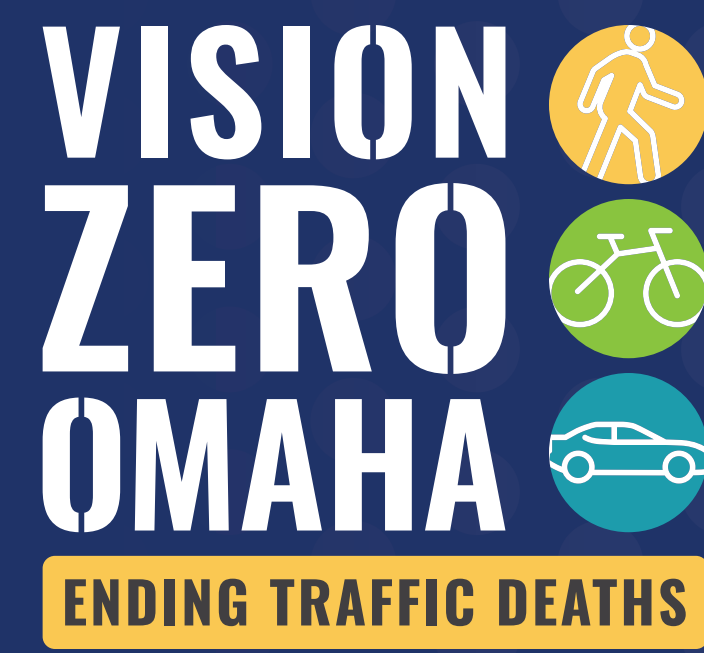
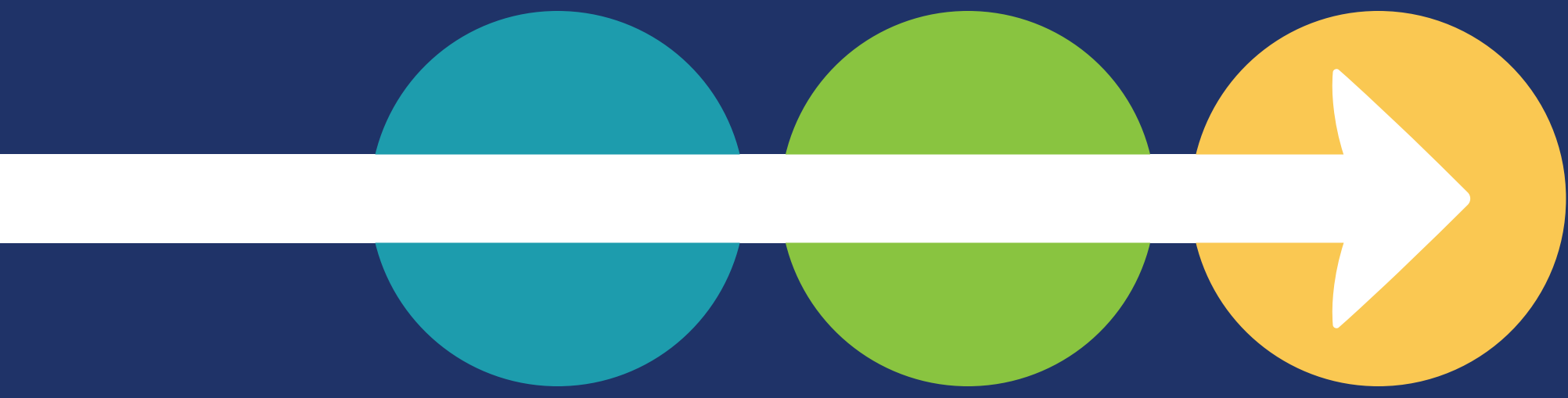




WELCOME

WE ARE PLEASED YOU ARE HERE TO LEARN
MORE ABOUT AND PROVIDE FEEDBACK ON THE

AMES AVENUE SAFE MOBILITY RECOVERY PLAN

HOW TO GET THE MOST OUT OF THIS MEETING:



Review each display
and talk with project
team members to
learn more and share
your ideas.



Spend as
much or as
little time with
us as you like.



Complete
a comment
form and drop
it in the box.

PROJECT OVERVIEW

➔ WHAT IS THIS PROJECT?

The City of Omaha is working with the community to gather their feedback to determine how to make Ames Avenue safer and easier for everyone to get around—whether you walk, bike, take transit, or drive.

➔ WHY YOUR VOICE MATTERS:

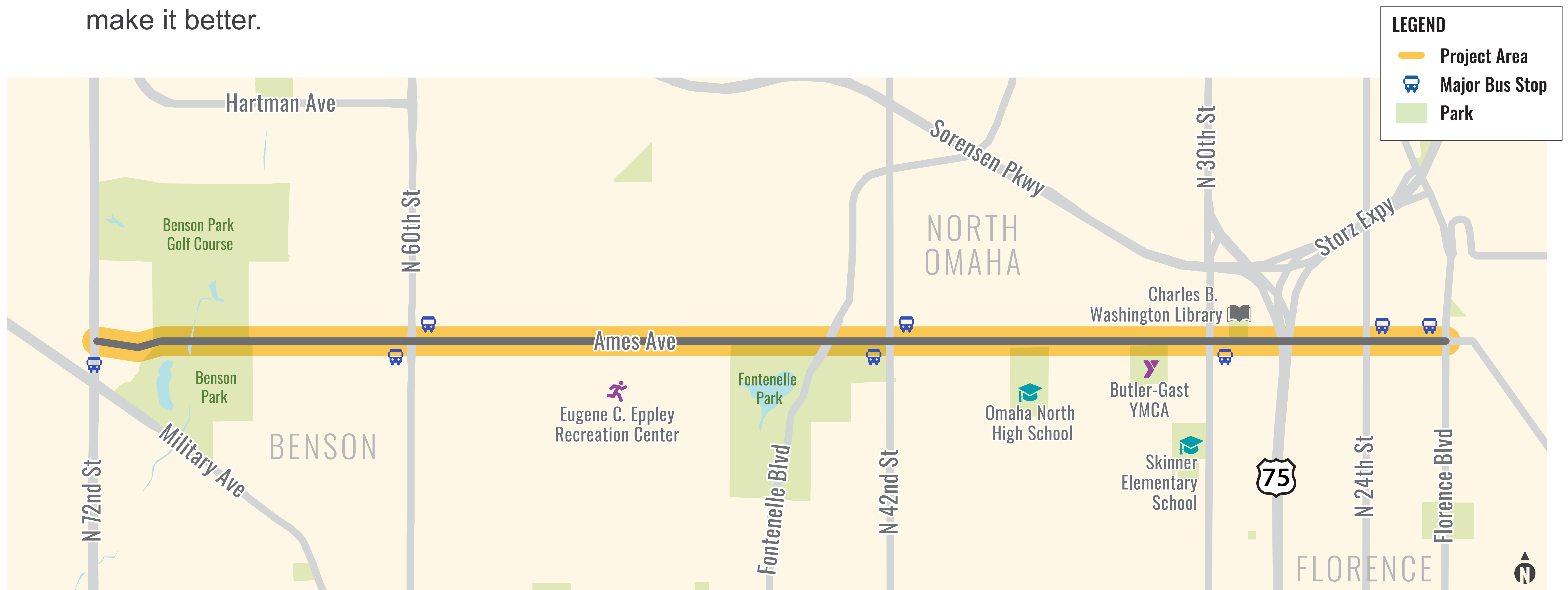
You know this corridor best. Your experience helps us understand what works, what doesn't, and how to make it better.

➔ HOW YOU CAN HELP:

Tell us what you see every day—the challenges and the opportunities. Your input will help guide improvements.

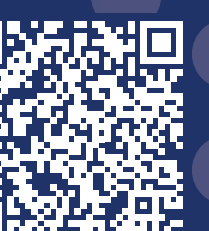
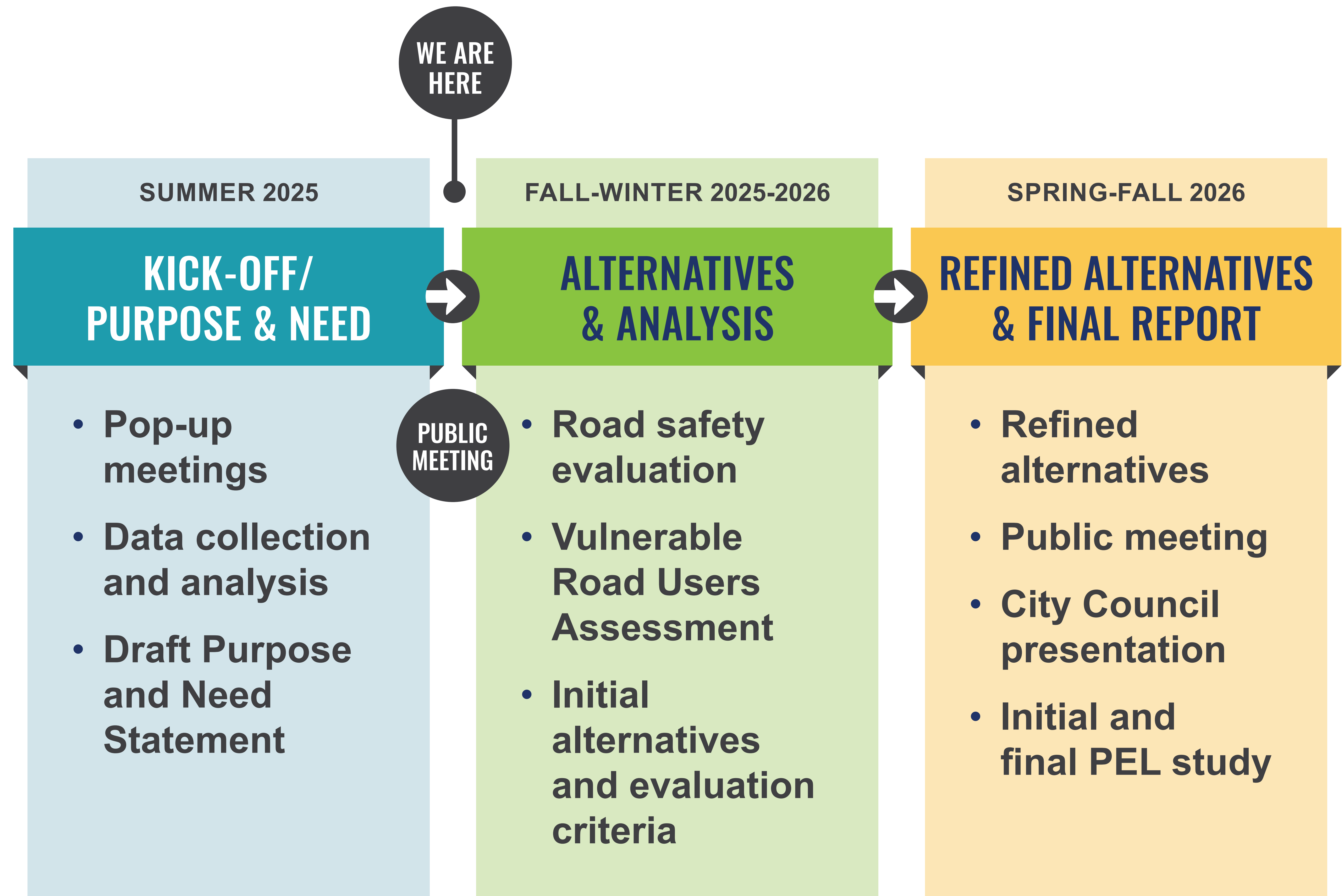
➔ WHAT HAPPENS WITH YOUR INPUT:

We'll use community feedback to create a plan for safety and mobility improvements along Ames Avenue.



PROCESS & SCHEDULE

This project kicked off in Summer 2025 and will continue through 2026.

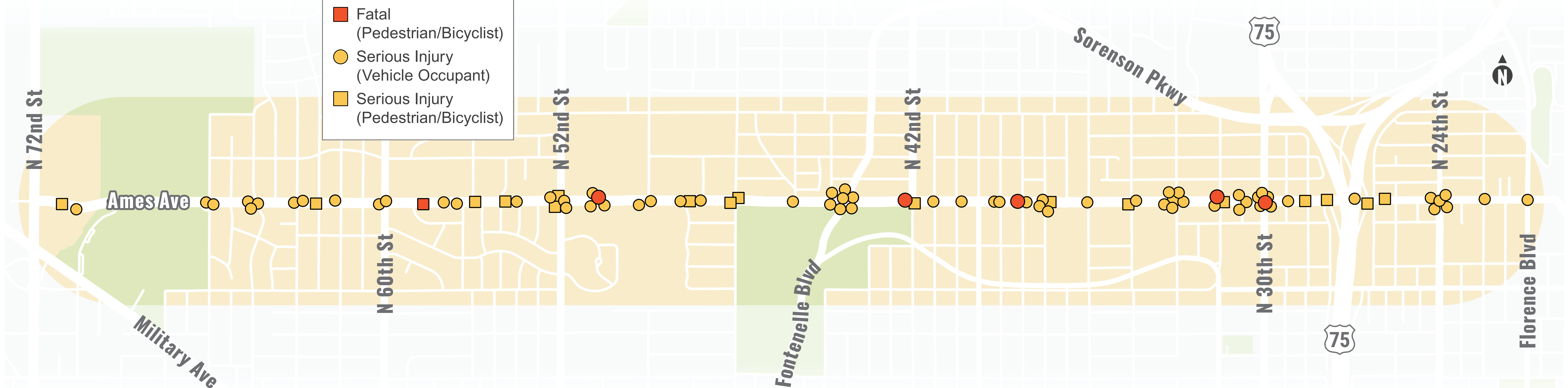


FATALITIES & SERIOUS INJURIES

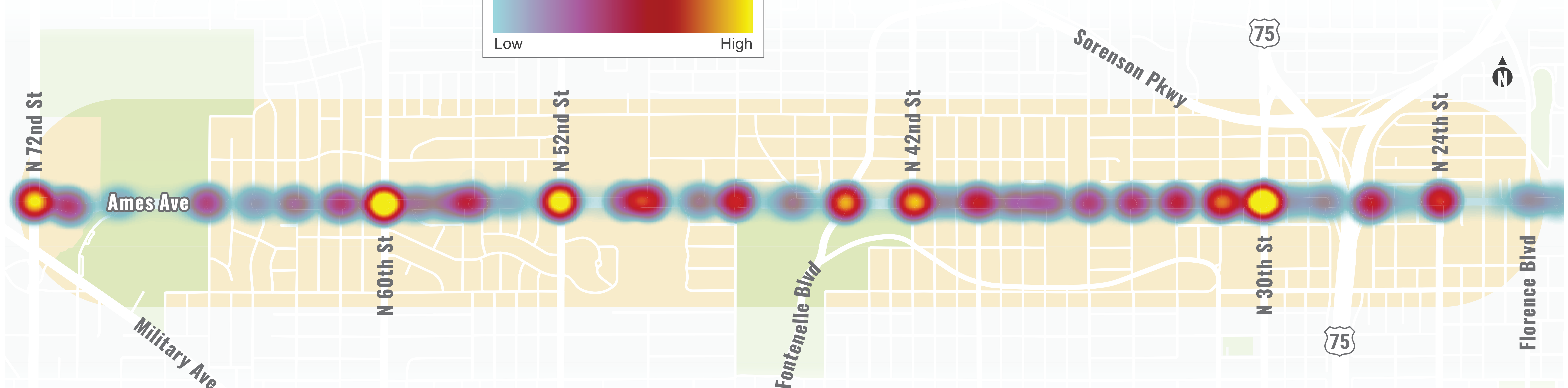
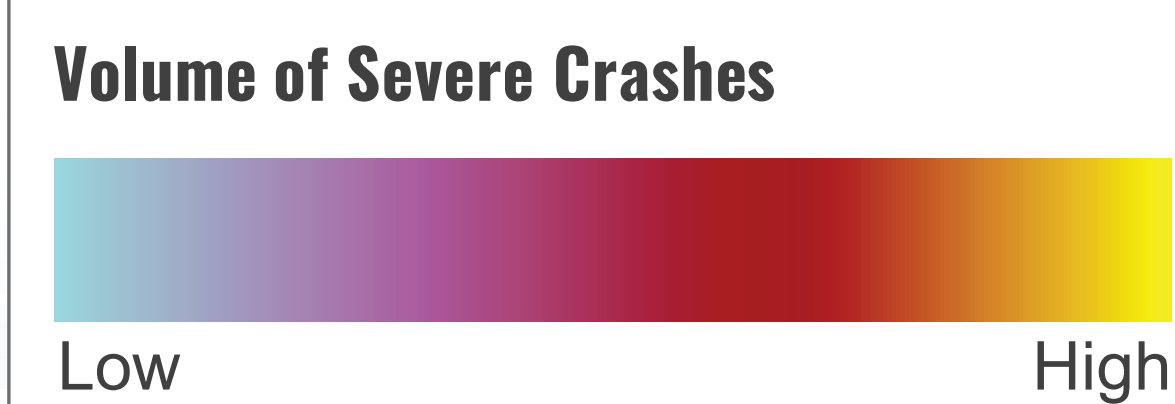
➔ **91** fatal and serious injury crashes have occurred on the corridor from 2017 to 2024.

CRASH SEVERITY

- Crash Severity by Type**
- Fatal (Vehicle Occupant)
 - Fatal (Pedestrian/Bicyclist)
 - Serious Injury (Vehicle Occupant)
 - Serious Injury (Pedestrian/Bicyclist)



CRASH SEVERITY HEAT MAP



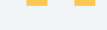
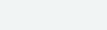
Crash data from 2017-2024

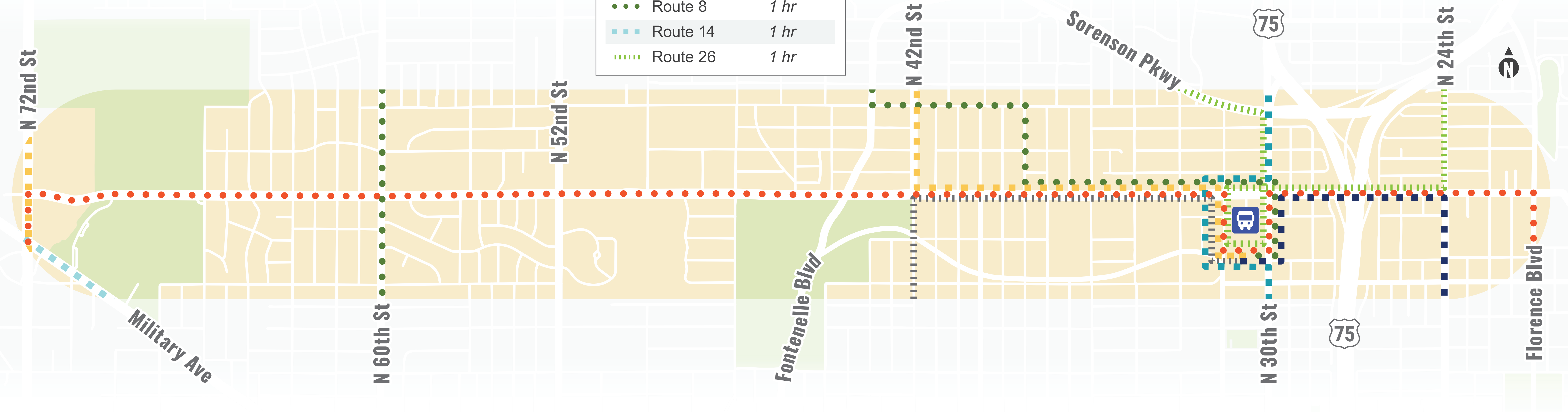




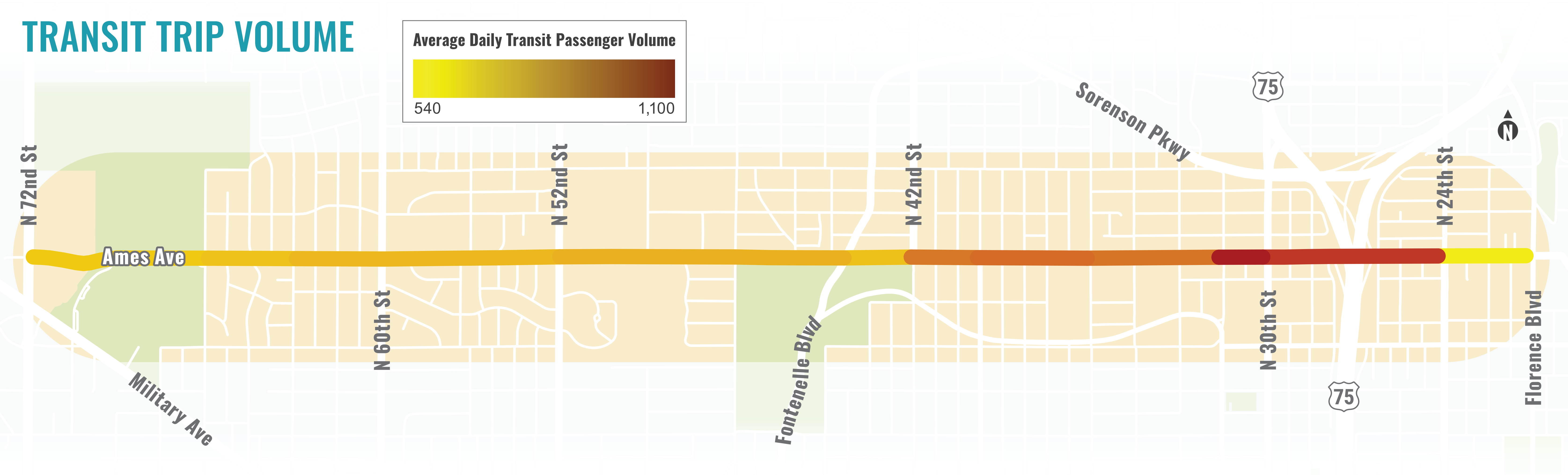
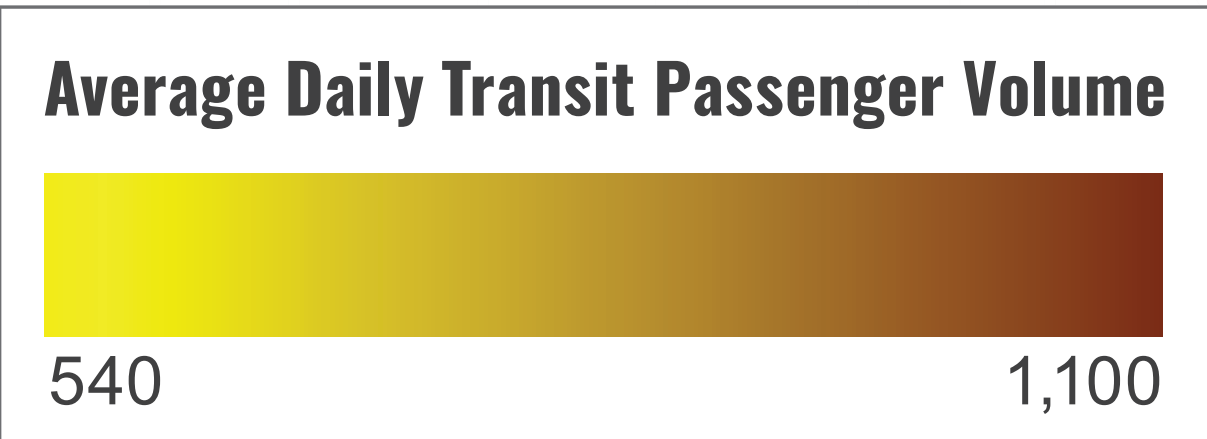
METRO TRANSIT

TRANSIT ROUTES

Routes & Frequencies	
ROUTE	WEEKDAY PEAK HOUR FREQUENCY
 Route 18	15 min
 Route 24	20 min
 Route 30	30 min
 Route 3	1 hr
 Route 5	1 hr
 Route 8	1 hr
 Route 14	1 hr
 Route 26	1 hr



TRANSIT TRIP VOLUME



PROJECT PURPOSE & NEED

The purpose of the **Ames Avenue Safe Mobility Recovery Plan** is to improve safety, travel reliability, and mobility for all users along Ames Avenue between 24th and 72nd Streets—a corridor with a documented history of serious and fatal crashes.



→ IMPROVE SAFETY

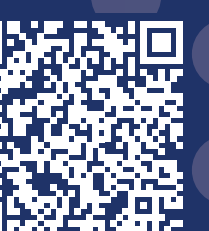
- **Over 2,500 crashes** in eight years along the corridor
- Two-thirds of crashes occur at **intersections**
- **Pedestrians and cyclists** are frequently involved in severe crashes

→ MAINTAIN TRAVEL RELIABILITY

- Travel times up to **20–60% longer** through key sections
- Congestion and delays **reduce consistency** for drivers and buses

→ IMPROVE MULTIMODAL ACCESSIBILITY IN THE AMES AVENUE CORRIDOR

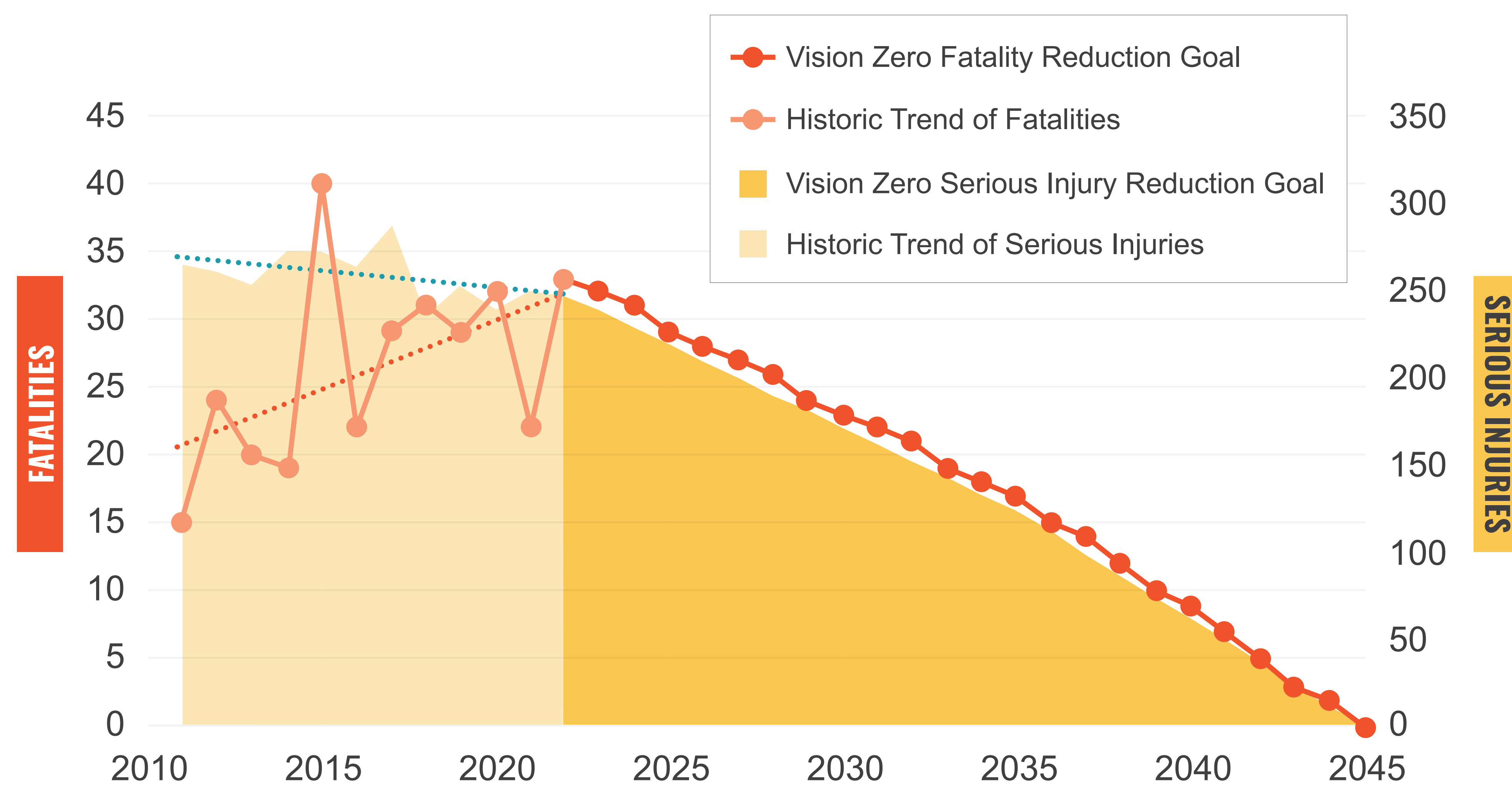
- Many sidewalks are **not ADA compliant**
- **Limited safe crossings** and high pedestrian activity
- Gaps in sidewalk and bike connections make **access difficult**



HOW VISION ZERO IS TRANSFORMING AMES AVENUE

The **Ames Avenue Safe Mobility Recovery Plan** will complement an upcoming project to repave and restripe Ames Avenue from 30th Street to Florence Avenue. It will also advance Vision Zero Omaha goals by addressing the roadway conditions that have contributed to multiple crashes along Ames Avenue since 2015.

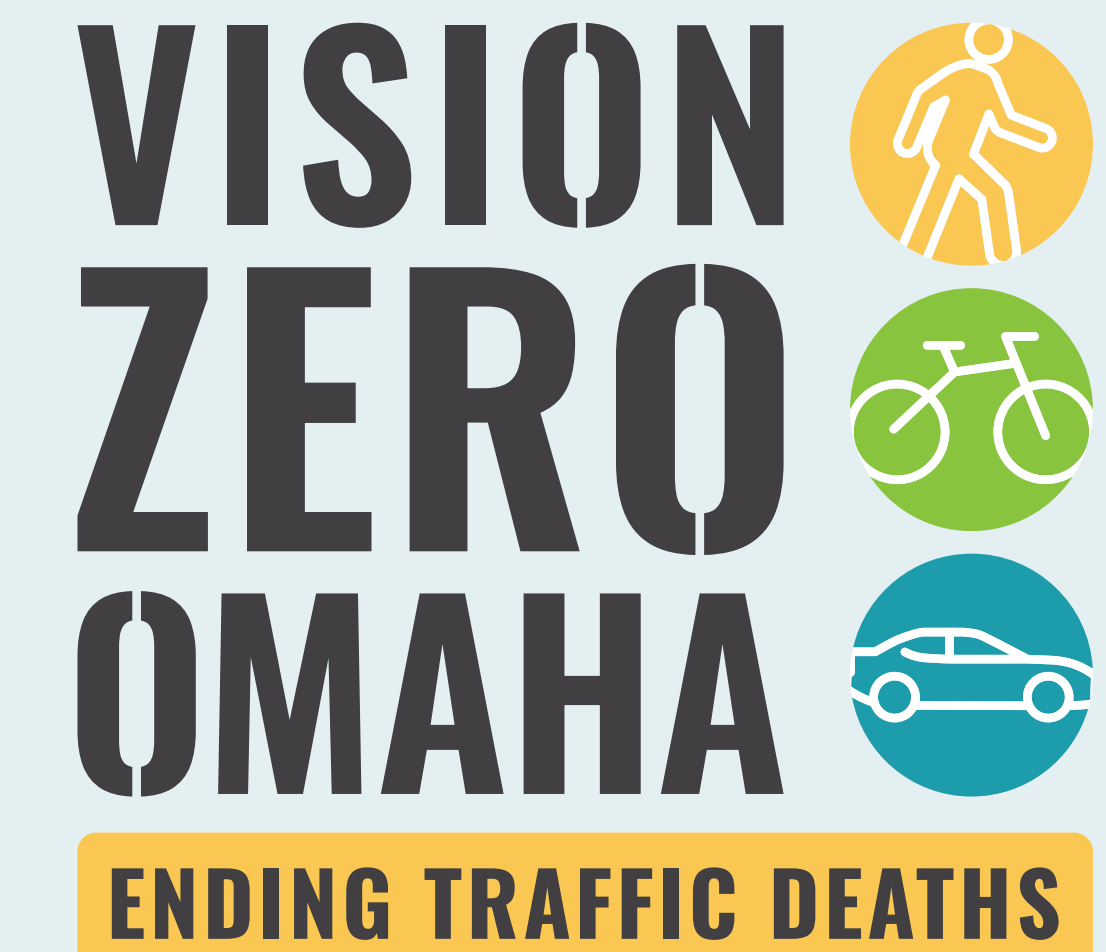
THE VISION ZERO OMAHA ACTION PLAN'S GOAL IS TO ELIMINATE ALL TRAFFIC FATALITIES BY 2045



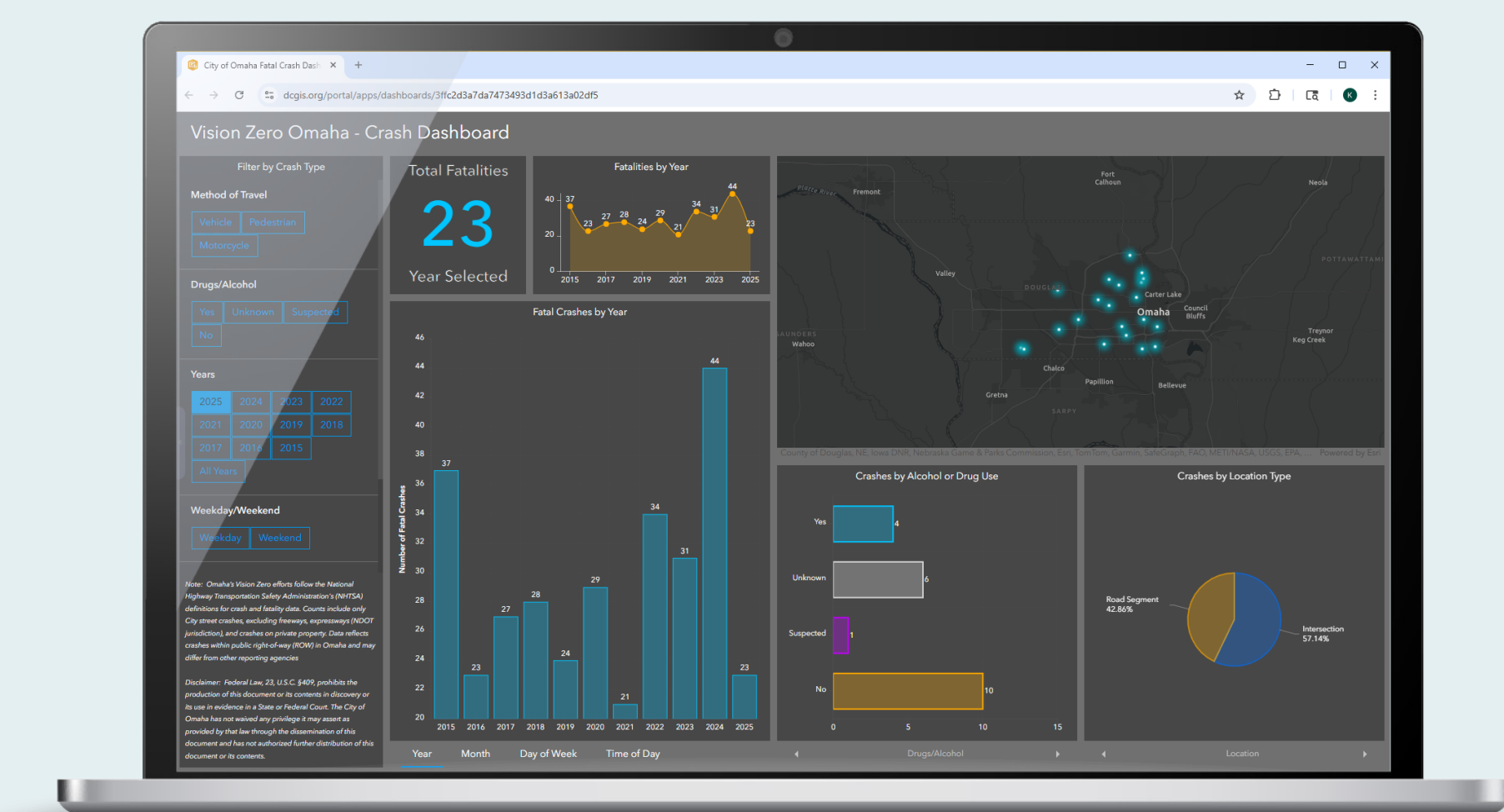
OMAHA VISION ZERO



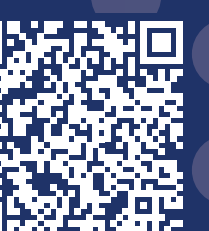
omahavisionzero.com



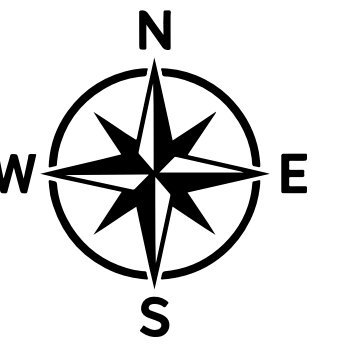
OMAHA VISION ZERO DASHBOARD



dcgis.org/portal/apps/dashboards/3ffc2d3a7da7473493d1d3a613a02df5



AMES AVENUE PROPOSED 2026 RESURFACING & LANE RECONFIGURATION CONCEPT



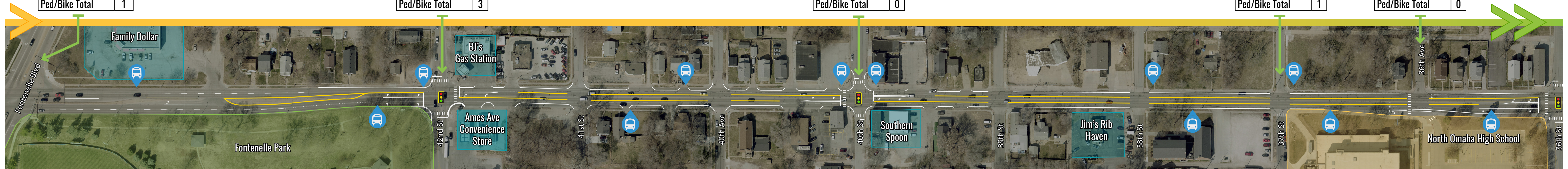
Fontenelle Blvd	
Fatality	0
Serious Injury	3
Minor Injury	36
PDO/Unknown	59
Total	98
Ped/Bike Total	1

42nd Street	
Fatality	1
Serious Injury	0
Minor Injury	34
PDO/Unknown	47
Total	82
Ped/Bike Total	3

40th Street	
Fatality	0
Serious Injury	0
Minor Injury	19
PDO/Unknown	33
Total	52
Ped/Bike Total	0

37th Street	
Fatality	0
Serious Injury	0
Minor Injury	7
PDO/Unknown	15
Total	22
Ped/Bike Total	1

36th Avenue	
Fatality	0
Serious Injury	1
Minor Injury	22
PDO/Unknown	25
Total	48
Ped/Bike Total	0



36th Street	
Fatality	0
Serious Injury	1
Minor Injury	22
PDO/Unknown	25
Total	48
Ped/Bike Total	4

34th Avenue	
Fatality	0
Serious Injury	2
Minor Injury	12
PDO/Unknown	17
Total	31
Ped/Bike Total	2

33rd Street	
Fatality	0
Serious Injury	3
Minor Injury	24
PDO/Unknown	25
Total	52
Ped/Bike Total	1

31st Avenue	
Fatality	1
Serious Injury	4
Minor Injury	33
PDO/Unknown	45
Total	83
Ped/Bike Total	2

30th Street	
Fatality	1
Serious Injury	5
Minor Injury	52
PDO/Unknown	60
Total	118
Ped/Bike Total	6

Legend



Signalized Intersection



Metro Transit Stop

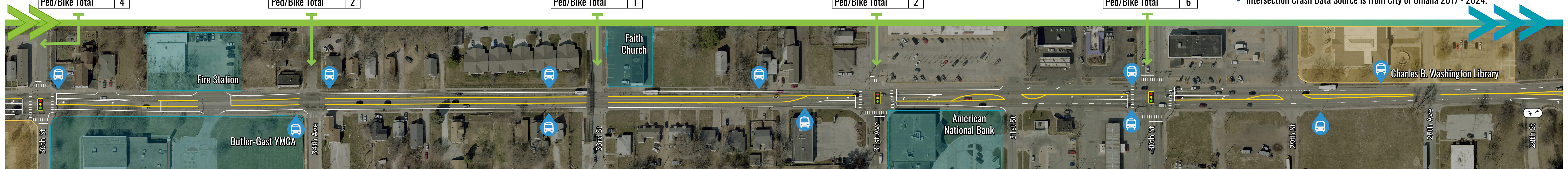


Right-in Right-out

PDO = Property Damage Only

Notes:

- All intersections that are not Signalized or Right-in Right-out use Two-way Stop-control.
- Intersection Crash Data Source is from City of Omaha 2017 - 2024.

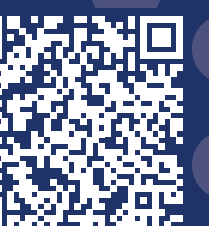
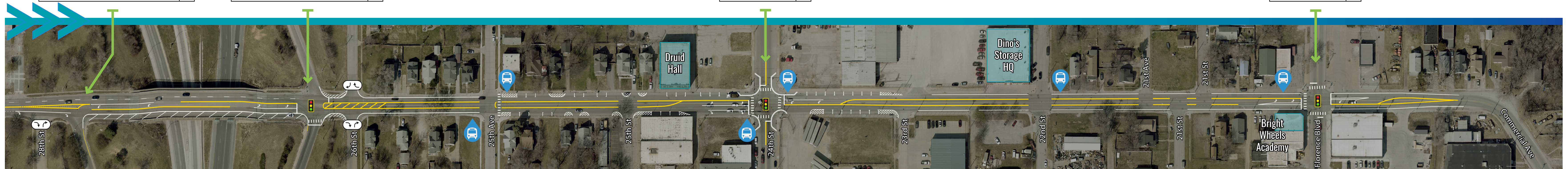


North Freeway South Bound Ramp	
Fatality	0
Serious Injury	1
Minor Injury	3
PDO/Unknown	8
Total	12
Ped/Bike Total	1

North Freeway North Bound Ramp	
Fatality	0
Serious Injury	1
Minor Injury	18
PDO/Unknown	36
Total	55
Ped/Bike Total	1

24th Street	
Fatality	0
Serious Injury	4
Minor Injury	25
PDO/Unknown	46
Total	75
Ped/Bike Total	2

Florence Blvd	
Fatality	0
Serious Injury	0
Minor Injury	7
PDO/Unknown	15
Total	22
Ped/Bike Total	0

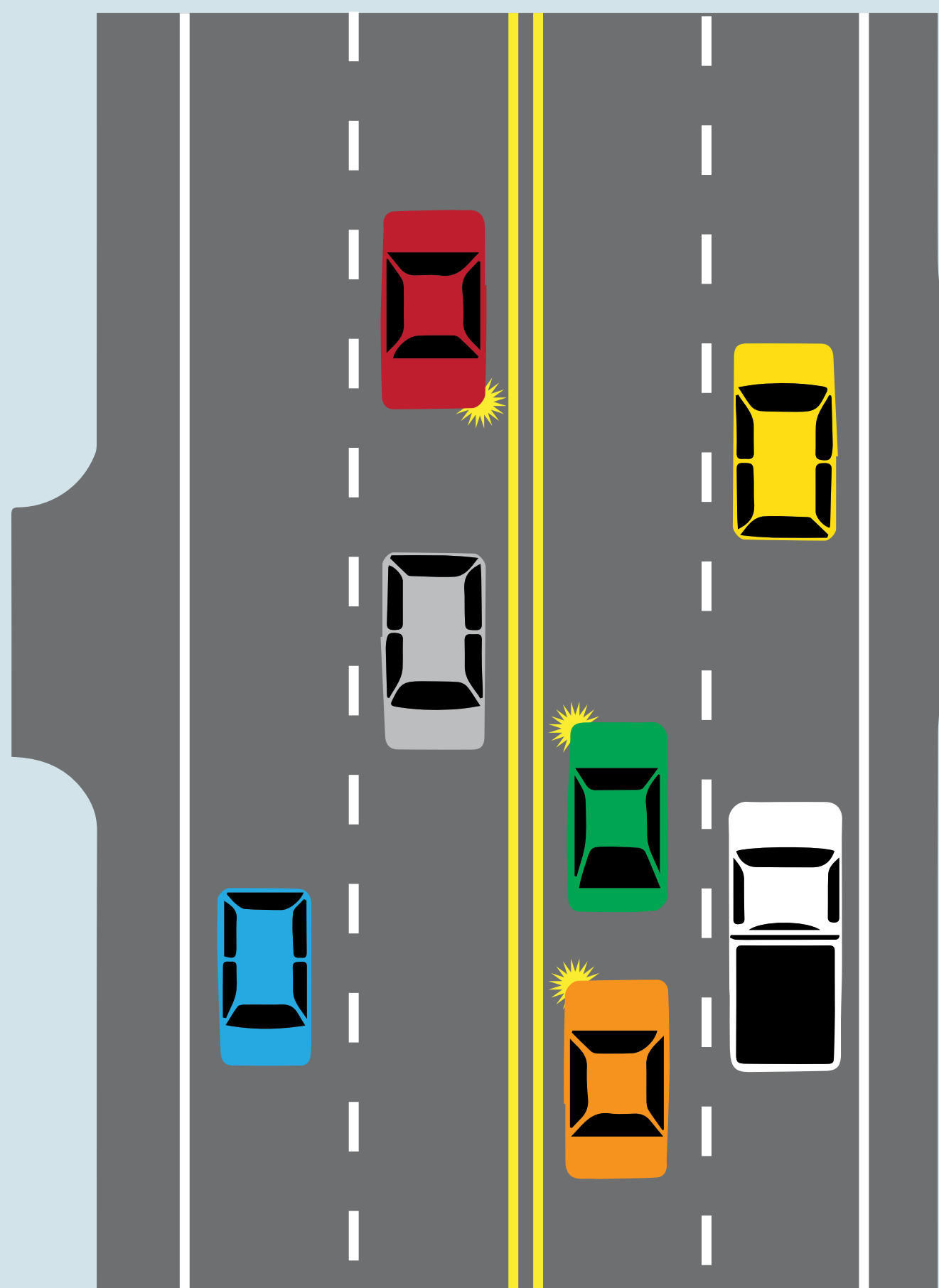




BENEFITS AND POTENTIAL TRADE-OFFS OF A 3-LANE CONVERSION

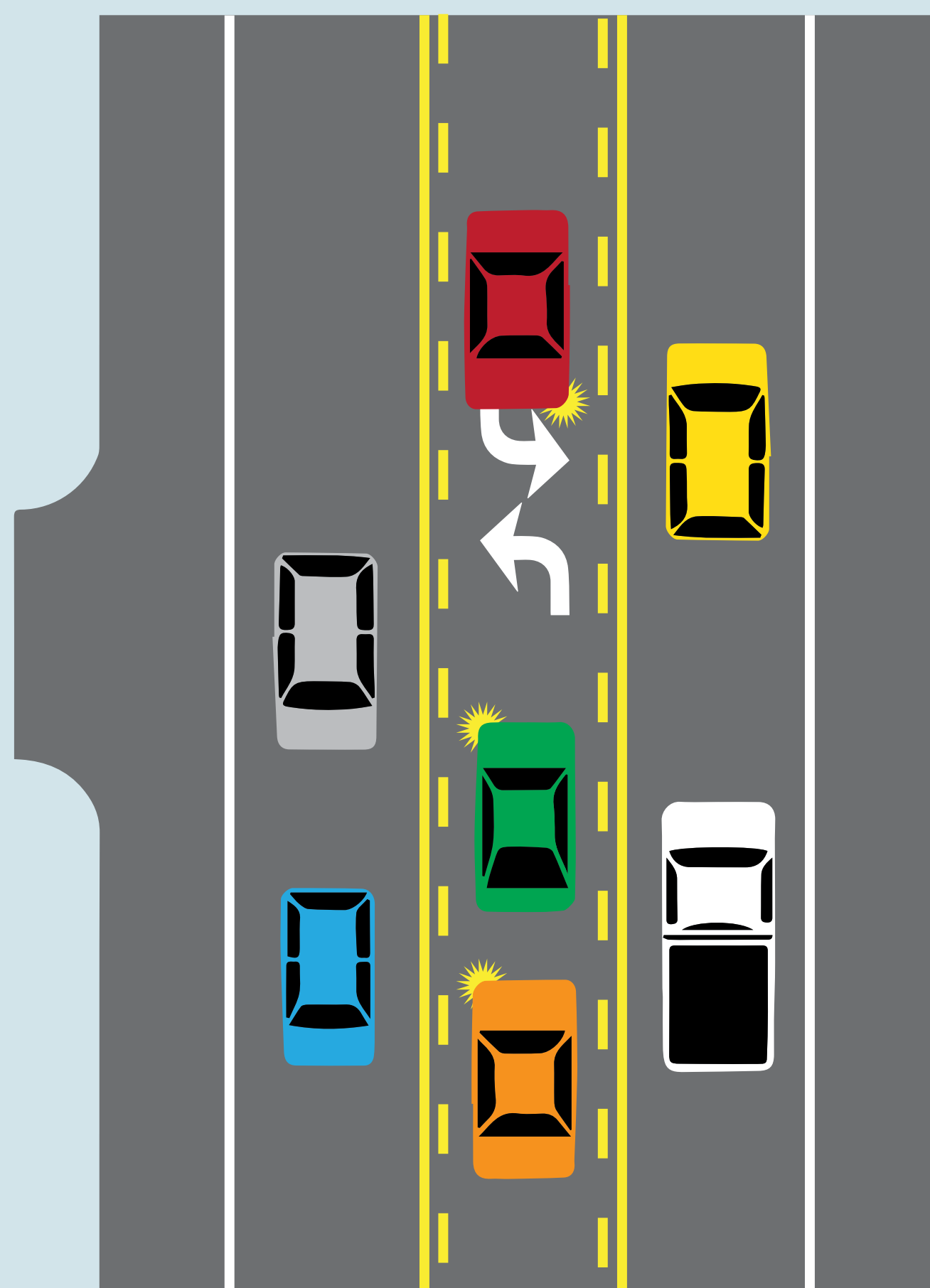
AN UNDIVIDED 4-LANE STREET FUNCTIONS MUCH LIKE A 3-LANE STREET.

BEFORE



4-Lane

AFTER



3-Lane

4-Lane to 3-Lane Operations

- One lane of traffic removed
- One lane replaced with a two-way left-turn lane
- Safety is improved, though overall traffic capacity may be slightly reduced during busy periods

IMPROVED SAFETY

- A Federal Highway Administration study found that four-to-three lane conversions can **reduce crashes by up to 29%**, improving safety for drivers and pedestrians.
- Dedicated turn lanes **reduce rear-end and sideswipe crashes** caused by sudden lane changes.
- Fewer lanes to cross and slower speeds make it **safer for pedestrians**.
- Increased separation between the sidewalk and street **improves safety** while also providing additional area for snow storage.

BETTER TRAFFIC FLOW

- Center turn lanes make left turns smoother, **reducing delays** for through traffic.
- More consistent speeds **improve traffic flow** and predictability.
- **Intersections operate more safely and efficiently** with dedicated turn lanes.

POTENTIAL TRADE-OFFS

- Passing is limited, but dedicated turn lanes **prevent backups behind left-turning vehicles**.
- Traffic capacity may be slightly reduced during busy periods.
- Although wider streets can benefit heavy truck movement, **truck traffic on Ames Avenue is minimal compared to other routes**.





STREETSCAPE ALTERNATIVES

In your opinion, how might the following Ames Avenue streetscape improvements impact your community?

	POSITIVE	NEUTRAL	NEGATIVE	UNSURE
Lighting				
Benches				
Trash Cans				
Bus Stop Amenities				
Trees/Shade				
Landscaping				
Banners				
Public Art				

ROADWAY ALTERNATIVES

In your opinion, how might the following Ames Avenue roadway improvements impact your community?

	POSITIVE	NEUTRAL	NEGATIVE	UNSURE
More Travel Lanes				
Fewer Travel Lanes				
Roundabouts				
Traffic Signals				
Center Left Turn Lanes				
Slower Traffic				
Fewer Vehicle Access Points				
Roadway Maintenance				
Police Enforcement				





BICYCLE/PEDESTRIAN/TRANSIT ALTERNATIVES

In your opinion, how might the following Ames Avenue bicycle/pedestrian/transit improvements impact your community?

	POSITIVE	NEUTRAL	NEGATIVE	UNSURE
Sidewalks				
Marked Crosswalks				
Pedestrian Signals				
Mid-Block Crossings with Refuge				
On-Street Bike Lanes				
Off-Street Bike Paths				
Shared-Use Trails				
Accessibility Upgrades				





COMMUNITY & OTHER ALTERNATIVES

In your opinion, how might the following Ames Avenue community improvements impact your community?

	POSITIVE	NEUTRAL	NEGATIVE	UNSURE
Access to Retail				
Access to Services <i>(medical, auto, education, childcare)</i>				
Access to Recreation <i>(parks, rec centers, trails)</i>				
Development without Displacement <i>(expanding housing and business opportunities while keeping current residents in place)</i>				



As potential improvement alternatives are evaluated, which criteria should be most important? Select up to **TWO**.

TRAFFIC SAFETY

Reducing crashes and making travel safer.

Reducing crashes and making travel safer.

MULTIMODAL

Supporting travel by car, bus, bike, walking, etc.

**Supporting travel by car,
bus, bike, walking, etc.**

ACCESS CONTROL

Managing driveways and intersections to improve flow and safety.

Managing driveways and intersections to improve flow and safety.

ECONOMIC DEVELOPMENT

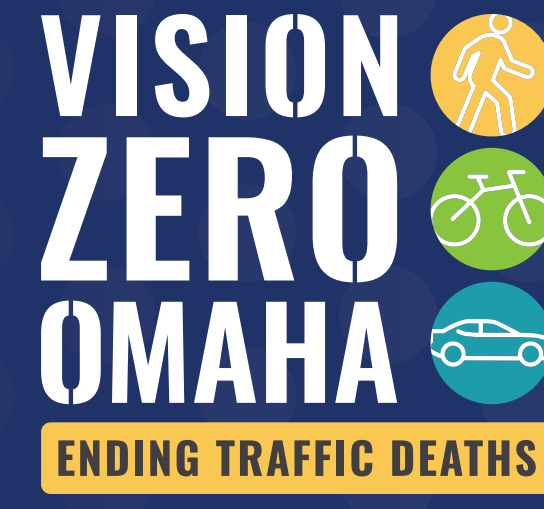
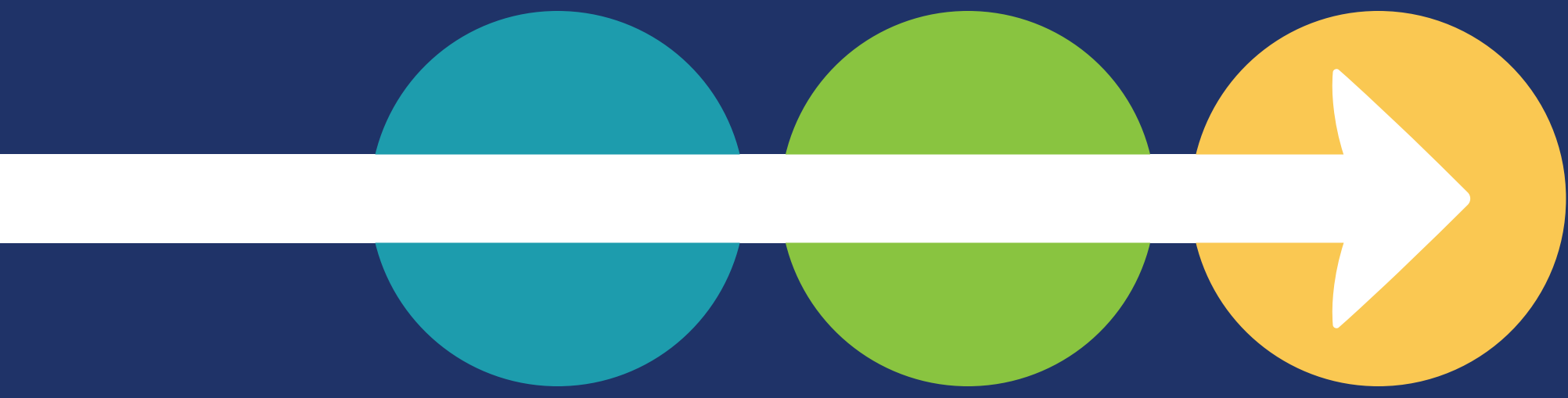
Supporting local businesses and community growth.

**Supporting local
businesses and
community growth.**

A large yellow banner with the text "TRAFFIC OPERATIONS" in bold black letters, followed by "Keeping traffic moving smoothly." in a smaller black font.

**Keeping traffic
moving smoothly.**





BUILD YOUR AMES AVENUE CORRIDOR



PLEASE USE THE
MATERIALS PROVIDED TO
BUILD YOUR CORRIDOR.