

ANNUAL REPORT

2025

JANUARY 1 - DECEMBER 31

VISION **ZERO** OMAHA   

ENDING TRAFFIC DEATHS

CONTENTS

Introduction

1

Leadership Commitment

2

A Summary of 2025 Efforts

3

Ongoing Safety Studies

4

Safe Systems

5

Data Review

6

Safety by the Numbers

9

Quick Builds

10

Strategy & Policy Initiatives

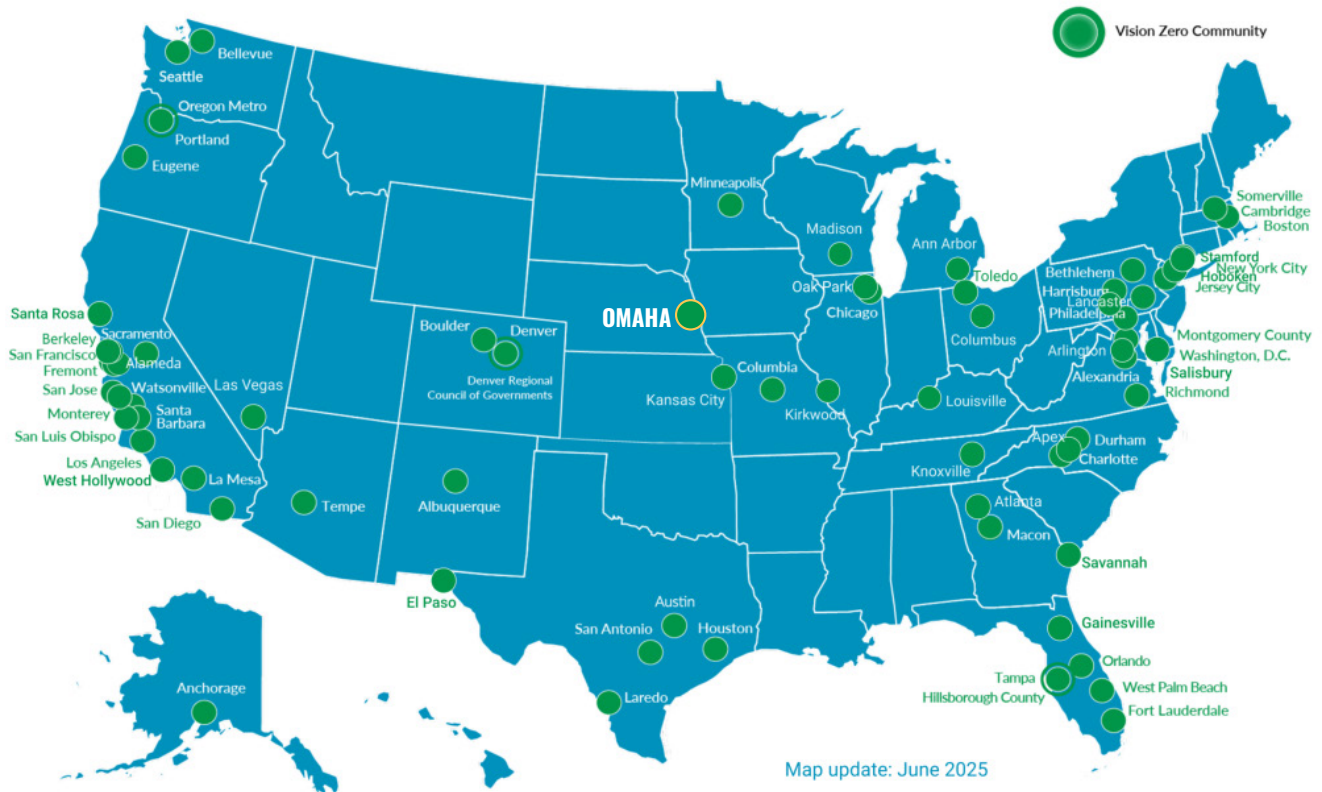
13



INTRODUCTION

Vision Zero is an international strategy aimed at **eliminating all traffic-related deaths and serious injuries**. It is based on the principle that **no death is acceptable** and **these events are preventable**. Responsibility for safety must be shared through a combination of roadway design, policy, education, enforcement, roadway users, and system-level strategies.

VISION ZERO NETWORK



Omaha is 1 of over 70 communities in the U.S officially recognized by the Vision Zero Network

In November 2023, the City of Omaha's adopted Vision Zero goal is zero traffic fatalities and serious injuries by the year 2045.

LEADERSHIP COMMITMENT

In 2025, **Mayor John W. Ewing Jr.** was elected Mayor of Omaha. He has expressed **support for Vision Zero** and a commitment to seeing this important initiative succeed. This alignment reinforces ongoing work to advance safe system strategies and prevent serious and fatal crashes from happening. Vision Zero maintains a focus on collaboration, data-driven decision-making, and community-wide outcomes.

*“One death on our roads is one too many. **We must address public safety on our roads with urgency.**”*

Omaha Mayor - John Ewing Jr.



On June 13, 2025, Mayor Ewing signed two Executive Orders reaffirming the City's Vision Zero commitment.

- Reauthorize the VZ **Executive Committee** supporting plan implementation.
- Reauthorize the **Fatal Crash Review Committee** which reviews every fatal crash and make broad recommendation to support systemic safety

A SUMMARY OF 2025 EFFORTS

This report documents the City of Omaha's **Year 2 accomplishments, milestones, and specific actions taken in 2025** to create a safer transportation system for everyone, highlighting progress made between January and December.

Key Highlights from 2025 Include:

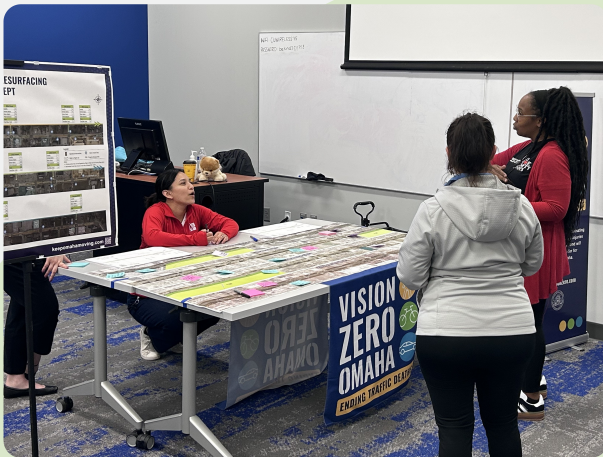


Traffic Calming on 30th St (Florence)



Safety Upgrades

New traffic-calming features popped up at strategic locations on the HIN.



Ames Ave Safety Study



Safety Studies

Multiple ongoing studies identifying ways to improve safety on our most dangerous roads.



Award Winning Efforts

Omaha received two awards for its impact and innovation.

- Metro Area Planning Agency 2025 Regional Service Award
- Nebraska Chapter Planning Excellence Award



ONGOING SAFETY STUDIES

The **High Injury Network (HIN)** includes roadways with the highest density of crashes resulting in Killed or Serious Injury (KSI).

The following map highlights **locations where multi-modal safety studies are underway on the HIN.**

These studies apply a Safe System framework to better understand corridor conditions, identify potential risk factors, and **explore opportunities to proactively improve safety for all users.**



Meeting with Ames Ave stakeholders

Ongoing Studies

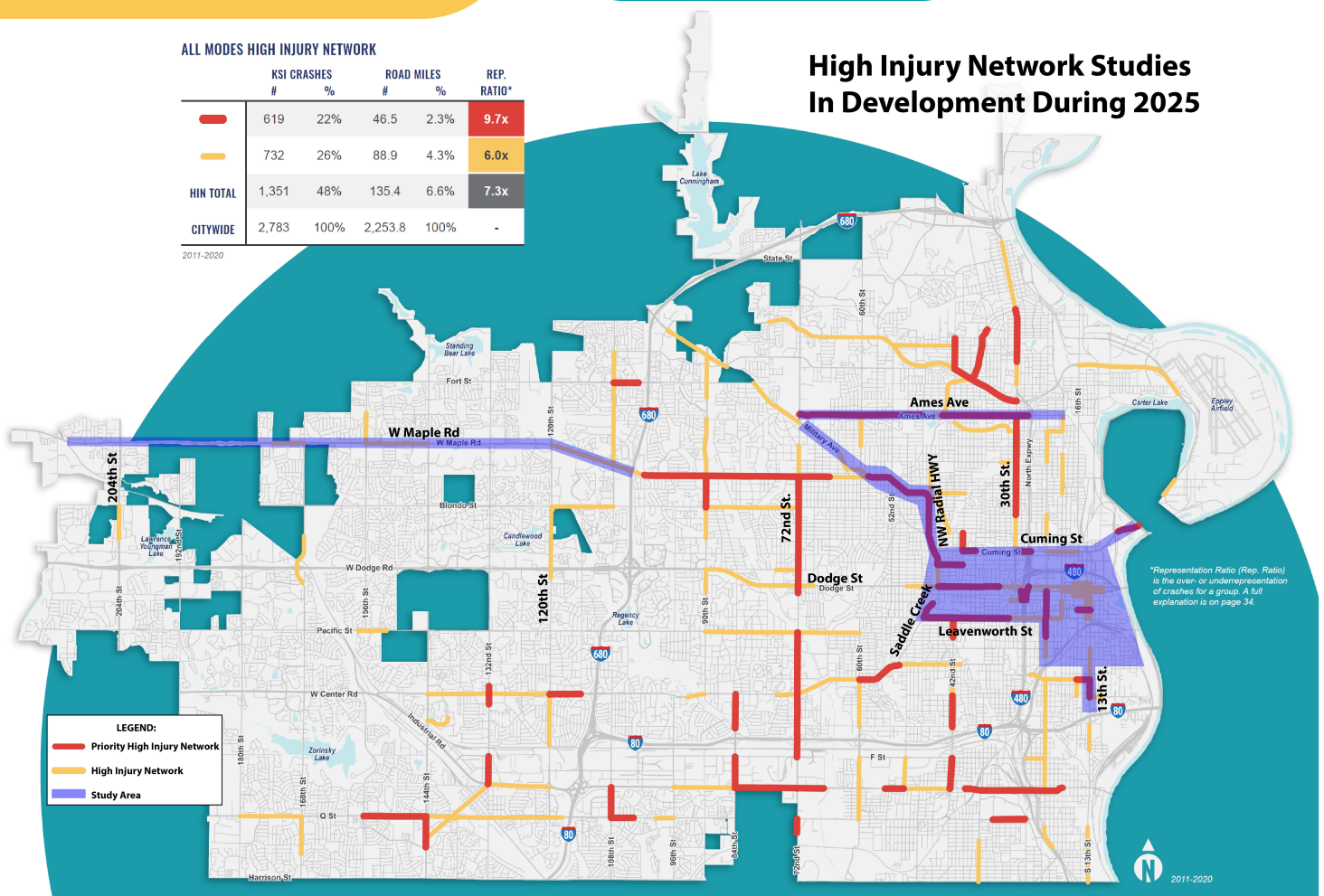
- NW Radial Hwy
- Ames Ave
- Urban Core
- 13th St
- W Maple Rd

ALL MODES HIGH INJURY NETWORK

	KSI CRASHES #	%	ROAD MILES #	%	REP. RATIO*
■	619	22%	46.5	2.3%	9.7x
■	732	26%	88.9	4.3%	6.0x
HIN TOTAL	1,351	48%	135.4	6.6%	7.3x
CITYWIDE	2,783	100%	2,253.8	100%	-

2011-2020

High Injury Network Studies In Development During 2025

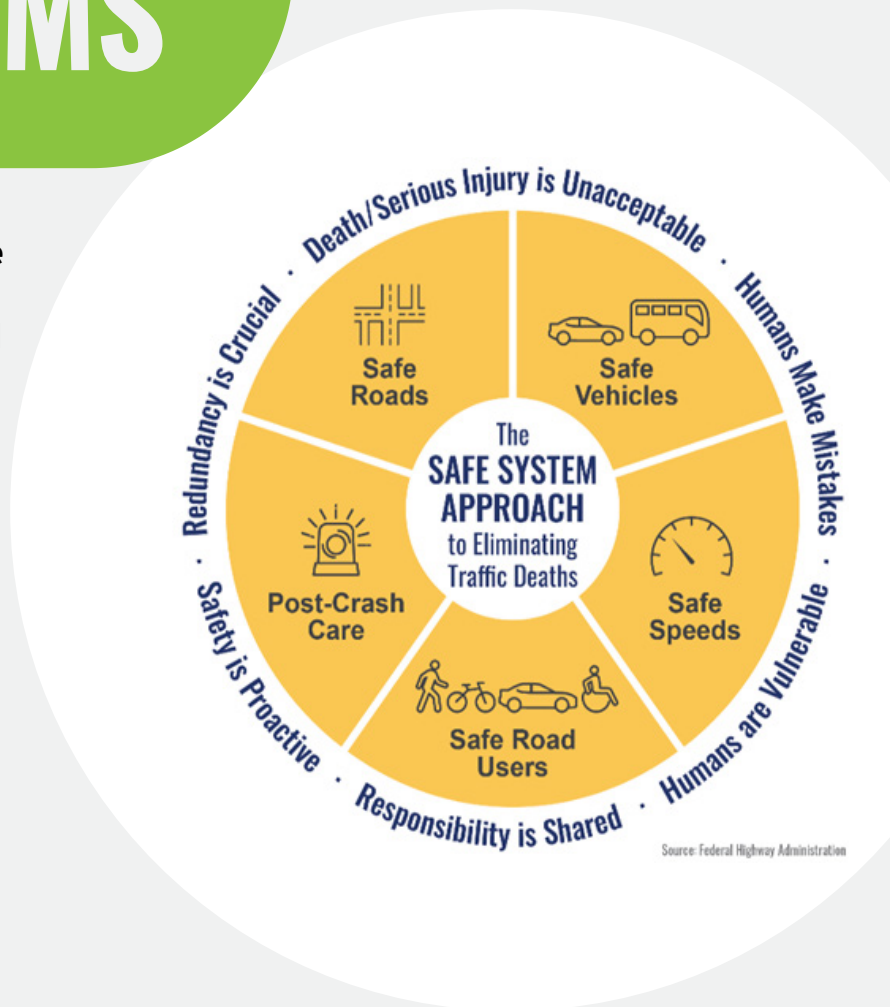


SAFE SYSTEMS

The City has committed to using the **Safe System Approach** which is a comprehensive strategy for managing road safety that is closely aligned with Vision Zero principles.

Developed by the Federal Highway Administration (FHWA), the goal of the Safe System Approach is to **create a transportation system** that is **forgiving to human error** and that **does not rely on individual road users to be perfect**.

Instead, the approach recognizes that **people will make mistakes** and that the **transportation system** must be designed to **protect the road user from the consequences of those mistakes**.



Safe System's "Swiss Cheese Model"

Redundancy is critical to safety.

The "Swiss Cheese Model" of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Image source: Washington Traffic Safety Commission

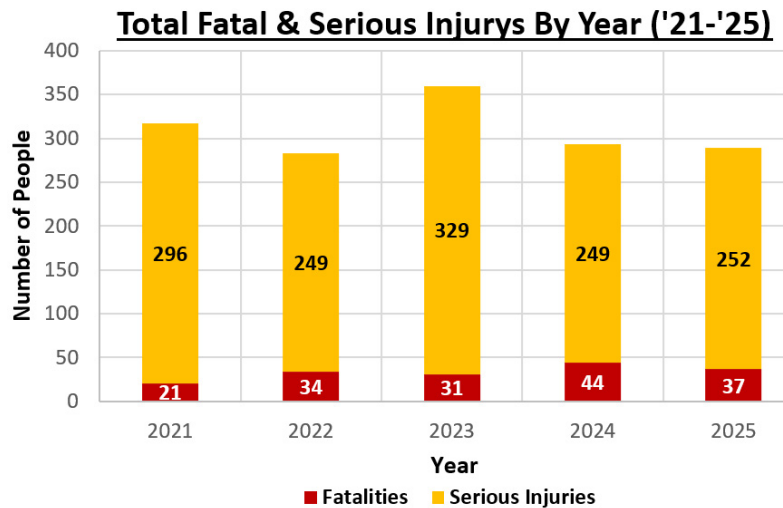
DATA REVIEW



Total KSI

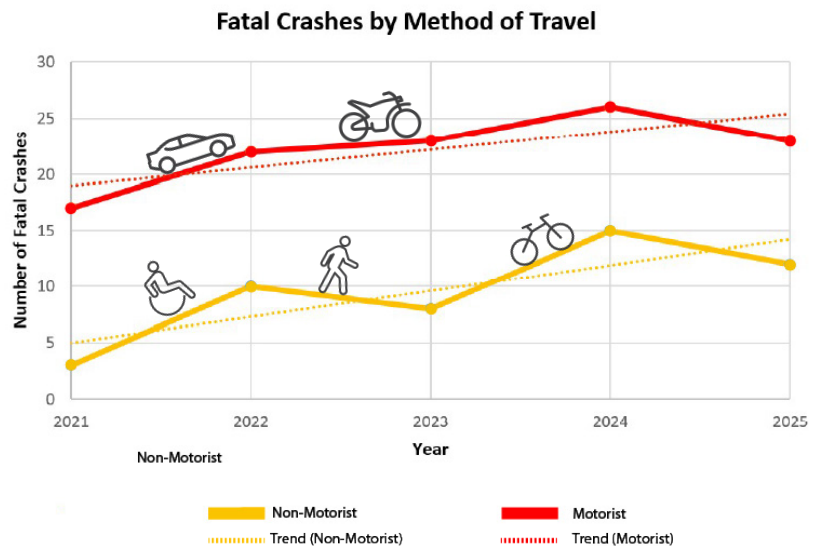
In 2025, there were **289 life altering crashes** resulting in 252 people who were **seriously injured** and 37 who were **killed**.

That represents a modest improvement from 2024 and a continued decline from the 2023 high point. (Action Plan formally adopted Nov. 2023)



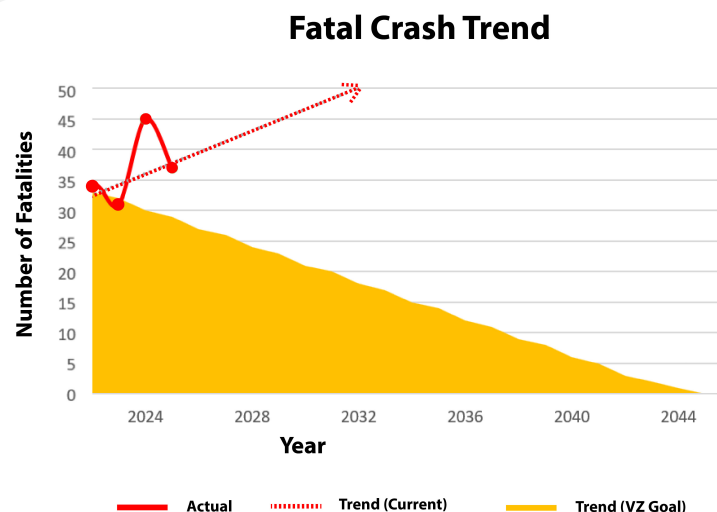
Concerning Trend

When viewed over a full five-year period, **fatal crashes involving both motorists and non-motorists show an overall upward trend.**



The Key Takeaway

Though short-term progress is encouraging, the long-term trend remains concerning. To turn things around and trending to our Vision Zero goal, we must **continue acting with urgency, making both short-term and long-term investments in locations of most need.**



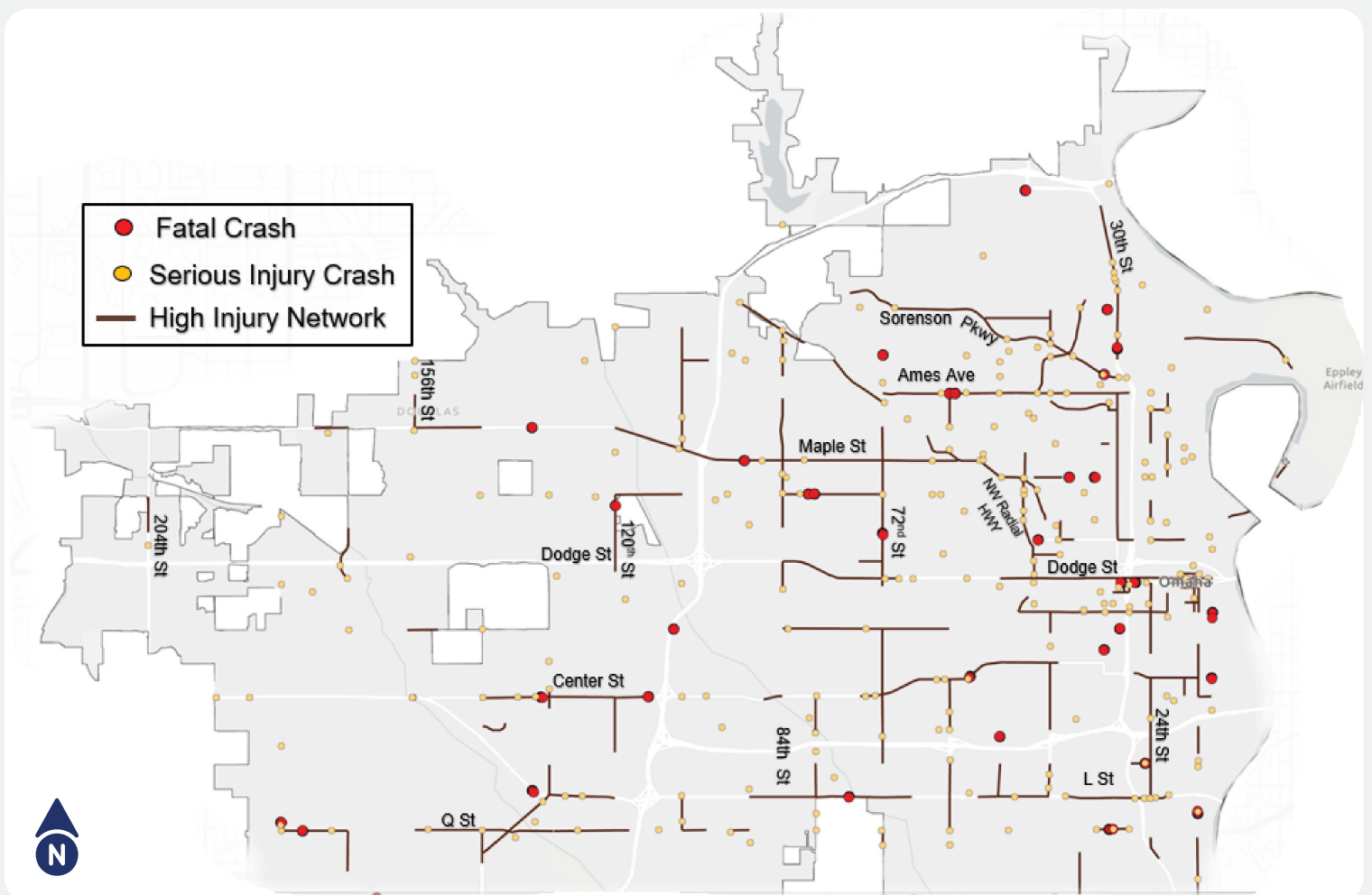
DATA REVIEW - HIN

2025 KSI Locations and the High Injury Network (HIN)

The **High Injury Network (HIN)** is a mapping tool to help identify where the highest number of people are being Killed and Seriously Injured (KSI) on Omaha's transportation system. **This data-driven approach helps the City of Omaha focus limited resources in areas of most urgent need.**

The following map of Omaha identifies the HIN and locates all KSI crashes from 2025 relative to the HIN.

49% of all KSI crashes in 2025 happened on the High Injury Network, which represents only 6.6% of Omaha roads



DATA REVIEW - FATALITIES

CRASH TYPES

Cyclist



6%

2 Total

Rear End



3%

1 Total

Sideswipe



3%

1 Total

Angle/Left Turn



34%

12 Total

Fixed Object/Ran off Road



28%

10 Total

Pedestrian



26%

9 Total

Contributing Factors in Roadway Fatalities in 2025

34%

Speed related

34%

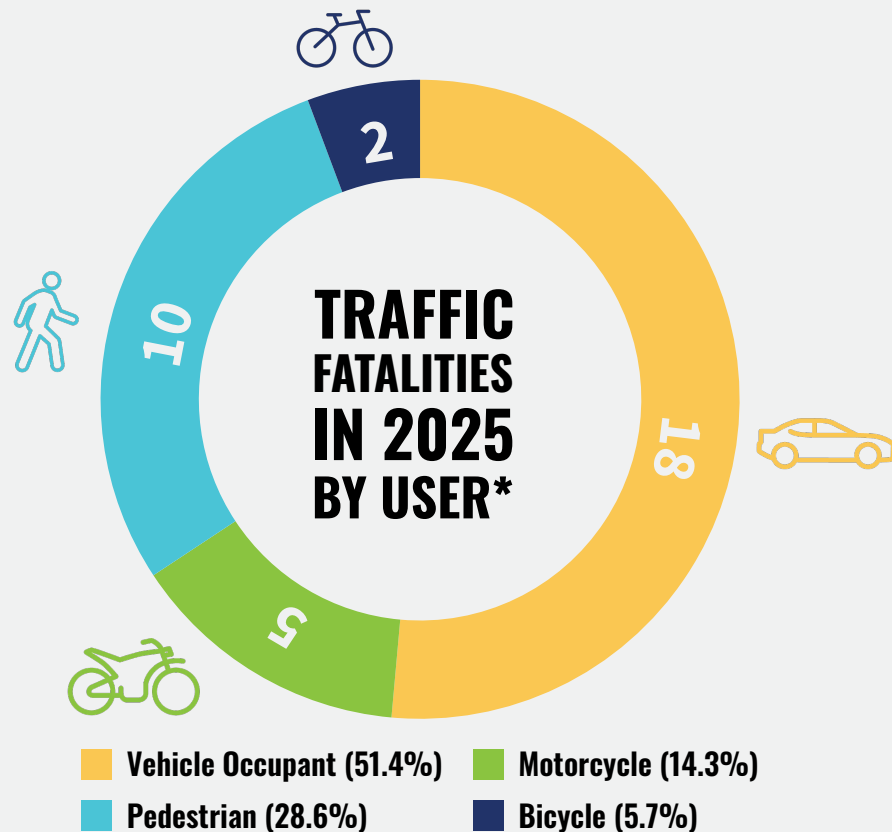
Driving while impaired

60%

of motorcyclists were NOT wearing a helmet

61%

of vehicle occupants were NOT wearing a seat belt



*Fatal Crash totals may differ from "Fatality" totals due to unique crash conditions.

NOTE: Data reflects crashes within public right-of-way (ROW) in Omaha and may differ from other reporting agencies. Omaha's Vision Zero efforts follow the National Highway Transportation Safety Administration's (NHTSA) definitions for crash and fatality data. Counts include only City street crashes, excluding NDOT controlled freeways, crashes on private property, and crashes as a result of police pursuits.

SAFETY BY THE NUMBERS

Steps Toward Zero in 2025



5

speed limit
reductions



16.2M

grant funding awarded to
support roadway safety
projects



1.5

centerline miles of
new bike lanes



76

temporary Speed Feedback
signs deployed on High
Injury Network



2.9

miles of lane
reconfiguration



180

new Leading Pedestrian
Intervals (LPI) at signalized
intersections



197

new painted
crosswalks

BUILDING A SAFE SYSTEM WITH QUICK-BUILDS

Quick-build Projects use low-cost, adaptable materials to deliver safety improvements faster, and by leveraging planned resurfacing projects, the City is turning routine roadwork into safer streets. These projects allow the city to pilot new treatments, collect performance data, and fast-track Vision Zero upgrades to make streets safer sooner.

NOTE: The following projects are being actively monitored. Data on safety and traffic performance continue to be collected, and improvements may be adjusted over time

32nd Ave/ Woolworth - Traffic Calming

Public Works piloted **Omaha's first modular (mini) roundabout** at 32nd Avenue and Woolworth. This project featured pre-fabricated modular material that can be installed without full roadway reconstruction.

This allows faster, more flexible, and cost-effective traffic calming compared with traditional concrete (permanent) roundabouts.



BUILDING A SAFE SYSTEM WITH QUICK-BUILDS

N 30th St (Grebe St to Filmore St) - 1/2mile



Traffic Calming and Vulnerable Road User Improvements



Paint and post “road narrowing”



Pedestrian refuge island/slowing wedge



Enhanced roadway markings and signage



Improved transit access

Center St (61st St to 51st/Saddle Creek) – ¾ Mile



Traffic Calming and Vulnerable Road User Improvements



Access Control (restricting left turns) with concrete and modular medians and posts



New and enhanced high visibility pedestrian crossings



Additional lighting (planned '26)



BUILDING A SAFE SYSTEM WITH QUICK-BUILDS

19th St (Leavenworth to Harney St) – 1/4 mile



Traffic Calming and Vulnerable Road User Improvements



New **northbound** buffered bike lane



Shorter pedestrian crossings



Improved sight-lines

108th St (Emmet St to Ogden Plaza) – 1 1/2 Miles



Traffic Calming and Vulnerable Road User Improvements



4 lanes → 3 plus center turn lane



More predictable and safer traffic flow



Fewer conflicts, better sight lines, shorter crossings



New dedicated bike lanes improve connectivity

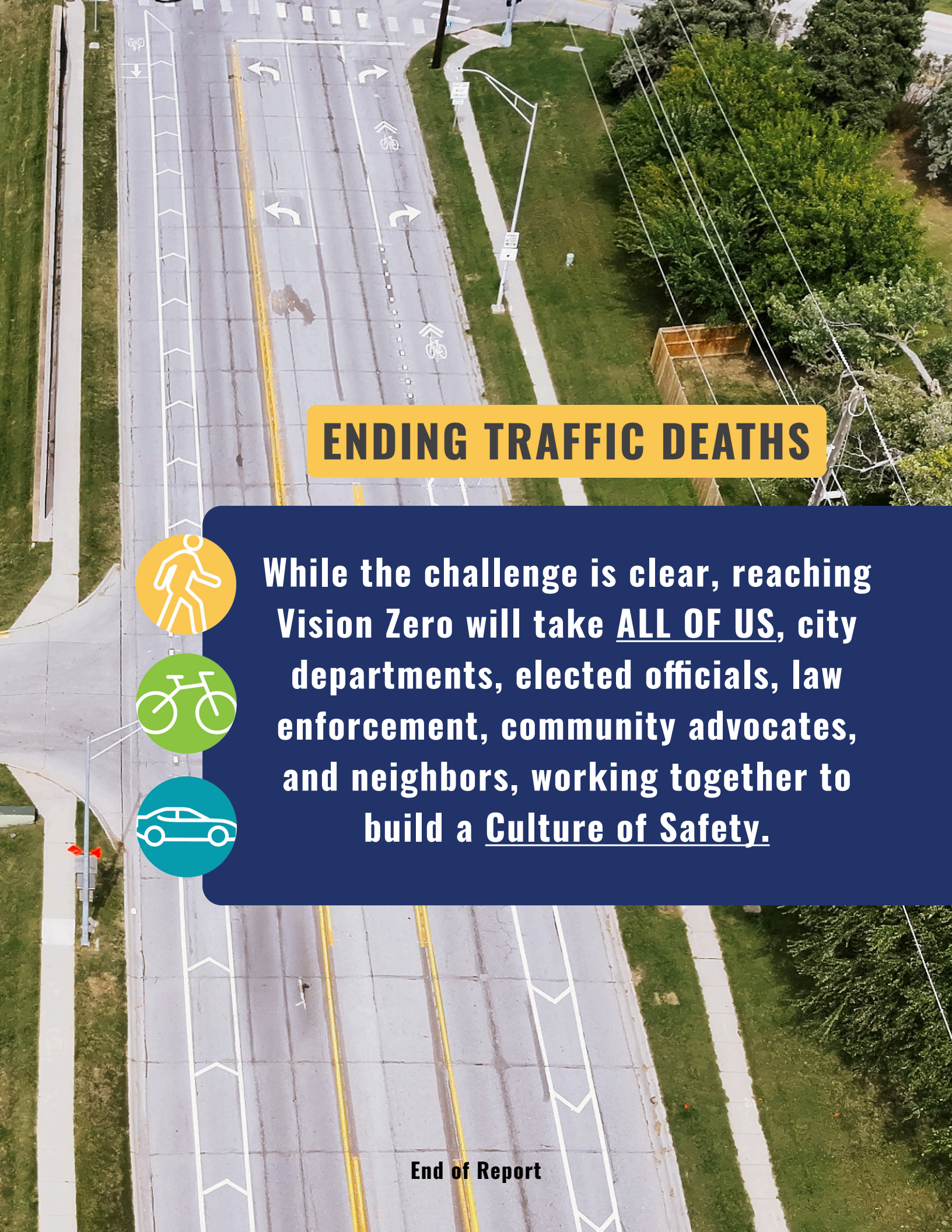


Strategy & Policy Initiatives

PROGRESS KEY			
 Not Started		 Initiated	
 Moderate Progress		 Significant Progress	
 Implemented		 Implemented & Ongoing	
Recommendation	Recommendation Summary	Progress	Notes
Speed Management Plan	The City will develop a Speed Management Plan aimed at reducing KSI crashes by evaluating speed-setting methods, identifying effective speed reduction strategies, creating enforcement and design toolboxes, conducting public outreach, and prioritizing high-risk areas.		City applied for and was awarded a grant to develop this plan. Grant-funded planning effort was delayed and is expected to start in Spring of 2027.
Speed Feedback Signs	City will develop a Speed Feedback policy to guide their deployment using a data-driven process based on crash data, speed trends, user activity, and land use. View the Speed Feedback policy here.		Policy is actively in use and is guided by the VZ High Injury Networks.
Enhanced Speed Enforcement	Expand Omaha's speed enforcement using additional resources, alternative tactics, and equitable, data-driven site selection based on crash rates, prevailing speeds, pedestrian/bicycle activity, land use, and public input.		
Communication and Outreach Supporting Enforcement	The City should implement targeted communication campaigns on key issues like speed, impairment, and red-light running, using strategic messaging, city-owned media channels, and regular outcome reporting to inform and engage the public.		
Leverage Public-Private Partnerships	The City of Omaha should seek public-private partnerships that provide funding, expertise, volunteers, and marketing support to enhance traffic safety and outreach efforts.		
Enhanced Police Impairment Enforcement	Expand Omaha's impairment enforcement using additional resources and alternative tactics like high-visibility patrols and sobriety checkpoints, with data-driven site selection based on crash rates, pedestrian/bicycle activity, land use, and public input.		
Police Traffic Safety Vision and Values	Omaha Police Department should revise its Vision and Values to explicitly include traffic safety as a core responsibility.		
Driver Education Financial Assistance	Omaha should expand access to driver's education by providing financial aid to lower-income teens and promoting its importance to improve safe driving practices.		
Safe Routes To School (SRTS) Policy and Program Development	City should develop a SRTS program to improve safety of students walking or riding to school.		Consultant hired. Expect to begin work in Spring 2026.

Strategy & Policy Initiatives

PROGRESS KEY					
 Not Started	 Initiated	 Moderate Progress	 Significant Progress	 Implemented	 Implemented & Ongoing
Recommendation	Recommendation Summary	Progress	Notes		
Intersection Control Policy	Omaha should implement a formal Intersection Control Evaluation process to systematically assess and transparently select intersection designs for capital projects based on safety, multimodal access, cost, and benefit-to-cost analysis.				
Traffic Safety Guidelines for Private Development (Traffic Impact Studies)	The Driveway Regulations and Guidelines manual should be updated to prioritize safety in driveway design and traffic impact studies, requiring crash analysis aligned with Vision Zero principles and demonstrating safety benefits for any private improvements in the public right-of-way.		Draft Policy is nearing completion.		
Complete Streets Design Guide	The City should update the CSDG to supplement the strategies to align with the principals, focus areas, and countermeasures outlines in VZAP.		Grant funding awarded to hire a consultant. Project is expected to begin Fall '26.		
Prioritized CIP Process	The City of Omaha could strengthen the role of safety in the Capital Improvement Program (CIP) by aligning the 2025–2030 program with the Vision Zero Action Plan and using a broader prioritization framework that emphasizes safety while also considering mobility, equity, state of good repair, traffic operations, and economic development.		The Mayors Infrastructure and Streets task force is developing scoring criteria with safety as a strong consideration for transportation projects in the City's CIP		
Vision Zero Dashboard and Data System	Omaha should expand its crash dashboard to include serious injuries and project tracking, while also developing a centralized, citywide data system to enable ongoing analysis, coordination, and data-driven safety improvements.		Project map data under development		
Institutionalizing a Vision Zero Committee	The City should formalize a cross-sector Vision Zero Executive Committee to provide sustained leadership, accountability, and oversight, ensuring momentum and effective implementation of the Action Plan beyond political transitions.		Re-authorized in 2025 via Executive Order by Mayor Ewing		
Vision Zero Annual Report	The City of Omaha should produce a comprehensive Vision Zero Annual Report to transparently evaluate progress toward VZAP goals		Available on VZ website: https://www.omahavisionzero.com/pages/news		
Pedestrian Safety Zones	Pedestrian Safety Zones are geographic areas where a high concentration of severe crashes involving pedestrians exist or where areas with a high rate of walking where severe pedestrian crashes could occur. These locations should be identified and a plan created to systematically improve pedestrian safety and slow vehicle speeds in the area.		Data analysis ongoing.		
Fatal Crash Review Commission	Omaha should establish a Fatal Crash Review Commission to bring together a multidisciplinary team to analyze fatal crashes and recommend systemic safety improvements within the Safe System framework.		Re-authorized via Executive Order by Mayor Ewing.		



ENDING TRAFFIC DEATHS



While the challenge is clear, reaching Vision Zero will take ALL OF US, city departments, elected officials, law enforcement, community advocates, and neighbors, working together to build a Culture of Safety.

End of Report