

December 2025

Ames Avenue Safe Mobility Recovery Plan

MEMO C: CRASH HISTORY ANALYSIS

NEEDS ASSESSMENT REPORT

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City of Omaha – Public Works Department

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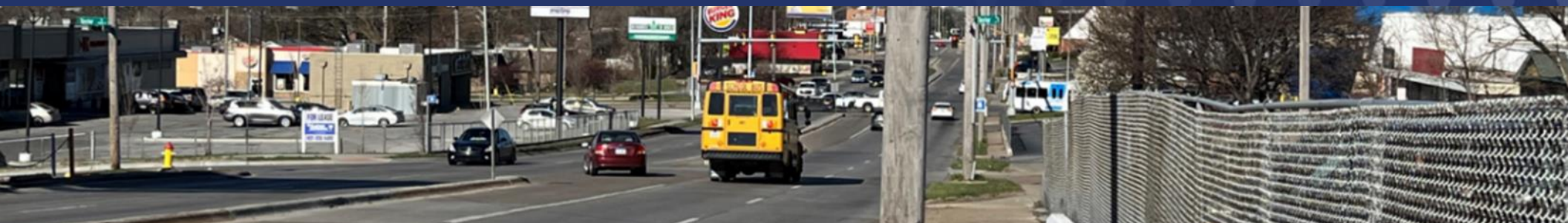


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1.0 INTRODUCTION

The Ames Avenue Safe Mobility Recovery Plan is a Planning and Environmental Linkages (PEL) study that provides a corridor-level analysis and decision-making framework for a 4.25-mile portion of Ames Avenue in Omaha, Nebraska. The purpose of this memorandum is to identify patterns in the crash data and assess contributing factors to propose appropriate safety improvements to the roadway. The focus is on identifying opportunities to enhance roadway safety and reduce both the frequency and severity of crashes along the Ames Avenue corridor by accounting for historical crash outcomes.

Understanding the crash history along this corridor is an essential component of a PEL study, as it highlights both past impacts and future needs. By identifying where and why crashes occur, countermeasures and safety improvements can be better tailored to address the most critical issues along Ames Avenue. For example, if 70% of crashes at an intersection are caused by left-turning vehicles, improved signal phasing or alternative intersection control types could significantly reduce that type of crash. This data-driven approach supports effective roadway improvements and better outcomes for all users.

1.1 CORRIDOR OVERVIEW

The study area encompasses a 4.25-mile stretch of Ames Avenue, extending from N 72nd Street to Florence Boulevard. As a key commercial corridor in North Omaha, Ames Avenue has a posted speed limit ranging from 35 to 45 mph. The roadway is a four-lane divided by a median between N 72nd Street and Fontenelle Boulevard, transitioning to four-lanes undivided from that point eastward to Florence Boulevard. The corridor supports a mix of commercial and residential land uses, with numerous businesses and public institutions, including schools and a library, located along the route.

For a more detailed assessment, the corridor was divided into six zones (**Figure 1**) based on roadway characteristics, length, and adjacent context:

- **Zone 1:** N 72nd Street to N 60th Street
- **Zone 2:** East of N 60th Street to N 46th Street
- **Zone 3:** East of N 46th Street to N 40th Street
- **Zone 4:** East of N 40th Street to N 33rd Street
- **Zone 5:** East of N 33rd Street to N 26th Street
- **Zone 6:** East of N 26th Street to Florence Boulevard

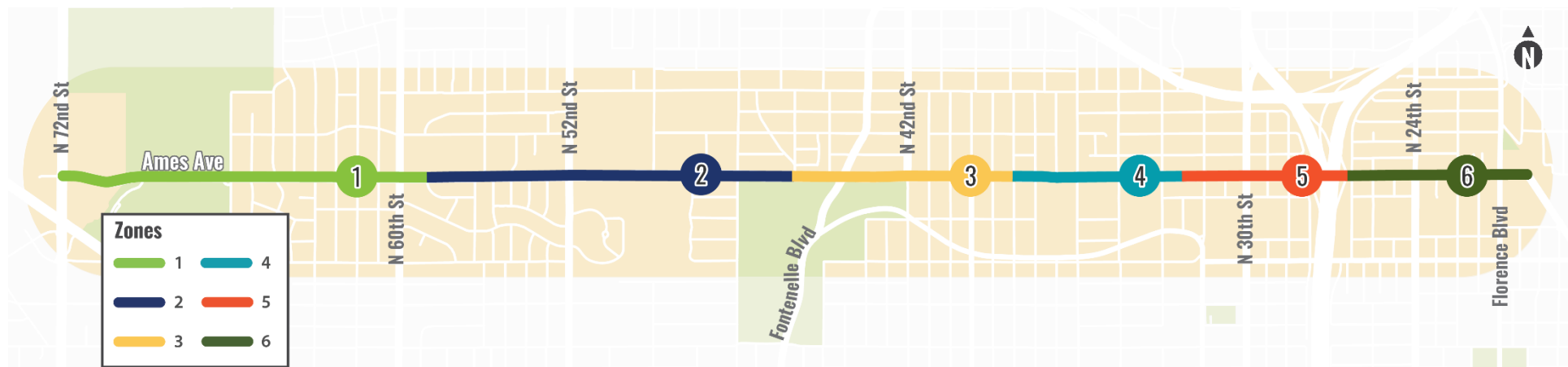


Figure 1: Ames Avenue Corridor Study Zones

Within these six zones, a total of thirty intersections along the corridor were identified as intersections of interest (**Figure 2**).

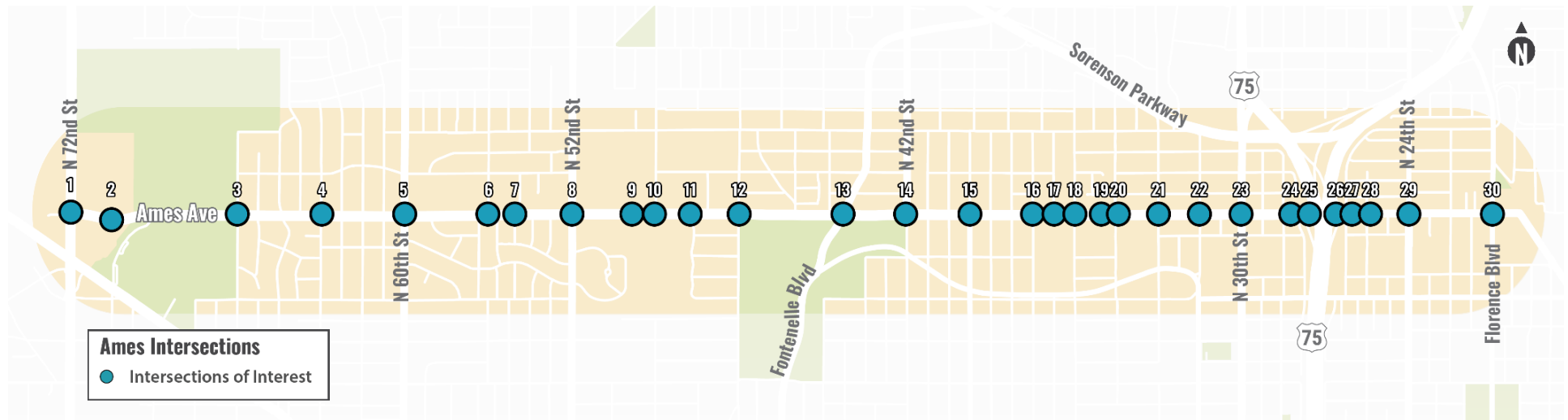


Figure 2: Ames Avenue Corridor Study Intersections of Interest

List of Study Intersections of Interest:

- | | |
|--|--|
| 1. N 72 nd Street & Ames Avenue | 16. N 37 th Street & Ames Avenue |
| 2. Benson Park Plaza / N 71 st Street & Ames Avenue | 17. N 36 th Avenue and Ames Avenue |
| 3. N 66 th Street & Ames Avenue | 18. N 36 th Street & Ames Avenue |
| 4. N 63 rd Street & Ames Avenue | 19. N 35 th Street & Ames Avenue |
| 5. N 60 th Street & Ames Avenue | 20. N 34 th Avenue & Ames Avenue |
| 6. N 56 th Street & Ames Avenue | 21. N 33 rd Street & Ames Avenue |
| 7. N 55 th Street & Ames Avenue | 22. N 31 st Avenue & Ames Avenue |
| 8. N 52 nd Street & Ames Avenue | 23. N 30 th Street & Ames Avenue |
| 9. Walmart Drive & Ames Avenue | 24. N 28 th Street Ames Avenue |
| 10. N 50 th Street & Ames Avenue | 25. Southbound North 75 Freeway Ramp & Ames Avenue |
| 11. N 49 th Avenue & Ames Avenue | 26. Northbound North 75 Freeway Ramp & Ames Avenue |
| 12. N 48 th Street & Ames Avenue | 27. N 26 th Street & Ames Avenue |
| 13. Fontenelle Boulevard & Ames Avenue | 28. N 25 th Avenue & Ames Avenue |
| 14. N 42 nd Street & Ames Avenue | 29. N 24 th Street & Ames Avenue |
| 15. N 40 th Street & Ames Avenue | 30. Florence Boulevard & Ames Avenue |

1.2 DATA SOURCES AND CLEANING

The crash data used for this study covers reported crashes along Ames Avenue from 2017 to 2024; the City of Omaha and the Nebraska Department of Transportation (NDOT) provided crash data. Where this memo provides comparisons to crash data for the City of Omaha as a whole, the City of Omaha's statistics use crashes reported from 2011 to 2020. **Appendix A:** Data Dictionary

provides terms and definitions used throughout this memo.

To support this corridor-specific analysis, the raw crash data provided was refined and enhanced through several processing steps. A crash type profile was developed by grouping similar crash types to better understand prevalent patterns. Crashes were categorized by location, distinguishing between intersection-related and segment-related events. Cost values were incorporated using NDOT's crash type cost data and Federal Highway Administration (FHWA) severity-based crash cost fields, allowing for an assessment of economic impact. The corridor was further divided into defined zones to enable more granular comparisons across roadway segments. Finally, geolocation was attached to each crash record using American Association of State Highway and Transportation Officials and NDOT data, ensuring spatial accuracy for mapping and analysis.

Average Daily Traffic was collected for this study, and segment length was created in a GIS tool and assigned to the corresponding locations. These values were used to create the critical crash rate and crash rate per million vehicle miles traveled (MVMT) and million entering vehicles (MEV). These calculations will help normalize the data and make comparisons both to the City of Omaha and other locations on Ames Avenue more meaningful.

2.0 CRASH HISTORY REVIEW

Over the eight-year study period, 2,476 crashes were reported on Ames Avenue (**Figure 3**); of these, 91 were Killed or Seriously Injured (KSI) crashes (**Figure 4**). Total crashes along Ames Avenue peaked in 2019 and have leveled off over the last three years of the study period, averaging 309.5 crashes per year over the study period and 247.3 crashes per year from 2022 to 2024. The crash analysis for this study looks at the overall change in crash volume, crash types, and crash severity across the corridor.

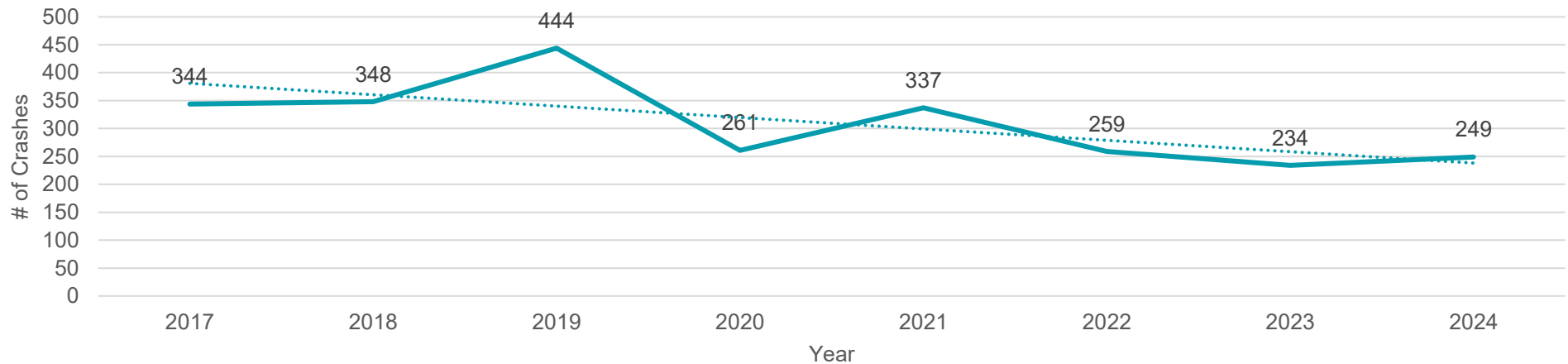


Figure 3: Number of Crashes on Ames Avenue by Year

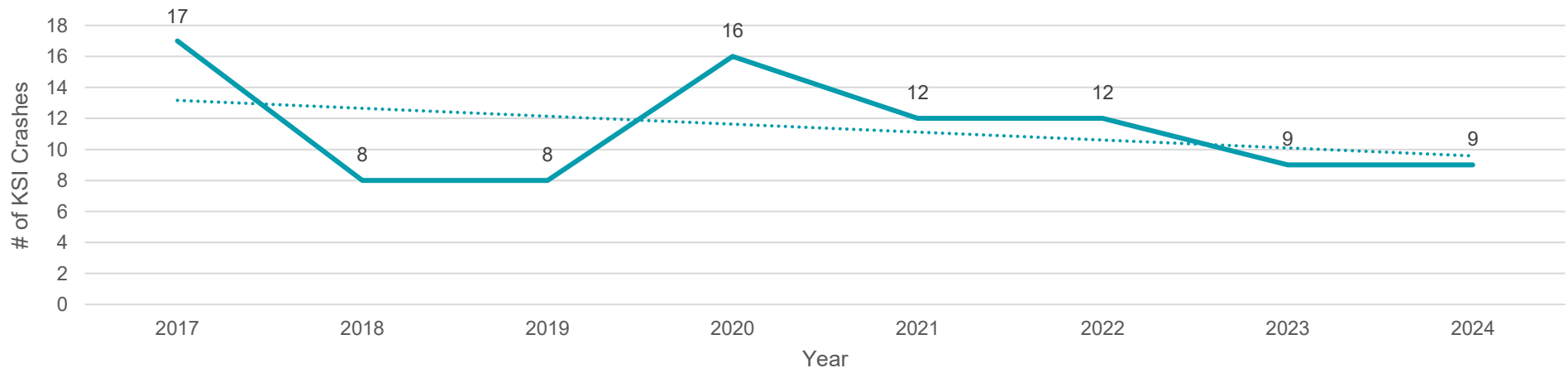


Figure 4: Number of KSI Crashes on Ames Avenue by Year

2.1 CRASHES BY SEVERITY

Between 2017 and 2024, six fatal crashes and eighty-five serious injury crashes occurred on Ames Avenue (**Figure 5**). As time has progressed, the number of possible injuries and serious injuries has decreased, minor injuries have increased, and the number of fatalities has remained relatively the same (**Figure 6**).

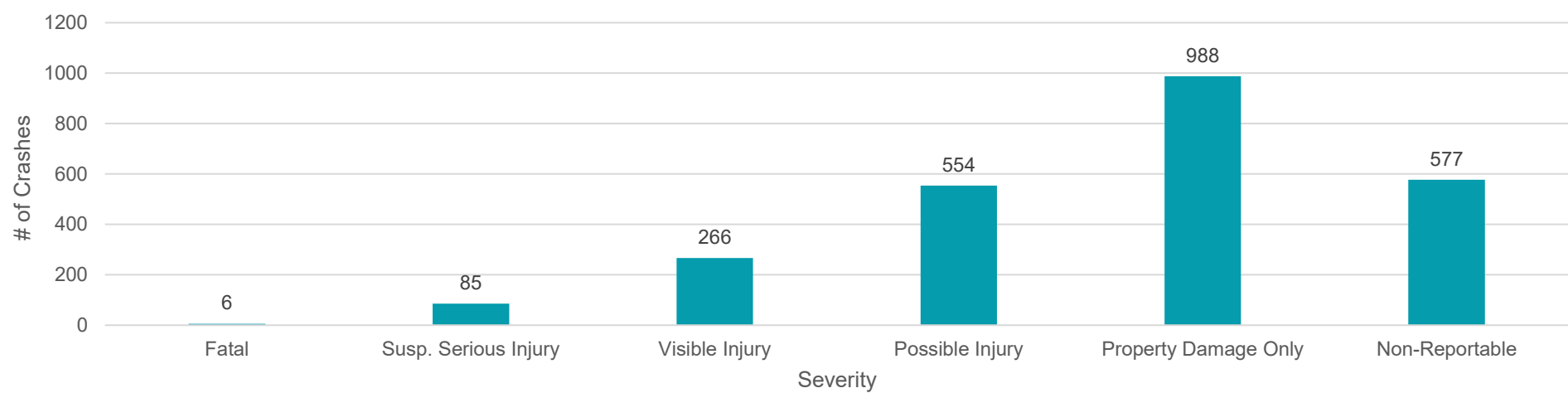


Figure 5: Total Crash Count by Severity

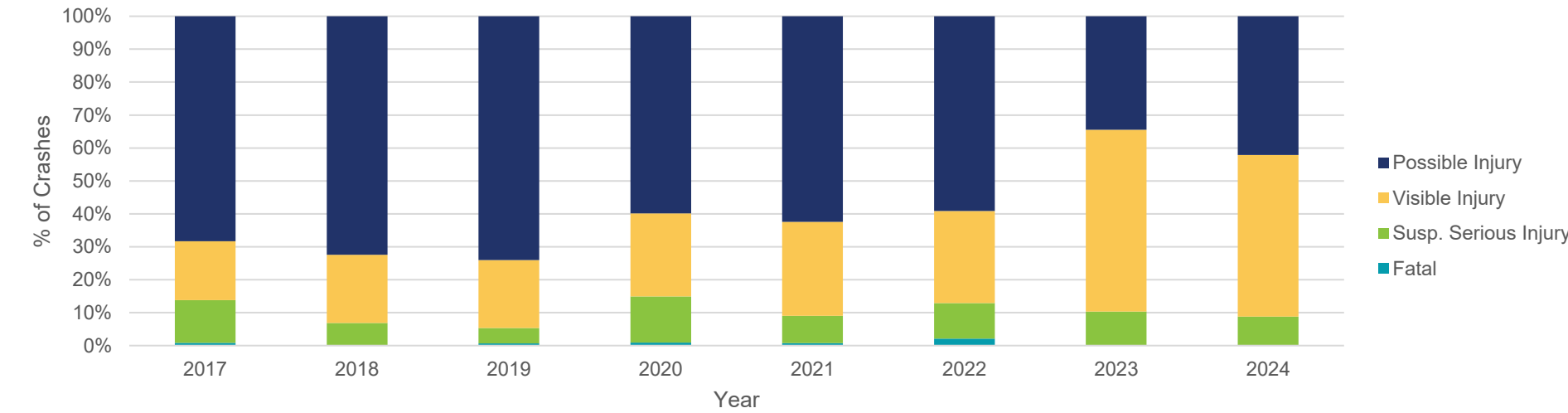


Figure 6: Percentage of Total Injury Crashes by Severity by Year

Injury crashes make up 36.8% of crashes along Ames Avenue. **Table 1** shows crash count by severity by zone. Zone 4 has the highest portion of KSI crashes at 5.3% of total crashes resulting in a fatal or suspected serious injury. **Table 2** displays the severity of crashes involving a pedestrian or cyclist. 73 of the 78 crashes resulted in a fatality or injury. **Figure 7** through **Figure 12** shows the crashes by severity along Ames Avenue.

Table 1: Severity of All Crashes by Zone

Zone	Extents	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
1	N 72 nd Street to N 60 th Street	0	15	58	142	230	140	585
2	East of N 60 th Street to N 46 th Street	3	23	60	145	259	151	641
3	East of N 46 th Street to N 40 th Street	1	9	38	81	141	84	354
4	East of N 40 th Street to N 33 rd Street	0	16	42	51	121	70	300
5	East of N 33 rd Street to N 26 th Street	2	16	46	109	170	96	439
6	N 26 th Street to Florence Boulevard	0	6	22	26	67	36	157
Total		6	85	266	554	988	577	2,476

Table 2: Severity of Pedestrian / Cyclist Crashes by Zone

Zone	Extents	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
1	N 72 nd Street to N 60 th Street	0	2	2	9	0	0	13
2	East of N 60 th Street to N 46 th Street	1	7	9	5	0	2	24
3	East of N 46 th Street to N 40 th Street	0	1	3	2	0	0	6
4	East of N 40 th Street to N 33 rd Street	0	3	7	2	0	0	12
5	East of N 33 rd Street to N 26 th Street	0	4	4	8	1	2	19
6	N 26 th Street to Florence Boulevard	0	1	2	1	0	0	4
Total		0	2	2	9	0	0	13



Figure 7: Zone 1 – Crashes by Severity



Figure 8: Zone 2 – Crashes by Severity



Figure 9: Zone 3 – Crashes by Severity



Figure 10: Zone 4 – Crashes by Severity



Figure 11: Zone 5 – Crashes by Severity



Figure 12: Zone 6 – Crashes by Severity



2.2 CRASHES BY LOCATION

Nearly two-thirds of KSI crashes along Ames Avenue occur at intersections (**Figure 13**); **Figure 14** highlights locations with the highest concentration of crashes. **Figure 15** compares the percentage of crashes resulting in a fatality or injury on Ames Avenue against the City of Omaha as a whole. At both intersections and segments, Ames Avenue had a higher proportion of injury crashes, indicating crashes along the study corridor are more likely to result in an injury or fatality than the rest of Omaha.

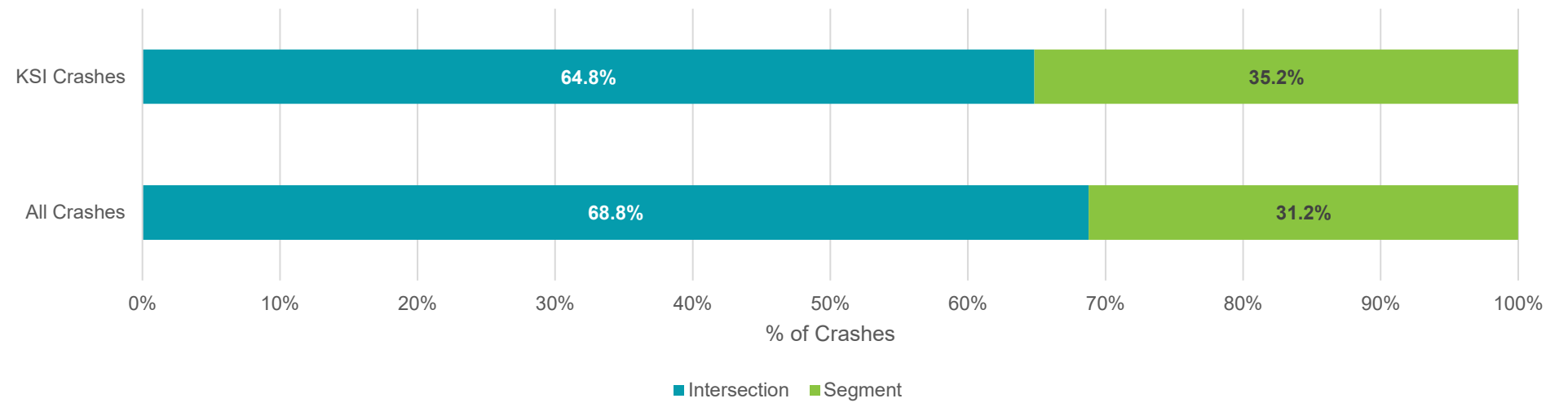


Figure 13: Percentage of Crashes by Location Type



Figure 14: Ames Avenue Corridor Crash Heat Map

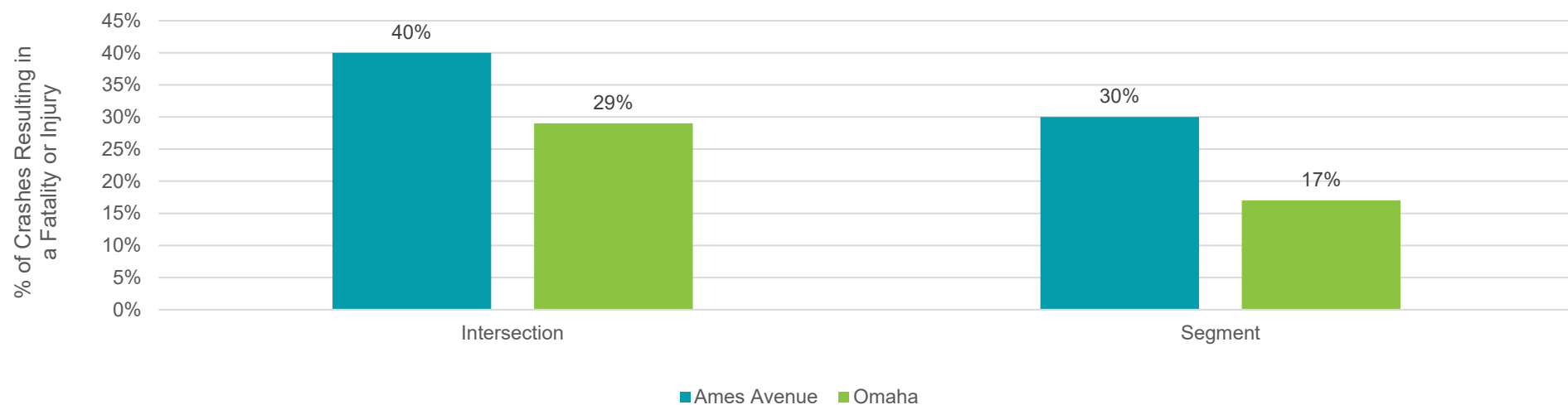


Figure 15: Percentage of Crashes Resulting in a Fatality or Injury (Ames Avenue vs. Omaha)

Given that not all the study zones are the same length, **Table 3** shows KSI crashes and total crashes per mile. Zones 1 and 2 account for the highest and second-highest total crash count among the study zones; however, these zones are both nearly twice the size of Zones 3-6. When adjusting the crash count to account for roadway length, Zones 3 and 5 are the zones with the most crashes per mile (708.0 and 731.7, respectively). This highlights that Zones 3 and 5 show greater signs of crash likelihood than Zones 1 and 2, even though those zones have more total crashes.

Table 3: Crash Count and Crash per Mile by Zones

Zone	Extents	Length (US mi)	# of Intersections of Interest	KSI Crash Count	KSI Crash Count per Mile	Crash Count	Crash Count per Mile
1	N 72 nd Street to N 60 th Street	1.0	10	15	15.0	585	585.0
2	East of N 60 th Street to N 46 th Street	1.2	13	26	21.7	641	534.2
3	East of N 46 th Street to N 40 th Street	0.5	6	10	20.0	354	708.0
4	East of N 40 th Street to N 33 rd Street	0.6	7	16	26.7	300	500.0
5	East of N 33 rd Street to N 26 th Street	0.6	9	18	30.0	439	731.7
6	N 26 th Street to Florence Boulevard	0.4	8	6	15.0	157	392.5
Total		4.3	53	91	21.2	2,476	575.8

Critical crash rate is a threshold used to determine if a segment or intersection is having crashes occur at a higher level than expected. Data from the City of Omaha was used to create critical crash rates using the roadway functional class (segments) or cross-roadway functional classes (intersections). When the crash rate exceeds the critical crash rate, it implies the segment or intersection is having crashes at a rate abnormal to Omaha. **Table 4** and **Table 5** show the top ten intersections by crash rate by MEV and segments by crash rate per MVMT.

In comparison to Omaha (using both percentages and critical crash rate), Ames Avenue has higher rates of crashes and higher rates of injuries. Zone 6 makes up four of the top ten roadway segments when examining the difference between crash rate and the critical crash rate, and Zone 5 contains three of the top ten intersections.

Table 4: Top Ten Intersections by Crash Rate per MEV

Location	Zone	Crash Rate per MEV	Critical Crash Rate	Crash Rate - Critical Crash Rate (<0=Good, >0=Bad)
N 24 th Street & Ames Avenue	6	1.8	0.6	1.2
N 60 th Street & Ames Avenue	1	1.7	0.5	1.2
N 52 nd Street & Ames Avenue	2	1.4	0.6	0.8
N 31 st Avenue & Ames Avenue	5	1.3	0.6	0.6
N 72 nd Street & Ames Avenue	1	1.3	0.6	0.6
N 30 th Street & Ames Avenue	5	1.2	0.6	0.6
N 42 nd Street & Ames Avenue	3	1.1	0.6	0.5
North Freeway NB Ramp & Ames Avenue	5	1.0	0.7	0.3
Fontenelle Boulevard & Ames Avenue	3	1.0	0.7	0.3
N 33 rd Street & Ames Avenue	4	0.9	0.7	0.2

Table 5: Top Ten Roadway Segments by Crash Rate per MVMT

Location	Zone	Crash Rate per MVMT	Critical Crash Rate	Crash Rate - Critical Crash Rate (<0=Good, >0=Bad)
N 30 th Street to N 31 st Street	5	15.2	1.2	14.1
N 56 th Street (East) to N 56 th Street (West)	2	10.5	1.3	9.2
N 41 st Street to N 42 nd Street	3	8.9	1.3	7.6
N 24 th Street to N 25 th Street	6	8.3	0.9	7.4
N 50 th Street to N 52 nd Street	2	7.1	1.3	5.7
N 21 st Street (West) to N 21 st Avenue	6	7.1	1.0	6.1
N 25 th Avenue to N 26 th Street/ Wayne Lowden Avenue	6	6.5	1.0	5.5
N 55 th Avenue to N 56 th Street (East)	2	5.6	1.4	4.2
N 21 st Street (East) to N 21 st Street (West)	6	5.5	1.0	4.5
N 36 th Avenue to N 37 th Street	4	5.2	1.4	3.8

2.3 CRASHES BY CRASH TYPE

Angle crashes are the most prominent type of crash (**Figure 16**); angle crashes make up 52.3% of injury crashes and 42.0% of all crashes along Ames Avenue. Rear-end crashes are the second largest group, accounting for 12.8% of injury crashes and 23.0% of all crashes. Each zone shares a similar trend in having angle crashes be the largest type of crash occurring; however, Zones 1 and 2 account for a significant portion of the entire corridor's fixed object crashes (**Table 6**).

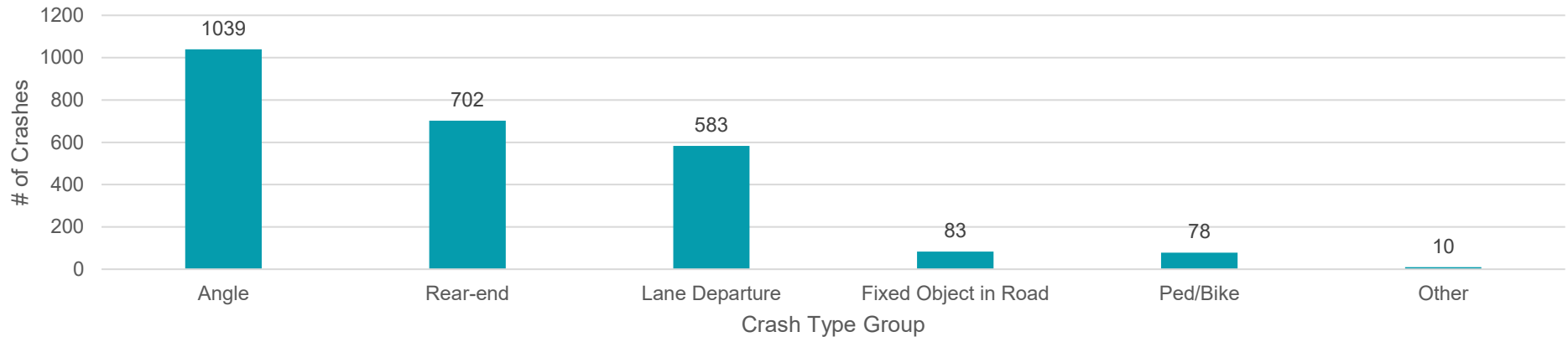


Figure 16: Number of Crashes by Crash Type

Table 6: Number of Crashes by Crash Type by Zone

Zone	Extents	Angle	Lane Departure	Rear-end	Ped/Bike	Fixed Object in Road	Other	Total
1	N 72 nd Street to N 60 th Street	241	138	162	13	30	1	585
2	East of N 60 th Street to N 46 th Street	253	125	206	24	32	1	641
3	East of N 46 th Street to N 40 th Street	164	65	111	6	6	2	354
4	East of N 40 th Street to N 33 rd Street	118	103	63	12	1	3	300
5	East of N 33 rd Street to N 26 th Street	200	89	125	19	3	3	439
6	N 26 th Street to Florence Boulevard	63	44	35	4	11	0	157
Total		1,039	564	702	78	83	10	2,476

Figure 17 shows the trend line for each crash type group each year. While most crash types have decreased over time, angle crashes and lane departure crashes have stayed relatively the same between 2017 and 2024; additionally, angle crashes are the only crash type to have increased over the eight-year period.

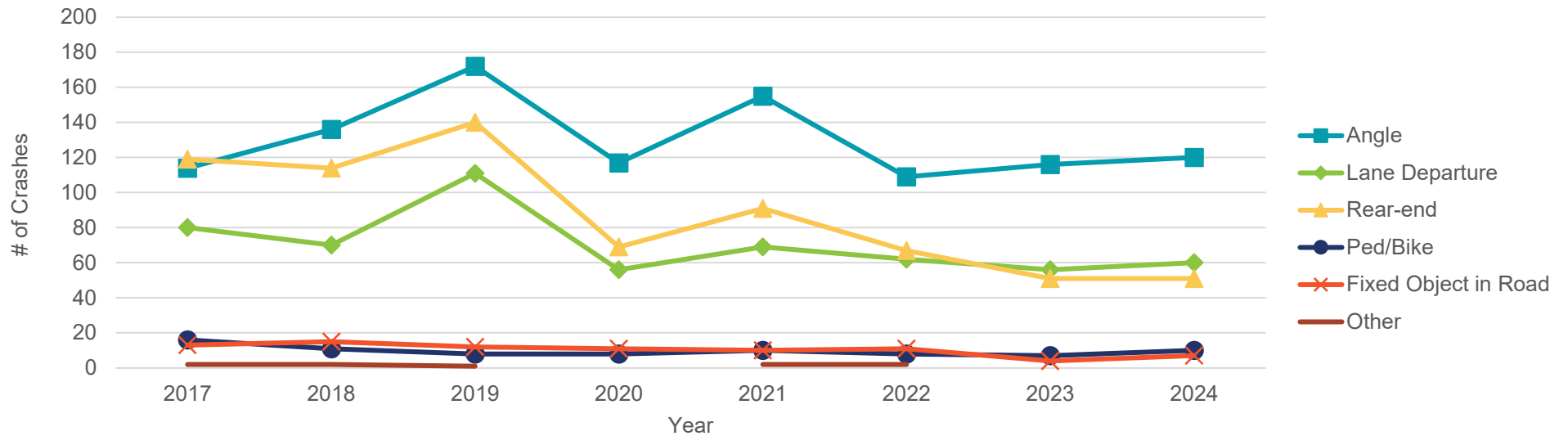


Figure 17: Number of Crashes by Crash Type per Year

Figure 18 and **Figure 19** both display the percentage of crashes by crash type group by location type. **Figure 18** examines all crashes while **Figure 19** examines only KSI crashes. Although pedestrian and bicyclist crashes account for 3% of all crashes, they account for 21% of KSI crashes on Ames Avenue. **Figure 20** through **Figure 25** show crashes by crash type in each zone along Ames Avenue.

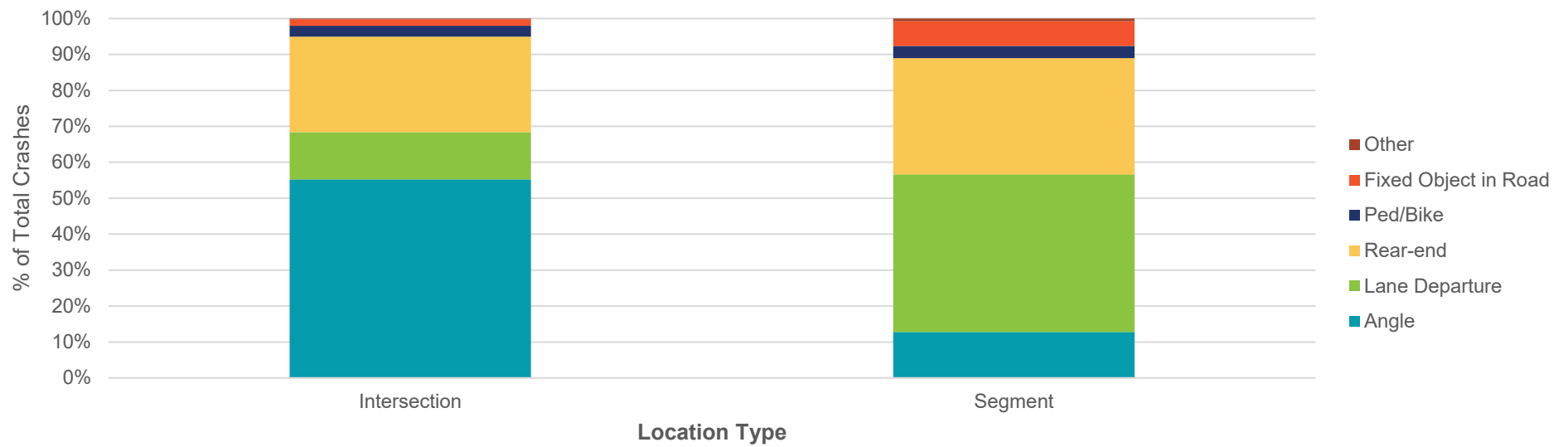


Figure 18: Percentage of Crashes by Crash Type and Location Type

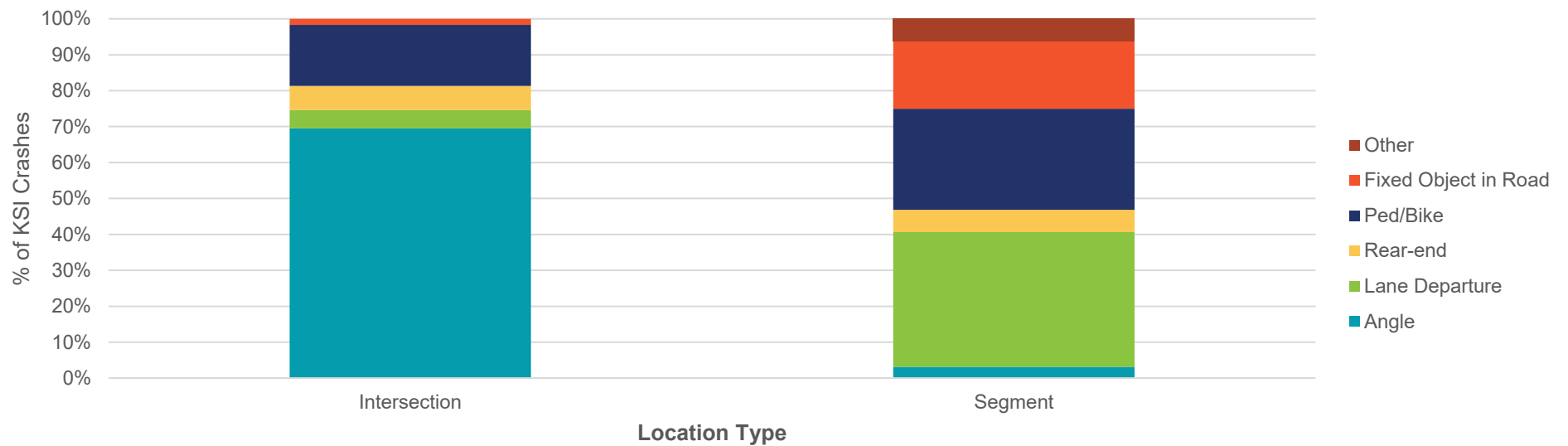


Figure 19: Percentage of KSI Crashes by Crash Type and Location Type



Figure 20: Zone 1 – Crashes by Crash Type



Figure 21: Zone 2 – Crashes by Crash Type



Figure 22: Zone 3 – Crashes by Crash Type



Figure 23: Zone 4 – Crashes by Crash Type

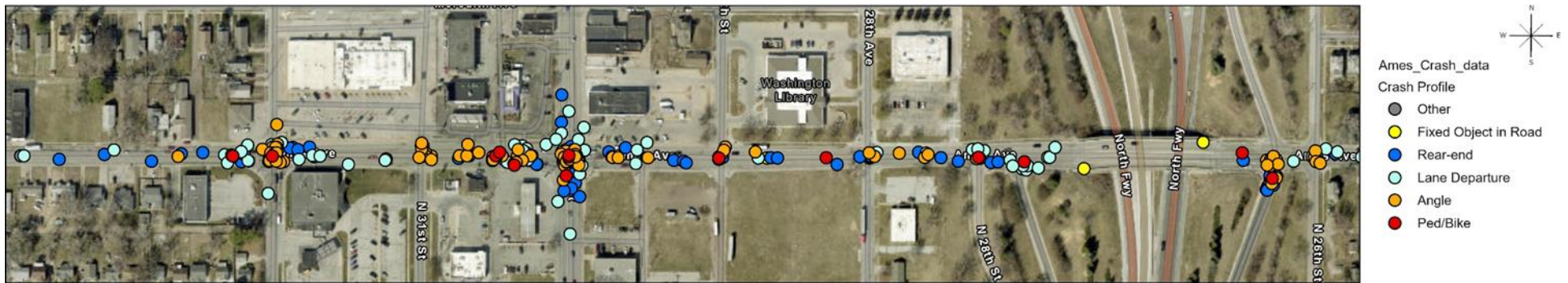


Figure 24: Zone 5 – Crashes by Crash Type



Figure 25: Zone 6 – Crashes by Crash Type

2.4 CRASHES BY CONTRIBUTING CIRCUMSTANCE

Of the 2,476 crashes on Ames Avenue, 985 crashes had a contributing circumstance identified by the reporting officer. Of the identified contributing circumstances, two that stood out above other contributing circumstances include red light/stop sign running and driving under the influence.

2.4.1. Red Light/Stop Sign Running

Figure 26 indicates that nearly 15% of injury crashes are caused by running a red light or stop sign. Zone 5 (East of N 33rd Street to N 26th Street) has the most reported injury crashes caused by red light/stop sign running (25% of all red light/stop sign running).

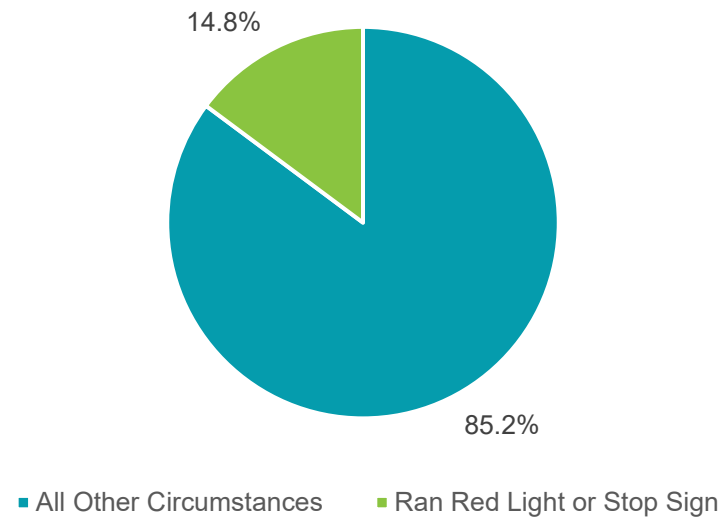


Figure 26: Percentage of Injury Crashes Attributed to Red Light/Stop Sign Running

2.4.2. Impaired Driving

Figure 27 highlights that crashes on Ames Avenue involving alcohol and/or drugs are more than five times more likely to be a KSI crash.

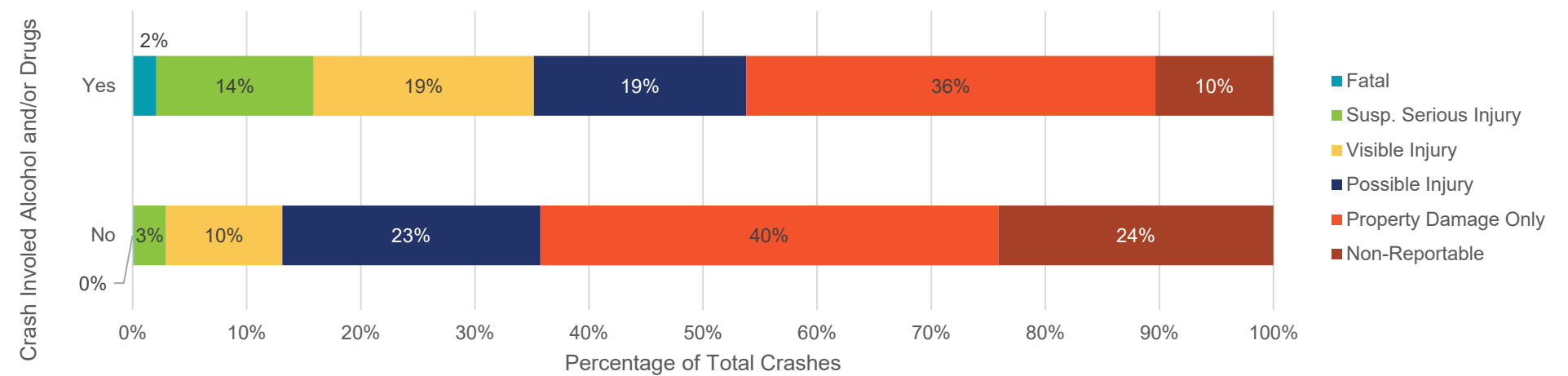


Figure 27: Percentage of Crashes Involving Alcohol and/or Drugs by Severity

3.0 INTERSECTIONS OF INTEREST

Thirty intersections were identified as “intersections of interest” along Ames Avenue. Table 7 shows the top ten intersections of interest by crash count; these intersections account for 55.6% of all intersection crashes and 35.3% of all crashes along the corridor. Looking at the crash histories for these top ten intersections of interest by crash type (Table 8), angle, rear-end, and left-turn leaving are the most frequent crash types. Among the nineteen intersections of interest that experienced a KSI crash, angle and left-turn leaving crashes were the two most frequent types of KSI crashes (Table 9). To see all intersections of interest crash counts by severity or by crash type, see **Appendix B: Tables**

Table 7: Top Ten Intersections of Interest – Crash Counts by Severity

Location	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
N 60 th Street & Ames Avenue	0	2	18	44	62	28	154
N 52 nd Street & Ames Avenue	0	6	19	25	52	26	128
N 72 nd Street & Ames Avenue	0	0	7	27	52	37	123
N 30 th Street & Ames Avenue	1	5	18	34	41	19	118
Fontenelle Boulevard & Ames Avenue	0	3	13	23	37	22	98
N 31 st Avenue & Ames Avenue	1	4	12	21	30	15	83
N 42 nd Street & Ames Avenue	1	0	11	23	32	15	82
Walmart Drive & Ames Avenue	0	0	9	23	30	17	79
N 24 th Street & Ames Avenue	0	4	11	14	33	13	75
N 48 th Street & Ames Avenue	0	3	7	16	23	13	62
Total	3	27	125	250	392	205	1,002

Table 8: Top Ten Intersections of Interest – Number of Crashes by Crash Type

Location	Angle	Backing	Bicycle	Fixed Object in Road	Head-On	Left-Turn Leaving	Other	Pedestrian	Ran Off Road	Rear-End	Sideswipe (Opposite Direction)	Sideswipe (Same Direction)	U-Turn (Opposite Direction)	U-Turn (Same Direction)	Total KSI Crashes
N 60 th Street & Ames Avenue	37	0	2	6	1	53	0	1	1	39	0	14	0	0	154
N 52 nd Street & Ames Avenue	48	1	0	3	1	27	0	6	1	38	0	2	1	0	128
N 72 nd Street & Ames Avenue	38	1	0	1	0	14	1	0	2	35	0	31	0	0	123
N 30 th Street & Ames Avenue	26	1	1	0	0	34	1	5	4	34	0	12	0	0	118
Fontenelle Boulevard & Ames Avenue	20	3	0	5	0	38	0	1	0	26	0	5	0	0	98
N 31 st Avenue & Ames Avenue	23	0	0	0	1	33	0	2	3	16	0	5	0	0	83
N 42 nd Street & Ames Avenue	25	1	0	0	0	19	0	3	0	28	3	3	0	0	82
Baker Place/Walmart Driveway (N 50 th Street) & Ames Avenue	13	1	0	1	0	31	0	0	4	26	0	0	3	0	79
N 24 th Street & Ames Avenue	27	0	1	1	0	18	0	1	3	19	4	1	0	0	75
N 48 th Street & Ames Avenue	14	1	0	2	0	8	0	4	3	21	3	6	0	0	62
Total	271	9	4	19	3	275	2	23	21	282	10	79	4	0	1,002

Table 9: Intersections of Interest – Number of KSI Crashes by Crash Type

Location	Angle	Fixed Object in Road	Head- On	Left-Turn Leaving	Pedestrian	Ran Off Road	Rear- End	Total KSI Crashes
N 30 th Street & Ames Avenue	2	0	0	2	0	0	2	6
N 52 nd Street & Ames Avenue	3	1	0	0	2	0	0	6
N 31 st Avenue & Ames Avenue	1	0	0	2	1	1	0	5
N 37 th Street & Ames Avenue	3	0	1	0	1	0	0	5
N 24 th Street & Ames Avenue	3	0	0	0	0	0	1	4
N 33 rd Street & Ames Avenue	1	0	0	1	1	0	0	3
N 48 th Street & Ames Avenue	2	0	0	0	1	0	0	3
Fontenelle Boulevard & Ames Avenue	0	0	0	3	0	0	0	3
N 34 th Avenue & Ames Avenue	1	0	0	0	1	0	0	2
N 50 th Street & Ames Avenue	1	0	0	1	0	0	0	2
N 56 th Street (East) & Ames Avenue	0	0	0	2	0	0	0	2
N 60 th Street & Ames Avenue	2	0	0	0	0	0	0	2
N 66 th Street & Ames Avenue	1	0	0	1	0	0	0	2
N 36 th Street & Ames Avenue	1	0	0	0	0	0	0	1
N 42 nd Street & Ames Avenue	1	0	0	0	0	0	0	1
N 63 rd Street & Ames Avenue	0	0	0	1	0	0	0	1
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue	0	0	0	0	1	0	0	1
North Freeway NB Ramp & Ames Avenue	0	0	0	0	0	1	0	1
North Freeway SB Ramp & Ames Avenue	0	0	0	0	1	0	0	1
Total	22	1	1	13	9	2	3	51

4.0 CONCLUSION

In summary, the data reveal significant patterns in crash frequency, severity, location, and other important factors, underscoring critical areas of concern for traffic safety. By identifying high-crash locations, particularly for vulnerable road users such as pedestrians and cyclists, this analysis provides a basis for targeted strategies to reduce serious injuries and fatalities.

4.1 SOCIETAL IMPACT OF CRASHES

While property damage and non-reportable crashes make up nearly two-thirds of crashes along the study corridor, fatal and injury crashes have a much larger economic and societal impact. **Table 1** shows crashes by severity for each of the zones along Ames Avenue. Injury crashes make up 36.8% of crashes along Ames Avenue.

Using standards produced by the FHWA in 2018 for calculating societal costs based on crash severity, societal costs were adjusted to 2025 dollars and were totaled by zone per year within the study period. **Figure 28** shows the cumulative societal cost of crashes for each zone, beginning with the total societal cost of crashes in 2017. Zone 2 and Zone 5 represent the two largest societal costs over the study period. The societal cost of these crashes totaled approximately \$460.2 million over the study period. **Table 10** displays the top ten intersections of interest by equivalent of property damage only (EPDO) crash counts, as well as by total societal cost.

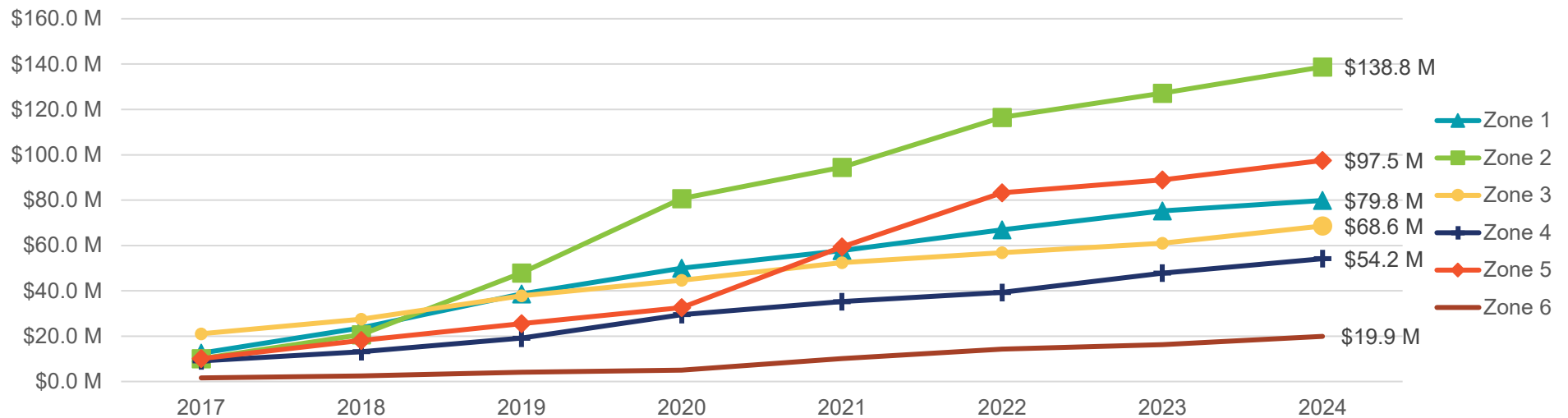


Figure 28: Cumulative Societal Cost of Crashes by Zone

Table 10: Top Ten Intersections of Interest by EPDO Crash Count

Intersection	Zone	KSI Crash Count	Total Crash Count	Total EPDO Crash Count	Total Societal Cost (2025 Dollars)
N 30 th Street & Ames Avenue	5	6	118	1,943.7	\$16,868,490
N 31 st Avenue & Ames Avenue	5	5	83	1,636.3	\$30,645,430
N 42 nd Street & Ames Avenue	3	1	82	1,422.6	\$26,886,010
N 52 nd Street & Ames Avenue	2	6	128	989.1	\$11,252,350
N 60 th Street & Ames Avenue	1	2	154	964.8	\$16,174,740
Fontenelle Boulevard & Ames Avenue	3	3	98	683.8	\$15,880,270
N 24 th Street & Ames Avenue	6	4	75	597.5	\$10,866,700
N 33 rd Street & Ames Avenue	4	3	52	510.9	\$7,379,210
N 72 nd Street & Ames Avenue	1	0	123	490.8	\$4,516,850
N 48 th Street & Ames Avenue	2	3	62	486.8	\$10,877,490
Total		33	975	9,726.2	\$15,134,754

4.2 KEY TAKEAWAYS

Corridor:

- Ames Avenue averaged 309.5 reported crashes per year for the 2017-2024 analysis period.
- Pedestrian and bicycle crashes are 6.5 times more likely to result in a fatal or suspected serious injury, with a larger disproportion along roadway segments
- The intersections of interest that are typically among the highest in crash metrics include:
 - » N 30th Street & Ames Avenue
 - » N 31st Avenue & Ames Avenue
 - » N 42nd Street & Ames Avenue
 - » N 52nd Street & Ames Avenue
 - » N 60th Street & Ames Avenue
 - » Fontenelle Boulevard & Ames Avenue
 - » N 24th Street & Ames Avenue
 - » N 33rd Street & Ames Avenue
 - » N 72nd Street & Ames Avenue
 - » N 48th Street & Ames Avenue
- 15% of injury crashes are attributed to red light / stop sign running.
- The total societal cost of crashes along Ames Avenue was approximately \$460.2 million over the study period.
- Angle crashes, lane departures, and rear-end crashes make up nearly 90% of injury crashes.
- 34.3% of crashes in Zone 4 (East of N 40th Street to East of N 33rd Street) are lane departures. The average for all other zones is 22.0% and no other zone has a lane departure share greater than 28.5%.

Zones:

- Zones 1 and 2 (N 72nd Street to East of N 46th Street) account for 75% of fixed object crashes.
- Zone 2 (East of N 60th Street to East of N 46th Street) has the most KSI crashes at 26.
- Zone 4 (East of N 40th Street to East of N 33rd Street) has the highest percentage of KSI crashes at 5.3%.
- Zone 5 (East of N 33rd Street to N 26th Street) has the most crashes per mile, with 731.7 crashes per mile and 30.0 KSI crashes per mile

APPENDIX A: DATA DICTIONARY

Term	Definition
Crash Type Group	The grouping of crash types. Below are the crash type profiles and their associated crash types: • Angle: Angle, Left-turn Leaving • Lane Departure: Head-on, Ran Off Road, Sideswipe (Opposite), Sideswipe (Same), U-turn (Opposite), U-turn (Same) • Rear-end: Backing, Rear-end • Bicycle/Pedestrian: Bicycle, Pedestrian • Fixed Object in Road: Fixed Object in Road • Other: Animal, Other, Unknown
EPDO	Equivalent of Property Damage Only; A value calculated to normalize crashes by crash type. The total cost by crash type is divided by the value of a property damage only crash.
FHWA	Federal Highway Administration
KABCO	KABCO is an injury classification scale used to identify the severity of a crash on a police report: K – Fatal crash A – Serious injury crash B – Visible injury crash C – Possible injury crash O – Property damage only crash severity Non-reportable – U in the KABCO Injury Classification Scale, this severity represents unknown injury severity.
KSI	Killed or Seriously Injured
MEV	Million Entering Vehicles
MVMT	Million Vehicle Miles Traveled
NDOT	Nebraska Department of Transportation
PEL	Planning and Environmental Linkages

APPENDIX B: TABLES

Intersection Crash Counts by Severity

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 72 nd Street & Ames Avenue		37	27	52		7	123
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue		10	9	14	1	4	38
Benson Park Drive & Ames Avenue		2	1	3		2	8
N 66 th Street & Ames Avenue		8	13	8	2	6	37
N 65 th Street & Ames Avenue		2	3	2	2	4	13
N 65 th Avenue & Ames Avenue		1					1
N 64 th Street & Ames Avenue		2	1	1			4
N 63 rd Street & Ames Avenue		5	7	15	1	2	30
N 62 nd Street & Ames Avenue				1	1		2
N 61 st Street & Ames Avenue		7	13	11		4	35
N 60 th Street & Ames Avenue		28	44	62	2	18	154
Taylor Street & Ames Avenue		4	2	4		2	12
N 60 th Avenue & Ames Avenue		1				1	2
N 56 th Street (West) & Ames Avenue		2		2		1	5
N 56 th Street (East) & Ames Avenue		7	11	13	2	2	35
N 55 th Street & Ames Avenue		1	1	2			4
N 55 th Avenue & Ames Avenue		2					2
N 54 th Street & Ames Avenue			1				1
N 53 rd Street & Ames Avenue		1					1
N 52 nd Street & Ames Avenue		26	25	52	6	19	128
Baker Place Driveway (N 50 th Street) & Ames Avenue		17	23	30		9	79
N 50 th Street & Ames Avenue		6	4	13	2		25
N 49 th Street & Ames Avenue			2	9		3	14

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 49 th Avenue & Ames Avenue		2					2
N 48 th Street & Ames Avenue		13	16	23	3	7	62
N 46 th Street & Ames Avenue		3	3	3		2	11
N 45 th Street & Ames Avenue				2			2
Fontenelle Boulevard & Ames Avenue		22	23	37	3	13	98
N 42 nd Street & Ames Avenue	1	15	23	32		11	82
N 41 st Street & Ames Avenue		2	2	5	1	2	12
N 40 th Street & Ames Avenue		12	12	21		7	52
N 40 th Avenue & Ames Avenue		4	3	2	1	1	11
N 39 th Street & Ames Avenue		1	3	7	2		13
N 38 th Street & Ames Avenue		2	3	11		2	18
N 37 th Street & Ames Avenue			5	10	5	2	22
N 36 th Street & Ames Avenue		10	7	15	1	15	48
N 36 th Avenue & Ames Avenue			1	4			5
Fire Station 21 Driveway (N 35 th Street) & Ames Avenue		2	3	2			7
N 34 th Avenue & Ames Avenue		5	8	12	2	4	31
N 33 rd Street & Ames Avenue		4	13	21	3	11	52
N 31 st Street & Ames Avenue		1	4	10	1		16
N 31 st Avenue & Ames Avenue	1	15	21	30	4	12	83
N 30 th Street & Ames Avenue	1	19	34	41	5	18	118
N 29 th Street & Ames Avenue		3		3		1	7
N 28 th Street & Ames Avenue		1	3	1			5
N 28 th Avenue & Ames Avenue		3	1	4			8
North Freeway SB Ramp & Ames Avenue		4	1	4	1	2	12
North Freeway NB Ramp & Ames Avenue		20	17	16	1	1	55
N 26 th Street/ Wayne Lowden Avenue & Ames Avenue		1	2	3		2	8

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 25 th Street & Ames Avenue				1		1	2
N 25 th Avenue & Ames Avenue			1	4			5
N 24 th Street & Ames Avenue		13	14	33	4	11	75
N 22 nd Street & Ames Avenue				2			2
N 21 st Street (West) & Ames Avenue		1	1				2
N 21 st Street (East) & Ames Avenue		1					1
N 21 st Avenue & Ames Avenue			1				1
Florence Boulevard & Ames Avenue		2	2	13		5	22
Total	3	350	414	666	56	214	1,703

Intersection Crash Count by Crash Type

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 72 nd Street & Ames Avenue	38		1		1		14	1		2	35		31			123
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue	6			1			13		4		11		2	1		38
Benson Park Drive & Ames Avenue	1				3		1				1		1		1	8
N 66 th Street & Ames Avenue	11		1		2		8		1	5	8	1				37
N 65 th Street & Ames Avenue	8						2			2	1					13
N 65 th Avenue & Ames Avenue					1											1
N 64 th Street & Ames Avenue	3										1					4
N 63 rd Street & Ames Avenue	19		2		1	1	5			1				1		30
N 62 nd Street & Ames Avenue	1								1							2
N 61 st Street & Ames Avenue	10		2				2		2	1	12	1	3	2		35
N 60 th Street & Ames Avenue	37			2	6	1	53		1	1	39		14			154
Taylor Street & Ames Avenue	3						2			2	1	1	1	2		12
N 60 th Avenue & Ames Avenue	2															2
N 56 th Street (West) & Ames Avenue									1		3		1			5
N 56 th Street (East) & Ames Avenue	19		1				7		1	1	1	1	1		3	35
N 55 th Street & Ames Avenue	1										2			1		4
N 55 th Avenue & Ames Avenue	1										1					2
N 54 th Street & Ames Avenue	1															1
N 53 rd Street & Ames Avenue	1															1
N 52 nd Street & Ames Avenue	48		1		3	1	27		6	1	38		2	1		128
Baker Place Driveway (N 50 th Street) & Ames Avenue	13		1		1		31			4	26			3		79
N 50 th Street & Ames Avenue	16				2		2			2	1		1	1		25
N 49 th Street & Ames Avenue	4						2				2	1	4		1	14
N 49 th Avenue & Ames Avenue										2						2

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 48 th Street & Ames Avenue	14		1		2		8		4	3	21	3	6			62
N 46 th Street & Ames Avenue	3			1	1		2			2	1			1		11
N 45 th Street & Ames Avenue	1						1									2
Fontenelle Boulevard & Ames Avenue	20		3		5		38		1		26		5			98
N 42 nd Street & Ames Avenue	25		1				19		3		28	3	3			82
N 41 st Street & Ames Avenue	3						3				3	1	1		1	12
N 40 th Street & Ames Avenue	16					1	16			1	12	3	3			52
N 40 th Avenue & Ames Avenue	4									1	3	1	2			11
N 39 th Street & Ames Avenue	3						3			2	2		2	1		13
N 38 th Street & Ames Avenue	8	1					2		1	1	3		2			18
N 37 th Street & Ames Avenue	10					1	3		1		5		2			22
N 36 th Street & Ames Avenue	19		1				5		4	2	8	3	6			48
N 36 th Avenue & Ames Avenue	1									1	3					5
Fire Station 21 Driveway (N 35 th Street) & Ames Avenue	1										5		1			7
N 34 th Avenue & Ames Avenue	12						9		2	1	6		1			31
N 33 rd Street & Ames Avenue	15				1		21		1		8	2	4			52
N 31 st Street & Ames Avenue	12		1				2				1					16
N 31 st Avenue & Ames Avenue	23					1	33		2	3	16		5			83
N 30 th Street & Ames Avenue	26		1	1			34	1	5	4	34		12			118
N 29 th Street & Ames Avenue	2						2		1	1	1					7
N 28 th Street & Ames Avenue	1			1							1		2			5
N 28 th Avenue & Ames Avenue	3										4		1			8
North Freeway SB Ramp & Ames Avenue									1	3	2		6			12
North Freeway NB Ramp & Ames Avenue	20								1	2	31		1			55
N 26 th Street/ Wayne Lowden Avenue & Ames Avenue	1						4	1		1	1					8

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 25 th Street & Ames Avenue							1			1						2
N 25 th Avenue & Ames Avenue	1						1				3					5
N 24 th Street & Ames Avenue	27			1	1		18		1	3	19	4	1			75
N 22 nd Street & Ames Avenue	1											1				2
N 21 st Street (West) & Ames Avenue													2			2
N 21 st Street (East) & Ames Avenue													1			1
N 21 st Avenue & Ames Avenue													1			1
Florence Boulevard & Ames Avenue	8		1				3			2	4		4			22
Total	523	1	18	7	30	6	397	3	45	58	434	26	135	14	6	1,703

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1.0 INTRODUCTION

The Ames Avenue Safe Mobility Recovery Plan is a Planning and Environmental Linkages (PEL) study that provides a corridor-level analysis and decision-making framework for a 4.25-mile portion of Ames Avenue in Omaha, Nebraska. The purpose of this memorandum is to identify patterns in the crash data and assess contributing factors to propose appropriate safety improvements to the roadway. The focus is on identifying opportunities to enhance roadway safety and reduce both the frequency and severity of crashes along the Ames Avenue corridor by accounting for historical crash outcomes.

Understanding the crash history along this corridor is an essential component of a PEL study, as it highlights both past impacts and future needs. By identifying where and why crashes occur, countermeasures and safety improvements can be better tailored to address the most critical issues along Ames Avenue. For example, if 70% of crashes at an intersection are caused by left-turning vehicles, improved signal phasing or alternative intersection control types could significantly reduce that type of crash. This data-driven approach supports effective roadway improvements and better outcomes for all users.

1.1 CORRIDOR OVERVIEW

The study area encompasses a 4.25-mile stretch of Ames Avenue, extending from N 72nd Street to Florence Boulevard. As a key commercial corridor in North Omaha, Ames Avenue has a posted speed limit ranging from 35 to 45 mph. The roadway is a four-lane divided by a median between N 72nd Street and Fontenelle Boulevard, transitioning to four-lanes undivided from that point eastward to Florence Boulevard. The corridor supports a mix of commercial and residential land uses, with numerous businesses and public institutions, including schools and a library, located along the route.

For a more detailed assessment, the corridor was divided into six zones (**Figure 1**) based on roadway characteristics, length, and adjacent context:

- **Zone 1:** N 72nd Street to N 60th Street
- **Zone 2:** East of N 60th Street to N 46th Street
- **Zone 3:** East of N 46th Street to N 40th Street
- **Zone 4:** East of N 40th Street to N 33rd Street
- **Zone 5:** East of N 33rd Street to N 26th Street
- **Zone 6:** East of N 26th Street to Florence Boulevard



Figure 1: Ames Avenue Corridor Study Zones

Within these six zones, a total of thirty intersections along the corridor were identified as intersections of interest (**Figure 2**).

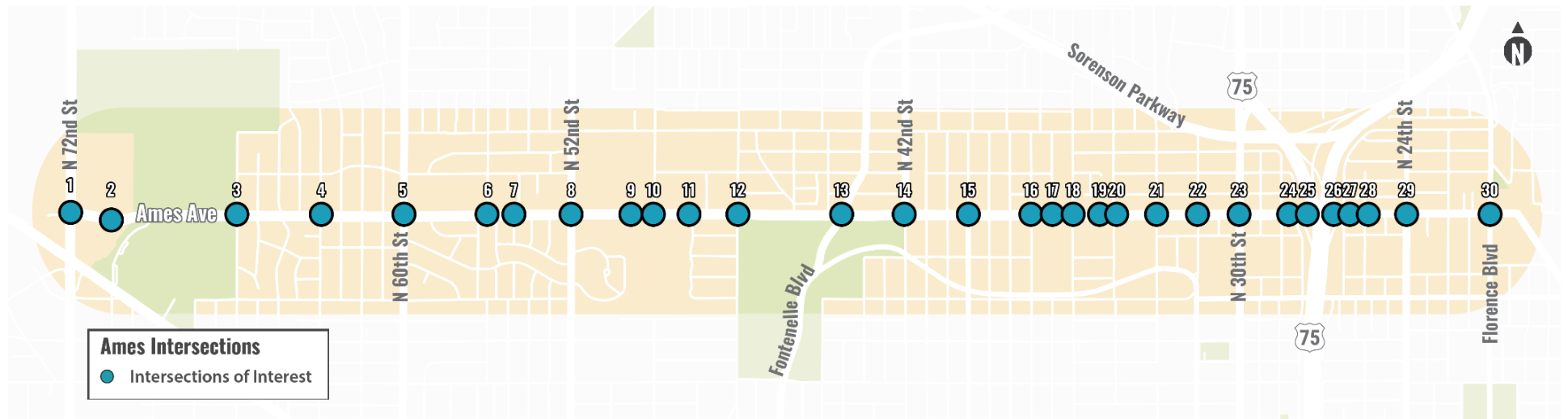


Figure 2: Ames Avenue Corridor Study Intersections of Interest

List of Study Intersections of Interest:

- | | |
|--|--|
| 1. N 72 nd Street & Ames Avenue | 16. N 37 th Street & Ames Avenue |
| 2. Benson Park Plaza / N 71 st Street & Ames Avenue | 17. N 36 th Avenue and Ames Avenue |
| 3. N 66 th Street & Ames Avenue | 18. N 36 th Street & Ames Avenue |
| 4. N 63 rd Street & Ames Avenue | 19. N 35 th Street & Ames Avenue |
| 5. N 60 th Street & Ames Avenue | 20. N 34 th Avenue & Ames Avenue |
| 6. N 56 th Street & Ames Avenue | 21. N 33 rd Street & Ames Avenue |
| 7. N 55 th Street & Ames Avenue | 22. N 31 st Avenue & Ames Avenue |
| 8. N 52 nd Street & Ames Avenue | 23. N 30 th Street & Ames Avenue |
| 9. Walmart Drive & Ames Avenue | 24. N 28 th Street Ames Avenue |
| 10. N 50 th Street & Ames Avenue | 25. Southbound North 75 Freeway Ramp & Ames Avenue |
| 11. N 49 th Avenue & Ames Avenue | 26. Northbound North 75 Freeway Ramp & Ames Avenue |
| 12. N 48 th Street & Ames Avenue | 27. N 26 th Street & Ames Avenue |
| 13. Fontenelle Boulevard & Ames Avenue | 28. N 25 th Avenue & Ames Avenue |
| 14. N 42 nd Street & Ames Avenue | 29. N 24 th Street & Ames Avenue |
| 15. N 40 th Street & Ames Avenue | 30. Florence Boulevard & Ames Avenue |

1.2 DATA SOURCES AND CLEANING

The crash data used for this study covers reported crashes along Ames Avenue from 2017 to 2024; the City of Omaha and the Nebraska Department of Transportation (NDOT) provided crash data. Where this memo provides comparisons to crash data for the City of Omaha as a whole, the City of Omaha's statistics use crashes reported from 2011 to 2020. **Appendix A:** Data Dictionary

provides terms and definitions used throughout this memo.

To support this corridor-specific analysis, the raw crash data provided was refined and enhanced through several processing steps. A crash type profile was developed by grouping similar crash types to better understand prevalent patterns. Crashes were categorized by location, distinguishing between intersection-related and segment-related events. Cost values were incorporated using NDOT's crash type cost data and Federal Highway Administration (FHWA) severity-based crash cost fields, allowing for an assessment of economic impact. The corridor was further divided into defined zones to enable more granular comparisons across roadway segments. Finally, geolocation was attached to each crash record using American Association of State Highway and Transportation Officials and NDOT data, ensuring spatial accuracy for mapping and analysis.

Average Daily Traffic was collected for this study, and segment length was created in a GIS tool and assigned to the corresponding locations. These values were used to create the critical crash rate and crash rate per million vehicle miles traveled (MVMT) and million entering vehicles (MEV). These calculations will help normalize the data and make comparisons both to the City of Omaha and other locations on Ames Avenue more meaningful.

2.0 CRASH HISTORY REVIEW

Over the eight-year study period, 2,476 crashes were reported on Ames Avenue (**Figure 3**); of these, 91 were Killed or Seriously Injured (KSI) crashes (**Figure 4**). Total crashes along Ames Avenue peaked in 2019 and have leveled off over the last three years of the study period, averaging 309.5 crashes per year over the study period and 247.3 crashes per year from 2022 to 2024. The crash analysis for this study looks at the overall change in crash volume, crash types, and crash severity across the corridor.

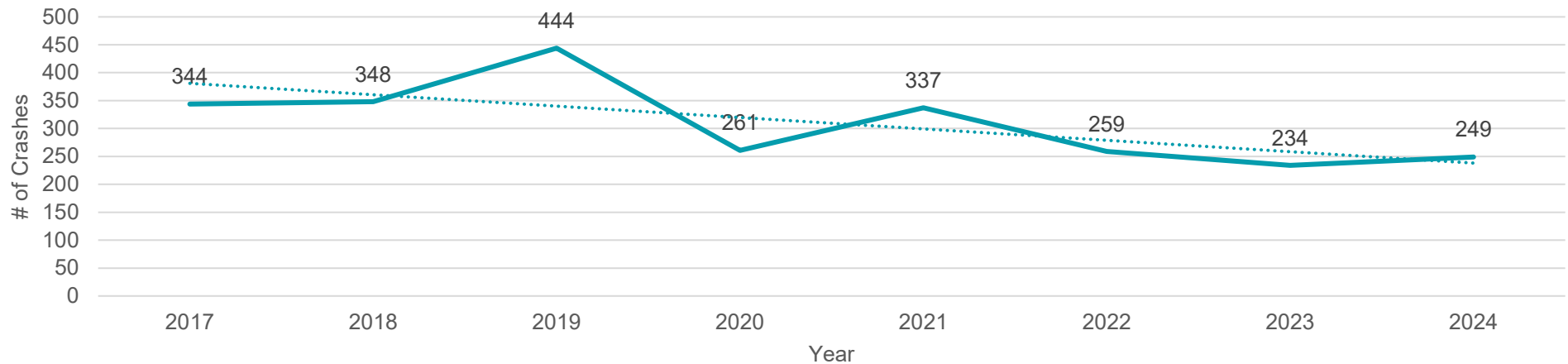


Figure 3: Number of Crashes on Ames Avenue by Year

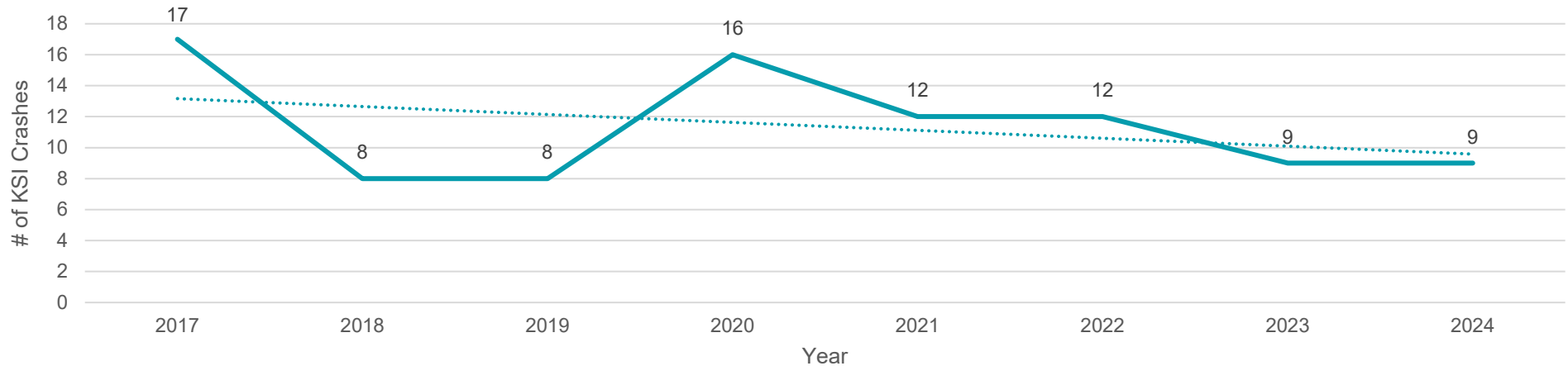


Figure 4: Number of KSI Crashes on Ames Avenue by Year

2.1 CRASHES BY SEVERITY

Between 2017 and 2024, six fatal crashes and eighty-five serious injury crashes occurred on Ames Avenue (**Figure 5**). As time has progressed, the number of possible injuries and serious injuries has decreased, minor injuries have increased, and the number of fatalities has remained relatively the same (**Figure 6**).

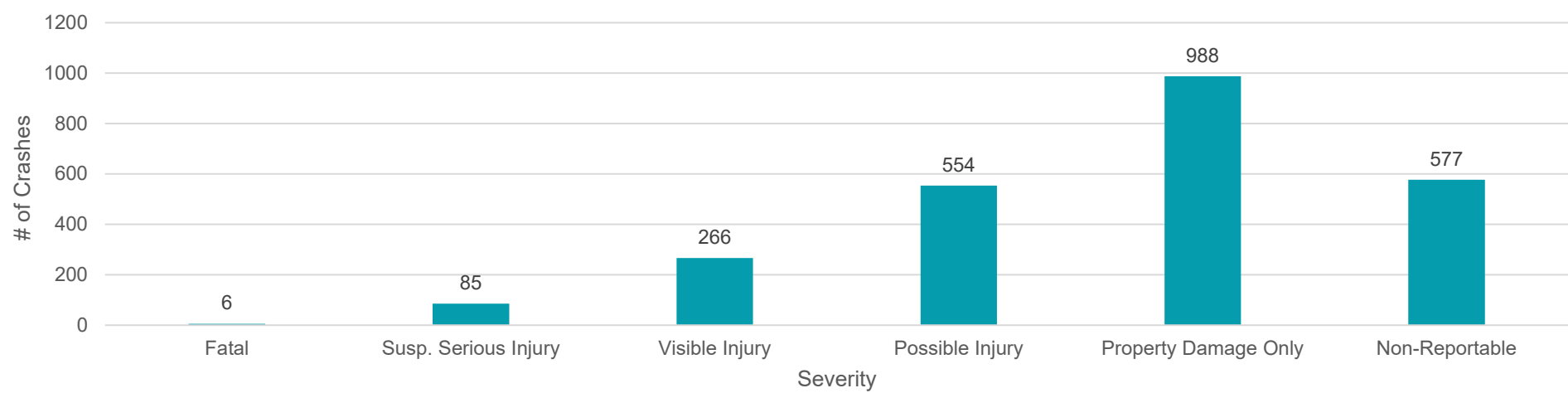


Figure 5: Total Crash Count by Severity

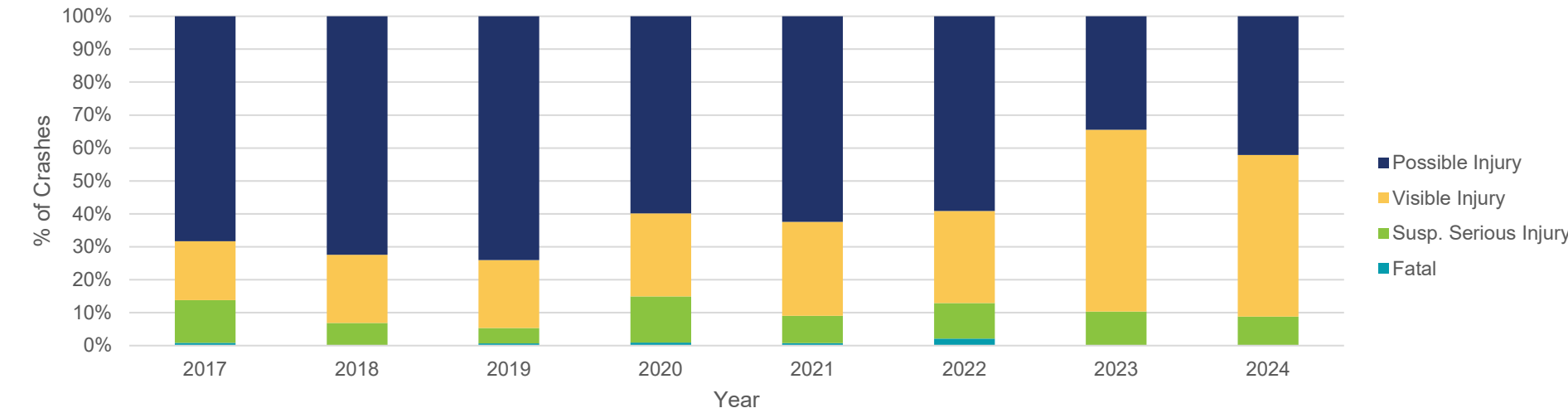


Figure 6: Percentage of Total Injury Crashes by Severity by Year

Injury crashes make up 36.8% of crashes along Ames Avenue. **Table 1** shows crash count by severity by zone. Zone 4 has the highest portion of KSI crashes at 5.3% of total crashes resulting in a fatal or suspected serious injury. **Table 2** displays the severity of crashes involving a pedestrian or cyclist. 73 of the 78 crashes resulted in a fatality or injury. **Figure 7** through **Figure 12** shows the crashes by severity along Ames Avenue.

Table 1: Severity of All Crashes by Zone

Zone	Extents	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
1	N 72 nd Street to N 60 th Street	0	15	58	142	230	140	585
2	East of N 60 th Street to N 46 th Street	3	23	60	145	259	151	641
3	East of N 46 th Street to N 40 th Street	1	9	38	81	141	84	354
4	East of N 40 th Street to N 33 rd Street	0	16	42	51	121	70	300
5	East of N 33 rd Street to N 26 th Street	2	16	46	109	170	96	439
6	N 26 th Street to Florence Boulevard	0	6	22	26	67	36	157
Total		6	85	266	554	988	577	2,476

Table 2: Severity of Pedestrian / Cyclist Crashes by Zone

Zone	Extents	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
1	N 72 nd Street to N 60 th Street	0	2	2	9	0	0	13
2	East of N 60 th Street to N 46 th Street	1	7	9	5	0	2	24
3	East of N 46 th Street to N 40 th Street	0	1	3	2	0	0	6
4	East of N 40 th Street to N 33 rd Street	0	3	7	2	0	0	12
5	East of N 33 rd Street to N 26 th Street	0	4	4	8	1	2	19
6	N 26 th Street to Florence Boulevard	0	1	2	1	0	0	4
Total		0	2	2	9	0	0	13



Figure 7: Zone 1 – Crashes by Severity



Figure 8: Zone 2 – Crashes by Severity



Figure 9: Zone 3 – Crashes by Severity



Figure 10: Zone 4 – Crashes by Severity



Figure 11: Zone 5 – Crashes by Severity



Figure 12: Zone 6 – Crashes by Severity



2.2 CRASHES BY LOCATION

Nearly two-thirds of KSI crashes along Ames Avenue occur at intersections (**Figure 13**); **Figure 14** highlights locations with the highest concentration of crashes. **Figure 15** compares the percentage of crashes resulting in a fatality or injury on Ames Avenue against the City of Omaha as a whole. At both intersections and segments, Ames Avenue had a higher proportion of injury crashes, indicating crashes along the study corridor are more likely to result in an injury or fatality than the rest of Omaha.

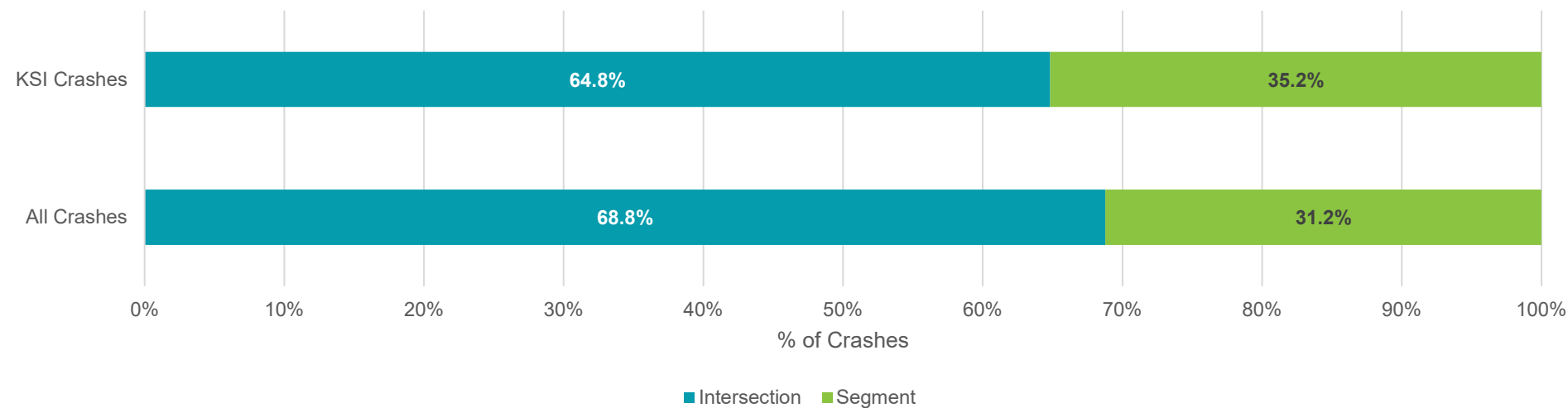


Figure 13: Percentage of Crashes by Location Type



Figure 14: Ames Avenue Corridor Crash Heat Map

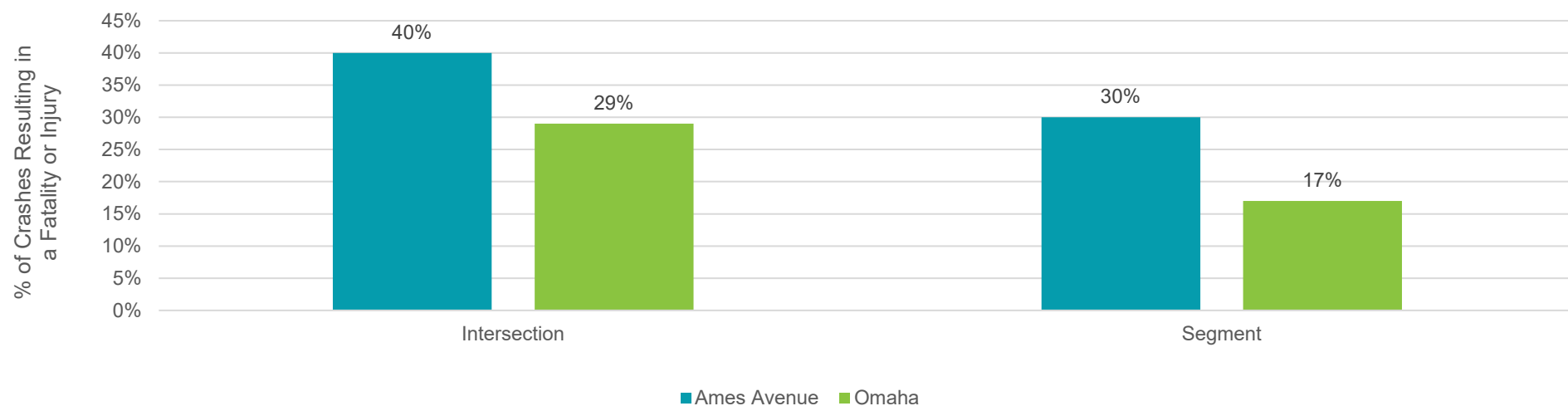


Figure 15: Percentage of Crashes Resulting in a Fatality or Injury (Ames Avenue vs. Omaha)

Given that not all the study zones are the same length, **Table 3** shows KSI crashes and total crashes per mile. Zones 1 and 2 account for the highest and second-highest total crash count among the study zones; however, these zones are both nearly twice the size of Zones 3-6. When adjusting the crash count to account for roadway length, Zones 3 and 5 are the zones with the most crashes per mile (708.0 and 731.7, respectively). This highlights that Zones 3 and 5 show greater signs of crash likelihood than Zones 1 and 2, even though those zones have more total crashes.

Table 3: Crash Count and Crash per Mile by Zones

Zone	Extents	Length (US mi)	# of Intersections of Interest	KSI Crash Count	KSI Crash Count per Mile	Crash Count	Crash Count per Mile
1	N 72 nd Street to N 60 th Street	1.0	10	15	15.0	585	585.0
2	East of N 60 th Street to N 46 th Street	1.2	13	26	21.7	641	534.2
3	East of N 46 th Street to N 40 th Street	0.5	6	10	20.0	354	708.0
4	East of N 40 th Street to N 33 rd Street	0.6	7	16	26.7	300	500.0
5	East of N 33 rd Street to N 26 th Street	0.6	9	18	30.0	439	731.7
6	N 26 th Street to Florence Boulevard	0.4	8	6	15.0	157	392.5
Total		4.3	53	91	21.2	2,476	575.8

Critical crash rate is a threshold used to determine if a segment or intersection is having crashes occur at a higher level than expected. Data from the City of Omaha was used to create critical crash rates using the roadway functional class (segments) or cross-roadway functional classes (intersections). When the crash rate exceeds the critical crash rate, it implies the segment or intersection is having crashes at a rate abnormal to Omaha. **Table 4** and **Table 5** show the top ten intersections by crash rate by MEV and segments by crash rate per MVMT.

In comparison to Omaha (using both percentages and critical crash rate), Ames Avenue has higher rates of crashes and higher rates of injuries. Zone 6 makes up four of the top ten roadway segments when examining the difference between crash rate and the critical crash rate, and Zone 5 contains three of the top ten intersections.

Table 4: Top Ten Intersections by Crash Rate per MEV

Location	Zone	Crash Rate per MEV	Critical Crash Rate	Crash Rate - Critical Crash Rate (<0=Good, >0=Bad)
N 24 th Street & Ames Avenue	6	1.8	0.6	1.2
N 60 th Street & Ames Avenue	1	1.7	0.5	1.2
N 52 nd Street & Ames Avenue	2	1.4	0.6	0.8
N 31 st Avenue & Ames Avenue	5	1.3	0.6	0.6
N 72 nd Street & Ames Avenue	1	1.3	0.6	0.6
N 30 th Street & Ames Avenue	5	1.2	0.6	0.6
N 42 nd Street & Ames Avenue	3	1.1	0.6	0.5
North Freeway NB Ramp & Ames Avenue	5	1.0	0.7	0.3
Fontenelle Boulevard & Ames Avenue	3	1.0	0.7	0.3
N 33 rd Street & Ames Avenue	4	0.9	0.7	0.2

Table 5: Top Ten Roadway Segments by Crash Rate per MVMT

Location	Zone	Crash Rate per MVMT	Critical Crash Rate	Crash Rate - Critical Crash Rate (<0=Good, >0=Bad)
N 30 th Street to N 31 st Street	5	15.2	1.2	14.1
N 56 th Street (East) to N 56 th Street (West)	2	10.5	1.3	9.2
N 41 st Street to N 42 nd Street	3	8.9	1.3	7.6
N 24 th Street to N 25 th Street	6	8.3	0.9	7.4
N 50 th Street to N 52 nd Street	2	7.1	1.3	5.7
N 21 st Street (West) to N 21 st Avenue	6	7.1	1.0	6.1
N 25 th Avenue to N 26 th Street/ Wayne Lowden Avenue	6	6.5	1.0	5.5
N 55 th Avenue to N 56 th Street (East)	2	5.6	1.4	4.2
N 21 st Street (East) to N 21 st Street (West)	6	5.5	1.0	4.5
N 36 th Avenue to N 37 th Street	4	5.2	1.4	3.8

2.3 CRASHES BY CRASH TYPE

Angle crashes are the most prominent type of crash (**Figure 16**); angle crashes make up 52.3% of injury crashes and 42.0% of all crashes along Ames Avenue. Rear-end crashes are the second largest group, accounting for 12.8% of injury crashes and 23.0% of all crashes. Each zone shares a similar trend in having angle crashes be the largest type of crash occurring; however, Zones 1 and 2 account for a significant portion of the entire corridor's fixed object crashes (**Table 6**).

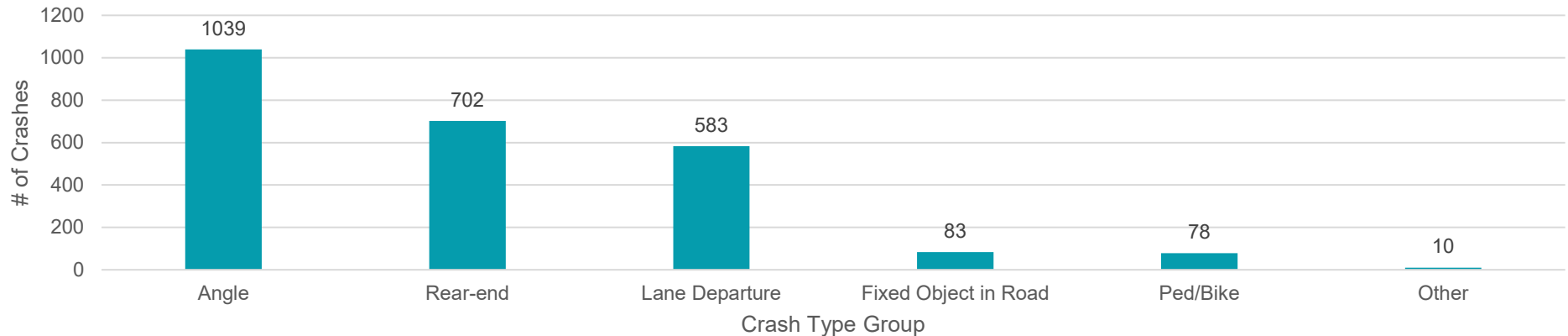


Figure 16: Number of Crashes by Crash Type

Table 6: Number of Crashes by Crash Type by Zone

Zone	Extents	Angle	Lane Departure	Rear-end	Ped/Bike	Fixed Object in Road	Other	Total
1	N 72 nd Street to N 60 th Street	241	138	162	13	30	1	585
2	East of N 60 th Street to N 46 th Street	253	125	206	24	32	1	641
3	East of N 46 th Street to N 40 th Street	164	65	111	6	6	2	354
4	East of N 40 th Street to N 33 rd Street	118	103	63	12	1	3	300
5	East of N 33 rd Street to N 26 th Street	200	89	125	19	3	3	439
6	N 26 th Street to Florence Boulevard	63	44	35	4	11	0	157
Total		1,039	564	702	78	83	10	2,476

Figure 17 shows the trend line for each crash type group each year. While most crash types have decreased over time, angle crashes and lane departure crashes have stayed relatively the same between 2017 and 2024; additionally, angle crashes are the only crash type to have increased over the eight-year period.

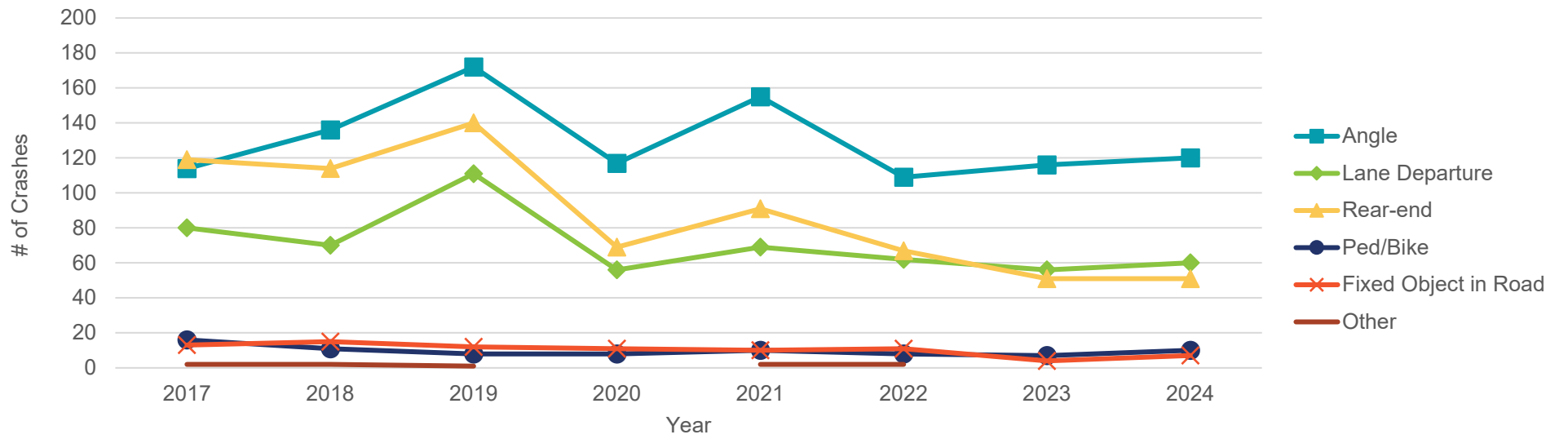


Figure 17: Number of Crashes by Crash Type per Year

Figure 18 and **Figure 19** both display the percentage of crashes by crash type group by location type. **Figure 18** examines all crashes while **Figure 19** examines only KSI crashes. Although pedestrian and bicyclist crashes account for 3% of all crashes, they account for 21% of KSI crashes on Ames Avenue. **Figure 20** through **Figure 25** show crashes by crash type in each zone along Ames Avenue.

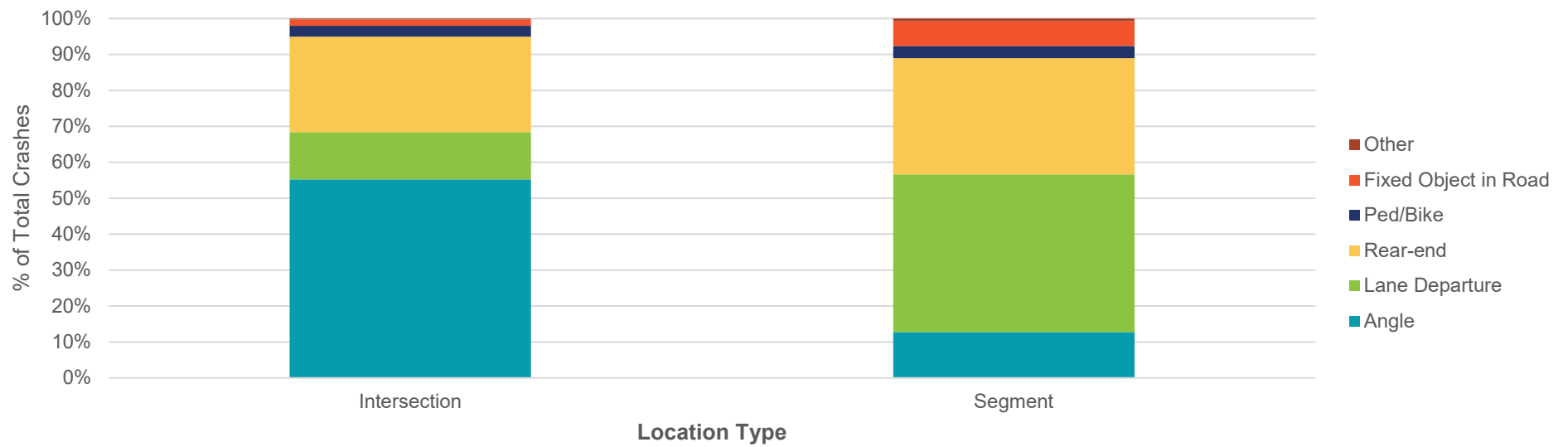


Figure 18: Percentage of Crashes by Crash Type and Location Type

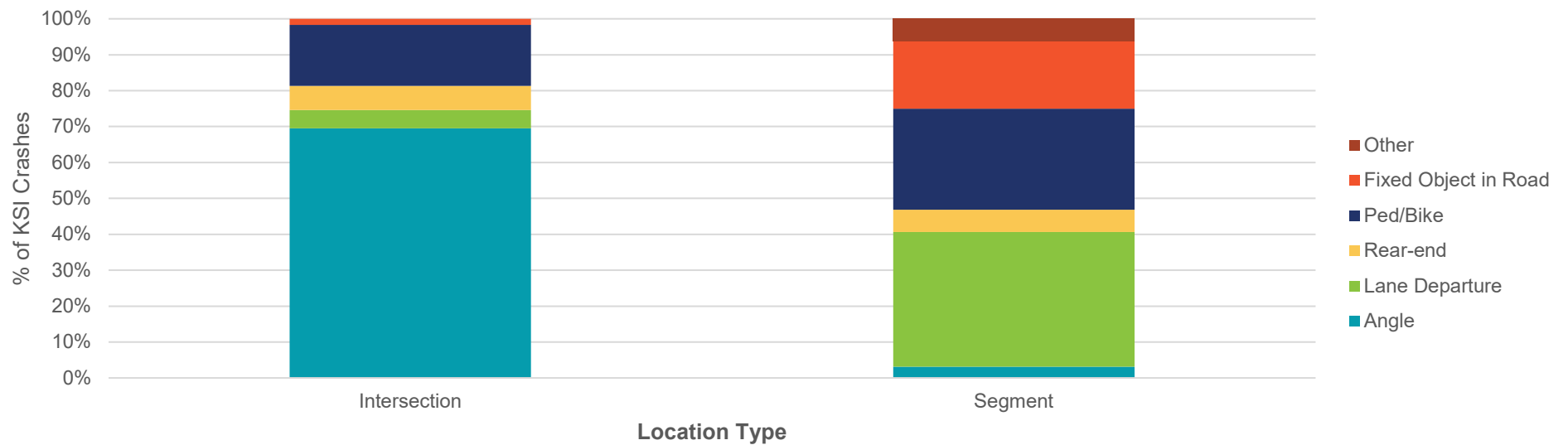


Figure 19: Percentage of KSI Crashes by Crash Type and Location Type



Figure 20: Zone 1 – Crashes by Crash Type



Figure 21: Zone 2 – Crashes by Crash Type



Figure 22: Zone 3 – Crashes by Crash Type



Figure 23: Zone 4 – Crashes by Crash Type

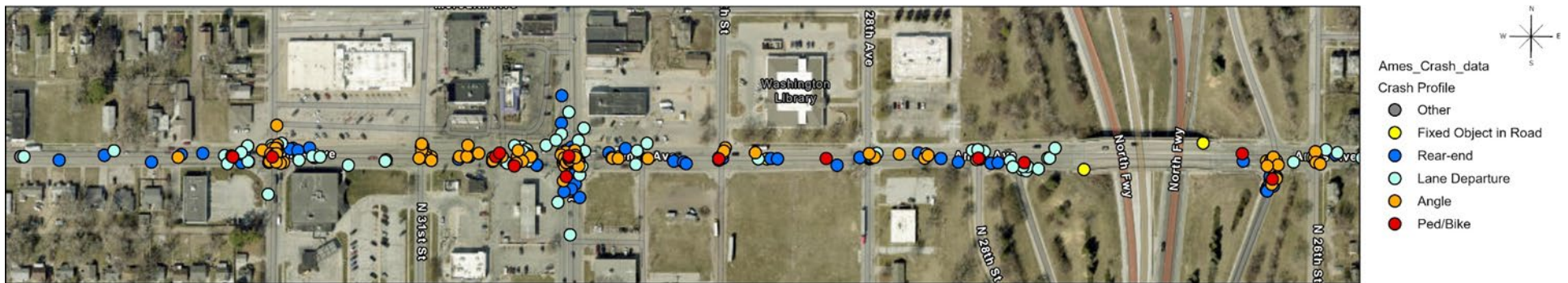


Figure 24: Zone 5 – Crashes by Crash Type



Figure 25: Zone 6 – Crashes by Crash Type

2.4 CRASHES BY CONTRIBUTING CIRCUMSTANCE

Of the 2,476 crashes on Ames Avenue, 985 crashes had a contributing circumstance identified by the reporting officer. Of the identified contributing circumstances, two that stood out above other contributing circumstances include red light/stop sign running and driving under the influence.

2.4.1. Red Light/Stop Sign Running

Figure 26 indicates that nearly 15% of injury crashes are caused by running a red light or stop sign. Zone 5 (East of N 33rd Street to N 26th Street) has the most reported injury crashes caused by red light/stop sign running (25% of all red light/stop sign running).

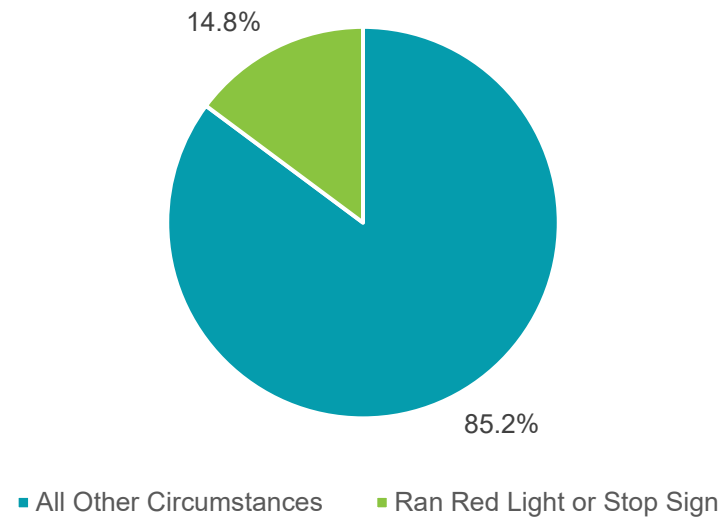


Figure 26: Percentage of Injury Crashes Attributed to Red Light/Stop Sign Running

2.4.2. Impaired Driving

Figure 27 highlights that crashes on Ames Avenue involving alcohol and/or drugs are more than five times more likely to be a KSI crash.

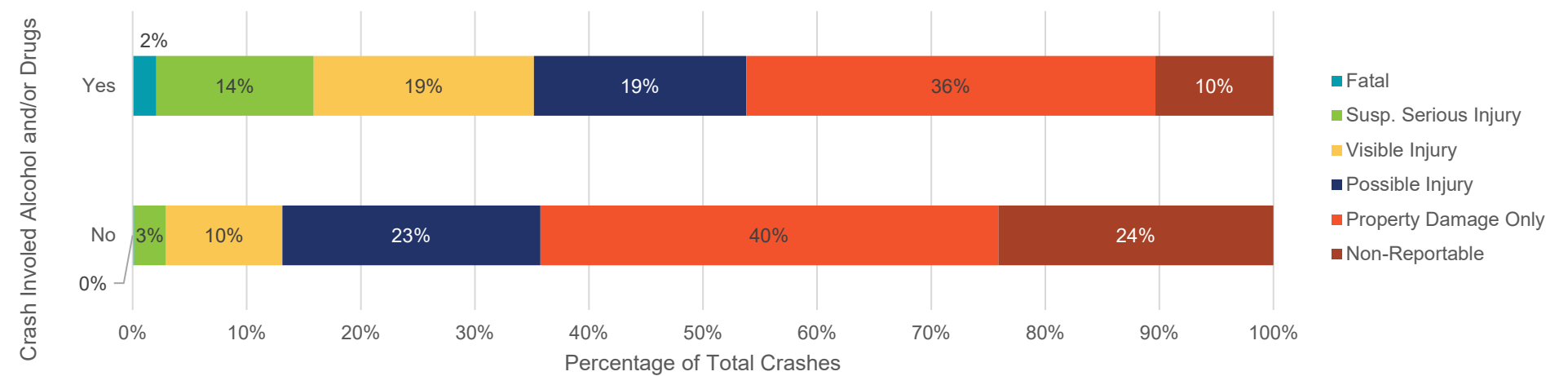


Figure 27: Percentage of Crashes Involving Alcohol and/or Drugs by Severity

3.0 INTERSECTIONS OF INTEREST

Thirty intersections were identified as “intersections of interest” along Ames Avenue. Table 7 shows the top ten intersections of interest by crash count; these intersections account for 55.6% of all intersection crashes and 35.3% of all crashes along the corridor. Looking at the crash histories for these top ten intersections of interest by crash type (Table 8), angle, rear-end, and left-turn leaving are the most frequent crash types. Among the nineteen intersections of interest that experienced a KSI crash, angle and left-turn leaving crashes were the two most frequent types of KSI crashes (Table 9). To see all intersections of interest crash counts by severity or by crash type, see **Appendix B: Tables**

Table 7: Top Ten Intersections of Interest – Crash Counts by Severity

Location	Fatal (K)	Suspected Serious Injury (A)	Visible Injury (B)	Possible Injury (C)	Property Damage Only (O)	Non-Reportable (U)	Total
N 60 th Street & Ames Avenue	0	2	18	44	62	28	154
N 52 nd Street & Ames Avenue	0	6	19	25	52	26	128
N 72 nd Street & Ames Avenue	0	0	7	27	52	37	123
N 30 th Street & Ames Avenue	1	5	18	34	41	19	118
Fontenelle Boulevard & Ames Avenue	0	3	13	23	37	22	98
N 31 st Avenue & Ames Avenue	1	4	12	21	30	15	83
N 42 nd Street & Ames Avenue	1	0	11	23	32	15	82
Walmart Drive & Ames Avenue	0	0	9	23	30	17	79
N 24 th Street & Ames Avenue	0	4	11	14	33	13	75
N 48 th Street & Ames Avenue	0	3	7	16	23	13	62
Total	3	27	125	250	392	205	1,002

Table 8: Top Ten Intersections of Interest – Number of Crashes by Crash Type

Location	Angle	Backing	Bicycle	Fixed Object in Road	Head-On	Left-Turn Leaving	Other	Pedestrian	Ran Off Road	Rear-End	Sideswipe (Opposite Direction)	Sideswipe (Same Direction)	U-Turn (Opposite Direction)	U-Turn (Same Direction)	Total KSI Crashes
N 60 th Street & Ames Avenue	37	0	2	6	1	53	0	1	1	39	0	14	0	0	154
N 52 nd Street & Ames Avenue	48	1	0	3	1	27	0	6	1	38	0	2	1	0	128
N 72 nd Street & Ames Avenue	38	1	0	1	0	14	1	0	2	35	0	31	0	0	123
N 30 th Street & Ames Avenue	26	1	1	0	0	34	1	5	4	34	0	12	0	0	118
Fontenelle Boulevard & Ames Avenue	20	3	0	5	0	38	0	1	0	26	0	5	0	0	98
N 31 st Avenue & Ames Avenue	23	0	0	0	1	33	0	2	3	16	0	5	0	0	83
N 42 nd Street & Ames Avenue	25	1	0	0	0	19	0	3	0	28	3	3	0	0	82
Baker Place/Walmart Driveway (N 50 th Street) & Ames Avenue	13	1	0	1	0	31	0	0	4	26	0	0	3	0	79
N 24 th Street & Ames Avenue	27	0	1	1	0	18	0	1	3	19	4	1	0	0	75
N 48 th Street & Ames Avenue	14	1	0	2	0	8	0	4	3	21	3	6	0	0	62
Total	271	9	4	19	3	275	2	23	21	282	10	79	4	0	1,002

Table 9: Intersections of Interest – Number of KSI Crashes by Crash Type

Location	Angle	Fixed Object in Road	Head- On	Left-Turn Leaving	Pedestrian	Ran Off Road	Rear- End	Total KSI Crashes
N 30 th Street & Ames Avenue	2	0	0	2	0	0	2	6
N 52 nd Street & Ames Avenue	3	1	0	0	2	0	0	6
N 31 st Avenue & Ames Avenue	1	0	0	2	1	1	0	5
N 37 th Street & Ames Avenue	3	0	1	0	1	0	0	5
N 24 th Street & Ames Avenue	3	0	0	0	0	0	1	4
N 33 rd Street & Ames Avenue	1	0	0	1	1	0	0	3
N 48 th Street & Ames Avenue	2	0	0	0	1	0	0	3
Fontenelle Boulevard & Ames Avenue	0	0	0	3	0	0	0	3
N 34 th Avenue & Ames Avenue	1	0	0	0	1	0	0	2
N 50 th Street & Ames Avenue	1	0	0	1	0	0	0	2
N 56 th Street (East) & Ames Avenue	0	0	0	2	0	0	0	2
N 60 th Street & Ames Avenue	2	0	0	0	0	0	0	2
N 66 th Street & Ames Avenue	1	0	0	1	0	0	0	2
N 36 th Street & Ames Avenue	1	0	0	0	0	0	0	1
N 42 nd Street & Ames Avenue	1	0	0	0	0	0	0	1
N 63 rd Street & Ames Avenue	0	0	0	1	0	0	0	1
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue	0	0	0	0	1	0	0	1
North Freeway NB Ramp & Ames Avenue	0	0	0	0	0	1	0	1
North Freeway SB Ramp & Ames Avenue	0	0	0	0	1	0	0	1
Total	22	1	1	13	9	2	3	51

4.0 CONCLUSION

In summary, the data reveal significant patterns in crash frequency, severity, location, and other important factors, underscoring critical areas of concern for traffic safety. By identifying high-crash locations, particularly for vulnerable road users such as pedestrians and cyclists, this analysis provides a basis for targeted strategies to reduce serious injuries and fatalities.

4.1 SOCIETAL IMPACT OF CRASHES

While property damage and non-reportable crashes make up nearly two-thirds of crashes along the study corridor, fatal and injury crashes have a much larger economic and societal impact. **Table 1** shows crashes by severity for each of the zones along Ames Avenue. Injury crashes make up 36.8% of crashes along Ames Avenue.

Using standards produced by the FHWA in 2018 for calculating societal costs based on crash severity, societal costs were adjusted to 2025 dollars and were totaled by zone per year within the study period. **Figure 28** shows the cumulative societal cost of crashes for each zone, beginning with the total societal cost of crashes in 2017. Zone 2 and Zone 5 represent the two largest societal costs over the study period. The societal cost of these crashes totaled approximately \$460.2 million over the study period. **Table 10** displays the top ten intersections of interest by equivalent of property damage only (EPDO) crash counts, as well as by total societal cost.

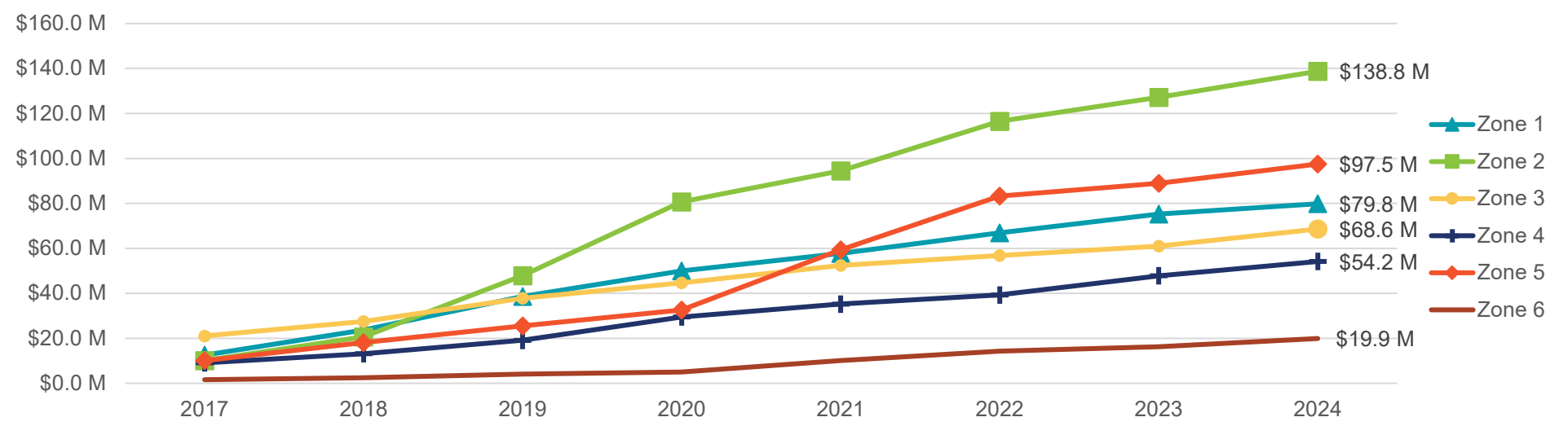


Figure 28: Cumulative Societal Cost of Crashes by Zone

Table 10: Top Ten Intersections of Interest by EPDO Crash Count

Intersection	Zone	KSI Crash Count	Total Crash Count	Total EPDO Crash Count	Total Societal Cost (2025 Dollars)
N 30 th Street & Ames Avenue	5	6	118	1,943.7	\$16,868,490
N 31 st Avenue & Ames Avenue	5	5	83	1,636.3	\$30,645,430
N 42 nd Street & Ames Avenue	3	1	82	1,422.6	\$26,886,010
N 52 nd Street & Ames Avenue	2	6	128	989.1	\$11,252,350
N 60 th Street & Ames Avenue	1	2	154	964.8	\$16,174,740
Fontenelle Boulevard & Ames Avenue	3	3	98	683.8	\$15,880,270
N 24 th Street & Ames Avenue	6	4	75	597.5	\$10,866,700
N 33 rd Street & Ames Avenue	4	3	52	510.9	\$7,379,210
N 72 nd Street & Ames Avenue	1	0	123	490.8	\$4,516,850
N 48 th Street & Ames Avenue	2	3	62	486.8	\$10,877,490
Total		33	975	9,726.2	\$15,134,754

4.2 KEY TAKEAWAYS

Corridor:

- Ames Avenue averaged 309.5 reported crashes per year for the 2017-2024 analysis period.
- Pedestrian and bicycle crashes are 6.5 times more likely to result in a fatal or suspected serious injury, with a larger disproportion along roadway segments
- The intersections of interest that are typically among the highest in crash metrics include:
 - » N 30th Street & Ames Avenue
 - » N 31st Avenue & Ames Avenue
 - » N 42nd Street & Ames Avenue
 - » N 52nd Street & Ames Avenue
 - » N 60th Street & Ames Avenue
 - » Fontenelle Boulevard & Ames Avenue
 - » N 24th Street & Ames Avenue
 - » N 33rd Street & Ames Avenue
 - » N 72nd Street & Ames Avenue
 - » N 48th Street & Ames Avenue
- 15% of injury crashes are attributed to red light / stop sign running.
- The total societal cost of crashes along Ames Avenue was approximately \$460.2 million over the study period.
- Angle crashes, lane departures, and rear-end crashes make up nearly 90% of injury crashes.
- 34.3% of crashes in Zone 4 (East of N 40th Street to East of N 33rd Street) are lane departures. The average for all other zones is 22.0% and no other zone has a lane departure share greater than 28.5%.

Zones:

- Zones 1 and 2 (N 72nd Street to East of N 46th Street) account for 75% of fixed object crashes.
- Zone 2 (East of N 60th Street to East of N 46th Street) has the most KSI crashes at 26.
- Zone 4 (East of N 40th Street to East of N 33rd Street) has the highest percentage of KSI crashes at 5.3%.
- Zone 5 (East of N 33rd Street to N 26th Street) has the most crashes per mile, with 731.7 crashes per mile and 30.0 KSI crashes per mile

APPENDIX A: DATA DICTIONARY

Term	Definition
Crash Type Group	The grouping of crash types. Below are the crash type profiles and their associated crash types: • Angle: Angle, Left-turn Leaving • Lane Departure: Head-on, Ran Off Road, Sideswipe (Opposite), Sideswipe (Same), U-turn (Opposite), U-turn (Same) • Rear-end: Backing, Rear-end • Bicycle/Pedestrian: Bicycle, Pedestrian • Fixed Object in Road: Fixed Object in Road • Other: Animal, Other, Unknown
EPDO	Equivalent of Property Damage Only; A value calculated to normalize crashes by crash type. The total cost by crash type is divided by the value of a property damage only crash.
FHWA	Federal Highway Administration
KABCO	KABCO is an injury classification scale used to identify the severity of a crash on a police report: K – Fatal crash A – Serious injury crash B – Visible injury crash C – Possible injury crash O – Property damage only crash severity Non-reportable – U in the KABCO Injury Classification Scale, this severity represents unknown injury severity.
KSI	Killed or Seriously Injured
MEV	Million Entering Vehicles
MVMT	Million Vehicle Miles Traveled
NDOT	Nebraska Department of Transportation
PEL	Planning and Environmental Linkages

APPENDIX B: TABLES

Intersection Crash Counts by Severity

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 72 nd Street & Ames Avenue		37	27	52		7	123
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue		10	9	14	1	4	38
Benson Park Drive & Ames Avenue		2	1	3		2	8
N 66 th Street & Ames Avenue		8	13	8	2	6	37
N 65 th Street & Ames Avenue		2	3	2	2	4	13
N 65 th Avenue & Ames Avenue		1					1
N 64 th Street & Ames Avenue		2	1	1			4
N 63 rd Street & Ames Avenue		5	7	15	1	2	30
N 62 nd Street & Ames Avenue				1	1		2
N 61 st Street & Ames Avenue		7	13	11		4	35
N 60 th Street & Ames Avenue		28	44	62	2	18	154
Taylor Street & Ames Avenue		4	2	4		2	12
N 60 th Avenue & Ames Avenue		1				1	2
N 56 th Street (West) & Ames Avenue		2		2		1	5
N 56 th Street (East) & Ames Avenue		7	11	13	2	2	35
N 55 th Street & Ames Avenue		1	1	2			4
N 55 th Avenue & Ames Avenue		2					2
N 54 th Street & Ames Avenue			1				1
N 53 rd Street & Ames Avenue		1					1
N 52 nd Street & Ames Avenue		26	25	52	6	19	128
Baker Place Driveway (N 50 th Street) & Ames Avenue		17	23	30		9	79
N 50 th Street & Ames Avenue		6	4	13	2		25
N 49 th Street & Ames Avenue			2	9		3	14

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 49 th Avenue & Ames Avenue		2					2
N 48 th Street & Ames Avenue		13	16	23	3	7	62
N 46 th Street & Ames Avenue		3	3	3		2	11
N 45 th Street & Ames Avenue				2			2
Fontenelle Boulevard & Ames Avenue		22	23	37	3	13	98
N 42 nd Street & Ames Avenue	1	15	23	32		11	82
N 41 st Street & Ames Avenue		2	2	5	1	2	12
N 40 th Street & Ames Avenue		12	12	21		7	52
N 40 th Avenue & Ames Avenue		4	3	2	1	1	11
N 39 th Street & Ames Avenue		1	3	7	2		13
N 38 th Street & Ames Avenue		2	3	11		2	18
N 37 th Street & Ames Avenue			5	10	5	2	22
N 36 th Street & Ames Avenue		10	7	15	1	15	48
N 36 th Avenue & Ames Avenue			1	4			5
Fire Station 21 Driveway (N 35 th Street) & Ames Avenue		2	3	2			7
N 34 th Avenue & Ames Avenue		5	8	12	2	4	31
N 33 rd Street & Ames Avenue		4	13	21	3	11	52
N 31 st Street & Ames Avenue		1	4	10	1		16
N 31 st Avenue & Ames Avenue	1	15	21	30	4	12	83
N 30 th Street & Ames Avenue	1	19	34	41	5	18	118
N 29 th Street & Ames Avenue		3		3		1	7
N 28 th Street & Ames Avenue		1	3	1			5
N 28 th Avenue & Ames Avenue		3	1	4			8
North Freeway SB Ramp & Ames Avenue		4	1	4	1	2	12
North Freeway NB Ramp & Ames Avenue		20	17	16	1	1	55
N 26 th Street/ Wayne Lowden Avenue & Ames Avenue		1	2	3		2	8

Location	Fatal	Non-Reportable	Possible Injury	Property Damage Only	Susp. Serious Injury	Visible Injury	Total
N 25 th Street & Ames Avenue				1		1	2
N 25 th Avenue & Ames Avenue			1	4			5
N 24 th Street & Ames Avenue		13	14	33	4	11	75
N 22 nd Street & Ames Avenue				2			2
N 21 st Street (West) & Ames Avenue		1	1				2
N 21 st Street (East) & Ames Avenue		1					1
N 21 st Avenue & Ames Avenue			1				1
Florence Boulevard & Ames Avenue		2	2	13		5	22
Total	3	350	414	666	56	214	1,703

Intersection Crash Count by Crash Type

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 72 nd Street & Ames Avenue	38		1		1		14	1		2	35		31			123
Benson Park Plaza Driveway (N 71 st Street) & Ames Avenue	6			1			13		4		11		2	1		38
Benson Park Drive & Ames Avenue	1				3		1				1		1		1	8
N 66 th Street & Ames Avenue	11		1		2		8		1	5	8	1				37
N 65 th Street & Ames Avenue	8						2			2	1					13
N 65 th Avenue & Ames Avenue					1											1
N 64 th Street & Ames Avenue	3										1					4
N 63 rd Street & Ames Avenue	19		2		1	1	5			1				1		30
N 62 nd Street & Ames Avenue	1								1							2
N 61 st Street & Ames Avenue	10		2				2		2	1	12	1	3	2		35
N 60 th Street & Ames Avenue	37			2	6	1	53		1	1	39		14			154
Taylor Street & Ames Avenue	3						2			2	1	1	1	2		12
N 60 th Avenue & Ames Avenue	2															2
N 56 th Street (West) & Ames Avenue									1		3		1			5
N 56 th Street (East) & Ames Avenue	19		1				7		1	1	1	1	1		3	35
N 55 th Street & Ames Avenue	1										2			1		4
N 55 th Avenue & Ames Avenue	1										1					2
N 54 th Street & Ames Avenue	1															1
N 53 rd Street & Ames Avenue	1															1
N 52 nd Street & Ames Avenue	48		1		3	1	27		6	1	38		2	1		128
Baker Place Driveway (N 50 th Street) & Ames Avenue	13		1		1		31			4	26			3		79
N 50 th Street & Ames Avenue	16				2		2			2	1		1	1		25
N 49 th Street & Ames Avenue	4						2				2	1	4		1	14
N 49 th Avenue & Ames Avenue										2						2

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 48 th Street & Ames Avenue	14		1		2		8		4	3	21	3	6			62
N 46 th Street & Ames Avenue	3			1	1		2			2	1			1		11
N 45 th Street & Ames Avenue	1						1									2
Fontenelle Boulevard & Ames Avenue	20		3		5		38		1		26		5			98
N 42 nd Street & Ames Avenue	25		1				19		3		28	3	3			82
N 41 st Street & Ames Avenue	3						3				3	1	1		1	12
N 40 th Street & Ames Avenue	16					1	16			1	12	3	3			52
N 40 th Avenue & Ames Avenue	4									1	3	1	2			11
N 39 th Street & Ames Avenue	3						3			2	2		2	1		13
N 38 th Street & Ames Avenue	8	1					2		1	1	3		2			18
N 37 th Street & Ames Avenue	10					1	3		1		5		2			22
N 36 th Street & Ames Avenue	19		1				5		4	2	8	3	6			48
N 36 th Avenue & Ames Avenue	1									1	3					5
Fire Station 21 Driveway (N 35 th Street) & Ames Avenue	1										5		1			7
N 34 th Avenue & Ames Avenue	12						9		2	1	6		1			31
N 33 rd Street & Ames Avenue	15				1		21		1		8	2	4			52
N 31 st Street & Ames Avenue	12		1				2				1					16
N 31 st Avenue & Ames Avenue	23					1	33		2	3	16		5			83
N 30 th Street & Ames Avenue	26		1	1			34	1	5	4	34		12			118
N 29 th Street & Ames Avenue	2						2		1	1	1					7
N 28 th Street & Ames Avenue	1			1							1		2			5
N 28 th Avenue & Ames Avenue	3										4		1			8
North Freeway SB Ramp & Ames Avenue									1	3	2		6			12
North Freeway NB Ramp & Ames Avenue	20								1	2	31		1			55
N 26 th Street/ Wayne Lowden Avenue & Ames Avenue	1						4	1		1	1					8

Location	Angle	Animal	Backing	Bicycle	Fixed Object in Road	Head-on	Left-turn leaving	Other	Pedestrian	Ran Off Road	Rear- end	Sideswipe (opposite)	Sideswipe (same)	U-Turn (opposite)	U-turn (same)	Total
N 25 th Street & Ames Avenue							1			1						2
N 25 th Avenue & Ames Avenue	1						1				3					5
N 24 th Street & Ames Avenue	27			1	1		18		1	3	19	4	1			75
N 22 nd Street & Ames Avenue	1											1				2
N 21 st Street (West) & Ames Avenue													2			2
N 21 st Street (East) & Ames Avenue													1			1
N 21 st Avenue & Ames Avenue													1			1
Florence Boulevard & Ames Avenue	8		1				3			2	4		4			22
Total	523	1	18	7	30	6	397	3	45	58	434	26	135	14	6	1,703