

December 2025

Ames Avenue Safe Mobility Recovery Plan

MEMO A: EXISTING AND COMMITTED STREET AND MULTIMODAL NETWORK REVIEW

NEEDS ASSESSMENT REPORT

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1.0 INTRODUCTION

This memo provides a high-level summary of key multimodal transportation conditions and deficiencies along the Ames Avenue corridor as a component of the Needs Assessment for the City of Omaha's Ames Avenue Safe Mobility Recovery Plan. The existing transportation system in the study area is examined, including:

- An overview of the corridor, including nearby points of interest, existing lane configurations, driveway and side street accesses, pavement conditions, and lighting conditions
- Relevant plans, studies, and projects along the corridor;
- Pedestrian and bicycle conditions and latent demand; and
- Metro Transit ridership

The document concludes with a summary of the key needs within each of these areas.

2.0 CORRIDOR OVERVIEW

Ames Avenue is designated as a Major Commercial Corridor (based on the City of Omaha Master Plan), which spans 4.25 miles from N 72nd Street to Florence Boulevard. The corridor facilitates travel between and access to a wide range of destinations in the area, including parks, schools, fire stations, grocery stores, commercial retail centers, and residential neighborhoods. It also serves as a major transit corridor in the Metro Transit network. All of this creates a need to balance safe and efficient mobility for traffic and transit operations with convenient access to the many destinations located along and near the corridor.

However, the current roadway design does not strike this mobility/access/safety balance and attempts to maximize *both* vehicular capacity *and* multimodal access (especially vehicular access via frequently spaced driveways) within a constrained right-of-way. This results in inherent crash risks, especially along the eastern portion of the corridor, where there is no median present, higher pedestrian and transit demand, and sidewalks that are mostly located at the back-of-curb.

The maps that follow help to provide context to these issues by showing key destinations along and near the Ames Avenue corridor (**Figure 1**), documenting the existing typical lane configurations and lane widths in **Section 2.0**, illustrating the many access points along the corridor in **Section 2.2**, and discussing pavement conditions in **Section 2.3**. **Sections 3.0 and 4.0** of this report provides more detailed information on existing pedestrian, bicycle, and transit conditions along the corridor.

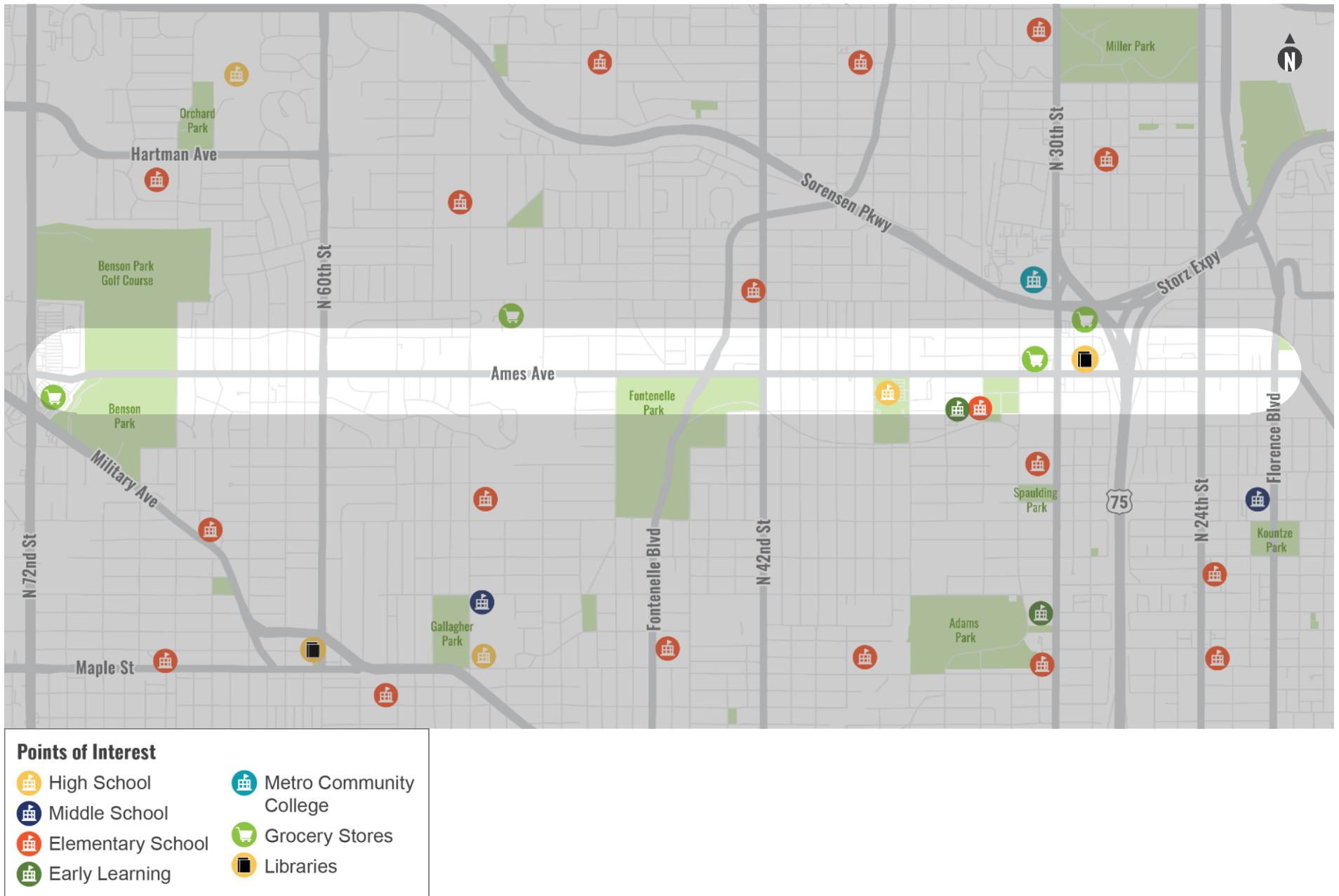


Figure 1: Corridor Overview

2.1 EXISTING LANE CONFIGURATION

Approximately 98% of the Ames Avenue corridor is four lanes wide (**Figure 2**). From N 72nd Street to East of N 42nd Street, Ames Avenue is a four-lane median-divided roadway. East of N 42nd Street, the corridor is a four-lane undivided configuration with left-turn lanes introduced on the approaches to some key intersections (N 36th Street, N 30th Street, and the North Freeway on-ramps). East of Florence Boulevard, the cross-section transitions to two-lane undivided as Ames Avenue transitions to Commercial Avenue.



Figure 2: Existing Typical Lane Configurations

On the median-divided portion of the corridor west of N 42nd Street, lane widths range from approximately 12 feet to 12.5 feet, and the median width is approximately 18 feet to the west of Benson Park Drive and 14 feet to the east of Benson Park Drive (**Figure 3**). Lane widths vary from 9.5 feet to 11 feet between Florence Boulevard and N 40th Street.

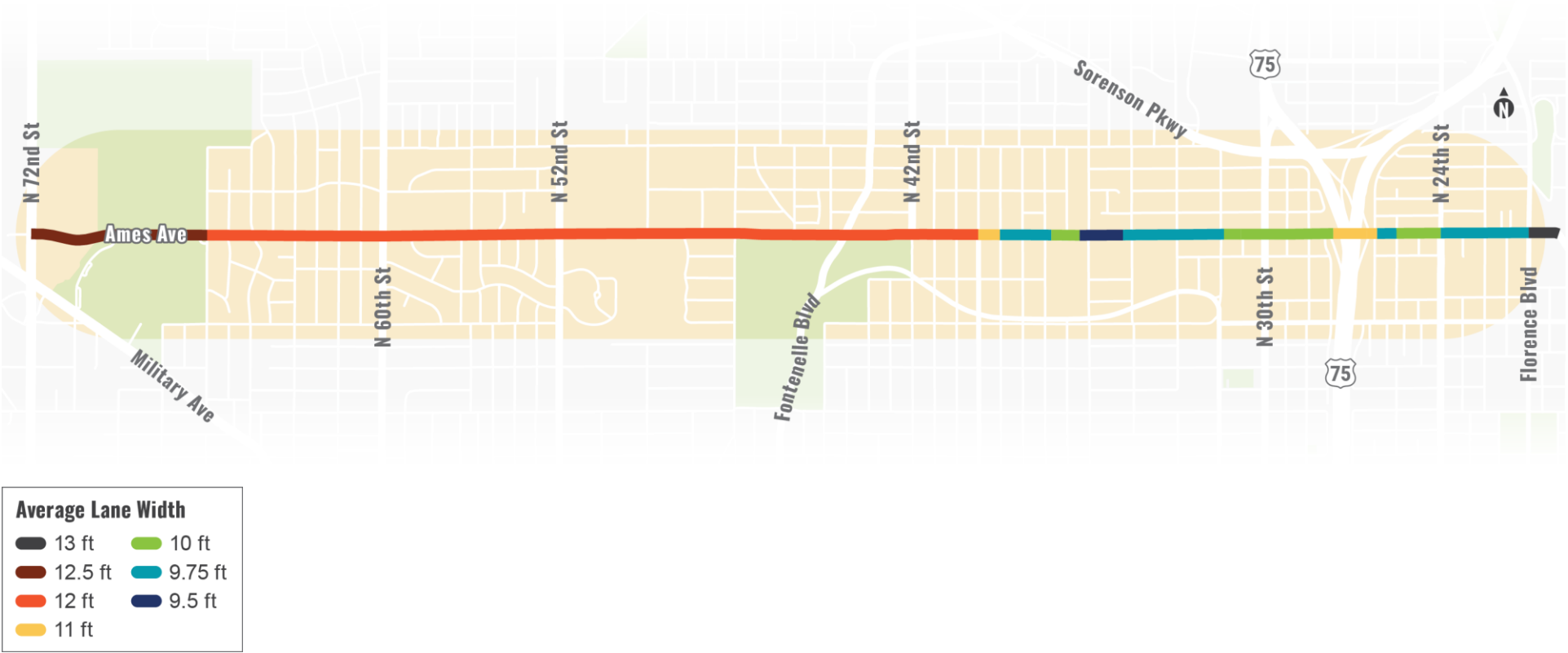


Figure 3: Average Lane Widths

2.2 ACCESS POINTS

Ames Avenue has a high number of access points (e.g., driveways and side street intersections), compared to typical roadways in Omaha, with nearly 300 access points in total along the study corridor. This is due to a lack of access management along the corridor and historic development patterns. Access management refers to the strategic planning and regulation of entry points along a roadway to enhance safety and support efficient traffic and transit operations. Access management strategies include limiting the number of driveway points, regulating their spacing and distance from intersections, and providing raised medians to reduce left-turn and through-movement conflict points. Reducing access points along the corridor enhances safety by concentrating improvements at fewer, more predictable locations for road users. Without access management, a higher number of conflict points remain, increasing the potential for crashes and reducing overall corridor safety.

2.2.1 Existing Access Points and Configuration – N 72nd Street to Fontenelle Boulevard

On the portion of Ames Avenue with a raised median (west of N 42nd Street to N 72nd Street), the number of access points is quite high (144 in total or 59 access points per mile), and “breaks” in the median that provide “full access” are frequent—every one-eighth mile on average. For comparison, median-divided roadways built to current standards in Omaha typically have full-access intersections every quarter mile. **Figure 4** and **Figure 5** show the existing access type and existing access configuration between N 72nd Street and Fontenelle Boulevard, respectively.

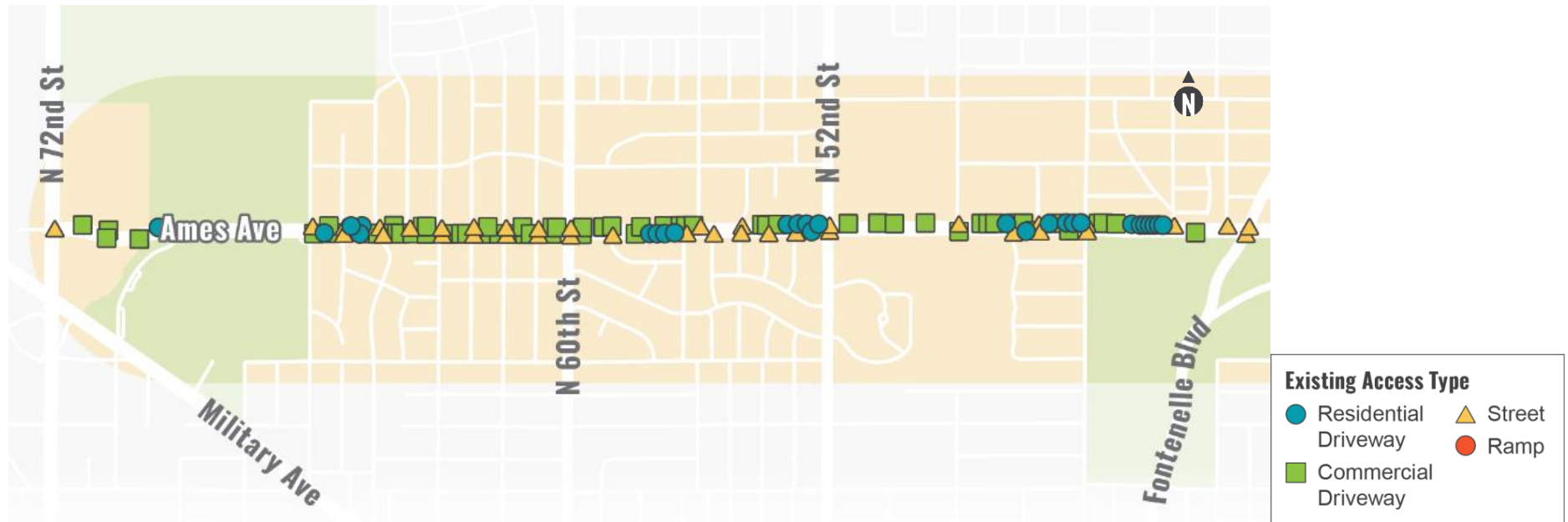


Figure 4: Ames Avenue Access Points by Type – N 72nd Street to Fontenelle Boulevard

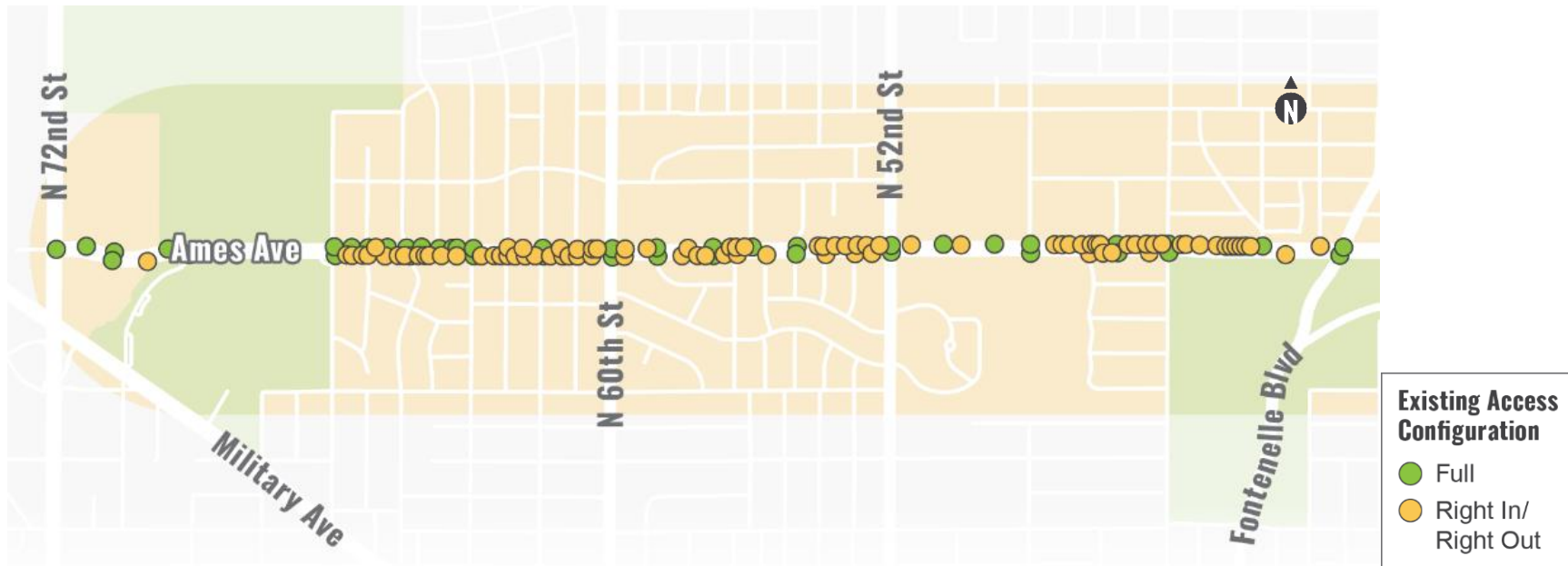


Figure 5: Ames Avenue Access Points by Configuration – N 72nd Street to Fontenelle Boulevard

2.2.2 Existing Access Points and Configuration – Fontenelle Boulevard to Commercial Avenue

From N 42nd Street to the east end of the corridor at Commercial Avenue, no median is present. The lack of a median, coupled with a high number of access points (152 total entry points) along this part of the corridor creates a high frequency of “full access” intersections and driveways (81 per mile). **Figure 6** and **Figure 7** show the existing access type and existing access configuration between Fontenelle Boulevard and Commercial Avenue, respectively.

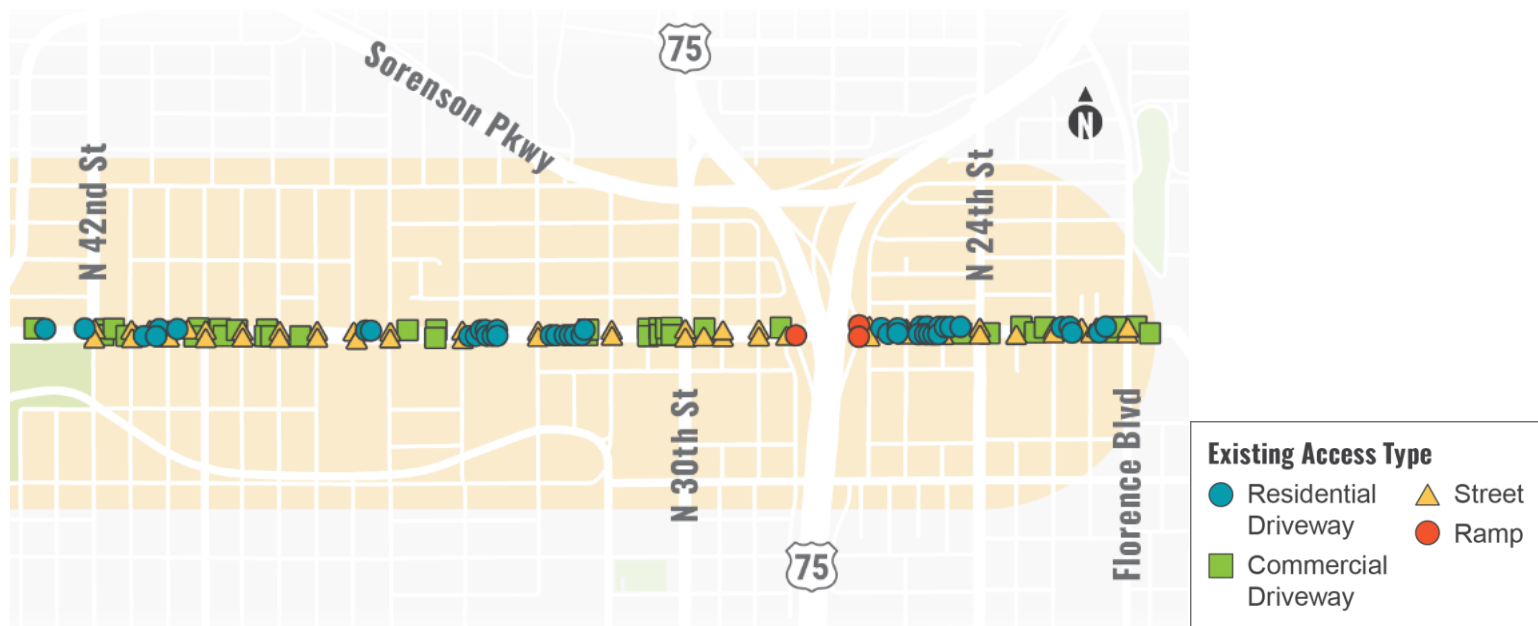


Figure 6: Ames Avenue Access Points by Type – Fontenelle Boulevard to Commercial Avenue

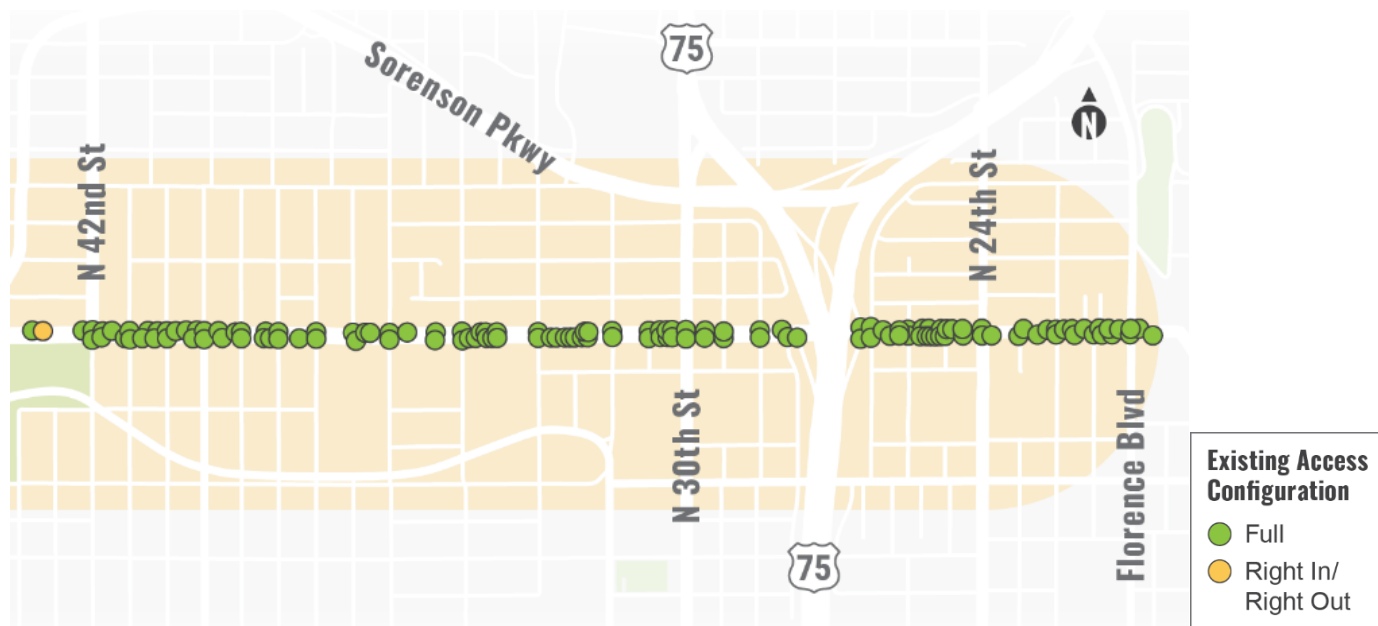


Figure 7: Ames Avenue Access Points by Configuration – Fontenelle Boulevard to Commercial Avenue

2.3 PAVEMENT CONDITIONS

Pavement conditions along Ames Avenue vary considerably, according to Pavement Condition Index data provided by the City of Omaha Public Works Department (as of August 2025). Ames Avenue between Fontenelle Boulevard and N 72nd Street is a concrete section that was rehabilitated in 2022. Pavement conditions are rated as “Good” throughout this western portion of the corridor. From North Freeway to Fontenelle Boulevard, conditions range from “Fair” to “Poor.” Pavement conditions were rated as “Satisfactory” east of the North Freeway, although a field review indicates some notable longitudinal and transverse cracking along this portion of the corridor. These distressed pavement conditions will be corrected by the planned resurfacing of Ames Avenue from Florence Boulevard to Fontenelle Boulevard in 2026.

Pavement conditions along streets that intersect with Ames Avenue also range considerably, with some intersecting local streets rated as “Very Poor,” notably N 25th Street, N 48th Street, N 54th Street, N 55th Avenue, N 56th Street, and Taylor Street. **Figure 8** shows the Pavement Condition Index ratings for Ames Avenue and intersecting street segments as of August 2025.

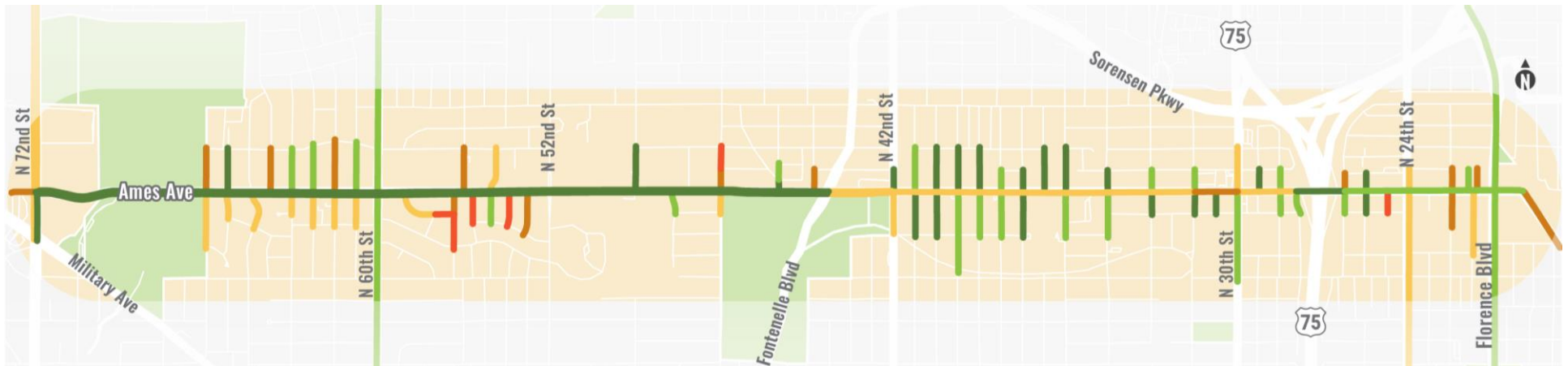


Figure 8: Pavement Condition Index Rating along Ames Avenue

3.0 WALKING AND BICYCLING CONDITIONS

The data collected in a field review of Ames Avenue, as well as through the City's Active Mobility Plan effort, highlight widespread deficiencies in the corridor's accommodations for pedestrians and bicyclists, coupled with strong demand potential for walking and bicycling trips.

3.1 PEDESTRIAN AND BICYCLE LEVEL OF SERVICE

Pedestrian Level of Service (PLOS) is a measure of how comfortable a typical pedestrian would feel walking along a roadway, using an "A" through "F" scale. The PLOS model accounts for factors such as traffic speeds and volumes, buffer width (from the outside travel lane), sidewalk width, roadway width (number of lanes), presence of on-street parking, and presence and spacing of street trees.

The results of the PLOS analysis conducted through the Active Mobility Plan (AMP) effort show that most of the Ames Avenue corridor is rated as PLOS "C" and "D" (**Figure 9**). East of N 24th Street, Ames Avenue rates as PLOS "B"; this is largely due to relatively low traffic volumes and speeds, rather than an improvement in the pedestrian accommodations along this part of the corridor. The typical PLOS of "C" and "D" along Ames Avenue is relatively poor in relation to the surrounding area and somewhat lower than the AMP's entire study network average PLOS of "C." The AMP sets a citywide "target" minimum PLOS "B", with a target PLOS "A" within Areas of Civic Importance Zoning Overlay Districts 1 and 2, which includes Ames Avenue between N 33rd Street and N 28th Street.

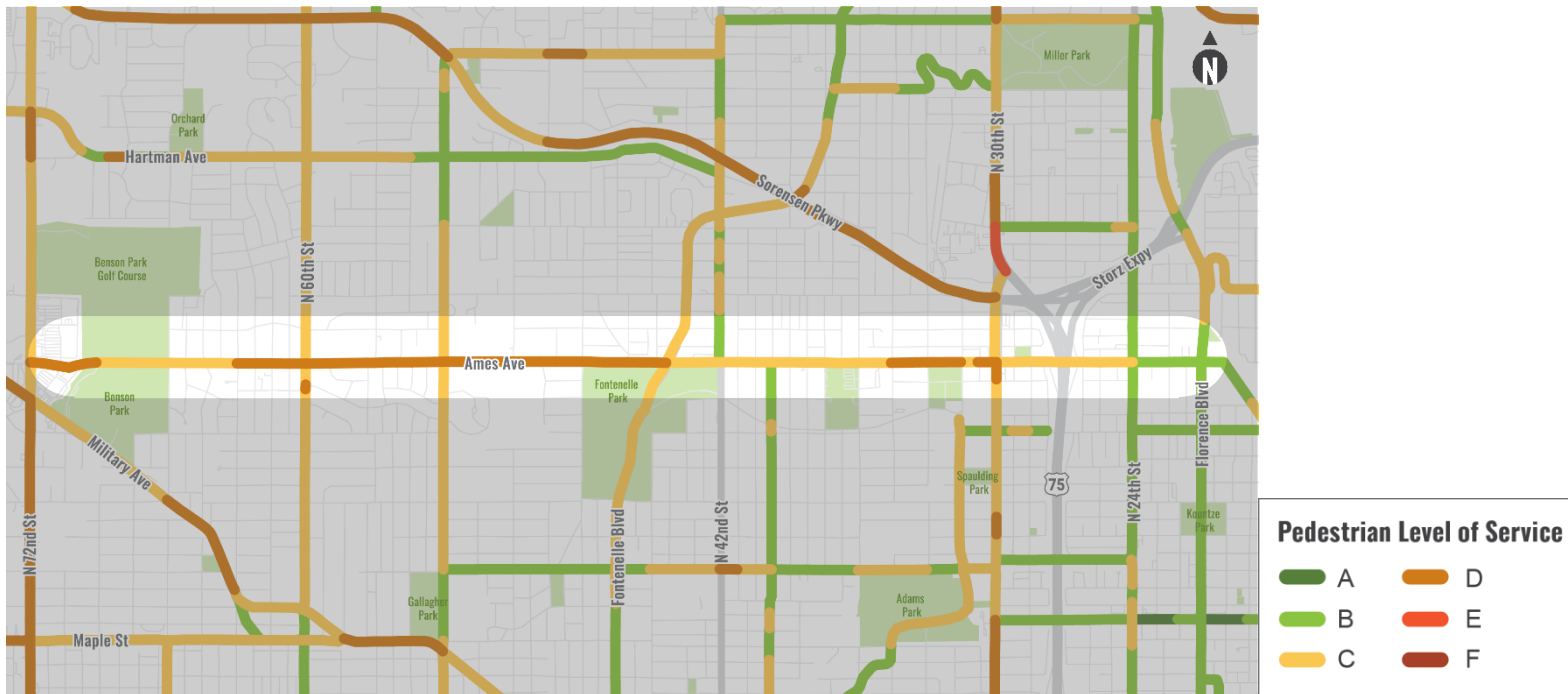


Figure 9: Pedestrian Level of Service along Ames Avenue and the Surrounding Arterial/Collector Network (Source: City of Omaha, ConnectOmaha Active Mobility Plan)

Similarly, Bicycle Level of Service (BLOS) models how comfortable a typical bicyclist would feel traveling within a roadway, using an “A” through “F” scale. Factors used in the BLOS model include traffic volumes and speeds, number of lanes, heavy truck traffic percentage, pavement condition, width of the outside travel lane, presence and width of the bike lane or striped shoulder, and on-street parking occupancy.

Results of the AMP’s BLOS analysis rate most of the Ames Avenue corridor as BLOS “D” and “E” (**Figure 10**). East of N 24th Street, the corridor rates as PLOS “B” and “C,” which is again largely due to relatively low traffic volumes and speeds, rather than any improvement in the suitability of the roadway cross-section for bicycling along this part of the corridor. The typical BLOS of “D” and “E” along Ames Avenue is relatively poor in relation to the surrounding area and significantly worse than the AMP’s study network average of BLOS “C”. The AMP sets a citywide “target” minimum of BLOS “B”.

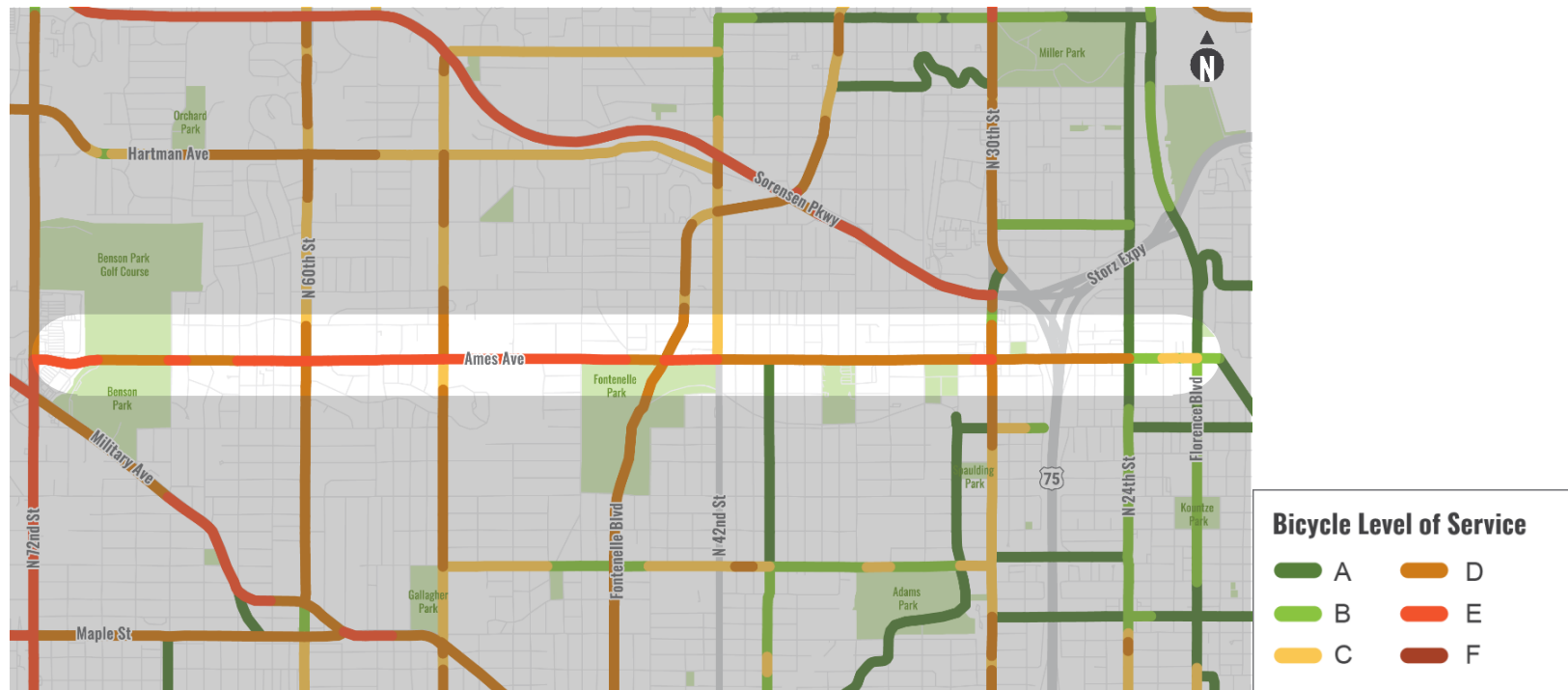


Figure 10: Bicycle Level of Service along Ames Avenue and the surrounding Arterial/Collector Network (Source: City of Omaha, ConnectOmaha Active Mobility Plan)

3.2 SIDEWALKS, CROSSINGS, AND ACCESSIBLE CURB RAMPS

The quality of existing pedestrian accommodation along Ames Avenue can also be characterized by:

- The type, width, and condition of existing sidewalks along the corridor.
- The frequency and spacing of controlled or mid-block crossing locations.
- The presence and condition of accessible sidewalks and curb ramps.

The desired minimum width of a sidewalk is 5 feet, based on the City of Omaha's current Complete Streets Design Guide. This width is also the minimum width of a sidewalk to accommodate passing and avoid the need to provide passing spaces at least every 200 feet to meet Americans with Disabilities Act (ADA) standards. In addition to sidewalk width, the presence and width of a sidewalk buffer (referred to as a greenscape/furnishing zone by the Complete Streets Design Guide) also impact the overall pedestrian experience along a corridor. The Complete Streets Design Guide recommends sidewalk buffers of 8 or 10 feet, depending on the Street Type, with a minimum of 2 feet in constrained conditions.

Figure 11 shows Ames Avenue by sidewalk type (considering the width of the sidewalk and the width of the buffer). Currently, there are few sidewalks along Ames Avenue that meet the desired minimums. Of the approximately 7.7 miles of existing sidewalks along Ames Avenue, only 710 feet (0.13 miles) meet both the 5-foot minimum sidewalk width and the 8-foot recommended minimum buffer width. An additional 1,160 feet (0.22 miles) of sidewalks meet the minimum width of 5 feet with a narrower buffer ranging from 2 feet to approximately 6.5 feet. Most sidewalks along the corridor east of N 42nd Street are back-of-curb sidewalks with no buffer separating the sidewalk from the curb. These back-of-curb sidewalks typically range from just 3.5 feet to 6 feet wide. Coupled with the narrower (9.5 to 10 feet) lane widths prevalent along the east half of the corridor, this results in pedestrians walking within inches of large trucks and buses.

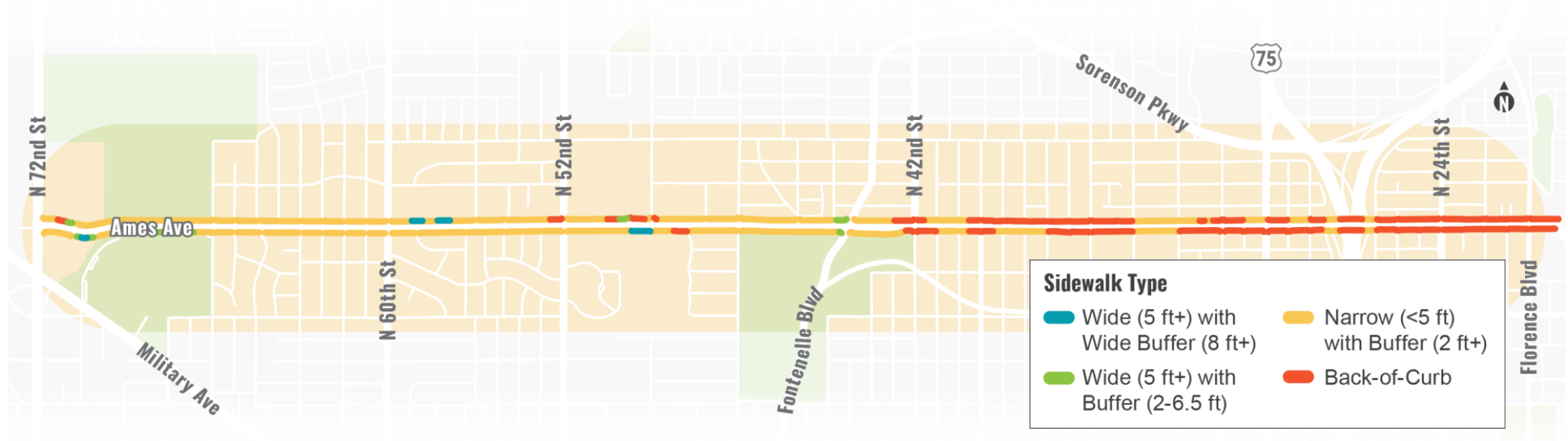


Figure 11: Sidewalk Types

Currently, there are no designated mid-block crossing locations provided along Ames Avenue. There is, however, a marked crosswalk with pedestrian crossing (school crossing) signs at the unsignalized intersection of N 36th Avenue and Ames Avenue, which is near the entrance of North High School. The average spacing between controlled (signalized) crossing locations along Ames Avenue is approximately 1,400 feet (0.27 miles), and the maximum spacing between any two controlled crossing locations (located at N 66th Street and at N 60th Street) is approximately 2,600 feet (0.5 miles).

3.2.1 Accessibility

In addition to sidewalks being a substandard width or being located adjacent to the travel lane, some locations along the corridor have damaged, heaving, or obstructed sidewalks, making it challenging for those using mobility devices to navigate safely. These deficiencies are most prevalent near older residential properties and commercial frontages, where sidewalk infrastructure may not have been upgraded for decades. Where a buffer is present, conditions tend to improve slightly, but back-of-curb sidewalks are especially vulnerable to wear, vehicular splash, and debris accumulation, further reducing their usability and safety. **Figure 12** highlights some of the most notable deficiencies in sidewalk conditions along the corridor.



Figure 12: Examples of Sidewalk Deficiencies along Ames Avenue

Accessible curb ramps or “ADA ramps” ensure that sidewalks and crossings are usable by everyone, by providing smooth and safe transitions between pedestrian sidewalks and street crossings. Among the thirty (30) study intersections surveyed in the field review, only six have curb ramps serving all crossing directions and legs of the intersection (**Figure 13**). An additional two intersections have curb ramps at all corners of the intersection, but at least one of these corners uses a single “non-directional” ramp that serves both crossing directions (**Figure 14**). A majority of the study intersections provide curb ramps to cross the minor street approach, but they lack curb ramps for crossing Ames Avenue. This is also the case for all of the intersections that are not study intersections. **NOTE: The planned resurfacing of Ames Avenue in 2025 will be preceded by curb ramp updates, which will reconstruct ramps that do not meet current City standards.**

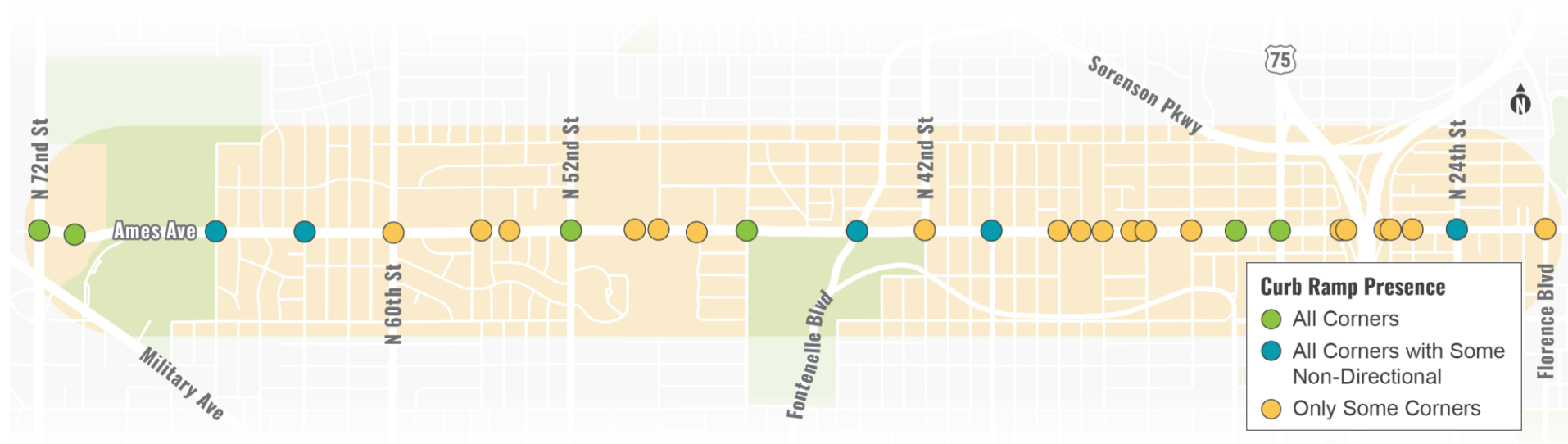


Figure 13: Accessible Curb Ramp Presence



Figure 14: Examples of Non-ADA Compliant Ramps along Ames Avenue

Detectable warning panels on accessible curb ramps are designed to alert individuals with visual impairments and guide them in the direction of the return ramp to the transition between pedestrian walkways and vehicular areas, enhancing safety and accessibility. Among the 30 study intersections along Ames Avenue, 20 have detectable warning panels present at all existing curb ramps (**Figure 15**). Two intersections have one or more detectable warning panels that are damaged, five have one or more missing detectable warning panels, and three have no detectable warning panels at any of the accessible curb ramps serving the intersection.

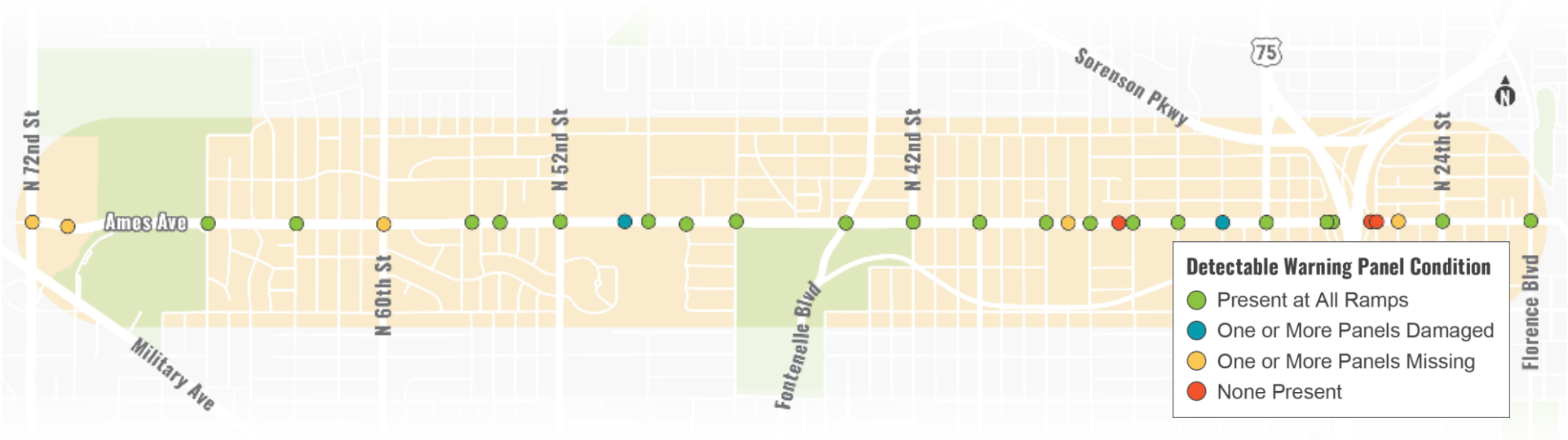


Figure 15: Accessible Curb Ramps – Detectable Warning Panel Condition

3.3 PEDESTRIAN AND BICYCLE LATENT DEMAND

Pedestrian and bicycle latent demand analysis serves as a tool for modeling existing *and* potential walking and bicycling trips across a network. In contrast to actual counts of users, latent demand quantifies the potential for *unrealized* trips since the quality of walking and bicycling facilities heavily influences the usage level of those facilities. In essence, latent demand shows the relative volume of walking and bicycling trips if all cars were removed from the road. This helps to understand where investments in walking and bicycling networks will have the greatest impact.

The latent demand analysis conducted for the City's AMP used a corridor-based GIS analysis to model the relative potential for walking and bicycling trips along the City's arterial and collector network, based on the proximity and trip-generation potential of destinations (e.g., schools, parks, commercial/employment areas, transit stops, and trails) in relation to each street segment. Each network segment was assigned a latent demand score from 1 to 100, then sorted into five equal-length latent demand tiers.

The results of the pedestrian latent demand analysis (**Figure 16**) conducted through the AMP effort indicates "Very High" and "High" latent demand along much of Ames Avenue (from N 24th Street to N 52nd Street), with latent demand tapering off on the east and west ends of the corridor. The bicycle latent demand analysis (**Figure 17**) showed similar results, although bicycle latent demand is somewhat more evenly spread across the corridor, with less of a drop-off on the east and west ends.

Some of the major active mobility trip generators that influence these results and contribute to the high latent demand scores between N 24th Street and N 52nd Street include:

- Charles B. Washington Library
- North Omaha Transit Center
- 30th and Ames Commercial Area
- Metro Community College - Fort Campus
- Druid Hill Elementary School
- North High
- Skinner Magnet Elementary School
- Fontenelle Park
- Omaha Home for Boys
- Walmart

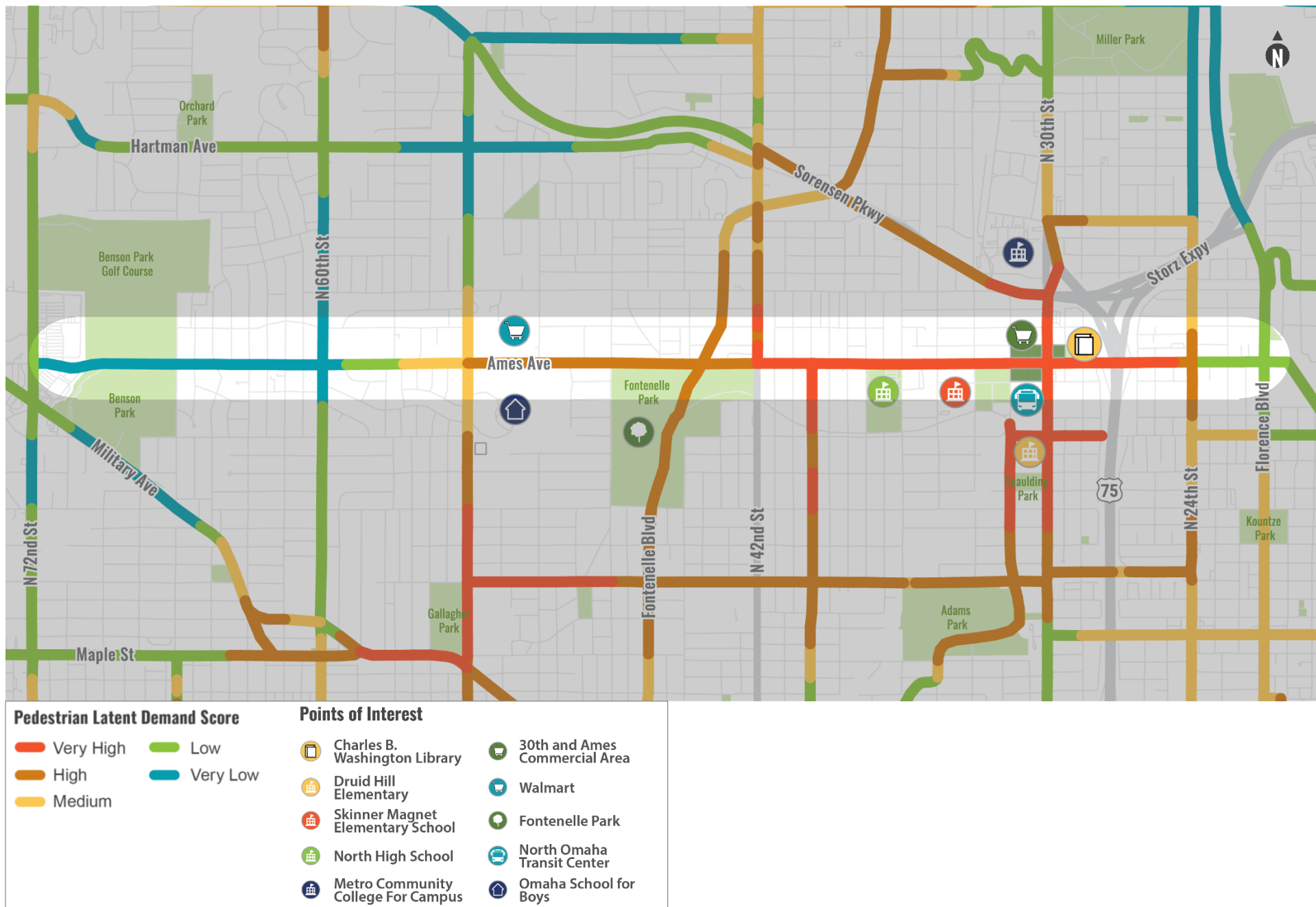


Figure 16: Pedestrian Latent Demand (Source: City of Omaha, ConnectOmaha Active Mobility Plan)

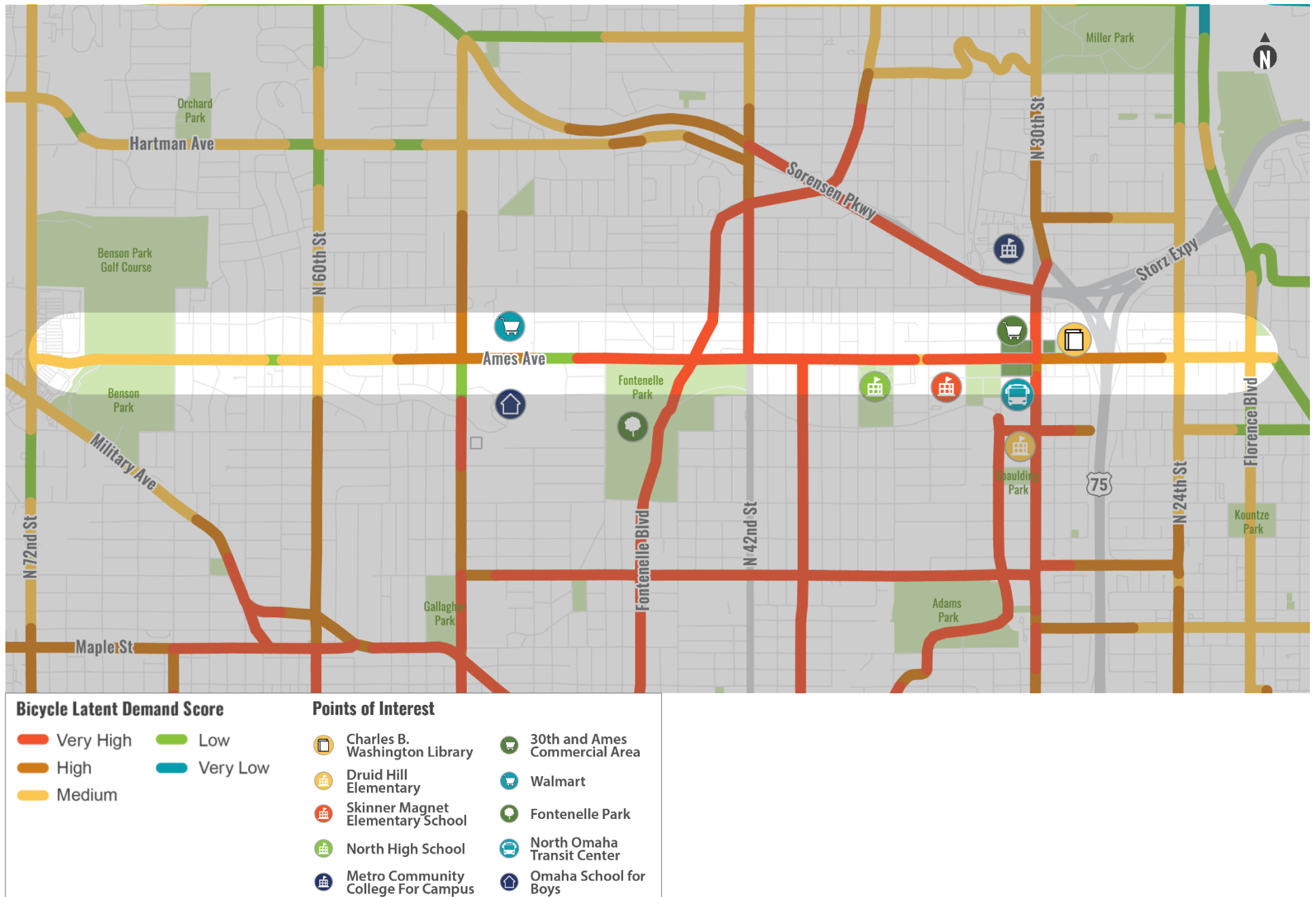


Figure 17: Bicycle Latent Demand (Source: City of Omaha, ConnectOmaha Active Mobility Plan)

3.4 PLANNED TRAIL AND BICYCLE NETWORK

The future bicycle and trail network, as envisioned by the City's existing plans and studies, includes several proposed facilities that intersect with or parallel Ames Avenue. Along Ames Avenue itself, both the [Active Mobility Plan \(AMP\)](#) and the recently updated [Parks and Recreation Comprehensive Master Plan](#) (herein referred to as the "Parks Plan") recommend a corridor study to determine the feasibility of bicycle or trail improvements. In addition to these potential improvements along Ames Avenue, these plans and the Forever North Housing and Multimodal Transportation Study recommend several facilities that would intersect with Ames Avenue at the following locations:

- **N 72nd Street** – The AMP recommends a detailed corridor study to determine the feasibility of a bike or trail facility.
- **Approximately Cole Creek** – The Parks Plan proposes a trail that would cross Ames Avenue somewhere in the vicinity of Cole Creek, as part of a proposed off-street trail connection from Benson Park to the Keystone Trail.
- **N 66th Street** – A Signed Bike Route (aka "Neighborhood Greenway") is proposed north of Ames Avenue by the AMP, which would tie into a Trail in Benson Park proposed by both the AMP and the Draft Parks Plan.
- **N 65th Avenue** – A Signed Bike Route (aka "Neighborhood Greenway") is proposed south of Ames Avenue by the AMP. The utility of this connection would be dependent on providing a facility to connect along Ames Avenue from N 65th Avenue to N 66th Street and Benson Park.
- **N 60th Street** – Buffered bike lanes are recommended by the AMP
- **N 52nd Street** – The AMP recommends a detailed corridor study to determine the feasibility of a bike or trail facility.
- **Fontenelle Boulevard** – A trail is proposed by the AMP and the Parks Plan.
- **N 31st Avenue** – A trail is proposed by the AMP and the Parks Plan. This is also part of the proposed (not yet funded) North Omaha Trail Phase 3 project, led by Spark.
- **N 30th Street** – Buffered bike lanes are recommended by the AMP. The Forever North study proposes protected bike lanes.
- **N 24th Street** – Bike lanes are recommended by the AMP. The North 24th Street Business Improvement District's Streetscape Master Plan and the Forever North study also proposed bike lanes on this portion of N 24th Street.
- **Florence Boulevard** – Buffered bike lanes are recommended by the AMP. A trail is proposed in the Parks Plan. The Forever North study proposes protected bike lanes.

In addition, while only partially reflected in the AMP and Draft Parks Plan, a trail connection tying into the east end of Ames Avenue at Commercial Avenue (on the north side of the street) is proposed in the preliminary design plans for the Enterprise Park Roadway project. This connection would provide access from the east end of Ames Avenue to proposed trails that connect Miller Park, Bluff View Park, and Levi Carter Park as proposed in the AMP, the Draft Parks Plan, and as part of the envisioned North Omaha Trail Phase 4 project, led by Spark.

The map in **Figure 18** shows all of these proposed facilities, as well as the surrounding proposed trail and bicycle network.

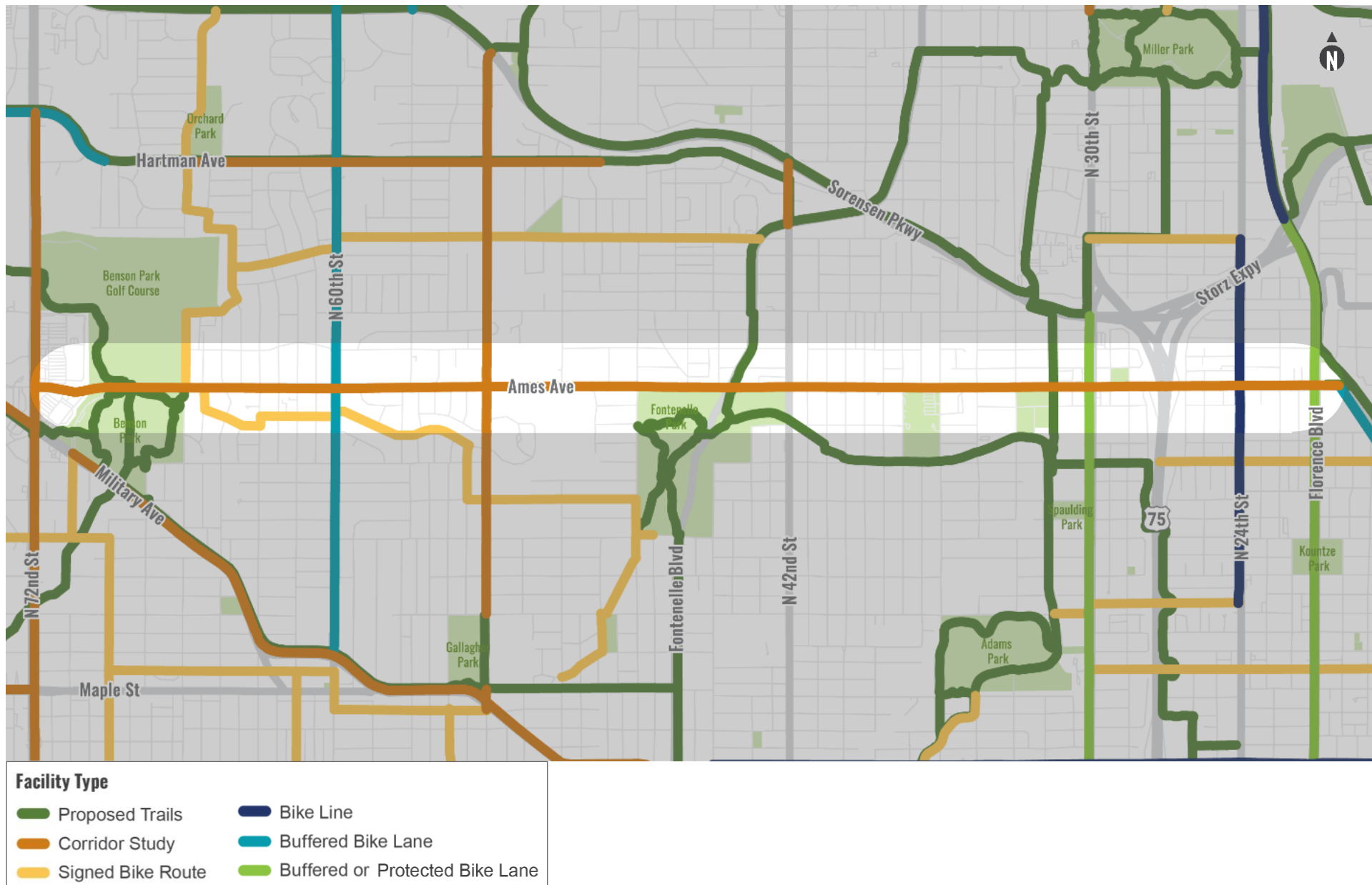


Figure 18: Proposed Trails and Bicycle Facilities (Source: City of Omaha - ConnectOmaha Active Mobility Plan, Draft Parks & Recreation Comprehensive Master Plan, and Forever North Housing and Multimodal Transportation Study)

4.0 TRANSIT DATA

Ames Avenue serves as one of the most important corridors in the Metro Transit system. The following section provides an overview of current transit routes and frequencies, daily transit passenger volumes, and bus stop boarding and alighting activity along the corridor, providing insight into local transit usage and patterns.

4.1 METRO TRANSIT ROUTES AND PASSENGER VOLUMES

There are currently eight bus routes that have stops along the Ames Avenue corridor or at the nearby North Omaha Transit Center (**Figure 19**). Among these, six routes have stops directly on Ames Avenue. One of these routes, Route 18, travels the entire length of the corridor between Florence Boulevard and N 72nd Street, operating with 15-minute daytime frequencies on weekdays.

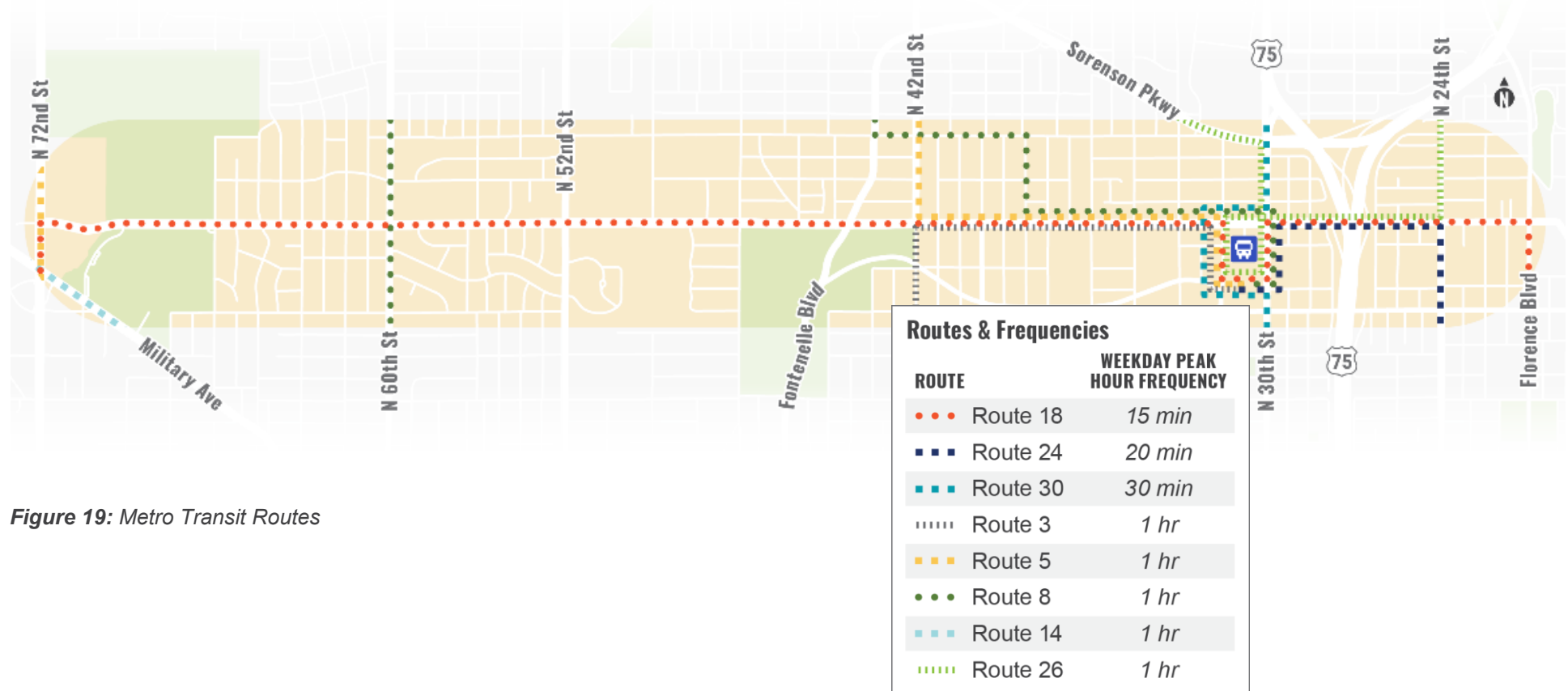


Figure 19: Metro Transit Routes

Another way of viewing Ames Avenue's importance as a transit corridor is to quantify the volume of **average daily transit passengers (ADTP)** moving along the corridor. Replica data provides an estimation of total daily trip counts by travel mode along each street segment; **Figure 20** shows the ADTP along Ames Avenue. The Replica data for typical Thursdays in Spring 2024 estimates that transit passenger volumes along Ames Avenue peak around 1,100 ADTP between N 30th Street and N 31st Avenue. The volumes taper off to around 1,000 ADTP approaching N 24th Street and then drop to around 500 ADTP between N 24th Street and Florence Boulevard. Moving west from N 31st Avenue, ADTP volumes stabilize around 800 between N 31st Avenue and N 42nd Street. ADTP ranges from around 600 to 700 between N 42nd Street and N 72nd Street.

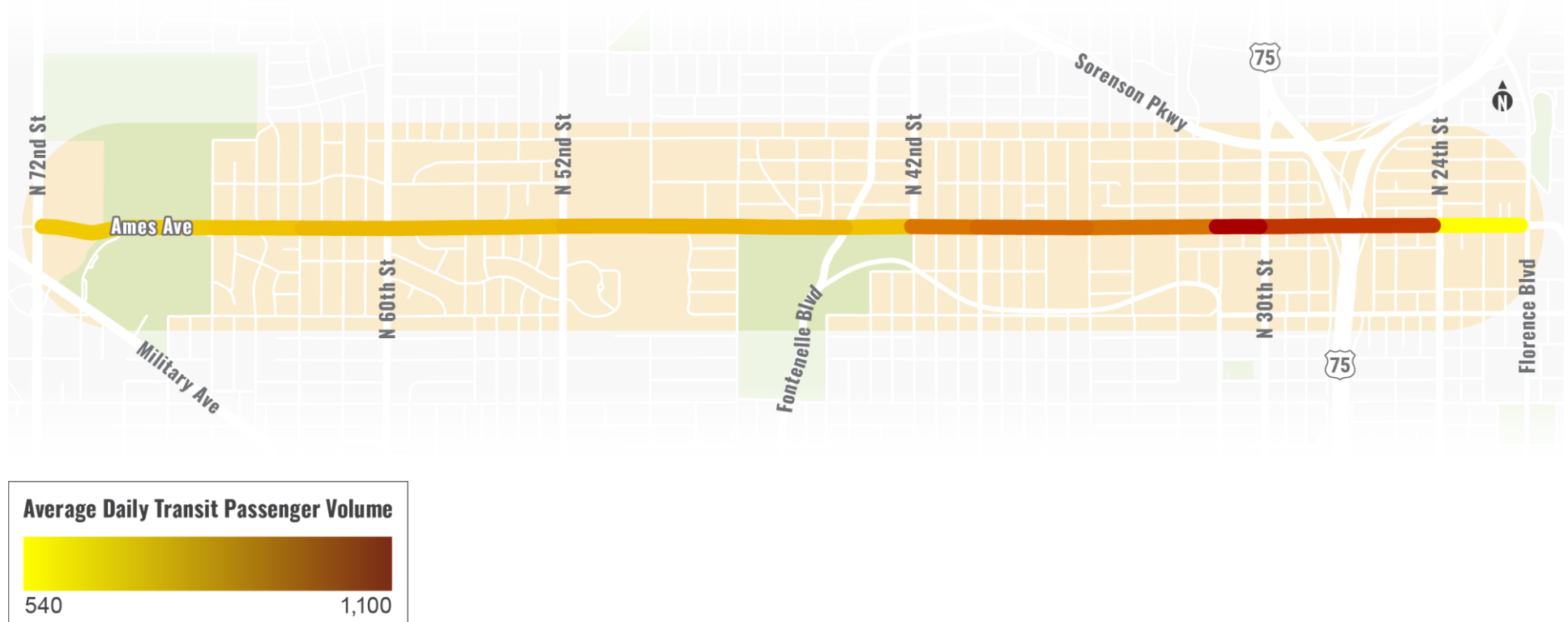


Figure 20: Average Daily Transit Passenger Volumes along Ames Avenue (Source: Replica Network Link Volumes, Spring 2024)

4.2 BUS STOP BOARDINGS AND ALIGHTINGS

In addition to the volume of transit passenger trips moving along Ames Avenue, another key indicator of transit usage is the number of people boarding (getting on) and alighting (getting off) buses at each bus stop. Metro Transit collects data on total boarding and alighting activity at all bus stops in April and October of each year. The available data (which goes back to April 2021) demonstrates a clear upward trend in transit ridership (**Figure 21**). Although pre-2021 data for Metro Transit is unavailable, the 2021-2024 data mirrors a nationwide trend as transit ridership recovers from a pandemic-related drop. Between October 2023 to October 2024, ridership slightly declined while ridership at the North Omaha Transit Center increased.

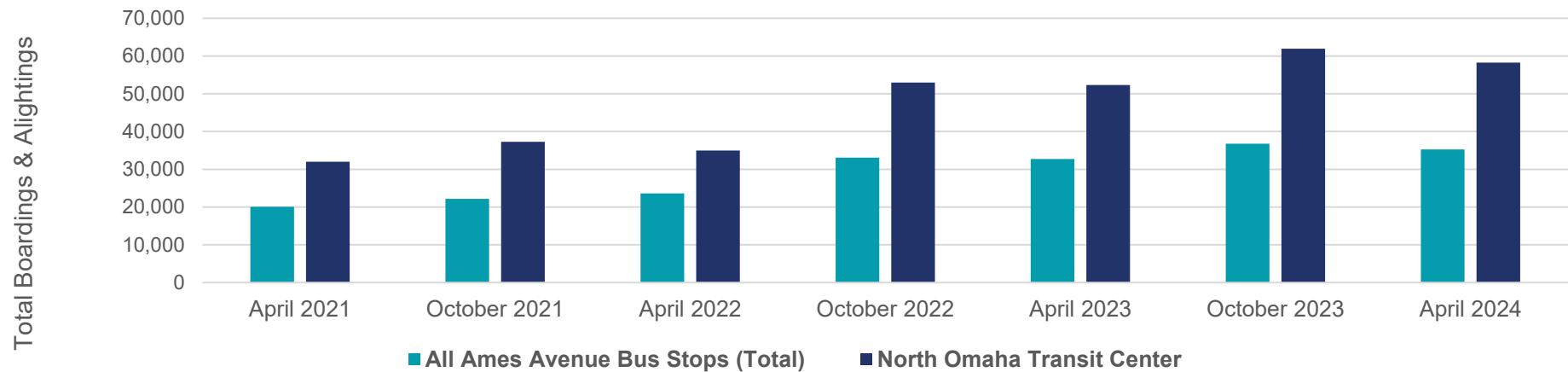


Figure 21: Ames Avenue Transit Stop Monthly Boardings and Alightings Totals, April 2021 – April 2024 (Source: Metro Transit)

Looking at the distribution of boarding (**Figure 22**) and alighting (**Figure 23**) activity across Ames Avenue, several key transit stops stand out with particularly high ridership:

Stops with the highest total number of boardings (based on October 2023 data) include:

- N 71st Street and Ames Avenue
- N 51st Street and Ames Avenue (Walmart)
- N 42nd Street and Ames Avenue
- N 36th Street and Ames Avenue (North High)
- N 31st Avenue and Ames Avenue

Stops with the highest total number of alightings (based on October 2023 data) include:

- N 71st Street and Ames Avenue
- N 51st Street and Ames Avenue (Walmart)
- N 36th Street and Ames Avenue (North High)
- N 31st Avenue and Ames Avenue
- N 29th Street and Ames Avenue (Charles B. Washington Library)

It is also notable that bus stops along Ames Avenue are frequently spaced; most stops are located at unsignalized intersections, which means that transit riders often must cross the street at an uncontrolled crossing to access their stop.

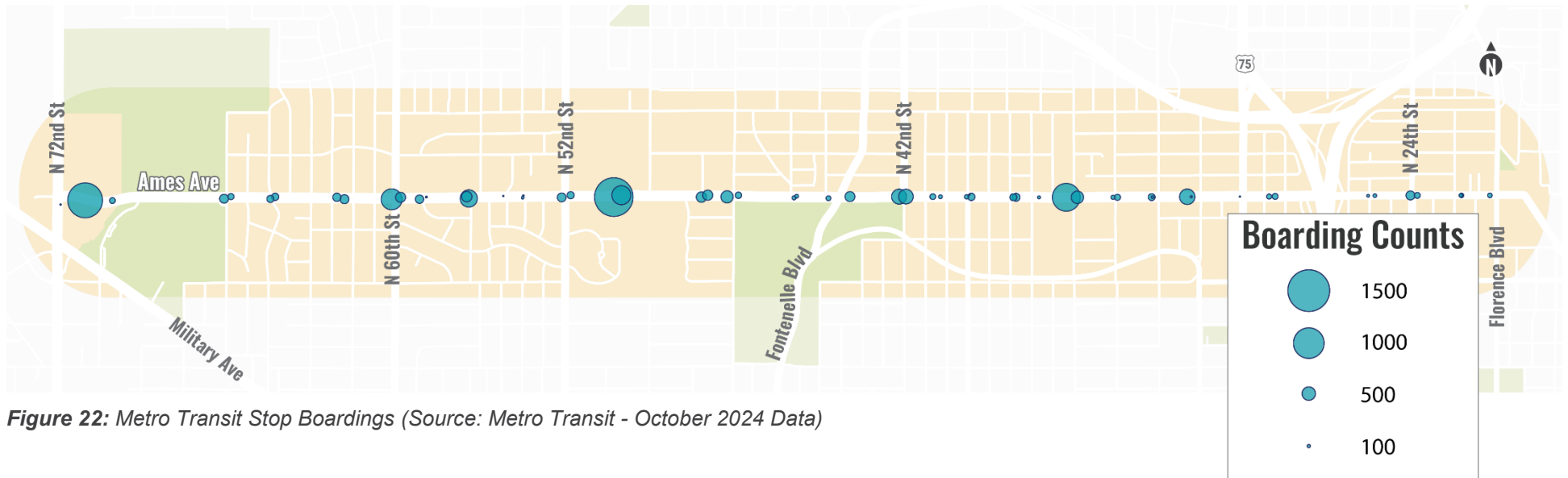


Figure 22: Metro Transit Stop Boardings (Source: Metro Transit - October 2024 Data)

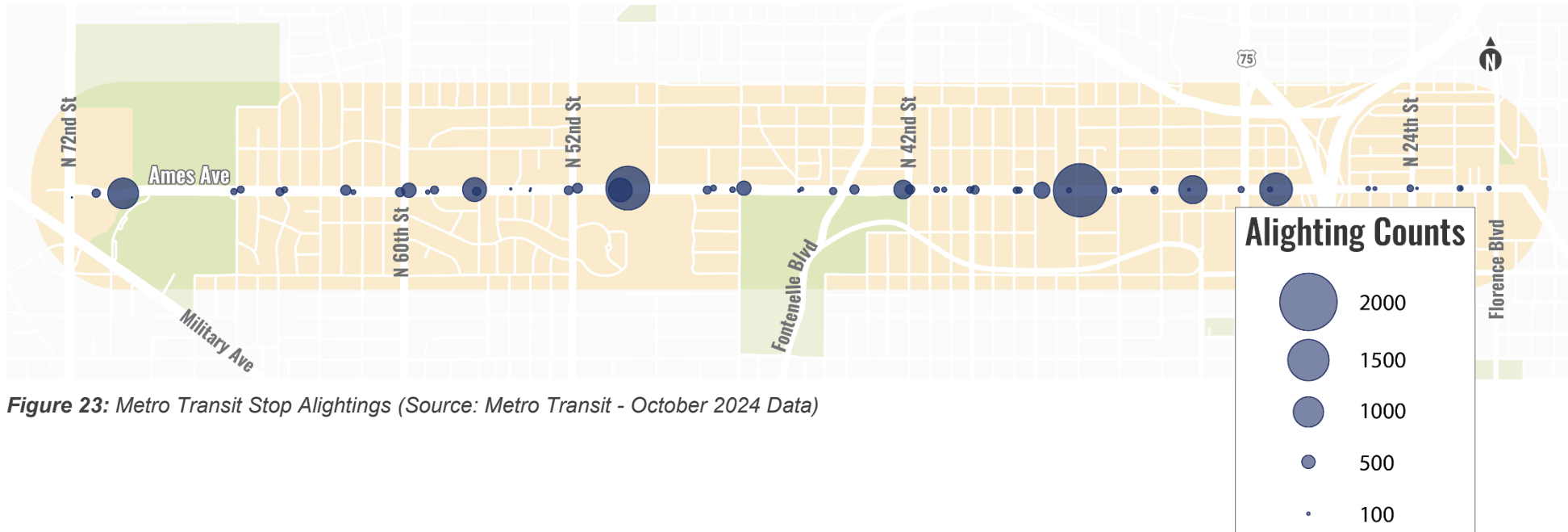


Figure 23: Metro Transit Stop Alightings (Source: Metro Transit - October 2024 Data)

5.0 RELEVANT PLANS, STUDIES, AND PROJECTS

Several recent plans, studies, and projects provide a foundation for enhancing mobility, safety, and community vibrancy along the Ames Avenue corridor. The following section highlights these initiatives and their specific relevance to Ames Avenue.

5.1 RELEVANT PLANS AND STUDIES

The following recent plans and studies make recommendations that are relevant to improving multimodal transportation options and safety along Ames Avenue.

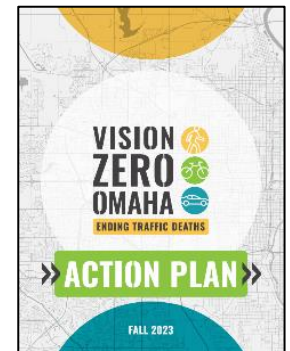
5.1.1 ConnectOmaha Active Mobility Plan (2024)



The ConnectOmaha Active Mobility Plan aims to expand opportunities for walking, bicycling, and other forms of active transportation, for both recreational and transportation needs. The plan evaluated the existing pedestrian and bicycle levels of service as well as latent demand potential for the entire major roadway network in the City of Omaha's Planning Jurisdiction. Results of this analysis in the vicinity of Ames Avenue showed a combination of high potential pedestrian and bicycle demand and poor existing conditions for walking and bicycling along the corridor. (These results are discussed in **Section 3.0** of this document.) During public engagement, numerous comments were placed along the corridor, identifying it as a location that they would like to see improved. To improve the overall network, the plan recommends a "detailed corridor study" along Ames Avenue. The detailed corridor study recommendation was made with the understanding that the Ames Avenue Safe Mobility Plan effort would make more specific recommendations for active mobility improvements along the corridor.

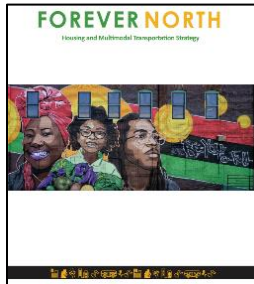
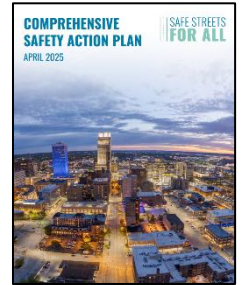
5.1.2 Vision Zero Action Plan (2023)

To accomplish the goal of **zero** traffic fatalities and reduced serious injuries on its transportation network by 2045, the City of Omaha developed a data-driven [Vision Zero Action Plan](#) that incorporates broad community and stakeholder input, lays out actionable and measurable strategies, and emphasizes design and policy solutions, including designing Complete Streets and lowering speeds for the safety of all users. This action plan identifies a set of 117 Priority Projects throughout the City and prioritizes them based on their safety benefit-to-cost ratios. Three projects were identified on Ames Avenue, and two of these (from N 31st Avenue to Fontenelle Boulevard and from N 52nd Street to N 72nd Street) were ranked in the top Priority Tier based on their planning-level benefit-to-cost ratio. The High Injury Network (HIN) is a data-driven mapping tool created to find locations with a high rate of being killed or seriously injured (KSI) by traffic-related causes. The priority HIN areas accounted for 22% of KSI crashes yet represent only 2.3% of road miles in Omaha. Nearly all of Ames Avenue was identified as either a High Priority HIN segment or included in the general HIN for all modes of transportation, as well as in the Pedestrian Priority and General HIN categories. In addition to these identified HIN segments, two intersections on Ames Avenue were classified as High Priority HIN Intersections, and three additional intersections were included on the general HIN



5.1.3 Metropolitan Area Planning Association – Comprehensive Safety Action Plan (2025)

The Metropolitan Area Planning Association Regional Comprehensive Safety Action Plan aims to eliminate all traffic fatalities and serious injuries by 2040 through targeted recommendations and measurable safety metrics. It emphasizes cross-jurisdictional collaboration, systemwide safety policies, and improved data transparency to guide informed decision-making and track progress across the region. Several segments and intersections along Ames Avenue were identified on the High Priority Network, the High Injury Network, and the High Risk Network. Identified project recommendations along Ames Avenue included a Road Safety Analysis from N 72nd Street and Ames Avenue to Fontenelle Boulevard, a Road Diet from Fontenelle Boulevard to N 24th Street, and roundabouts at various intersections along the corridor.



5.1.4 Forever North – Housing and Multimodal Transportation Strategy (2021)

Forever North is a strategic plan guiding development along the N 24th Street corridor in Omaha. It aims to create a vibrant community that values existing residents while attracting new ones. During public and stakeholder engagement, N 24th Street and Ames Avenue were identified as an area where the community would like to see investment to improve the corridor. The plan suggests Future Land Use Map changes along Ames Avenue from North High to N 20th Street to include areas for “Medium Density Residential,” “Mixed Use,” and “Industrial” spaces. Along with land use changes, the plan recommends that Ames Avenue follow the “General Urban” street type identified in the City of Omaha’s Complete Streets Design Guide.

5.1.5 MetroNEXT (2021)

MetroNEXT is Metro Transit’s 10-year strategic plan guiding investments and priorities for improving the transit system in the greater Omaha region. The plan examined several potential scenarios that included increased frequency on selected routes, as well as corridors for new Omaha Rapid Bus Transit (ORBT)-like service. This included recommendations for increased frequency for Route 3 and Route 30, which both have stops along Ames Avenue. The plan also identified the N 24th Street corridor as a key priority for transit enhancements or a potential ORBT-like service, which would include transit enhancements along a portion of Ames Avenue to connect to the North Omaha Transit Center.

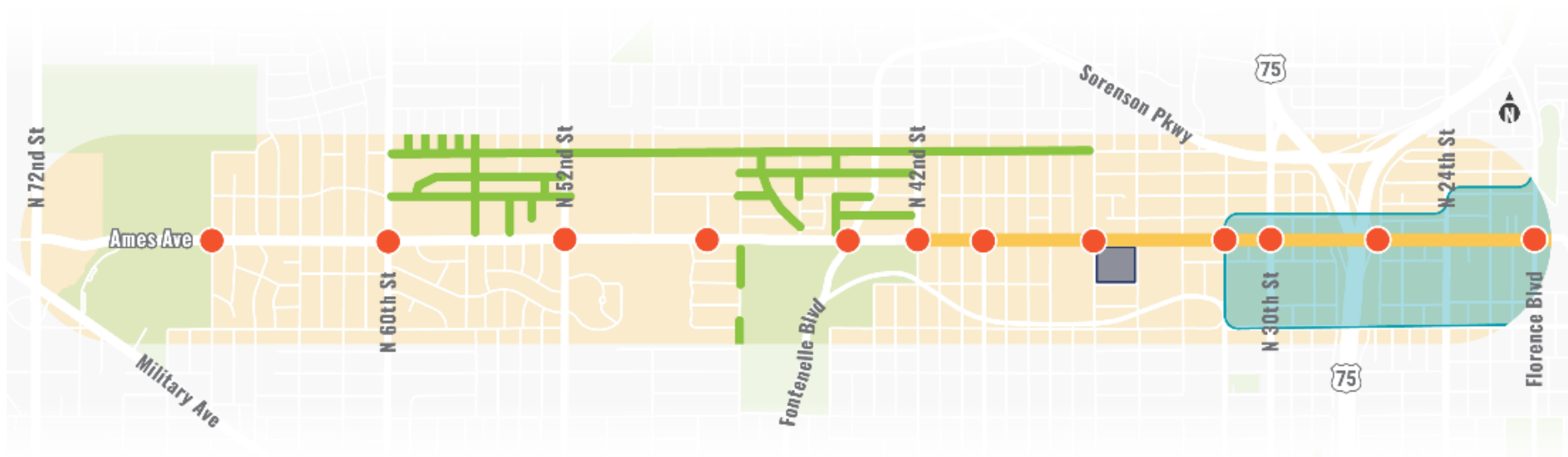


5.2 RELEVANT PROJECTS

In the next several years, multiple transportation improvement projects that intersect with or are directly adjacent to Ames Avenue are planned for construction. These transportation improvement projects (and other notable development projects in the area) include (see **Figure 24** for project locations):

- **Airport Business Park and Innovation District** – State funding has been allocated to support the development of industrial and commercial development within the boundary of the Omaha Inland Port Authority (OIPA). The details and timeline for the Airport Business Park project are currently in flux. In addition, OIPA is currently developing a plan for a North Omaha Innovation District that aims to address the economic challenges faced by the North Omaha community by integrating leading-edge institutions, companies, startups, and business incubators, ultimately fostering job creation, entrepreneurship, and sustainable economic development.
- **Enterprise Industrial Park** - A proposed 160-acre industrial and commercial development located just west of Levi Carter Park and north of Locust Street. The site may be a part of the above-mentioned proposed Airport Business Park.
- **Major Street Resurfacing – Ames Avenue** – A street resurfacing project (asphalt overlay) is planned for Ames Avenue from Commercial Avenue to Fontenelle Boulevard. The project may provide an opportunity to implement quick-build (e.g., paint-and-post) safety countermeasures.
- **North High Stadium and Butler-Gast YMCA Project** – The project will include a new football stadium for North High School on the west side of the site bounded by Ames Avenue, N 34th Avenue, Boyd Street, and N 36th Street. A new Butler-Gast YMCA building will be constructed on the east side of the site (southwest of N 34th Avenue and Ames Avenue). Both facilities are scheduled to be completed in the summer of 2027.
- **OPW 54062: Enterprise Park Roadway** – This project proposes a new roadway accessing a planned light industrial development to the north of Locust Street and west of Levi Carter Park. The project would be tied to Ames Avenue east of Florence Boulevard and Commercial Avenue.
- **OPW 54140: Signal Infrastructure Phase E1** – This phase of implementation of the City's Traffic Signal Infrastructure Modernization and Adaptive Signal Control Technology Program is planned for 2026 and includes upgrades to all traffic signals along Ames Avenue from N 66th Street to Florence Boulevard, except for N 24th Street and Ames Avenue (which was already replaced recently).
- **OPW 54867: 2025 Residential Street Resurfacing** – Streets in several surrounding neighborhoods are being resurfaced as part of the 2025 Residential Street Resurfacing package, including some streets that are adjacent to Ames Avenue, including N 45th Street, N 55th Street, and N 56th Street north of Ames Avenue and N 48th Street south of Ames Avenue.

Additionally, while not currently funded, Phase 3 of the North Omaha Trail is proposed to intersect Ames Avenue at N 31st Avenue, and future phases of N 24th Street Streetscape Improvements are proposed to extend north from Sahler Street (the northern terminus of the current N 24th Street streetscape project under development) to Fowler Avenue.



Relevant Projects

- OPW 54140: Signal Infrastructure Phase E1 (Ames Avenue portion)
- Ames Avenue Major Street Resurfacing
- OPW 54867: 2025 Residential Street Resurfacing Projects
- North High Stadium and Butler-Gast YMCA Project
- Omaha Inland Port Authority Boundary (Eligible Areas for Airport Business Park and Innovation District Locations)

Figure 24: Relevant Projects

6.0 CONCLUSION

Key deficiencies in the existing multimodal transportation network along Ames Avenue include:

1. A high number (296) and frequency (nearly 70 per mile) of driveway and side street access points along the corridor creates safety risks, especially east of N 42nd Street, where a portion of the corridor lacks a median.
2. The existing four-lane undivided cross-section along most of the corridor east of N 42nd Street results in an increased risk of rear-end, angle, sideswipe, and head-on collisions, as well as riskier pedestrian crossing conditions.
3. Significant pedestrian and bicycle demand generators, including schools, community parks, transit stops, and commercial/retail areas, are present along the corridor, but existing walking and bicycling conditions are very poor.
4. The four-lane cross-section also creates “dual-threat” crossing situations for pedestrians (in which a stopped vehicle in one lane obscures the view of pedestrians for drivers in adjacent lanes), which are compounded along the undivided portion of the corridor due to the lack of opportunities for median-refuge island crossings.
5. Ames Avenue serves as one of the busiest and most frequent transit corridors in the Metro Transit system, with six bus routes that have stops along the corridor; however, “first-and-last-mile” connections to transit stops are hindered by a lack of comfortable and safe crossing opportunities and poor sidewalk connections.
6. Several trails and bike facilities are planned or proposed that would intersect with Ames Avenue, but the existing multi-lane cross-section, lack of enhanced crossing locations, relatively narrow sidewalks, and lack of bike facilities along Ames Avenue make it difficult to cross or connect to destinations directly along Ames Avenue.

Addressing these deficiencies along Ames Avenue will be key to improving safety, connectivity, and accessibility for all users of the corridor.