

AMES AVENUE SAFE MOBILITY RECOVERY PLAN

PUBLIC OPEN HOUSE #2

July 9, 2026 | 5:30 to 7 p.m.

TODAY'S MEETING

➔ Welcome & Introductions

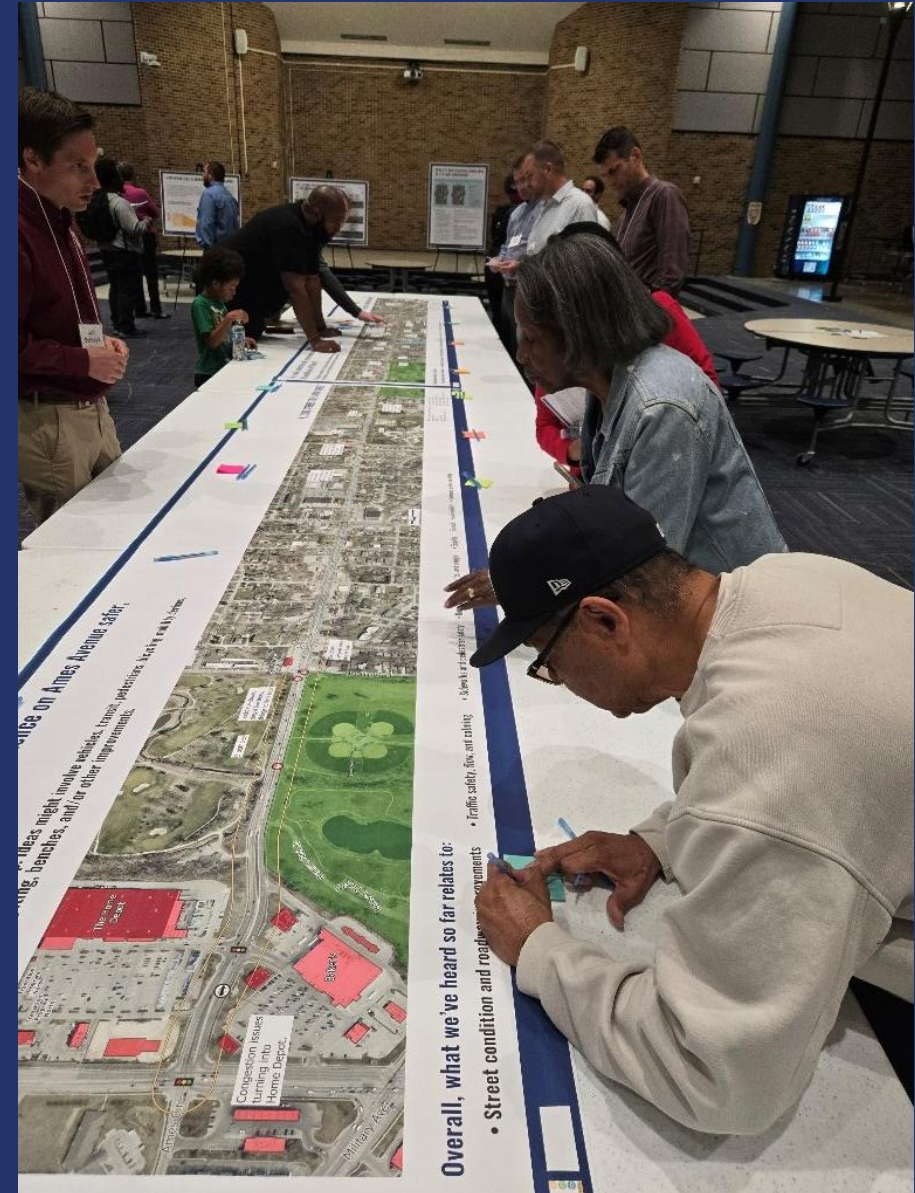
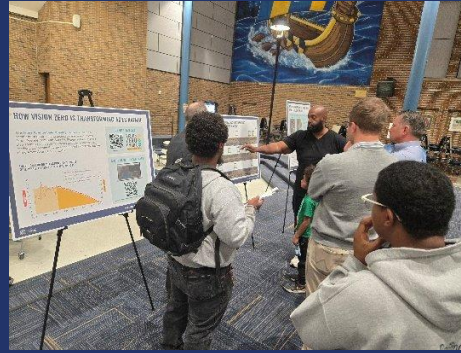
➔ What's Happening

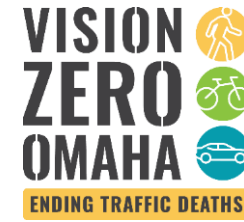
- Background
- Omaha Vision Zero
- Ames Avenue Quick Build Project and long-term vision

➔ What You Can Do

- Small group discussions on improvement options
- Report back

➔ What's Next





WHAT'S HAPPENING

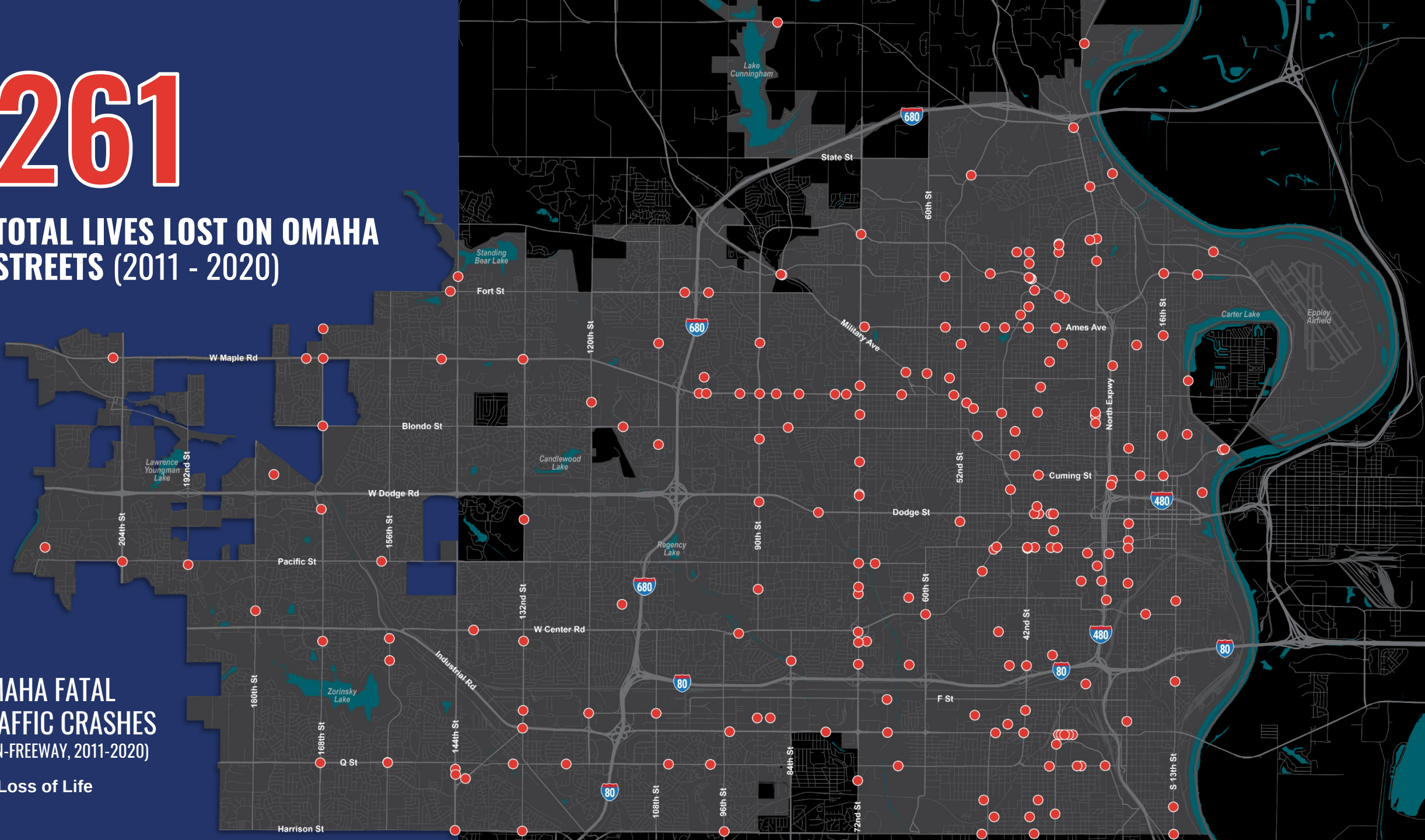
Ames Avenue Safe Mobility Recovery Plan

261

TOTAL LIVES LOST ON OMAHA STREETS (2011 - 2020)

OMAHA FATAL
TRAFFIC CRASHES
(NON-FREEWAY, 2011-2020)

● Loss of Life



MORE TRANSPORTATION SAFETY FINDINGS

FROM 2011 TO 2020 ON OMAHA STREETS THERE WERE:



261

People Killed



4,456

People Injured



\$4.1 B

Economic Cost
to Society



5

People Seriously
Injured Every Week
on average

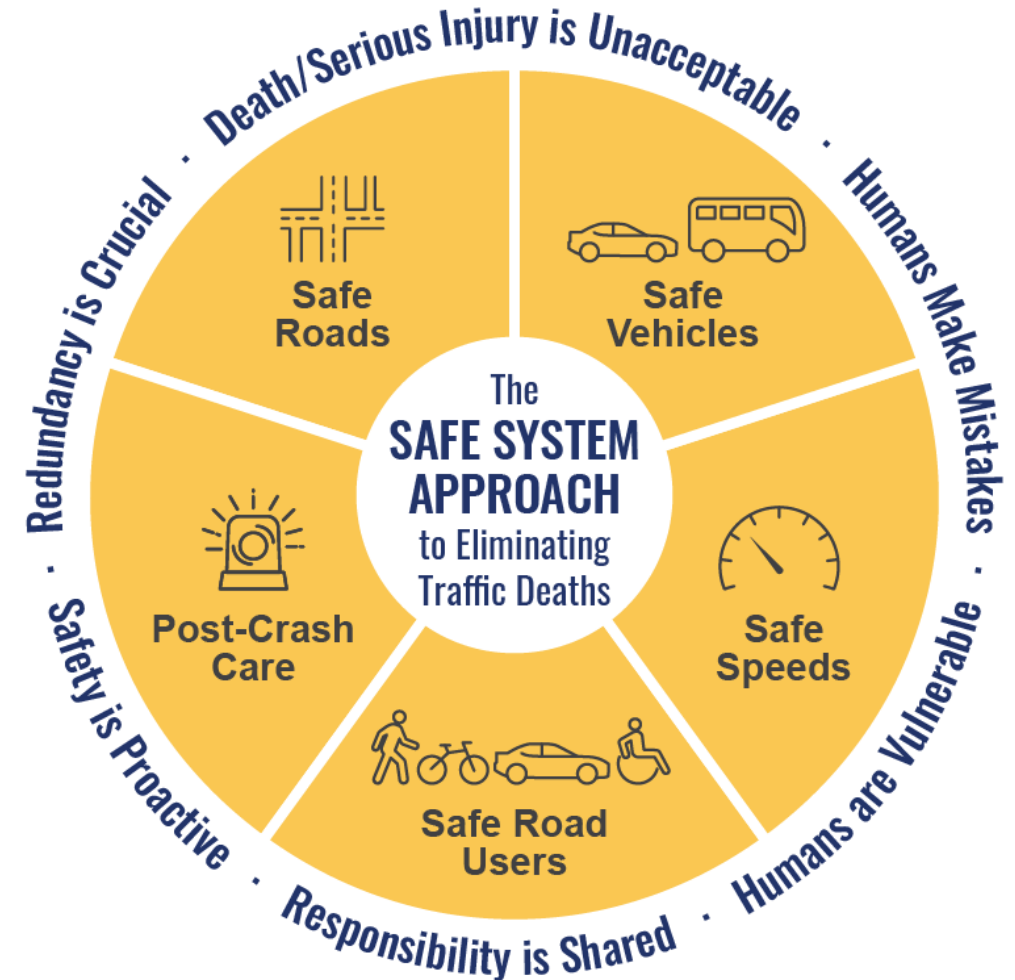


1

Death Every
10 Days
on average

VISION ZERO OMAHA ACTION PLAN

Vision Zero Omaha is the city's plan to **eliminate traffic fatalities and serious injuries** on Omaha's streets. It's based on the **Safe System Approach**, which recognizes that no one is immune to traffic crashes and that all road users have a role to play in creating safe streets.

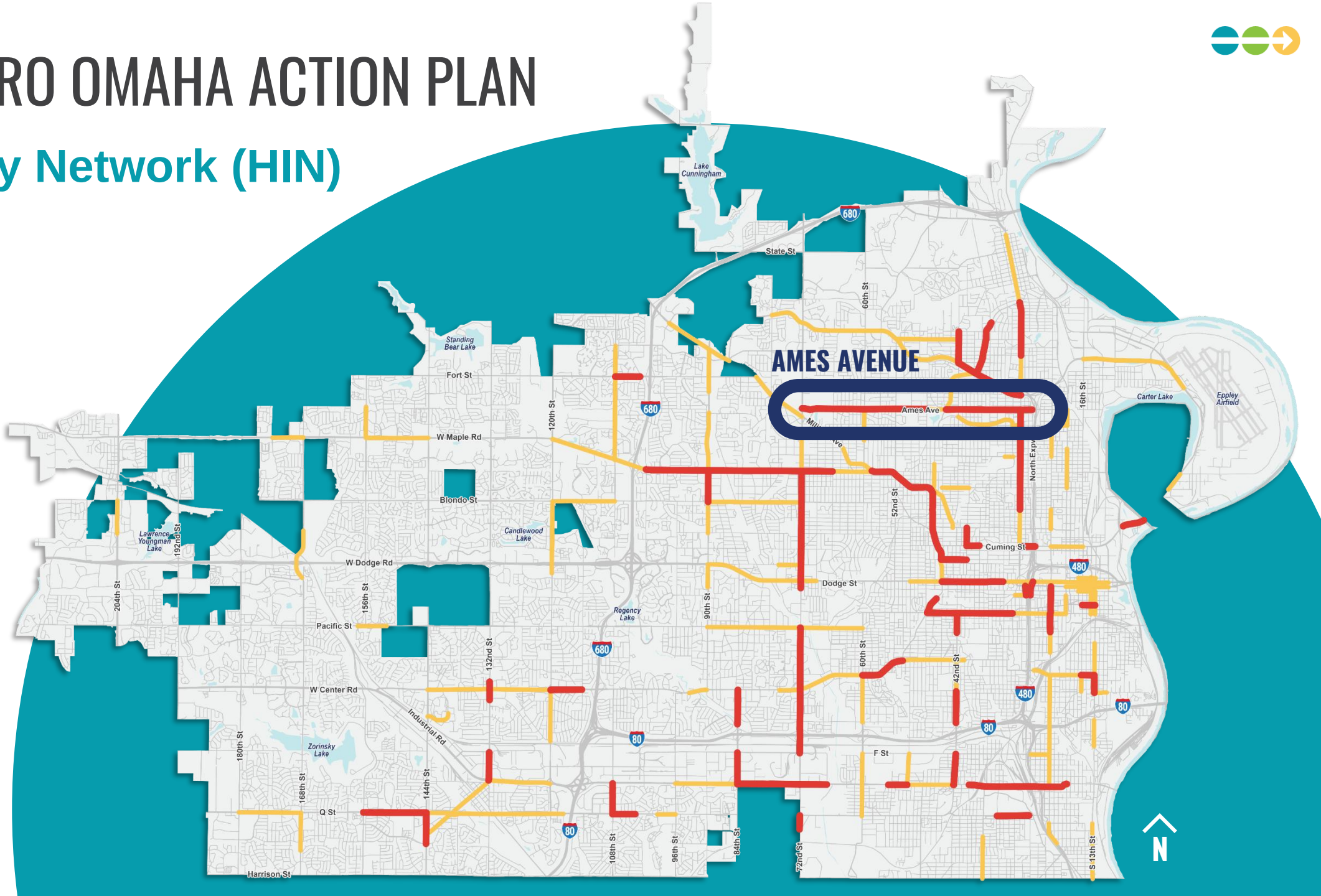


VISION ZERO OMAHA ACTION PLAN

High Injury Network (HIN)

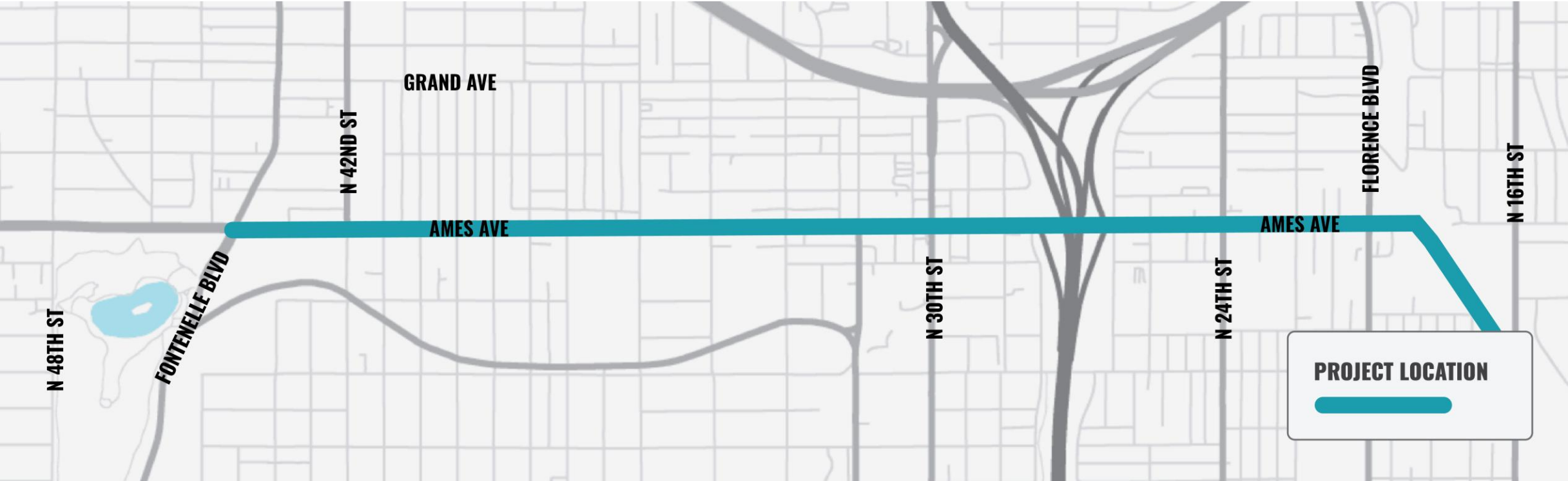
LEGEND

- Priority HIN
- HIN



VISION ZERO SAFETY PROJECT (SUMMER '26)

Lane Reconfiguration for Ames Avenue (Fontenelle Boulevard to N. 16th Street)



VISION ZERO SAFETY PROJECT (SUMMER '26)



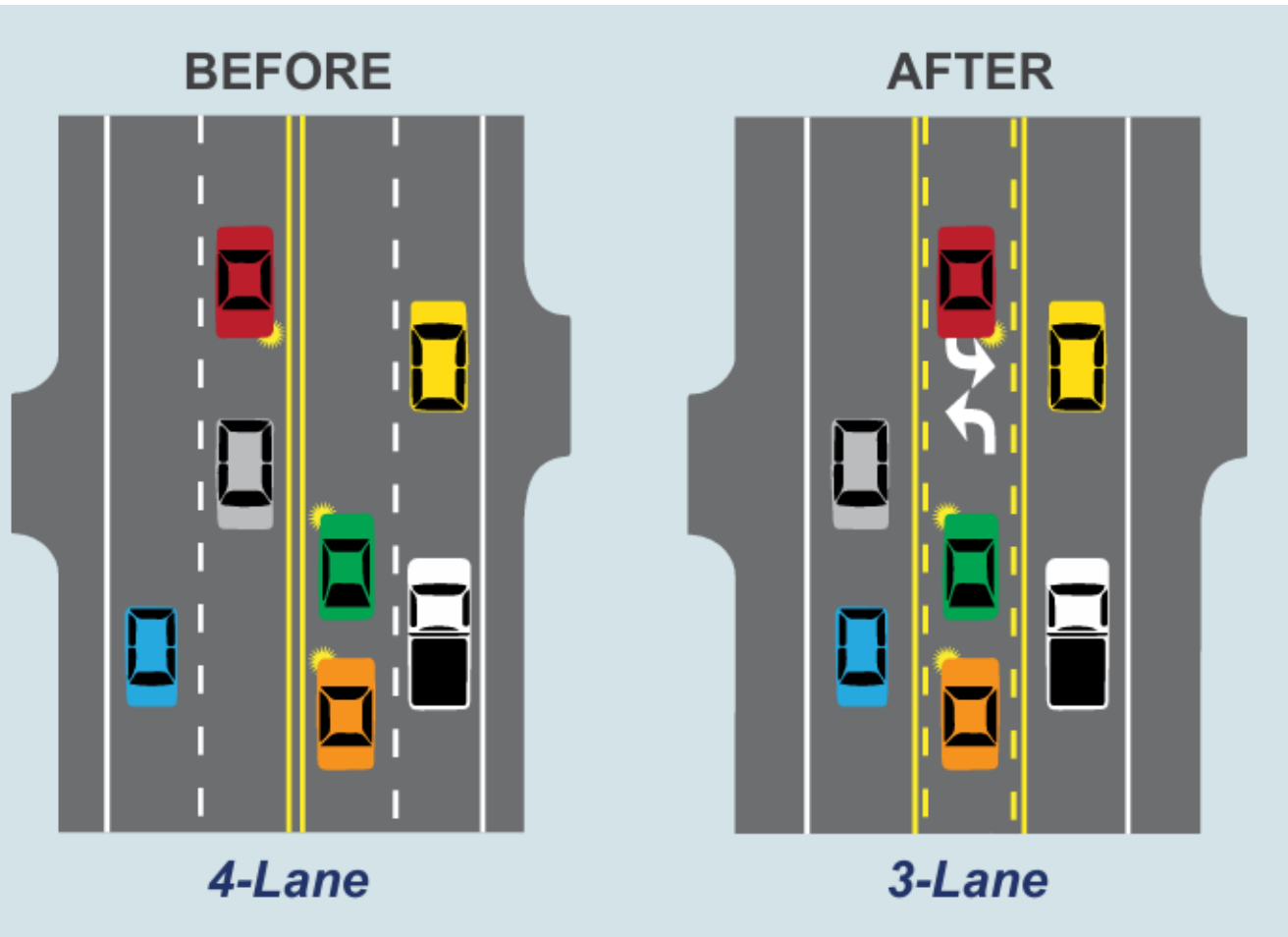
Lane Reconfiguration for Ames Avenue (Fontenelle Boulevard to N. 16th Street)

- ➔ A newly **resurfaced** road
- ➔ A **consistent two-lane layout** with a shared center turn lane giving drivers a safe place to turn left, reducing conflicts and improving traffic flow
- ➔ **Targeted commercial driveway restrictions** to reduce risk of left turn crashes
- ➔ Possible addition of $\frac{3}{4}$ mile of new **bike lanes east of 30th Street**
- ➔ Paint and post **curb extensions** and **medians** to reduce risk for vulnerable road users
- ➔ New high visibility **crosswalks**

VISION ZERO PROJECT (SUMMER 2026)



Lane Reconfiguration for Ames Avenue (Fontenelle Boulevard to N. 16th Street)



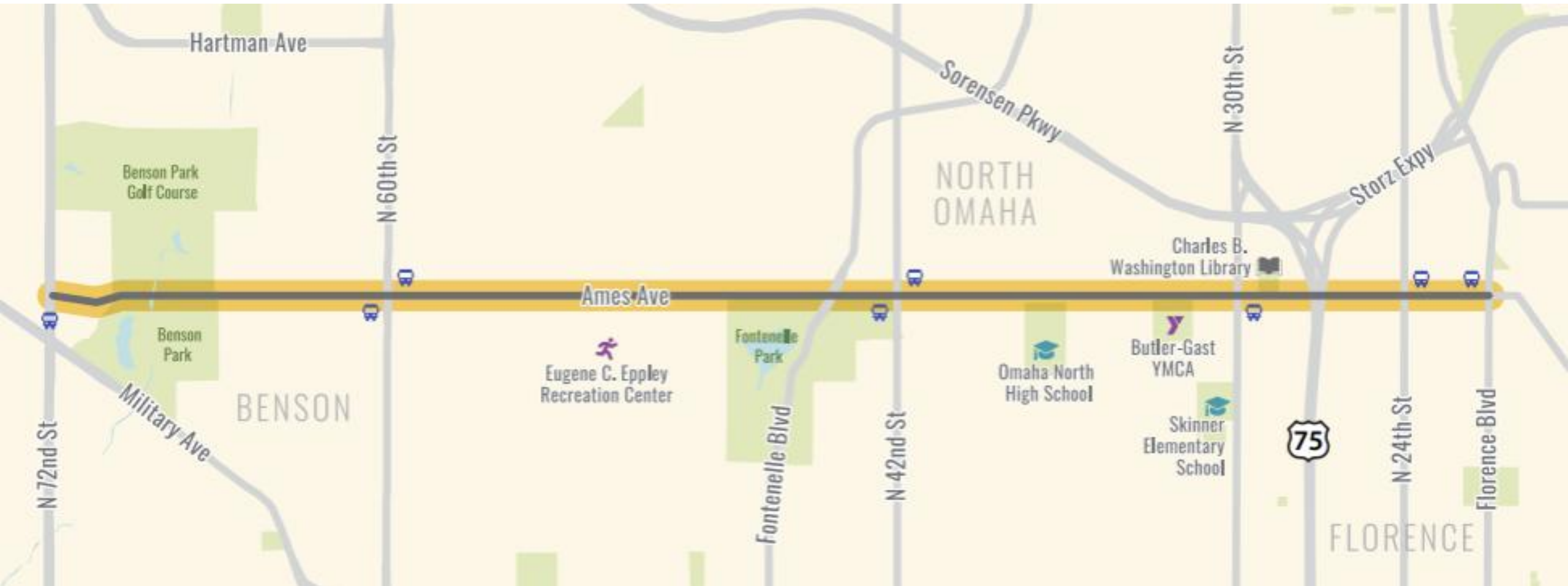
PROJECT BENEFITS

- Reduced crashes
 - Rear-end, left angle, and right angle
- Fewer lanes for pedestrians to cross
- Calmer traffic flow
- More consistent vehicle speeds
- Potential for on-street bicycle paths, pedestrian refuge islands, and bus stop improvements



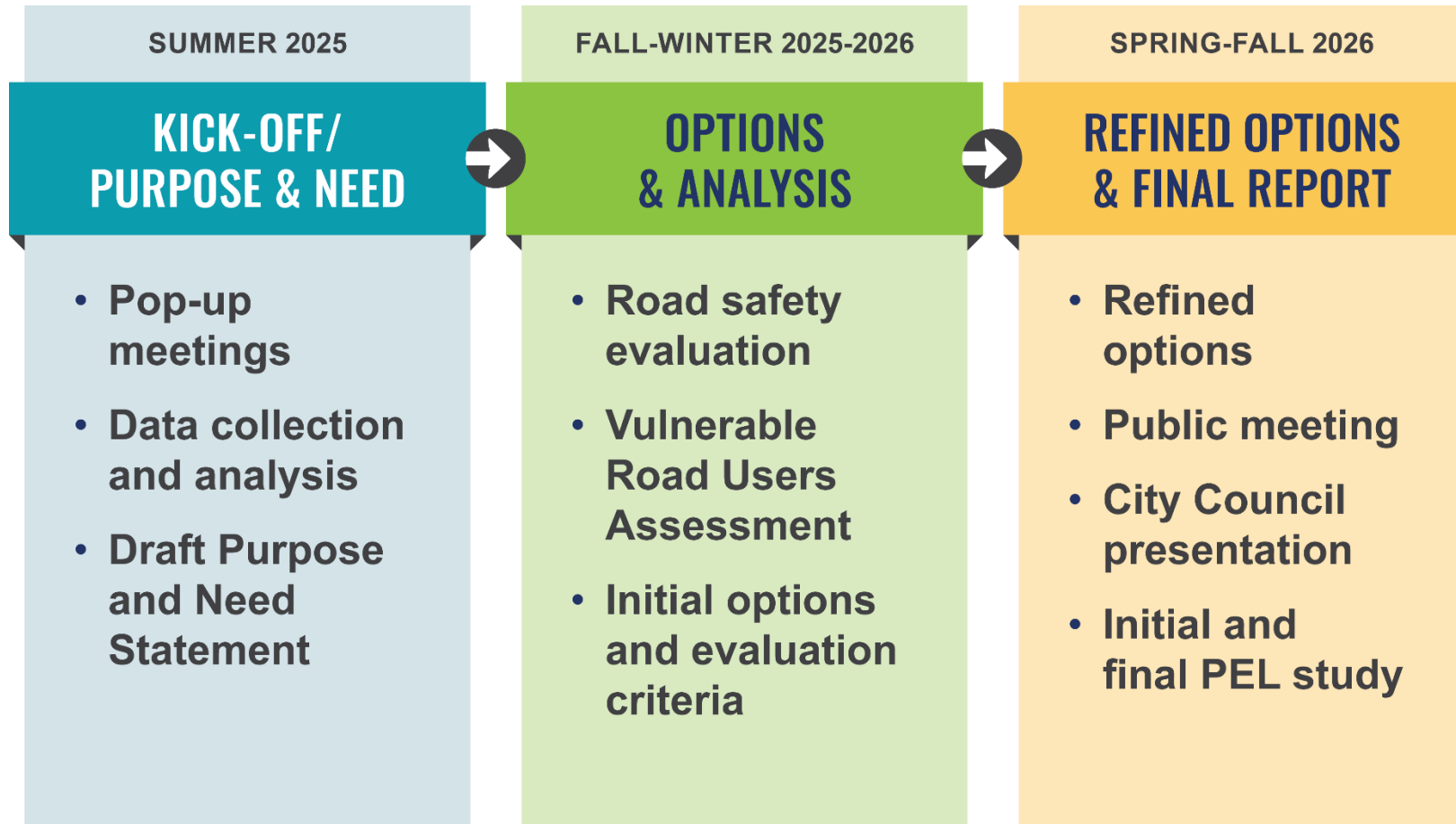
AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Long-term Vision for Ames Avenue (72nd Street to Florence Boulevard)



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

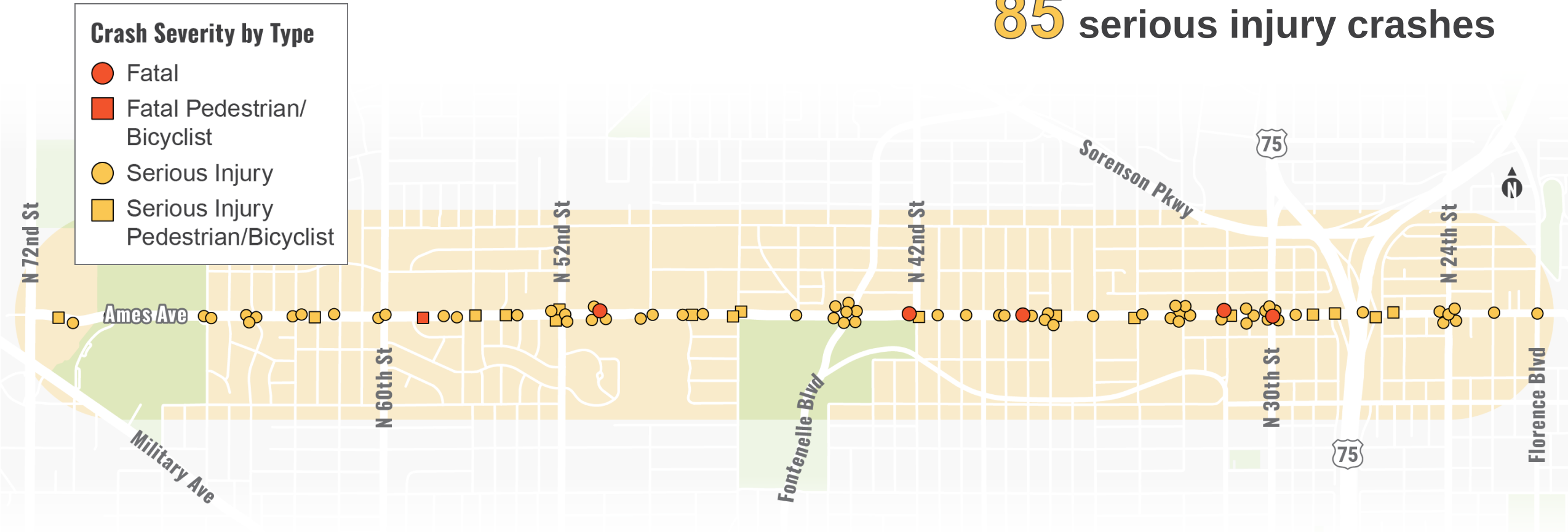
Process and Schedule for the Planning Effort



FATALITIES AND SERIOUS INJURIES ON AMES AVENUE (2017 - 2024)

6 fatal crashes

85 serious injury crashes



PROJECT NEED: IMPROVE TRANSPORTATION SAFETY

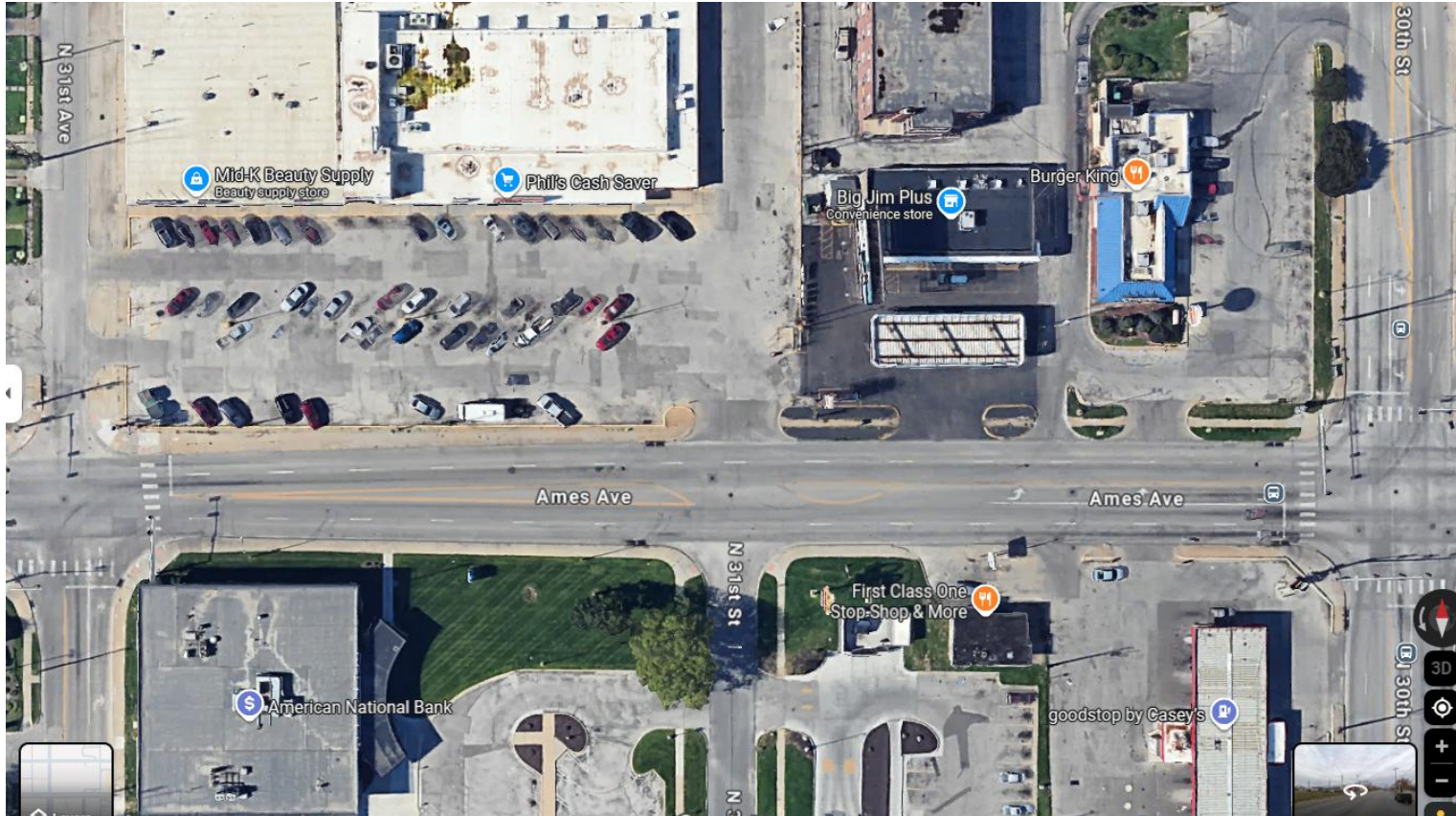
- ➔ **2,500 crashes** along Ames Avenue (2017-2024)
- ➔ 900 (37%) of all crashes resulted in injuries, **91 fatal or serious injury**
- ➔ 78 pedestrian and cyclist crashes, **73 resulting in a fatality or injury**
- ➔ Crash patterns show **intersections** are greatest areas of **concern**



Image Source:

<https://calbizjournal.com/wp-content/uploads/2026/06/automobile-accident-street.webp>

PROJECT NEED: IMPROVE MULTIMODAL ACCESSIBILITY



ACCESS MANAGEMENT

- 300 individual access points along the corridor

Image: Ames Avenue between N. 31st Street and N. 30th Street

PROJECT NEED: IMPROVE MULTIMODAL ACCESSIBILITY

PEDESTRIAN AND BICYCLE OPTIONS

- Sidewalks are not continuous and in poor condition



Photo: Ames Avenue between N. 25th Street and N. 24th Street

PROJECT NEED: IMPROVE MULTIMODAL ACCESSIBILITY



Photo: Ames Avenue near N. 37th Street

ADA COMPLIANCE AND PEDESTRIAN CROSSINGS

- Sidewalks are damaged or blocked by debris in older segments of the corridor

PROJECT NEED: IMPROVE MULTIMODAL ACCESSIBILITY

TRANSIT SERVICE AND ACTIVITY

- Stops located at unsignalized intersections



Photo: Ames Avenue east of N. 38th Street

ADDITIONAL COMMUNITY GOALS FOR AMES AVENUE

- Maintain acceptable operations and travel reliability
- Minimize right-of-way impacts and acquisition
- Enhance the visual quality and streetscape character



Photo: Ames Avenue near N. 28th Street

AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Project Purpose

With the Ames Avenue Quick Build project in mind, the City's developing a long-term vision for the roadway that:

- Slows traffic
- Makes it safer to walk, bike, and use transit
- Improves quality of life along the corridor



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Improvement Options Discussed with the Community (Summer 2025 – Winter 2026)

- Streetscape
- Bike/pedestrian/transit
- Intersection improvements
- Crossings improvements
- Traffic-calming and lighting



Photo: Ames Avenue east of N. 30th Street

AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Evaluation Criteria Applied to Improvement Options

At the project’s first open house in October 2025, participants were asked to identify the two evaluation criteria that are most important to them for Ames Avenue.



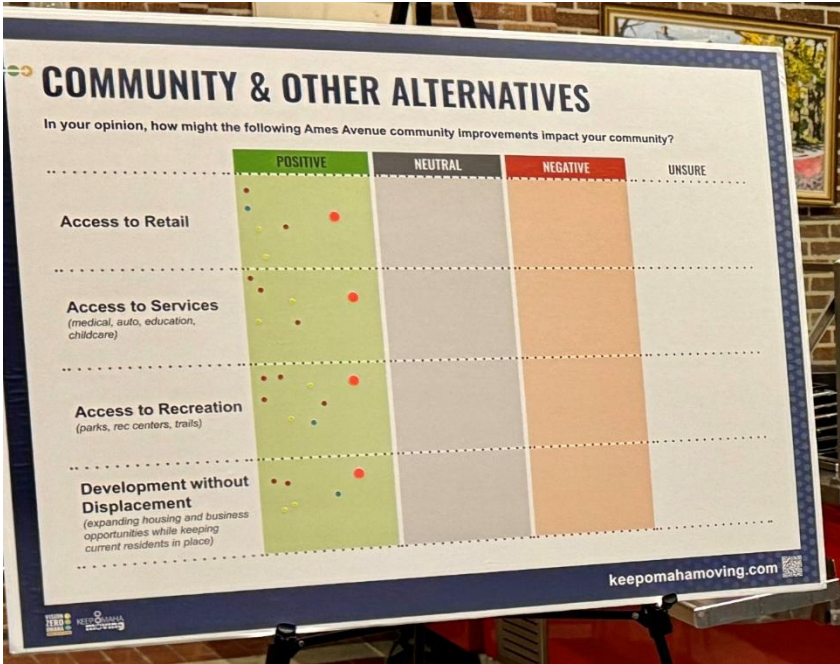
1ST
TRAFFIC SAFETY
15 VOTES

2ND
ACCESS CONTROL
12 VOTES

3RD
MULTIMODAL
11 VOTES

3RD
TRAFFIC OPERATIONS
11 VOTES

2ND
ECONOMIC DEVELOPMENT
12 VOTES



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Three Phases of Evaluation Applied to Improvement Options

PHASE 1

- Identify all potential options
- Screen options that do not address Purpose & Need

PHASE 2

- Score options based on criteria:
 - Safety
 - Bike/Ped/Transit
 - Access Mngmt
 - Socio-Economic
 - Traffic Operations
- Screen all but the highest scoring options

PHASE 3

- Refine the top options
- Produce design concepts
- Simulate real traffic conditions
- Public input
- Select preferred



AMES AVENUE SAFE MOBILITY RECOVERY PLAN

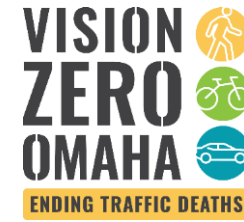
Example of Evaluation Outcomes Applied to Improvement Options

Zone	Intersection	Alternative	Int. Control Type	Safety	Multi-Mobility			Geometric & Access Control		Traffic Operations		Purpose & Need Screening: Phase #2 Scores					
				EPDO Rate (crashes / yr)	Pedestrian Level of Traffic Stress	Bicycle Level of Traffic Stress	Transit Enhancements	Conflict Points	Right-of-Way Impacts	Critical Delay (seconds)	Critical Queue Spillover	Safety	Multi-Mobility (60 max.)	Geometric & Access Control (30 max.)	Traffic Operations (35 max.)	Total Phase 2 (200 max.)	Move to Phase 3?
Zone 1	72nd Street	0 Existing / No Build	Traffic Signal	575.2	4	4	N/A	45	No	35.4	Yes	3.5	0.0	14.3	7.8	25.6	N/A*
		1 Multi-Lane Roundabout (2x2)	Roundabout	465.9	2	3	N/A	24	Major	13.4	Yes	56.5	20.0	19.0	23.9	119.5	Tier 1
		2 Traffic Signal Modifications	Traffic Signal	488.9	4	4	N/A	45	Unlikely	38	No						
		3 Traffic Signal Modifications and Lane Reduction	Traffic Signal	460.2	4	4	N/A	39	Unlikely	35	No						
	N 71st Street / Benson Park Plaza	0 Existing / No Build	Traffic Signal	310.2	4	4	Yes	34	No	13	No						
		1 Multi-Lane Roundabout (2x1)	Roundabout	251.3	2	3	Yes	14	Major	6	Yes						
		2 Traffic Signal Modifications	Traffic Signal	263.7	4	4	Yes	34	Unlikely	23	No						
	Benson Park Drive	0 Existing / No Build	TWSC	86.7	4	1	N/A	11	No	N/A	No						
		1 Right-In/Right-Out	TWSC	47.7	4	1	N/A	4	Unlikely	N/A	No						
		2 Left-In/Right-Out	TWSC	69.4	4	1	N/A	16	Unlikely	N/A	No						
		3 Multi-Lane Roundabout (2x1)	Roundabout	61.6	2	3	N/A	22	Moderate	N/A	No						
	N 66th Street	0 Existing / No Build	Traffic Signal	580.8	4	4	Yes	34	No	4	No						
		1 Multi-Lane Roundabout (2x1)	Roundabout	470.4	2	3	Yes	14	Major	6	Yes						
		2 Two-Way Stop	TWSC	755.0	3	4	Yes	34	Unlikely	4	No						
		3 Right-In/Right-Out	TWSC	319.4	3	4	Yes	4	Unlikely	0	No						
		4 Left-In/Right-Out	TWSC	464.6	3	4	Yes	16	Moderate	0	No						
	N 65th Avenue	0 Existing / No Build	TWSC	1.0	4	1	N/A	34	No	N/A	No						
	N 65th Street	0 Existing / No Build	TWSC	385.3	4	1	No	4	No	N/A	No						
		1 Right-In/Right-Out	TWSC	211.9	3	1	Yes	4	Unlikely	N/A	No						
		2 Left-In/Right-Out	TWSC	306.3	4	1	Yes	16	Moderate	N/A	No						

Zone	Extents	Alternative	Lane Config.	Safety	Multi-Mobility			Geometric & Access Control	Socio-Economic		Traffic Operations	Purpose & Need Screening: Phase #2 Scores							
				EPDO Rate (crashes / yr)	Pedestrian Level of Traffic Stress	Bicycle Level of Traffic Stress	Active Mobility Plan Alignment	Transit Enhancements	Right-of-Way Impacts	Tree & Landscaping Enhancements	On-street Parking	V/C Ratio	Safety (75 max.)	Multi-Mobility (65 max.)	Geometric & Access Control (10 max.)	Socio-Economic (15 max.)	Traffic Operations (25 max.)	Total Phase 2 Score (100 max.)	Move to Phase 3?
1a	72nd Street to Benson Park Drive	0 Existing / No Build	4L D	159.5	4	4	No	No	No	Maintained	Maintained	0.81	10.1	0	10	10	0.0	30.1	N/A*
		1 Lane Narrowing and Sidewalk Improvements	4L D	121.2	4	1	Somewhat	Somewhat	No	Increased	Maintained	0.81	46.6	28	10	15	0.0	99.6	Tier 2
		2 Sidewalk Improvements	4L D	159.5	4	1	Somewhat	Somewhat	No	Maintained	Maintained	0.81	10.1	28	10	10	0.0	58.1	Eliminated
		3 Shared Use Path	4L D	119.6	3	1	Somewhat	Somewhat	Possible	Maintained	Maintained	0.81	48.2	33	5	10	0.0	96.2	Tier 2
1b	Benson Park Dr to 66th St	4 Sidewalk-Level Bike Lanes	4L D	88.0	3	1	Somewhat	Somewhat	Possible	Maintained	Maintained	0.81	70.3	33	5	10	0.0	118.3	Tier 1
		0 Existing / No Build	4L D	443.3	4	4	No	No	No	Maintained	Maintained	0.93	10.1	0	10	10	0.0	30.1	N/A*
		1 Lane Narrowing and Sidewalk Improvements	4L D	336.9	4	1	Somewhat	Somewhat	Park Property	Increased	Maintained	0.93	46.6	28	10	15	0.0	99.6	Tier 2
		2 Sidewalk Improvements	4L D	443.3	4	1	Somewhat	Somewhat	Park Property	Increased	Maintained	0.93	10.1	28	10	15	0.0	63.1	Eliminated
		3 Shared Use Path	4L D	332.4	3	1	Somewhat	Somewhat	Park Property	Increased	Maintained	0.93	48.2	33	10	15	0.0	106.2	Tier 2
1c	66th St to east of 60th St	4 Sidewalk-Level Bike Lanes	4L D	244.7	3	1	Somewhat	Somewhat	Park Property	Maintained	Maintained	0.93	70.3	33	10	10	0.0	123.3	Tier 1
		0 Existing / No Build	4L D	414.1	4	4	No	No	No	Maintained	Maintained	0.92	11.4	0	10	10	0.0	31.4	N/A*
		1 Lane Narrowing, Access Management & Sidewalk Improvements	4L D	314.7	4	4	No	Somewhat	No	Increased	Maintained	0.92	66.4	8	10	15	0.0	101.4	Tier 1
		2 Access Management & Sidewalk Improvements	4L D	385.1	4	4	No	Somewhat	Possible	Maintained	Maintained	0.92	27.8	8	5	10	0.0	50.8	Eliminated
2a	East of 60th St to 52nd St	3 Shared Use Path	4L D	332.4	3	1	Somewhat	Somewhat	Park Property	Increased	Maintained	0.93	48.2	33	10	15	0.0	106.2	Tier 2
		4 Sidewalk-Level Bike Lanes	4L D	244.7	3	1	Somewhat	Somewhat	Park Property	Maintained	Maintained	0.93	70.3	33	10	10	0.0	123.3	Tier 1
		0 Existing / No Build	4L D	3286.7	4	4	No	No	No	Maintained	Maintained	0.97	11.4	0	10	10	0.0	31.4	N/A*
		1 Lane Narrowing, Access Management & Sidewalk Improvements	4L D	2497.9	4	4	No	Somewhat	Yes	Increased	Maintained	0.97	66.4	8	0	15	0.0	91.4	Tier 1
2b	52nd St to east of 46th St	2 Access Management & Sidewalk Improvements	4L D	3056.6	4	4	No	Somewhat	No	Maintained	Maintained	0.97	27.8	8	10	10	0.0	55.8	Eliminated
		0 Existing / No Build	4L D	1767.2	4	4	No	No	No	Maintained	Maintained	1.02	5.2	0	10	10	0.0	25.2	N/A*
		1 Lane Narrowing, Access Management & Sidewalk Improvements	4L D	1343.1	4	1	Somewhat	Somewhat	Yes	Increased	Maintained	1.02	38.5	28	0	15	0.0	81.5	Tier 2
		3 Shared Use Path	4L D	1325.4	3	1	Somewhat	Somewhat	Possible	Maintained	Maintained	1.02	40.4	33	5	10	0.0	88.4	Tier 2
		4 Sidewalk-Level Bike Lanes	4L D	975.5	3	1	Somewhat	Somewhat	Possible	Maintained	Maintained	1.02	66.3	33	5	10	0.0	116.3	Tier 1



KEEDOMALIA



WHAT YOU CAN DO

Ames Avenue Safe Mobility Recovery Plan

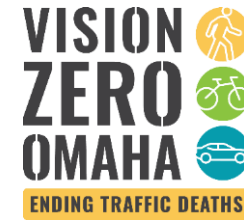
AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Small Group Discussions and Report Back

Help the project team identify which improvements would **feel safe and comfortable** to you as an Ames Avenue traveler by:



- **Selecting** a table with the segment of Ames Avenue that's most important to you
- **Reviewing and discussing** the images of potential improvement options at the tables
- **Placing** sticky dots on the images of options you support
- **Listening** for an announcement asking meeting participants to rotate and then move to the next table
- **Stopping** after you've visited all tables
- **Identifying** someone to share a bit about your table's discussion



NEXT STEPS

Ames Avenue Safe Mobility Recovery Plan

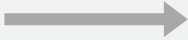
AMES AVENUE SAFE MOBILITY RECOVERY PLAN

Next Steps



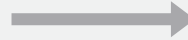
JULY 2026

**Pop-up
meetings at
community
events**



**THROUGH
AUG 14, 2026**

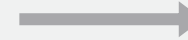
**Online
commenting**



LATE SUMMER/FALL 2026

**Initial and final
draft PEL**

**Technical Advisory
Committee
Meeting #4**



FALL 2026

**City Council
presentations**

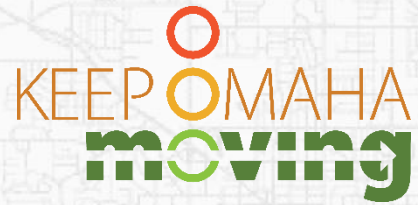
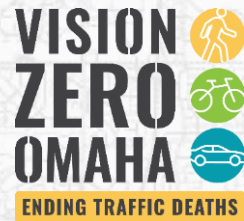
VISION ZERO SAFETY PROJECT (SUMMER '26)



Lane Reconfiguration for Ames Avenue (Fontenelle Boulevard to N. 16th Street)

- Construction is anticipated to begin July 13 and last 8 weeks
- The project involves:
 - Repaving and restriping Ames Avenue
 - Coordinating utilities
 - Curb and ADA improvements (already completed)





THANK YOU!

AMES AVENUE SAFE MOBILITY RECOVERY PLAN

keepomahamoving.com/stay-connected