



OMAHA, NE

TOTAL POPULATION

468,262

POPULATION DENSITY

3,324

TOTAL AREA (sq. miles)

140.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES

6

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Omaha
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	7%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	6%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 187K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.1 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.0 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.5 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.6 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.9 /10

KEY OUTCOMES

	Average Silver	Omaha
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.31%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	846
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and develop a formal routine accommodation policy to better mobilize staff and resources.
- » Continue to expand and improve Omaha's on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities.
- » Continue to increase the amount of high quality bicycle parking throughout the City, including the bicycle parking program's new focus on installing bike racks near high ridership bus stops and major destinations served by transit.
- » Develop a community-wide trip reduction ordinance/program, incentive program, and Guaranteed Ride Home program to encourage and support bike commuters in Omaha, in conjunction with the existing Little Steps Big Impact campaign.

- » Expand bicycle safety to be a routine part of education for students of all ages. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools in Omaha.
- » Expand the bike patrol unit to improve bicyclist/officer relations, and ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community.
- » Develop and adopt an official, dedicated Bicycle Master Plan for the City of Omaha. The new bike plan should build upon the existing Transportation Element of Omaha's Master Plan and the MAPA Regional Heartland Connections Bicycle and Pedestrian Plan, as well as the forthcoming ConnectGO Plan, to establish and fully fund a safe, comfortable, and connected bicycle network.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.