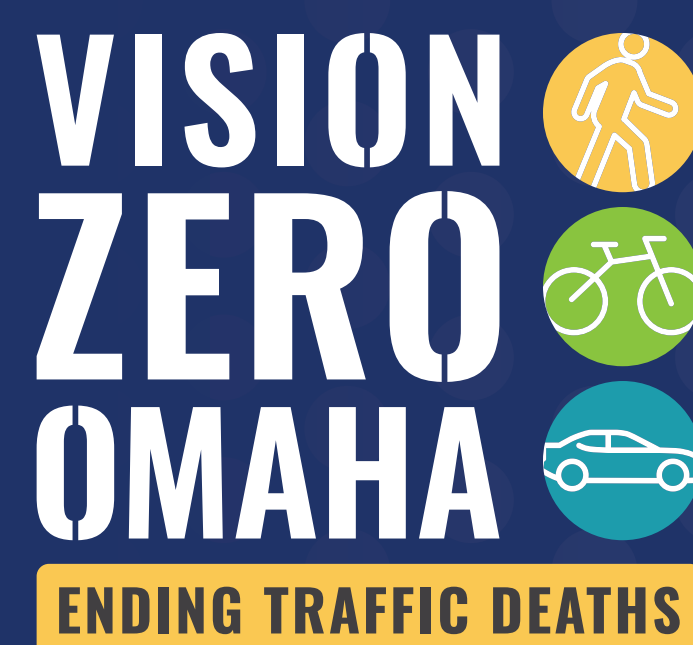




WELCOME

KEEP AMES AVENUE MOVING OPEN HOUSE

WE ARE PLEASED YOU ARE HERE TO LEARN MORE ABOUT AND
PROVIDE FEEDBACK ON THE AMES AVENUE REPAVING AND
RESTRIPIING PROJECT AND SAFE MOBILITY RECOVERY PLAN.

TONIGHT'S SCHEDULE:

Open House starts at 5:30 p.m. | Presentation starts at 5:45 p.m.

Workshop and open house to follow.

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:

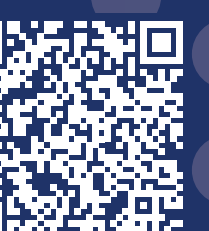
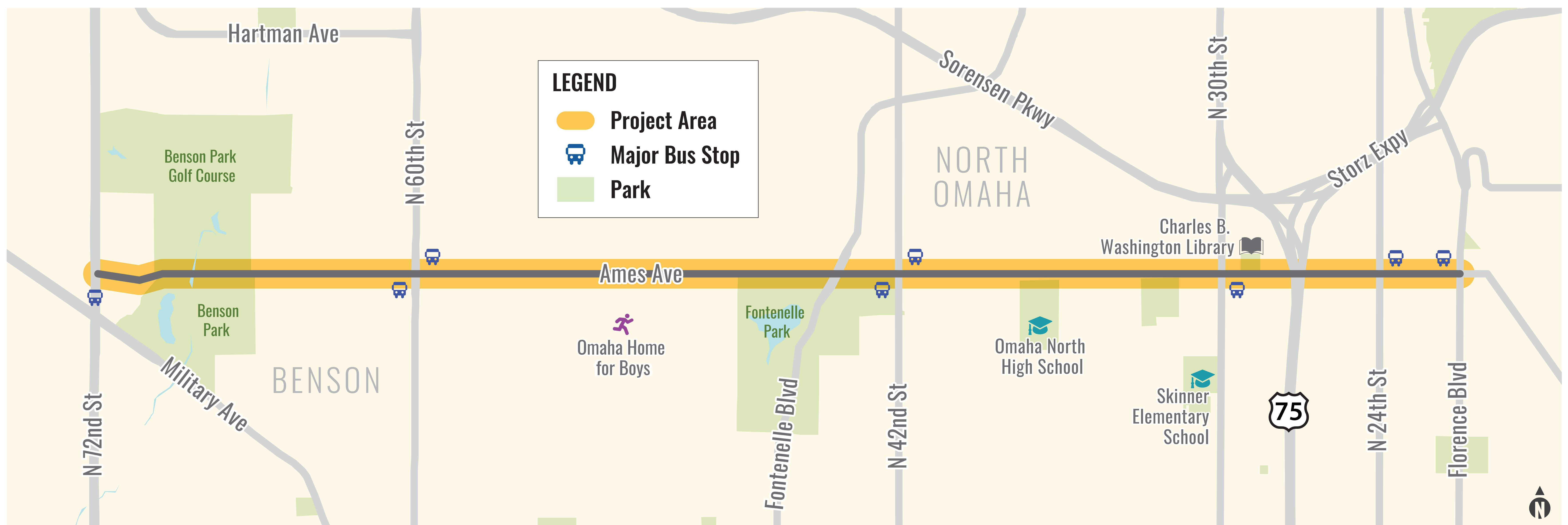
You know this corridor best. Your experience helps us understand what works, what doesn't, and how to make it better.

➔ HOW YOU CAN HELP:

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

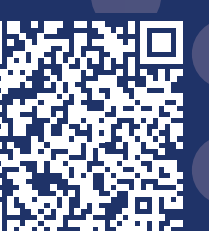
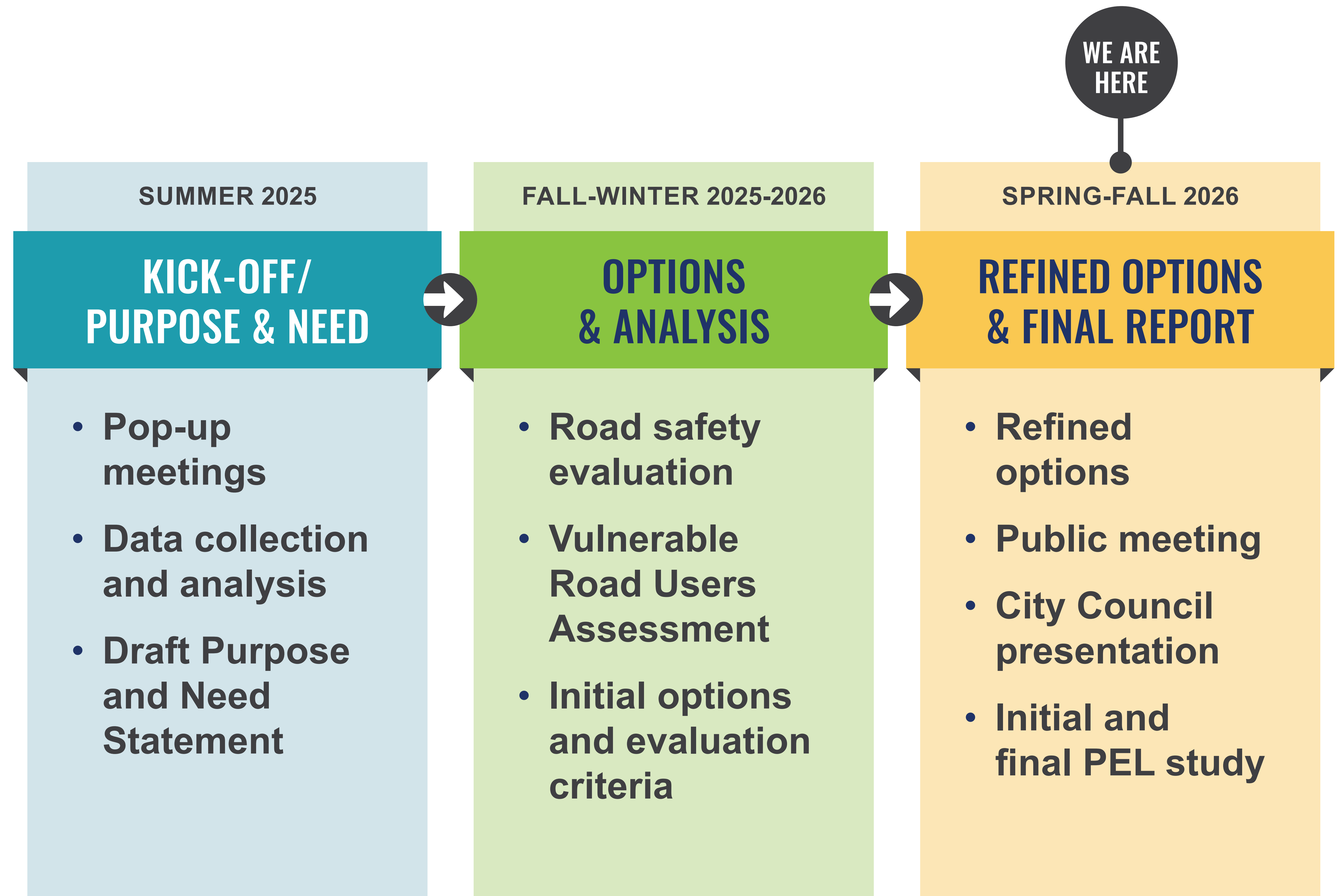
➔ WHAT HAPPENS WITH YOUR INPUT:

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 wrap up in Fall 2026.



PROJECT PURPOSE & NEED

→ PURPOSE

The purpose of the **Ames Avenue Safe Mobility Recovery Plan** is to improve safety, access, and mobility for all users, along Omaha's worst high injury corridor with a documented pattern of serious and fatal crashes.

The study aims to identify and implement multimodal transportation improvements that reduce conflict points, reduce the number of speeding vehicles, and enhance pedestrian and bicycle mobility.

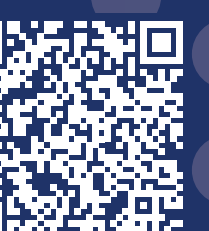
By applying the U.S. Department of Transportation's Safe System Approach, the project seeks to create a safer, more connected, and equitable transportation environment that supports long-term community development and aligns with the City's Vision Zero goals.

→ NEED

Current conditions along the Ames Avenue corridor, combined with patterns of dangerous driving behavior, contribute to safety and mobility challenges for all travel modes. Addressing these deficiencies is essential to improving transportation safety and enhancing the quality of life for residents and stakeholders.

The review and analyses of transportation safety, operations, and other related data combined with public and stakeholder input of current issues in the Study Area has demonstrated the following overview needs:

- 1 IMPROVE TRANSPORTATION SAFETY ALONG THE AMES AVENUE CORRIDOR**
- 2 IMPROVE MULTIMODAL ACCESSIBILITY IN THE AMES AVENUE CORRIDOR**

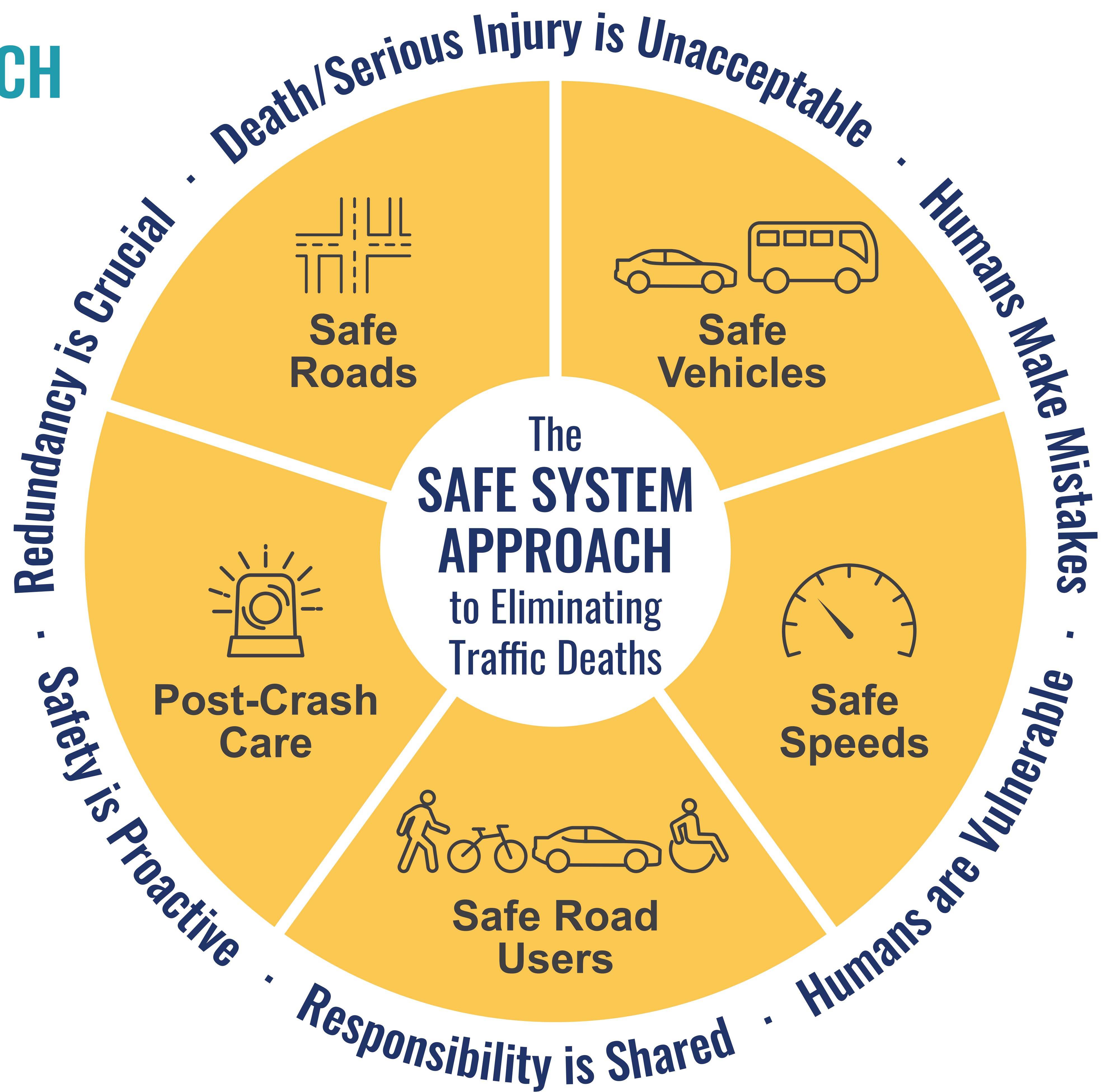


WHAT IS VISION ZERO?

VISION ZERO IS A NEW APPROACH TO TRAFFIC SAFETY WITH THE GOAL OF ELIMINATING ALL FATAL AND SERIOUS INJURY TRAFFIC CRASHES.

We do not have to accept deaths and serious injuries on our roads. Everyone deserves safe, accessible streets and sidewalks. Vision Zero is a global movement that began in Sweden in the 1990s to eliminate traffic deaths worldwide. It has now been endorsed by the US Department of Transportation.

More than 40 communities in the US have adopted the Vision Zero approach and are making progress. Omaha is one of these communities.



HIGH INJURY NETWORK (HIN) & HIGH INJURY INTERSECTIONS (HII)

LEGEND

-  Highest-Injury Intersection
-  Higher-Injury Intersection
-  High-Injury Intersection
-  High-Injury Network

➔ **6** fatal crashes and **85** serious injury crashes have occurred on the Ames Ave corridor from 2017 to 2024.

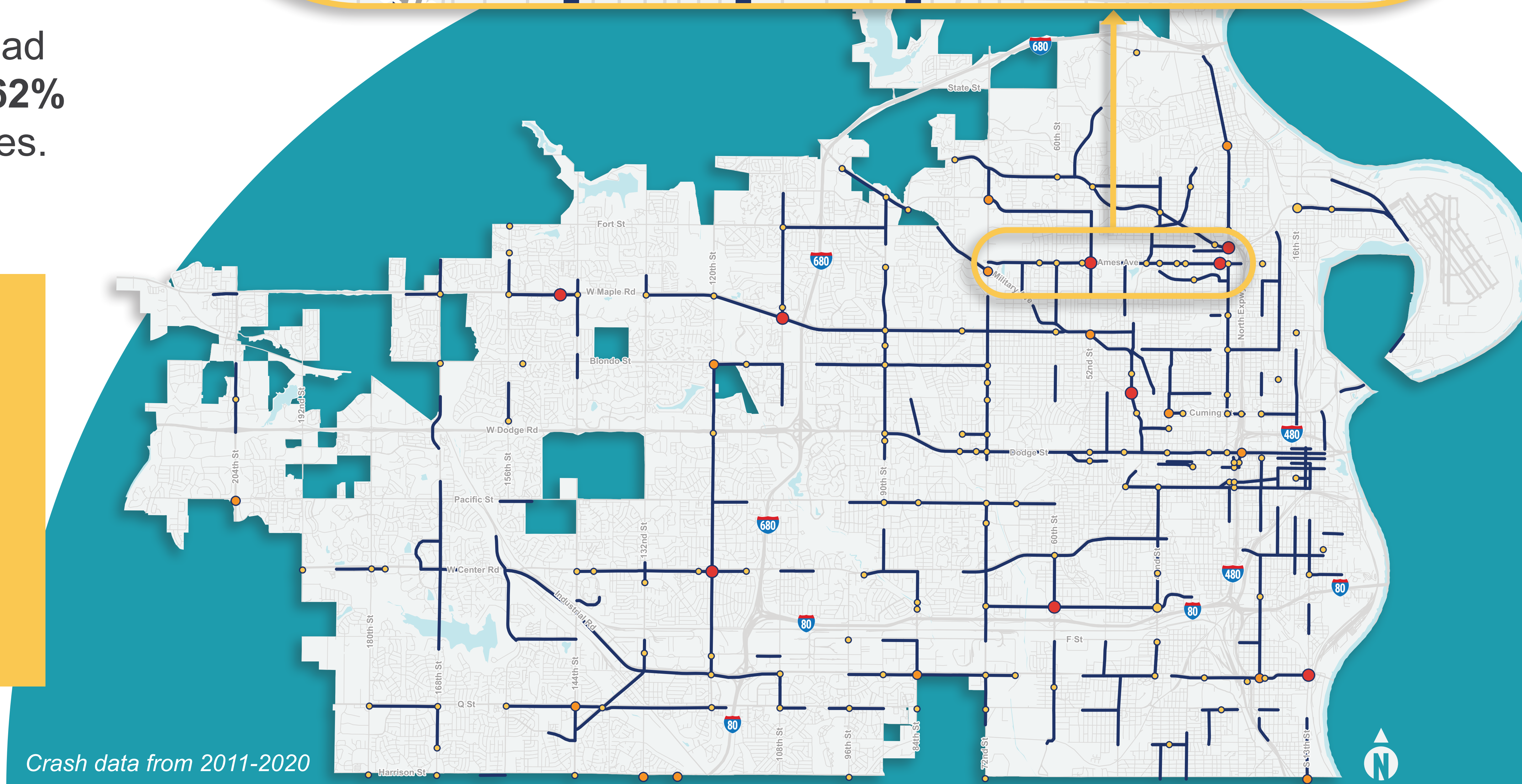
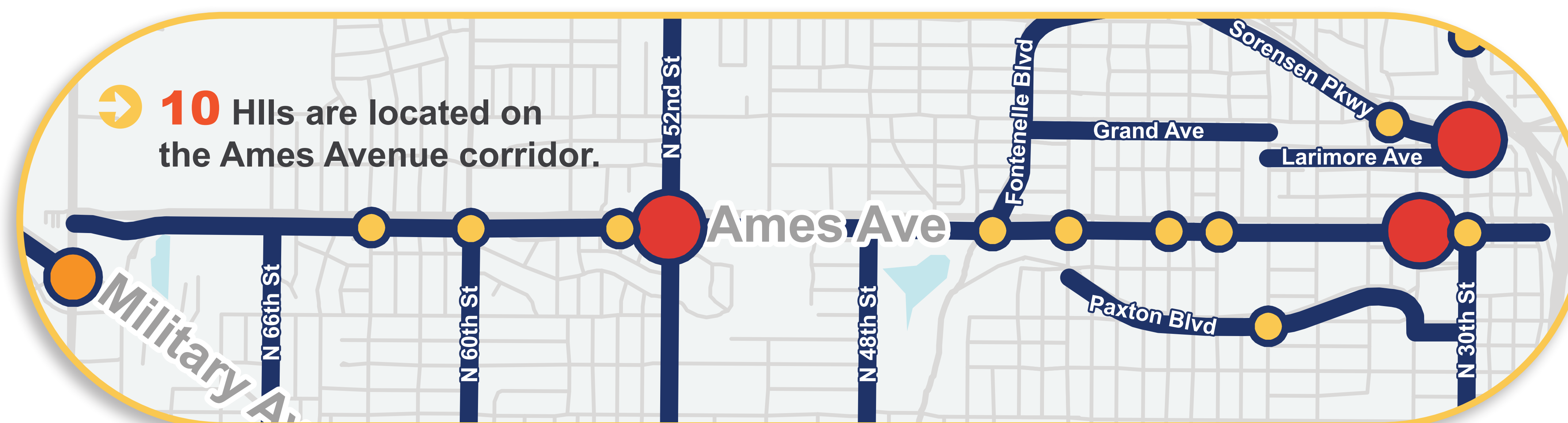
The **High Injury Network** identifies the streets where the most severe crashes occur in Omaha.

High Injury Intersections are intersections with a history of serious and fatal crashes.

The HIN makes up only **9.5%** of road miles in Omaha, but accounts for **62%** of all fatal and serious injury crashes.

WHAT DOES THE DATA TELL US?

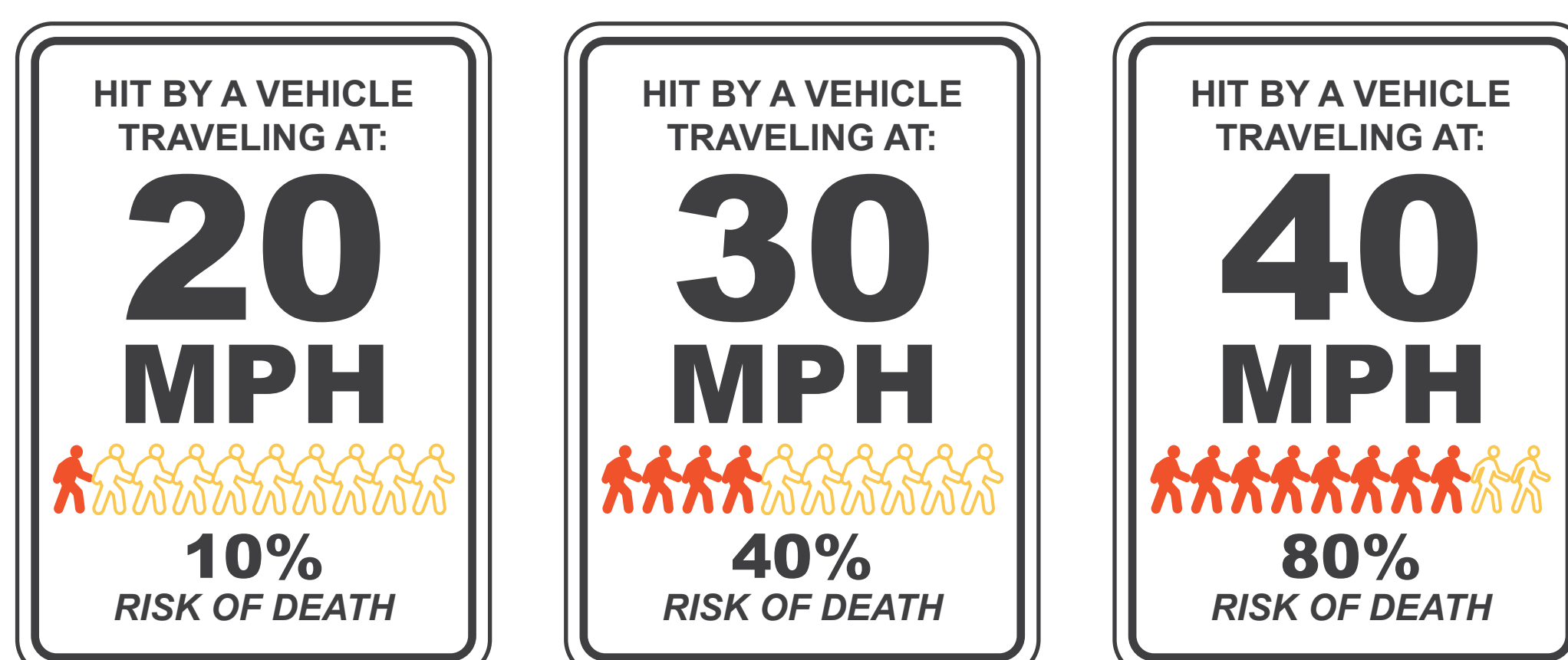
The crash data indicates that Ames Avenue and several nearby intersections are among the locations in Omaha with the greatest concentration of serious and fatal crashes.



THE ROLE OF SPEED IN SAFETY

Speed is one of, if not the most, important factors that dictates if a crash results in a serious injury or fatality rather than a minor injury or merely property damage. **65% of killed or seriously injured (KSI) crashes happened where the posted speed limits were 35 mph or higher.**

PEDESTRIAN RISK OF DEATH INCREASES AS SPEED INCREASES



Source: <https://visionzeronet.org/pioneering-study-affirms-vision-zero-focus-on-speed-management/>

- ➔ **1** fatal and **18** serious injury pedestrian crashes have occurred on the Ames Avenue corridor from 2017 to 2024.
- ➔ **Fontenelle Blvd to 30th St** has the highest average speed above the speed limit. This section also makes up the most KSI crashes.

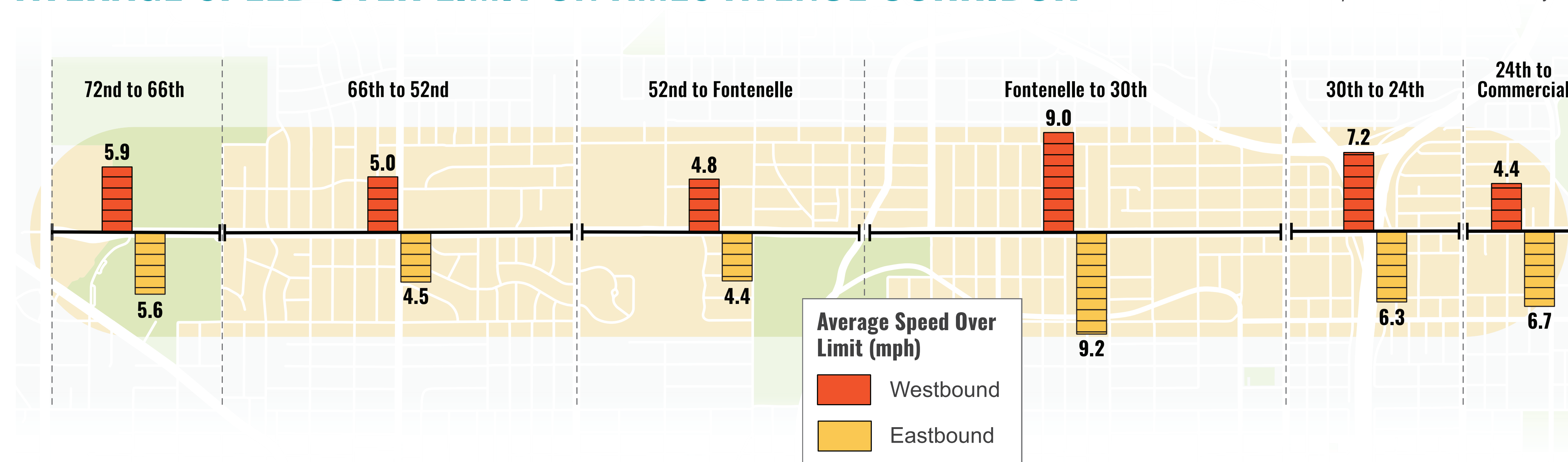
POSTED SPEEDS



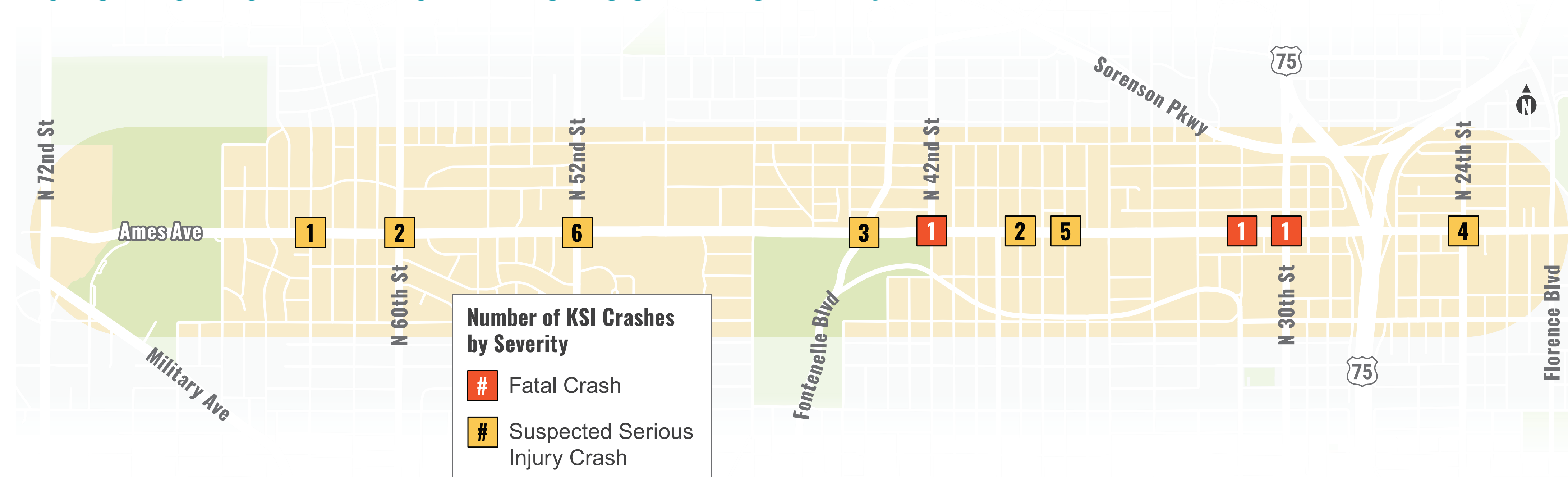
AVERAGE SPEED OVER SPEED LIMIT*



AVERAGE SPEED OVER LIMIT ON AMES AVENUE CORRIDOR



KSI CRASHES AT AMES AVENUE CORRIDOR HILs

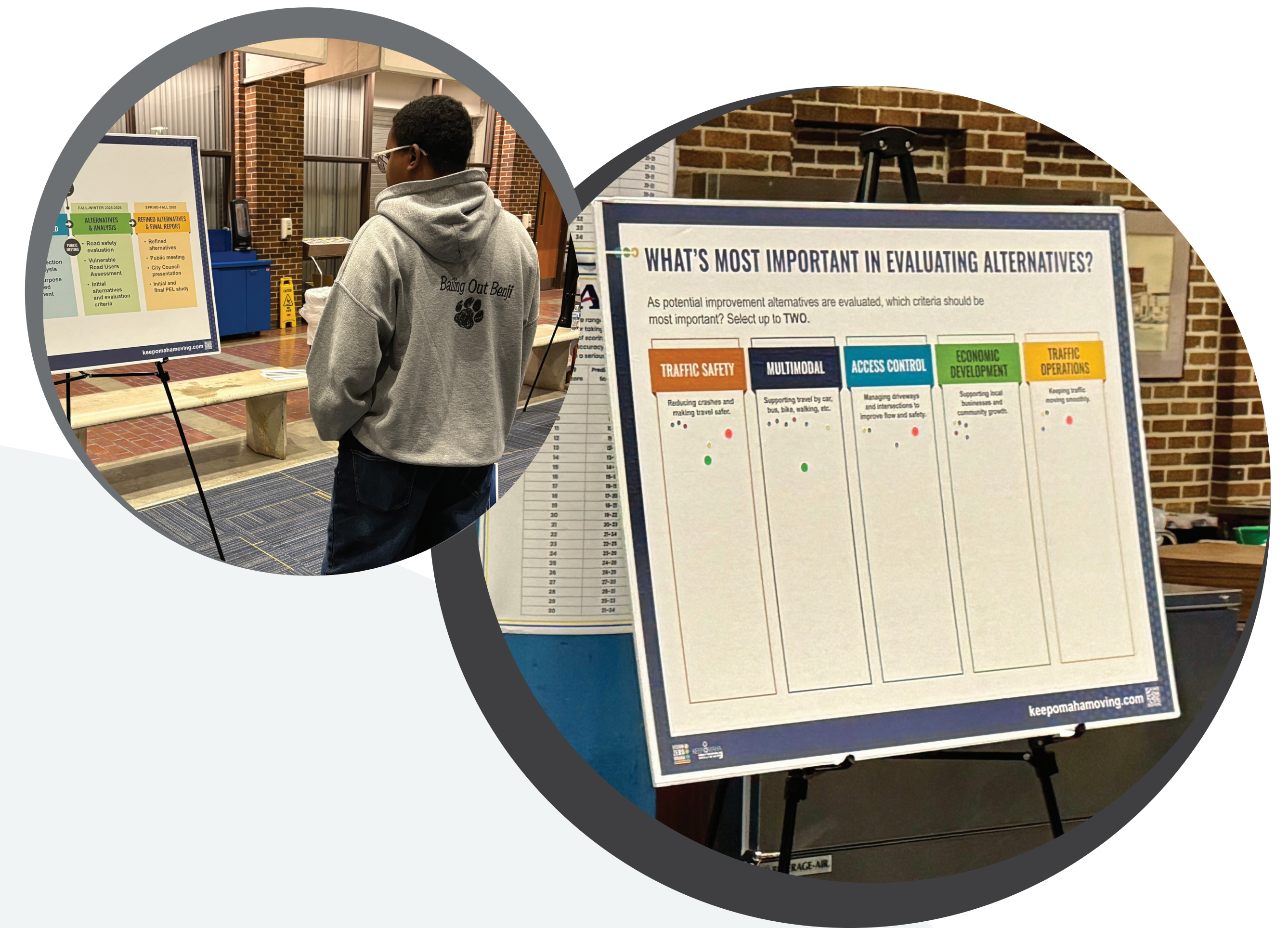


Crash data from 2017-2024



PRIORITY EVALUATION CRITERIA

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

ECONOMIC
DEVELOPMENT

12 VOTES

3RD

TRAFFIC
OPERATIONS

11 VOTES

2ND

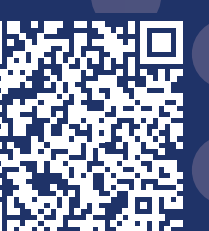
ACCESS
CONTROL

12 VOTES

3RD

MULTIMODAL

11 VOTES

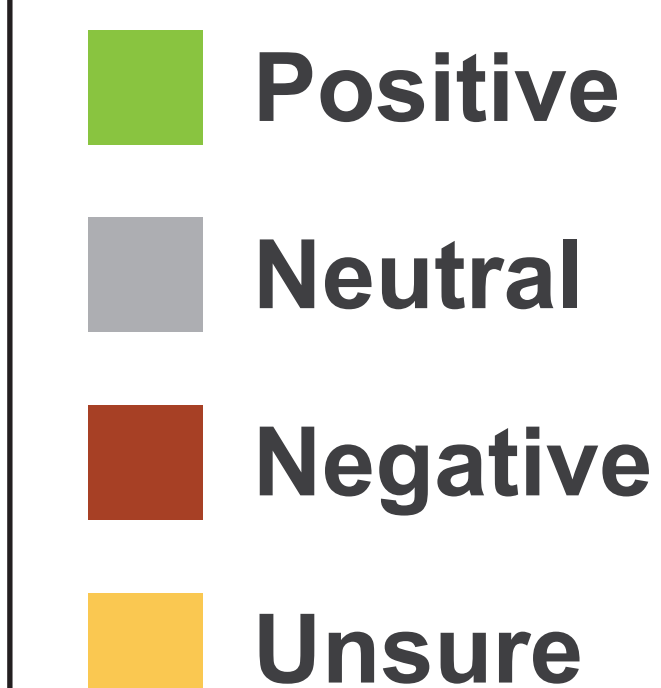




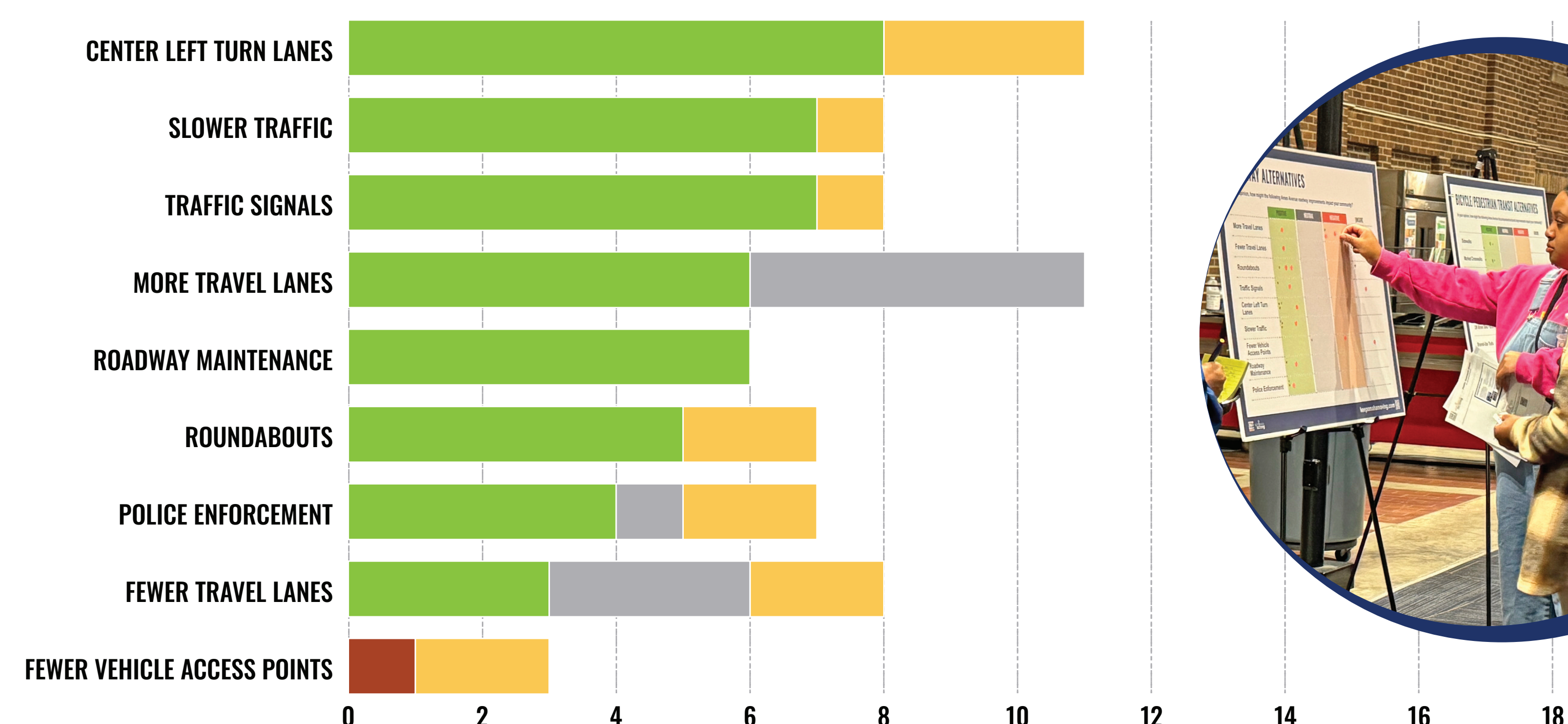
COMMUNITY FEEDBACK

At the project's first open house in October 2025, participants shared their opinions on the potential impact (**Positive**, **Neutral**, **Negative**, **Unsure**) of initial improvement alternatives.

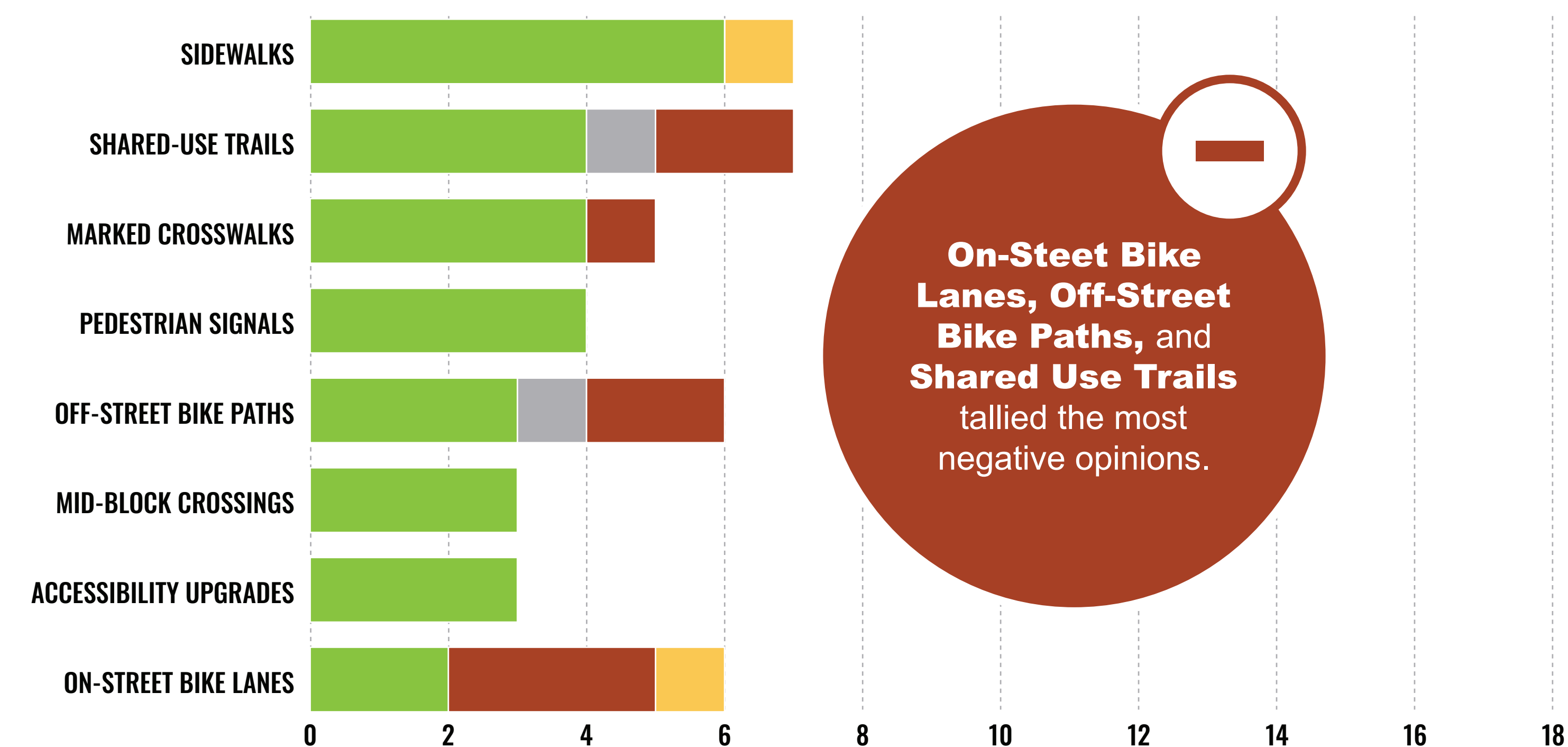
LEGEND



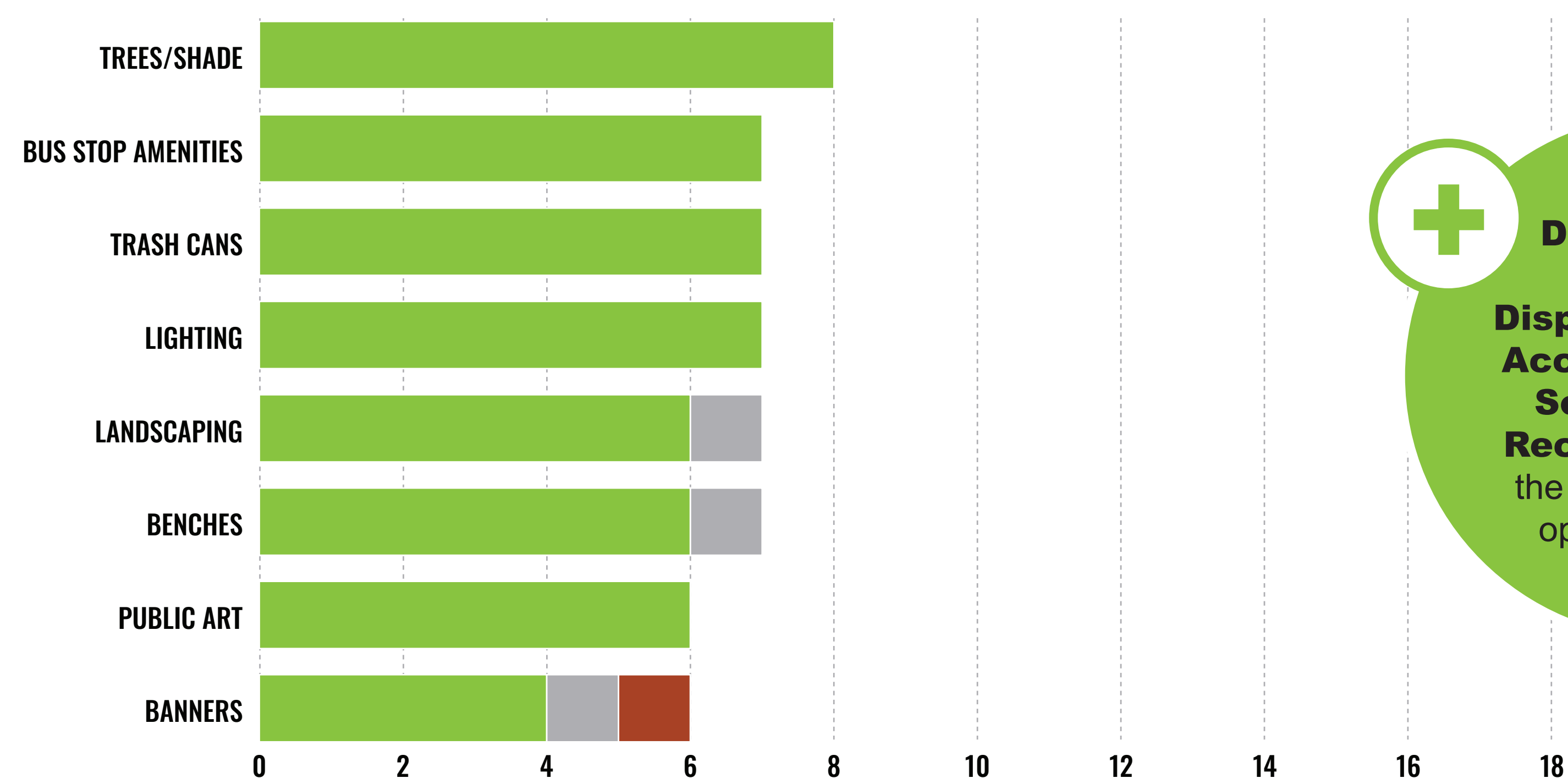
POTENTIAL IMPACTS OF ROADWAY ALTERNATIVES



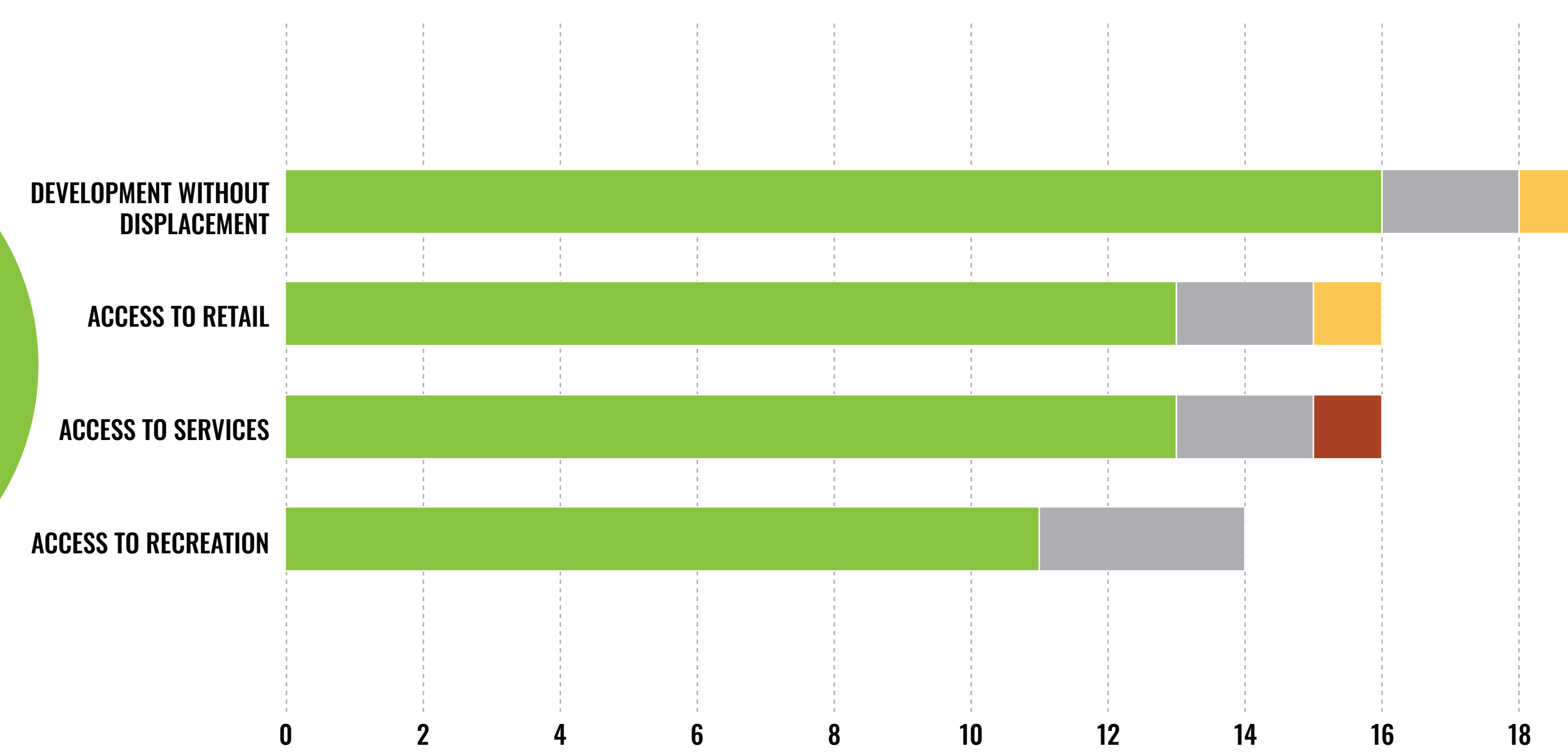
POTENTIAL IMPACTS OF BIKE/PED/TRANSIT ALTERNATIVES



POTENTIAL IMPACTS OF STREETScape ALTERNATIVES



POTENTIAL IMPACTS OF COMMUNITY & OTHER ALTERNATIVES



ADDITIONAL COMMUNITY FEEDBACK

SAFETY & TRAVEL

WHAT WE HEARD:

- Speeding
- Congestion
- Pedestrian crossings
- Intersection safety
- Frequently mentioned locations included:
 - » 30th & Ames
 - » 36th & Ames
 - » Fontenelle & Ames
 - » Ames Circle
 - » 72nd & Ames

ROAD CONDITIONS & MAINTENANCE

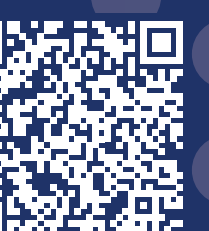
WHAT WE HEARD:

- Potholes
- Drainage issues
- Uneven pavement
- Participants specifically mentioned concerns near:
 - » 36th Street
 - » Between 52nd and 60th Streets

BUSINESSES & NEIGHBORHOODS

WHAT WE HEARD:

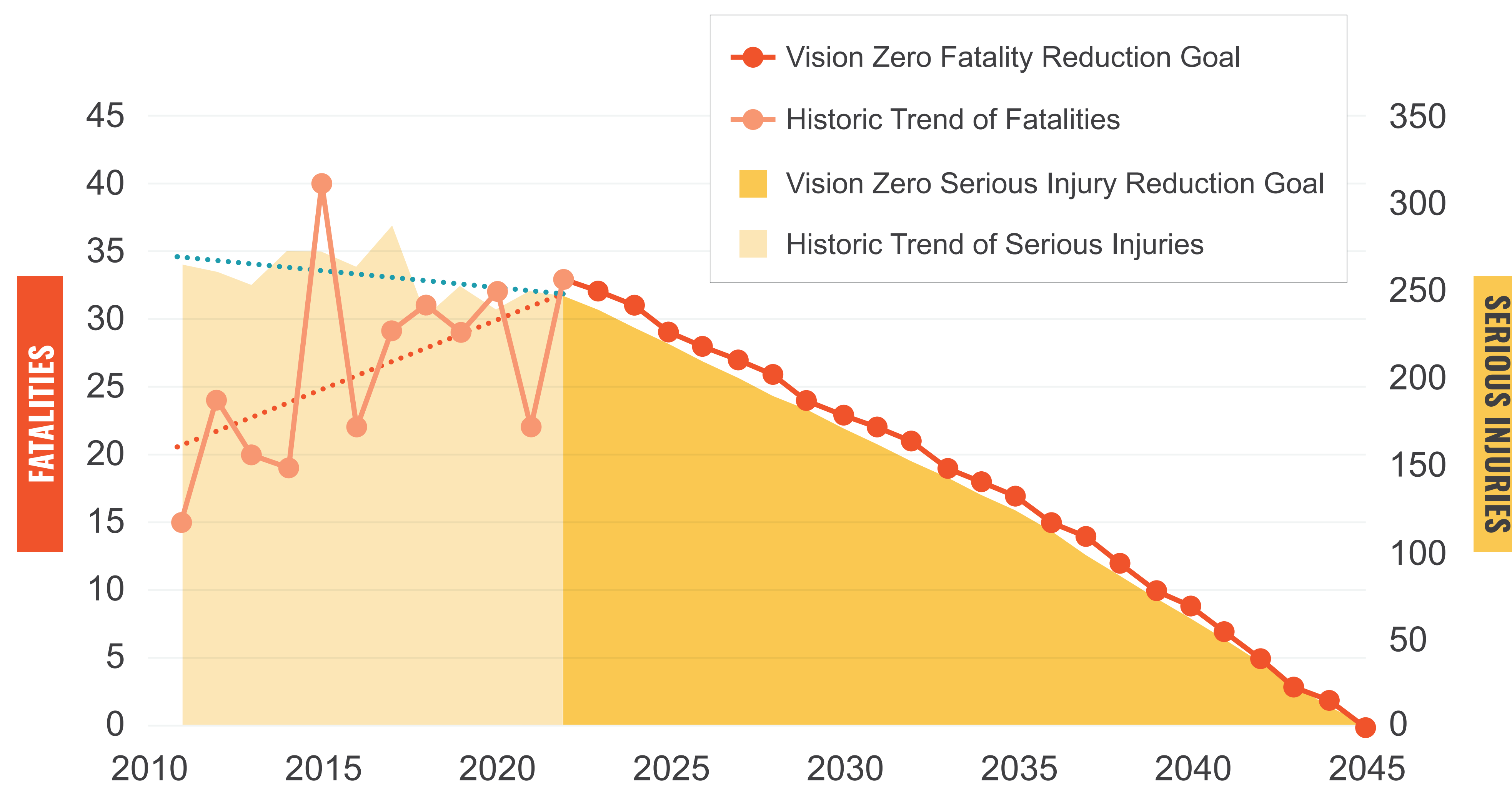
- Maintain business access while supporting future investment
- Comments highlighted:
 - » Business concerns near 39th Street
 - » Growth opportunities in the eastern portion of the corridor



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.

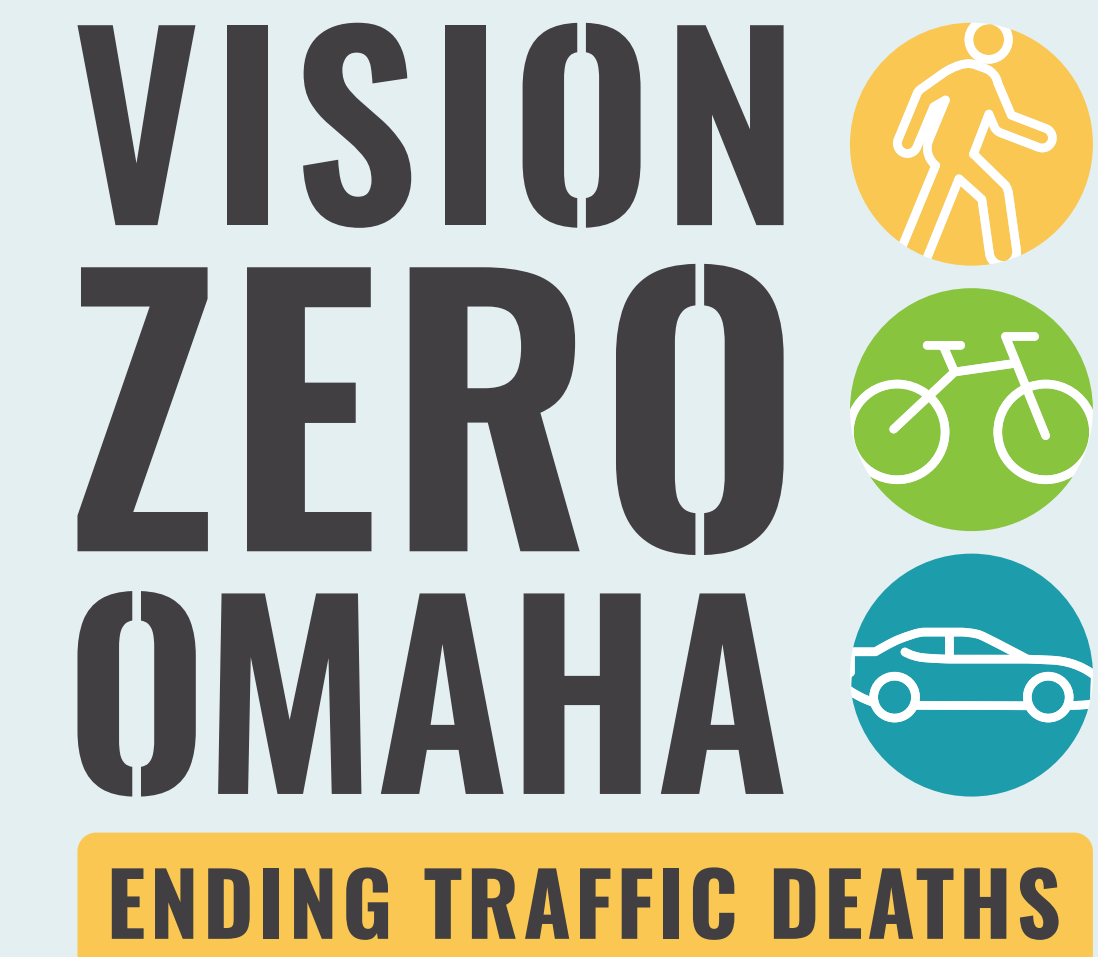
THE VISION ZERO OMAHA ACTION PLAN'S GOAL IS TO ELIMINATE ALL FATALITIES AND SERIOUS INJURIES BY 2045



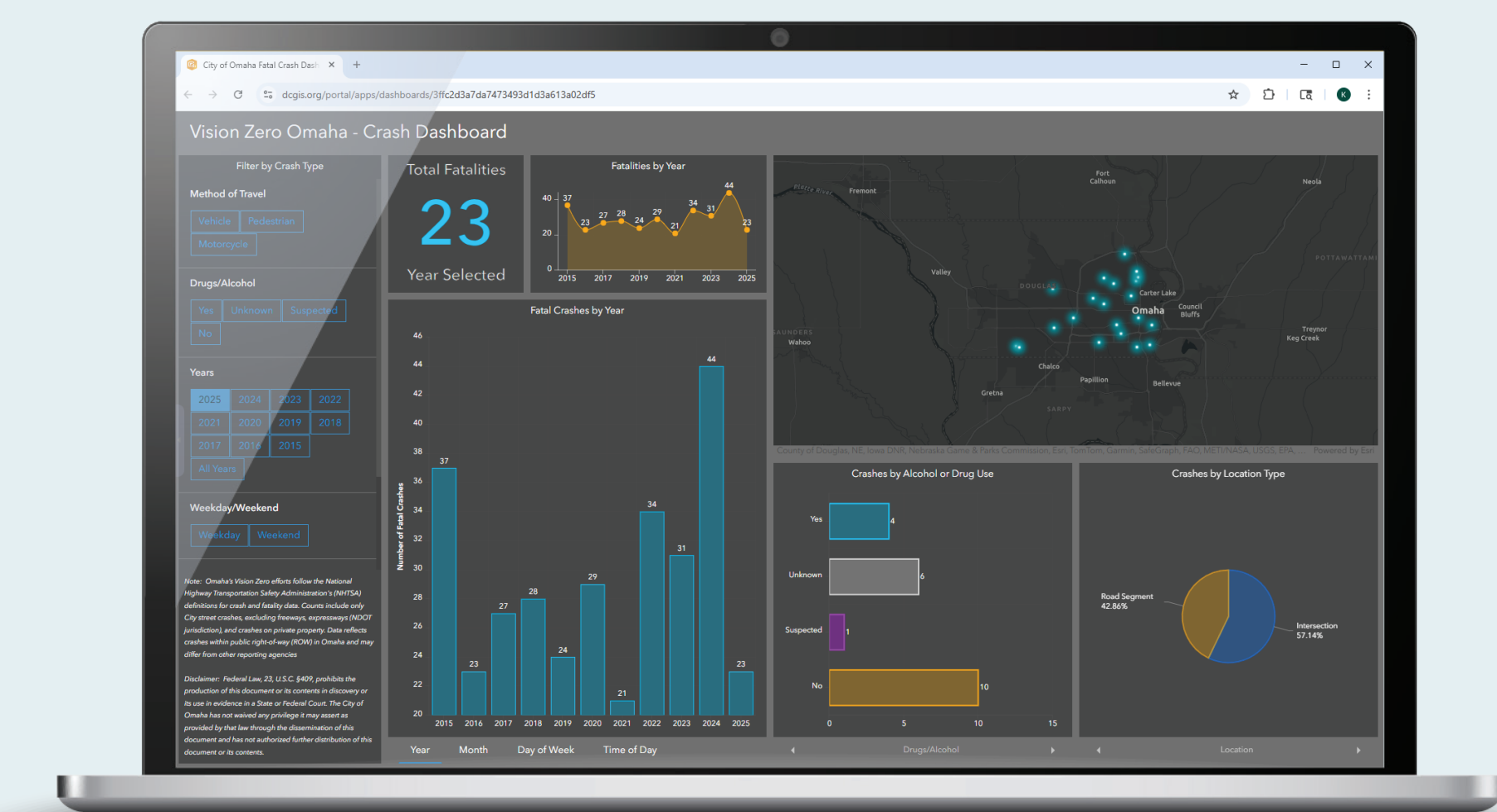
OMAHA VISION ZERO



omahavisionzero.com



OMAHA VISION ZERO DASHBOARD

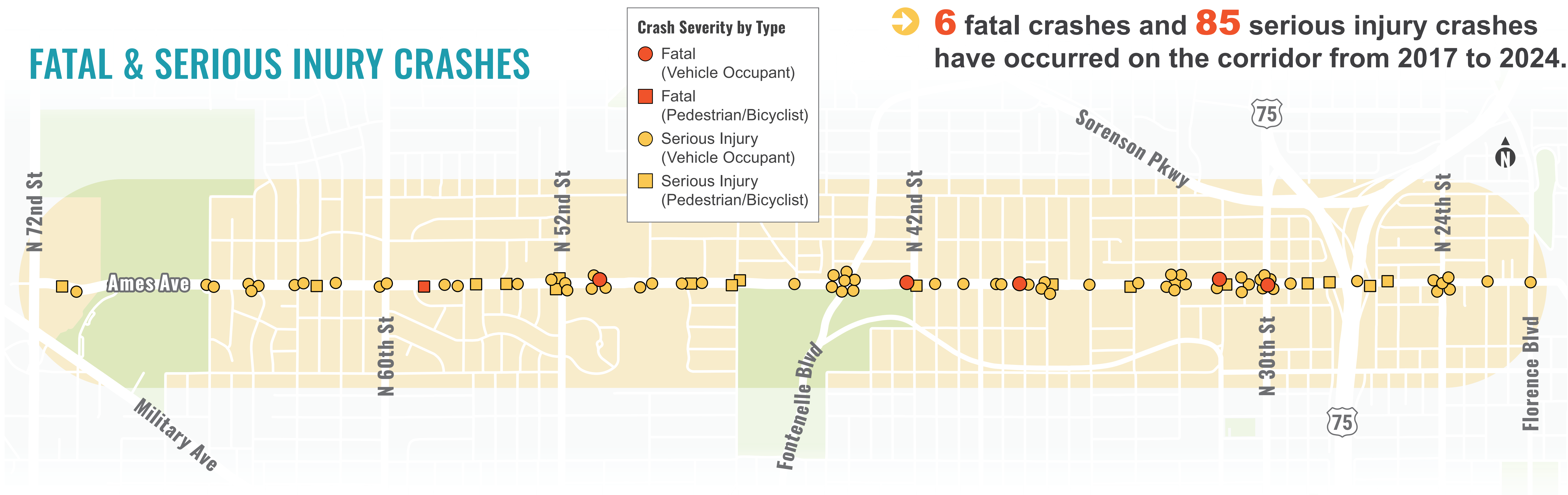


dcdgis.org/portal/apps/dashboards/3ffc2d3a7da7473493d1d3a613a02df5

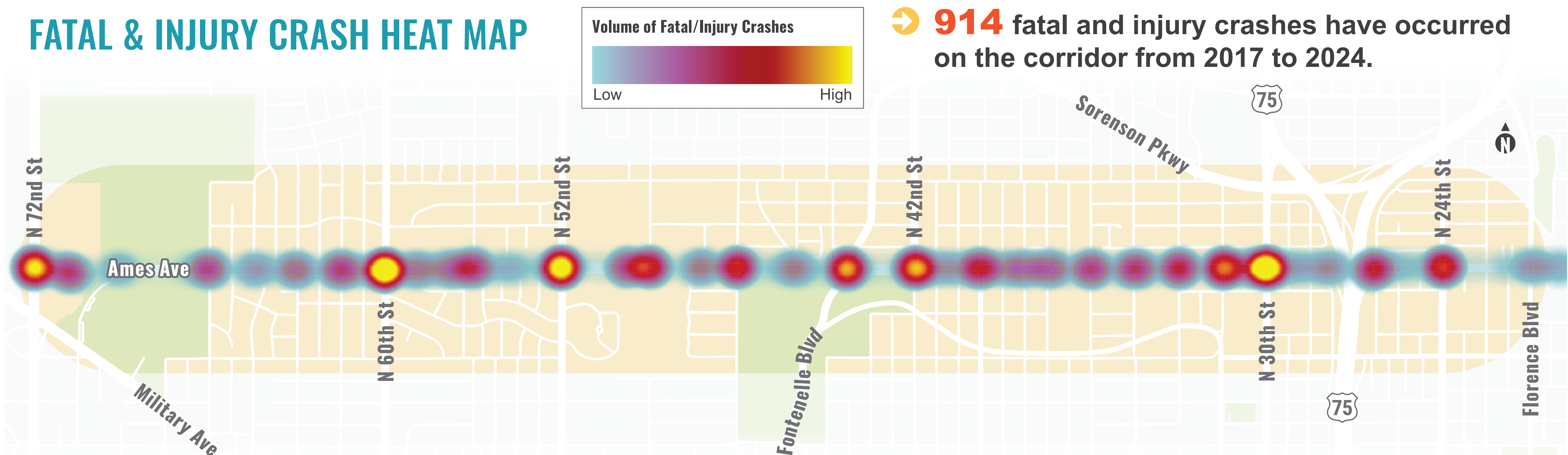


FATALITIES & SERIOUS INJURIES

FATAL & SERIOUS INJURY CRASHES



FATAL & INJURY CRASH HEAT MAP



Crash data from 2017-2024

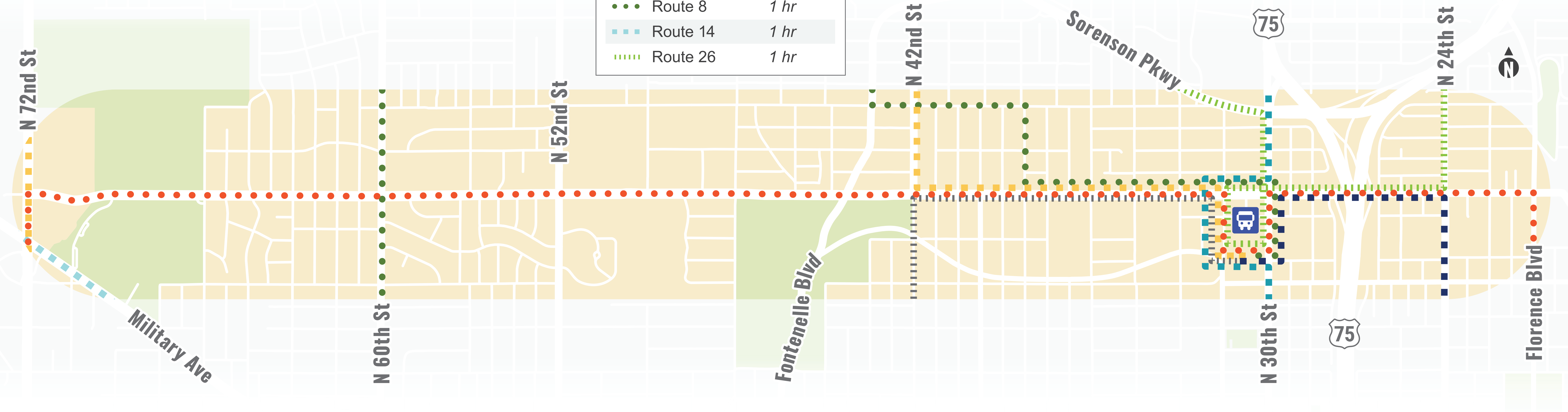




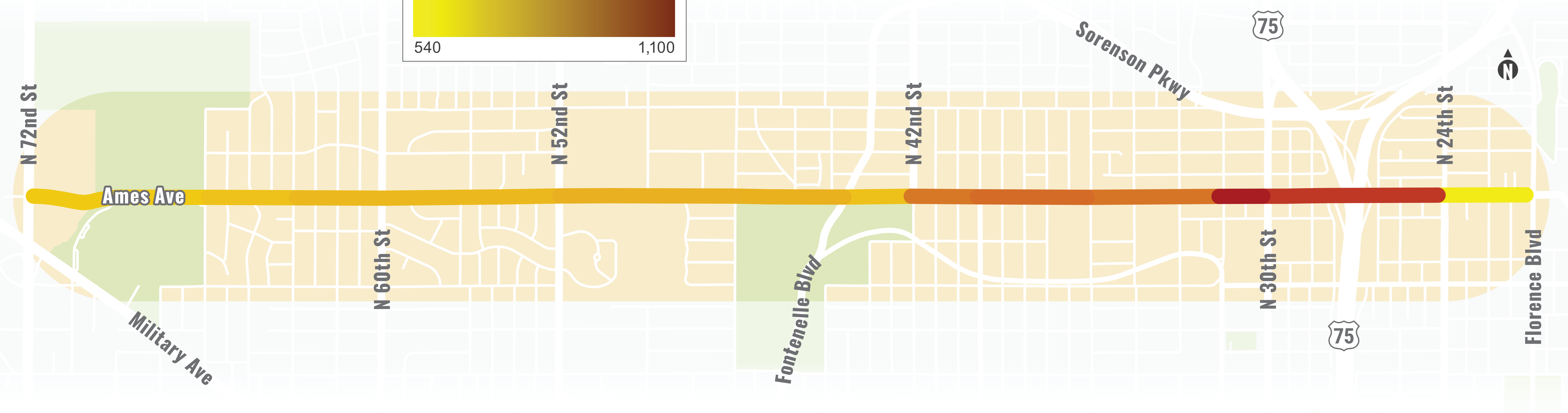
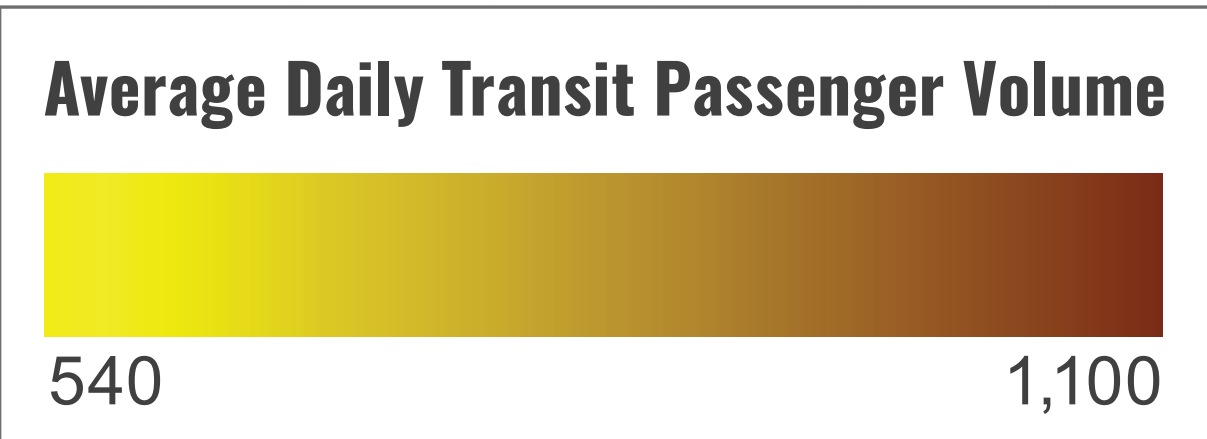
METRO TRANSIT

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

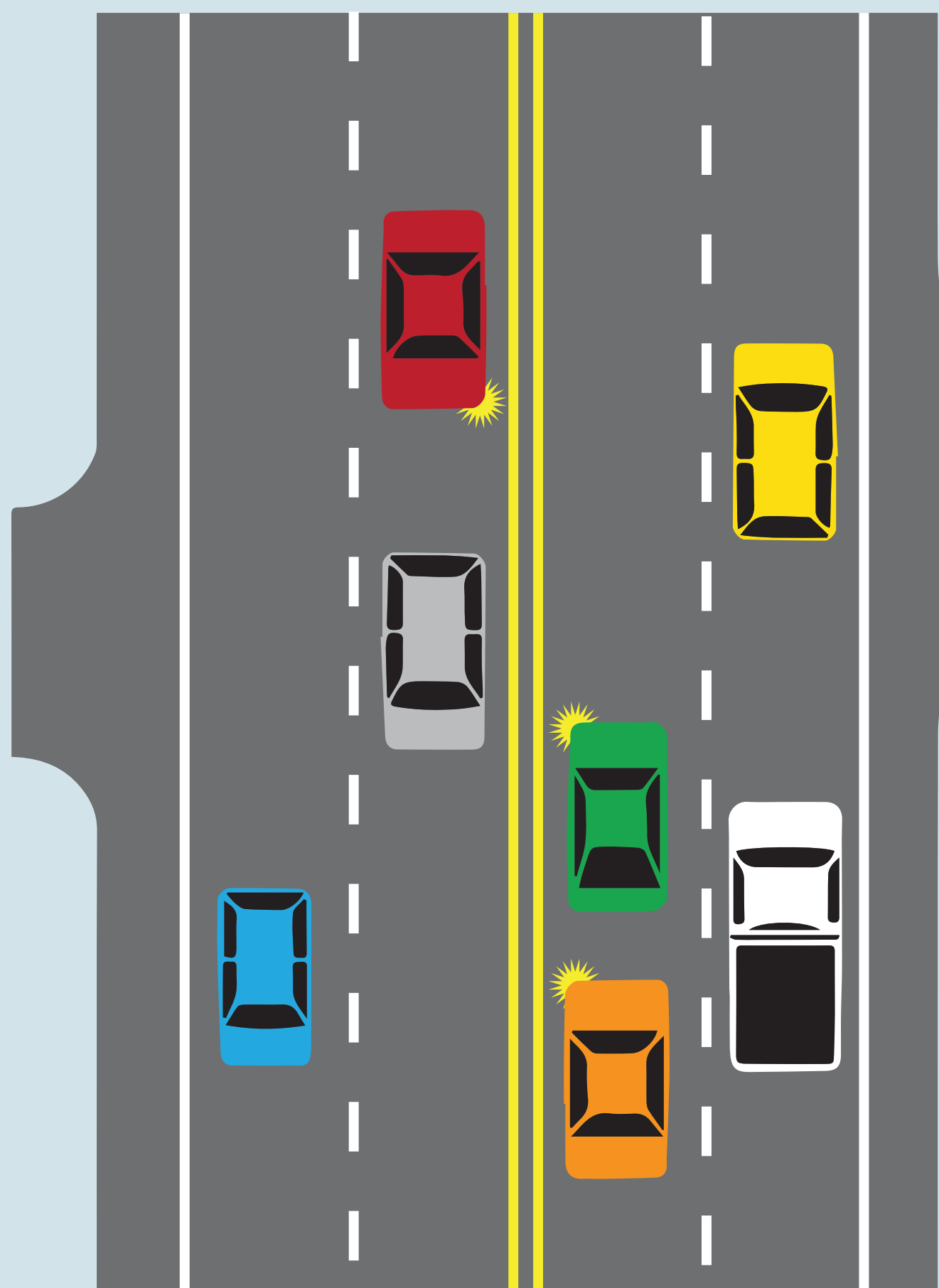




BENEFITS AND POTENTIAL TRADE-OFFS OF A 3-LANE CONVERSION

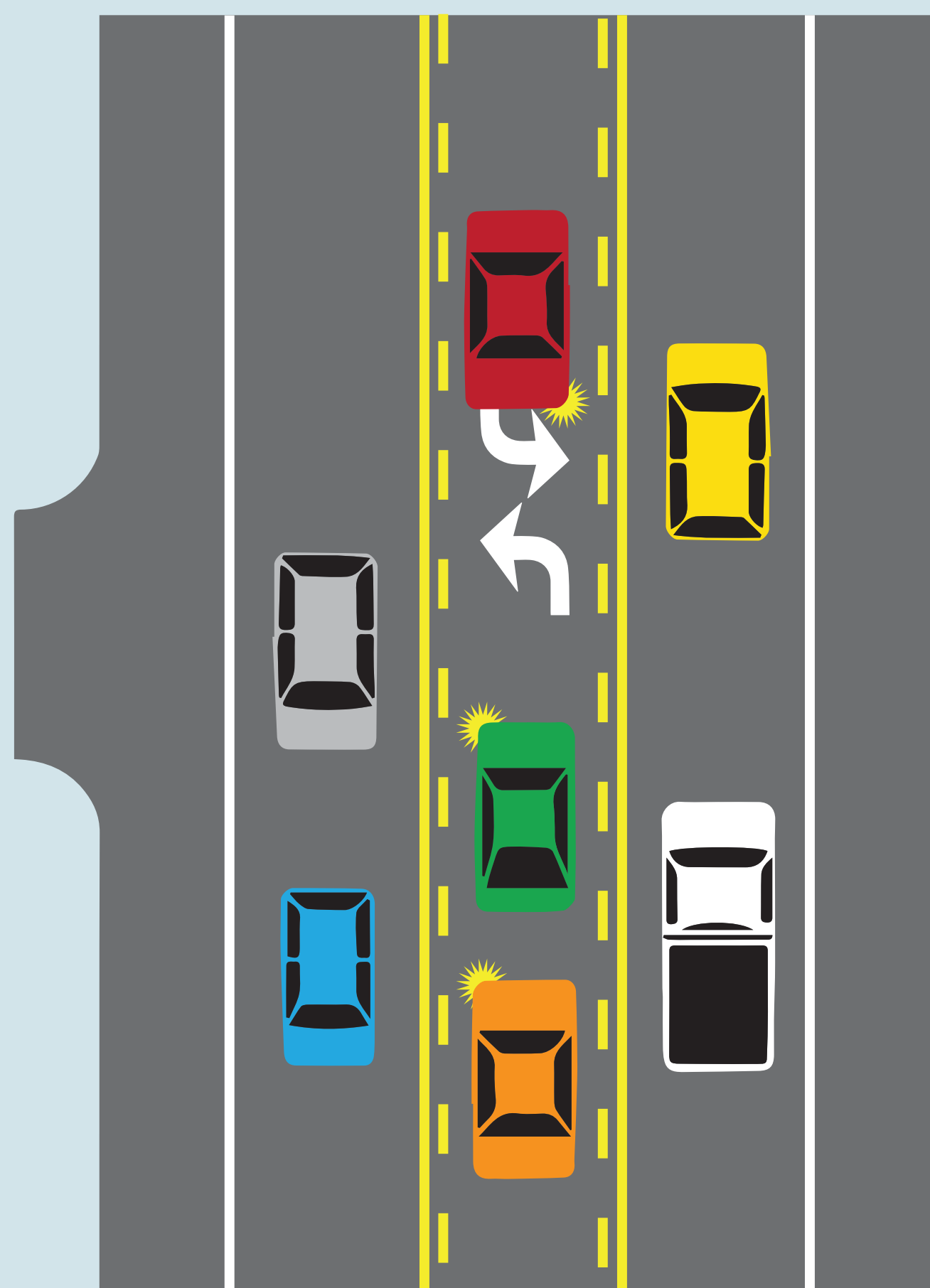
AN UNDIVIDED 4-LANE STREET FUNCTIONS MUCH LIKE A 3-LANE STREET.

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.

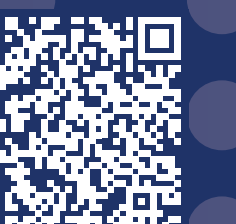
POTENTIAL TRADE-OFFS

- 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**.





WHERE WOULD YOU LIKE AMES AVENUE TO TAKE YOU?



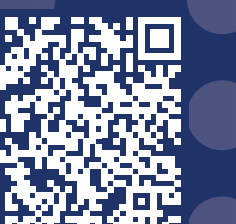


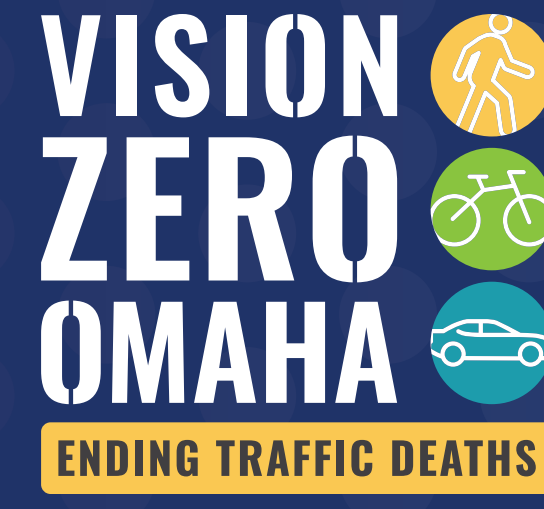
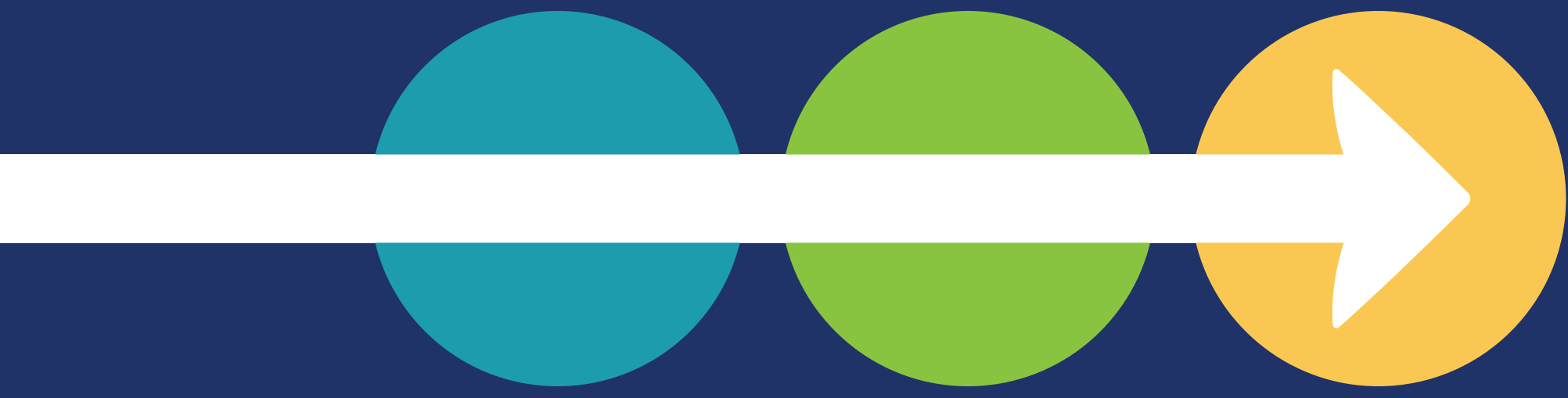
WHO'S WITH YOU WHEN YOU'RE TRAVELING AMES AVENUE?





WHAT WOULD YOU LIKE TO SEE ALONG YOUR JOURNEY?





BUILD YOUR AMES AVENUE CORRIDOR



PLEASE USE THE
MATERIALS PROVIDED TO
BUILD YOUR CORRIDOR.