COMMUNITY SAFETY ACTION PLAN

SEWARD COUNTY
NEBRASKA 2025

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Abbreviations

ROW - Right of Way

NDOT - Nebraska Department of Transportation

SCSO - Seward County Sheriffs Office

DARE - Drug Abuse Resistance Education

SPD - Seward Police Department

MPD - Milford Police Department

SCC - Southeast Community College

NIRMA - Nebraska Intergovernmental Risk Management Agency

EVOC - Emergency Vehicle Operations Course

NRD - Natural Resource District

SCVFD - Seward County Volunteer Fire Department

SCRF - Seward County Rural Fire

SCR - Seward County Road Department

FCHD - Four Corners Health Department

SCS - Seward County Schools

JTF - Juvenile Task Force

PTD - Pre-Trail Diversion

YAS - Youth Attendance Support

HSC - Highway Safety Council

COS - City of Seward

SCAO - Seward County Attorney's Office

Acknowledgments

Local officials, partners, and stakeholders were instrumental in the development, review, and refinement of this Community Safety Action Plan. Seward County would like to express their appreciation to the supporting staff and partners for their participation and contributions.

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Introduction & Purpose

Seward County is home to 17,609 residents with a median age of 37 years old. 5,199 residents are under the age of 19 and 4,435 are over the age of 60. There are three school districts (Centennial, Milford, and Seward Public Schools) that serve K-12 students, a hospital system with community clinics in Utica, Milford, and Seward, and a law enforcement presence with the City of Milford and City of Seward Police Departments, and the Seward County Sheriff's Office.

Seward County has 1,041 miles of local roads. 931 miles are gravel, 78 are minimum maintenance, and 35 asphalt. There are 191 bridges in Seward County, most of which are nearly 100 years old. The majority of the 1,041 miles of roadway in Seward County is maintained by the County Road Department.

This Community Safety Action Plan reflects Seward County's commitment to improving safety and reducing community risks, fatalities, and serious injury to our residents and visitors. It adopts the Safe System Approach on our roads, which starts with a mindset that it is unacceptable to allow deaths and serious injuries to occur on the roads. This approach acknowledges that road users are human beings and that humans will inevitably make mistakes. The Safe System Approach considers five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care in an integrated and holistic manner. Achieving zero traffic deaths and serious injuries requires strengthening all five elements. A true systems approach involves optimizing across all the elements to create layers of protection against harm on the roads.

Seward County's Community Safety Action Plan (CSAP) utilizes the Federal Highway Administration's (FHWAs) list of Proven Safety Countermeasures for creating solutions to roadway concerns raised by the group of stakeholders. This is a listing of well-proven methods to reduce crashes that result in death and serious injury.

Seward County Auto Crash Statistics

ONE AUTOMOBILE CRASH EVERY 32 HOURS

ONE AUTOMOBILE CRASH RESULTING IN INJURY EVERY THREE DAYS

FOUR CRASHES RESULTING IN FATALITIES ANNUALLY/AVERAGE

Why A CSAP?

- Developed by local stakeholders
- Strengthens local partnerships
- Considers safety needs of all roads within the county
- Reviews/implements strategies that reduce concerns and dangers on roads
- Creates public awareness

- Addresses the 5 E's of Traffic Safety (Engineering, Education, Enforcement, EMS, Everyone)
- Helps guide investments towards infrastructure projects
- Assist with leveraging funds/resources

Vision, Mission and Goals:

Vision: Eliminate all preventable deaths and life-changing events on Seward County Roadways, in schools, and in our eleven local communities.

Mission: To create a safe and secure county through proactive measures that address mental health, addiction, violence, and reduce pedestrian and automobile safety concerns. We are committed to fostering county-wide collaboration among law enforcement, schools, and other stakeholders to develop and implement strategies that will enhance the overall well-being and quality of all residents and eliminate issues and risks that could lead to fatalities and injuries on Seward County roadways.

Goals: Seward County is committed to reducing distracted driving and reducing the number of mental health related law enforcement interactions. To achieve this, our goal is to reduce the number of traffic fatalities to zero, distracted driving related incidents by 20%, and increase Mental Health services 15% by 2035.

Developed using the collaborative six step process documented by the Federal Highway Administration (FHWA), the intent of the Seward County CSAP is to:

- Achieve significant reduction in traffic fatalities and serious injuries on Seward County Roads.
- Leverage partnerships and resources to maximize the implementation of this plan.
- Identify strategies and action items based on data analysis and crash trends.
- Prioritize areas of community response and roadway improvement.
- Increase awareness of safety risks through education and enforcement.
- Develop support for funding applications.

THE SAFE SYSTEM APPROACH

Over the last six decades, traffic fatalities in Nebraska have decreased from 5.0 fatalities per 100 million vehicle miles (HMVM) in 1966 to 1.0 fatalities per HMVM in 2010. In those 45-years we should be proud of the lives saved, but the same strategies have either been exhausted or failed to adapt to the changing problems. This incredible progress has stagnated over the last decade, having ticked upward by 20% to 1.2 fatalities per HMVM in 2020. The Safe System Approach is a new way of addressing transportation safety.

The Safe System Approach is a comprehensive strategy for managing road safety that is closely aligned with Vision Zero principles. Developed by the Federal Highway Administration (FHWA), the goal of the Safe System Approach is to create a transportation system that is forgiving to human error and that does not rely on individual road users to be perfect. Instead, the approach recognizes that people will make mistakes and that the transportation system must be designed to protect the road user from the consequences of those mistakes.

Source: FHWA
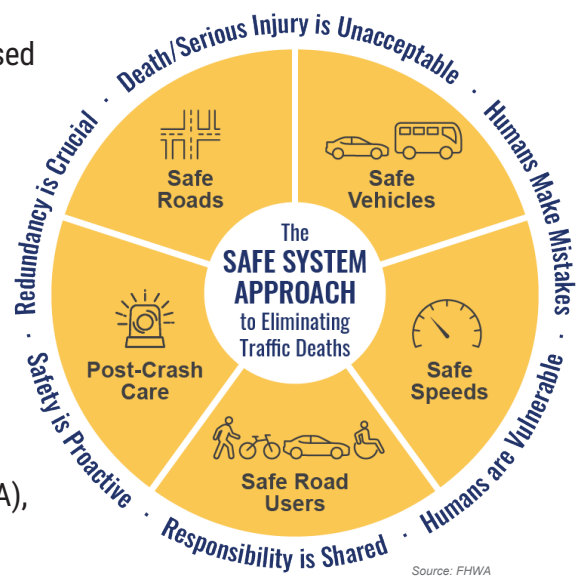
Road Map to Success

Community Safety Action Plans, an FHWA proven safety countermeasure, follow a six-step process. Seward County's CSAP addresses local roadway needs, users, schools, and community well-being, incorporating Safe System principles where applicable.

1

Establish Leadership: Commissioner Misty Ahmic led CSAP development, recruiting Seward County Officials and employees, known as the Core Working Group to assist in the development of this document. They engaged local stakeholders from the 5E's to provide input and shape the plan.

2

Analyze Safety Data: From 2016 to 2024, data informed CSAP trends and risk factors. Sources included the Seward County Sheriff's Office, Nebraska Department of Transportation, Youth Service Plan (2025-2029), and Seward County Roads Department. Captain Borges, a former investigator, guided data analysis for the core working group and stakeholders.

3

Determine Emphasis Areas: CSAP focus areas were determined based on feedback from stakeholders and data analysis at meetings in May and June of 2024. The following areas were identified:

- Distracted Driving
- Gravel Road Conditions
- Driving in Construction Zones
- Risks Associated with Animals and Right of Ways
- Pedestrian Travel
- Mental Health
- Addiction and Abuse

4

Identify Strategies: Using data, state research, and local knowledge, countermeasures were identified for each focus area at meetings in July and August 2024. Discussions included providing space for services, education campaigns, and improving the physical condition of roadways.

5

Prioritize and Incorporate Strategies: After reviewing each focus area, feasibility and implementation was considered before assigning their priority. Additionally, partnerships and funding availability were considered.

6

Evaluate and Update: Core working group members, partners, and stakeholders share responsibility for safety in Seward County. This plan helps agencies set goals, track progress, allocate resources, and implement strategies to reduce risk and improve community well-being.

2011-2020 Local & State Road Accident Data

YEAR	Total DOT Reported Crashes	# Fatal Crashes	# Injury Crashes	PDO	#Fatalities	# Injuries	#County Drivers	#County Drivers 16-20	Total DOT Reported Crashes Statewide
2011	360	0	110	250	0	176			32302
2012	309	1	106	202	1	170			30443
2013	306	3	115	188	3	187			31377
2014	286	7	85	194	11	144	12,894		32318
2015	258	2	87	169	3	128	12,939	1,103	33988
2016	257	1	95	161	1	146	13,066	1,132	34890
2017	268	1	92	175	1	141	13,172	1,135	34999
2018	366	8	105	253	13	166	13,246	1,095	36117
2019	345	4	103	238	5	147	13,286	1,130	36706
2020	305	5	100	200	5	142	13,419		29418
Average	306	3.2	99.8	203	4.3	155			

*Data Source, NDOT

2021-2024 (Does not include state highways or interstate)

YEAR	Total Reported Crashes	# Fatal Crashes	# Injury Crashes	PDO	# Fatalities	# Injuries
2021	313	0	62	10	0	8
2022	198	6	58	8		71
2023	242	1	77	6	1	98
Jan 1-Jun 30 2024	142	3	49	7	3	54
Average	259	3.25	74	9.5	4.3	155

**Data Source, SCSO (assumption made that 2024 Data doubled for the year/average)
    This shows the upward trend in Seward County Accidents.

Crash and Community Data

Analysis data provided by the Seward County Sheriff's Department, Nebraska Department of Transportation, and Comprehensive Youth Service Plan (2025-2029) was used to develop this plan.

Causes of Roadway Crashes, 2011-2020

45%
Behavior

7%
Unknown

11%
Other

26%
Animal

9%
Construction/ Weather

2%
Construction/ Surface
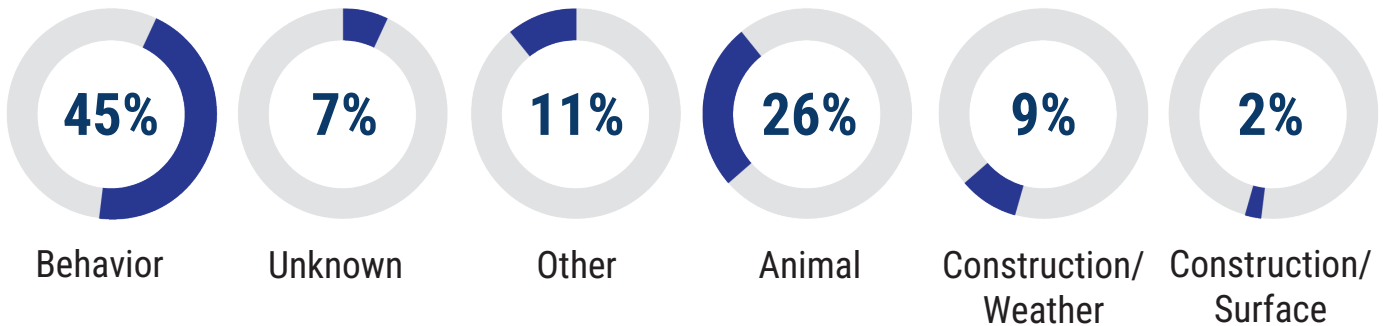
Crash Locations, 2011-2020

9%
Intersection

2%
Exit/On Ramps

89%
Straightaways/ Curves
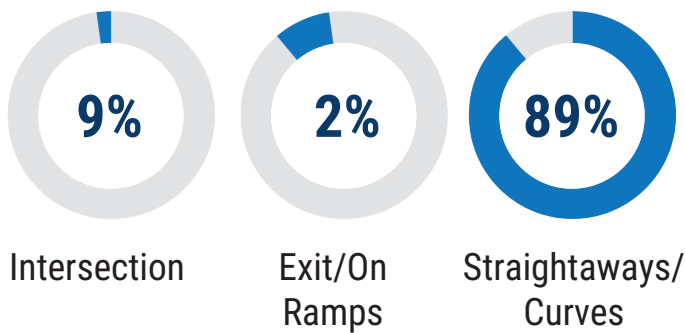
Seward County Total Population, 2020

7%
Juvenile (14-18)

70%
Adult (19-60)

18%
Elderly (60+)

5%
Unknown
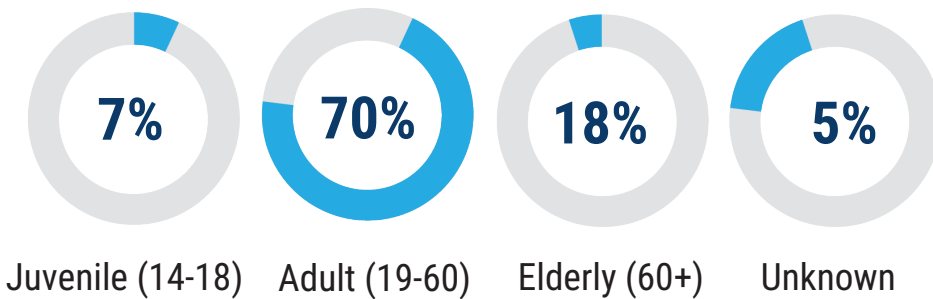
Distracted/Impaired Driving Among High School Students, 2021-2024
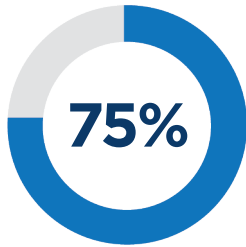
75% — **12th graders** reported **texting or using an app while driving** in the past 30 days
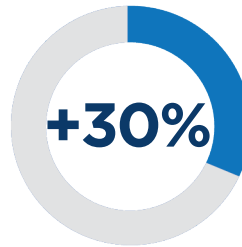
+30% — **8th graders** reported **riding in a vehicle driven by someone who had been drinking alcohol** in the past 30 days
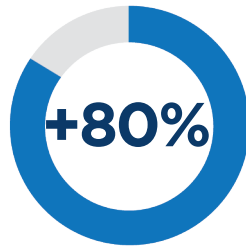
+80% — **12th graders** reported **talking on their cell phone while driving** in the past 30 days
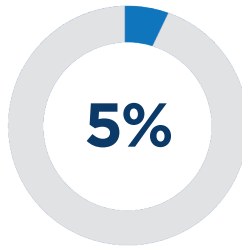
5% — **10th graders** reported **riding in a vehicle driven by someone who had been using marijuana** in the past 30 days

Mental Health Incidents, 2021-2024

A total of **41 Mental Health incidents** requiring law enforcement support occurred in Seward County in 2024. These include Mental/Emotional/Psychological", "Disturbance/Fight" and "EPC" (emergency protective custody).

Age of Mental Health disturbance calls:

30 were adults

9 were youth

2 were of unknown age

4 Were handled by Rescue personnel
(transported to a hospital or were already in the hospital)

19 Were handled by Law Enforcement on scene
(resources were provided by family, friends or by providers who were already seeing the individual)

10 Were placed in Emergency Protective Custody *(EPC)*

8 Were handled by both Law Enforcement and Rescue
(LE provided assistance with transport to SMH or Bryan West)

Blue Valley Behavioral Health **assisted 115 youth** with Mental Health counseling from July 2023 - June 2024.

Percentage of Students Who Reported Being Bullied in the Last 12 Months, 2023

	Any bullying*	Physically	Verbally	Socially**	Electronically**
8th (n=33)**	72.2%	46.9%	65.6%	50%	37.5%
10th (n=129)**	50.4%	13.2%	41.1%	40.3%	18.6%
12th (n=121)**	48.8%	10.8%	44.2%	36.7%	20.8%
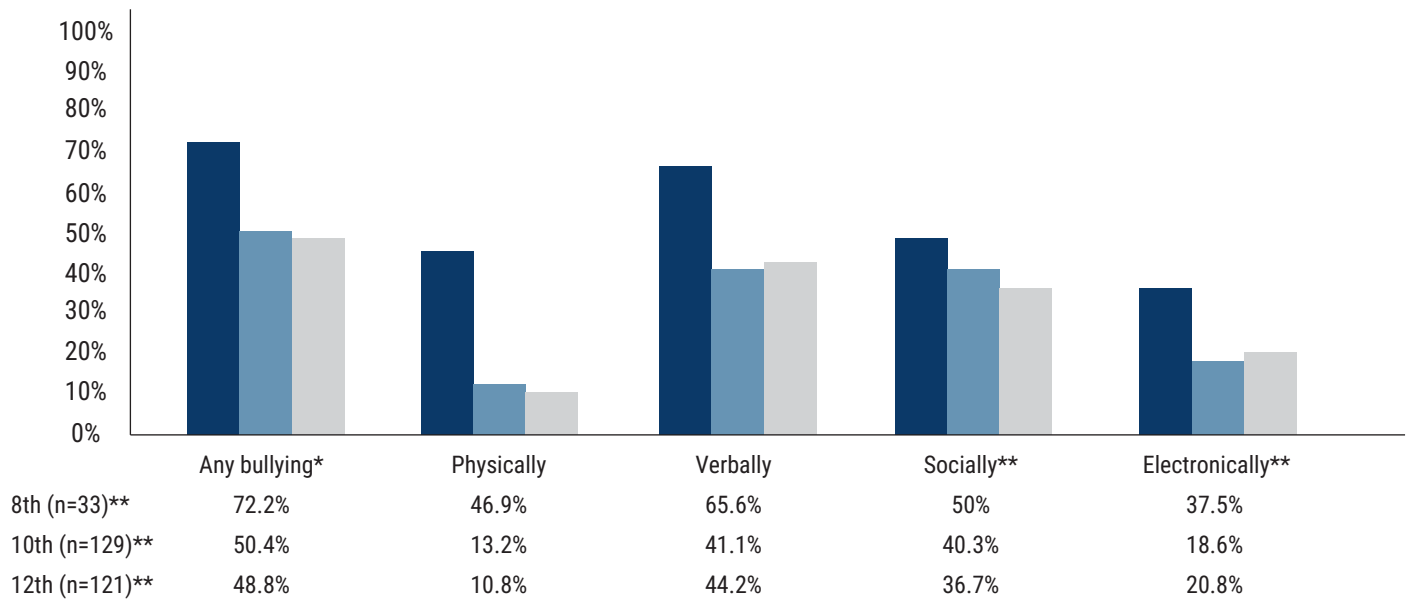
*Note: *Percentage who reported one or more occurrences of each type of bullying. Percentage of students who reported one or more occurrences of one of more of these types of bullying. **The n-size displayed is the largest n-size across these questions. Because each question is asked individually, the n-size may vary. Examples of being bullied socially can be being excluded from a group or having gossip or rumors spread about the student; examples of being bullied electronically can be being threatened or embarrassed through e-mail, text messages, or social media.*

Suicide Death Rate per 100,000, 2021

Nebraska ■ United States

Suicides by Firearm		Suicides by Other Means	
7.4	7.5	7.6	6.5
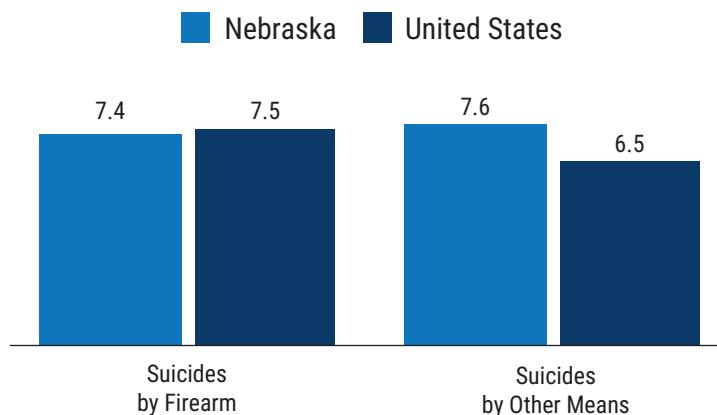
SOURCE: KFF analysis of CDC Multiple Cause of Death 2021 on CDC WONDER Online Database.

KFF

As shown in the figure above, in 2021, Nebraska's suicide death rate by firearm (7.4 per 100,000) was lower than the suicide death rate by other means (7.6 per 100,000). In the U.S., the suicide death rate by firearm (7.5 per 100,000) was higher than the suicide death rate by other means (6.5 per 100,000).

Mental Health Workforce

Mental health professionals include psychiatrists, psychologists, psychiatric nurses, addiction counselors, and mental health or family and marriage counselors. Many people in need of mental health care or substance use treatment are unable to access it in a timely manner due to provider shortages, particularly in rural areas. There is concern that these provider shortages may be more pronounced due to increased demand during the pandemic. However, the recent shift toward telemedicine for mental health services may alleviate some issues with accessing providers.

- Health Professional Shortage Area (HPSA) designations are used to identify areas that are experiencing a shortage of health professionals. Mental health HPSA designations are primarily based on the number of psychiatrists relative to the population.

- As shown in the table below, the percentage of need for mental health professionals met in Nebraska is 47.9%, compared to the national percent of need met (27.7%).

Mental Health Care Health Professional Shortage Areas (HPSAs), September 2022		
Location	Percent of Need Met	Practitioners Needed to Remove HPSA Designation
United States	27.7%	7,871
Nebraska	47.9%	27
SOURCE: Bureau of Health Workforce, Health Resources and Services Administration, Designated Health Professional Shortage Areas Statistics: Designated HPSA Quarterly Summary, as of September 30, 2022.		
NOTE: Percent of need met is defined as the ratio of available psychiatrists to the number needed to eliminate the HPSA designation. Calculations are based on the number of psychiatrists and do not generally include other mental health care professionals.		

Mental Health in Nebraska

1 in 5 U.S. adults experience mental illness each year.

257,000 adults in Nebraska have a mental health condition.

That's more than **5x** the population of Grand Island.

It is more important than ever to build a stronger mental health system that provides the care, support and services needed to help people build better lives.

nami
National Alliance on Mental Illness

More than half of Americans report that **COVID-19 has had a negative impact** on their mental health.

In February 2021, **33.8% of adults in Nebraska** reported symptoms of **anxiety or depression.**

21.5% were unable to get needed counseling or therapy.

1 in 20 U.S. adults experience serious mental illness each year.

In Nebraska, **62,000 adults** have a **serious mental illness.**

1 in 6 U.S. youth aged 6–17 experience a **mental health disorder** each year.

22,000 Nebraskans age 12–17 have depression.

Nebraskans struggle to get the help they need.

More than half of people with a mental health condition in the U.S. **did not receive any treatment** in the last year.

Of the **77,000 adults in Nebraska who did not receive needed mental health care,** 41.9% did not because of cost.

7.9% of people in the state are uninsured.

1,037,974 people in Nebraska live in a community that **does not have enough mental health professionals.**

An inadequate mental health system affects individuals, families and communities.

High school students with depression are more than **2x more likely to drop out** than their peers.

60.1% of Nebraskans age 12–17 who have depression **did not receive any care** in the last year.

2,404 people in Nebraska are homeless and **1 in 4 live with a serious mental illness.**

On average, 1 person in the U.S. **dies by suicide every 11 minutes.**

In Nebraska, **271 lives were lost to suicide** and 61,000 adults had thoughts of suicide in the last year.

1 in 4 people with a serious mental illness has been arrested by the police at some point in their lifetime – leading to over **2 million jail bookings** of people with serious mental illness each year.

About **2 in 5 adults** in jail or prison have a history of mental illness.

7 in 10 youth in the juvenile justice system have a mental health condition.

The Seward County stakeholders identified the following focus areas based on this data:

1. Distracted Driving
2. Gravel Road Conditions
3. Driving in Construction Zones
4. Risks Associated with Animals and Right of Ways
5. Pedestrian Travel
6. Mental Health
7. Addiction and Abuse

The Seward County Core Group identified strategies and action items for each of the identified focus areas. Each strategy and action item incorporates the Safe Systems Approach. Example strategies include:

1. Installing guardrails in high traffic areas.
2. Expanding education efforts.
3. Providing space for organizations to provide mental health services.
4. Using radar feedback signs.

The Safe System Approach is based on four fundamental principles:

1 PEOPLE MAKE MISTAKES	2 SYSTEMATIC SAFETY	3 SHARED RESPONSIBILITY	4 CONTINUOUS IMPROVEMENT
The Safe System Approach recognizes that human error is inevitable, and that people will make mistakes when using the transportation system.	The transportation system must be designed to be safe, even when road users make mistakes.	All stakeholders, including road users, engineers, elected officials, emergency responders, and transportation planners, have a role to play in creating a safe transportation system.	The Safe System Approach is a continuous process of improvement, with a focus on identifying and addressing the root causes of traffic crashes.

By implementing the Safe System Approach, cities and counties can create transportation systems that are more accommodating to human error, and that prioritize the safety of all road users.

Emphasis Area #1: Distracted Driving

Strategy 1.1: Failure to yield at interstate on/off ramps

Action	Description	Priority
1.1.1	Install additional signage such as flashing lights, reflective sign posts, and LED lights (yellow).	3
1.1.2	Install rumble bars.	3
1.1.3	Enforcement campaign with local law enforcement.	1
1.1.4	Facilitate education campaigns through social media.	1

Strategy 1.2: Speeding over viaducts

Action	Description	Priority
1.2.1	Reduce speed limits over viaducts.	3
1.2.2	Install flashing speed limit notification signs.	3
1.2.3	Enforcement campaign with local law enforcement.	1

Strategy 1.3: Speeding in school zones

Action	Description	Priority
1.3.1	Facilitate education campaigns through social media.	1
1.3.2	Annual use of radar trailers for speed warnings.	2
1.3.3	Install flashing speed limit notification signs.	3
1.3.4	Enforcement campaign with local law enforcement.	1

Strategy 1.4: Multi-tasking while driving

Action	Description	Priority
1.4.1	Public education campaign on the risks of distracted driving and prevention ideas pulled from NIRMA training tools.	1
1.4.2	Partner with local high schools to create a distracted driving prevention program.	1

Strategy 1.5: Violating school bus stop arms

Action	Description	Priority
1.5.1	Facilitate education campaigns through social media.	1
1.5.2	Enforcement campaign with local law enforcement.	1
1.5.3	Install exterior cameras on school buses to capture violations.	2

Strategy 1.6: Motorists not yielding to emergency vehicles

Action	Description	Priority
1.6.1	Facilitate education campaigns through social media.	1
1.6.2	Enforcement campaign with local law enforcement.	1
1.6.3	Facilitate annual EVOC training for volunteers.	1

Strategy 1.7: Failure to utilize hands free devices

Action	Description	Priority
1.7.1	Facilitate education campaigns through social media.	1
1.7.2	Host a connection event for the community.	1

Emphasis Area #2: Gravel Road Conditions

Strategy 2.1: High speeds (not knowing speed limits)

Action	Description	Priority
2.1.1	Facilitate education campaign through social media and in partnership with local media.	1
2.1.2	Facilitate annual Rules of the Road training in Seward County schools.	1
2.1.3	Facilitate traffic study to identify problem areas.	3
2.1.4	Place speed limit signs on roads identified as having vehicles driving high rates of speed. Especially for areas where people from outside of the county are driving (Game and Parks sites/NRD sites, etc).	3

Strategy 2.2: Install guardrails where necessary and correct shoulder drop offs

Action	Description	Priority
2.2.1	List of locations for drop offs.	1
2.2.2	Install signage to indicate shoulder drop offs.	2
2.2.3	Engineering countermeasures, including guardrails.	3
2.2.4	Installation of guardrails.	3

Strategy 2.3: Seasonal hazards

2.3a Fall - Heightened trucks on the road, entering and exiting fields, slow moving equipment, animals on roadways, dusty road conditions.

Action	Description	Priority
2.3a.1	Facilitate education campaign through social media and in partnership with local media.	1
2.3a.2	Facilitate enforcement campaign in partnership with local law enforcement to address the issue of parking on county roads.	1

2.3b Winter - Weather conditions, snowplows, animals on roadways, less daylight hours, holiday travelers, increased train traffic, icy, snow covered, and wet road conditions.

Action	Description	Priority
2.3b.1	Facilitate education campaign through social media and in partnership with local media.	1
2.3b.2	Obtain the necessary equipment (i.e. snowplows, v-plows, snow blowers, and trucks) to improve the county's ability to clear roads of snow and ice, and increase access for constituents more quickly.	3
2.3b.3	Increase communication of road delays, closures, and openings.	1

2.3c Spring - Weather conditions, snowplows, heightened trucks parking on the road, slow moving equipment, road construction, wet and muddy road conditions.

Action	Description	Priority
2.3c.1	Facilitate education campaign through social media and in partnership with local media.	1
2.3c.2	Obtain the necessary equipment (i.e. snowplows, v-plows, snow blowers, and trucks) to improve the county's ability to clear roads of snow and ice, and increase access for constituents more quickly.	3
2.3c.3	Enforcement campaign in partnership with local law enforcement to address the issue of parking on county roads.	1

2.3d Summer - Pedestrians (cyclists, runners, walking), decreased visibility due to crops in ROW at intersections, trees, mowing of ditches, road construction, and washboards typically present due to driver behavior with dry and dusty road conditions.

Action	Description	Priority
2.3d.1	Facilitate education campaign through social media and in partnership with local media.	1
2.3d.2	Enforcement campaign in partnership with local law enforcement to address the issue of parking on county roads.	1

Seward County Roads

- 1041 Miles Total of Local Roads
- 931 Miles Gravel
- 35 Miles of Asphalt
- 75 Miles of Minimum Maintenance
- 191 Bridges (1/2 at or near 100 yrs old)

2.4 Theft and damage of road signage

Signs at rural intersections are regularly pulled down, stolen, or damaged.

Action	Description	Priority
2.4.1	Facilitate education campaign through social media, and in partnership with local media, to warn of the dangers of missing road signs.	1
2.4.2	Facilitate annual Rules of the Road training with local high-school students and post-secondary institutions.	1
2.4.3	Enforcement campaign with local law enforcement.	1

Emphasis Area #3:
Careless Driving in Construction Zones

Strategy 3.1: High speeds

Action	Description	Priority
3.1.1	Purchase and utilize speed trailers in county and city/village construction zones.	3
3.1.2	Work with NDOT to make sure there is a speed trailer placed on state funded projects within Seward County.	1
3.1.3	Partner with local law enforcement for extra patrols.	1

Strategy 3.2: Failure to use alternate/detour routes

Action	Description	Priority
3.2.1	Purchase concrete barriers to block traffic from entering any construction site.	3
3.2.2	Partner with SCSO and SCA for a joint enforcement campaign.	1

Strategy 3.3: Equipment theft and damage

Action	Description	Priority
3.3.1	Use cameras to notify of the removal of/damage to any safety zone structures or equipment.	1
3.3.2	Facilitate education campaigns through social media.	1

Strategy 3.4: Construction worker hazard

Action	Description	Priority
3.4.1	Utilize body cameras on flaggers to capture aggressive driving.	1
3.4.2	Utilize unmanned patrol vehicles to mitigate aggressive driving.	1
3.4.3	Facilitate education campaigns through social media.	1

Emphasis Area #4:
Animals and Right-of-Way (ROW)

Strategy 4.1: The presence of wild game and livestock on roadways

Action	Description	Priority
4.1.1	Facilitate education campaign through social media about the hazards of animal crossings and peak seasons (hunting, harvest, etc).	1
4.1.2	Place additional signage where relevant to alert motorists to the presence of regular animal crossings.	3

Strategy 4.2: Farming in the ROW

Action	Description	Priority
4.2.1	Send 30-day notice letters to individuals violating Nebraska State Statute 39-301 (Farming in the ROW).	1
4.2.2	If no correction is made to ROW violation, remove obstruction at the landowners expense.	1
4.2.3	Facilitate education campaign through social media and in partnership with local media	1
4.2.4	Partner with SCSO on an enforcement campaign.	1

Strategy 4.3: Irrigation systems spraying onto county roads

Action	Description	Priority
4.3.1	Facilitate education campaign through social media and in partnership with local media.	1
4.3.2	Enforcement campaign with local law enforcement.	1

Other Safety Concerns

Emphasis Area #5: Pedestrian Travel

Strategy 5.1: Pedestrian crossing

Action	Description	Priority
5.1.1	Determine where additional crosswalks are needed. Emphasis on areas with schools and colleges.	2
5.1.2	Facilitate a study/engineering countermeasures, including crosswalks.	3
5.1.3	Install crosswalks where traffic study indicates throughout the county.	3

Strategy 5.2: Pedestrian travel along highways

Action	Description	Priority
5.2.1	Determine where pedestrian walkways are needed in urban areas.	2
5.2.2	Facilitate a study/engineering/design to determine the best solution for getting pedestrians off highways and onto their own walkways in urban areas.	3
5.2.3	Install pedestrian walkways where traffic study indicates through-out the county.	3

Strategy 5.3: Encourage Pedestrian use of crosswalks

Action	Description	Priority
5.3.1	Facilitate education campaigns through social media, and in part-nership with local media, on the risks of not utilizing crosswalks.	1
5.3.2	Install flashing lights at crosswalks to notify pedestrians and drivers.	3
5.3.3	Partner with local law enforcement agencies on an enforcement campaign for pedestrian roadway crossing violations.	1

Emphasis Area #6: Mental Health

Strategy 6.1: Cyber bullying

Action	Description	Priority
6.1.1	Partner with local schools to facilitate an education campaign on social media about the consequences of cyber bullying, statistics, and the availability of helplines.	1
6.1.2	Partner with local law enforcement agencies and the SCAO to provide in classroom education on potential consequences and convictions related to cyber bullying crimes.	1
6.1.3	Work with area schools to provide education and resources for families and students regarding reporting.	1

Strategy 6.2: Youth who struggle with mental health

Action	Description	Priority
6.2.1	Provide education and support to youth, parents, and community about adverse childhood experiences (ACE) to promote health and wellness.	3
6.2.2	Provide high-risk youth access to mental health services regardless of income or insurance.	3
6.2.3	Provide high-risk youth transportation to mental health services.	3

Strategy 6.3: Adults who struggle with mental health

There are not enough mental health providers in Seward County, making access a challenge.

Action	Description	Priority
6.3.1	Complete a needs assessment to identify what specific gaps there are regarding mental health services.	3
6.3.2	Identify providers both in person and online who will partner with Seward County to provide greater access to services.	3
6.3.3	Provide education and information regarding available mental health providers and opportunities in Seward and nearby counties.	1

Emphasis Area #7: Addiction and Abuse

Strategy 7.1: Purchase and distribution of edibles, tobacco, vaping, and narcotics in schools

Action	Description	Priority
7.1.1	Encourage school districts to engage in high school lever D.A.R.E curriculum.	1
7.1.2	Increase availability of K9 access from SCSO to local schools.	1
7.1.3	Facilitate education campaign for parents on accessibility for minors to purchase prohibited items and what to look for in their youth.	1

Strategy 7.2: Driving under the influence of drugs and/or alcohol

Action	Description	Priority
7.2.1	Education campaign about the potential consequences.	1
7.2.2	Listing resources that are available for getting help on the county website.	1
7.2.3	Bi-annual enforcement campaign in partnership with local law enforcement agencies.	1

Strategy 7.3: Car Seats

There is a high need for car seats in Seward County. Cost prohibits some families from obtaining one, leading to children who go without.

Action	Description	Priority
7.3.1	Organize an annual drive and search for potential funding sources to purchase car seats.	2
7.3.2	Create a criterion to be utilized for free car seat distribution and list resources on county and agency websites.	1
7.3.3	Utilize local law enforcement offices as pickup/install locations for individuals receiving car seats.	1
7.3.4	Seward County will list car seat resources on our website.	1

Implementation and Evaluation:

Strategy - Failure to yield at interstate off ramps

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.1.1	Facilitate a traffic study.	NDOT	Off ramps along I-80 corridor throughout Seward County	State/NDOT Budget	Short-Term
	Install flashing yellow warning lights, reflective sign post strips, and LED lit signs.	NDOT	Off ramps along I-80 corridor throughout Seward County	State/NDOT Budget	Short-Term
1.1.2	Facilitate a traffic study.	NDOT	Off ramps along I-80 corridor throughout Seward County	State/NDOT Budget	Short-Term
	Install rumble bars approaching stop signs at off ramps.	NDOT	Off ramps along I-80 corridor throughout Seward County	State/NDOT Budget	Short-Term
1.1.3	Partner with SCSO and State Patrol for extra patrols.	SCSO and State Patrol	Off ramps along I-80 corridor throughout Seward County	N/A	On-Going
1.1.4	Utilize HSC resources to facilitate a social media campaign.	SCSCO	County-wide	N/A	On-Going

Strategy - Speeding over viaducts

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.2.1	Facilitate a traffic study.	NDOT	Viaducts along 1-80 corridor	State/NDOT Budget	Short-Term
	Reduce speed limit on Seward County viaducts.	NDOT	Viaducts along 1-80 corridor	State/NDOT Budget	Long-Term
1.2.2	Facilitate a traffic study.	NDOT	Viaducts along 1-80 corridor	State/NDOT Budget	Short-Term
	Install flashing light speed limit notification signs.	NDOT	Viaducts along 1-80 corridor	State/NDOT Budget	Short-Term
1.3.3	Partner with SCSO and State Patrol for extra patrols.	SCSO	Viaducts along 1-80 corridor	N/A	Immediately
	Utilize radar speed trailer on each viaducts annually.	SCSO/ NDOT	Viaducts along 1-80 corridor	NIRMA Safety Grant	On-Going

Strategy - Speeding in School Zones

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.3.1	Utilize HSC resources to facilitate a social media campaign.	SCS/SCSO	Local school zones	SCSO	On-Going
1.3.2	Utilize radar speed trailer in school zones.	SCSO/ NDOT	Local school zones	NIRMA Safety Grant	Short-Term
1.3.3	Install flashing light speed limit notification signs.	NDOT	Local school zones	NDOT	Long-Term
1.3.4	Partner with SCSO for extra patrols.	SCSO/ MPD/SPD	Local school zones	N/A	On-going

Strategy - Multi-tasking while driving

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.4.1	Utilize NIRMA training tools for an annual social media campaign.	SCSO	County-wide	N/A	On-Going
1.4.2	Partner with SCS to create a distracted driving prevention program.	SCSO/SCS	Local schools	SCSO	On-Going

Strategy - Violating school bus stop arms

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.5.1	Utilize HSC resources to facilitate a social media campaign.	SCS/SCSO	Local school zones	SCSO	On-Going
1.5.2	Partner with law enforcement for extra patrols.	SCSO/ MPD/SPD	Local school zones	N/A	On-Going
1.5.3	Install exterior cameras on schools buses to capture violations.	SCS	Seward County School Buses	TBD	Short-Term

Strategy - Motorists not yeilding to emergency vehicles

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.6.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCRF	County-wide	N/A	On-Going
1.6.2	Partner with SCSO on enforcement campaign.	SCSO	County-wide	N/A	On-Going
1.6.3	Facilitate EVOC training for volunteers.	SCSO/SCRF	Rural Fire Stations	SCSO	On-Going

Strategy - Failure to utilize hands free devices

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
1.7.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/FCHD	County-wide	FCHD	On-Going
1.7.2	Host a connection event during the "Faith in the Blue" community gathering.	SCSO/FCHD	SCSO/Justice Center	FCHD	On-Going

Strategy - High rate of speed on gravel roads

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Timeframe
2.1.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCRF	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCR/SCSO/ Local Media	County-wide	N/A	On-Going
2.1.2	Facilitate annual Rules of the Road training in Seward County schools.	SCSO/SCS	Local schools	N/A	On-Going
2.1.3	Facilitate traffic study on heavily driven county roads.	SCR/NDOT	Near Game & Parks/NRD sites 154th between Highway 34/I-80 420 between Highway 34- I-80 O St Rd between Highway 6 and Highway 15 Holdredge Rd (county-wide)		Long-Term
2.1.5	Place speed limit signs on roads identified as having vehicles driving high rates of speeds (based on results from speed study).	SCR	TBD	TBD	Long-Term

Strategy - Improve safety in areas with roadside hazards and drop offs

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.2.1	Determine locations where drop offs cause a road hazard.	SCR	Little Salt between 154th and 168th Denton between Hwy 103 and 168th Branched Oak between Ridge Road and 168th	N/A	Short-Term
2.2.2	Place warning signs in areas where hazards exists.	SCR	Little Salt between 154th and 168th Denton between Hwy 103 and 168th Branched Oak between Ridge Road and 168th	N/A	Short-Term
2.2.3	Engineering of priority guardrails.	SCR/ County Engineer	Little Salt between 154th and 168th Denton between Hwy 103 and 168th Branched Oak between Ridge Road and 168th	HSIP Funding	Long-Term
2.3.4	Installation of priority guardrails.	SCR/ County Engineer	Little Salt between 154th and 168th Denton between Hwy 103 and 168th Branched Oak between Ridge Road and 168th	HSIP Funding	Long-Term

Strategy - Seasonal hazard - fall

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.3a.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCR/SCSO/ Local Media	County-wide	N/A	On-Going
2.3a.2	Partner with law enforcement for extra patrols.	SCSO/MPD/ SPD	County-wide	N/A	On-Going

Strategy - Seasonal hazard - winter

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.3b.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCSO/SCR/ Local Media	County-wide	N/A	On-Going
2.3b.2	Obtain additional equipment to clear roads and increase access for residents.	SCR	County-wide	N/A	Long-Term
2.3b.3	Increase communication of road delays, closures, and openings.	SCR/SCSO	County-wide	N/A	On-Going

Strategy - Seasonal hazard - spring

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.3c.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCSO/SCR/ Local Media	County-wide	N/A	On-Going
2.3c.2	Obtain additional equipment to clear roads and increase access for residents.	SCR	County-wide	N/A	Long-Term
2.3c.3	Partner with law enforcement for extra patrols relating to parking on county roads.	SCSO/MPD/SPD	County-wide	N/A	On-Going

Strategy - Seasonal hazard - summer

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.3d.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCSO/SCR/ Local Media	County-wide	N/A	On-Going
2.3d.2	Partner with law enforcement for extra patrols relating to parking on county roads.	SCSO/MPD/ SPD	County-wide	N/A	On-Going

Strategy - Theft and damage of county road signage

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
2.4.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCSO/SCR/ Local Media	County-wide	N/A	On-Going
2.4.2	Facilitate annual Rules of the Road training in Seward County schools.	SCSO/SCS/ Concordia University/ SCC	Local schools	N/A	On-Going
2.4.3	Partner with law enforcement for extra patrols relating to missing signs on county roads.	SCSO/MPD/ SPD	Intersections with Stop & Yield Signs, Bridges, 420th Road	N/A	On-Going

Strategy - High speeds in construction zones

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
3.1.1	Obtain three speed trailers for regular use in rural and urban construction zones.	SCR	1 & 6 year road plan projects	NIRMA	Long-Term
3.1.2	Partner with NDOT to make sure there is a trailer placed for State Projects on county roads.	NDOT	Local state projects	N/A	On-Going
3.1.3	Partner with law enforcement for extra patrols.	SCSO/ MPD/SPD	1 & 6 year road plan projects	N/A	On-Going

Strategy - Failure to use alternate/detour routes

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
3.2.1	Purchase concrete barriers to block traffic from entering construction sites.	SCR	1 & 6 year road plan projects	NIRMA Safety Grant	Long-Term
3.2.2	Partner with law enforcement for extra patrols.	SCSO/SPD/ MPD	Rural roads	N/A	On-Going

Strategy - Work zone equipment

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
3.3.1	Install cameras on safety zone equipment and structures along with notification of being recorded.	SCR	1 & 6 year road plan projects	N/A	On-Going
3.3.2	Utilize HSC resources to faciliate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going

Strategy - Construction worker hazard

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
3.4.1	Put body cameras on flaggers.	SCR	1 & 6 year road plan projects	SCSO	On-Going
3.4.2	Set an unmanned patrol vehicle on site.	SCSO/SCR	1 & 6 year road plan projects	N/A	On-Going
3.4.3	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going

Strategy - Presence of wild game and livestock on roadways

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
4.1.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
4.1.2	Identify areas where signage is needed.	SCSO/SCR	224th North of Davey Road	N/A	Long-Term
	Install signs at identified locations.	SCR	308th South of Little Salt Road	N/A	Long-Term

Strategy - Farming in the Right-of-Way

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
4.2.1	Send certified letters to residents violating State Statute 39-301, planting in the ROW.	SCR	County-wide	N/A	On-Going
4.2.2	After 30-days notice of certified letters, if the obstruction is not removed the county will remove it and charge the land owner.	SCR	County-wide	N/A	On-Going
4.2.3	Utilize HSC resources to facilitate a social media campaign.	SCR/SCSO	County-wide	N/A	On-Going
	Utilize local media resources to push out annual education.	SCR/SCSO/Local Media	County-wide	N/A	On-Going
4.2.4	Partner with SCSO on enforcement campaign.	SCSO	County-wide	N/A	On-Going

Strategy - Irrigation systems spraying onto county roads

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
4.3.1	Utilize HSC resources to faciliate a social media campaign.	SCR/SCSO	County-wide	N/A	On-Going
4.3.2	Utilize local media resources to push out annual education.	SCR/SCSO/ Local Media	County-wide	N/A	On-Going
4.3.3	Enforcement campaing with local law enforcement.	SCSO	Rural Roads	N/A	On-Going

Strategy - Pedestrian crossings

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
5.1.1	Engage NDOT to identify potential crossing locations.	NDOT/ COS	Utica School District: 462nd N. of Alvo Rd Milford School District: Pioneers Rd & F St SCC: S. State Street & Hwy 6	NDOT	Short-Term
5.1.2	Engage NDOT to facilitate a traffic study at identified locations.	NDOT/ COS	Utica School District: 462nd N. of Alvo Rd Milford School District: Pioneers Rd & F St SCC: S. State Street & Hwy 6	NDOT	Long-Term
5.1.3	Secure funding for crosswalks.	NDOT	Utica School District: 462nd N. of Alvo Rd Milford School District: Pioneers Rd & F St SCC: S. State Street & Hwy 6	NDOT	Long-Term
	Install crosswalks.	NDOT	Locations identified in Milford, Seward & Utica	NDOT	Long-Term

Strategy - Pedestrian travel

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
5.2.1	Engage NDOT to identify potential walkway locations.	NDOT/COS	Hwy 15 btw Izaak Walton & Pine St State Street through SCC in Milford	NDOT	Short-Term
5.2.2	Engage NDOT to facilitate a traffic study at identified locations.	NDOT	Hwy 15 btw Izaak Walton & Pine St State Street through SCC in Milford	SSR4A/ NDOT	Long-Term
5.2.3	Secure funding for pedestrian walkways.	NDOT	Hwy 15 btw Izaak Walton & Pine St State Street through SCC in Milford	SSR4A/ NDOT	Long-Term
	Install pedestrial walkways.	NDOT		SSR4A/ NDOT	Long-Term

Strategy - Encourage pedestrian use of crosswalks

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
5.3.1	Utilize HSC resources to facilitate a social media campaign.	SCSO/SCR	County-wide	N/A	On-Going
5.3.2	Utilize local media resources to push out annual education.	SCSO/SCR/ Local Media	County-wide	N/A	On-Going
5.3.3	Determine crosswalks that would benefit from flashing lights.	SCR/SCSO/ NDOT	State Street through SCC (Milford)	TBD	Short-Term
	Secure Funding.	SCR/NDOT	1st and Walnut (Milford)	TBD	Long-Term
	Install flashing lights on crosswalks to notify pedestrians and drivers.	SCR/NDOT	Columbia and Bradford (Seward)	TBD	Long-Term
5.3.4	Enforcement campaign with local law enforcement.	SCSO/ MPD/SPD	Urban Roads	N/A	On-Going

Strategy - Cyber bullying

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
6.1.1	Facilitate social media campaign in conjunction with local schools regarding cyber bullying statistics & helplines.	SCS/JTF	Local schools	TBD	On-Going
6.1.2	Work with law enforcement & the SCAO to provide education on potential charges & sentencing based on conviction.	Seward County Law Enforcement/ SCAO/JTF	Local schools	TBD	On-Going
6.1.3	Work with area schools to provide education & resources to families & students regarding reporting.	SCS/JTF	Local schools	TBD	On-Going

Strategy - Youth who struggle with mental health

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
6.2.1	Provide education and support through youth, parents, and community about adverse childhood experiences (ACE) to promote health and wellness.	JTF	Local schools	Nebraska Crime Commission	Long-Term
6.2.2	Provide high-risk youth access to mental health services regardless of income or insurance.	JTF/PTD/YAS	Local schools	Nebraska Crime Commission	Long-Term
6.2.3	Provide high risk youth transportation to mental health services.	JTF/PTD/YAS	Local schools	Nebraska Crime Commission	Long-Term

Strategy - Adults who struggle with mental health

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
6.3.1	Complete a needs assessment to identify what specific gaps there are regarding mental health services.	FCHD/The Wellbeing Initiative	County-wide	FCHD	Long-Term
6.3.2	Identify providers both in person & online who will partner with Seward County to provide greater access to services.	FCHD/ Memorial Healthcare Systems	County-wide	FCHD	Long-Term
6.3.3	Provide education and information to the community regarding current mental health providers in Seward County and in neighboring counties.	FCHD	County-wide	FCHD	On-Going

Strategy - Distribution of edibles, tobacco, vaping, and narcotics in schools

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
7.1.1	Engaging school districts in high school level D.A.R.E. curriculum.	SCSO/SCS/FCHD	Local Schools	N/A	On-Going
7.1.2	Reminding school districts, SCSO is available for K9 use.	SCSO/SCS/FCHD	Local Schools	N/A	On-Going
7.1.3	Facilitate education campaign for parents.	SCSO/SCS	County-wide	N/A	On-Going

Strategy - Driving under the influence of drugs and/or alcohol

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
7.2.1	Utilize HSC resources to faciliate a social media campaign.	SCSO/SCR/FCHD	County-wide	N/A	On-Going
7.2.2	List resources availbe for getting help on the county website.	SCSO/FCHD	County-wide	N/A	On-Going
7.2.3	Partner with local law enforcement to launch a bi-annual enforcement campaign.	SCSO/MPD/SPD	County-wide	N/A	On-Going

Strategy - Car Seats

Number	Action	Partner	Priority Locations	Potential Funding Sources	Implementation Time frame
7.3.1	Organize an annual drive during the "Faith in the Blue" event.	SCSO/Hope Crisis/FCHD	County-wide	FCHD	Short-Term
	Secure funding to purchase car seats.	SCSO/Hope Crisis/FCHD	County-wide	FCHD	Long-Term
7.3.2	Create a criterion for who can receive a free car seat and list resources on the county and agency websites.	SCSO/FCHD	Seward County Website	N/A	Short-Term
7.3.3	Utilize local law enforcement offices as pickup/install locations for individuals receiving car seats.	SCSO/MPD/SPD	SCSO/MPD/SPD Offices	N/A	On-Going
7.3.3	Utilize local law enforcement offices as pickup/install locations for individuals receiving car seats.	SCSO/MPD/SPD	SCSO/MPD/SPD Offices	N/A	On-Going

Performance Measures & Annual Review

The Seward County Safety Action Plan is a commitment, along with strategies and actions, to reach the goal of eliminating all preventable deaths and life-changing events on Seward County roadways, in schools, and in our eleven local communities. This commitment is critical and declares that losing just one life in our county is too many. Increasing safety is about more than creating a document; it is a mindset and priority that must be embraced, discussed, emphasized, and reinforced every day. This plan is a living document that can serve people across agencies, departments, organizations, and interest groups to unite around the importance of safety in Seward County.

Action items identified by this plan will be used by the county and their partners on projects, policies, and programs. Additionally, the county will consistently measure how actions are making roadways and the broader communities safer and saving lives.

Seward County will monitor the progress and impact of individual actions related to each strategy. Evaluation is essential for the data-driven approach of the Community Safety Action Plan. If certain actions are not successful, not moving fast enough, or not working for another reason, the county and partner agencies will assess and modify the actions as needed. However, it is critical that monitoring does not reduce or minimize the focus on the ultimate performance measure of eliminating fatal and serious injuries in Seward County by 2035.

Along with tracking performance measures, the annual review will provide the county with an opportunity to reflect on accomplishments and realize the additional steps needed to eliminate fatal and severe injury accidents. A true commitment to the Safe System Approach does not mean that results are immediate; however, annual review is valuable to keep roadway safety at the forefront until the goal of zero is accomplished. Topics and metrics for annual review may include:

- Projects completed
- Funding associated with safety projects
- Proven safety countermeasures deployed
- Crash data, including but not limited to:

  - Total crashes
  - Crashes in each context area (City, County Urban, County Rural)
  - Crashes involving bicycles and pedestrians
  - Incidents involving stop arm violations
  - Incidents involving speeding violations
  - Incidents involving drunk driving
  - Crashes resulting from unsafe speeds
  - Crashes involving animals in the ROW
  - Changes in crashes after safety projects have been completed

- E911 Data on calls made concerning pivots hitting ROW, animals in ROW, etc.
- Social media campaign: Likes, shares, mentions, etc.
- Bullying reports from local schools
- Drug related incident reports from local schools
- Track mental health data from local services related to suicide prevention, drug/alcohol abuse, tobacco/vaping, bullying, etc.

Conclusion:

Seward County is committed to the safety of its community through an increased focus on roadway and mental health improvement. The strategies and action steps put forth in this safety action plan were created to address roadway safety concerns throughout the county by following a safe systems approach to reduce speeds, keep vehicles on the road, mitigate human mistakes, and protect all road users. Furthermore, this plan addresses the mental health issues faced by community members, and seeks to offer solutions to mitigate cyber bullying, drug/alcohol abuse, and suicide prevention. Seward County understands the importance of strong partnerships and will work with local law enforcement, schools, emergency management, hospitals, and transportation departments to achieve these goals. Seward County will also seek out grants and other funding to help support the actions necessary in this plan to keep our community safe.