

NEBRASKA



STATE RANKING OVERALL (OUT OF 50)

TOTAL COUNTS

BICYCLE FRIENDLY COMMUNITIES 3
BICYCLE FRIENDLY BUSINESSES 1
BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS



Summary

In 2017, **Nebraska** is ranked last out of all states, the first state outside of the South to have this dubious honor since North Dakota in 2013. Nebraska ranks last because it has three categories where they are the lowest or nearly lowest ranked state. Unsurprisingly, there are many actions that can be taken by the Nebraska Department of Transportation (recently changed from Department of Roads), the Nebraska legislature, and other state agencies to better support the safety and mobility of bicyclists.

Creating a statewide bike plan or a statewide complete streets law or policy would be a great first step to providing a framework for improvement. Either action could start the ball rolling on other improvements in the Policies & Programs or Evaluation & Planning categories, which ultimately would set up better Infrastructure & Funding. While all three categories need to be addressed, getting started in at least one category could jump start the other two.

Feedback Points

The Nebraska Department of Transportation has made significant progress on updating its rumble strip policy to better accommodate bicycles. This updated policy needs to be finalized and implemented through training for staff involved in the rumble strip planning and creation process so that rumble strips are installed in a manner that allows safe and comfortable bicycle use.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success. Nebraska is one of 16 states that has never had a statewide bicycle plan.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

The Nebraska Bicycle Alliance held its first state Bike Walk Summit in March of 2017. This summit was in partnership with the Nebraska Department of Health and Human Services Walkable Communities project and S & G Endeavors. This is a great step for local advocates and the health community in Nebraska! The Nebraska DOT should support this and efforts like it that help people come together and learn best practices for making communities better for biking and walking.

>> Feedback Continued on Page 3

STATE ADVOCACY GROUP: NEBRASKA BICYCLING ALLIANCE

| Comparison States | |
|--------------------|-------------------------------|
| National (Overall) | Midwestern Region (out of 13) |
| 46. Oklahoma | 9. Indiana |
| 47. Kansas | 10. Oklahoma |
| 48. North Dakota | 11. Kansas |
| 49. Hawaii | 12. North Dakota |
| 50. Nebraska | 13. Nebraska |

| Categories | Rank out of 50 |
|---------------------------|----------------|
| Infrastructure & Funding | 50 |
| Education & Encouragment | 32 |
| Legislation & Enforcement | 37 |
| Policies & Programs | 48 |
| Evaluation & Planning | 49 |

| Bicycle Friendly Actions = Progres | cycle Friendly Actions ✓= Progress ✓= New in 2017 | |
|------------------------------------|---|--|
| Complete Streets Law / Policy | | |
| Safe Passing Law (3ft+) | ~ | |
| Statewide bike plan last 10 years | | |
| 2% or more fed funds on bike/ped | | |
| Bicycle Safety Emphasis Area | | |

| Federal Data on Biking | | Rank |
|------------------------|---|---------------|
| Ridership | 0.5% of commuters biking to work ⁱ | 24 /50 |
| Safety | 3.3 fatalities per 10k bike commuters ⁱⁱ | 8 /50 |
| Spending | \$2.44 per capita FHWA spending on biking and walking ⁱⁱⁱ | 25 /50 |

¹This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.

■ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population

[&]quot;This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of higher



Nebraska Report Card: Detailed Category Scores

The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

| Infrastructure & Funding Ranked 50 th of 50 States | |
|---|--------------------|
| Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities? | 0 /38 pts |
| State Transportation Funding Does the state report that funding is allocated to bicycling? | 0 /28 pts |
| Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking? | 8 /16 pts |
| Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built? | 0 /10 pts |
| State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure? | 8 /8 pts |
| Total of Possible 100 Points: | 16 /100 pts |

| Policies & Programs Ranked 48th of 50 States | |
|--|--------------------|
| Complete Streets Does the state have a complete streets policy and processes to support its implementation? | 19 /56 pts |
| Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk? | 0 /25 pts |
| State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation? | 0 /13 pts |
| Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects? | 3 /6 pts |
| Total of Possible 100 Points: | 22 /100 pts |

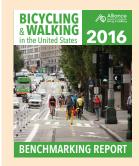
| Education & Encouragement Ranked 32 nd of 50 States | |
|--|--------------------|
| State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials? | 20 /35 pts |
| Mode Share Do many people bike to work and is that number increasing relative to other modes? | 6 /30 pts |
| Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test? | 10 /20 pts |
| Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state? | 15 /15 pts |
| Total of Possible 100 Points: | 51 /100 pts |

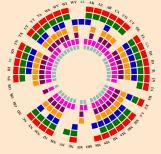
| Evaluation & Planning Ranked 49th of 50 States | |
|--|--------------------|
| State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices? | 3 /48 pts |
| Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety? | 23 /34 pts |
| Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike? | 2 /10 pts |
| Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices? | 0 /8 pts |
| Total of Possible 100 Points: | 28 /100 pts |

Legislation & Enforcement Ranked 37th of 50 States Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving **2**/37 pts laws and allow photo enforcement? Laws that restrict the behavior of people who bike and walk **27**/28 pts How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions) Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for **21**/25 pts people who bike and walk? Laws that influence the built environment **5**/10 pts Does the state allow speed limits of 20 mph or less? Total of Possible 100 Points: 55/100 pts

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at **bikingandwalkingbenchmarks.org**.









NEBRASKA



STATE RANKING OVERALL (OUT OF 50)

TOTAL COUNTS

BICYCLE FRIENDLY COMMUNITIES 3
BICYCLE FRIENDLY BUSINESSES 15
BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUP: NEBRASKA BICYCLING ALLIANCE

Feedback Points, CONTINUED

>> Cont'd from Page 1

Nebraska should spend more federal funding on bicyclists and pedestrians. Current federal spending on biking and walking projects is lower than the 2% set-aside provided in federal law. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit **bikeleague.org/ridesmart** to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our timetested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like Bicycling Magazine, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OHR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN