



LINCOLN, NE

TOTAL POPULATION

280,364

TOTAL AREA (sq. miles)

94.32

POPULATION DENSITY

2,972

OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Gold | Lincoln |
|---|------------------------|------------------------|
| High Speed Roads with Bike Facilities | 35% | 10% |
| Total Bicycle Network Mileage to Total Road Network Mileage | 76% | 12% |
| Bicycle Education in Schools | GOOD | ACCEPTABLE |
| Share of Transportation Budget Spent on Bicycling | 14% | 2% |
| Bike Month and Bike to Work Events | VERY GOOD | EXCELLENT |
| Active Bicycle Advocacy Group | YES | YES |
| Active Bicycle Advisory Committee | MEETS AT LEAST MONTHLY | MEETS AT LEAST MONTHLY |
| Bicycle-Friendly Laws & Ordinances | GOOD | GOOD |
| Bike Plan is Current and is Being Implemented | YES | YES |
| Bike Program Staff to Population | 1 PER 33K | 1 PER 56K |

CATEGORY SCORES

| | |
|---|--------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 4.1/10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 5.3/10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 6.7/10 |
| ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i> | 3.9/10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 5.5/10 |

KEY OUTCOMES

| | Average Gold | Lincoln |
|--|--------------|---------|
| RIDERSHIP <i>Percentage of Commuters who bike</i> | 5.1% | 1.36% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i> | 287 | 655 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i> | 2.2 | 0 |



KEY STEPS TO GOLD



- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas

near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Develop a community-wide trip reduction ordinance/ program and a Guaranteed Ride Home program to encourage and support bike commuters in Lincoln.