

Safe Streets Lincoln - Vision Zero Action Plan

ACT Committee – September 25, 2025

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Safe Streets
LINCOLN

A Vision Zero Program

Agenda

1. Project Overview
2. Crash Data Analysis
3. Community Engagement
4. How Can Folks Get Involved?

Safe Streets & Roads for All (SS4A)

The City of Lincoln applied for and successfully received a **\$400,000 federal grant** from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) federal grant program, with an additional **\$100,000 local match**, to develop a Vision Zero Action Plan.

The development of this action plan positions the City for future implementation dollars!

Safe Streets Lincoln

Safe Streets Lincoln is a local initiative, part of the national Vision Zero campaign to eliminate traffic fatalities and severe injuries.

The City's Safe Streets Lincoln goal is to **eliminate all roadway fatalities and reduce suspected serious injuries by 60% by 2045.**

Vision Zero Overview

Vision Zero is a global movement that began in Sweden in the 1970s to **eliminate traffic deaths** worldwide.

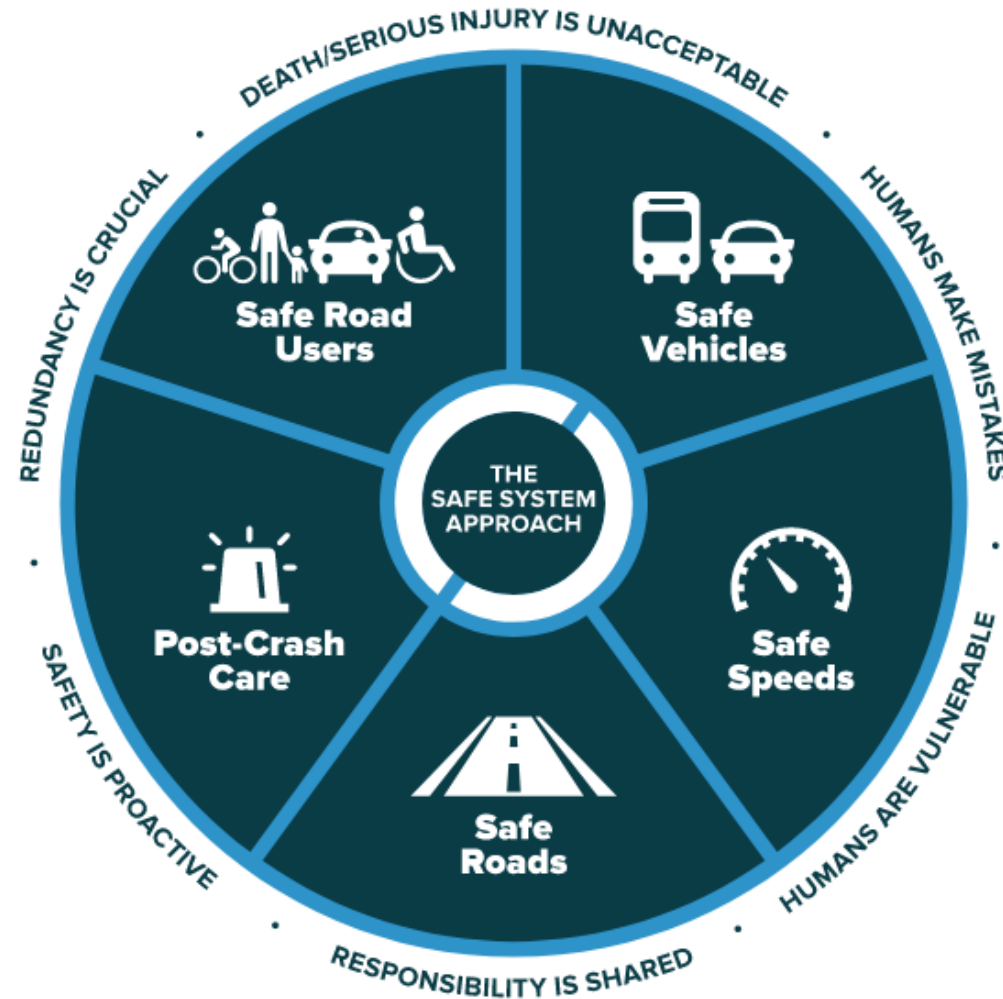
The Vision Zero approach has **dramatically reduced traffic deaths** where implemented and **fully achieved** in some early adopter cities.

	Traditional / Prevailing	Vision Zero
Issue	Preventing all crashes	Preventing fatalities and serious injuries
Premise	Deaths are inevitable	Deaths are preventable
Focus	Perfecting human behavior	Designing a road system that accounts for human error
Responsibility	Individual road users	Shared: road users and system designers

Vision Zero Action Plan (VZAP)

A comprehensive, **action-oriented plan** that identifies safety priorities, outlines solutions, and sets our course toward zero traffic deaths.

Safe System Approach



Safe System Principles



Death/Serious Injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility is
shared



Safety is proactive

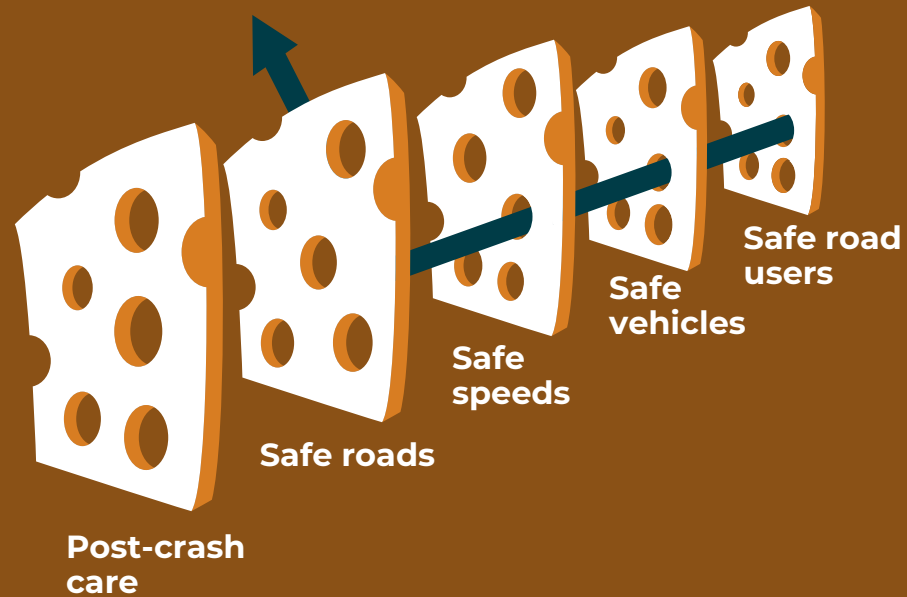


Redundancy is
crucial

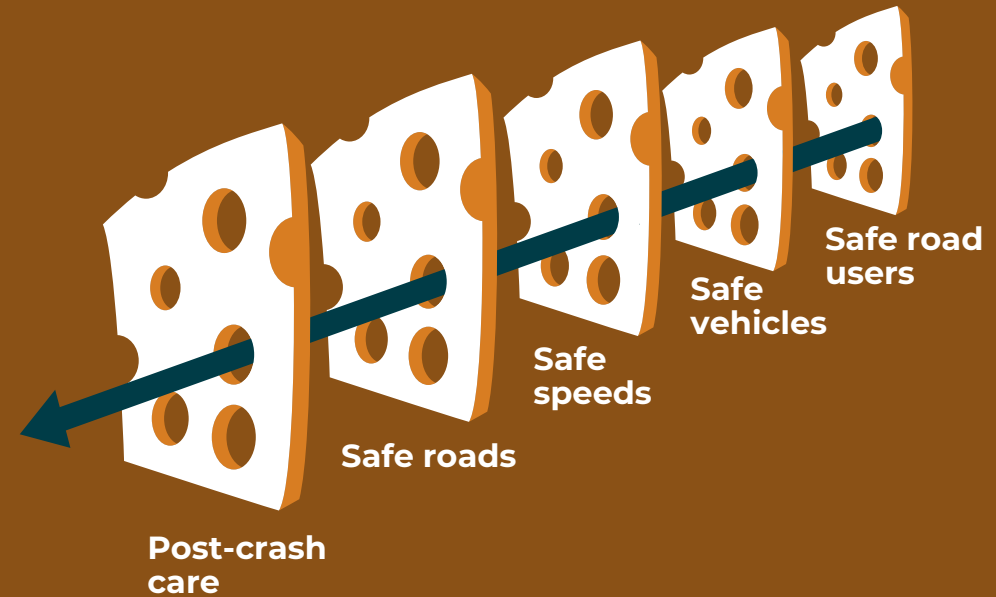
Safe System Approach

THE 5 SAFE SYSTEM ELEMENTS CREATE REDUNDANCY

The “Swiss Cheese Model” of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Crash Data Analysis

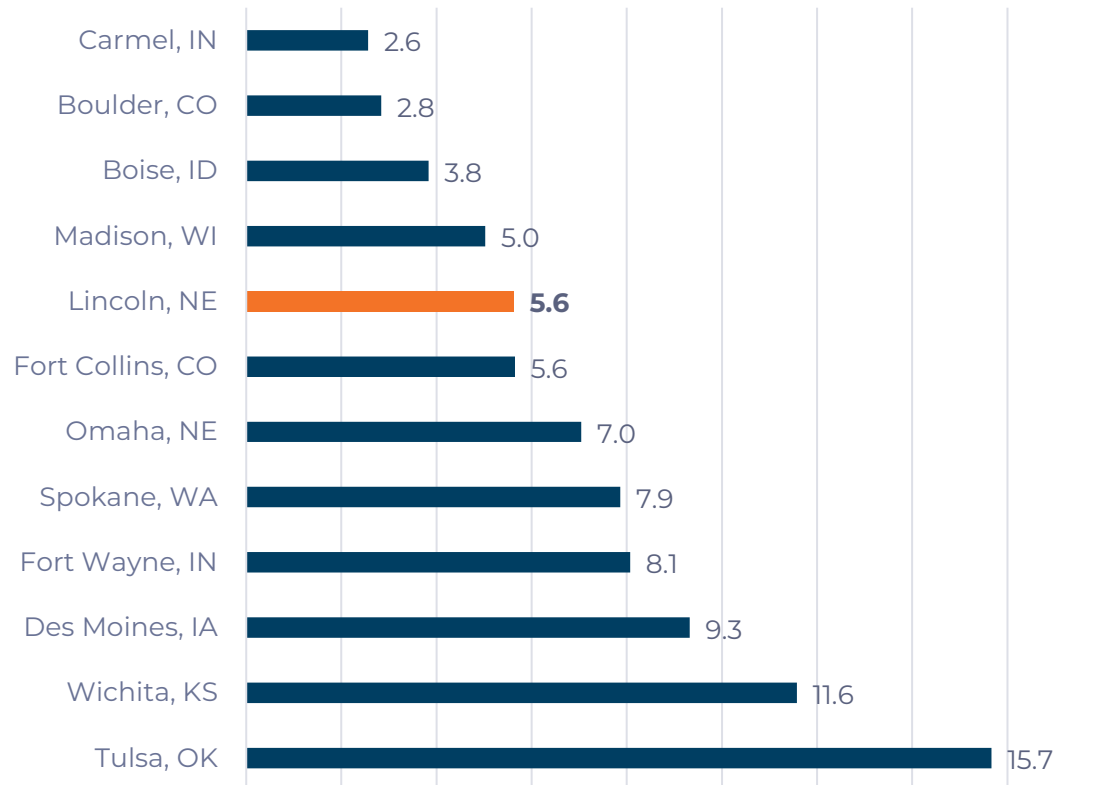
Lincoln has experienced a downward trend in killed & seriously injured (KSI) crashes



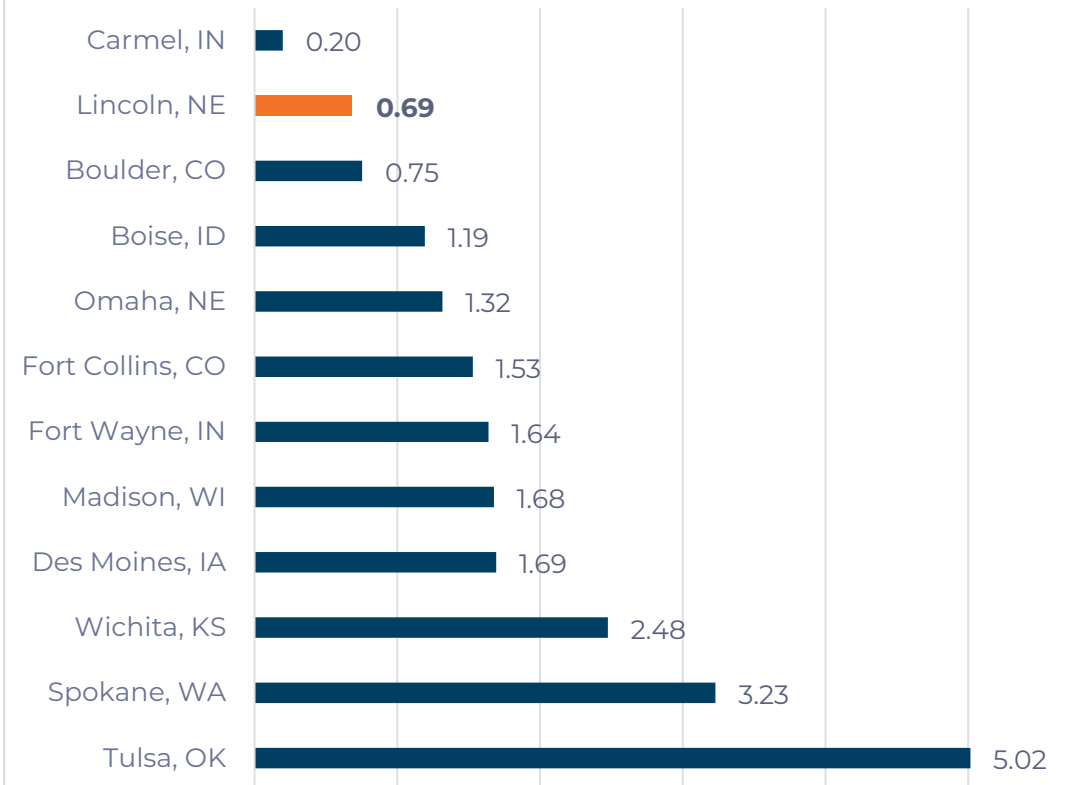
- High-ranking roundabout community per capita
- Low crash rates vs peer cities
- Implementation of flashing yellow arrow
- Adoption of school zone standards
- Application of RRFBs and pedestrian hybrid beacon
- Installation of protected, separated and buffered bike lanes

Comparatively, Lincoln performs well on key safety measures.

Five-Year Average of Total Traffic Fatalities per 100k Population (2019-2023)



Five-Year Average of VRU Fatalities per 100k Population (2019-2023)





Despite this progress, **more is needed** to meet our goal of zero fatalities and reducing serious injury crashes by 60% by 2045.

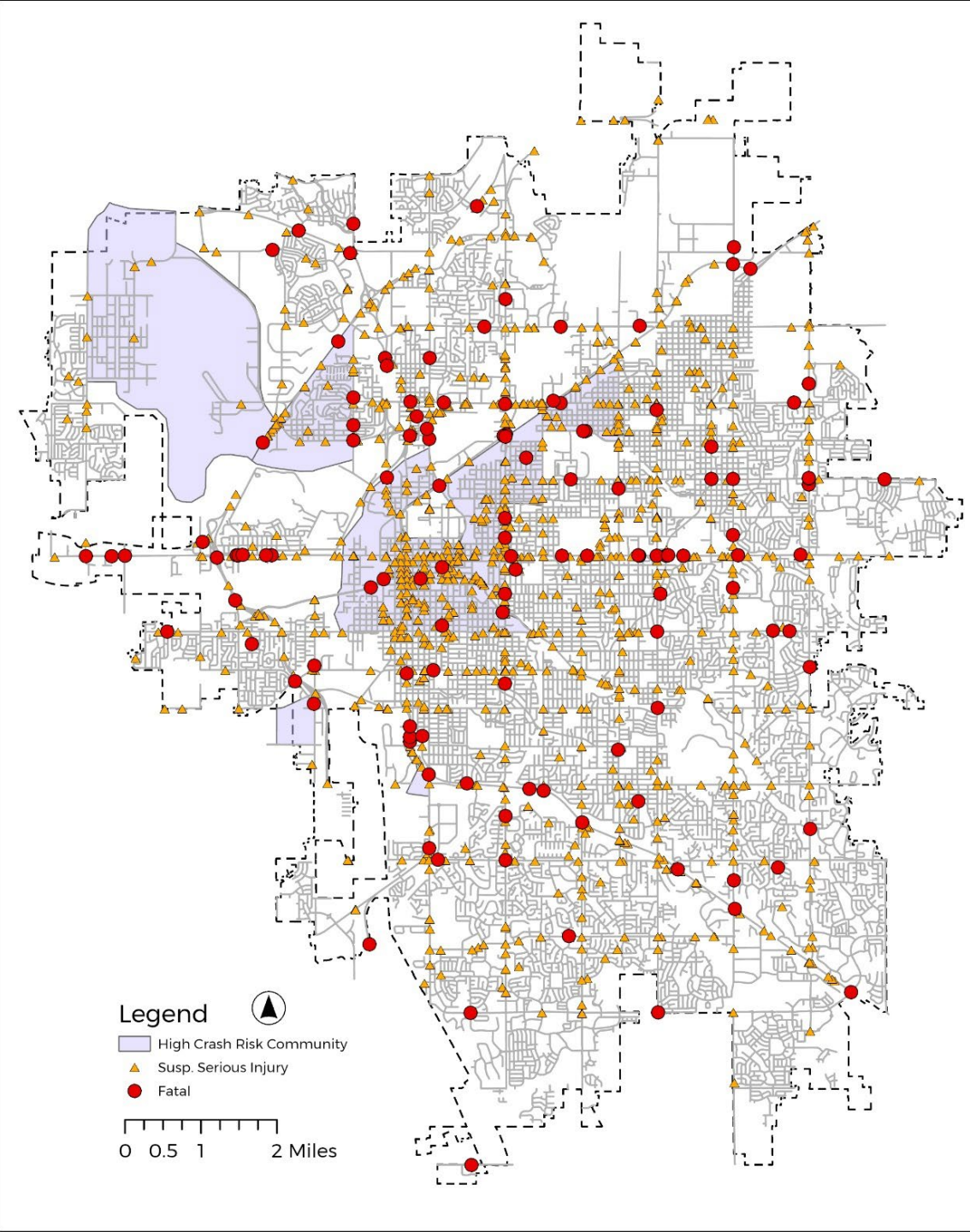
Reaching that goal will require us to:

- strengthen what's working,
- introduce new strategies, and
- be willing to navigate change.

But we can get to zero, together.

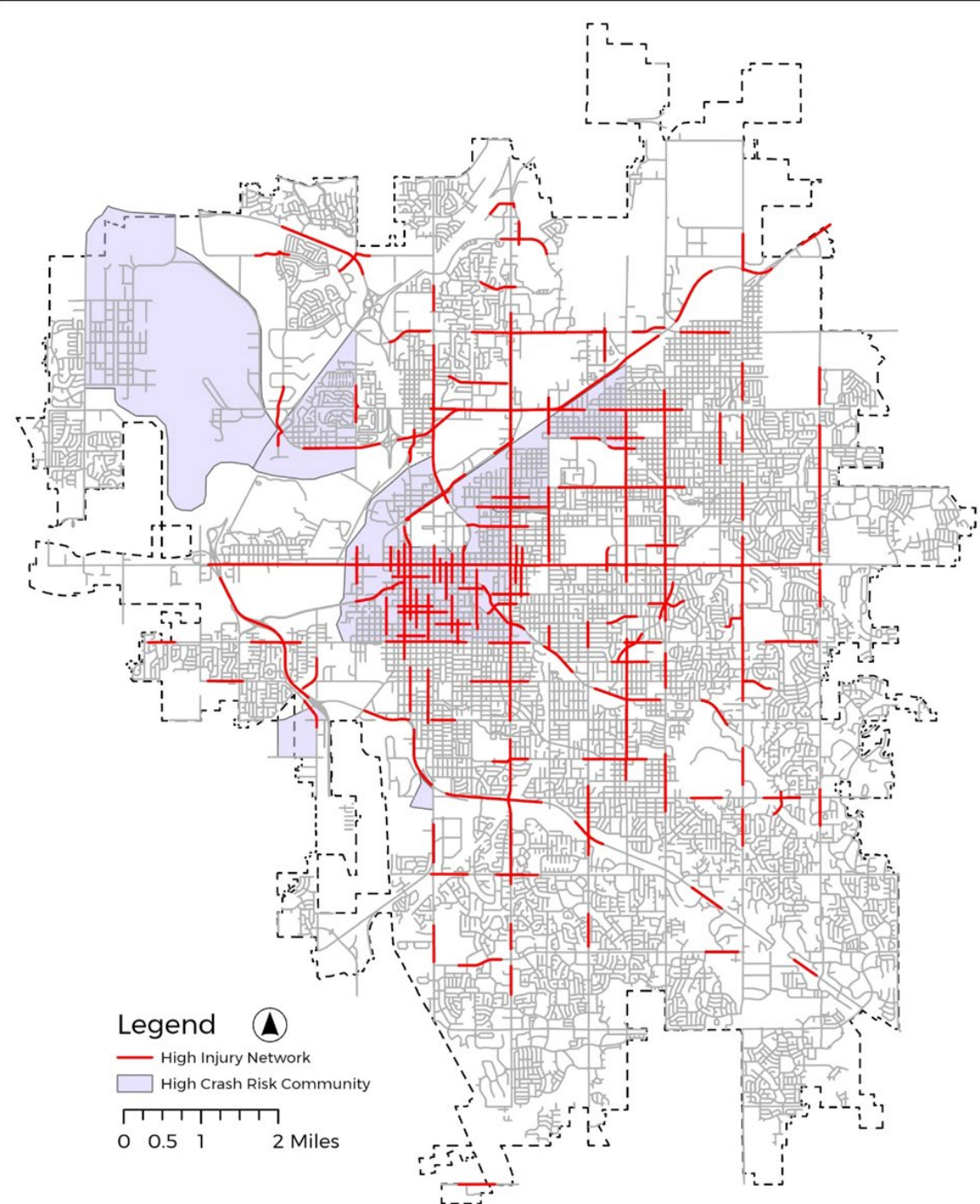
Fatal & Serious Injury Crashes (2014 – 2023)

Severity	Crash Count
Fatal	125
Serious Injury	1,228
Visible Injury	7,312
Possible Injury	12,089

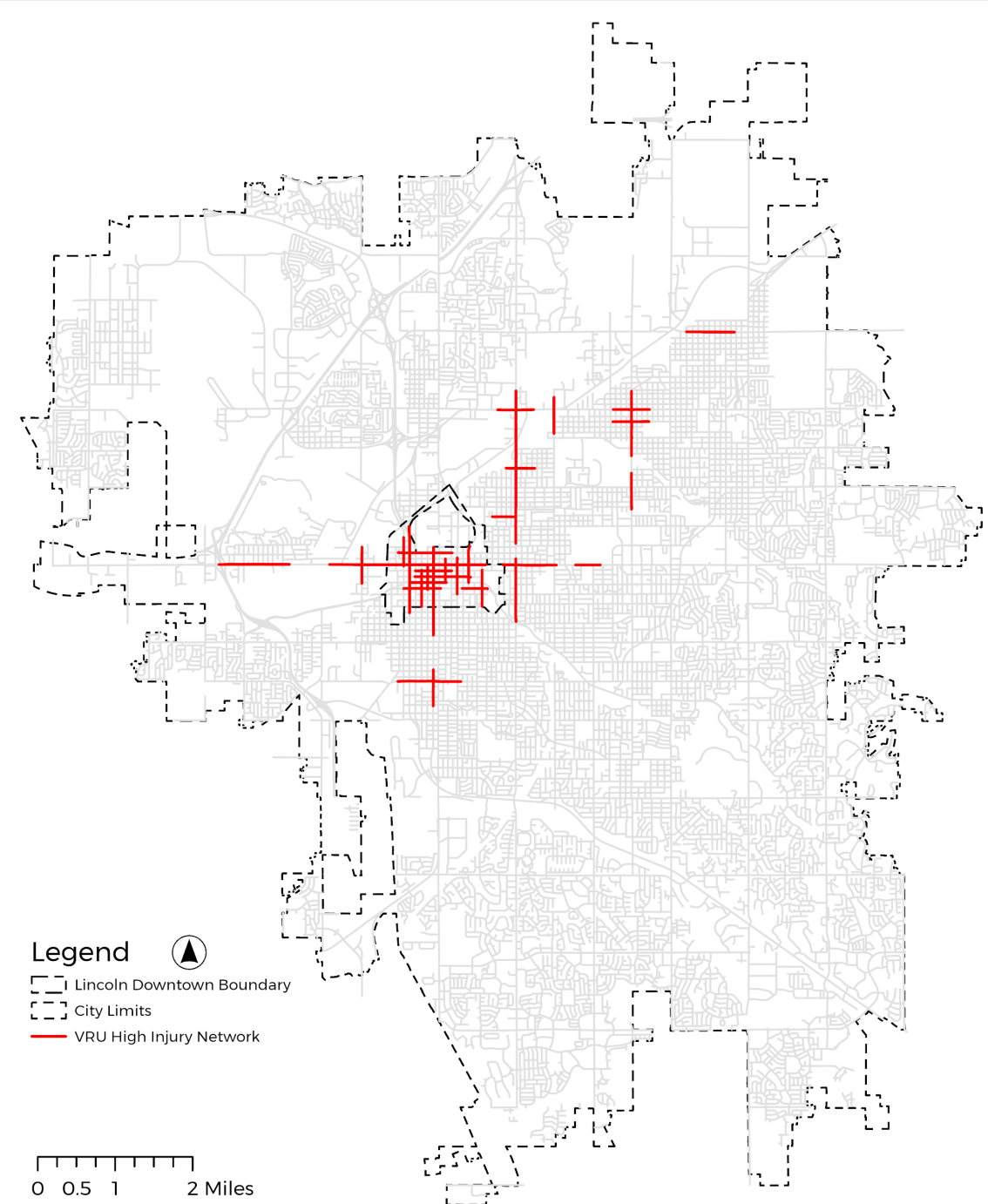


High Injury Network (HIN)

	# of Centerline Roadway Miles	K Crashes	A Crashes	B Crashes	C Crashes	Total Fatal and Injury Crashes
HIN	104	43	260	779	1,674	2,756
City-wide Total	1,297	55	371	1,751	2,909	5,086
HIN % of Total	8.0%	78.2%	70.1%	44.5%	57.5%	54.2%



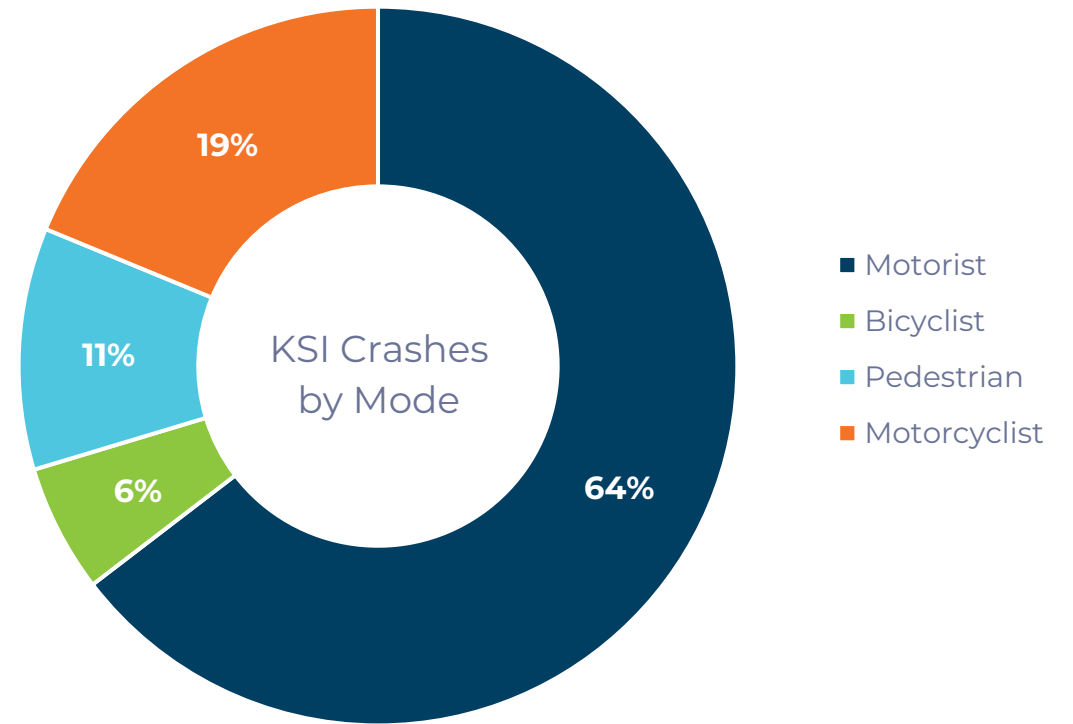
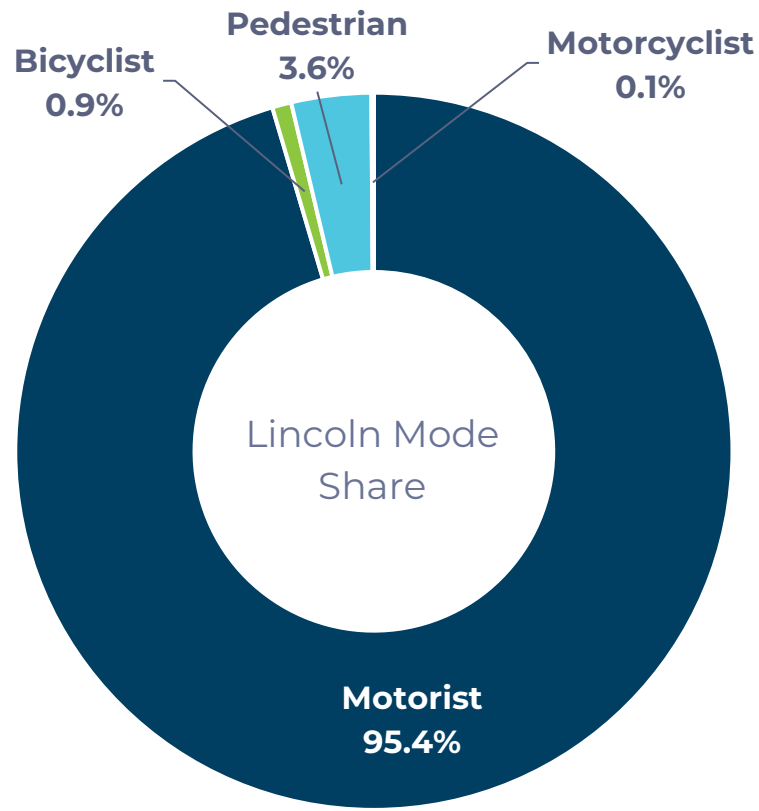
High Injury Network – Pedestrians & Bicyclists



The HIN for VRUs includes both segment and intersection crashes

MODE SHARE - COMMUTE AND KSI CRASHES

Pedestrians are **3x**, Bicyclists are **6.5x**, and Motorcyclists are **190x** more likely to be involved in a KSI crash vs. an average motorist trip.



Young and Male Drivers

Compared to female drivers, males are

1.4x
More Likely

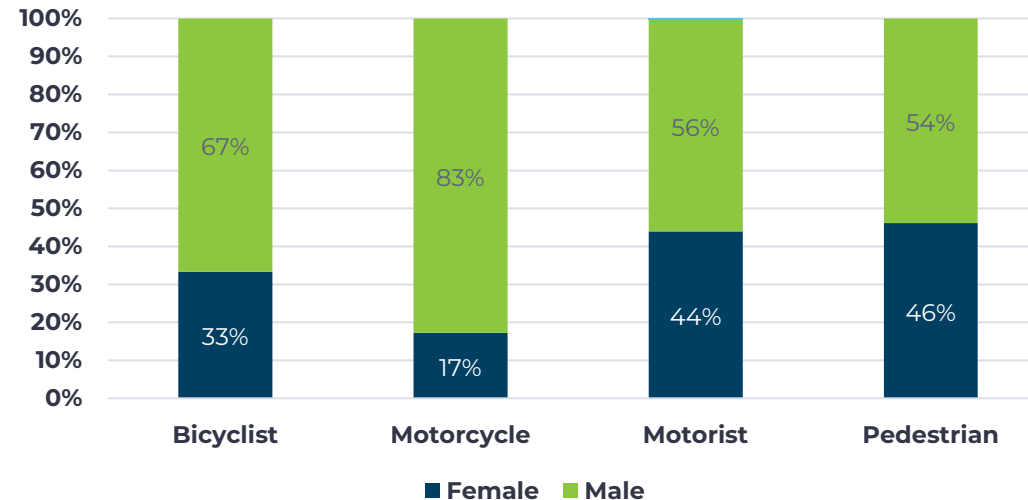
to be in a fatal or severe injury crash.

Compared to other age groups

34%
Of KSI Crashes

Involved a driver aged 20-34 years old

Percentage of Fatal or Severe Injury Crashes by Gender and Mode

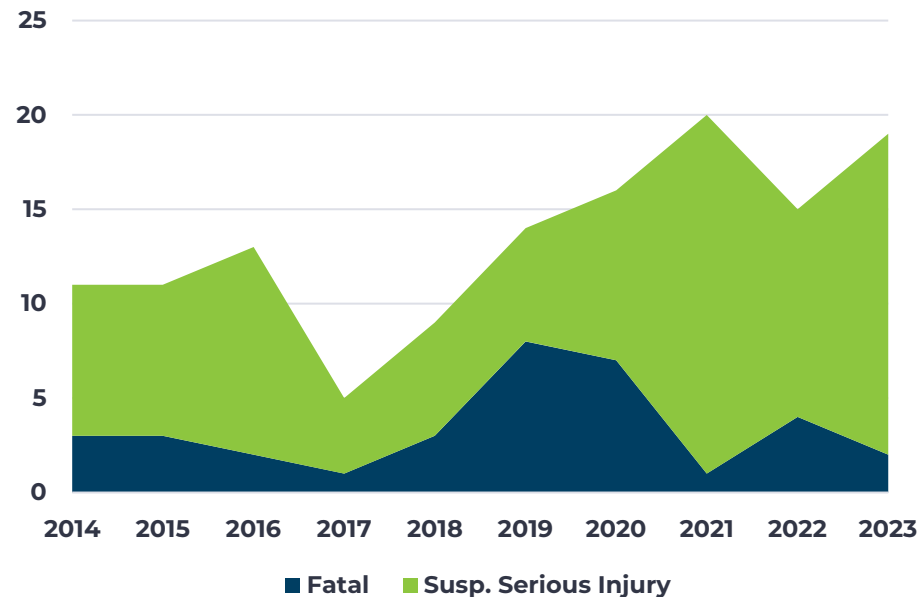


Impairment and Inattention

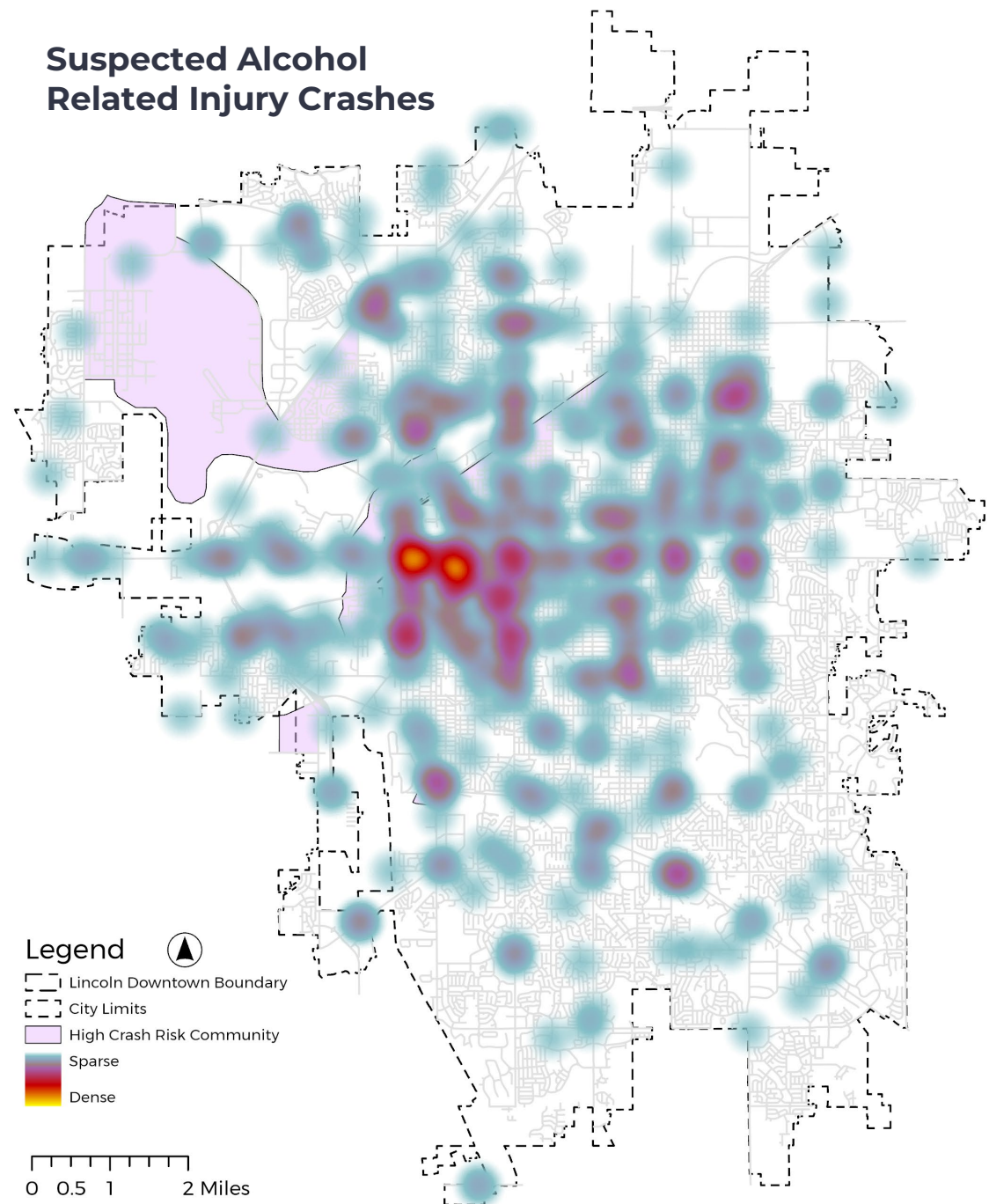
1 in 7

fatal or serious injury crashes involve an impaired or inattentive driver

Fatal and Severe Crashes with Suspected Alcohol Use by Year

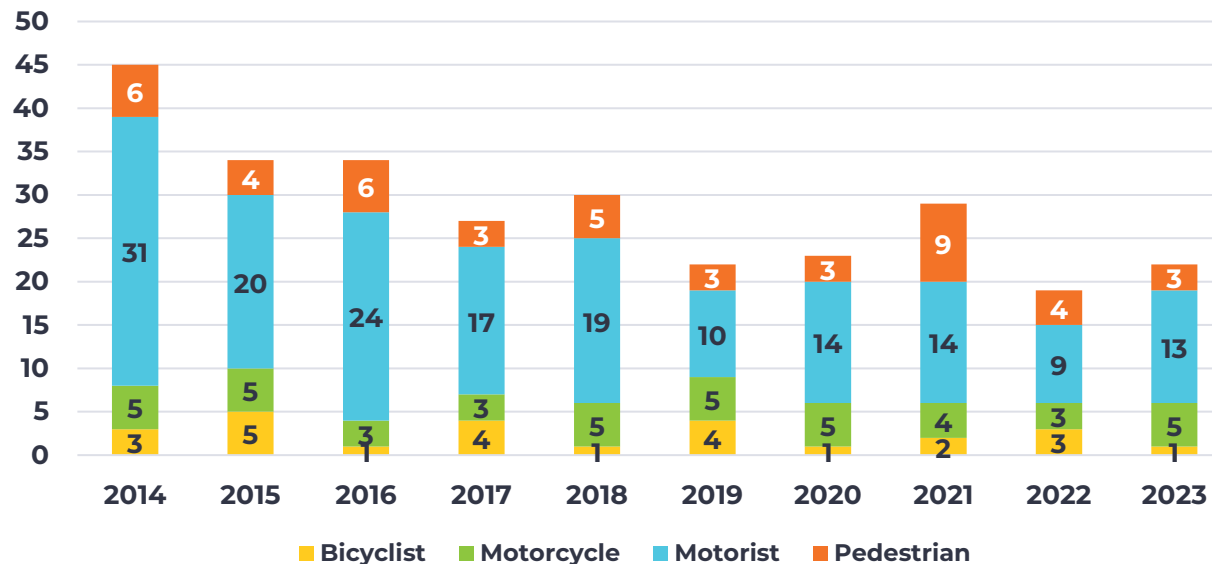


Suspected Alcohol Related Injury Crashes



School Zones

Fatal or Severe Injury Crashes in
proximity to a School by Mode by Year

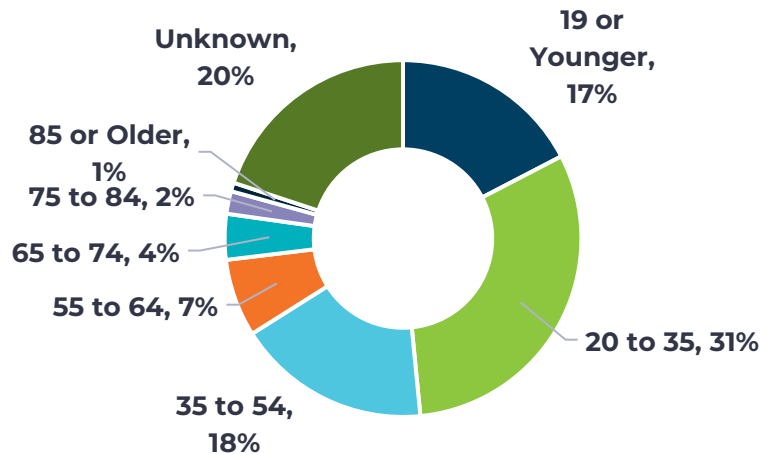


There are 89 schools in Lincoln. The average number of injury crashes in proximity to a school (0.5 US mile radius) is 520, which is roughly one-fourth of the total annual average crashes.

Crashes within 0.5 miles of a school are **19.1x less likely** to be severe or fatal compared to the rest of the City of Lincoln.

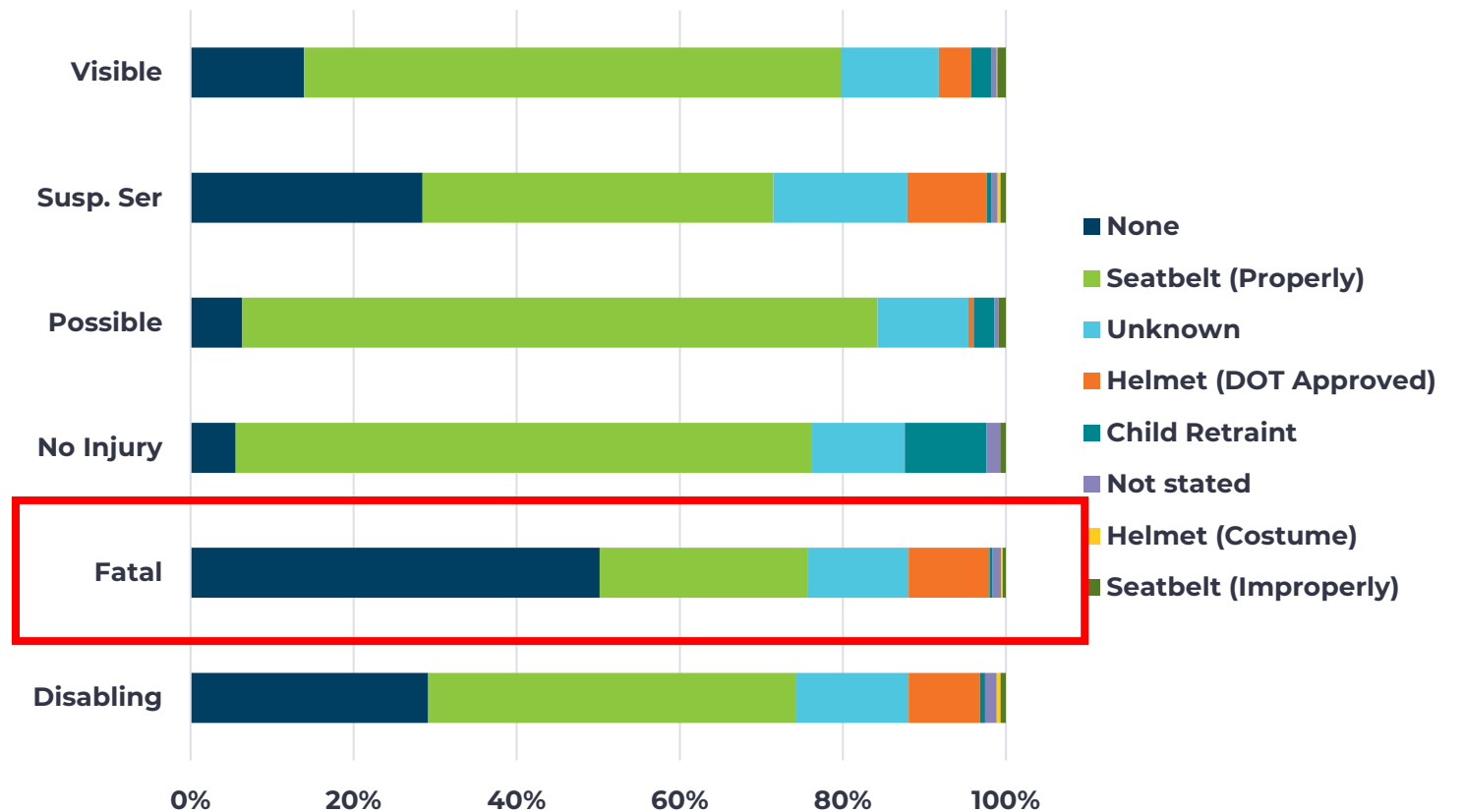
Occupant Protection

% of Crash Occupants with No Restraint Use by Age Group



50% of fatal crashes involved no seatbelt or helmet use.

% of Crashes by Restraint Type by Injury Severity



Pedestrians and Bicyclists

In Lincoln, there are **168** injury crashes with VRUs per year.

8.3%

Injury crashes in Lincoln include a VRU

1 in 8

Crashes involving a VRU have a severe or fatal injury

21.7

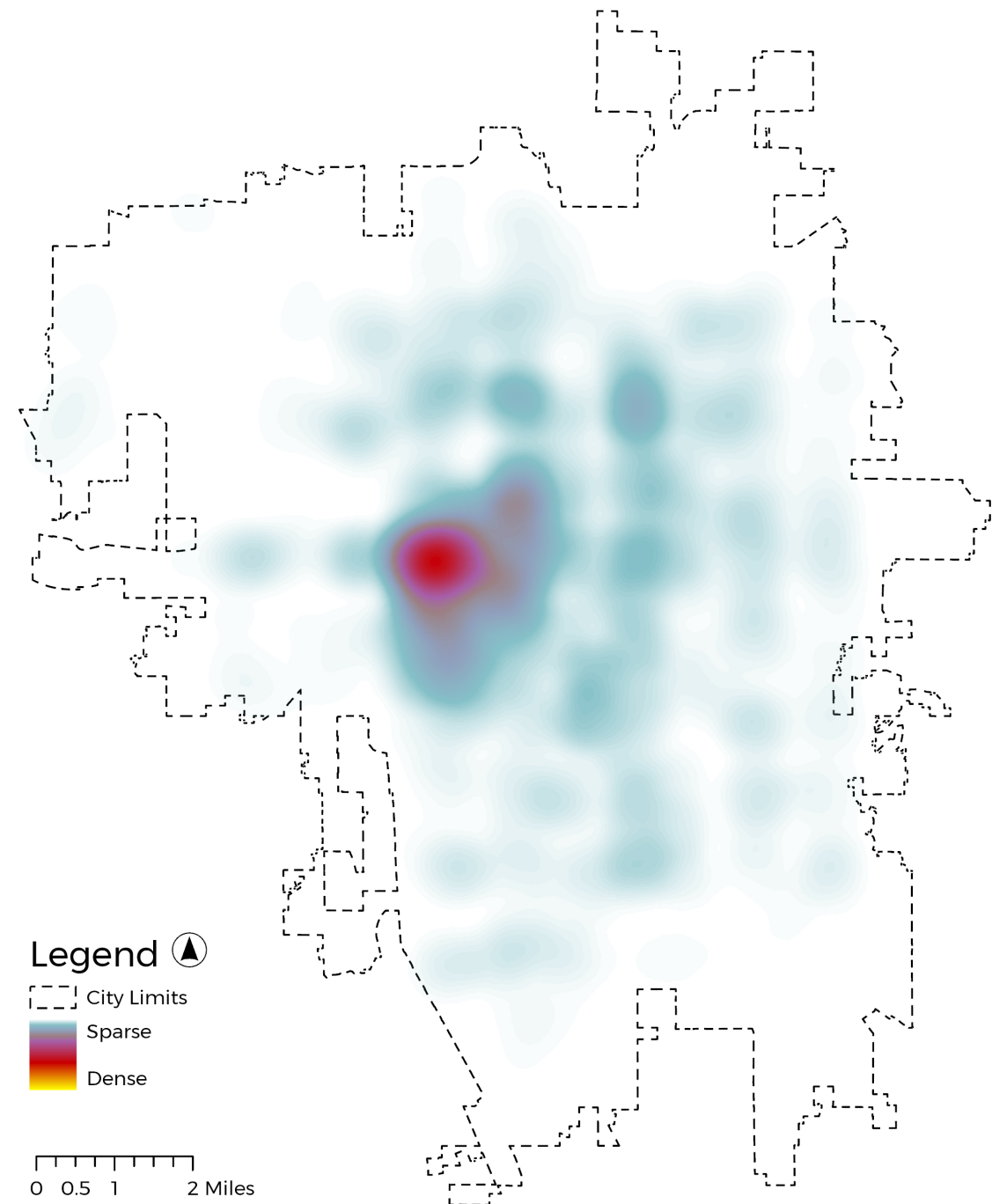
Average # of VRU crashes with a fatal or severe injury per year

80%

fatal or serious injury crashes involving a bicyclist **do not** occur on a street with a bike facility

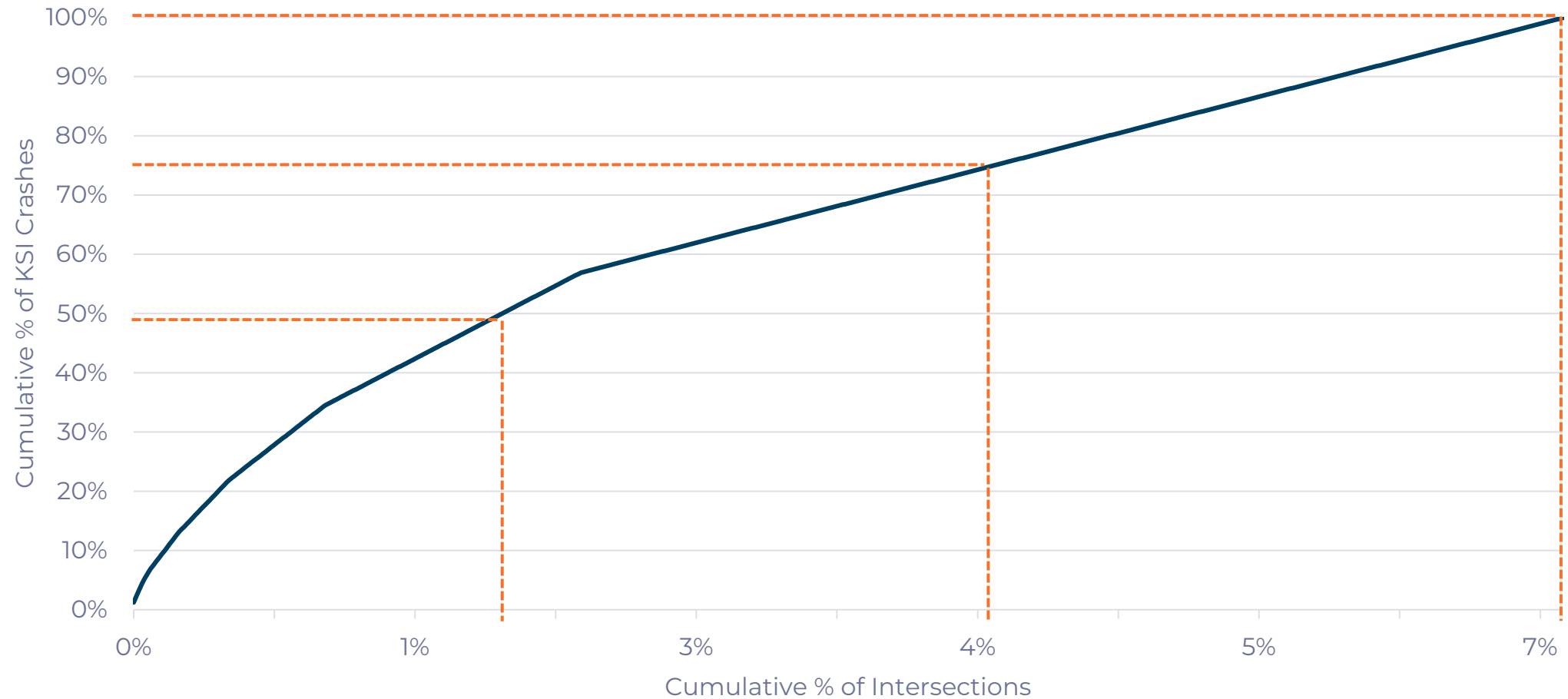
22%

of injury crashes involving a VRU occur in downtown Lincoln



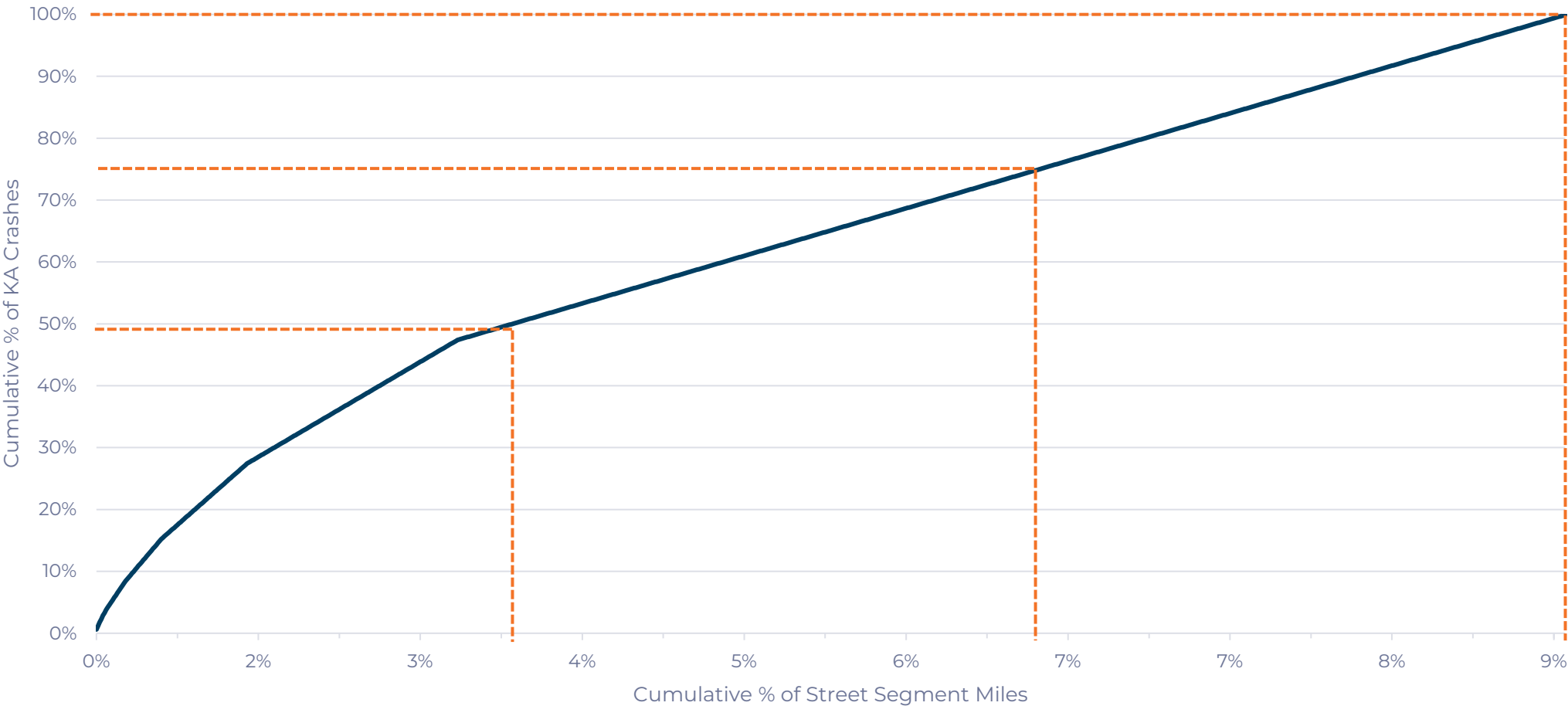
DISTRIBUTION OF KSI CRASHES AND INTERSECTIONS

1.7% of Intersections account for 50% of KSI crashes at intersections.



DISTRIBUTION OF KSI CRASHES AND SEGMENTS

3.6% of road miles account for 50% of KSI crashes at segments.



Community Engagement

- The Vision Zero Action Plan will be a data-driven, community-informed plan that sets our course toward zero traffic fatalities.
 - Working with community members and City staff, a wide range of potential strategies to improve safety were identified.
 - Safety strategies are being refined based on community input and potential impact in pursuing the Safe Streets Lincoln goal.
- Community Engagement is central to the process.
 - A community task force and a City task force are each meeting 5 times over the course of the project.
 - The public has been invited to share feedback through pop-up events, surveys, and public meetings.

Community Engagement

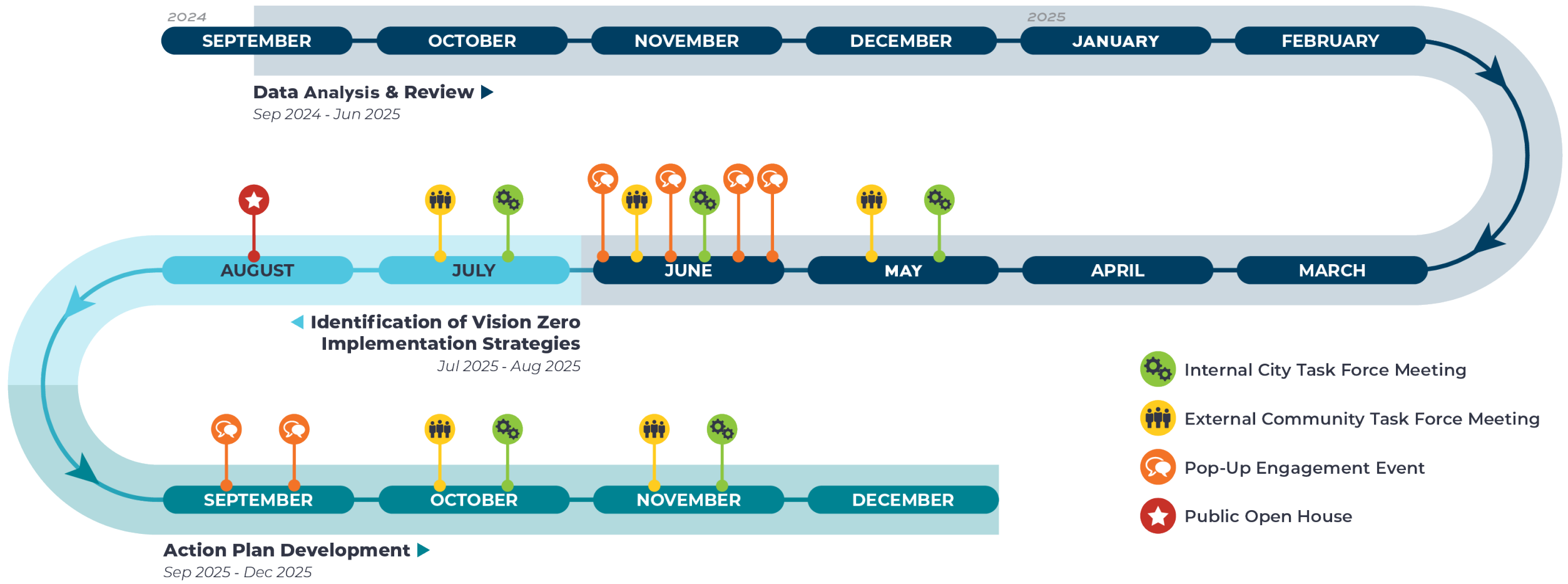


Community Engagement

Event Type	Date	Details
Pop-Up Event	06/21/2025	Juneteenth Celebration
Pop-Up Event	06/24/2025	Jazz in June
Pop-Up Event	07/26/2025	Haymarket Farmer's Market
Open House Meeting	08/21/2025	Elliott Elementary School
Pop-Up Event	08/24/2025	Union College Farmer's Market Big Red Welcome Weekend- UNL
Pop-Up Event	09/13/2025	Latino Festival

SAFE STREETS LINCOLN


Vision Zero Action Plan Timeline




Want to learn more!?

Visit our Safe Streets Lincoln website!

lincoln.ne.gov/safestreets

**Safe Streets Lincoln**

**Vision Zero Action Plan**

The mission of the Lincoln Transportation and Utilities (LTU) to provide the safe and efficient movement of all modes of traffic in the City of Lincoln. **Safe Streets Lincoln** is a local initiative, which is part of the national Vision Zero campaign to eliminate traffic fatalities and serious injuries. The Safe Streets Lincoln initiative and national Vision Zero concept prioritize traffic safety and consider it a public health issue. The Vision Zero strategy acknowledges that many factors contribute to safe mobility – including street design, speeds, behaviors, technology, and policies – and that traffic safety is a shared responsibility. Safe Streets Lincoln is a community-driven initiative committed to greater traffic safety, using a comprehensive approach to identify strategies and projects that keep all road users safe.

Our Commitment and Goal

The Safe Streets Lincoln goal is to **eliminate all roadway fatalities and reduce suspected serious injuries by 60% by 2045.**

In pursuit of this goal, the City of Lincoln is developing a [Vision Zero Action Plan](#). Learn more about the project here:

[Lincoln's Vision Zero Action Plan](#)

A SHIFT IN THINKING

Pursuing the Safe Streets Lincoln and Vision Zero concept offers a positive and proactive shift in thinking from traffic crashes happen, to traffic crashes resulting in street fatalities and serious injuries are preventable. The table below provides an overview.

	Traditional/Prevailing Framework	Vision Zero Framework
Issue	Preventing All Crashes	Preventing Fatalities and Serious Injuries
Premise	Deaths are Inevitable	Deaths are Preventable
Focus	Perfecting Human Behavior	Designing a Road System that Accounts for Human Error
Responsibility	Individual Road Users	Shared Responsibility: Road Users and System Designers

SAFE STREETS LINCOLN, IN ACTION

Safety improvements in transportation take many forms. Several safety measures have already been implemented within the city of Lincoln to enhance safety for all road users, including pedestrians, cyclists, and drivers. Here are a few examples of the safety improvements already in place across the city.



LINCOLN

Transportation and Utilities



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