



City of Gering SS4A Policy Review

The following adopted City of Gering documents were reviewed as part of this initial Safe Streets and Roads for All (SS4A) policy review:

1. [Plan Gering Comprehensive Plan](#)
2. [City of Gering Zoning Regulations Update](#)
3. [City of Gering Subdivision Regulations](#)
4. [City of Gering Municipal Code / Ordinances](#)

This review is limited to information contained within the adopted documents provided by the City. No external standards, guidance manuals, or policies were assumed unless directly referenced within the documents themselves. Where possible, publicly available information was sourced from the city website at gering.org.

The following sections summarize transportation safety-related themes, policies, and implementation considerations identified within the reviewed plans, ordinances, and publicly available City information.

Transportation Policy Framework

The Comprehensive Plan establishes the primary policy basis for transportation, land use, and community connectivity within Gering. The plan provides a framework for context-based transportation planning, multimodal transportation improvements, and quality-of-life-oriented infrastructure investments. The Comprehensive Plan identifies “Meaningful Connections” as a theme and supports improved pedestrian crossings, bicycle lanes/trails/routes, and stronger neighborhood connections. While the Comprehensive Plan does reference safety, particularly regarding pedestrians, it does not provide a detailed analysis of safety concerns, or targeted safety improvement measures.

Access Management

Access management concepts are addressed through subdivision layout requirements, site circulation standards, and intersection visibility provisions. The Comprehensive Plan also references corridor functionality and context-sensitive transportation design.

While access management principles are present, the City has not adopted a standalone access management policy or corridor-specific access standards.

Emergency Services

Emergency service considerations are addressed primarily through the City’s subdivision

regulations. The regulations state that subdivision design should provide adequate access for firefighting equipment, utilities necessary for public safety, and street arrangements that support emergency response access.

Street connectivity and infrastructure requirements established through the subdivision regulations indirectly support emergency response operations by requiring coordinated street layouts, utility infrastructure, and access throughout developing areas of the city.

The Comprehensive Plan references public facilities and community services as important components of overall community quality of life, though it contains limited transportation-specific discussion regarding emergency response or incident management practices.

Emergency medical and fire response services within Gering are primarily provided by the Gering Fire Department. Publicly available annual reporting provides a high level overview of their call response statistics. The report indicates the department responded to 863 total calls during 2025, including approximately 60 motor vehicle crash-related incidents.

Law Enforcement / Police

The City of Gering Police Department provides traffic enforcement and motor vehicle crash investigation services within the community.

City ordinances also reference applicable State of Nebraska Rules of the Road in regard to traffic regulation and enforcement authority.

The reviewed policy documents contain limited transportation-specific discussion related to law enforcement beyond traffic regulation authority, school speed zones, and general enforcement provisions. The Comprehensive Plan primarily emphasizes transportation system design, multimodal connectivity, walkability, and context-sensitive transportation improvements rather than enforcement-based safety strategies.

The City website provides access to traffic safety educational resources and diversion-related safety programming for individuals receiving traffic citations. Publicly available information also identifies community efforts related to sidewalk awareness and walkability concerns, including outreach regarding damaged or obstructed sidewalks and coordination with property owners to address identified issues.

The Gering Police Department participates in impaired driving awareness and enforcement initiatives, including partnerships with the Nebraska Department of Transportation Highway Safety Office and national campaigns such as “Drive Sober or Get Pulled Over.”

In 2025, the department received recognition from Mothers Against Drunk Driving (MADD) for participation in impaired driving education and awareness activities conducted in partnership with local students and community safety programs.

Roundabouts

No specific roundabout policies, design standards, or implementation criteria were identified within the reviewed documents. Similarly, no existing roundabouts or roundabout planning initiatives were identified through the reviewed policy materials or publicly available City information.

Safety-Related Projects

The annual public budget documents found for the 24-25 budget year (the most recently available report) do not specifically categorize safety related projects though safety related work may be included with other project types. The capital improvement budget notes funding available for paving/overlay projects, future development intersections, ADA related improvements, infrastructure projects, and Safe Streets planning work.

The Comprehensive Plan identifies several transportation-related implementation concepts associated with safety and connectivity, including sidewalk completion, multimodal corridors, pedestrian crossings, bicycle routes, recreational connectivity, and improved pedestrian environments.

The subdivision regulations require construction of transportation-related infrastructure associated with development, including sidewalks, streets, curb and gutter, lighting, and signage.

The municipal code identifies roads, streets, sidewalks, curbs, and gutters as eligible public infrastructure investments under the sales and use tax ordinance.

Existing policy and funding documents demonstrate continued investment in transportation infrastructure and pedestrian accessibility improvements, though transportation safety projects are not currently tracked or categorized through a standalone safety program.

Street / Road Design Standards

Street and roadway standards are addressed primarily through the subdivision regulations and establishes general design requirements for street design. The regulations establish requirements for design features such as pavement widths, curb and gutter, sidewalks, drainage, utilities, and lighting.

The Comprehensive Plan supplements these regulations with policy direction supporting context-sensitive transportation improvements, multimodal mobility, and neighborhood connectivity.

Walking / Biking / Pedestrian Activities

Walking, bicycling, and pedestrian connectivity are among the strongest recurring themes within the Comprehensive Plan, supporting sidewalk connectivity, pedestrian trails and crossings, and universal accessibility. Subdivision regulations help support this effort through sidewalk and lighting requirements. The municipal code establishes minimum sidewalk standards and placement authority.

A pedestrian assessment was conducted in 2017 for the Scottsbluff Metropolitan area, highlighting concerns within the existing pedestrian network, and calling for next steps to coordinate sidewalk and intersection improvements, ADA upgrades, and addressing network gaps.

While the Comprehensive Plan strongly supports walking and bicycling, the City has not adopted a standalone pedestrian or bicycle master plan to guide long-term network

development and project prioritization.

Speeding

The municipal code establishes school speed zones and associated posted speed requirements for school areas.

The State of Nebraska prohibits the use of automated traffic enforcement devices. As a result, the City has not established automated speed enforcement or red-light enforcement programs that may be present in other states or metropolitan areas.

The Gering Police Department has participated in targeted speed enforcement initiatives intended to reduce speeding and improve traffic safety awareness.

Street Lighting

High-level guidance for street and walkway lighting is provided within the subdivision regulations, including maximum spacing between lights and requirements intended to maintain adequate lighting intensity, but do not provide equipment details or illuminance guidelines. The Comprehensive Plan also references pedestrian lighting as part of broader streetscape and pedestrian safety improvements.

Road Diets

The reviewed policy documents do not establish a position or policy related to road diets or other street conversion approaches.

Overall Preliminary Findings

The reviewed plans, ordinances, and publicly available information demonstrate that the City of Gering has established a strong policy foundation supporting multimodal transportation, pedestrian connectivity, and context-sensitive transportation planning. The strongest recurring themes include walkability, sidewalk connectivity, accessibility, and neighborhood connections. At the same time, the review identified limited policy guidance related to systemic transportation safety planning, speed management, roadway safety prioritization, bicycle facility planning, and implementation-focused safety programs. Future SS4A planning efforts may help the City further refine transportation safety priorities and implementation strategies.

Overall, the existing documents provide a strong policy-level framework for future transportation safety improvements and may provide a solid foundation for future SS4A implementation measures, policy updates, and capital investment prioritization.