



LINCOLN, NE

TOTAL POPULATION
277348

POPULATION DENSITY
3005.8

TOTAL AREA (sq. miles)
92.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **5**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lincoln
High Speed Roads with Bike Facilities	47%	11%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	13%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	3%
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 92 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	7 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Lincoln
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	1.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	631
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » The current on-street bicycle network includes many wide outside lanes and standard striped bicycle lanes. Consider lane diets or other ways to upgrade those facilities to bicycle facilities more suitable for use by people of all ages and abilities. Bicycle facilities should be appropriate for the speed and volume of road traffic and provide protection or separation when speeds and/or volumes are high.
- » Ensure that bicycle routes implemented according to your Bicycle Plan provide low-stress connections for people of all ages and abilities. Designs used for bicycle routes should be sensitive to the context of those routes, including traffic speeds and volumes. Using designs from the NACTO Urban Bikeway Design Guide may provide more options than the AASHTO Guide.



- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Your application indicated that you have a collaborative approach to bicycling and walking-related improvements, if you would prefer not to create a full-time position then it may be reasonable to create inter-agency and/or inter-department forums to promote your expanding collaborative approach.
- » Your application indicated that the City of Lincoln is currently considering removing the restrictions on bicycles on sidewalks in the Downtown and other high density business areas. This may be appropriate if the restriction is not accomplishing its purpose. Providing on-street bicycle facilities, including parking, can mitigate any sidewalk congestion that might result from the removal of the restriction.