

SYMBOLS

- Bike Shop (see panel on back for key)
- Community Center
- Hospital
- Shopping Center
- Elementary School
- Secondary School
- Library
- Transit
- Required Direction
- Steep Hills

SCALE: 1"=1 mile

MILES 0 1/4 1/2 1 2

LEGEND

- MULTI-USE TRAILS** These trails, for the exclusive use of non-motorized users, are usually separated from streets, and run along waterways like the Papio Creek system or the Missouri River, abandoned railroads, greenways, or through parks. When these trails run along streets, they are widely separated from the roadway. Most metropolitan area trails are paved and often go over or under intersecting streets. Trails only encounter cars and trucks at surface intersections. But because they also accommodate pedestrians and skaters, they require special care and courtesy by cyclists. Some multi-use trails are planned for completion within the foreseeable future. The map shows these for your information, but they are not yet available for use.
- MULTI-USE TRAILS** These trails, for the exclusive use of non-motorized users, are usually separated from streets, and run along waterways like the Papio Creek system or the Missouri River, abandoned railroads, greenways, or through parks. When these trails run along streets, they are widely separated from the roadway. Most metropolitan area trails are paved and often go over or under intersecting streets. Trails only encounter cars and trucks at surface intersections. But because they also accommodate pedestrians and skaters, they require special care and courtesy by cyclists. Some multi-use trails are planned for completion within the foreseeable future. The map shows these for your information, but they are not yet available for use.
- SIDEPATHS** Sidepaths are widened sidewalks or pathways that run along streets, separating cyclists and pedestrians from motor vehicles. They cross streets and driveways at grade, requiring cyclists to be especially careful to watch for turning or crossing traffic. In the metropolitan area, sidepaths are often marked by a stamped or colored concrete edge between the curb and the path.
- SIDEPATHS** Sidepaths are widened sidewalks or pathways that run along streets, separating cyclists and pedestrians from motor vehicles. They cross streets and driveways at grade, requiring cyclists to be especially careful to watch for turning or crossing traffic. In the metropolitan area, sidepaths are often marked by a stamped or colored concrete edge between the curb and the path.
- BIKE LANES** Bike lanes provide a painted lane intended only for the use of cyclists within the roadway. They are popular in many cities, but are only beginning to be used in our metropolitan area. Bicyclists riding in bike lanes are subject to all regulations for vehicles, and should be especially careful of hazards like opening car doors.
- PAVED SHOULDER** Paved shoulders are most often found on highways and roads without curbs. While intended to provide a safety measure for motor vehicles, they are a welcome refuge for cyclists, especially on busy, high-speed roads. Principal highways in Nebraska usually have paved shoulders.
- CONTINUOUS STREETS** These streets have relatively low volumes and pass through neighborhoods. In many cases, they connect to other similar streets in other neighborhoods. You may assemble long routes by following these continuous streets, which may form the backbone of a future on-street metropolitan bicycle system. While many cyclists will find these streets to be relatively comfortable, they should always to exercise caution and practice safe cycling techniques.
- CAUTIONARY STREETS** These streets are used by many cyclists, but their higher traffic volumes require more experience and familiarity with riding in heavier traffic than the Continuous Streets category.
- SURVIVABLE ARTERIALS** These are major streets that sometimes must be used to fill gaps and get cyclists to their destinations. Their medium to high traffic and sometimes high speeds requires special care and skill of cyclists. Riders who are not comfortable with these streets but who must use them should consider walking or riding carefully along sidewalks for short distances. Remember: there is no shame in walking a bike through an area that seems dangerous to you. Your safety is most important!
- OTHER STREETS** The map indicates some major arterials for reference purposes only. Cyclists are prohibited by law from using Interstate Highways or freeways. The map also indicates the web of local streets that serve neighborhoods. These streets usually have very low volumes, but do not provide the connections needed to make longer trips.
- HILLS** We are a hilly city! Different people have different hill climbing abilities. This map marks some (but not all) exceptionally steep hills. Always check out your route to be sure that it works well for you and your physical abilities.

Bicycle Map METRO AREA Omaha 2010

ABOUT OMAHA'S BICYCLE GUIDE

Bicycling is a great way to travel around the metropolitan area. More people everyday are discovering cycling for recreation and transportation to work, school, entertainment, and shopping. Our growing metropolitan trail system, highlighted by the Bob Kerrey Pedestrian Bridge, is very popular with cyclists, runners, walkers, and in-line skaters, it links many parts of the region together. But trails don't go everywhere and people often use the street system for commuting, access to trails, recreational trips, and other purposes. That's where this map, Omaha's Bicycling Guide comes in. It is designed as a tool to help you find routes to take you through the city by bicycle. You'll also find information here about the BikeOmaha system, Omaha's first on-street bicycle commuting network. Bicycling magazine lists Omaha as one of America's top 50 cities for cycling. We hope this map helps you enjoy the pleasures of the bicycle as a healthy and rewarding method of transportation.

ACTIVATE OMAHA.ORG

This map was prepared with the assistance of a special opportunity gift from the Robert Wood Johnson Foundation



Finding Solutions Today
for a Secure Tomorrow

Printing of this map was made possible by a grant from the Papio-Missouri River Natural Resources District.



Blue Cross BlueShield
of Nebraska

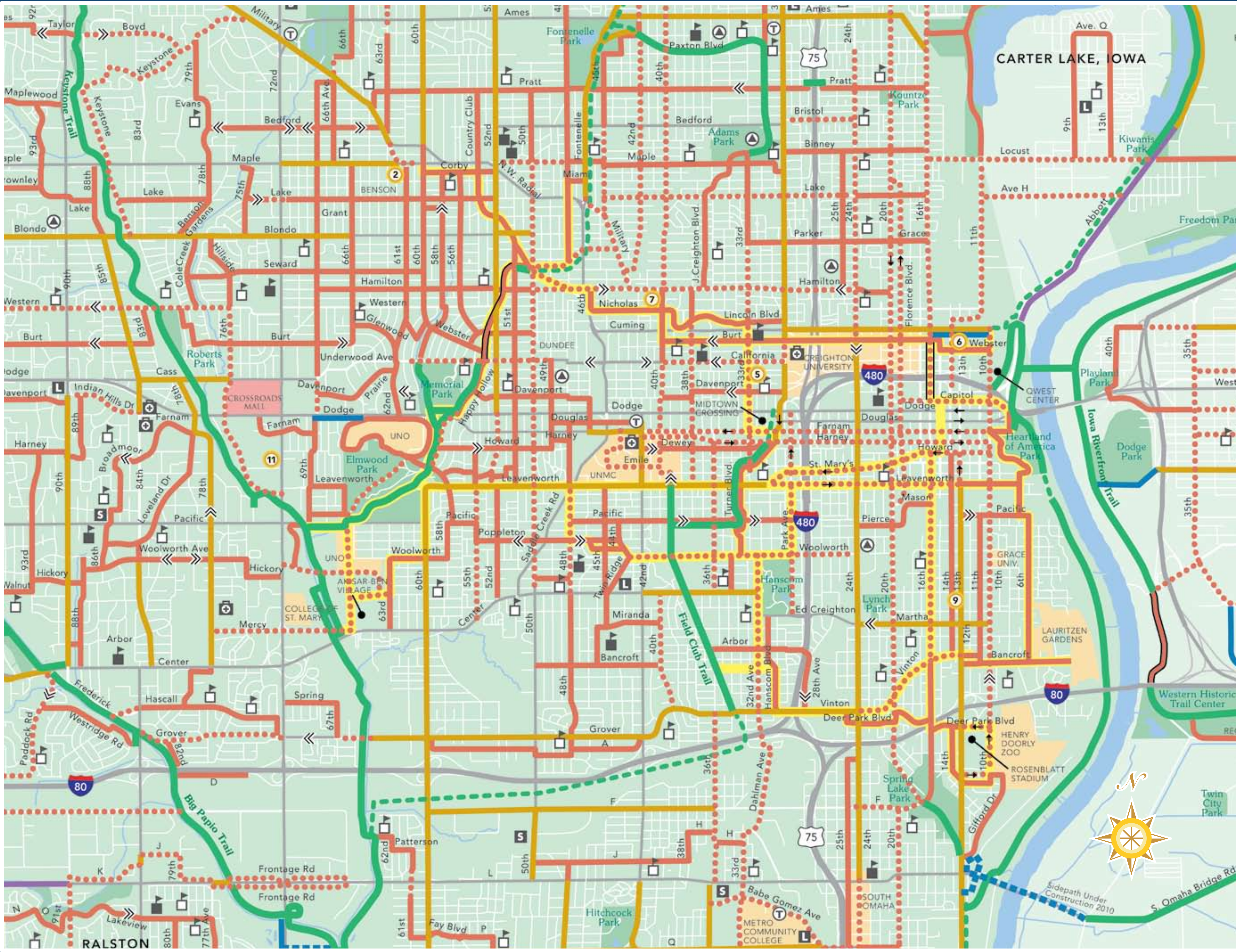
DISCLAIMER: Users of this map assume all responsibility for their own safety. Activate Omaha, Bikeable Communities, project sponsors and supporters, the authors of any map, and any city and county governments included in the map, are not liable for injury or damages of any kind arising from your use of this information. This information is provided without warranty of any kind, express or implied. You, as a cyclist, must use facilities appropriate to your individual skills and capabilities. You must also be aware that neighborhood environments, traffic and street conditions change from time to time and that high traffic volumes at certain times of day may have streets and roads less suitable to your specific ability or level of comfort.

THE LEGAL STUFF

Cycling in the city is fun and pleasant, but also requires a great deal of caution and attention. Motorists are often unaware and often do not respect the rights of bicyclists as operators of vehicles. Cyclists in shared traffic have the responsibility to act in accordance with the traffic laws of cities and states. People have different levels of skills and comfort, from riders who are uncomfortable sharing the road with cars to seasoned urban cyclists. This map can help you plan routes that you find comfortable, whatever your preference. The map categorizes streets in ways that help you plan routes and navigate through the metropolitan area. It is no way guarantee your safety. You should examine each street in your proposed route carefully, and should consider driving routes in advance to be certain that you are comfortable with the streets you have chosen. Remember: as a cyclist, must take a great deal of care to keep yourself safe.



CENTRAL OMAHA DETAIL



“Whoever invented the bicycle deserves the thanks of humanity.” – Lord Charles Beresford

BE PRUDENT, ALERT, CAREFUL AND COURTEOUS

Be courteous
Share the road and ride responsibly. Motorists and cyclists are both safer and happier when they show courtesy to each other. Motorists are often surprised by courtesy. It makes them more kindly disposed toward us.

Make eye contact
Do your best to be seen. Use your eyes to communicate with motorists. Assume they don't see you until you are certain that they do.

Be careful at intersections
The majority of crashes occur at intersections. Be careful, make sure that you are visible, and communicate your intentions. Vehicles turning in front of you are especially hazardous.

Don't ride with earphones or buds
You won't be able to hear what's going on around you. This could be a matter of life and death to you and others. Listen to music at home, but not on your bike.

Be wary of parked cars
Stay 3 to 4 feet away from the left side of a parallel-parked car. Be especially alert when riding on a street with head-in diagonal parking. Watch for signs that a car is about to pull out. These include motor noise, backup lights, exhaust, or movement of wheels.

Avoid road hazards
Railroad tracks, cracks and joints in streets, potholes, and sewer grates can cause you to crash. Always watch for hazardous road conditions and avoid them. Cross railroad tracks as close to a 90 degree angle as possible.

Be cautious on sidepaths
Never assume that you have the right-of-way. Cars are likely to turn in front of or behind you at intersections. Motorists may not expect to see you coming at them. Use great caution.

Respect and yield to pedestrians
Pedestrians have the right of way. Always yield to them on sidewalks. Don't ride on sidewalks unless you must to avoid a hazard. Be polite and use a bike bell or voice warning if necessary when passing.

BE PREDICTABLE, RESPONSIBLE, AND OBEY THE RULES OF THE ROAD

Obey all traffic regulations
You must obey stop signs and traffic signals. You are the driver of a vehicle just like a motorist. Bicyclists earn respect when they obey the law.

Turn right from the proper lane position
When turning right, stay visible in a central part of the lane. Avoid being squeezed against the curb by other right-turning traffic.

Choose the best way to turn left
1. You can turn like a motor vehicle by signaling, moving into the rightmost left-turning lane, and turning.
2. You can also turn like a pedestrian by signaling, moving into the far crosswalk and walking across the street.

Stay out of the "door zone"
Be cautious and observant around parked cars. Avoid being "doored"—stay a door's width (3 to 4 feet) away from parked cars.

Know what's happening around you
Look over your shoulder and use a mirror to monitor traffic. Be aware of conditions around you and be prepared to maneuver to keep yourself safe.

Watch your speed
Observe all posted speed limits. Never ride faster than is safe under road or weather conditions.

Be visible and use lights at night
Be seen! Wear light or bright clothes. Be equipped with a strong white headlight when riding at night. Also use a red rear reflector or red taillight, and other reflectors to make yourself as visible as possible.

Ride in a straight line
Whenever possible, ride in a straight line to the right side of a lane, but a car door's width away from parked cars. Don't weave between parked cars unless they are far apart.

Ride in the correct lane
Ride in the farthest right lane that points to where you intend to go. Do not go straight in a right-turn only lane. Move to the left of the right-turn only lane if you are going straight ahead.

Ride in the proper part of a lane
Nebraska law requires you to ride as far to the right as practical in most cases. Stay in the right part of a moving lane, unless:
• the lane is too narrow for both you and a car.
• you are passing another vehicle.
• you are traveling at the same speed as current traffic.
• you are traveling on a paved shoulder.
• you must avoid an unsafe condition.
• you are on a multi-lane one-way street, when you may ride as near as practical to the left side of the street.

DISCLAIMER: Users of this map assume all responsibility for their own safety. Activate Omaha, Bikeable Communities, project sponsors and supporters, the authors of this map, and any city and county governments included in the map area shall not be liable for injury or damages of any kind arising from your use of this information. This information is provided without warranty of any kind, express or implied. You, as a cyclist, must use facilities appropriate to your individual skills and capabilities. You must also be aware that neighborhood environments, traffic, and street conditions change from time to time, and that high-traffic volumes at certain times of day may make streets and roads less suitable to your specific ability or level of comfort.

BICYCLE ORGANIZATIONS

- Activate Omaha**
www.activateomaha.org
- Omaha Pedalers Bicycle Club**
www.omaha-pedalers.com
- Omaha Bikes**
www.bikeomaha.blogspot.com
- Pottawattamie Pedalers**
www.pottawattamiepedalersbicycleclub.com
- Bellevue Bicycle Club**
www.bellbikelub.org
- Bicycle Ride Across Nebraska**
www.bran-inc.org

BICYCLE SHOPS

- Nebraska**
 - Bike Masters**
2665 North 129th Street
402.964.1080
bikemastersomaha.com
 - Bike Pedaler**
2723 North 63rd Street
402.556.2453
 - Bike Rack**
14510 Eagle Run Drive
402.333.1031
bike-rack.com
 - The Bike Way**
15115 Industrial Road
402.392.2390
thebikeway.com
 - Community Bicycle Shop - Gifford Park**
525 North 33rd Street
402.541.9943
communitybikeproject.org
 - GreenStreet Cycles**
1310 Mike Fahey Street
402.505.8002
greenstreetcycles.com
 - Olympia Cycle**
1324 North 40th Street
402.554.1940
 - Olympia Cycle**
4910 South 135th Street
402.895.5300
olympiacycleomaha.com
- Re-Cycle Bike Shop**
1902 South 13th Street
402.344.SALE (7253)
recyclebikeshop.net
- Scheels**
17202 Davenport Street
402.289.5666
scheelsports.com
- Trek Bicycle Store**
7214 Jones Street
402.884.1820
trekbicyclestores.com
- Trek Bicycle Store**
8410 S. 73rd Plaza
402.935.1988
trekbicyclestores.com
- Iowa**
 - Endless Trail**
15 South 23rd Street
712.322.9760
endlesstrail.tripod.com
 - True Wheel**
120 West Broadway
712.328.0767
 - Xtreme Wheels**
19277 Conifer Lane
712.388.0800
xtremewheels.com

AGENCIES

- Police Emergency** 911
- City of Omaha** www.cityofomaha.org
- City of Council Bluffs** www.councilbluffs-ia.gov
- City of Bellevue** www.bellevue.net
- City of LaVista** www.ci.la-vista-ne.us
- City of Papillion** www.papillion.org
- City of Ralston** www.cityofralston.com
- Douglas County, Nebraska** www.co.douglas.ne.us
- Sarpy County, Nebraska** www.sarpy.com
- Papio-Missouri River Natural Resources District**
www.papionrd.org 402.444.6222
- State of Nebraska Department of Roads**
www.nebraskatransportation.org
- Iowa Department of Transportation**
www.iowadot.gov
- Metro Area Transit**
www.metroareatransit.com
- Omaha Trails Updates and Information**
www.omahatrails.com

If you want to know more about effective urban cycling, consider the following books:

Hurst, Robert, *The Art of Cycling*, 2006
An engaging, excellent and highly useful guide that regards safe and effective urban cycling as an art.

Glowack, Dave, *Urban Bikers' Tricks & Tips*, 2004
A great book, full of humor and terrific sketches, with practical information on every aspect of riding in cities.

Forester, John, *Effective Cycling*, 6th Edition, 1993
The classic book on vehicular bicycling.

Bob Mionske, *Bicycling & the Law*, 2007
The first comprehensive legal reference on the rights and responsibilities of cyclist, written in an engaging and practical way.

SYMBOLS

- ① Bike Shop (see panel at far right for key)
- Ⓐ Community Center
- 🏥 Hospital
- 🏪 Shopping Center
- 🎓 Elementary School
- 🎓 Secondary School
- 📖 Library
- 🚇 Transit
- ➡ Required Direction
- ⬆ Steep Hills

LEGEND

- MULTI-USE TRAILS**
 - Existing
 - Planned
- SIDEPATHS**
 - Existing
 - Planned
- BIKE LANES**
 - PAVED SHOULDERS
 - CONTINUOUS STREETS
 - CAUTIONARY STREETS
 - SURVIVABLE ARTERIALS
 - PROPOSED BIKE-OMAHA SYSTEM
 - OTHER STREETS

MILES 0 ¼ ½ 1

PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT

www.papionrd.org
Finding Solutions Today for a Secure Tomorrow

Printing of this map was made possible by a grant from the Papio-Missouri River Natural Resources District. The Papio-Missouri River NRD's mission is the wise management and enhancement of soil, water, wildlife and forest resources for the good of all residents of the District. The District has been critical to the development and management of the metropolitan trails system.

Cover Art: The bicycle image on the cover is the work of New Orleans cut paper artist Jack Wittensbrink and is used with his permission. Jack sells this print and other bicycle art in many sizes and colors. If you would like to own one of his works, please contact him at jackwittensbrink@yahoo.com.

MORE ABOUT US

live well omaha is a community-wide initiative aimed to motivate all Omahans to be active as part of their daily lives. Its mission is to create awareness, advocacy and excitement about activity and the importance of designing our community for active lifestyles. Active living includes activities that we can do anytime and anywhere, with friends, family or individually. It improves our health, the appearance of our city, and the quality of our environment. Activate Omaha encourages changes in the way our city is designed, explores how we use land, and promotes transportation options that support active living. It also sponsors programs like the Bike Omaha Commuter Challenge, Club Possible, Safe Routes to Schools, and others.

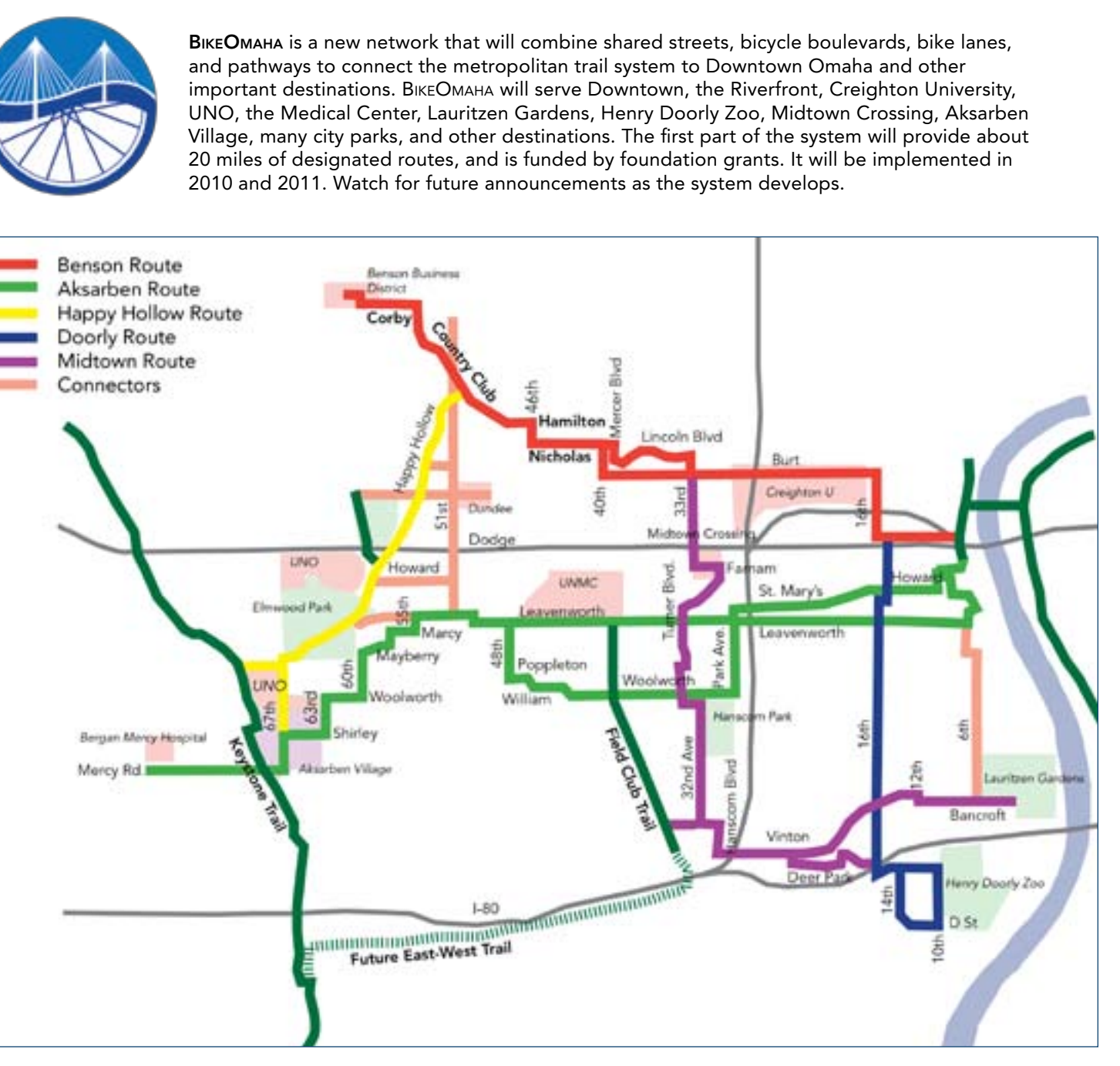
For information about Activate Omaha's many programs and activities, please visit our website at www.activateomaha.org, or call at 402.934.5923.

Like a Rodeo All of Metro Area Transit's full-sized buses now feature easy-to-use bike racks that open many new possibilities. For example, you can cycle from your house to a bus stop or transit center, mount your bike on the bus-mounted rack, ride comfortably to the stop nearest your destination, and cycle the rest of the way. MAT is also installing bicycle parking facilities at its Transit Centers, served by many bus lines. Please see www.metroareatransit.com for detailed information on Bike and Ride and for schedules and maps of all MAT bus routes.

Omaha Bikes is a community organization that promotes and advocates for improved transportation, utility, and recreational bicycling, infrastructure, opportunities, and experiences for the people of Omaha, Nebraska and the surrounding area. Join the movement at www.omahabikes.net.

“The urban cyclist's best chance is to gather all the responsibility that can be gathered. Have faith that you will do a better job and make it so. Don't leave your fate to the stars or to luck. Definitely don't leave your fate to the drivers.” – Robert Hurst, *The Art of Cycling*

THE BIKE OMAHA SYSTEM



BE WELL-EQUIPPED

RULE ONE: ALWAYS WEAR A HELMET

An approved bicycle helmet is your most important piece of safety equipment. It greatly reduces the risk of death or serious injury in a crash. Look for the CPSC or Shell Memorial Foundation sticker. Wear an approved helmet on trips of any length!

Copyright ©2010 Activate Omaha
Produced by Activate Omaha
Project coordinated by RDG Planning & Design
Design by RDG Planning & Design

This map will be updated on a regular basis to reflect changing conditions. We welcome suggestions to improve the map and other information about bicycling in Omaha. Please contact us at www.activateomaha.org.

TRAIL ETIQUETTE

Trails in the metropolitan area are very popular and are shared by different types of users who move at different speeds. Courtesy and consideration can make everyone's trail experience safer and more pleasant.

Keep right
All trail users must stay right except when passing. If you stop, move off the trail to the right.

Signal when passing
Cyclists should signal with a bell or a voice signal, "passing on your left" in time to avoid startling the person being passed. Pedestrians should acknowledge with a wave and step to the right to help the cyclist pass.

Pedestrians have right of way
Cyclists must yield to pedestrians. However, pedestrians should also be courteous and cooperative with cyclists.

Ride at appropriate speeds and obey warning signs
Use good judgment and ride at speeds appropriate to trail conditions such as traffic, weather, or curves. Obey signs and ride single-file at underpasses.

Look where you ride
Cyclists tend to steer in the direction that they're looking. Look straight ahead to avoid veering into oncoming trail users or going off the trail.

Control your pets
If you are a pedestrian walking a pet, keep them leashed. Use short leashes and walk pets on the outside of the trail. Remember that improper walking of a pet can cause crashes and serious injury.