

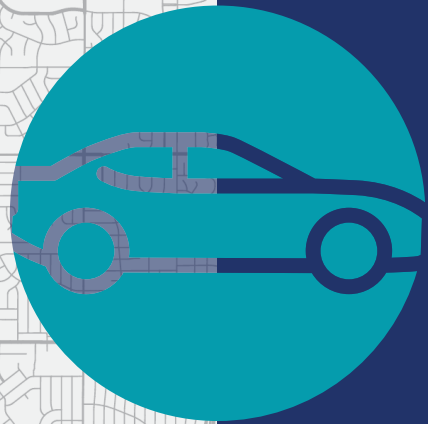
VISION ZERO OMAHA



ENDING TRAFFIC DEATHS

>> ACTION PLAN >>

FALL 2023



Omaha has committed
to eliminating traffic
deaths and serious
injuries on our streets.
We can and will make
our streets safer for
everyone in Omaha.

**NO LOSS OF LIFE
IS ACCEPTABLE.**

VISION ZERO OMAHA 

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» INTRODUCTION



» A LETTER FROM THE MAYOR

Public safety is my primary responsibility. The safety of everyone who uses our roads is critically important for a safe city like Omaha.

The recommendation to join the Vision Zero network started with the Active Living Advisory Committee, a volunteer group I created by Executive Order. For several years, traffic deaths and serious crash injuries have increased at an alarming rate. This is why we have made a commitment to become a Vision Zero City.

Vision Zero is based on the principal that traffic deaths and injuries are preventable. It's a common-sense goal we should strive for.

I named a task force to study crash trends, roadway design and other factors that contribute to fatal and personal injury crashes. That work was the first step, resulting in the Vision Zero Action Plan.

Our plan will be focused on safe speeds, safe users and safe streets.

This process has been guided by a project team and a Technical Advisory Committee that includes citizen representatives, safety advocates, non-profit organizations, transit agencies, Omaha Police, Fire, Planning and Public Works Departments and our consultants WSP and JEO Consulting Group.

Thank you to these team members and to everyone who has provided input at public meetings, pop-up events and online. Community involvement and buy in will be the key to reducing deaths through Vision Zero.

We all have a role and a responsibility to successfully implement the plan. If there is a city that has the will and expertise to accomplish the Vision Zero goals, Omaha is the city, and now is the time!

Sincerely,



Jean Stothert
Mayor, City of Omaha

» WE REMEMBER

Before delving into the specifics of the Vision Zero Action Plan, it is important to remember those who have lost their lives in traffic crashes in Omaha. Each of these tragedies has left a mark on our community, and their memory will continue to motivate our efforts to create safer streets for all.

This section serves as a tribute to those we have lost and a reminder of the importance of our commitment to Vision Zero.

NO LOSS OF LIFE IS ACCEPTABLE.

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

● Loss of Life

Roadside Memorial at 52nd St & NW Radial Hwy



Roadside Memorial at 31st St & Ames Ave



261
TOTAL LIVES LOST
FROM 2011-2020

» ACKNOWLEDGMENTS

This Vision Zero effort started over five years ago and has culminated in a year-long analysis, planning, and public engagement process that involved community members, city officials, and transportation experts. This plan outlines a wide range of strategies and actions that are intended to reduce traffic-related fatalities and injuries by addressing the underlying causes of crashes.

PROJECT TEAM

CITY OF OMAHA

Austin Rowser, *City Engineer*

Jeff Sobczyk, *Vision Zero Coordinator*

Jeff Riesselman, *Omaha Public Works*

Krista Wassenaar, *Omaha Public Works*

Nick Gordon, *Omaha Public Works*

WSP

Jay Aber Karin Hassner

Tim Adams Steff Hedenkamp

Josh Boehm Joe Milsap

David Church Le Zhang

JEO CONSULTING GROUP

Lonnie Burkland

Mark Lutjeharms

Matt Selinger

Kari Slattery

Alyssa Vaughan

CITYFI

Karla Peralta

Story Bellows

Camron Bridgford

EXECUTIVE COMMITTEE

Keith Station*, *Office of the Mayor*

Jacquelyn Morrison*, *Office of the Mayor*

Robert Stubbe, *Public Works Director*

Eric Englund, *Assistant Planning Director*

Daniel Seder, *Assistant Parks Director*

Steve Scarpello, *City Council Assistant*

Chief Kathy Bossman*, *Omaha Fire Department*

Lt Allen Straub, *Omaha Police Department*

Mike Helgerson, *Executive Director of MAPA*

* Also on Technical Advisory Council

TECHNICAL ADVISORY COMMITTEE

Derek Miller, *Omaha Planning*

Kevin Carder, *Omaha Planning*

Ken Smith, *Omaha Parking and Mobility*

Evan Schweitz, *Metro Transit*

Chris Wagner, *Project Extra Mile*

Triletty Wade, *Safe Omaha Streets*

Benny Foltz, *Heartland Bike Share*

Ryan Wishart, *Creighton - Sociology, Social Science Data lab*

Brittany Dabestani, *Benson BID*

LaVonya Goodwin, *North 24th St BID*

Matt Oberst, *Blackstone BID*

Daniel Lawse, *Verdis Group*

Andy Wessel, *Douglas County Dept. of Health*

Carlos Morales, *MAPA*

Tom Everson, *Keeps Kids Alive, Drive 25*

Eric Koeppe, *National Safety Council - Nebraska Chapter*

Karen Saxton, *UNMC - Nebraska Med Trauma*

Katie Pierce, *CHI Trauma Center*

James Hubbard, *Sherwood Foundation*

Holly Barrett, *Downtown BID*

Pell Duvall, *Active Living Advisory Committee*

Meaghan Fitzgerald Walls, *Advisory Commission for Citizens with Disabilities*



RESOLUTION NO.

2023-1141

City Clerk Office Use Only:

Publication Date (if applicable):

Agenda Date: 11/14/2023

Department: Public Works

Submitter: Crystal Roberts

CITY OF OMAHA

LEGISLATIVE CHAMBER

Omaha, Nebraska

RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

WHEREAS, the City's project team and a Technical Advisory Committee, consisting of citizen representatives, safety advocates, non-profit organizations, transit agencies, Omaha Police, Fire, Planning and Public Works Departments, as well as WSP and JEO Consulting Group, have recently undertaken a review of factors contributing to fatal and personal injury crashes; and,

WHEREAS, this team, Committee, et al, has subsequently proposed strategies and policies to eliminate traffic fatalities and serious injuries to all road users within the city by 2045; and,

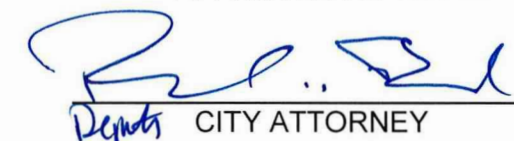
WHEREAS, in response to the analysis, review and comments garnered, the Public Works Department now puts forth the *Vision Zero Action Omaha Plan*, which by this reference becomes a part hereof.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

THAT, as recommended by the Mayor, the *Vision Zero Omaha Action Plan* is hereby approved and adopted for use.

1325cvr

APPROVED AS TO FORM

 11/14/23
Deputy CITY ATTORNEY DATE

Adopted:

NOV 14 2023 7-0

Attest:

City Clerk

Approved:

Mayor

» EXECUTIVE SUMMARY

Omaha's Vision Zero Action Plan is a comprehensive and data-driven plan to eliminate traffic fatalities and serious injuries on Omaha's streets. The plan is 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.

The plan includes a number of proven strategies for Omaha to achieve Vision Zero, including:

Safe Speeds: Reducing speeds on Omaha's streets is one of the most important things we can do to prevent traffic fatalities and serious injuries. The plan includes a number of strategies to reduce speeds, such as traffic calming devices, reconfiguring lanes, and speed management plans.

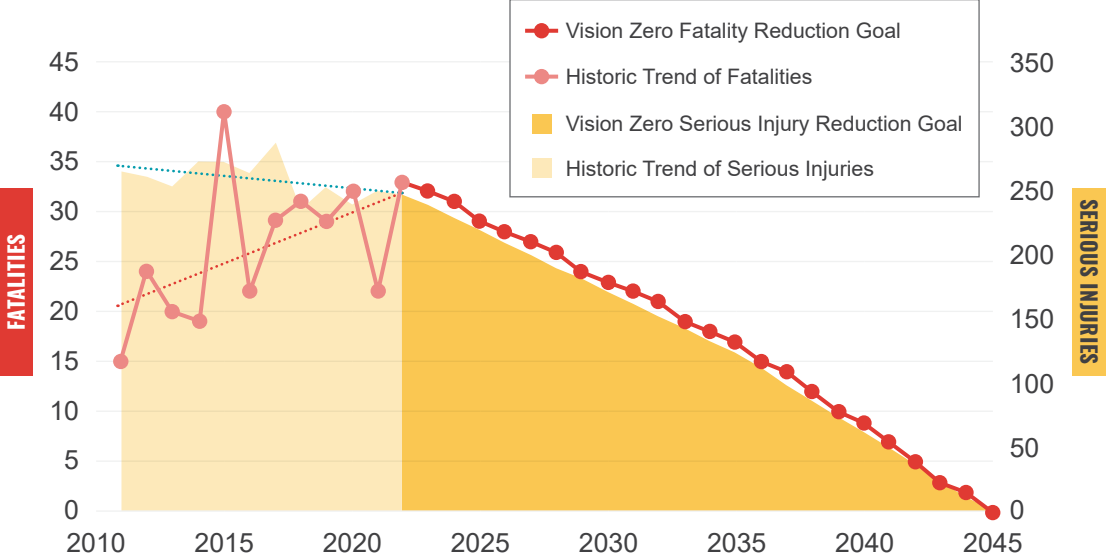
Safe Users: The plan also includes several strategies to make Omaha's streets safer for drivers, pedestrians, cyclists, and other vulnerable road

users. These strategies include supporting communication and outreach efforts, expanding transit use, enhanced police enforcement, and traffic safety education.

Safe Streets: These strategies are intended to make Omaha's streets themselves safer and more accessible to people of all ages and abilities. These strategies include improving road design with a more context-sensitive approach and addressing new and existing policies through the perspective of a Safe System Approach.

The Vision Zero Omaha Action Plan is a bold and ambitious plan, but it is one that is necessary to prevent traffic fatalities and serious injuries in our city. The plan is based on the best available evidence, and it has the support of the city and community. We are confident that, by working together, we can achieve Vision Zero and make Omaha's streets safer for everyone.

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



» WHY VISION ZERO?

“Vision Zero is a comprehensive and holistic approach to safer streets that enhances the quality of life for ALL of us in Omaha. The work of Vision Zero requires collaboration and leadership to improve safe mobility and access through a Safe System Approach.”

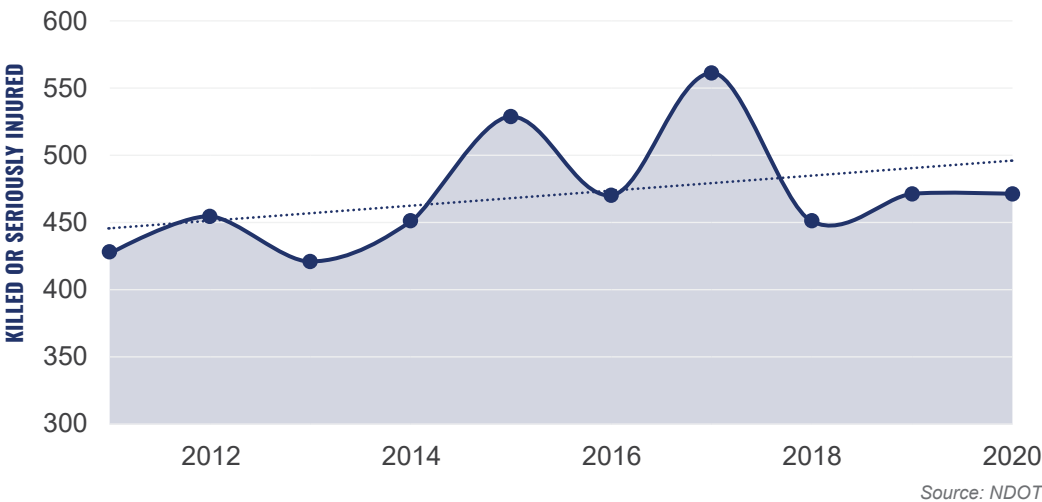
– Omaha Mayor Jean Stothert

Omaha is embracing **Vision Zero**, a global initiative that rejects the belief that deaths and serious injuries on our roads are an acceptable cost of transportation mobility. The vision is **ZERO** deaths and **ZERO** serious injuries on our roads. Life-altering traffic crashes can be prevented. Mayor Jean Stothert made the commitment for Omaha to implement Vision Zero following the recommendations of the Omaha Vision Zero Task Force.

FROM 2011 TO 2020 ON OMAHA STREETS THERE WERE:



FROM 2011 TO 2020 IN OMAHA, THERE WAS AN UPWARD TREND IN THE NUMBER OF PERSONS KILLED AND SERIOUSLY INJURED IN CRASHES



» VISION ZERO GUIDING PRINCIPLES

The City of Omaha, with the help of the Technical Advisory Committee (TAC) and Executive Committee, created a set of guiding principles that influenced all aspects of this plan. The Vision Zero Omaha Action Plan will address:

	ALL MODES OF TRANSPORTATION	Eliminating traffic deaths for people walking, biking, accessing transit, and driving.
	EQUITY	Focusing on equitable safety solutions prioritized to the areas of greatest need to ensure safe access is available to everyone.
	DATA-DRIVEN SOLUTIONS	Following industry best practices, evidence-based solutions, and local data analysis.
	PUBLIC INPUT	Being guided by feedback from the public.
	EDUCATION	Informing the public of the importance of Vision Zero and a shared responsibility of all roadway users and city officials.
	COMMITMENT & ACCOUNTABILITY	Gaining buy-in at all levels of leadership and guide alignment of funding, policies, and processes.
	URGENCY	Focusing on quick action to address the urgent need to stop the continued loss of life and severe injuries.

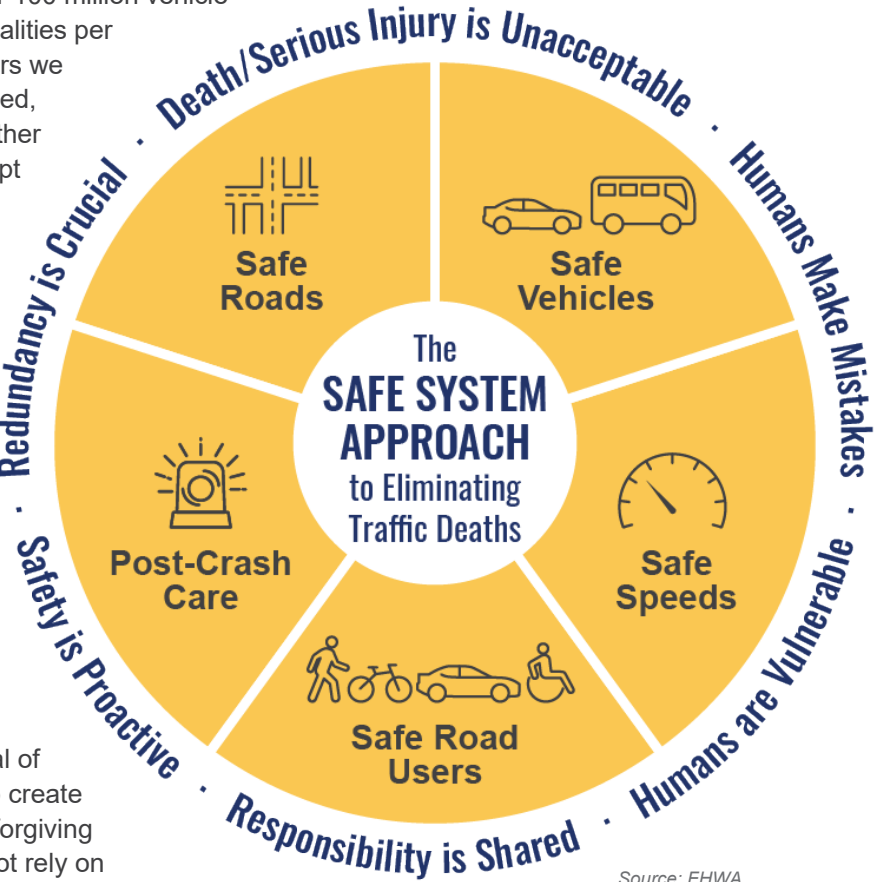
» WHAT IS VISION ZERO?

Vision Zero is a global road safety initiative that originated in Sweden in the late 1990s. The core principle of Vision Zero is the belief that all traffic fatalities and serious injuries are preventable, and that no loss of life is acceptable. The goal of Vision Zero is to create a transportation system that prioritizes safety above all else, using a data-driven approach to identify and address the root causes of traffic crashes.

THE SAFE SYSTEM APPROACH

Over the last six decades, traffic fatalities in Nebraska have decreased from 5.0 fatalities per 100 million vehicle miles (HMVM) in 1966 to 1.0 fatalities per HMVM in 2010. In those 45-years we should be proud of the lives saved, but the same strategies have either been exhausted or failed to adapt to the changing problems. This incredible progress has stagnated over the last decade, having ticked upward by 20% to 1.2 fatalities per HMVM in 2020. The Safe System Approach is a new way of addressing transportation safety.

The Safe System Approach 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.



Source: FHWA

The Safe System Approach is based on four fundamental principles:

1
PEOPLE MAKE MISTAKES

The Safe System Approach recognizes that human error is inevitable, and that people will make mistakes when using the transportation system.

2
SYSTEMATIC SAFETY

The transportation system must be designed to be safe, even when road users make mistakes.

3
SHARED RESPONSIBILITY

All stakeholders, including road users, engineers, elected officials, emergency responders, and transportation planners, have a role to play in creating a safe transportation system.

4
CONTINUOUS IMPROVEMENT

The Safe System Approach is a continuous process of improvement, with a focus on identifying and addressing the root causes of traffic crashes.

By implementing the Safe System Approach, cities and countries can create transportation systems that are more accommodating to human error, and that prioritize the safety of all road users.



WORDS MATTER

Words used in conversation and shared by the news media to describe traffic crashes are important. Words communicate ideas, and these ideas influence how individuals, readers, listeners and viewers think about what has happened and what should be done about it. Those that report news and the public can help advance the work of the City and the Omaha Vision Zero efforts by keeping in mind:

- **Using the term "crash" instead of "accident."** The word "accident" implies that the crash was unavoidable, but traffic crashes can be prevented.
- **Don't assign a simple cause to a crash.** There are specific risk factors that contribute to serious crashes. When talking or reporting on a crash, it is important to highlight these factors. Instead of assigning blame, ask questions about what could have prevented the crash.
- **Report with compassion about the people involved in a crash.** Small mistakes can have fatal consequences in traffic crashes. Be mindful of the victims and their families when discussing a crash.
- **Don't blame crash victims.** Pedestrians and cyclists are often blamed for crashes, even though they are not the only ones at fault. We need to be fair and accurate in discussing those involved.
- **Be aware of survivorship bias.** If there are two witnesses to a crash, and one is killed, the person who died cannot speak on their own behalf. Don't take one party's word at face value.

» A COMMUNITY OF VISION ZERO CITIES



A goal of the Vision Zero Omaha movement is to become a member of the Vision Zero Network of cities. More than 45 communities have committed to Vision Zero in the U.S. and the concrete goals of moving the needle further on safety, they include:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place.
- Key departments (including transportation, public health and mayors' offices) are leading.

When compared to peer cities (of similar size and in those in geographic area), Omaha is the middle of the pack. This does not mean there isn't more we can do to continue to improve safety in the City. By becoming a part of the Vision Zero Network and looking to our peers, we can analyze best practices and how to move forward most effectively to reduce fatal and serious injury crashes to zero.



Source: NHTSA 2015-2019

» RECENT SUCCESSES IN OMAHA

Safety has always been a top priority in Omaha. There are many new strategies as part of the Vision Zero Action Plan, and many recommendations are building on existing efforts.

Omaha has Completed or Planned Construction for:

**57** ROUNDABOUTS

**19** SIGNAL IMPROVEMENTS AT HIGH INJURY INTERSECTIONS

**107** PEDESTRIAN CROSSING IMPROVEMENTS

**25+** MILES OF ROADWAY SAFETY IMPROVEMENTS

SUCCESS STORY: 42nd & Q Roundabouts

In 2016 two signals at this location were converted to dual roundabouts. In a before-after study, **crashes were reduced by 20-40% and severity crashes were decreased by 60%.**



SUCCESS STORY: Farnam Street

In 2022, Farnam Street in the Blackstone District was converted from three through-lanes to two. Additionally, enhanced pedestrian crossings were added and leading pedestrian intervals implemented at the signals. From a before-after study the **average speeds have decreased from 30 mph to 25 mph** and these improvements are anticipated to **decrease crashes by 20-50%.**



RECENT OMAHA SAFETY IMPROVEMENTS



 Pedestrian Safety Improvements



 Roundabouts



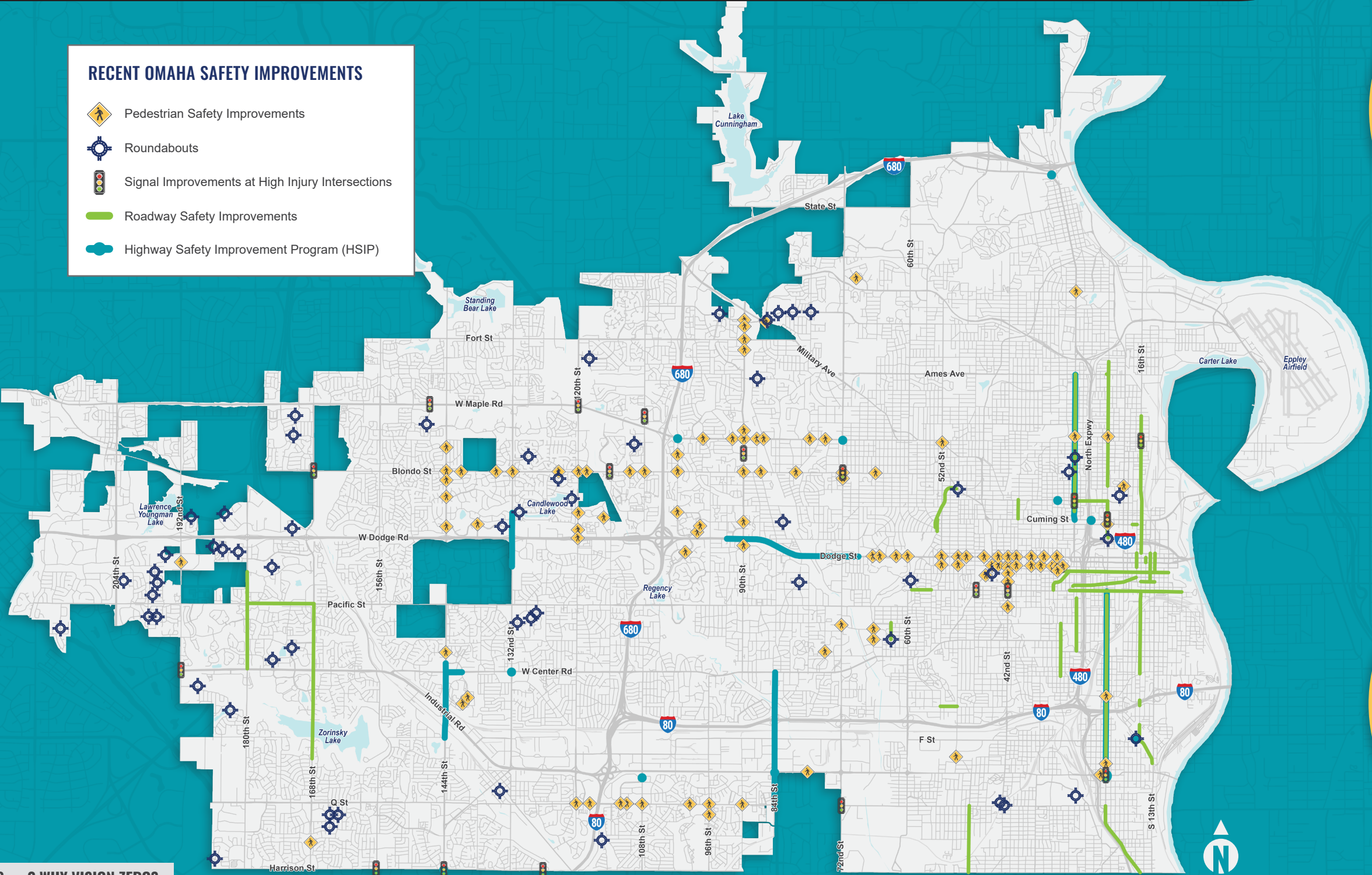
 Signal Improvements at High Injury Intersections



 Roadway Safety Improvements



 Highway Safety Improvement Program (HSIP)



» WHAT WE HAVE HEARD

In the fall of 2019, the Omaha Vision Zero Task Force made the recommendations that the City hire a Vision Zero Coordinator, develop an action plan, and start a robust engagement effort to build community knowledge and momentum around traffic safety. In 2022, the task force expanded and became the **Vision Zero Technical Advisory Committee (TAC)**, which has been critical in guiding the Vision Zero Action Plan’s progress.

ORGANIZATIONS AND MEMBERS OF THE TAC INCLUDE:

- Benson Business Improvement District (BID)

Blackstone BID

CHI Trauma Center

Creighton - Sociology, Social Science Data Lab

Douglas County Department of Health

Downtown BID

Heartland Bike Share

Keeps Kids Alive, Drive 25

(Mayor’s) Active Living Advisory Committee

(Mayor’s) Advisory Commission for Citizens with Disabilities

Metro Area Planning Agency

Metro Transit

National Safety Council - Nebraska Chapter

North 24th St BID

North Saddle Creek BID
- Office of the Mayor

Old Elkhorn BID

Omaha Fire Department

Omaha Parks Department

Omaha Planning Department

Omaha Police Department

Omaha Public Schools

Omaha Public Works Department (Traffic; Design)

Park Omaha

Project Extra Mile

Safe Omaha Streets

Sherwood Foundation

South Omaha BID

UNMC - Nebraska Med Trauma

Verdis Group

COMMUNITY ENGAGEMENT

Engaging the public is essential to the success of the Vision Zero Action Plan. Pop-up events were hosted around the city at community centers, farmer’s markets, fish frys, and neighborhood festivals. By listening to public opinions and collaborating on solutions, we built a foundation for success. Additionally, celebrating the plan’s achievements will help the community see the benefits of improved driver behavior and engineering projects. Twelve pop-up events were held between January and July 2023, with more than 450 attendees at these events and more than 580 comments received. All input provided was collected and considered for the plan’s recommendations. On August 15, 2023, nearly 90 people attended the open house meeting at the UNO Barbara Weitz Community Engagement Center. An overview of the plan plus draft recommendations were presented. Twenty-three comment forms were completed following a two-week public comment period. Appendix A contains a comprehensive summary of all community and public engagement activities.



POP-UP EVENTS

- 01/25/23: Saddlebrook Community Center

01/26/23: Florence Community Center

01/28/23: State of North Omaha & State of African Americans

03/08/23: South Omaha Library

03/10/23: Our Lady of Lourdes Fish Fry
- 03/16/23: Keep Kids Alive Drive 25 Classic Car Fundraiser

04/22/23: Earth Day

04/23/23: Healthy Kids Day

05/13/23: Cinco de Mayo

05/27/23: Sheelytown Night Market

06/17/23: Freedom Festival

07/29/23: Benson Days

ONLINE ENGAGEMENT

In order to meet the public where they are, OmahaVisionZero.com was leveraged to help engage the public to provide comments. The site includes information about the ongoing Vision Zero planning efforts, media guide, upcoming events, and online engagement opportunities. One of these opportunities is an interactive traffic safety issues map that invites citizens to identify locations where they feel unsafe driving, walking, or biking in Omaha.

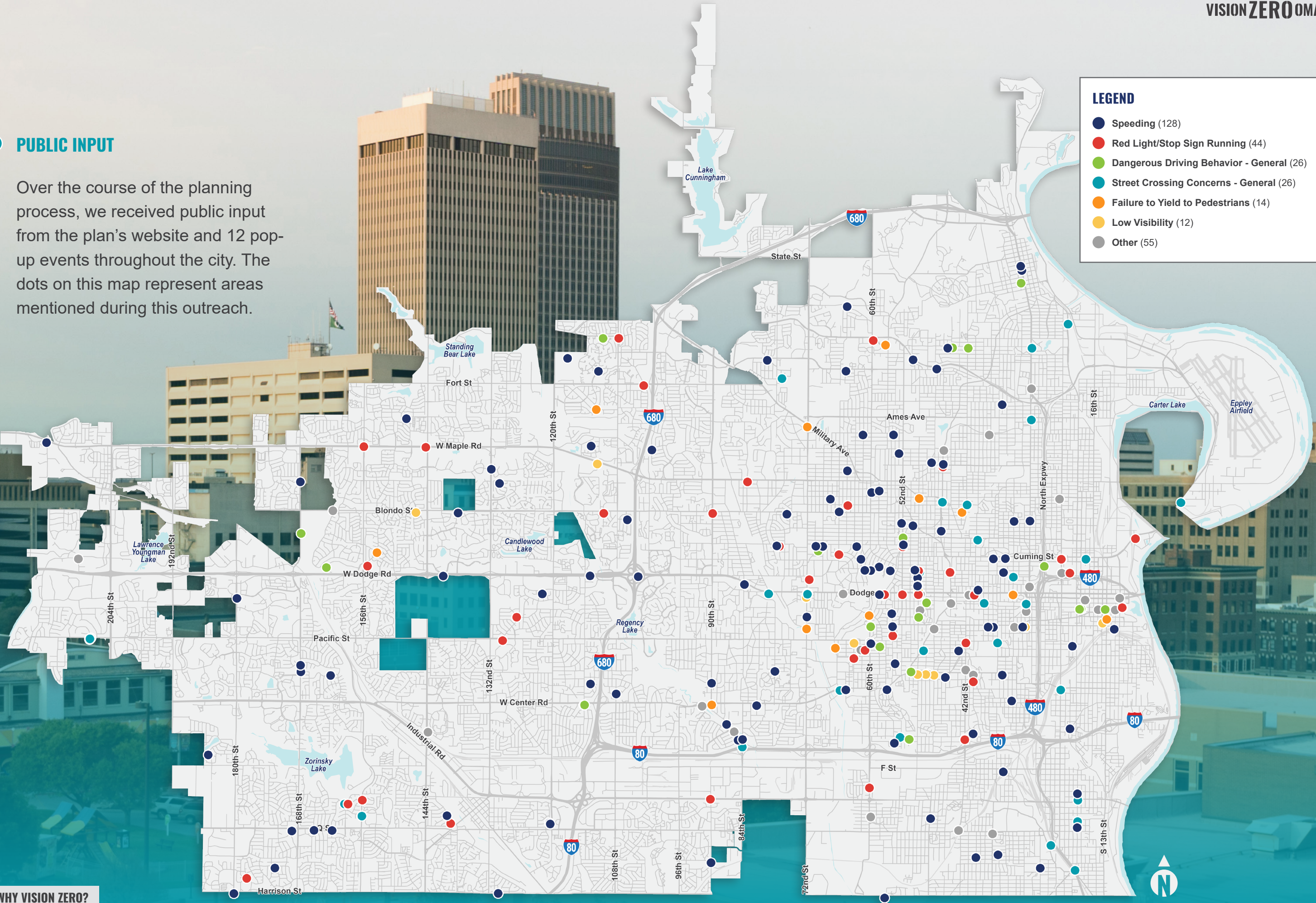


PUBLIC INPUT

Over the course of the planning process, we received public input from the plan’s website and 12 pop-up events throughout the city. The dots on this map represent areas mentioned during this outreach.

LEGEND

- Speeding (128)
- Red Light/Stop Sign Running (44)
- Dangerous Driving Behavior - General (26)
- Street Crossing Concerns - General (26)
- Failure to Yield to Pedestrians (14)
- Low Visibility (12)
- Other (55)



» WHO IS IMPACTED?

The City of Omaha carried out a comprehensive analysis of crash data across the city. Data-driven is a guiding principle of this action plan and indispensable to the Vision Zero effort. This data-driven approach aids in pinpointing precise crash concerns linked to equity, mode share, roadway characteristics, intersection types, and behavioral elements. By merging this data analysis with active involvement from the Vision Zero Technical Advisory Committee and public input, we established purposeful areas for enhancement, identified effect countermeasures, and created an Action Plan poised to propel Omaha’s journey towards zero.

It should be noted that only crashes on non-freeway roadways were analyzed. This is due to the City of Omaha having a limited control of how they operate (Nebraska DOT has primary jurisdiction) and the characteristics of freeway crashes are much different than those on local, collector, and arterial roadways.



» CRASH MAPPING

HIGH INJURY NETWORK

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 resources in areas of most urgent need. The most recently available 10-years of crash data (2011–2020) was used to create both an All Modes (Vehicles, Cyclists, Pedestrians, etc.) HIN and a Pedestrian HIN.

The Priority HIN segments account for 22% of KSI crashes but only 2.3% of road miles.

This shows that on these 46.5 miles of road, KSI crashes are over 9x more likely to occur. Similarly, the other HIN segments are also over-represented.

ALL MODES HIGH INJURY NETWORK

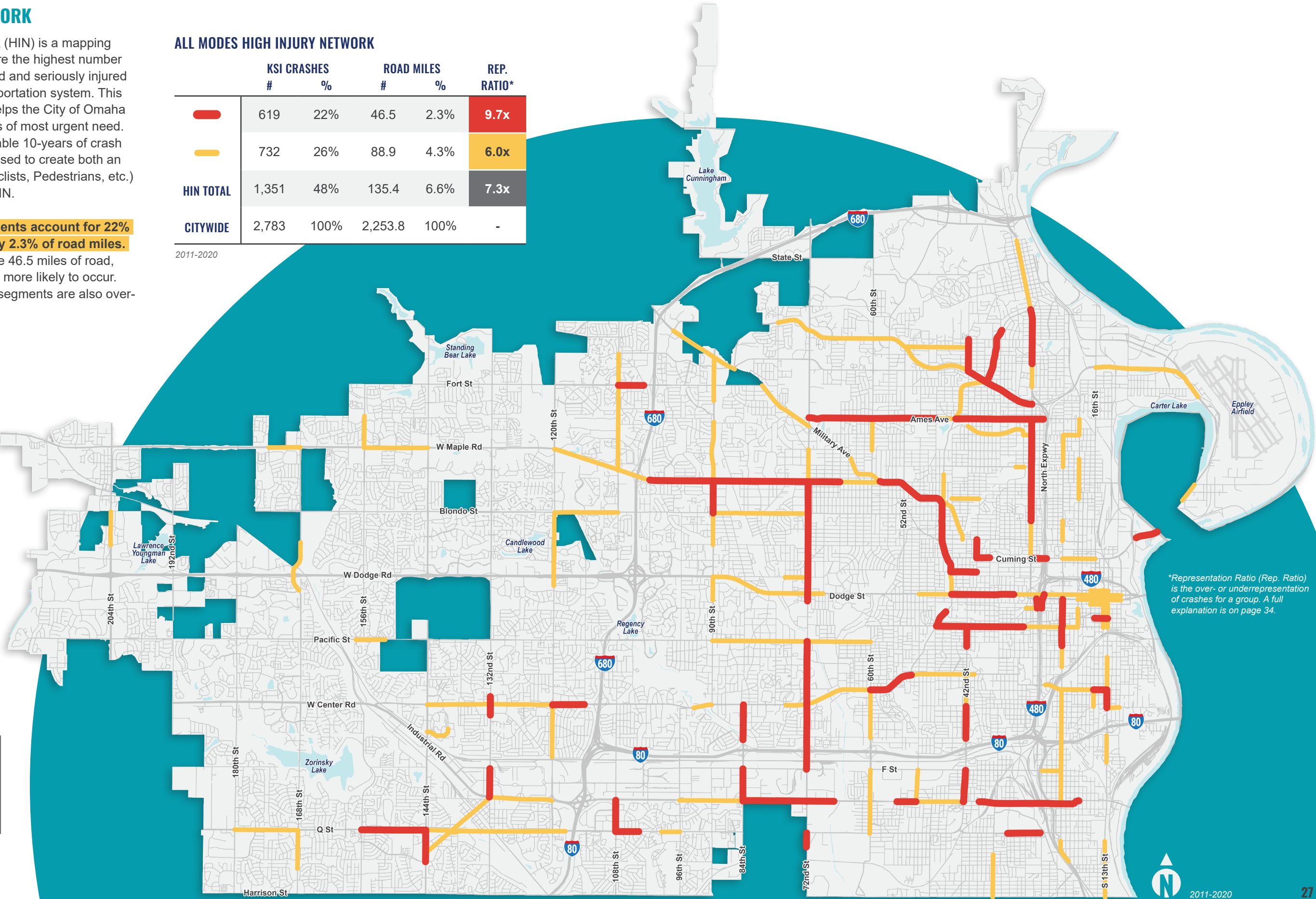
	KSI CRASHES		ROAD MILES		REP. RATIO*
	#	%	#	%	
	619	22%	46.5	2.3%	9.7x
	732	26%	88.9	4.3%	6.0x
HIN TOTAL	1,351	48%	135.4	6.6%	7.3x
CITYWIDE	2,783	100%	2,253.8	100%	-

2011-2020

LEGEND

Priority HIN

HIN



PEDESTRIAN HIGH INJURY NETWORK

Like the All Modes HIN, the Pedestrian HIN was determined based on clusters of multiple pedestrian KSI crashes on corridors in Omaha. Pedestrians who represent some of the most vulnerable road users, account for an outsized number of killed and seriously injured users on our streets. A Pedestrian HIN was created to help focus the attention on areas where people that walk or roll are most affected. A bicycle HIN was not able to be created due to the low amount of KSI bicycle crashes in Omaha.

Even more dramatic than the All Modes HIN, the Priority HIN segments on the Pedestrian HIN account for 32% of Pedestrian KSI crashes on less than 1% of road miles. **Pedestrian KSI crashes are over 38x more likely to occur on these Priority HIN segments compared to an average Omaha street.**

PEDESTRIAN HIGH INJURY NETWORK

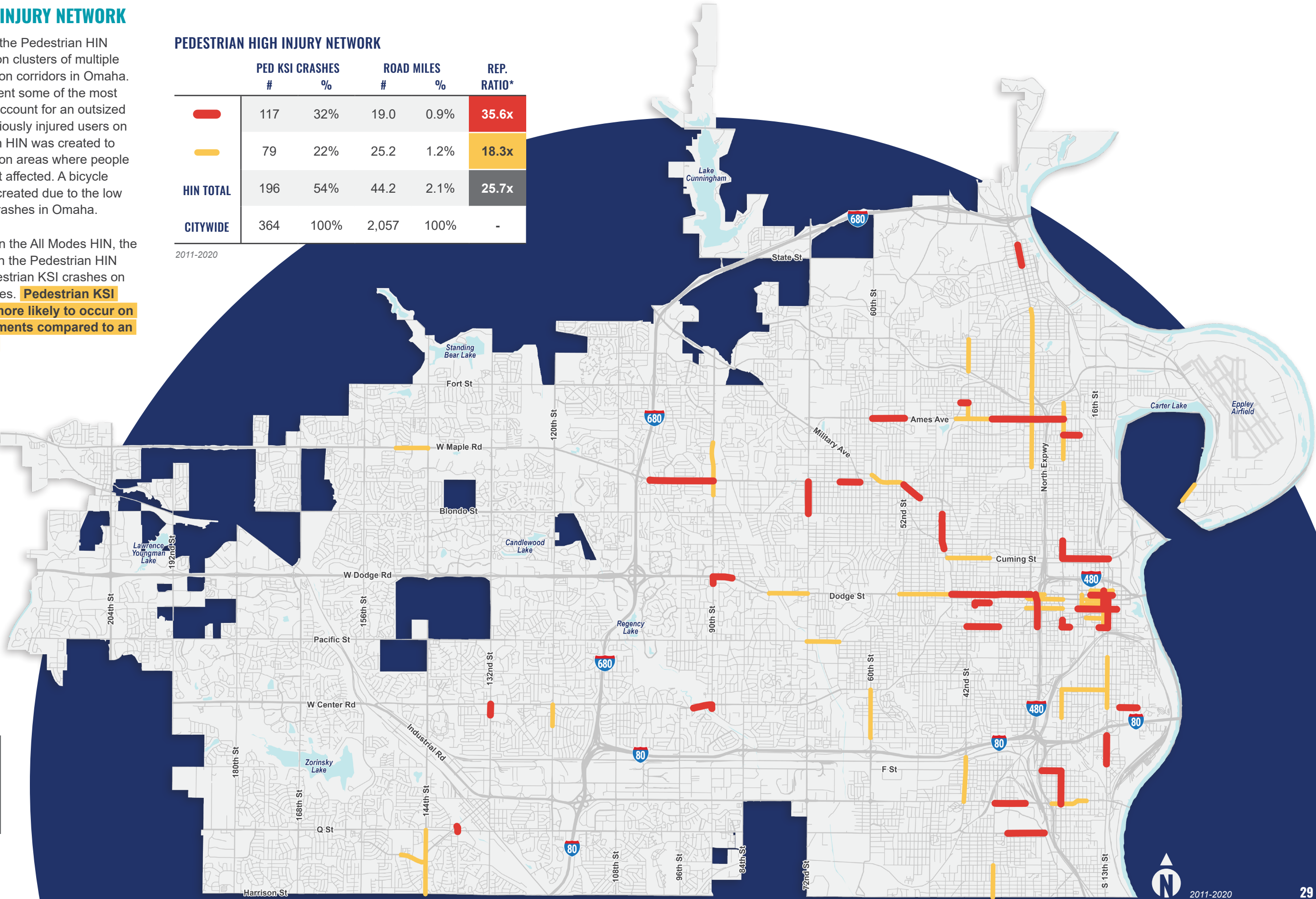
	PED KSI CRASHES		ROAD MILES		REP. RATIO*
	#	%	#	%	
	117	32%	19.0	0.9%	35.6x
	79	22%	25.2	1.2%	18.3x
HIN TOTAL	196	54%	44.2	2.1%	25.7x
CITYWIDE	364	100%	2,057	100%	-

2011-2020

LEGEND

 Priority HIN

 HIN



HIGH INJURY INTERSECTIONS

The High Injury Intersections (HII) are another key mapping tool in the Vision Zero toolbox. Like the HIN, the HII uses 10-years of killed and serious injury crash data to identify the most dangerous intersections in order to most effectively allocate City resources and give context to transportation safety problems.

The HII locations have the highest concentration of intersection crashes. Omaha has over 15,000 intersections and just seven “Highest-Injury Intersections” had 132 KSI crashes during the 10-year analysis period. In total, **the HII identifies 1% of intersections that account for 34% of KSI intersection crashes in Omaha.** Each dot represents an intersection that had at least 4 KSI crashes in the 10-year period

ALL MODES HIGH INJURY INTERSECTIONS

	KSI CRASHES		INTERSECTIONS		REP. RATIO*
	#	%	#	%	
	132	8%	25	0.2%	51.0x
	169	11%	44	0.3%	37.1x
HII TOTAL	301	19%	69	0.5%	38.0x
CITYWIDE	1,588	100%	15,331	100%	-

2011-2020

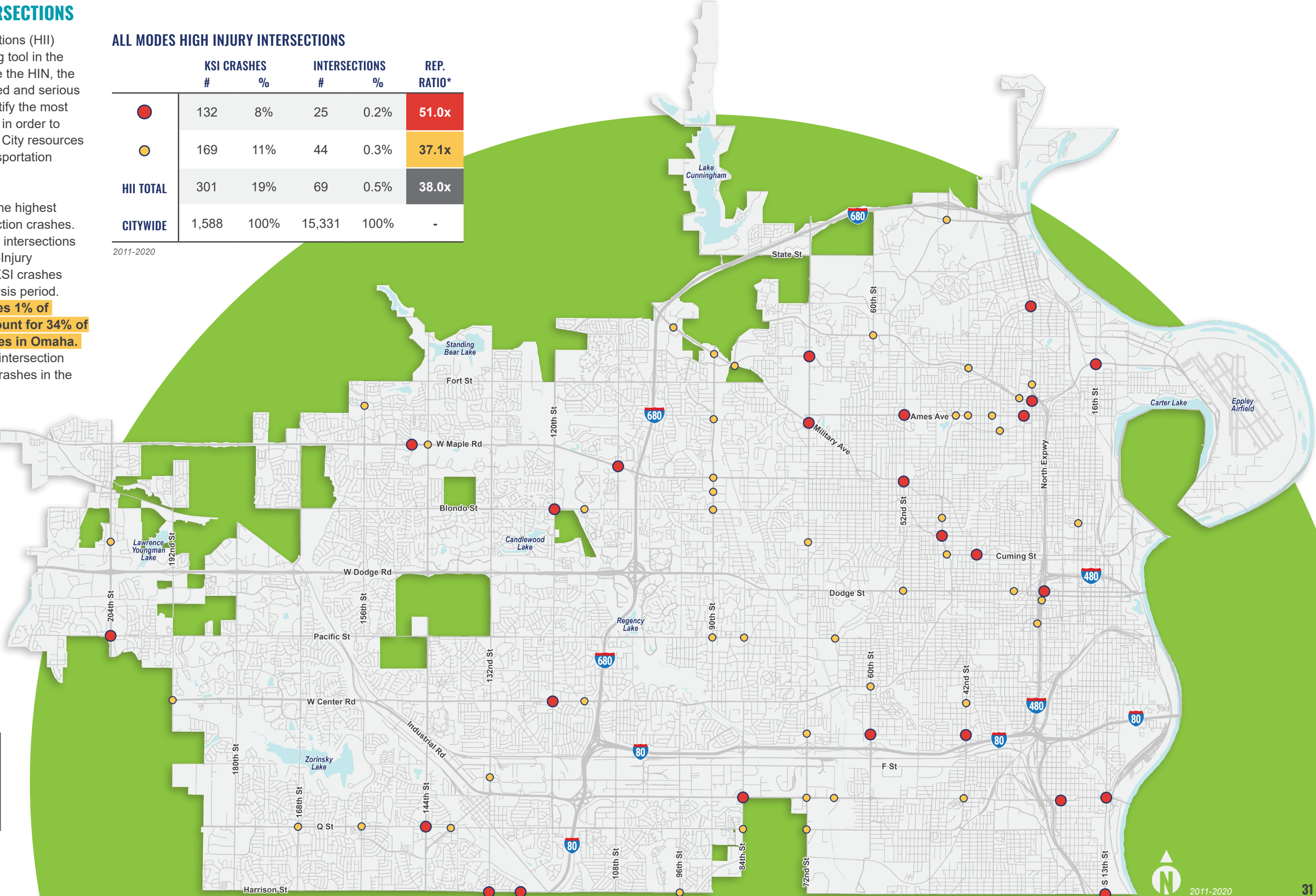
LEGEND



Priority HII



HII



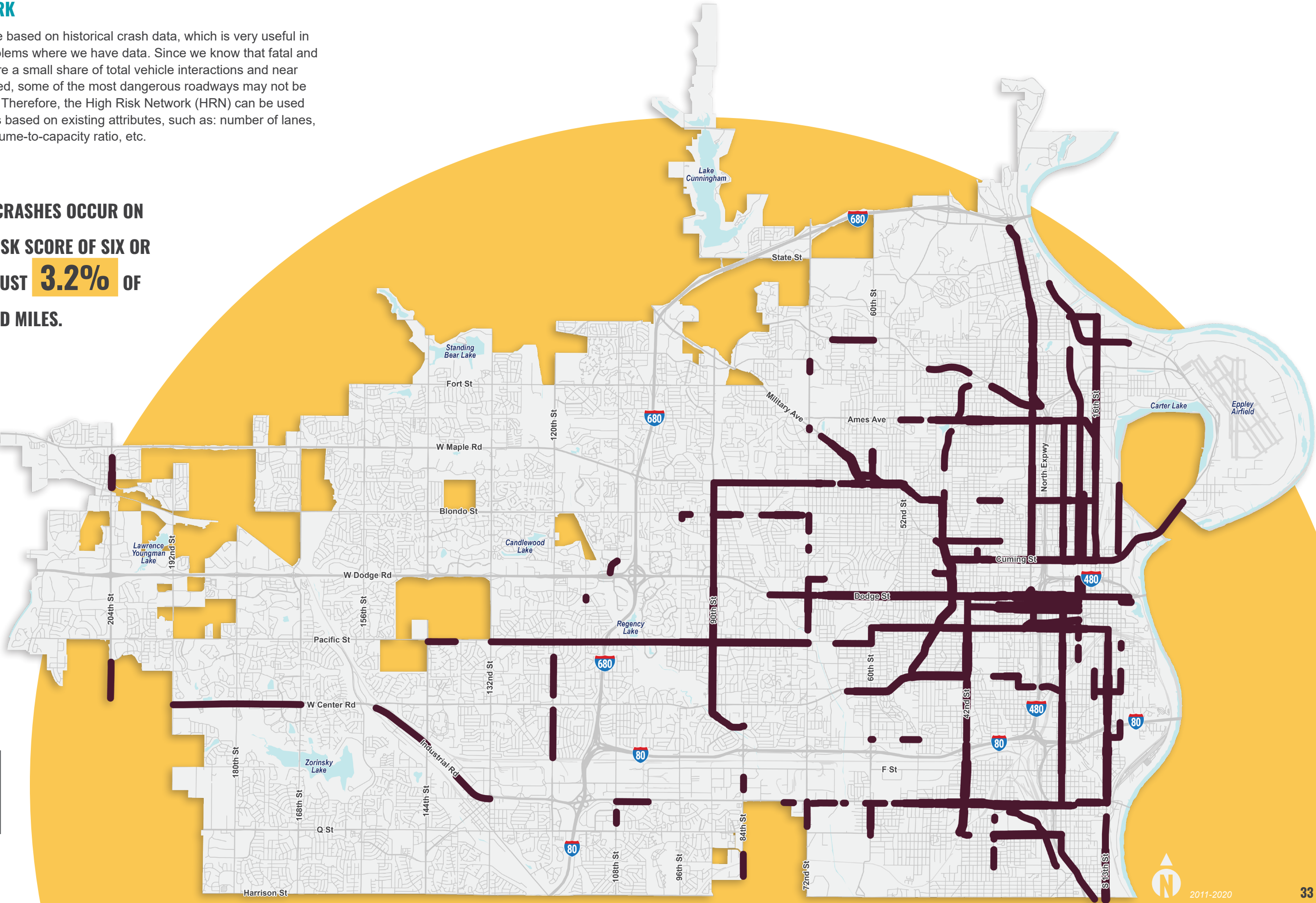
HIGH RISK NETWORK

Both the HIN and HII are based on historical crash data, which is very useful in addressing existing problems where we have data. Since we know that fatal and serious injury crashes are a small share of total vehicle interactions and near misses never get reported, some of the most dangerous roadways may not be represented in the data. Therefore, the High Risk Network (HRN) can be used to identify unsafe streets based on existing attributes, such as: number of lanes, presence of median, volume-to-capacity ratio, etc.

41% OF KSI CRASHES OCCUR ON
STREETS WITH A RISK SCORE OF SIX OR
ABOVE, WHICH IS JUST **3.2%** OF
TOTAL OMAHA ROAD MILES.

LEGEND

High Risk Network





» FOCUS AREAS

Eight focus areas were identified as part of the Technical Advisory Committee’s working groups. They include:

EQUITY

SPEED

HIGH-RISK ARTERIAL ROADS

IMPAIRMENT & INATTENTION

INTERSECTIONS

OCCUPANT PROTECTION

PEDESTRIANS & BICYCLISTS

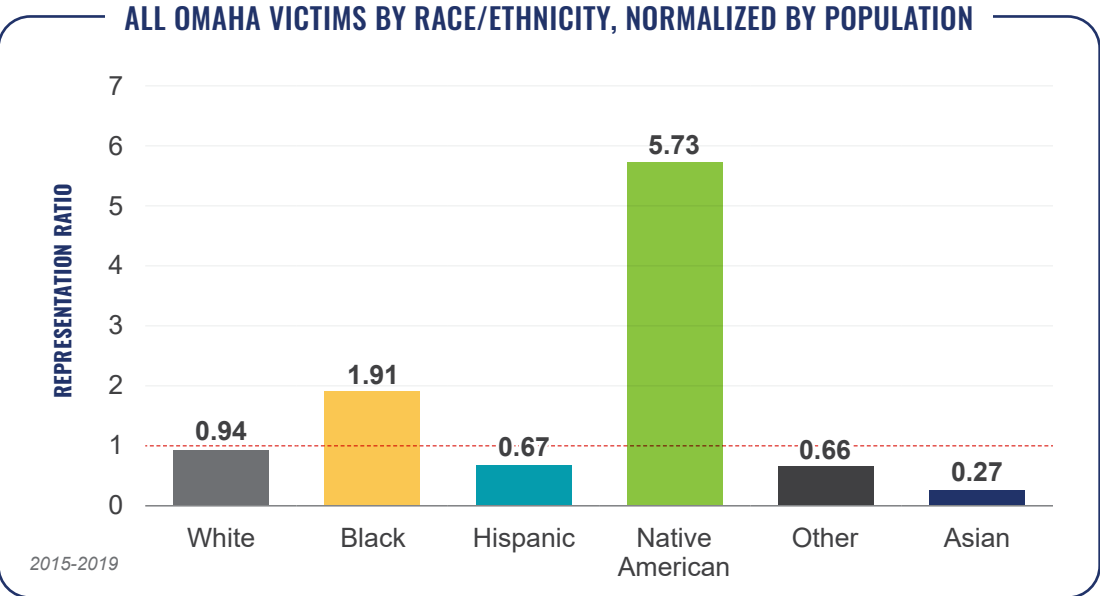
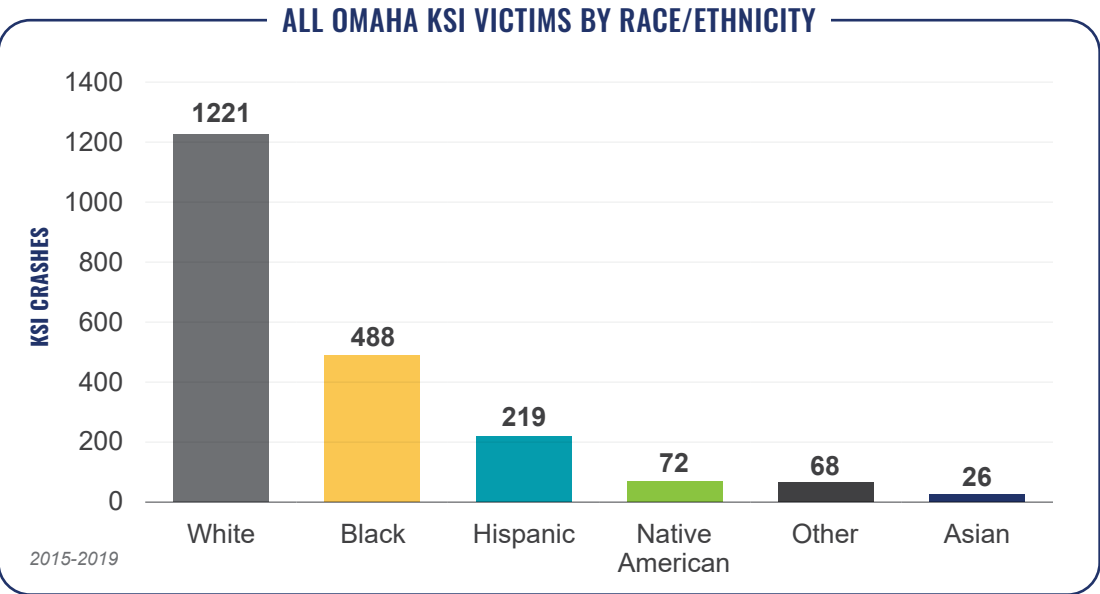
HIGH RISK USERS

The following sections highlight the relationship between each focus area, Killed & Serious Injury (KSI) crashes, and their respective over or under representation in the data. The term ‘representation ratio’ in the upcoming sections refers to the proportion of KSI crashes to the given attribute (i.e. – race, intersection type, transportation mode). A representation ratio of 1.0 means that KSI crashes are equally represented to the attribute, 3.0 would mean KSI crashes are 3x over-represented, and 0.5 means KSI crashes are only half of what would be expected.

EQUITY

An effectively planned and fair transportation system ensures accessible and safe roadways for all users; however, we can see from the data that our existing transportation system is lacking. **Our historically disadvantaged neighborhoods (as defined by the USDOT) face significantly greater dangers of fatalities or serious injuries on our roads.** Low income neighborhoods have unique circumstances impacting a community’s mobility and connectivity needs. Those who cannot afford a car, or are physically unable to drive due to age or disability, rely on walking, biking and public transportation to get around.

Looking at KSI crash rates compared to race, those that are white make up the largest group. After adjusting the data by population, a different story emerges. **Native Americans are nearly six times as likely to be involved in a KSI crash** and **the Black population is almost twice as likely.**



EQUITY IN HIGH INJURY NETWORK

	MILES NOT IN EQUITY AREA	MILES IN EQUITY AREA	% IN EQUITY AREA
	23.8	22.8	49%
	55.3	33.6	38%
HIN TOTAL	79.1	56.4	42%
CITYWIDE	1,820.8	433	19%

2011-2020

EQUITY IN HIGH INJURY INTERSECTIONS

	INTERSECTIONS NOT IN EQUITY AREA	INTERSECTIONS IN EQUITY AREA	% IN EQUITY AREA
	15	10	40%
	32	12	27%
HII TOTAL	47	22	32%
CITYWIDE	12,426	2,905	19%

2011-2020

LEGEND

Priority HIN

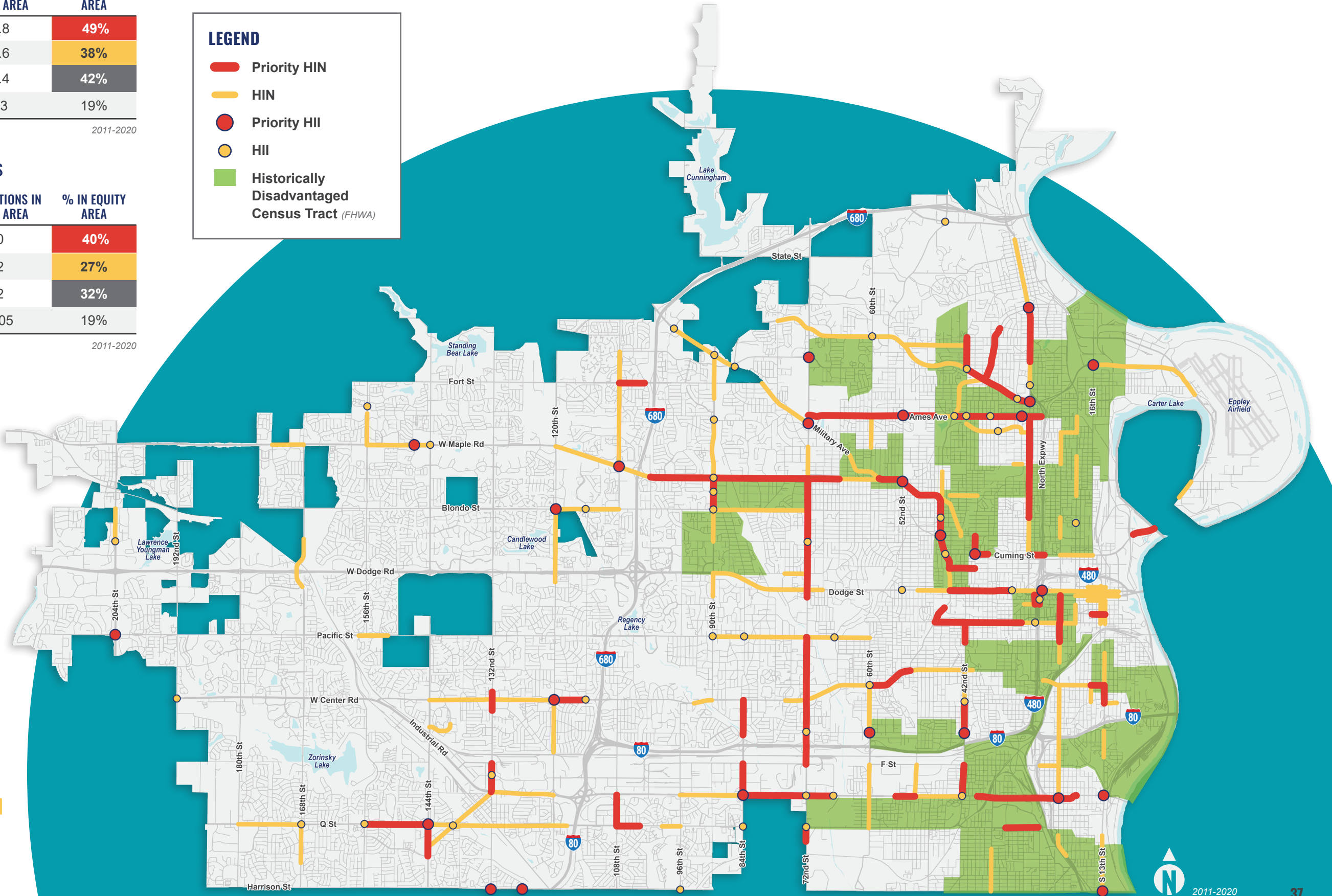
HIN

Priority HII

HII

Historically Disadvantaged Census Tract (FHWA)

The vast majority of KSI crashes that make up our HIN and HII are located on the east side of Omaha, especially in North and South Omaha. This directly correlates with known socio-economic conditions. Equity is one of our eight guiding principles and is defined as “focusing on equitable safety solutions prioritized to the areas of greatest need to ensure safe access is available to everyone”. By prioritizing the areas of greatest need, the disparities in KSI crash rates for over-represented populations will be reduced. **By simply following the data, we can start creating equitable solutions that get us to Zero.**

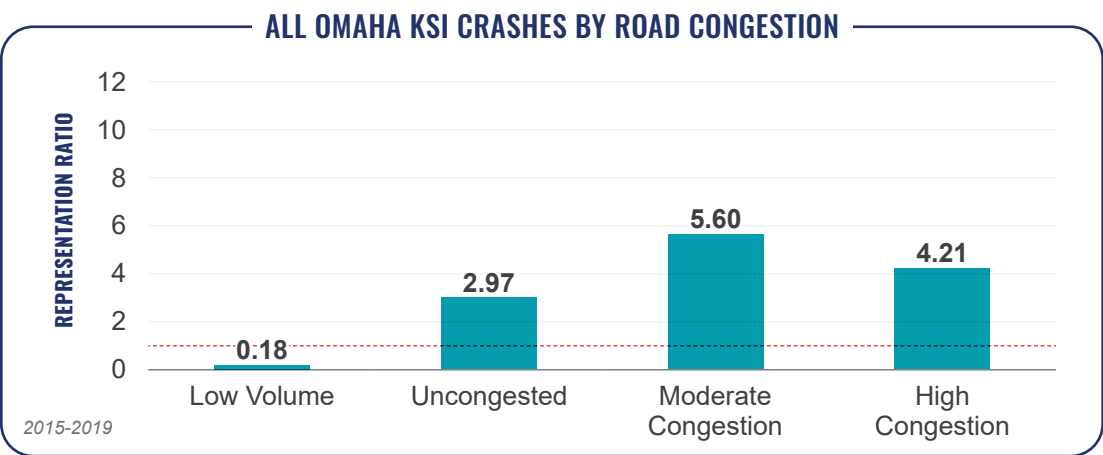
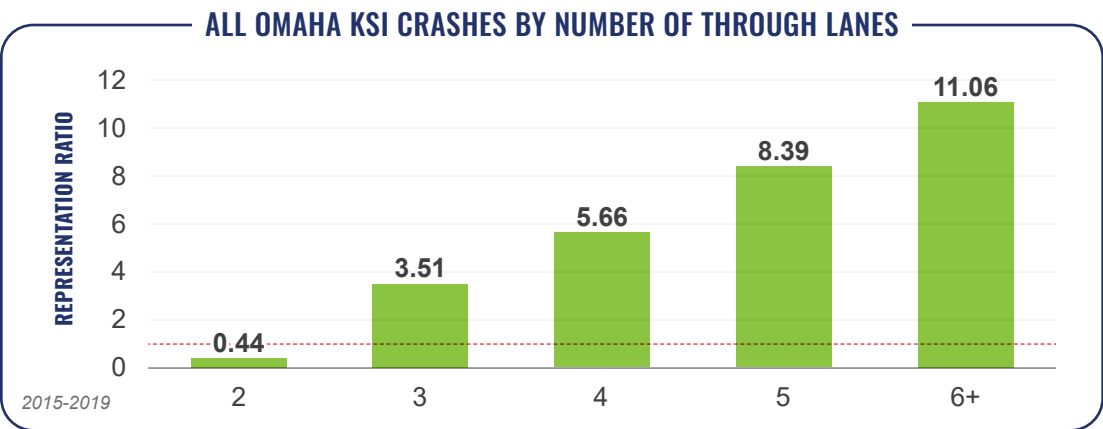
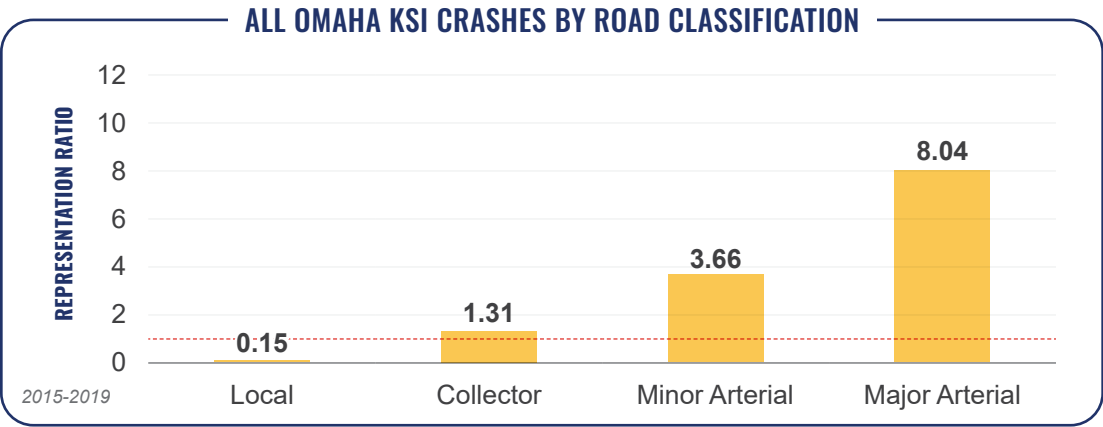


2011-2020



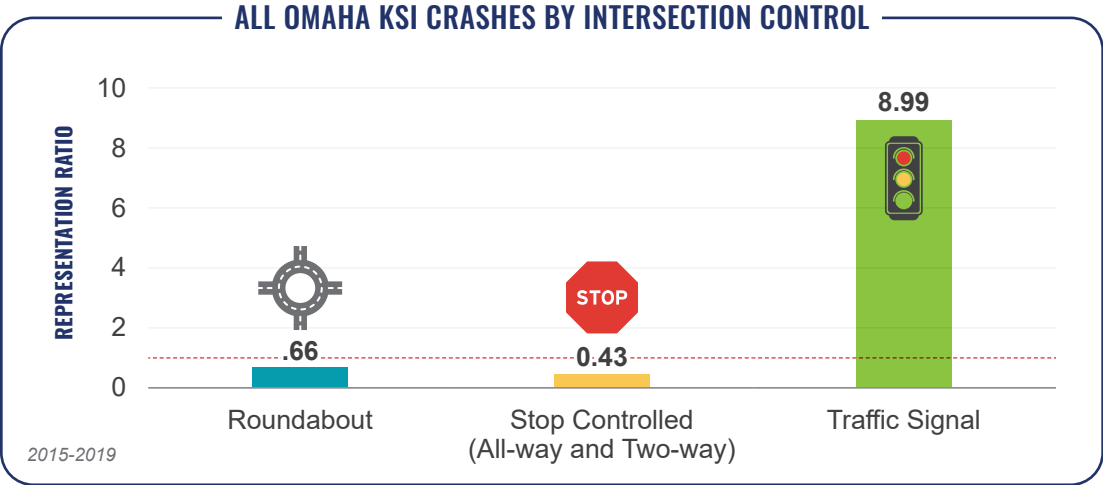
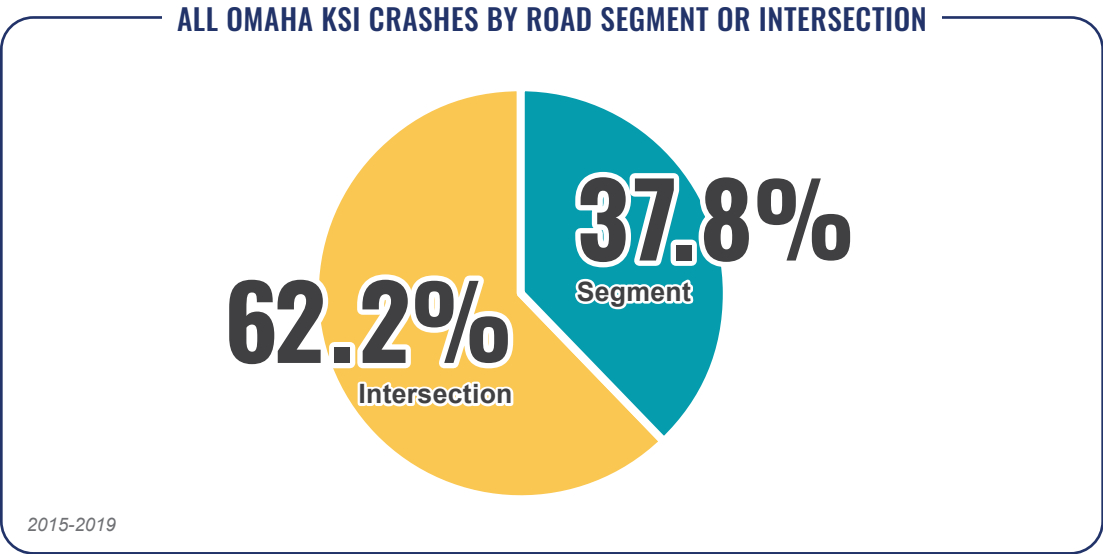
HIGH-RISK ARTERIAL ROADS

The majority of KSI crashes occur on a minority of our roadways. **Major arterial roadways are over-represented in the data by a factor of 8x, and 23.4% of major arterials in Omaha fall in a disadvantaged census tract.** Additionally, more lanes of travel translates to a higher risk in KSI crashes. It might seem confusing then that the highest congested roadways see a drop in associated KSI crashes, but this lines up with the known relationship between congestion, travel speed, and crash severity. Once a certain level of congestion is hit, traffic speeds start to decline, and when crashes do occur, they are less severe than at higher rates of speed.



INTERSECTIONS

Most KSI crashes on non-freeway roadways in Omaha occur at intersections, compared to mid-block segments. Looking at intersection control types, **traffic signals are almost 9x more likely to have a KSI crash occur,** compared to stop and roundabout controlled intersections. Stop controlled intersection are safest when used in low to moderate traffic volume situations, as shown in the data.



Roundabouts have a slightly higher representation ratio than Stop Controlled intersections due to the presence of some serious injury crashes and limited inventory of roundabouts in Omaha. In the crash data from 2015-2019, there were no reported fatalities at roundabouts in Omaha or Nebraska as a whole.

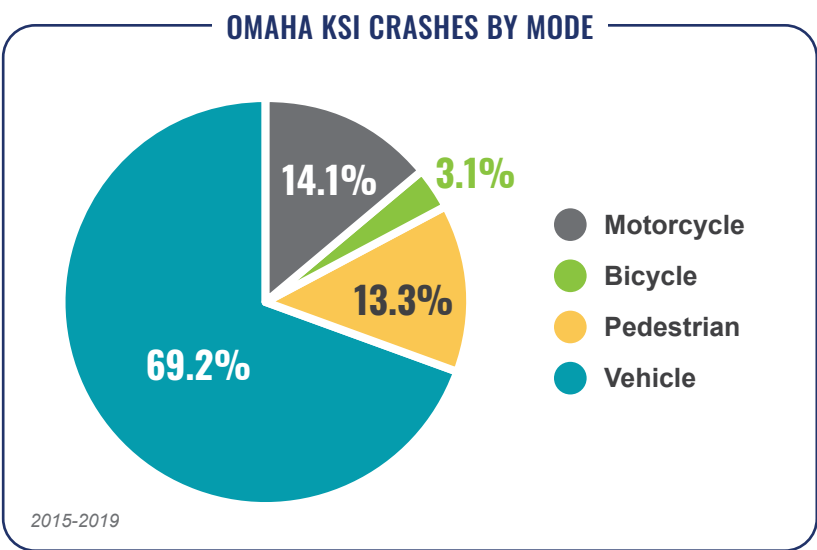
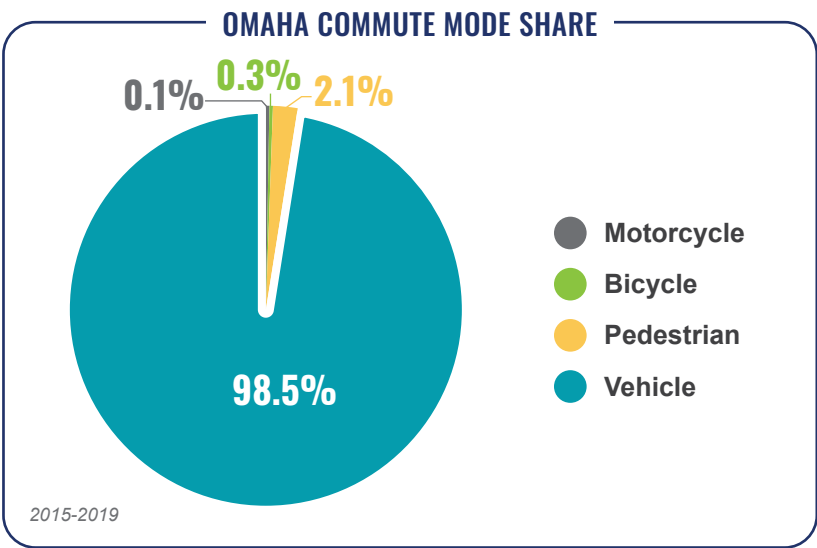


PEDESTRIANS & BICYCLISTS

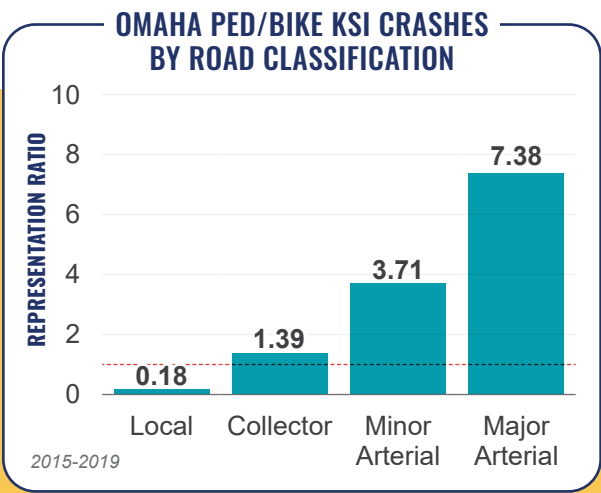
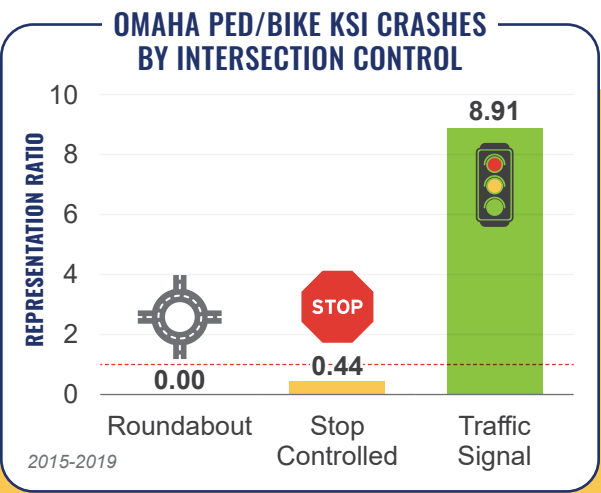
Pedestrians and bicyclists make up the bedrock of the vulnerable road users (VRUs) on our streets. Between 2011 and 2020, **the 5-year moving average for pedestrian traffic fatalities has increased by 48%** in Omaha. Most pedestrian and bicycle KSI crashes occur in urbanized core of Omaha.

When we examine transportation mode share in Omaha, vehicle traffic makes up 98.5% of commute trips but less than 70% of KSI crashes. This means that the other modes of travel in Omaha are far over-represented:

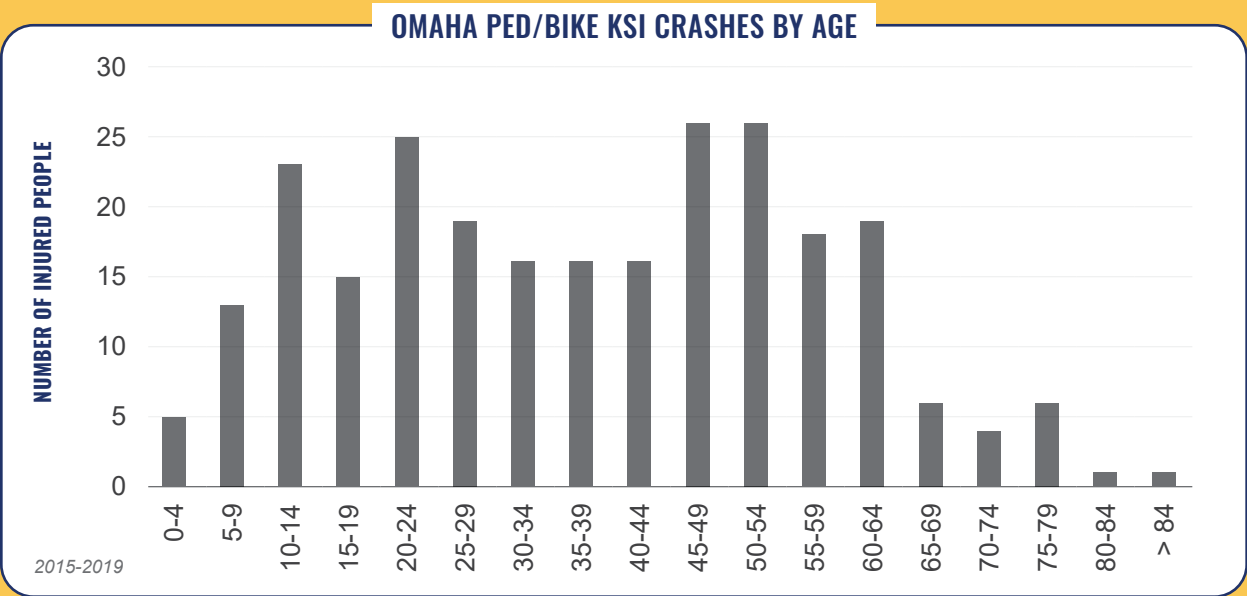
- Pedestrians are **6 times more likely** to be KSI crashes based on mode share
- Bicyclists are **10 times more likely** to be KSI crashes based on mode share
- Motorcyclists are **141 times more likely** to be KSI crashes based on mode share



Pedestrian and bicyclist fatal and serious injury crashes exhibit differing patterns based on intersection control type and roadway classification. When it comes to intersection control type, the data shows that a higher proportion of pedestrian and bicyclist KSI crashes occur at signalized intersections compared to unsignalized intersections, by a factor of 9x the baseline. Regarding roadway classification, pedestrian and bicycle KSI crashes are more likely to occur on arterial roadways, particularly in areas with high pedestrian activity, such as communities east of 72nd Street.



Pedestrian and bicyclist KSI crashes show distinct patterns when compared to the overall trend of KSI crashes, particularly when considering age groups. In general, the rate of KSI crashes involving pedestrians and bicyclist tends to be high among the very young and the old. For older users, this can be attributed to factors such as decreased mobility, impaired vision, slower reaction times, and increased severity of injury when a crash occurs. Alongside older populations, younger age groups suffer from factors like risk-taking behaviors, lack of experience, and smaller physical stature to be recognized by drivers. Overall, understanding these age-related differences is crucial for designing targeted safety measures and interventions to reduce pedestrian and bicyclist crashes.

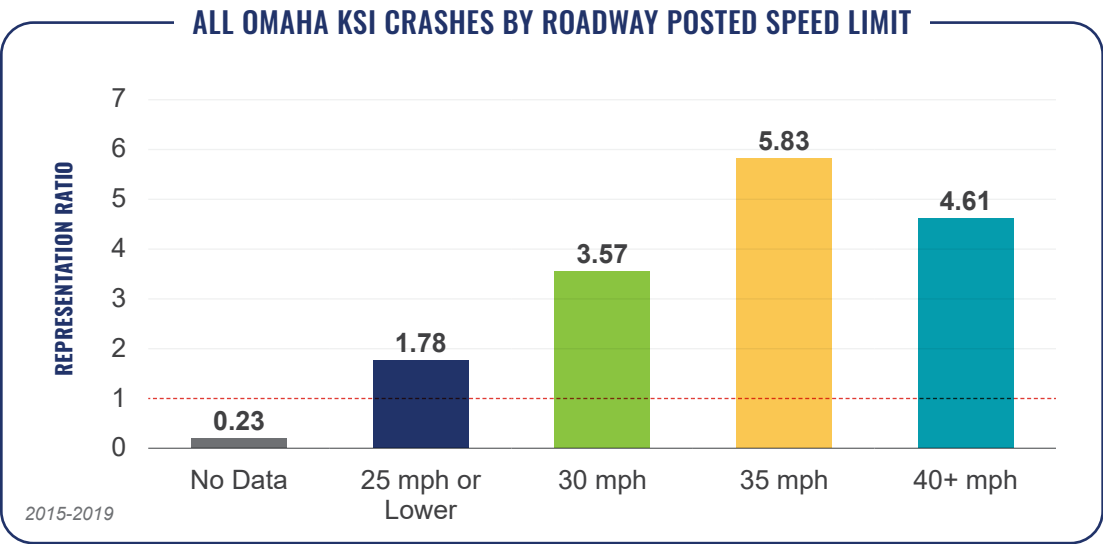




SPEED

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

We can see that roadways with higher speeds have an increasing over-representation of KSI crashes for All Modes and Pedestrians/Bicyclists, up to a point. For roadways with a posted speed limit of 40+ mph the trend starts to go down. This is primarily due to most roadway facilities with higher speeds have increased safety infrastructure such as medians, separated pedestrian/bicycle paths, access management, and improved shoulders. It is the mismatch of higher speeds on local roads that contributes to the safety problem.

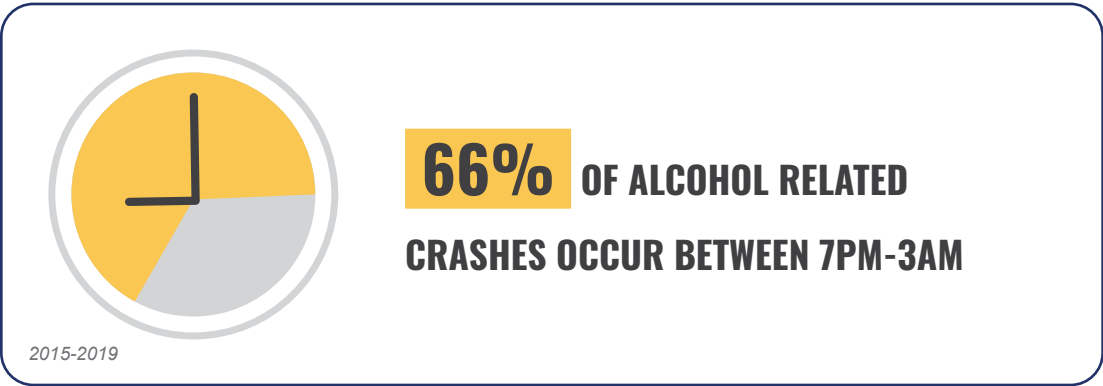


Source: <https://visionzeronetwerk.org/pioneering-study-affirms-vision-zero-focus-on-speed-management/>



IMPAIRMENT & INATTENTION

Drivers will always make mistakes and people should not have to pay with their lives for a single choice or moment. **Some behaviors though may be considered reckless, or even negligent, and have an outsized impact on fatal and serious injury crashes.** Alcohol impairment is one of those.



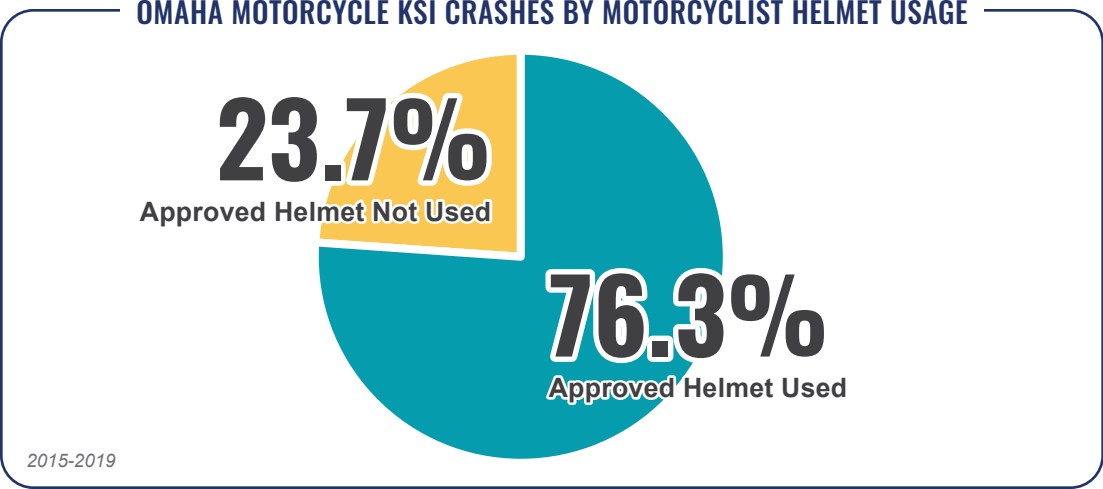
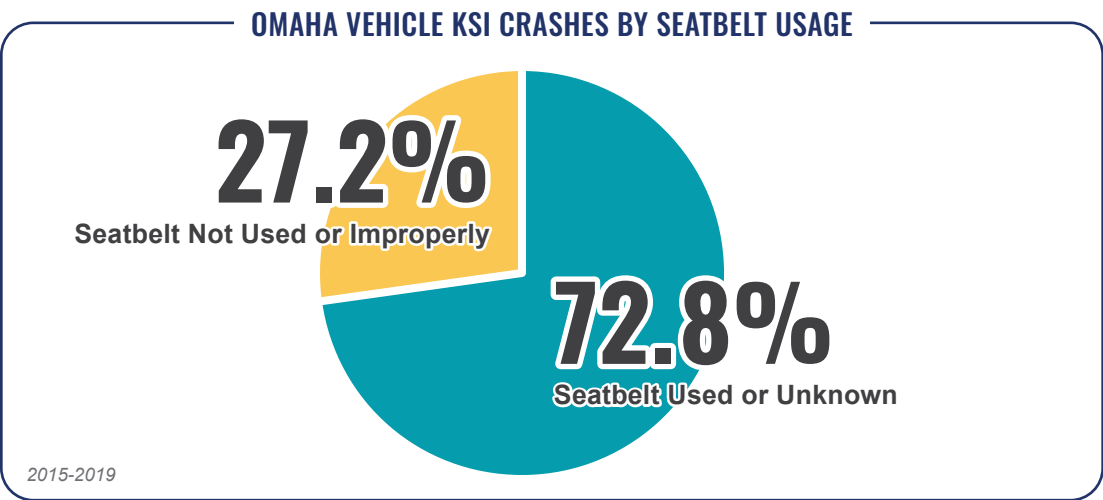
Unlike alcohol, the data does not point to inattention as a major factor in KSI crashes. This may be due to the limitations of both the crash report form and the ability of the investigating officer to determine it was a factor. Within the available data, police officers were able to only relate one or two attributes to how a crash occurred, when likely there were many more. This problem is already being addressed and future crash data should be more comprehensive.



OCCUPANT PROTECTION

More than 1 in 3 vehicle KSI crashes are correlated with a lack of or improper use of a seatbelt. Currently, Nebraska does not have a Primary Seatbelt Enforcement Law, but only secondary enforcement for front-row drivers/passengers. Nebraska has the fourth lowest seatbelt usage rate in the country¹. Seven of the ten lowest seatbelt use states do not have a primary seat belt enforcement law for all ages. Research shows that states with primary enforcement have experienced up to a 10-12% increase in their observed seat belt use¹. Primary enforcement, compared to secondary, is the power of a law enforcement officer to enforce a particular traffic law without the requirement of observing another violation simultaneously.

From the data that ended in 2020, almost 25% of motorcycle KSI crashes involved improper use of a helmet or none at all. Nebraska recently repealed its motorcycle helmet law, and as of January 1, 2024, a person can operate or be a passenger on a motorcycle or moped without a helmet if they are at least twenty-one years old and have completed the required safety course. We know that in states without these laws, helmet use goes down, and fatalities rise. After Missouri's helmet law was repealed, the state saw a 40% increase in motorcyclist traffic deaths². As discussed in the pedestrian and bicycle focus area, motorcyclists are over-represented in Omaha traffic fatalities by 141x.



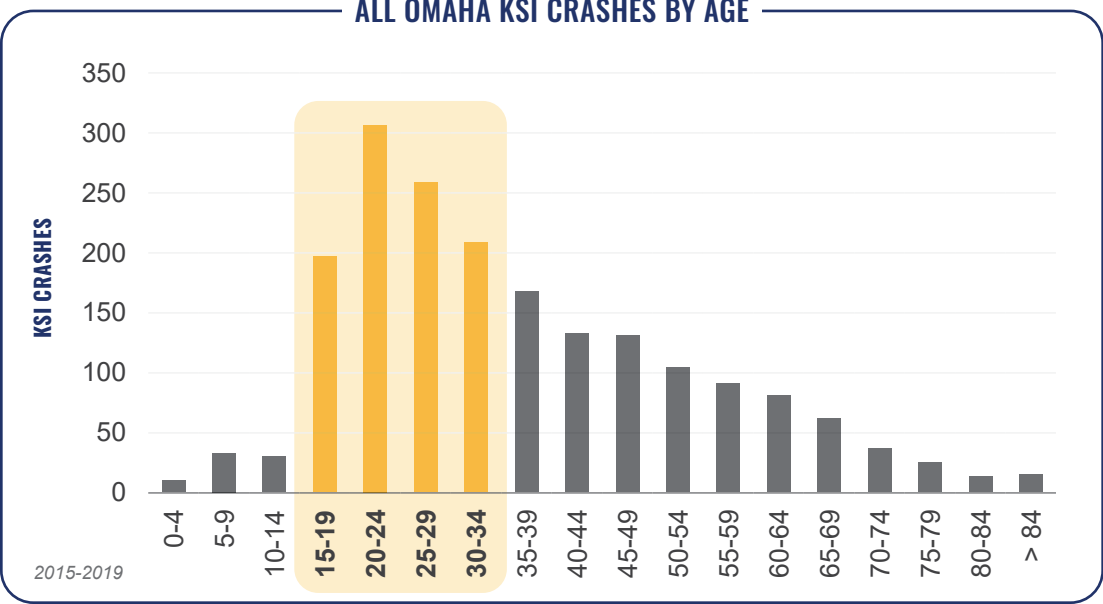
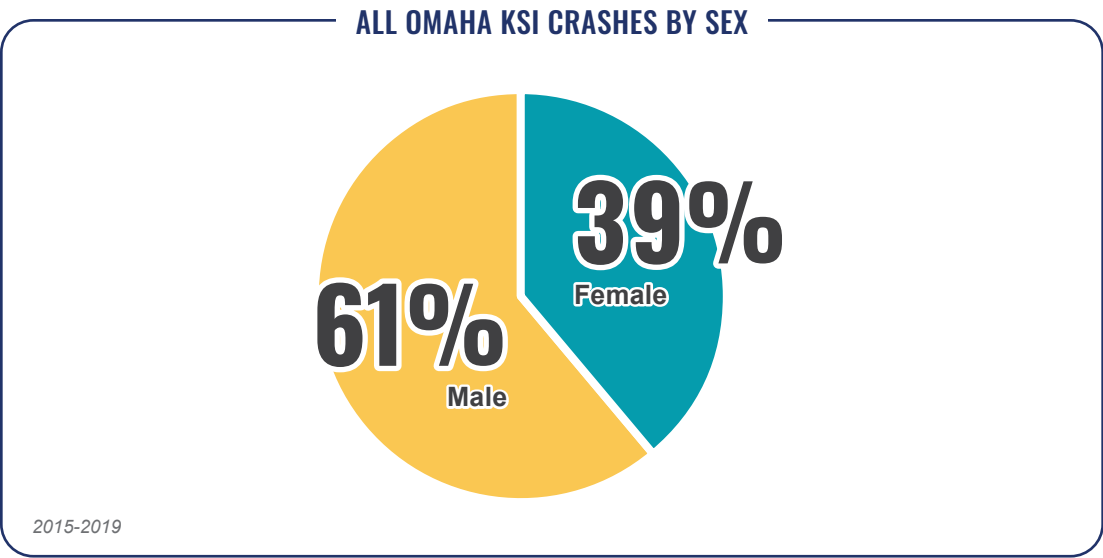
¹ NHTSA, 2021
² <https://www.kcur.org/news/2021-06-23/missouri-motorcyclists-see-40-spike-in-deaths-after-2020-helmet-law-repeal>



HIGH RISK USERS

From the data, male users account for an outsized proportion of KSI crashes. Males are 1.5x more likely to be involved in a KSI crash compared to females. The data shows that males on average drive more vehicle miles than females and are more likely to participate in risky driving behaviors, including driving under the influence of alcohol, lack of seat belt use, and driving aggressively.

People between the ages of 15-34 make up over half of KSI crashes in Omaha. Much like male drivers, younger drivers are more likely to engage in risky behaviors. The age group of 20 to 24-year-olds accounts for the highest proportion of KSI crashes.



» HOW WE WILL ACHIEVE VISION ZERO

Recognizing that Vision Zero requires a multi-faceted approach, we are committed to building upon existing efforts and creating new solutions. With the overarching goal of eliminating traffic fatalities and mitigating severe injuries, our data-driven strategy encapsulates collaboration, policy enhancements, proven measures, and strategic projects, all working in harmony to realize this profound vision.

COLLABORATION

We forge partnerships among diverse stakeholders—government, communities, and citizens—to tap into knowledge and resources. This synergy enables comprehensive solutions addressing road crashes.

POLICY ENHANCEMENTS

Implement evidence-based regulations and measures, integrating safety and a data-driven approach to all policies and procedures. From speed management to street design, we prioritize saving lives.

PROVEN MEASURES

Drawing from global successes, we tailor effective strategies to Omaha's context. Pedestrian-friendly crossings, targeted enforcement, and context sensitive infrastructure reshape road behavior.

STRATEGIC PROJECTS

From transformative intersection redesigns to localized safety interventions, our projects reshape Omaha's roads. Enhanced visibility, traffic calming, and enhanced crossings pave the way to a safer future.



» KEY STRATEGIES

FOSTERING CULTURAL CHANGE AND EFFECTIVE COMMUNICATION

Central to the Vision Zero Omaha Action Plan is the cultivation of a safety-first culture and the establishment of effective communication channels. This involves fostering a mindset that elevates road safety for all road users within city departments, while simultaneously forging collaborative partnerships with external stakeholders. Transparent communication facilitates the exchange of insights, enabling the co-creation of targeted solutions to local road safety challenges. Through this approach, a collective commitment to safer streets is nurtured, cultivating a culture that places multi-modal road safety at the forefront. Strategies include:

- Building Vision Zero Knowledge and Awareness in All City Departments
- Develop a Vision Zero “Roadshow”, taking the Action Plan to the people
- Build a Communication Strategy to Change Perspectives and meet people where they are

ALIGNING POLICIES, REGULATIONS, AND INITIATIVES

The synergy was examined between current policies, regulations, and programs with the overarching objectives of the Action Plan. This analysis unveiled opportunities to integrate Vision Zero principles into existing policies, such as:

- Omaha Master Plan
- Complete Streets Design Guide
- Neighborhood Traffic Calming Policy
- Project Initiation Forms
- Driveway Regulations Guide
- Intersection Control Evaluation
- Speed Management Plan
- Prioritized Enforcement based on Safety Data

City policies aligned with Vision Zero principles create a domino effect, influencing street design, traffic management, enforcement, and public awareness, thus cultivating a safety-oriented culture that impacts decisions from urban planning to individual road behaviors.

NAVIGATING FUNDING HURDLES WITH STRATEGIC APPROACHES

Securing funding is a significant challenge in driving Vision Zero initiatives forward. The assessment recognized the potential to infuse strategies through a project prioritization criteria during the Capital Improvement Process (CIP). Opportunities were identified, offering avenues to rally backing for projects in line with Vision Zero.

- Expand & Rebrand CIP Safety Funding
- Utilize safety effectiveness scores for project prioritization
- Formally Adopt Safety as #1 Priority in CIP
- Leverage More Outside Funding Sources

WHAT PARTNERSHIPS ARE NEEDED TO INCREASE THE EFFICIENCY OF THE VZAP?

Achieving Vision Zero is a collaborative effort that involves various stakeholders. By fostering meaningful partnerships, the City of Omaha can leverage expertise, resources, and community engagement to enhance road safety awareness, enforcement, and education.

1 Establish both internal and external collaborations with essential stakeholders to unearth funds for Vision Zero execution (Internally, identify funding channels through combined budget appeals; Externally, engage with entities like Metropolitan Planning Organizations [MPOs] and Foundations).

2 Continue to foster the partnership between internal City Departments, such as the Omaha Police Department and the Traffic Division of Public Works to methodically collect, assess, and share critical data. Develop comprehensive guidelines for data gathering and evaluation, refining future project and policy decisions.

3 Bolster the connection between those responsible for VZAP implementation and the City Council. Convey the priorities of Vision Zero, clarifying key expected outcomes and how they contribute to the community’s overall safety and quality of life.



» TOOLBOX OF INFRASTRUCTURE COUNTERMEASURES

The City of Omaha has created a toolbox of infrastructure countermeasures, from engineering and design solutions like road diets to education campaigns that raise awareness about safe road behaviors. With this toolbox, the City of Omaha can tailor its approach to specific road user groups, locations, and conditions, ensuring a holistic and effective strategy towards Vision Zero. Many of these countermeasures are being and have been implemented across Omaha, as highlighted earlier in the “Recent Successes” section.

INTERSECTION COUNTERMEASURES

COUNTERMEASURE	DESCRIPTION	COST	POTENTIAL CRASH REDUCTION
Roundabouts	Roundabouts are the safest intersection control type known and are much safer than signalized intersections. This versatile tool reduces the number of and the severity of crashes due to speed reduction, elimination of angle collisions, and reduced crossing distances for vulnerable road users (VRUs). Roundabouts can be customized by shape, size, and design to fit a variety of traffic conditions, creating a safer intersection among all modes of transportation.	\$\$\$\$\$	80%
System Traffic Signal Improvements	System traffic signal improvements achieve a balance between safety and efficiency by adjusting motorist behaviors through smaller scale tools. These improvements include the adjustments to signal timings, protected left-turn phasing, installation flashing yellow arrows, adding retroreflective backplates to signal heads, and implementing Leading Pedestrian Intervals (LPIs). In particular, LPIs increase pedestrian visibility and reinforce pedestrian right-of-way to improve yielding behavior by motorists.	\$\$	40%
Curb Extensions/ Bulb Outs	Curb Extension and Bulb-Outs extend sections of sidewalks into the roadway, primarily at intersections and crossings, to decrease VRU crossing distances and enhance visibility and comfort. Curb extensions prove to be effective across various locations, ranging from mid-block crosswalks to signalized intersections. They can be implemented within all-day parking lanes or spacious shoulders, particularly suited for transitioning into lower-speed zones.	\$\$	30%
Reduced Left-turn Conflict Intersections - Crossing U-turn (RCUT) - Median U-turn (MUT)	Reduced Left-turn Conflict Intersection reconfigures left-turn only or left-turn and through movements by reducing the number or severity of vehicle-to-vehicle conflicts from cross-streets. By reducing the number of crossing conflict points, the opportunity for right-angle crashes also decreases, resulting in fewer severe injuries or fatalities. This tool is adaptable to diverse settings, from rural high-speed areas to urban multimodal corridors, RCUTs offer a cost-effective alternative to interchanges.	\$\$\$\$\$	55%

SUCCESS STORY: Carmel, IN – Roundabouts

Carmel, Indiana is known as the “Roundabout Capital of the United States”. The city has over 140 roundabouts, more than any other city in the country. Roundabouts have been credited with reducing all traffic crashes in Carmel by 40% and injury crashes by 80%.¹

The decision was made after the mayor at the time (and currently!) visited Europe. He saw how many roundabouts there were and realized that roundabouts were safer than traditional intersections and can improve traffic operations. Roundabouts primarily force drivers to slow down and yield to traffic, which reduces the chance and severity of crashes.²

In addition to improving safety, roundabouts also have operational and environmental benefits. They create a continuous flow of traffic, which can help to reduce congestion. They also reduce emissions by eliminating the need for stop-and-go traffic and use less energy because they do not require electricity. The success of Carmel’s roundabout program has been a model for other cities around the world.

Here are some additional specific benefits that Carmel has seen from its roundabouts²:

- 75% reduction in pedestrian crashes
- 50% reduction in bicycle crashes
- 20% reduction in traffic delays
- \$250,000 savings per intersection in construction costs
- \$5,000 savings per intersection in electricity costs

Carmel’s experience shows that roundabouts can be a safe, efficient, and environmentally friendly way to manage traffic.



Photo credit: Carmel IN, Public Works and Metro

¹ <https://www.carmel.in.gov/government/departments-services/engineering/roundabouts>

² <https://eri.iu.edu/erit/case-studies/carmel-indiana-roundabouts.html>

ROADWAY COUNTERMEASURES

COUNTERMEASURE	DESCRIPTION	COST	POTENTIAL CRASH REDUCTION
Road Diets	Road diets are a context-sensitive strategy that reduces the number of lanes or the width of lanes, resulting in several safety benefits. The freed-up space can be repurposed for safety infrastructure, such as facilities for pedestrians or cyclists. Additionally, road diets have the potential to reduce the number of potential conflict points, contribute to slower and safer operating speeds for motor vehicles, and even decrease crossing distances by either eliminating a lane or introducing pedestrian median islands.	\$\$	40%
Traffic Calming	Traffic Calming is a deliberate set of design strategies and measures implemented on roadways to improve the safety of all users by slowing down vehicle speeds. Introducing physical changes to the road (such as speed humps, chicanes, raised crosswalks, and narrowed travel lanes) is a proven strategy to reduce speeds and enhance roadway safety between different users.	\$\$	30%
One-way to Two-way Conversion	One -way to Two-way Street Conversions generally reduce speeds, reduce conflicts, and manage traffic patterns due to how traffic perceives their surrounding environment. Lower speeds provide improved conditions and access for all modes of transportation, especially vulnerable road users.	\$\$\$	30%
Roadway Lighting	Street lighting enhances safety and accessibility by illuminating key areas and improving visibility. Improved visibility decreases crash risk. This tool is particularly effective at controlled and uncontrolled intersections, along sidewalks, and in areas with high pedestrian volumes like transit stops, commercial zones, schools, and parks.	\$\$	10%
Raised Medians & Access Management	Medians separate opposing streams of traffic, reducing the number of head-on, cross-median crashes that can be especially dangerous. Raised medians, medians built higher than the road level, offer VRU refuges mid-crossing, limit motor vehicle turns, and mitigate head-on collisions. These types of medians are applicable at intersections, along blocks, and midblock crossings for VRUs, particularly beneficial at intersections where left turns need restriction due to safety concerns like inadequate yielding or high speeds.	\$\$\$\$	45%

SUCCESS STORY: Kansas City, MO – Road Diets

Kansas City, Missouri City Council in 2014 passed a road diet resolution to direct Public Works to analyze all street under 20,000 average vehicles per day and 1,000 vehicles per hour for possible lane reductions. Kansas City has put together a candidate list of road diet locations across the city, and continually being reviewed by staff.³

Road diets can **reduce crashes by 43%** for all crash types and up to 68% for injury type crashes. Road diets that incorporate pedestrian refuge islands can reduce pedestrian related crashes by up to 46%. Midblock crossing account for the majority of pedestrian and cyclist crashes, road diets create safety for vulnerable road users by reducing the crossing distance and exposure time to traffic.⁴

Some examples of road diets in Kansas City that have been completed because of their Road Diet program include:

- Leeds Trafficway from Stadium Drive to Emanuel Cleaver II Boulevard
- E Gregory Boulevard from Oldham Road to Cleveland Avenue
- NE 108th Street from Smalley Avenue to Cookingham Drive
- NE Barry Road from Kenwood Avenue to Highland Avenue
- Grand Boulevard from 5th Street to 20th Street
- N Highland Avenue from Vivion to NE 46th Street

Road diets are a proven way to improve safety and livability in our communities. Kansas City is a success story in implementing these projects.



³ <https://www.kcmo.gov/city-hall/departments/public-works/road-diets>

⁴ https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/



PEDESTRIAN & CYCLIST COUNTERMEASURES

COUNTERMEASURE	DESCRIPTION	COST	POTENTIAL CRASH REDUCTION
Sidewalks	Utilizing sidewalks and paved shoulders as safety measures serves to enhance pedestrian and cyclist safety by providing designated spaces for their movement, separate from vehicular traffic. Integrating ADA-compliant features guarantees equitable access and promotes inclusivity, fostering a safer and more accommodating environment for all community members.	\$\$	65%
High Quality Pedestrian Crossings	This roadway feature prioritizes the safety, accessibility, and convenience of pedestrians of all ages and abilities by providing pedestrians with a secure and easily recognizable path to cross busy streets. These crossings often include clearly marked crosswalks, pedestrian-activated signals or buttons, ample lighting, refuge islands, and well-defined signage. By enhancing visibility and ensuring dedicated time for pedestrians to cross, high-quality pedestrian crossings contribute to reducing the risk of dangerous conflicts with vehicles that could result in a serious or fatal crash.	\$	60%
Off-Street Trails	Off -street trails contribute to enhanced safety and accessibility for active transportation and recreation by offering designated paths outside the curb and away from potential conflict with vehicles. These trails are designed to cater to the needs of both bicyclists and pedestrians. These shared-use paths can accommodate two-way traffic and are often situated along railway or utility corridors, as well as public land areas.	\$\$\$	65%
Bicycle Lanes	Bicycle lanes are dedicated facilities on or along roadways that make bicycling safer and more comfortable; they can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles. Bicycle lanes can be established through paint striping or separation by vertical elements like posts, curbs, or vegetation.	\$\$	60%
Protected Bicycle Lanes/ Cycle Tracks	Protected bicycle lanes are integral to Vision Zero implementation as they establish physically separated spaces for pedal cyclists, substantially reducing cyclist-vehicle collisions. With a physical barrier, these lanes enhance safety by preventing risky interactions, thus curbing severe injuries and fatalities.	\$\$\$	70%

SUCCESS STORY:
NYSDOT – High Quality Pedestrian Crossings

In 2021, drivers struck and killed 7,485 pedestrians – the most in four decades.⁵ FHWA has started to partner and encourage state and local transportation agencies, providing program resources and guidance, to help them implement effective pedestrian safety countermeasures. These programs focus on three key areas: improving visibility at crosswalks, creating safer crossing environments, and encouraging driver awareness of pedestrians.

As part of collaboration with FHWA, in 2016 New York State Department of Transportation (NYSDOT) developed a Pedestrian Safety Action Plan (PSAP). The PSAP directly resulted in systemic countermeasure installation and contributed to a **22% reduction in pedestrian fatalities in the first year!**⁶

Due to the suggestions provided by the PSAP, the NYSDOT is presently in the process of revising their Highway Design Manual. These revisions are aimed at enhancing the planning and design processes for ensuring the safety of all modes of transportation. Additionally, the NYSDOT has included pedestrians in its annual regional work programs. This incorporation mandates that regions examine 20 percent of locations with a history of high-crash incidents each year. Over the course of five years, this approach will result in a comprehensive investigation of all such locations.⁶

Systemic High Quality Pedestrian Crossings are a proven way to improve safety for the most vulnerable users in our communities. New York is a success story in implementing these countermeasures.



⁵ Pedestrian Traffic Fatalities by State: 2021 Preliminary Data | GHSA
⁶ <https://highways.dot.gov/safety/pedestrian-bicyclist/case-studies-fhwa-pedestrian-and-bicycle-focus-states-and-cities>

» ACTION PLAN

The Omaha Vision Zero Action Plan is an ambitious, data-driven, and comprehensive roadmap towards safer streets, responsible mobility, and the ultimate elimination of traffic-related fatalities and severe injuries. As we delve into the final section of this transformative document, we shift our focus from understanding the challenges and setting the stage for change, to formulating tangible strategies that will guide us towards the realization of our Vision Zero goals.

The Action Plan chapter stands as a beacon of Omaha's commitment to doing what is necessary for the successful creation of a new culture that emphasizes safety over other aspects of transportation such as speed, operations, and cost. Within this chapter, we will unveil a set of targeted recommendations spanning four crucial categories based on the Safe Systems Approach:

-  **SAFE SPEEDS**
-  **SAFE STREETS**
-  **SAFE USERS**
-  **MEASURING PROGRESS**

These categories collectively encapsulate the multi-faceted approach required to reshape Omaha's transportation landscape into one of safety and reflect the guiding principles outlined at the beginning of this journey. Each recommendation includes a Start Year - when the effort will kick-off, a Responsible Party - the City of Omaha department that will lead the effort, and a Cost - the projected range of outside financial burden the city will have to budget.

With a firm grounding in data, and evidence-based practices, each recommendation in this chapter is carefully tailored to address the unique challenges and opportunities that Omaha presents. **Safe Speeds** will explore measures to curtail excessive speeds, a key contributor to the severity of traffic collisions. **Safe Users** will tackle education and awareness, fostering a culture of shared responsibility among all road participants. **Safe Streets** will underscore the imperative of well-designed infrastructure that accommodates diverse modes of travel. Lastly, **Measuring Progress** will establish a robust framework for tracking advancements and refining strategies over time. Each of these categories is further broken down into Strategy and Policy Recommendations. From immediate interventions that demand urgent attention, to longer-term actions that require strategic planning.

Additionally, as part of our commitment to tangible change, we outline **117 prioritized projects**. Combining the efforts and data shown in the previous chapters, **350+ unique improvements** across Omaha were meticulously assessed and put together into actionable projects. Each project was evaluated for benefit-to-cost ratio based on proposed countermeasures and associated potential crash reduction. These projects, ranked across **five priority levels**, represent the first steps towards realizing the Vision Zero goals.

As we turn the pages of this final chapter, let us keep in mind that our efforts here extend beyond policy and strategy. They reach into the lives of every resident, every family, and every person who travel the streets of Omaha. With Omaha's Vision Zero Action Plan, we take the first collective stride towards a future free from the devastation of traffic-related deaths. The journey ahead will demand collaboration, persistence, and a shared belief in the attainability of our Vision Zero goals. Together, we embark on a path that will redefine Omaha's streets as spaces of security, equity, and shared prosperity.



SAFE SPEEDS » STRATEGY & POLICY

SPEED MANAGEMENT PLAN

The City will conduct a speed management Plan. This plan may include the following elements: evaluate tools and methodologies for speed limit setting, evaluate different measures for reducing speeds on higher classification roadways to establish a tool box for speed reduction techniques that work in Omaha; develop toolbox for enforcement activities and areas relating to speed; develop toolbox of context sensitive design elements that can be incorporated into projects to reduce speeding; conduct public outreach campaign; and evaluate and prioritize areas in the City to target speeding with the goal to reduce KSI crashes.

Additionally, the City Engineer will adopt a comprehensive policy for setting specific street speed limits, which incorporates crash history, pedestrian and bicycle activity, land use context, and possibly uses tools like USLIMITS2 from the FHWA, instead of solely relying on the 85th percentile speed.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works

 **COST**
\$100k - \$500k

SPEED FEEDBACK SIGNS

Speed feedback signs dynamically show the driver’s speed and the posted speed limits and have been shown to slow overall speeds where deployed. They can also be used in part to educate drivers of the importance in safe speeds. The City will continue deploying speed feedback signs maintained by both OPD and Public Works and expand the program as needed. The decision of where to deploy these signs will be determined through a data-driven process considering locations with high rates of speed related crashes, a high rate of prevailing speeds, a high number of pedestrian and bicycle users, the land use context, and public input.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works/Police Department

 **COST**
\$10k - \$100k

ENHANCED SPEED ENFORCEMENT

Speed enforcement is highly effective in slowing speeds and encouraging drivers to obey speed limits. The Omaha Police Department currently conducts speed enforcement, but this enforcement should be expanded. The Traffic Unit dedicated to traffic safety and speed enforcement may require additional officers or funding to conduct this. Alternate enforcement tactics such as police-operated photo radar enforcement and high-visibility speed enforcement should be explored. Speed enforcement locations will be determined through an equitable and data-driven process considering locations with high rates of speed related crashes, a high rate of prevailing speeds, a high number of pedestrian and bicycle users, the land use context, and public input.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Police Department

 **COST**
>\$1M

TRAFFIC CALMING PROGRAM

Traffic calming is an essential tool to reducing traffic speeds on both local residential streets and collector streets. The city should update the Traffic Calming Program guidelines by establishing a project prioritization framework that takes into account crash and speed data analysis. In addition to monitoring the impact on injured persons and speeds before and after implementing the program, it is crucial to consistently track several indicators over multiple years to establish a reliable baseline and minimize statistical fluctuations. These indicators encompass speed, traffic flow, pedestrian and bicyclist volumes, crossing behavior, and travel patterns along streets. Furthermore, site-specific issues and targets, including public perception of safety and increased usage of other transportation modes, should also be considered.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Public Works

 **COST**
-



SAFE USERS » STRATEGY

COMMUNICATIONS AND OUTREACH SUPPORTING ENFORCEMENT

To effectively promote traffic safety priorities and engage the public, communication campaigns should focus on speed enforcement, red-light running, impairment, and occupant protection. These campaigns should highlight the benefits of the VZAP measures, employ persuasive marketing materials, and utilize carefully crafted messaging. The city should leverage owned media channels such as mailing lists, websites, telephone interactions, public space signage, uniforms, and city fleets to ensure widespread dissemination of the messaging. Additionally, fostering community engagement through regular publication of reports emphasizing achieved outcomes, assessing successful actions, and identifying areas requiring adjustments, this will allow the community to actively contribute to the ongoing success of Vision Zero.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works/Vision Zero Coordinator

 **COST**
\$100k - \$500k

LEVERAGE PUBLIC-PRIVATE PARTNERSHIPS

The City of Omaha should leverage public-private partnerships to bolster its Vision Zero initiative, building on its history of private support for public projects. This would involve seeking private sector involvement in forms of funding and expertise, where private entities like major employers, philanthropic foundations, and others who share a vested interest in reducing traffic fatalities could contribute financially or provide specialized advisory and consulting services. Additionally, the city should tap into the private sector for volunteers and marketing support, utilizing private resources where appropriate for public education and outreach campaigns, and collaboratively harnessing their marketing channels to amplify Vision Zero messaging and to enact change.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Mayor's Office

 **COST**
-

ENHANCED POLICE IMPAIRMENT ENFORCEMENT

Enforcement is highly effective in removing impaired drivers from the roads when paired with effective criminal justice and rehabilitation programs. The Omaha Police Department currently conducts impairment enforcement, but this enforcement should be expanded. The Traffic Unit dedicated to traffic safety and impairment enforcement may require additional officers or funding to conduct this. Alternate enforcement tactics such as high visibility saturation patrols and publicized sobriety checkpoints should be explored. Impairment enforcement locations should be determined through an equitable and data-driven process considering locations with high rates of impairment related crashes, a high number of pedestrian and bicycle users, the land use context, and public input.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Public Works/Vision Zero Coordinator

 **COST**
>\$1M

SUPPORT TRANSIT USE EXPANSION

Increasing transit use is one of the best ways to achieve Vision Zero. Transportation by bus or streetcar is the safest form of transportation today. To fully support the goals of the VZAP in the City of Omaha, it is essential to make strategic investments in first-mile/last-mile pedestrian infrastructure, to continue to expand the Streetcar system, and to enhance bus operations. By creating these integrated transportation networks, the city can encourage more individuals to choose public transportation as a safe and convenient mode of travel. This approach aligns with the VZAP principles by promoting a safer, more sustainable, and inclusive transportation system throughout Omaha.

 **START YEAR**
Year 3

 **RESPONSIBLE PARTY**
Mayor's Office

 **COST**
>\$1M



SAFE USERS » POLICY

POLICE TRAFFIC SAFETY VISION AND VALUES

The Omaha Police Department has a set of Vision and Values statements focused on crime prevention, public service, transparency, and employee growth. Because severe traffic crashes represent such a significant public safety concern, the Omaha Police Department should revise the Vision and Values statements to explicitly include traffic safety as a core component of the responsibilities of the department. All police officers, not just the Traffic Unit, should have the necessary knowledge and expertise to effectively reduce severe traffic crashes.

 START YEAR

Year 1

 RESPONSIBLE PARTY

Police Department

 COST

-

DRIVERS EDUCATION FINANCIAL ASSISTANCE

Enhancing driver's education is pivotal for safer roads. Countries moving towards zero traffic deaths have embraced rigorous courses and testing. However, such education is scarce in Omaha high schools; though available, it's expensive, with the Nebraska National Safety Council chapter offering courses at \$400 per student. This cost impedes lower-income families. Omaha should address this inequity by extending financial aid to teens from these households, facilitating access to driver's ed. Promoting this initiative can boost awareness about its significance, fostering better understanding of safe driving practices.

 START YEAR

Year 2

 RESPONSIBLE PARTY

Mayor's Office

 COST

\$10k - \$100k

CRIMINAL JUSTICE IMPACTS

Many crashes involving impaired drivers stem from prior DUI convictions. Addressing alcoholism and drug addiction through our criminal justice system could notably curtail these incidents. The City of Omaha should form a Vision Zero Impairment Committee, comprising of stakeholders from Douglas County, Omaha Police, the Nebraska Judicial Branch and subject matter experts. Their focus: evaluating enhanced policies like specialized courts and training for law enforcement, probation, and prosecutors. The initiative targets: community support, de-escalation through crisis intervention teams, collaborative partnerships between justice agencies and healthcare/community groups, and sentencing that emphasizes rehab and evidence-based approaches.

 START YEAR

Year 3

 RESPONSIBLE PARTY

Mayor's Office

 COST

-

COMMUNITY MENTAL HEALTH AND SUBSTANCE ABUSE PROGRAMS

In Vision Zero, mental health and substance abuse programs play a crucial role as they address underlying factors that contribute to impaired driving and traffic crashes. The city should provide support by implementing various initiatives, including educational campaigns and outreach efforts to raise awareness about the risks of impaired driving. Additionally, investing in accessible and comprehensive treatment and rehabilitation services, such as counseling, therapy, detoxification, and support groups, can greatly assist individuals in overcoming addiction and managing their mental health effectively. These initiatives can contribute significantly to creating safer roads and preventing impaired driving incidents. These efforts should be paired with criminal justice reform efforts noted separately in this action plan.

 START YEAR

Year 3

 RESPONSIBLE PARTY

Mayor's Office

 COST

>\$1M



SAFE STREETS » STRATEGY

SAFE ROUTES TO SCHOOL

The Safe Routes to Schools (SRTS) program is a national framework to improving safety of students walking and biking to school. The program systematically reviews school areas for safety improvements for pedestrians and cyclists and recommends improvements. Federal funding exists for developing SRTS plans. Implementation of SRTS programs has shown 10% - 20% reduction in severe pedestrian and cyclist crashes around schools and has the added benefit of increasing walking and biking to school, thus reducing school vehicle traffic and providing active transportation opportunities for children. The city should strive to have an SRTS plan for every elementary school in the city.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Planning

 **COST**
\$100k - \$500k

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. Cities that have implemented pedestrian safety zones have seen severe pedestrian crashes reduced by up to 40% in the areas. Strategies for improving pedestrian safety should follow the Safe System approach by seeking to create safer roads, safer users, and safer/slower vehicle speeds through roadway countermeasures, public education, and active traffic enforcement.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works

 **COST**
\$10k - \$100k

FATAL CRASH REVIEW COMMISSION

Studying the causes of fatal crashes by multidisciplinary groups can provide insight into systemic changes that could be deployed on Omaha streets or incorporated into future plans. Omaha should convene a commission including law enforcement, first responders, engineers, planners, and policy makers to review fatal crash circumstances and make recommendations on systemic changes within the Safe System framework to incorporate into future safety efforts. Indianapolis recently developed just such a group that has been praised by the NTSB as a potential model for other communities.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Mayor's Office

 **COST**
-

ROAD SAFETY ASSESSMENT

Road Safety Audits follow a formal process utilizing a multidisciplinary group that reviews street safety aspects and makes recommendations. Use of RSAs has shown up to 60% decrease in crashes where recommendations were implemented. Omaha should include a road safety audit with every capital improvement. Additionally, the city should choose at least 5 locations in the city either on the High Injury Network or Highest Risk Network to perform a Road Safety Audit each year.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Public Works

 **COST**
\$10k - \$100k

VISION ZERO CAPACITY BUILDING

To enhance the integration of Vision Zero practices with various city departments, the City should develop a comprehensive training program for all city staff on Vision Zero issues, policies, and countermeasures. This training program will equip staff with the necessary knowledge and tools to effectively incorporate Vision Zero principles into their work. Additionally, the City should establish an internal communications strategy to ensure consistent messaging of the Vision Zero Action Plan (VZAP) and promote its messaging and highlight successful outcomes through the City.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Public Works

 **COST**
\$10k - \$100k



SAFE STREETS » POLICY

INTERSECTION CONTROL EVALUATION POLICY

Omaha should have a formal process to determine intersection design for capital projects. Options include stop signs, signals, roundabouts, and reduced conflict intersections. Omaha Public Works will implement an Intersection Control Evaluation (ICE) process. It will assess safety, traffic, pedestrian/bike access, cost, and more, using a benefit-to-cost ratio. ICE reports will guide control selection for all project intersections, with reports publicly accessible in project files.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works

 **COST**
-

TRAFFIC SAFETY GUIDELINES FOR PRIVATE DEVELOPMENT TRAFFIC IMPACT STUDIES

Driveway Regulations and Guidelines manual establishes a set guideline for the location, number and design of (residential, commercial and industrial) driveways that provide access from public streets and highways to private property. The manual also contains the requirements for traffic impact studies for private development. This guideline should be updated to incorporate safety as a core evaluation criterion for private driveways and traffic impact studies. A crash analysis should be performed in alignment with Vision Zero and Safe System principles and all improvements constructed in the public right of way by private entities should demonstrate a safety benefit using the Highway Safety Manual methodology.

 **START YEAR**
Year 1

 **RESPONSIBLE PARTY**
Public Works

 **COST**
-

COMPLETE STREETS DESIGN GUIDE

Omaha's Complete Streets Design Guide (CSDG) encompasses project design steps from project development, design, to construction. This document was produced prior to the development of the Vision Zero Action Plan. The City should update the CSDG to supplement the strategies to align with the principles, focus areas, and countermeasures outlined in this plan. Incorporation of the principles of this plan strategies in the CSDG can provide the opportunity to require the public and private sectors to comply with the minimum safety standards. CSDG updates should include review of policy related to pedestrian crossing installation.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Public Works

 **COST**
\$100k - \$300k

PRIORITIZED CIP PROCESS

Safety has always been part of the approach to developing the Capital Improvement Program (CIP) but has not been formally adopted as a performance criteria. The City of Omaha should prioritize safety in the CIP by formally incorporating the goals and language of the Vision Zero Action Plan (VZAP) into the 2025-2030 CIP goals, specifically aligning with Goal 2 and Goal 6. Omaha should adopt a multifaceted prioritization criterion that includes evaluating infrastructure assets based on safety, mobility, state of good repair, traffic flow, equity, and economic development. This approach would emphasize the development of safe and inclusive infrastructure for all residents.

 **START YEAR**
Year 2

 **RESPONSIBLE PARTY**
Planning

 **COST**
-



MEASURING PROGRESS

VISION ZERO DASHBOARD AND DATA SYSTEM

To effectively track progress towards Vision Zero goals, it is recommended that Omaha expand its current online fatal crash dashboard to incorporate serious injury crashes and relevant Focus Area subdivisions. The dashboard should also monitor implementation status of all Action Plan items and Vision Zero projects. Additionally, developing a comprehensive centralized crash and roadway data system accessible across city departments would strengthen the data-driven approach integral to Vision Zero. This enterprise-based platform aligned with current data governance best practices would serve as a vital repository to facilitate ongoing analysis and targeted safety improvements. Combining an expanded performance dashboard with robust data infrastructure will provide the monitoring, insights and coordination needed to systematically achieve the objective of zero traffic fatalities and severe injuries.

 START YEAR

Year 1

 RESPONSIBLE PARTY

Public Works

 COST

\$10k - \$100k

INSTITUTIONALIZING A VISION ZERO COMMITTEE

To ensure continued high-level leadership and accountability for the Vision Zero Action Plan over time, the City should formalize an Executive Committee comprised of diverse decision-makers from relevant city departments, outside safety-focused agencies, non-profits, and potentially City Council. This group would be charged with promoting urgency, providing direction and resources, removing roadblocks, and cutting red tape to drive implementation of the plan. The Executive Committee should be institutionalized beyond political transitions to provide long-term oversight and urgency on achieving the goal of zero traffic fatalities and severe injuries.

 START YEAR

Year 1

 RESPONSIBLE PARTY

Mayor's Office

 COST

-

VISION ZERO ANNUAL REPORT

The City of Omaha should develop a comprehensive Vision Zero Annual Report to evaluate progress on the targets outlined in the performance measurement plan. This report will serve as a crucial tool to effectively assess progress, guide decision-making, and identify areas where modifications are needed to achieve the desired outcomes of the VZAP. In addition to evaluating progress, the report should highlight recent successes, best practices, and lessons learned, providing valuable insights to enhance future efforts. By emphasizing transparency and accountability, the Vision Zero Annual Report will support the ongoing commitment to creating a safer and more sustainable transportation system in Omaha.

 START YEAR

Year 2

 RESPONSIBLE PARTY

Public Works

 COST

\$10k - \$100k

VISION ZERO ACTION PLAN UPDATES

The City of Omaha will update its Vision Zero Action Plan at least every 5 years. Regularly revisiting and revising the plan is crucial for ensuring it remains relevant, incorporates new data and best practices, and drives continuous improvement in road safety. The update process should involve conducting a comprehensive review of progress made on existing plan objectives, analyzing updated crash and transportation data, gathering community input on priority concerns and next steps, and setting revised or new strategies utilizing the safe system approach. Updating the plan on a 5-year cycle will help Omaha sustain momentum and accountability in working towards its goal of zero traffic fatalities and severe injuries. The update process itself can also be an opportunity to renew partnerships, generate public dialogue on traffic safety, and reinforce the city's commitment to Vision Zero.

 START YEAR

Year 3

 RESPONSIBLE PARTY

Public Works

 COST

\$100k - \$500k

» PRIORITIZED PROJECTS

The Prioritized Projects were formulated by integrating the High Injury Network and High Injury Intersections, and then segmenting them into coherent projects based on their contextual locations. The projects underwent further refinement with data from the High-Risk Network and the Public Input maps. To adjust for potential double counting, an iterative process was employed. Subsequently, proposed countermeasures were linked to each project through a high-level planning analysis. This procedural approach allows us to compute a safety benefit-to-cost ratio (BCR) and prioritize projects with the most significant potential impact. It should be noted, all BCR calculations were based on the latest FHWA guidance.

The projects were classified into five groups based on their benefit-to-cost ratio. Priority 1 projects exhibit an average BCR above 5.0, solely from the perspective of safety enhancements. Projects of lower priority possess a BCR below 1.0, but this doesn't inherently categorize them as ineffective safety endeavors. Such projects demand more extensive resources to induce safety changes and might align well with economic development, rehabilitation, or operational objectives.

This data-driven approach reveals a widespread distribution of projects across Omaha. Each council district is associated with projects and improvements, all of which have a BCR exceeding 1.0. Council District 1, Council District 2, Council District 3, and Council District 4 have the largest number of projects along with higher benefit-to-cost ratios. This deviation arises from the notably elevated rates of traffic-related fatalities on these roads, and the implementation of many cost-effective, high-impact solutions.

The tables presented offer an overview of the proposed projects and strategies aimed at mitigating traffic-related fatalities on Omaha streets. The ensuing pages give a high-level analysis of each priority level. More detail of each project and calculations are included in Appendix C. It should be noted that the scope and proposed recommendations of each project should not be taken as conclusive, but rather a starting place for further study when moving towards implementation.

IDENTIFIED PRIORITIZED PROJECTS

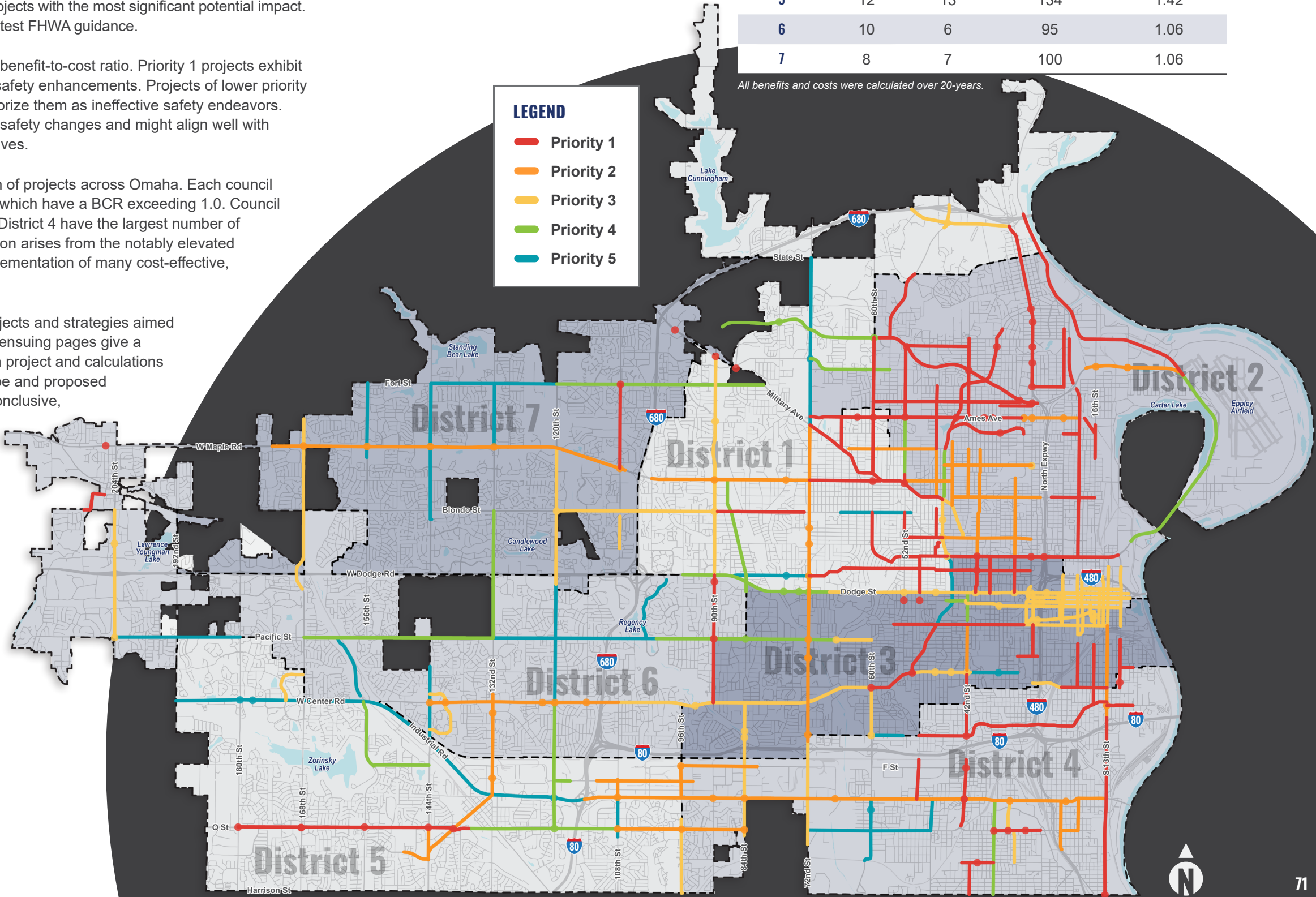
PRIORITY	PROJECT COUNT	LIVES SAVED	SERIOUS INJURIES AVOIDED	BENEFIT-TO-COST RATIO
1	36	63.5	502.1	5.24
2	18	36.4	372.4	2.79
3	24	11.7	270.6	1.34
4	17	8.4	101.4	0.76
5	22	0.9	89.6	0.27
TOTAL	117	121	1338	2.03

All benefits and costs were calculated over 20-years.

PRIORITIZED PROJECTS BY DISTRICT

CITY COUNCIL DISTRICT	PROJECT COUNT	LIVES SAVED	SERIOUS INJURIES AVOIDED	BENEFIT-TO-COST RATIO
1	17	19	219	2.10
2	27	32	309	3.24
3	24	25	276	2.40
4	19	20	204	2.40
5	12	13	134	1.42
6	10	6	95	1.06
7	8	7	100	1.06

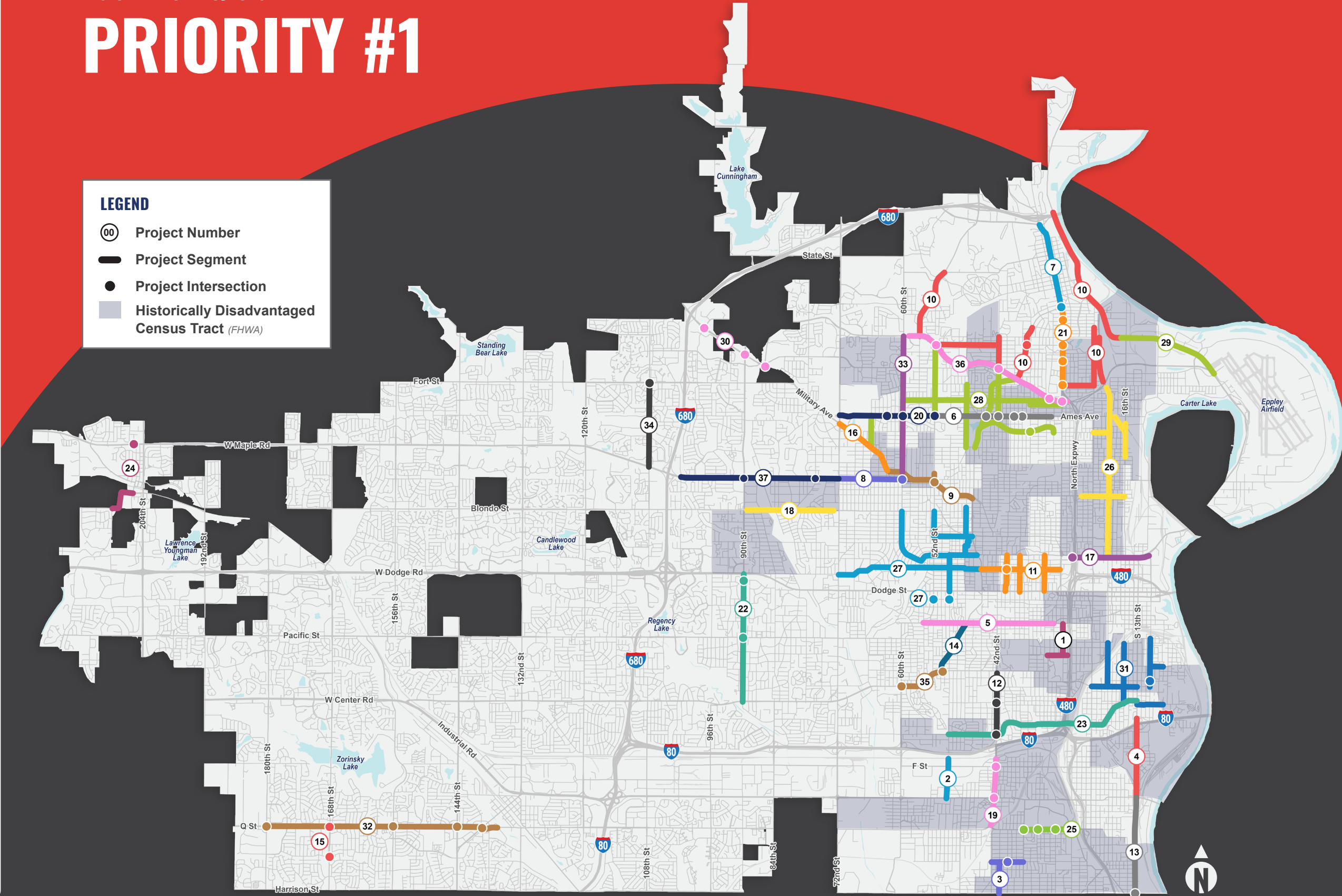
All benefits and costs were calculated over 20-years.



PROJECT		BENEFIT-TO-COST RATIO
1	Hanscom Park Area	23.25
2	S 50th Street #1	10.72
3	Indian Hills South Area	10.48
4	S 13th Street #2	9.32
5	Leavenworth Street	9.23
6	Ames Avenue #2	8.42
7	N 30th Street #1	7.90
8	Maple Street #2	7.83
9	NW Radial Hwy #2	7.78
10	Florence Area	6.90
11	Gifford Park Area	6.87
12	S 42nd Street #2	6.81
13	S 13th Street #1	6.79
14	Saddle Creek South	6.77
15	S 168th Street Ints.	5.95
16	Military Avenue #1	5.69
17	Cuming Street #1	5.63
18	Blondo Street #1	5.59
19	S 42nd Street #3	5.37
20	Ames Avenue #3	5.07
21	N 30th Street #2	5.02
22	S 90th Street	4.89
23	Vinton Street Area	4.75
24	Elkhorn Improvements	4.59
25	Q Street #1	4.32
26	North Downtown Area	4.28
27	Dundee Area	4.06
28	Ames Ave Area	4.02
29	Abbot / Pershing Drive	3.73
30	Blair High Road	3.73
31	Little Italy Area	3.71
32	Q Street #4	3.70
33	N 60th Street	3.67
34	N 108th Street #1	3.59
35	Center Street #3	3.58
36	Sorensen Pkwy #1	3.52
37	Maple Street #1	3.52

VISION ZERO PROJECTS

PRIORITY #1



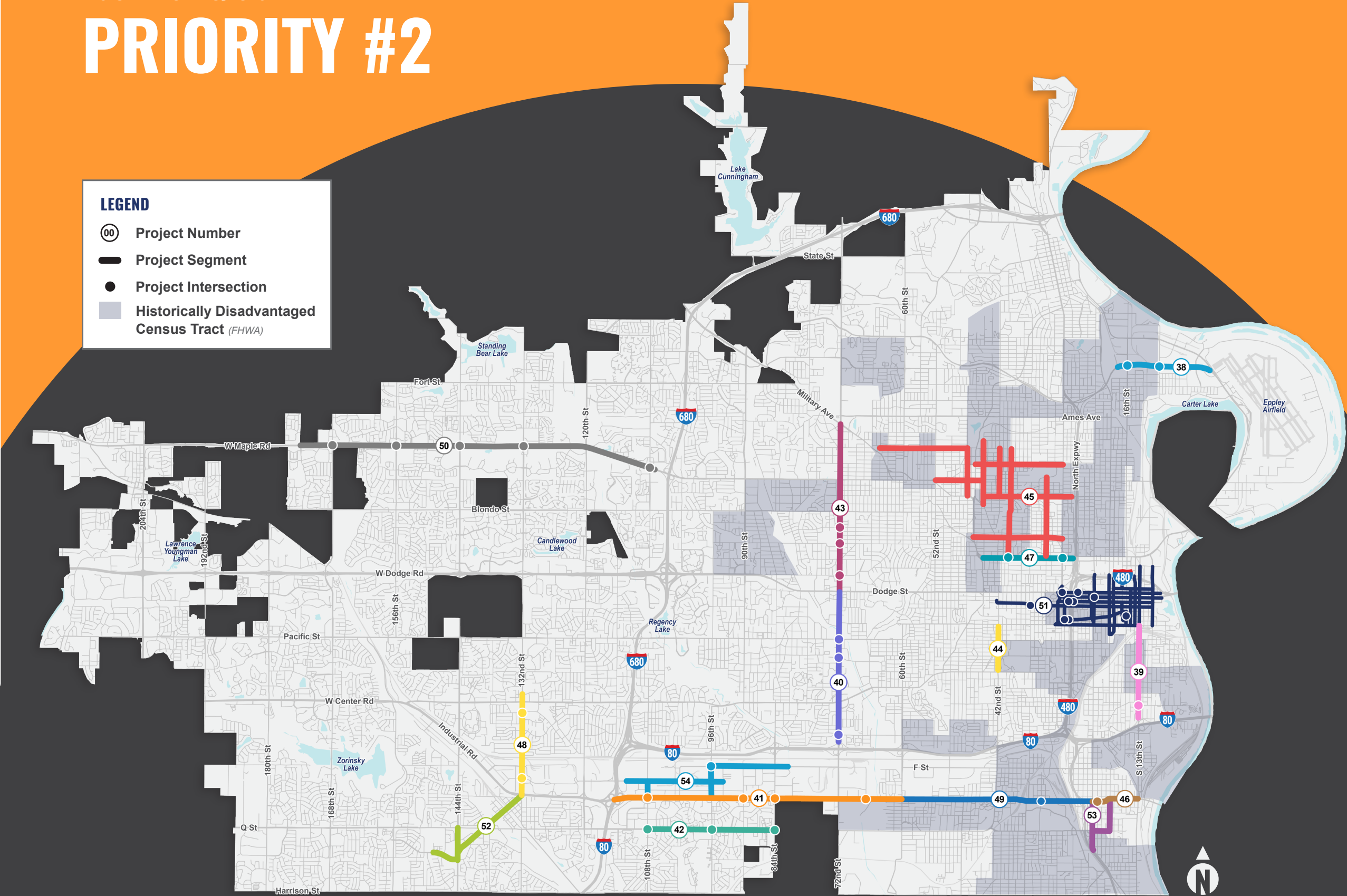
VISION ZERO PROJECTS

PRIORITY #2

PROJECT		BENEFIT-TO-COST RATIO
38	Arthur C Storz Expy	3.31
39	S 13th Street #3	3.29
40	72nd Street #2	3.21
41	L Street #2	3.10
42	Q Street #2	3.07
43	72nd Street #3	3.07
44	S 42nd Street #1	2.92
45	Adams Park Area	2.77
46	L Street / Missouri Ave	2.65
47	Cuming Street #2	2.50
48	S 132nd Street #1	2.49
49	L Street #1	2.42
50	W Maple Road	2.41
51	Downtown Street Grid	2.41
52	Millard Area	2.34
53	S 24th Street Area	2.23
54	F & I Streets	2.22

LEGEND

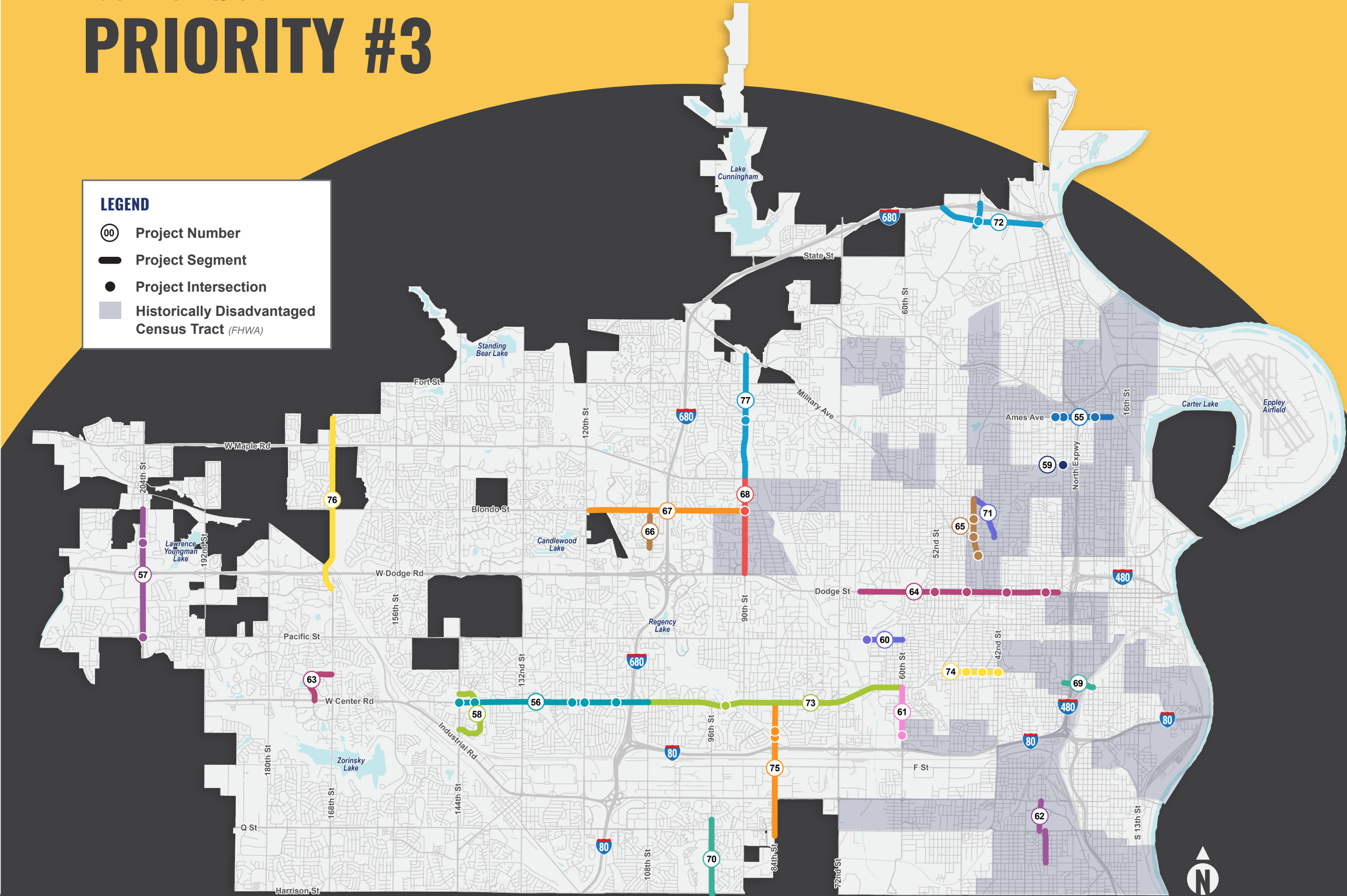
- ⓪ Project Number
- Project Segment
- Project Intersection
- Historically Disadvantaged Census Tract (FHWA)



PROJECT		BENEFIT-TO-COST RATIO
55	Ames Avenue #1	2.17
56	W Center Road #2	2.15
57	N 204th Street	2.11
58	Oak View Drive	1.89
59	N 30th Street #3	1.86
60	Pacific Street #1	1.86
61	S 60th Street #1	1.85
62	Southside Terrace Area	1.84
63	S 171st Street	1.67
64	Dodge Street	1.64
65	NW Radial Hwy #1	1.54
66	N 108th Street #2	1.27
67	Blondo Street #2	1.11
68	N 90th Street #1	1.05
69	Ed Creighton / Martha	1.04
70	S 96th Street	0.98
71	Military Avenue #2	0.97
72	McKinley Street	0.96
73	W Center Road #1	0.95
74	Center Street #2	0.94
75	S 84th Street	0.92
76	S 168th Street #2	0.92
77	N 90th Street #2	0.90

VISION ZERO PROJECTS

PRIORITY #3



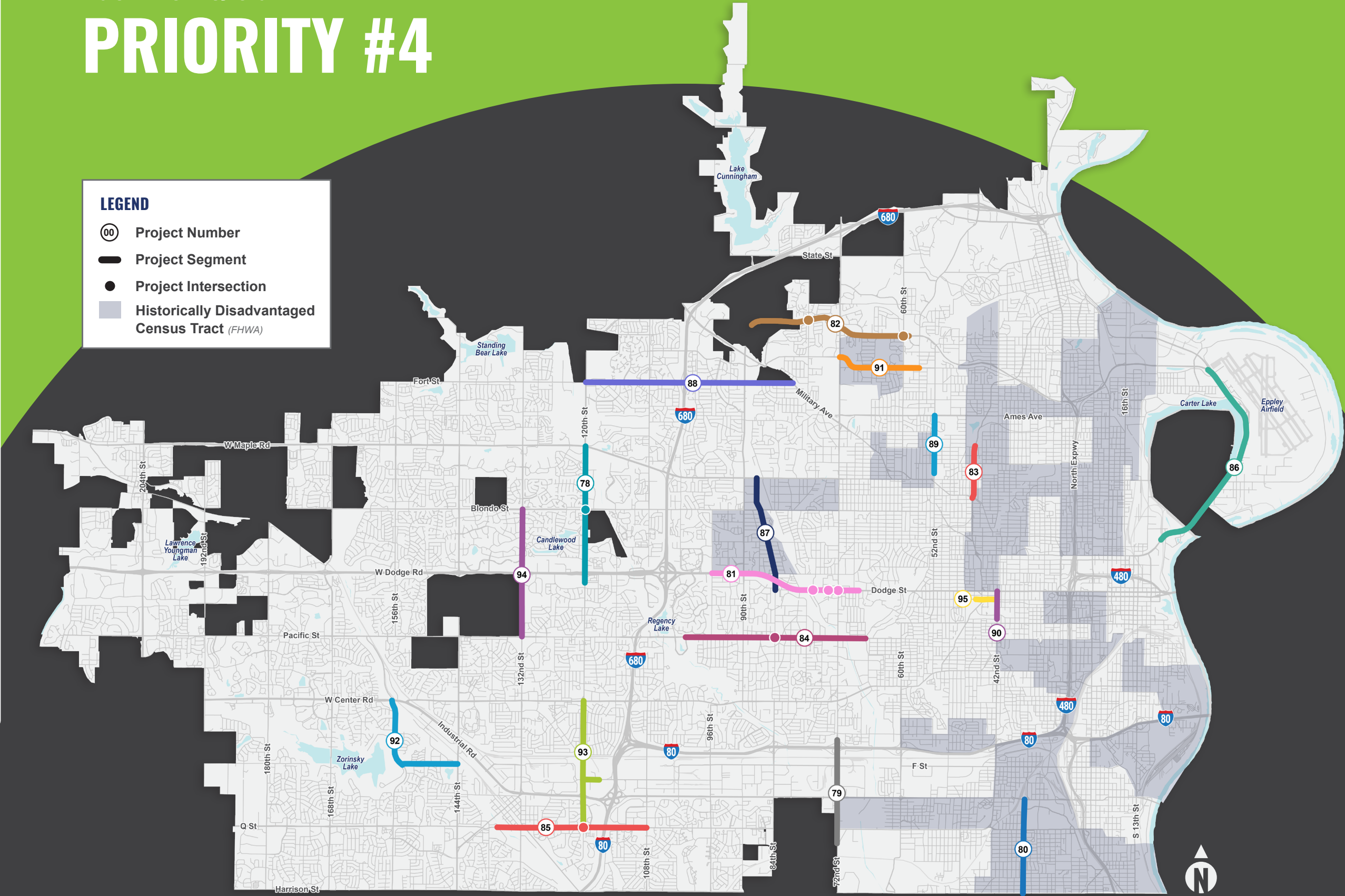
VISION ZERO PROJECTS

PRIORITY #4

PROJECT		BENEFIT-TO-COST RATIO
78	S 120th Street #1	0.89
79	72nd Street #1	0.88
80	S 36th Street	0.88
81	W Dodge Road	0.83
82	Sorensen Pkwy #2	0.83
83	Fontenelle Blvd	0.82
84	Pacific Street #2	0.82
85	Q Street #3	0.82
86	Abbott Drive	0.78
87	N 85th Street Area	0.74
88	Fort Street	0.74
89	N 52nd Street	0.70
90	UNMC Area	0.70
91	Hartman Avenue	0.65
92	S 156th / F Street	0.64
93	S 120th Street #2	0.61
94	S 132nd Street #2	0.59
95	Farnam Street	0.59

LEGEND

- ⓪ Project Number
- Project Segment
- Project Intersection
- Historically Disadvantaged Census Tract (FHWA)



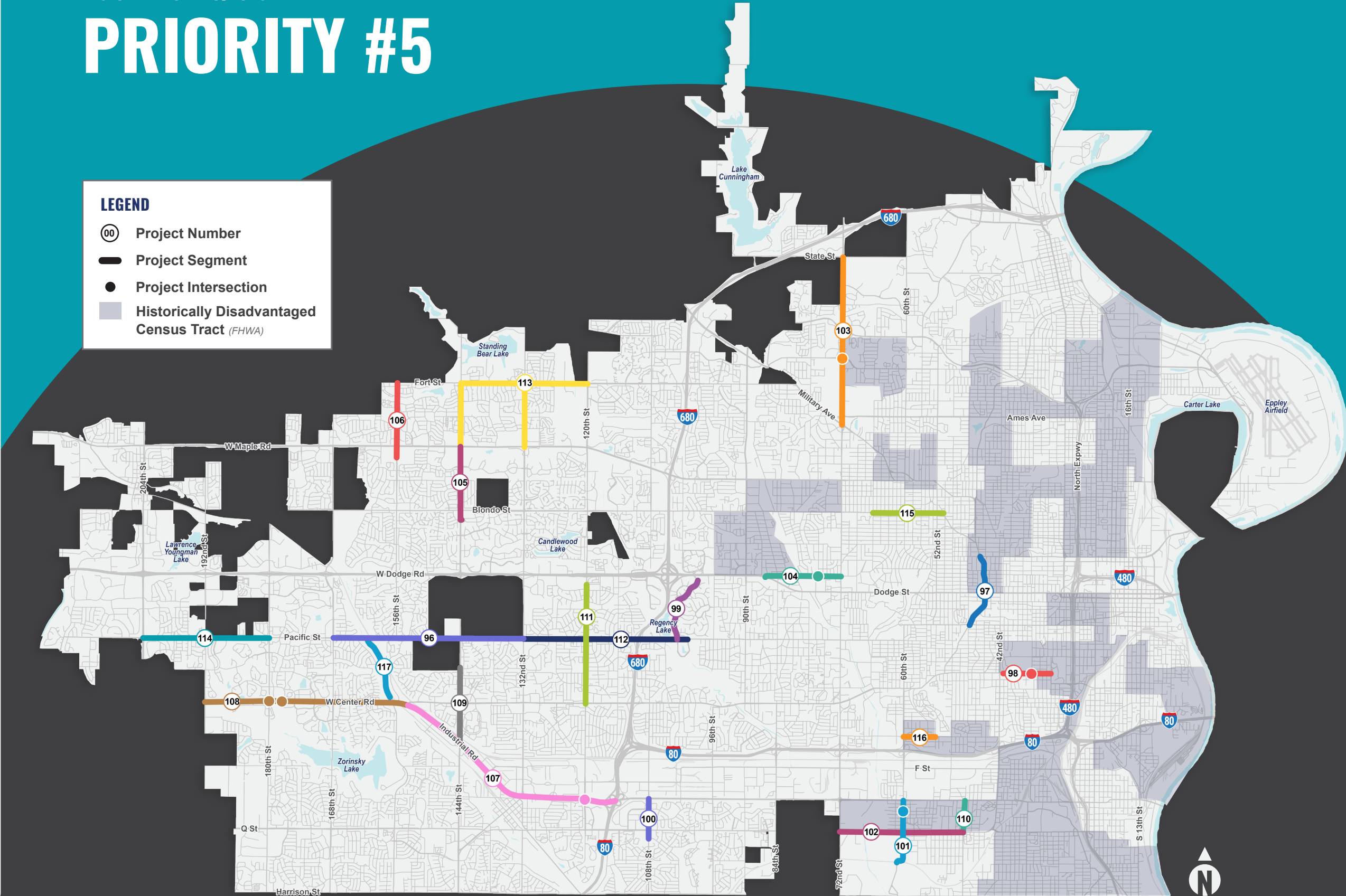
VISION ZERO PROJECTS

PRIORITY #5

PROJECT		BENEFIT-TO-COST RATIO
96	Pacific Street #4	0.50
97	Saddle Creek North	0.48
98	Center Street #1	0.47
99	Regency Pkwy	0.45
100	S 108th Street #2	0.43
101	S 60th Street #2	0.41
102	Q Street #5	0.39
103	72nd Street #4	0.37
104	Cass Street	0.37
105	S 144th Street #1	0.36
106	N 156th Street	0.25
107	L Street #3	0.25
108	W Center Road #3	0.22
109	S 144th Street #2	0.20
110	S 48th Street	0.17
111	S 120th Street #3	0.14
112	Pacific Street #3	0.14
113	Fort / 132nd / 144th	0.13
114	Pacific Street #5	0.11
115	Blondo Street	0.10
116	Grover Street	0.09
117	Bob Boozer Drive	0.09

LEGEND

- ⓪ Project Number
- Project Segment
- Project Intersection
- Historically Disadvantaged Census Tract (FHWA)



VISION ZERO OMAHA



ENDING TRAFFIC DEATHS



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VISION ZERO OMAHA



ENDING TRAFFIC DEATHS

» APPENDICES