

City of Sidney



Appendix #6 Transportation

Comprehensive Development Plan 2012

Sidney, Nebraska.....Small Town Values.....Big Time Opportunities

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Primary Streets and Highways

Several highways converge at Sidney. Highway 30 and Interstate 80 are east to west running highways that intersect with north to south running Highway 19 and Highway 385/Link 17J.

Interstate 80 runs along the south side of the community. As the name implies, it is a four-lane interstate highway that links San Francisco to New York City. It also directly connects Sidney to Salt Lake City, Cheyenne, Omaha, Des Moines, Chicago, and Cleveland.

Highway 30, originally the Lincoln Highway, used to be the prominent east-west connection across the United States. However, since Interstate 80 has displaced this function, Highway 30 is primarily a regional road that is utilized by rural county residents and commuters from nearby towns such as Potter and Lodgepole.

Although Highway 19 is classified as a secondary, non-commercial state highway, it is a very important commercial link for Sidney to Interstate 76 and Denver. This corridor presents a gateway to the large and rapidly growing Colorado economy and thus presents many economic opportunities for Sidney.

Highway 385 is a US Federal Highway and is part of Nebraska's commercial highway system. This highway provides an important link to Rapid City. Many parts of this route are presently developed as a four-lane divided highway as part of the Heartland Expressway project. This link dates back to the Deadwood Trail when Sidney was the stopping off point for westward travelers looking to find their fortune in the Black Hills. Highway 385 is connected to Interstate 80 via Link 17J (the Upland Parkway) as this Highway turns eastward just to the northeast of Sidney. The Highway 385 to the east and south of Sidney does not provide many vital links for the community.

While Sidney benefits from being at a crossroads of primary highways, it would benefit even more from being at a crossroads of four-lane highways. Although it is highly unlikely for Highway 19 or Co 385 to become a four-lane highway in the foreseeable future, progress is being made to make a significant portion of the corridor to Rapid City as a four-lane highway. Within the next five years, the 88-mile stretch from Rapid City to the Nebraska border may be all four-lane divided while a significant stretch of Highway 385 between Alliance and Link62A should also be completed as a four-lane divided highway. With the recent passage of LB84 in the Nebraska legislature, additional stretches of Highway 385 between Alliance and South Dakota could be developed over then next 20 years. All these improvements should help increase traveler, tourism, and trucker traffic in Sidney.

Sidney's streets run in a grid pattern. Even though Sidney's streets run in a grid pattern, there are few corridors that run from one end of town to the other, primarily due to the railroad providing limited access for crossings.

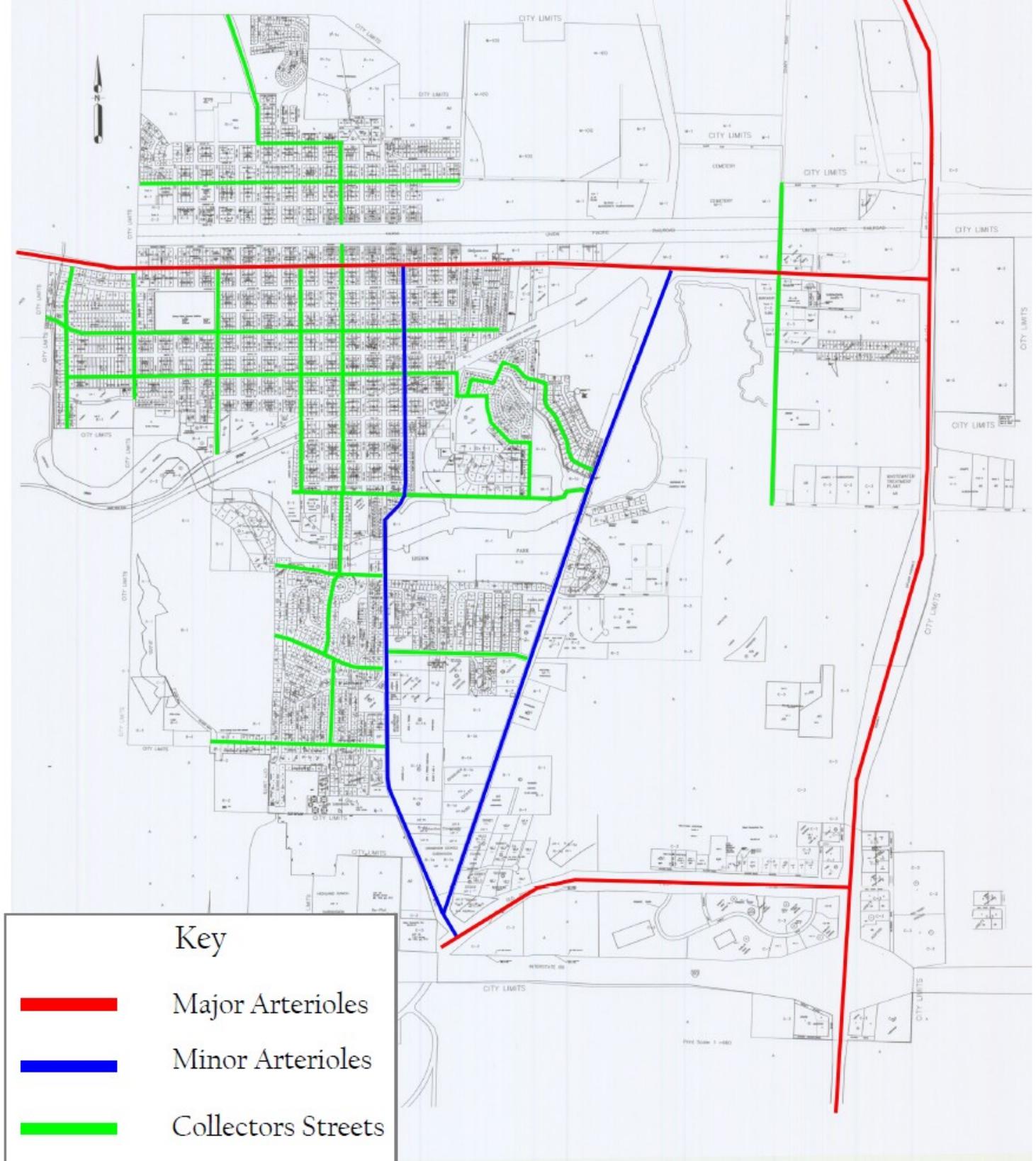
Illinois Street (Highway 30) is the primary east-west street and runs through the downtown districts. Old Post Road, Linden Street, Toledo Street, Summit Drive, and Parkland Drive are other significant east-west streets in the community.

The 10th/11th Avenue corridor is the primary north-south street in the community and connects the downtown district along Illinois Street to the Interchange via Old Post Road. The Upland Parkway (Link17J) on the east end of town and Fort Sidney Road on the east side of the "traditional" community are other significant north-south streets. There are few other thoroughfares to the west of the 10th/11th Street Corridor which increases traffic on that corridor during rush hour periods. 13th Avenue does run north-south through the community but much of this corridor is more residential in character and speed.



Arterioles & Collector Streets

City of Sidney Nebraska



Key



Major Arterioles



Minor Arterioles



Collectors Streets

Street Volumes/Capacity

According to a traffic analysis performed by the Nebraska Department of Roads, Illinois Street has the highest traffic volumes in the City. Traffic volumes in Illinois Street are highest between 13th Street and the Burlington Overpass where daily traffic counts are over 7,000 vehicles per day (vpd). East of the Burlington Overpass, traffic counts remain over 6,000 vpd. Traffic levels on the west edge of town are just over 3,000 vpd. While there are no traffic volume data between 13th and 21st Avenues, it can be assumed traffic increases from west to east toward 13th Street with traffic volumes likely ranging between 3,000 and 4,000 vpd.

Illinois Street is a three-lane street which helps traffic flow. This traffic arrangement is suitable as the traffic levels likely do not necessitate four-lanes. Remaining at three lanes also helps reduce traffic speeds, reduces rear-end accidents, and makes streets easier for pedestrians to cross.

The 10th/11th Street corridor is the busiest corridor in the community. Traffic volumes are consistently above 5,000 vpd from Illinois Street to Summit Drive. Previous traffic surveys measured traffic volumes above 5,000 for the entire stretch from 10th Street to Old Post Road. The highest traffic volume point in Sidney is at the 10th Street railroad crossing which has 7,985 vpd. In 2008, this crossing measured 8,450 vpd. Traffic on this corridor is especially heavy during the morning and evening commutes.

Tenth Street is three lanes from Illinois Street to Toledo Street. The remainder of the corridor from Toledo Street to Old Post Road is just two lanes. To improve traffic flow during the daily commutes, the City should evaluate the need to expand this corridor to three lanes. Four lanes would may not be suitable for this corridor as residents would have to stop in the fast lane to make left turns increasing the probability for rear-end collisions. Four lanes would also increase traffic speeds above what is suitable for this residential area and would also make it more difficult for pedestrians to cross.

Old Post Road and the Upland Parkway are the only other streets with more than 5,000 vpd. Old Post Road is a five lane road which is well justified due to the business egressions. The Upland Parkway is a four lane high with a median divider and left turn lanes. This roadway is well designed given the higher traffic speed and limited egressions.

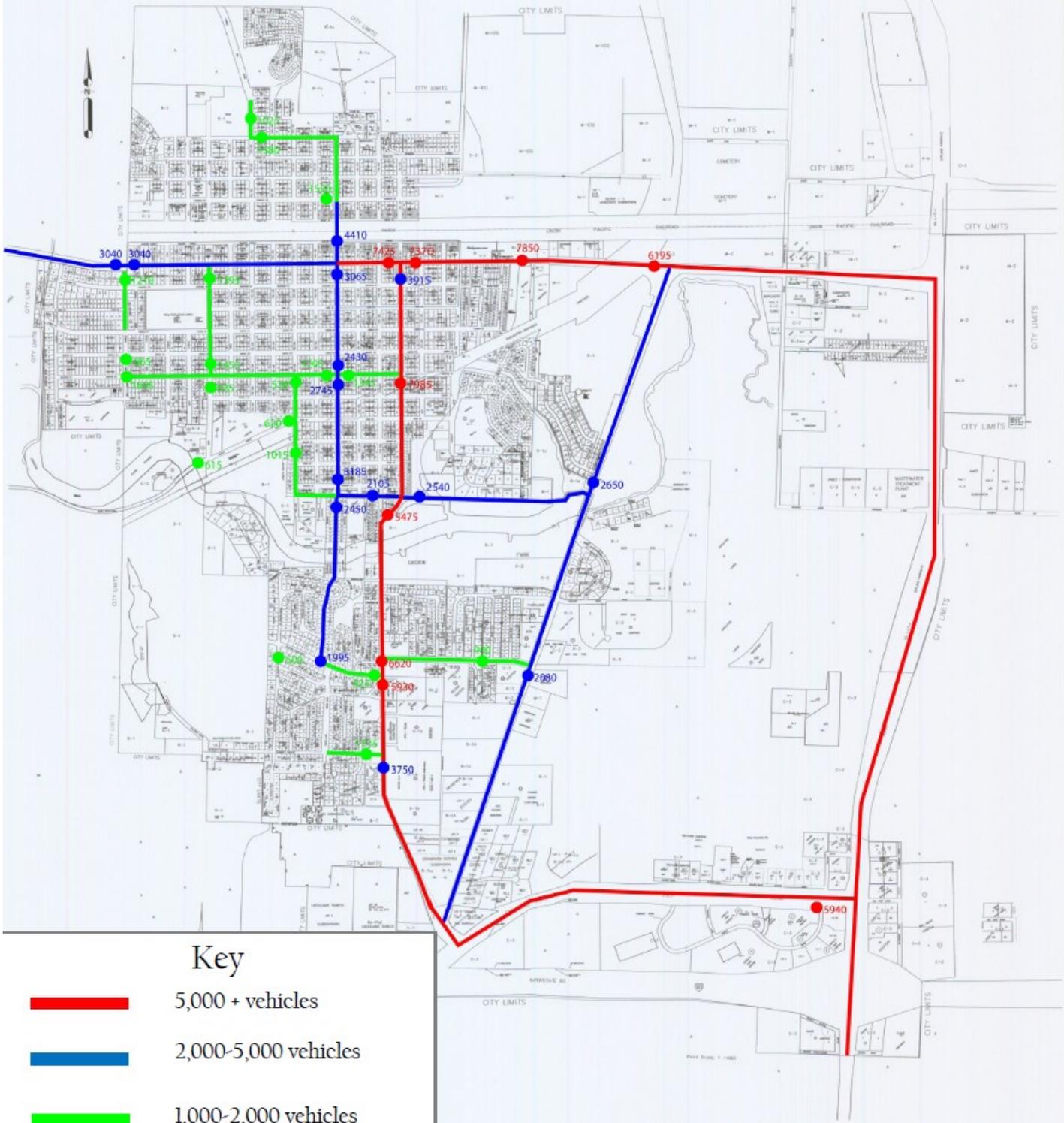
All of the other streets in town do not have traffic volumes that warrant higher roadway capacity than the existing two-lane alignment.

Streets with traffic volumes between 2,000 and 5,000 vpd include 13th Avenue from the Union Pacific underpass to Country Club Road in the south part of the community; Toledo St from 13th Street to Fort Sidney Road; and, all of Fort Sidney Road. These streets generally have 2,000 to 3,000 vpd expect for the underpass which has over 4,000 vpd.

There are several collector streets with measurements over 1,000 vpd. These streets include Summit Drive; Country Club Drive; 19th and 23rd Avenues between Illinois to Newton Street; Newton Street from 23rd Street to 10th Street; and 13th Avenue at the railroad crossing. Although traffic on Parkland Drive was only measured at 900 vpd in 2010, traffic in previous years was above 1,000 vpd.

Traffic Volumes

City of Sidney Nebraska



Key

- █ 5,000 + vehicles
- █ 2,000-5,000 vehicles
- █ 1,000-2,000 vehicles

Data source: NDOR

Note: Portions of 10th and 11th Avenues were below 5,000 vpd in 2010 analysis, but were above 5,000 vpd in previous years
 Parkland Drive was above 1,000 vpd in previous years

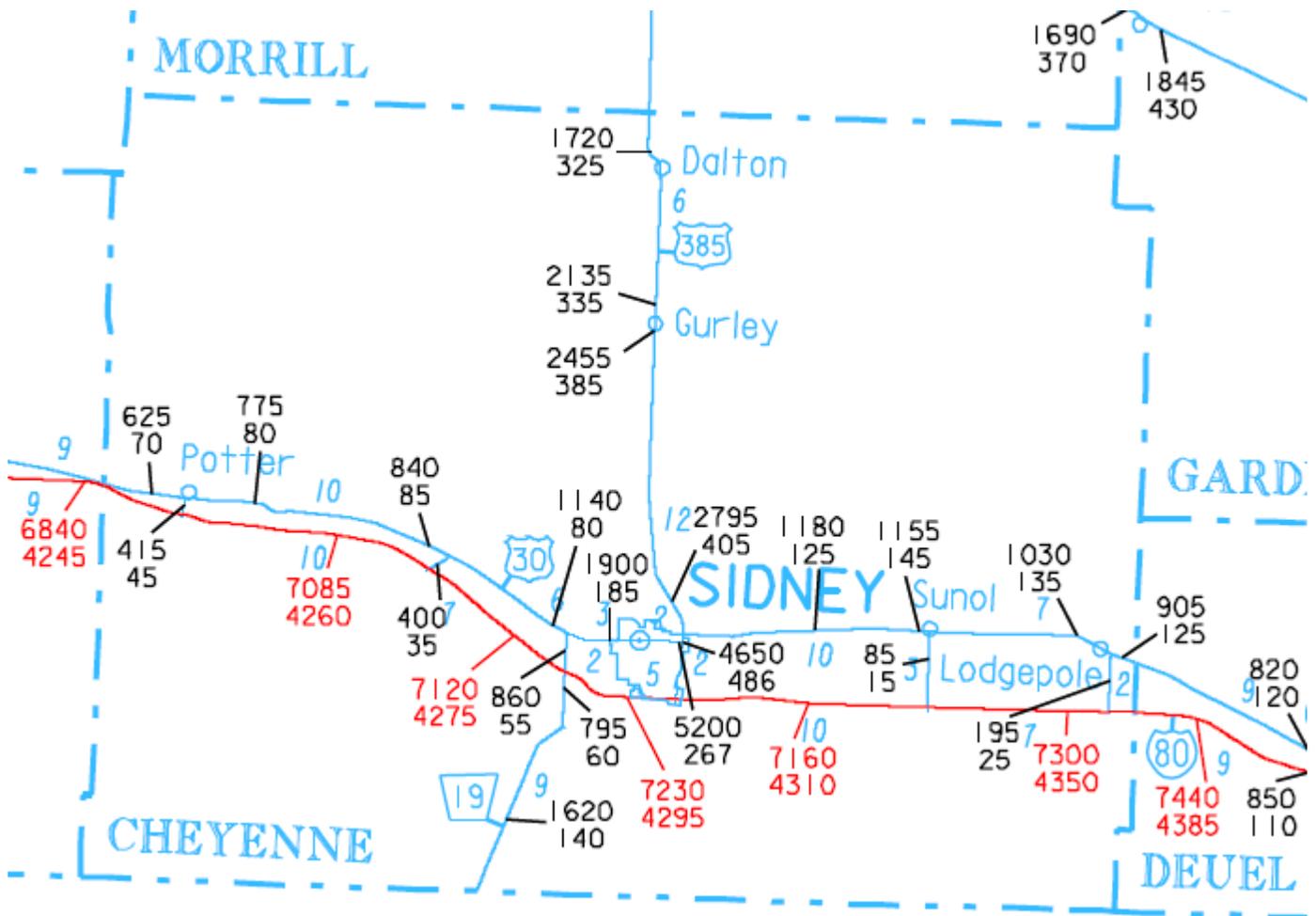
Highway Volumes

Traffic volumes in 2008 on Interstate 80 averaged 7,230 vehicles per day (vpd) just east Sidney and 7,120 to the west of town. This equates to over 2,500,000 vehicles per year. Three out of every five vehicles on the Interstate are trucks as there are 4,295 trucks to the east of Sidney and 4,275 to the west. Obviously these volumes are greater than average in the summer and below average during the winter.

There is also more traffic to the east of Sidney on Highway 30 than to the west. Traffic on Highway 30 is over 5,000 vpd at the intersection of Highway 30 and Link 17J. Traffic levels by Sunol are 1,155 vpd before tapering off to 905 east of Lodgepole. Traffic on the west entrance of town on Highway 30 is just 1,900 vpd. Traffic falls to 775 vpd to the east of Potter and just 625 on the east side of Potter.

There is much more travel to the north of Sidney due to local traffic than to the south. Highway 385 has 2,795 vpd just north of town before tapering off to 1,720 vpd north of Dalton. Highway 19 has 1,620 vpd. Thus the amount of through traffic on Highway 19 is close to the through traffic on Highway 385.

Highway Traffic Volume, 2008



Map Source: Nebraska Department of Roads

Street Maintenance

The community survey indicates the city's residents are very unsatisfied with the condition of the city's streets as only 12.8% of the respondents found the streets to be in satisfactory condition, by far the lowest rated category on the survey. This poor assessment was experienced in every part of town as the satisfaction rates were only 10.4% in the south part of town; 15.8% in the central and 10.2% on the north side of town.

A visual evaluation of Sidney's streets found that a majority of the city streets are in fair to good condition. There are several unpaved streets in need of significant improvement, but many of these streets tend to be low volume streets that may not warrant the significant cost of paving.

There are also streets in older neighborhoods that are certainly aged and pitted. Many of the curbs/gutters in these areas also damaged and broken.

The streets in many of the newer housing developments are in very good to excellent condition. The higher quality street conditions in these neighborhoods is largely due to the reality that the new neighborhoods have new streets that are financed by the developers/homeowners.

The low satisfaction rate of the city streets may have been partially due to the timing of the survey in the Spring of 2010, a time when cities throughout the Panhandle experienced a severe freeze-thaw cycle resulting in an above average number of potholes and crumbling streets.

Nevertheless, it is clear the city residents would like to see significant improvements in the condition of the city's streets. Many residents acknowledged the cost of street repair, but many residents expressed the need to reallocate more funding to street repair and development.

The City has reallocated funding to street repairs as the residents have requested. The Street department also has some equipment needs that have been deferred.

The most common complaint with the street maintenance was potholes and cracked streets. It appears the city has addressed this issue as a drive of every street in town found few potholes on the paved streets and the city appears to be properly addressing cracks in streets. All potholes reported to the City are placed on a list and are repaired as time allows. Weather conditions dictate the timelines of responding to such repairs as the city has a long list of repairs each spring and may be in the middle of other construction or maintenance projects where the six city street employees are working.

Many residents stated the city is doing too much patching and simply need to redevelop more streets. Some residents asked how city was able to install streets in the past but can not do it now.

This is a good question which should be part of a community conversation on street maintenance and development. When new subdivisions are built, they are typically paid for by the developer's/original homeowners. However, once built, city residents generally expect the city to maintain and replace streets into the infinite future with their tax dollars.

While the city does receive some funding from gas taxes, property and sales tax revenues, the amount of funds the city receives is largely dedicated to maintain existing streets. Cities only receive a small share of state gas taxes; a large majority of property taxes go towards schools, counties, and other tax entities; and the city must fund a large variety of services and facilities with their sales and property tax.

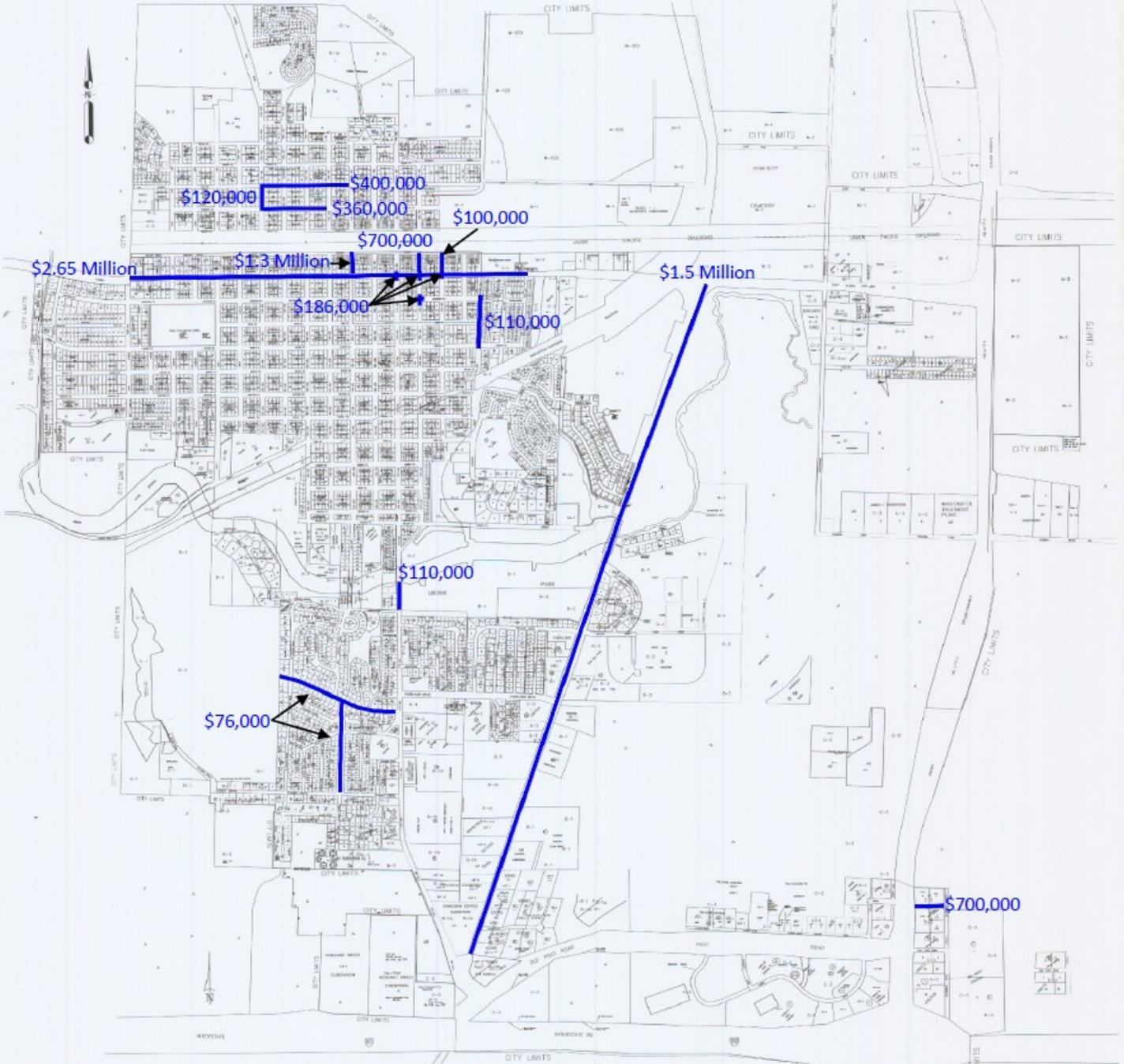
Furthermore, the City has lost \$3 million in the past six years due to state incentive programs refunding local sales tax and the State has also taken away all of Sidney's state aid as part of their equalization formula, receiving the lowest payment rate of all 30 first class cities in Nebraska for each of the past 14 years.

Continued on next page.....

Recent & Planned Street Improvement

Dependent on funding

City of Sidney Nebraska



Key

 Recent & Planned Street Improvement Projects

 \$ 76,000 Cost of Project

Street Maintenance, continued

Despite these funding challenges, the City has responded to citizen concerns about the local streets by allocating more funding toward street replacement. The City is also planning to leverage these local funds by applying for Community Development Block Grant funds for redeveloping many of the older streets in the north part of town.

It would cost the City millions of dollars to pave every unpaved street and replace every street that is in below average condition. While the City is applying for a CDBG grant for street redevelopment in the north part of town this year, it is highly unlikely for the City to receive many more street paving grants in the future, especially with Federal funding cuts on the horizon and strong resistance to any increase of either the state or federal gas tax.

Thus the City will have to look at a variety of funding options if it wishes to continue to pave and redevelop streets. If City residents want their streets paved, one funding option may be to apply special assessments on residential properties to pay for at least part of the project.

Many residents also complained about snow removal on the community survey. Many residents would like their streets cleaned sooner and were not satisfied with snow removal on weekends. Many residents do not want the snow removal crews to bury their cars or driveways when pushing snow while other residents do not want snow pushed into the middle of the street.

The City has tried to improve the timeliness of snow removal in the past by hiring private snow haulers as storms dictate, but for the most part all snow removal is handled by six member city street crew. This allows for consistency in delivery of the service and liability protection, as well as saving on budget expenditures.

Other common comments regarding street maintenance included weeds in streets and poor storm drainage.

Unpaved Streets

City of Sidney Nebraska



Emergency Snow Routes

City of Sidney Nebraska



Railroad Crossings

The City's rail crossings also received a low satisfaction rate as nearly half of the city's residents were not satisfied with the City's rail crossings. The satisfaction rate was just 54.1% with low satisfaction rates coming from each part of town.

The City residents stated an understanding that it is the railroads responsibility to maintain crossings, but residents would like more communication between the city and the railroads.

There were many comments related to every at grade crossing in Sidney as being too rough and noted examples of other areas/towns where rail crossings are much smoother. Residents obviously would like these crossings to be better maintained by the railroad.

Many residents would like a reduction of train noise/horns. Several persons pointed to the City of Scottsbluff as an example of quiet zones and directional train horns at crossings.

The City has worked with the Burlington Northern officials to investigate quiet zone efforts. The overall costs and the bureaucratic steps have made it prohibitive to date.

Many residents expressed a desire for an over/underpass at the 10th Street railroad crossings, but many residents are aware of the logistical difficulty to do such in this area, though. In addition to funding issues, developing an overpass may create access challenges for the hospital and would likely require the dislocation of many residents. An underpass would likely have significant drainage issues

Several residents commented on a desire to have a pedestrian crossing over the Union Pacific Railroad to provide better access for the north neighborhood. The city may wish to discuss this issue with the Union Pacific Railroad to provide an idea of costs and funding opportunities.

Other railroad crossing concerns include concern about route to hospital being blocked and trains blocking road for excessive periods at times.

The City also has some issues with water drainage in the low lying Union Pacific underpass. The City has made a number of improvements including a new pump system. While the improvements have worked much better, there continues to be issues and occasionally during heavy storm events, the underpass has to be closed. When the underpass is closed, north residents have to take a long detour to reach their local destinations.

Traffic Signage

Traffic signs in Sidney are generally well placed where needed as signage placement and design in the community follows the Manual on Uniform Traffic Control Devices. Traffic signage received an 86.4% satisfaction rate on the community survey that consistently ranged from 86.2% to 87% in the three areas of town.

Many residents would like the traffic signals on Illinois Street to be timed. While it is simple to time one way traffic or to time traffic signals to flow with the direction of commuting flows, timing two-way flows of traffic is more complex, especially since the traffic lights on Illinois Street are not evenly spaced. Given the few traffic lights on Illinois Street, it is likely not worth the expense to time them.

Many residents are concerned about the residential intersections without stop or yield signs. The City should evaluate traffic incidents to see if certain intersections are in need of traffic signs. Every local street accessing a collector street should have either a yield or stop sign.

A few residents requested a traffic signal at 11th Avenue and Country Club Road. It would be more efficient to place a traffic signal on Summit Drive. The City should evaluate if a light is needed at this intersection.

Several residents would generally like more traffic signals at key intersections. The City should continue to evaluate traffic volumes at intersections and accident rates at intersections to determine if signals are warranted.

Some residents are concerned about the configuration of East Old Post Road. A new road should be developed to the north of Runza to address this issue and open up more land for development at the interchange. The City could also consider developing a roundabout at the Intersection of Old Post Road and Silverberg Road, at the intersection of Wal-Mart. However, a new route for trucks to the north of Runza would still be needed.

There is a desire for left turn signal on Illinois at 10th Street. The City should evaluate this intersection to see if left-turning cars are obstructing forward moving traffic to see if such a signal is needed.

Several residents commented about unnecessary red lights at 13th and Illinois while others remarked on the need for dedicated turn lanes at this intersection. Given that the traffic through the underpass is over 4,000 vpd, it would not be advisable to remove this traffic light. Furthermore, this intersection is often backed up in the mornings and late afternoons as school traffic backs up at the stop light.

Sidney has tried to work with the Nebraska Department of Roads on signalization turning lanes on U.S. 30 (Illinois Street), but to date they have not approved our request. This would help alleviate some of the traffic control.

Some residents would like the four-way stop at 10th and Toledo to be changed to a stop light. The City should monitor traffic at this intersection. If traffic volume grows and cars begin to back up during rush hour, a traffic light may need to be considered.

A comment was made for installing four way stops by the school on 23rd street. This idea would certainly make a safer environment for kids going to school.

Another comment was made regarding the size of lettering on street name signs. As the number of elderly residents increases in the coming decades, the City will need to accommodate older drivers, especially for night driving. This will require large lettering in signs, better street lighting at intersections and well maintained lane markings.

Other comments include the need for better lane markings; concern about speeding on Summit Drive; difficulty entering 11th Street from driveways during rush hour; vegetation blocking views at intersections; need for slower speeds in some residential areas;

It was also observed that some of the roads by the Union Pacific underpass do not have “one way” signs or any sign indicating how to safely merge into traffic from cars coming out/in from under the underpass.

Street Lighting

Sidney maintains over 1,500 street lights in the community. Street lighting received a very good 87.4% satisfaction rate in the community survey. Every part of the community rated street light as very good, although the satisfaction rating of 84.3% on the north side was a little below the rest of the community.

The most common comment focused on specific areas where resident thought more lighting was needed and bulbs being burned out and not replaced promptly. Specific areas where residents would like more lights include the parks, schools, trails, by mortuaries, and by the hospital. Specific Streets include Forts Sidney Road, Maple and Linden

The City has a good process of addressing lighting issues as lighting issues are logged at the City Office or Electric when notified so that response times can be evaluated. Most bulbs are replaced within the week of notification. Thus, the city may want to educate the residents of the process in a city newsletter and on the website.

Several comments were also made suggesting a reduction the number of street lights to save money or reduce light pollution. Others also thought there are too many street lights. Many cities are downsizing their street lights to strictly intersections and entrances to subdivisions. This cuts the number of lights by 50 percent or more therefore cutting thousands of dollars out of electrical consumption by the public, thus helping hold the costs on rate increases. Sidney is considering options and also incorporating the dark sky initiative by replacing lights through a multi-year plan that will make the lighting system more efficient over time.

While reducing street lighting and reducing wasteful light pollution is economically beneficial, the City may want to increase lighting at the Interchange. Having the Interchange highly visible at night from a great distance is an economic benefit as it provides an aura of a safe and active interchange along with serving notice to travelers that a prominent interchange is coming up well in advance.

Other comments included lights too bright; lights could be brighter; lights too far apart; need new lighting in downtown; and lights need to be more energy efficient.

Sidewalks

The City is implementing a community-wide assessment of the extent of sidewalk replacement needs and the private / public obligation in completing the task of cost replacement. The City is exploring the possibility of upfront financing from the city to allow homeowners and business owner to pay for replacement in installments. In older subdivisions, the sidewalk replacement needs are significant.

Residential satisfaction with sidewalks in the community ranged from poor in the north (44.8%) and Central (53.7%) neighborhoods to fair in the south part of town (65%). Overall sidewalks received a satisfaction rate of just 56%. Less than half (46%) of homes with persons 65+ are satisfied with the sidewalks in the community.

A large number of comments focused on there are many missing, broken and uneven sidewalks in the community. Other comments included: need to make handicap accessible; Don't know how to fix their sidewalk; Don't need to spend money on sidewalks; Expensive too fix or replace.

Some persons emphasized sidewalk maintenance is the homeowner's responsibility while another comment focused on how some property owners spend a lot of money installing their own sidewalk while others have had work done for free. Another comment stated the city needs to maintain their sidewalks before addressing residential and that all residents should be treated equally.

Another issue is that pedestrians on the north side of town do not have any safe way to access the store and schools

Railroads

As energy prices rise over the long term, cities with good railroad access will have a significant competitive advantage over regions that do not have good access to rail lines.

Sidney is well positioned in this regard as the city has access to both the The Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroads. The BNSF runs from the Northeast part of town diagonally through the central part of the community. The Union Pacific runs parallel to the north side of Illinois Street.

The Sidney and Lowe Railroad is a short (switching) line railroad that connects the BNSF Railroad at Huntsman (north of Sidney) to the Union Pacific Railroad at Brownson (west of Sidney).

This short line is a valuable asset to Sidney as it provides businesses located at the Sioux Army Depot access to both the BNSF and Union Pacific Railroads. The railroad became a common carrier in 1982 and was purchased by Progress Rail in 1996.

Burlington Northern Santa Fe Railroad



Union Pacific Railroad Network



Public Transportation

The City operates two different types of public transportation services, both operated by the City. A dial-a-ride has been in operation from 8 to 4 p.m., Monday through Friday for numerous years, except during holidays. The fee is just \$1.00 per one way trip in town. There is a fee of \$2.00 per one way trip for transportation to any business located out on the interstate.

In 2010, Sidney implemented a fixed bus route, with 12 strategic stops throughout the community every hour on the hour, six days a week from 7 a.m. to 6 p.m, Monday through Saturday. This is beginning to generate more traffic.

The local tourism committee (Visitors Committee) is sponsoring the 25 percent local costs on the fixed bus route and the bus has been wrapped as an old stage coach to promote the old west history of the Sidney community. It has been named the Sidney Stage Line, which was in operation in the 1870s and 1880's between Sidney and Deadwood, DT

The City is monitoring the success of the fixed route system. If the fixed bus route don generate sufficient traffic, the city may convert this to a second dial-a-ride system, running earlier in the morning and into the evening hours.

Sidney used to have a local connection to the national Greyhound bus service. This service was discontinued a few years ago. Sidney does have bus service from Dashabout Shuttle which provides access to Denver, although it is not direct service and time options are limited..

The closest access to Amtrak service is just 87 miles away in Fort Morgan Colorado. This station is served by the California Zephyr which runs from Chicago to San Francisco via Omaha, Denver, Salt Lake City, and Sacramento. This rail line is not a high speed rail line, though. It is often faster and cheaper to fly to these destinations.

Many public service agencies and retirement facilities also provide transportation services on a limited clientele basis.

Sidney does not have a taxi service.

Airport

The Sidney Municipal Airport, also known as Lloyd W. Carr Field, is a general aviation airport south of town. The airport is operated by the Sidney Airport Authority.

The airport has two runways. The longest runway is 6600 feet in length while the other runway is 4700 feet in length.

Sidney does not have commercial service at the airport. Residents are within driving range of the Denver International Airport which provides affordable access to locations around the globe.

Truck Parking

Sidney provides truck parking on an unpaved area in the southwest quadrant of the interchange. In all, Sidney can accommodate about 400 trucks.

As truck traffic continues to grow along with driving hours being restricted, the need for truck parking along the Interchange continues to grow and provides an economic opportunity if higher quality truck parking, facilities and services can be provided to truckers.

Sidney has a couple truck parking related issues. During local storm events or severe snow storms in Wyoming or Eastern Nebraska, the demand for truck parking can greatly surpass the amount of parking available in the community. The City works with the NDOR to notify trucks of alternative parking locations when local truck parking capacity is met.

Another issue involves companies parking disconnected truck trailers along public streets in areas that disrupt the visibility of traffic. Some trucks are also being parked in residential areas creating visibility issues.

Scenic Byway Designations

Highway 30 and Highway 385/Link17J are part of Nebraska's Scenic Byway program.

Highway 30 is part of the Lincoln Highway Scenic and Historic Byway which runs from border to border from Wyoming to Iowa. Highway 30 was originally known as the Lincoln Highway and was the country's first transcontinental highway.

Highway 385/Link 17J is part of the Gold Rush Byway which runs from Sidney to the South Dakota border north of Chadron. This byway roughly corresponds to the Deadwood Trail which was the primary route of participants in the Black Hills Gold Rush of 1875 to 1878 as Sidney was the closest railhead.

Interstate Rest Areas

The Nebraska Department of Roads operates two rest areas just outside of Sidney. These facilities, while nice for travelers, reduces the number of persons that may otherwise stop in Sidney for restroom and other breaks. This in turn both reduces spontaneous purchases in Sidney and reduces exposure to Sidney's attractive interchange. Closing these rest facilities would likely increase commerce in Sidney.

Future Transportation Development



Key

- | | | | |
|--|-----------------------|---|---|
|  | Expand Trail |  | Smooth Tracks & Install Directional Train |
|  | Consider Bike Lane |  | Pedestrian Overpass |
|  | Develop 3-Lane Street |  | 4-way Stop Signs |
|  | Build New Street | | |

Strengths:

- Sidney is located along Interstate 80 which is the primary route across the US between New York and San Francisco
- Sidney has access to both the BNSF and Union Pacific Railroads
- The Sidney and Lowe Railroad provides industries at the Sioux Army Depot access to both the Union Pacific and BNSF railroads
- Sidney is located at the Intersection of major east-west and north-south highway
- Highway 19 provides Sidney good access to Interstate 76 and Denver
- Center lane on Illinois and 10th Avenue helps traffic flow smoothly
- Interstate 80 averages more than 7,000 vehicles per day (greater than 2,500,000 vehicles per year)
 - Over 4,000 trucks per day pass by Sidney on Interstate 80
 - Highway 385 carries over 2,000 vehicles to Sidney daily
- Traffic signs are generally well placed and maintained in the community
- Street lighting received an 87.4% satisfaction rate
- The City operates both a demand responsive and a fixed route bus system
- Sidney has two airport runways including one that is 6600 feet in length
- Sidney is within reasonable driving distance of an International Airport
- Sidney can accommodate 400 truck parking spaces
- Highway 30 and Highway 385/Link17J are part of Nebraska's Scenic Byway program
- More than 95% of Sidney's streets are paved
- Many streets in Sidney's newest neighborhoods are in excellent condition
- Sidney has made and is planning millions of dollars worth of street improvements

Weaknesses:

- Street Maintenance received an incredibly low satisfaction rate of just 12.8% (the severe spring freeze-thaw cycle may have exacerbated the poor rating.
- Several of Sidney's streets are unpaved while many others are in need of replacement
- Traffic volumes on 11th street during worker commutes may become too high for a two-lane street in the near future
- Many residents do not like the absence of stop or yield signs at residential intersections
- The City street department has some equipment needs that have been deferred due to the tight budget.
- Many sidewalks in the community are in disrepair, uneven or simply absent.
- Many residents are concerned about weeds in the public right of ways
- The City does not receive as much tax revenue per capita through the state's equalization formula as other first class communities.
- Railroad crossings received a low satisfaction rate on the community survey (54%)
- Many residents are concerned about the level of train noise in residential areas
- The Union Pacific Railroad does not offer pedestrian on the north side of Sidney safe alternatives to walk or ride bicycles to the store or schools
- The Union Pacific Railroad underpass often becomes congested before and after school
- The Union Pacific Railroad occasionally has flooding issues despite efforts that have improved the situation
- The Burlington Northern often hinders emergency responses
- Many residents are concerned about the lack of yield or stop signs on residential intersections.
- Residents are concerned about traffic backing up during commutes at the intersection of 10th and Toledo
- The City does not have commercial area service
- Sidney's inter-city bus service options are very limited since it lost its national greyhound bus service in recent years
- Some trucks are parking in residential areas with some inhibiting visibility at intersections
- Interstate 80 rest stops on both sides of Sidney reduce commercially beneficial stops at the interchange
- East Old Post Road is confusing for travelers trying to get back to the Interstate
- The 10th/11th Avenue corridor can be confusing to visitors since the corridor carries two names

Opportunities:

- The four-lane development of Highway 385 will likely bring more travelers, tourists, and truckers through Sidney
- Higher energy prices will likely make cities with rail access more attractive to business and industry
- Many of Sidney's extra wide streets could be easily converted to bicycle lanes
- Growing truck traffic volume along with restrictive driving hour regulations provides an economic opportunity if higher quality truck parking, facilities and services can be provided to truckers.
- Closing the Interstate rest stops outside Sidney can increase traffic and commerce at the local interchange
- Developing a new street north of Runza would open up more land for development as well as alleviate traffic issues on East Old Post Road
- Changing the name of the 10th/11th Avenue to Cabela's Avenue or some other prominent name would not only make navigation easier for travelers (as the corridor would carry just one street name), it would increase the prominence of the corridor by honoring modern entrepreneurial achievements of local residents.
- Changing the name of the Upland Parkway (a name many residents are unaware) to the Gold Rush Parkway would align with the Gold Rush Byway name, and carry more historical significance in line with Old Post Road and Fort Sidney Road.

Threats:

- Higher energy prices may reduce the amount of Interstate 80 travelers
- Stagnating fuel tax revenues and prospects of federal governments spending cuts along with rising construction costs may make it more difficult for Sidney to make major street improvements.
- The cost of all the street improvements Sidney residents need and want is likely well into the many millions of dollars.
- Grant funding to assist towns with community development activities such as street paving have declined in recent years and then downward trend is likely to continue.
- An aging population may require the city to raise their standards for lane painting, sign lettering and lighting