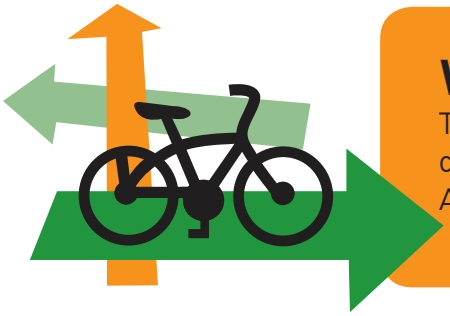

Bike
Commuting
101
ACTiVATEOMAHA.ORG

GET UP. GET OUT. GET ACTIVE.



Why should I even consider active transportation?

The question should be why shouldn't you, when it saves you time and money, cuts down on air pollution and helps you look and feel your best. That's right. Active transportation can do all those things and more.

MONEY, MONEY, MONEY

Walking or cycling for daily trips can save you a lot of money. The average American spends about 19 percent of their income on transportation, and households that rely heavily on automobiles for transportation spend 50 percent more than those who incorporate other modes. Try out the cost calculator in the back pocket. Cycling is the most energy efficient form of transportation, getting the equivalent of 3,000 miles to the gallon (League of American Bicyclists).

TIME WELL SPENT

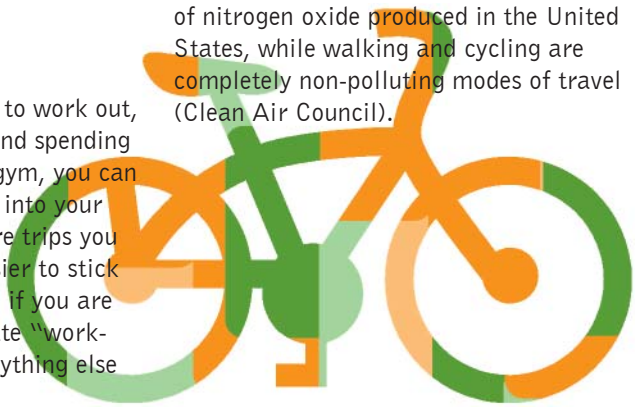
Trips less than three miles are often faster by bike and those between five and seven miles typically take about the same amount of time as driving. Devotees also say that by incorporating exercise into their trip to work, they are free to be with their family at night.

A HEALTHIER YOU

Instead of setting aside time to work out, buying a gym membership, and spending time and fuel driving to the gym, you can incorporate physical activity into your daily travel routine. These are trips you will make anyway, so it's easier to stick to your exercise routine than if you are trying to squeeze in a separate "workout" time in addition to everything else you do.

A CLEANER COMMUNITY

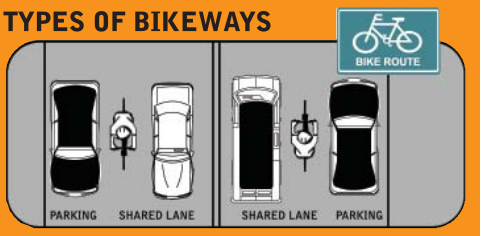
Motor vehicle emissions contribute 81 percent of total carbon monoxide, 31 percent of carbon dioxide, and 49 percent of nitrogen oxide produced in the United States, while walking and cycling are completely non-polluting modes of travel (Clean Air Council).



Enough with the excuses - overcoming the barriers

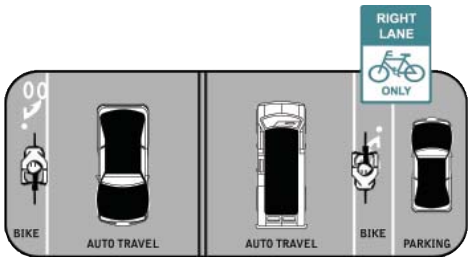
EXCUSE	RESPONSE
I'm out of shape	• Start with very short trips and build up to longer trips. • Walk or ride at an easy pace; in a few months you'll be in great shape.
It takes too long	• Getting sick from being unhealthy takes time out of your life, too. Isn't walking and cycling better than that? • If you exercise as a separate part of your day, you might save time in the end. • The average bike commuter travels at 10 mph; the more you ride, the faster you will get. • Trips of less than three miles will be quicker by bicycle. Trips of five to seven miles in urban areas may take the same time or less as by car.
It's too far	• Start by parking a few blocks away and walking the rest of the way to work. • Try riding to work and taking mass transit home, then alternating the next day. • Cycle or walk to a coworker's house and carpool to work.
There's no bike parking	• Look around for a storage area in your building or office. • Stash your bicycle in a covered, secure place such as a closet or even your office. • Formally request that your employer provide bicycle parking or lock it up outside.
I have to carry things back and forth	• If you are walking, consider a backpack with wheels to carry your things. • For cycling, there are bags called panniers, which can be fitted to your bicycle for carrying your things.
There are no showers at work	• Most commuters do not shower at work; ride at an easy pace to stay cool and dry. • Keep some towlettes at work for a quick way to freshen up. • Ride home at a fast pace if you want a harder workout.
I have to dress up	• Keep multiple sets of clothing at work; rotate them on days you drive. • Have work clothes cleaned at nearby Laundromats or dry cleaners. • Pack clothes with you and change at work; try rolling clothes instead of folding to decrease wrinkling.
It's raining/ snowing	• Fenders for your bicycle and raingear for your body will keep you dry. • If you are at work, take transit or carpool to get home; cycle or walk home the next day. • Take transit or drive if you do not have the gear to ride comfortably in the rain.
The roads aren't safe	• Choose your route carefully to avoid very busy roads. Often there are alternative routes you have not taken by car, such as off-road trails, which might improve the safety of your route. • Obey traffic signs, ride on the right, signal turns, stop at lights, wear bright clothing. • Wear a helmet every time you ride. • Ride your route on a weekend to find the easiest way to work (or to wherever you're going).
I'll look dumb	• You won't feel dumb when you start reaping the benefits of feeling better, looking better and saving money. • Explain to anyone who asks why you're trying this new way of getting around. Once they hear the benefits, they may want to join you.

TYPES OF BIKEWAYS



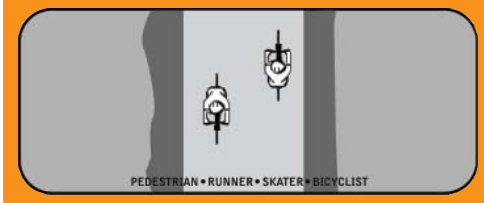
Bike Routes

Cars and bicycles share the street. Often identified with special signs. Usually established on quieter residential streets or on busy or commercial streets, providing a unique route or commercial access.



Bike Lanes

5′ wide section on each side of the street reserved for bicycle use. Special pavement markings and signs identify the lanes.



Multi-use Trails

Paved paths separated from the road for cyclist, walker, runner, and in-line skater use (such as the Keystone Trail)

Two Wheel Life: Staying smart, safe and legal

WHERE TO RIDE? If you are riding a bicycle on a road at less than the normal speed of traffic, you are required to ride "as close as practicable to the curb or edge of roadway" except when:

- overtaking or passing another bicycle or vehicle;
- preparing to execute a left turn;
- avoiding hazardous conditions; or
- the lane is not wide enough to allow safe passing by a motor vehicle.

In all of the above cases, a cyclist may need to "take the lane" to avoid being squeezed up against the curb or parked cars by passing motor vehicle traffic.

Maintain a straight line of travel and avoid weaving in and out of the parking lane. This helps make you more predictable to other road users.

Also, cyclists can ride side-by-side as long as they don't impede the normal movement of traffic.

Ride in the right lane except when avoiding road hazards, passing another vehicle or preparing to make a left turn.

Cyclists may ride in the far left-hand lane on one way streets.

Where possible, ride in bike lanes or on paved shoulders except when avoiding road hazards, passing another vehicle or making a left turn.

Sometimes the cyclist has to cross railroad tracks in their ride. Make sure you look behind you first and signal your move to the left. Be careful when riding over utility hole covers, drainage grates and other metal in the roadway.

ROAD AND LANE PLACEMENT Motorists may not see hazards that cyclists see. They do not always understand the problems some road and traffic conditions can cause cyclists. Motorists are made uneasy by cyclists' unusual movements and can feel delayed by them.

When lane width permits, you may ride two abreast. Do not ride more than two abreast except on bike lanes, bike paths or shoulders. When riding two abreast, don't impede normal and reasonable movement of travel.

USING BIKE LANES Motor vehicles are required to yield to a cyclist in a bike lane. Buses and cars can load and unload in bike lanes but are not allowed to use bike lanes for parking. Motorized wheelchairs are permitted on bike lanes and paths. Cyclists may ride outside a designated bike lane when:

- overtaking and passing another bicycle, a vehicle or a pedestrian that is in the bike lane
- preparing for a left or right hand turn
- avoiding debris or other hazardous conditions

PASSING You may pass a motor vehicle on the right in a bike lane, but do so cautiously. Some drivers may want to turn right at the next street or driveway and neglect to use their turn signal. Stay out of the driver's blind spot at intersections and other places where a driver could turn right.

Outside of a bike lane, you are permitted to overtake and pass a motor vehicle on the right if you can "safely make the passage under the existing conditions". Do so very carefully—if you have any doubts about whether it is safe, do not do it.

DANGERS OF SIDEWALK RIDING

Cycling on sidewalks is VERY dangerous because motorists are not expecting you and often do not see you at driveways and intersections. Never ride against the direction of traffic (on the left side of the road) even on a sidewalk. Watch for inattentive motorists; do not assume they see you.

Motorists are looking at the road, they are not looking for objects at nearly vehicle speed on the sidewalk. Remember that you are invisible on sidewalks!

SIDEWALK AND MULTI-USE PATH RIDING Cyclists must yield to all pedestrians on sidewalks and in marked or unmarked crosswalks. Give a warning (use a bell or your voice) before overtaking pedestrians from behind.

Omaha's beautiful non-motorized paths, such as the Keystone Trail, are very popular and as a result often quite crowded with all types of users. It is your responsibility to yield to pedestrians, so slow down a bit and enjoy the scenery!

COMMUNICATING

- Use hand signals so that drivers know where you are going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it is safe to do so.
- Make eye contact. Confirming eye contact with motorists helps them know that you are on the road.
- See, be seen and be heard. Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing and a bell.

Cycling Technique: Improve your skills for safer, more comfortable cycling

There are lots of riding techniques and insider tips that most people learn bit by bit. We will save you some time and trouble. Don't be shy about finding a vacant parking lot or playground and practice your moves.

BRAKING EXPERTISE

Get to know your brakes. Rear wheel brakes (usually the right hand lever) are very different from front wheel brakes. The front brake has more stopping power than the rear, but also requires more skill to avoid stopping too abruptly. Spend some time in a vacant parking lot getting the feel. For emergency braking (1) shift your weight toward the rear of the saddle and get your torso as low as possible while (2) applying even pressure to both brakes. Practice this too!

SHOULDER CHECKING OR LOOKING BEHIND

Cyclists need to check traffic behind them when changing lanes or merging, just as drivers do when using a rear-view mirror. Practice the "shoulder check" in a vacant parking lot until you can do it without swerving. If your neck does not like turning that far to look over your shoulder, try pivoting at the waist and hips a bit as well—the knee on the side you are turning to can point out a bit.

Also, mirrors (either the helmet mount or handlebar mount variety) can be helpful, though they are not a complete substitute for shoulder checking.

SHIFTING GEARS

Use your gears to keep how fast you turn the pedals (a.k.a. "cadence") fairly constant and easy. Downshift to an easier gear when coming to a stop so that when you start up again you will be in an appropriate gear. For going up hills, shift to an easier gear before the pedaling becomes too difficult. A cadence of about 60 to 80 pedal revolutions per minute is a good target for most cyclists.

THE FAST START

Making a smooth and quick take-off is deceptively easy. Here is how.

- Stand over the frame in front of the saddle. Hold the brake levers so the bicycle will not roll.
- Lift your right foot (if you're "left-footed", start with your left foot instead) and put it on the pedal. Turn the crank backwards until the pedal is at 2 o'clock position—forward and high.
- Let go of the brakes and push down on the pedal. The first pedal stroke starts the bike moving and lifts you up to the saddle.
- When the opposite pedal comes to the top position put your foot on it for the second pedal stroke.

CORNERING

Slow down before you turn. Applying the brakes during a turn can cause you to skid. For more stability while turning keep the inside pedal up.

ROAD HAZARDS

Railroad tracks, wet leaves, metal utility covers, thermoplastic road markings and gravel are just a few things that can pose problems for cyclists. When riding over any of these surfaces, especially when wet, avoid braking and turning. For any rough surface, shift some of the weight off of your seat and onto your hands (handlebars) and feet (pedals).

WATCH THOSE TRACKS!

Cross tracks at as close to a right angle as possible. Tracks are slippery, especially when wet, so do not alter your course or speed as you cross. If you cannot get a good crossing angle, or if the surface looks too rough, it is okay to walk your bicycle across.

STAY OUT OF THE BLIND SPOT!

When overtaking a slower motorist while in a bike lane use extreme caution—make sure you stay out of the driver's "blind spot" especially at locations where a driver could turn right across your path, like intersections and driveways.

- Stay a little bit ahead of the vehicle, so the driver can see you in front of them.
- Stay far enough back so that if the vehicle suddenly turns right or stops you'll be able to stop your bicycle safely.

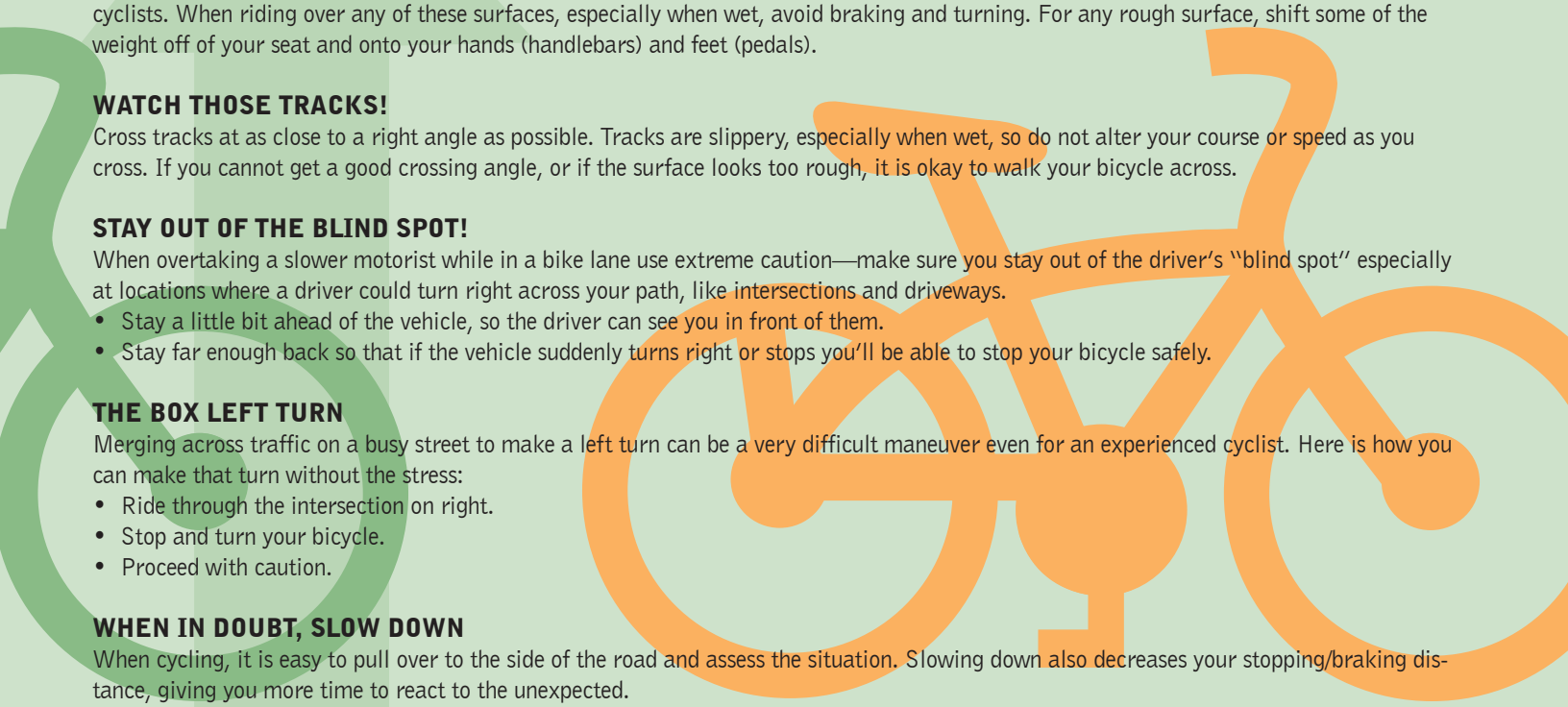
THE BOX LEFT TURN

Merging across traffic on a busy street to make a left turn can be a very difficult maneuver even for an experienced cyclist. Here is how you can make that turn without the stress:

- Ride through the intersection on right.
- Stop and turn your bicycle.
- Proceed with caution.

WHEN IN DOUBT, SLOW DOWN

When cycling, it is easy to pull over to the side of the road and assess the situation. Slowing down also decreases your stopping/braking distance, giving you more time to react to the unexpected.



Clearing your bike for takeoff: Starting out right

A safe bicycle is essential: use this simple list to help ensure a safe and trouble-free ride. If your bicycle does not pass one of the simple checks below, take it to a bicycle shop for further inspection and repair.

TIRE PRESSURE

Keeping tires correctly inflated helps avoid flats and makes your ride easier. The easiest way to check the pressure is using a pump with a gauge. If you look closely, the recommended tire pressure is listed on the side of your tire. If you do not have a gauge, pump up your tires so that it is difficult to push your fingers into the tire. There are two kinds of tire valves, and most tire pumps are adaptable to either one.

TIRE WEAR AND TEAR

It is common for tires to become worn after about 1,000 miles of riding. Tires can also get hard and brittle with age. Check the sides of your tires (the sidewalls) for significant cracks that may mean you need new tires. Frequent flat tires may mean the tread is thin, and the tire needs replacing.

WHEELS

A wheel should not wobble when it rotates. A wobbly, "untrue" wheel can rub against the brake pads and cause your brakes to perform poorly. To check, turn your bike upside down and spin the wheels while looking closely at the brake pads. The gap between the rim and the brake pad should stay relatively constant.

DID YOU KNOW?

Car tires have tread to avoid hydroplaning in wet conditions, but bicycle tires are thin enough that hydroplaning is not a problem. In fact, bicycle tires for road use have no need of any sort of tread features. Unfortunately, many people assume that a smooth tire will be slippery. But don't slick tires get slippery on wet roads, or metal features like utility covers and railroad tracks? The answer is, yes, they do; but so do tires with tread. All tires are slippery in these conditions. Tread features make no improvement in this (SheldonBrown.com).

BRAKES

When you squeeze your brake levers, they should stop before they touch the handlebars. If they do not, tighten the brake cable. Your brakes may have a cable adjusting barrel that allows you to do this easily. Also, keeping your wheel rims free of dirt and grease will improve brake performance considerably. Use an old rag to periodically wipe the grime off the rims, especially when you have been riding during wet weather.

Also, brake pads (the hard rubber pad that rubs the wheel rim when you brake) wear down, and eventually wear out. Many have a "wear line" showing you when they need replacement. Ask your friendly local bicycle shop—brake pad replacement is relatively inexpensive, and good brakes for your bike are essential.

ADJUSTING YOUR SEAT

The key adjustments to a seat are:

- Fore/aft: a general rule is 1¾ to 2½ inches from the nose of the seat to a vertical line through the bottom bracket.
- Angle: start out level, then find what is comfortable.
- Height: with your pedal at the bottom of the pedal stroke and your heel on the pedal, your leg should be completely straight (then your leg will be slightly bent when riding normally).

QUICK RELEASE

Many bicycles have quick release levers on the wheels. Make sure that the levers are solidly locked (snug and curved in towards the bike). Inspect the quick releases visually every time you ride. If you have questions about how to lock a quick release lever, stop by your friendly local bicycle shop.

CHAIN

Lean your bicycle against a wall or, better yet, have someone hold it for you. Crouch beside the bicycle and slowly rotate the pedals backward, checking to make sure the chain turns smoothly. Wipe the grit off your chain with a rag then sparingly apply a light oil to the chain and wipe off the excess with a rag.

DO THE ABC QUICK CHECK:

Air Is tire inflation okay? Not too squishy?
Check tires for pressure by leaning all your weight on the bike and seeing if the tires bulge. If so, fill to recommended pressure printed on the side of the tire. Bicycles roll faster and go flat less with tires filled to pressure.

Brakes Working well? Stopping you quickly?
Check the brakes by pulling the levers and rocking on the wheels. If the brakes are working right the wheels should skid when bike is pushed.

Chain and **C**ranks Pedaling smoothly? No squeaking?
Check that the chain moves quietly and smoothly when back pedaling. Lube chain regularly to keep running well. Wipe off excess lube from outside of chain with a rag. Excess lube attracts dirt.

QUICK releases — Closed and tight?
Check that any quick release parts (like the front tire and seat) are tightly secured. Levers curved in towards the bicycle are locked. Levers curved away are unlocked and are in danger of coming off while riding.

CHECK – Anything loose or rattling on the bike? A quiet bicycle is a good bicycle!
Check your bike by giving the wheels a spin (to check for rubbing) and give the bicycle e a bounce (to listen for loose rattling parts).

Accessorize yourself: Dressing right improves the ride

There is gear that everyone should wear every time they ride and then there is gear made for various conditions. These conditions include long rides and riding at night, in the rain, and in the cold. Choosing the right clothing will take a bit of experimentation on your part, but here's an overview to get you started.

HELMETS

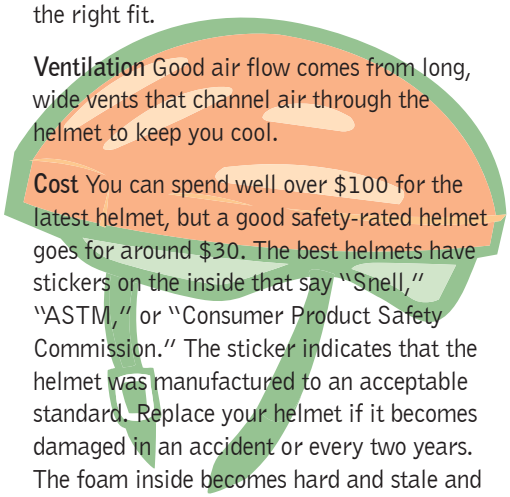
It's really basic: wear one. Do we really need to say more? Okay, how about this: you only need a helmet if you've got a head on your shoulders.

Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash. To make sure your helmet fits right, put it on and then use the "eyes/ears/mouth" test.

Eyes When you look up you should see the front rim. If not, your helmet won't protect your forehead.

Ears The side straps should come to a "V" just below each ear.

Mouth When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust the straps or add bigger pads to get the right fit.



Ventilation Good air flow comes from long, wide vents that channel air through the helmet to keep you cool.

Cost You can spend well over $100 for the latest helmet, but a good safety-rated helmet goes for around $30. The best helmets have stickers on the inside that say "Snell," "ASTM," or "Consumer Product Safety Commission." The sticker indicates that the helmet was manufactured to an acceptable standard. Replace your helmet if it becomes damaged in an accident or every two years. The foam inside becomes hard and stale and will not absorb shock as well.

LEG BANDS

Leg bands are a cheap and easy way to keep your pant leg free of chain grease. Your launderer will thank you.

GLOVES

Wearing gloves serves two purposes: they can protect your hands from the elements and can prevent aches and pains in your hands and wrists. Use full-fingered in cooler weather and half-fingered in warmer weather.

LAYERING

Layering can be the key to staying comfortable when riding in the wet and/or cold. Multiple layers can be a low cost alternative to performance clothing. In addition, a layer can easily be added or removed to improve comfort on the fly. Try a base layer that breathes, another layer that provides warmth, and an outer layer that keeps out the wind and rain.

REFLECTIVE AND BRIGHT CLOTHING

The right clothing can provide you with added visibility during dark or low light conditions. You can buy clothing with reflective panels and/or piping or add reflective tape to existing items. NOTE: reflective clothing is not a substitute for bicycle lighting equipment.

How do you fix a flat tire?

REMOVE

1. Lay your bicycle on its side or stand it upside down.
2. Use a tire lever to pry the tire off the rim.
3. Leave the lever between the tire and rim so the tire does not pop back in. If you do not have another lever, insert a flat stick.
4. A few inches away, pry out more of the tire until you have pried out the entire side.
5. Reach under the tire and pull out the inner tube. Work around the tire until you've pulled the whole tube out.
6. To get the valve out of the rim, hold the tire away from the valve with your thumb. Use your other hand to pull out the valve.

FIND

7. Pump air into the tube until it is stretched tight. If you cannot find the hole by listening, lightly grab the tube with a circle made by your thumb and fingers. Run your hand around the tube until you feel a stream of air.
8. If you hear but cannot see the hole, rub saliva over it. It will bubble over the hole. If the hole is too big to patch (bigger than a pinhole) or it is right next to the valve stem, you must remove the wheel and replace the tube.
9. Mark the hole with pen, pencil, stone, or chalk. Draw an asterisk, using the hole as the middle.

PATCH

10. Deflate the tube by pushing in the valve stem.
11. Using sandpaper or a metal sanding pad, roughen the tube around the hole in an area about as big as a quarter.
12. Squeeze a little glue out of the container. Using the container's nozzle, smear the glue over the roughened area.
13. Taking care not to touch the glue, hold the tube against the tire to find where the puncture occurred. Look closely at the tire's outside, and run your fingers along the underside. Remove any debris.
14. Remove the foil back from a patch. Place the patch onto the glued area. Press for a minute.

REPLACE

15. Put the valve into its rim hole: On the side of the tire sticking over the rim, hold the tire back with your thumb. Push the valve in, and pull it through the other side.
16. Pump a little air into the tube to give it shape. Work the tube into the tire, all the way around. Do not let the tube get twisted.
17. Using your thumbs, push the tire back inside the rim. Do not pinch the tube between the rim and the tire. If the last part will not go over the rim, use a tire lever to pry it.
18. Push the valve most of the way into the tire. Ensure the tire sits in the rim evenly. Then pull the valve back out.

Community Resources for Cyclists

Local Bicycle Shops:

Bike Masters Cycling & Fitness
5265 N 129th St
Omaha, NE 68164
Phone: (402) 964-1080
Fax: (402) 964-1079
Email: info@bikemastersomaha.-com
http://www.bikemastersomaha.com

The Bike Pedlar
2723 N 63rd St
Omaha, NE 68104
Phone: (402) 556-2453

Bike Rack
14510 Eagle Run Dr
Omaha, NE 68116
Phone: (402) 333-1031
Fax: (402) 691-0080
Email: info@bike-rack.com
www.bike-rack.com

The Bike Way
15115 Industrial Rd
Omaha, NE 68144
Phone: (402) 392-2390
Fax: (402) 933-2104
http://www.thebikeway.com/

Endless Trail Bike Shop
506 S Main St
Council Bluffs, IA 51503
Phone: (712) 322-9760
http://endlesstrail.tripod.com/

Highgear Bicycle Store of Omaha
Activate Omaha Partner
8610 Brentwood Dr
LaVista, NE 68128
Phone: (402) 935-1988
Email: Info@HighgearOmaha.com
http://www.highgearomaha.com

Olympia Cycle
1324 N 40th St
Omaha, NE 68131
Phone: (402) 554-1940

Olympia Cycle
4910 S 135th St
Omaha, NE 68137

Peddling Bikes
4911 S 77th Ave
Omaha, NE 68127
Phone: (402) 339-7640

River City Hockey & Cycling
7649 Cass St
Omaha, NE 68114
Phone: (402) 614-9970
Fax: (402)614-9556
Email: ted@rivercityhockeyshop.com
http://www.rivercityhockeyshop.com/cycling/index.html

Trek Bicycle Store of Omaha
Activate Omaha Partner
7214 Jones St
Omaha, NE 68114
Phone: (402) 884-1820
Fax: (402) 884-1825
Email: info@trekomaha.com
http://www.trekomaha.com

True Wheel Bicycle Company
120 W Broadway
Council Bluffs, IA 51503
Phone: (712) 328-0767

Xtreme Wheels Bike & Sports
Valley View Dr
Council Bluffs, IA 51501
Phone: (712) 388-0800

Local Bicycle Clubs:

Bellevue Bicycle Club
PO Box 1242
Bellevue, NE 68005
http://www.bellbikeclub.org

Bikeable Communities!
11404 West Dodge Road
Ste 720
Omaha NE 68154
Phone: (402) 934-5923
Fax: (402) 934-5820
Email: info@activateomaha.org
http://www.activateomaha.org/

Midwest Cycling Community
8610 Brentwood Dr Suite 5
La Vista, Ne 68128
http://www.midwestcyclingcom-munity.com

Omaha Pedalers Bicycle Club
Omaha, NE 68102
Phone: (402) 342-2453
Email: opbc@omaha-pedalers.com
http://www.omaha-pedalers.com/

More resources:

Active Living by Design
400 Market St., Suite 205
Chapel Hill, NC 27516
Phone: (919) 843-2523
Fax: (919) 843-3083
Email: info@activelivingbydesign.org
http://www.activelivingbydesign.org/

City of Omaha Parks, Recreation, and Public Property
1819 Farnam St., Suite 701
Omaha, NE 68183
http://www.cityofomaha.org/parks/de-fault.htm

League of American Bicyclists
1612 K Street NW, Suite 800
Washington, DC 20006-2850
Phone: (202) 822-1333
Fax: (202) 822-1334
Email: bikeleague@bikeleague.org
http://www.bikeleague.org/

Metro Area Transit
2222 Cuming Street
Omaha, NE 68102
Phone: (402) 341-0800 (v)
Phone: (402) 341-0807 (TDD)
Email: customerservice@metroareatransit.com
http://www.metroareatransit.com/

Papio-Missouri River Natural Resources District
8901 S. 154th St.
Omaha, NE 68138-3621
Phone: (402) 444-6222
Fax: (402) 895-6543
Website: http://www.papionrd.org/

Thunderhead Alliance
Main Office:
P.O. Box 3309
Prescott, AZ 86302
Phone: (928) 541-9841
Website: www.thunderheadalli-ance.org

Special thanks to our partners:

Thank you to the following organizations for sharing their resources:
Smart Commute Tips, Fitness Council of Jackson
What Every Michigan Bicyclist Should Know, League of Michigan Bicyclists
Portland by Cycle: A Guide to Your Ride, City of Portland, Office of Transportation

Design by Connie Lehman, Douglas County Health Department
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What Is Activate Omaha?

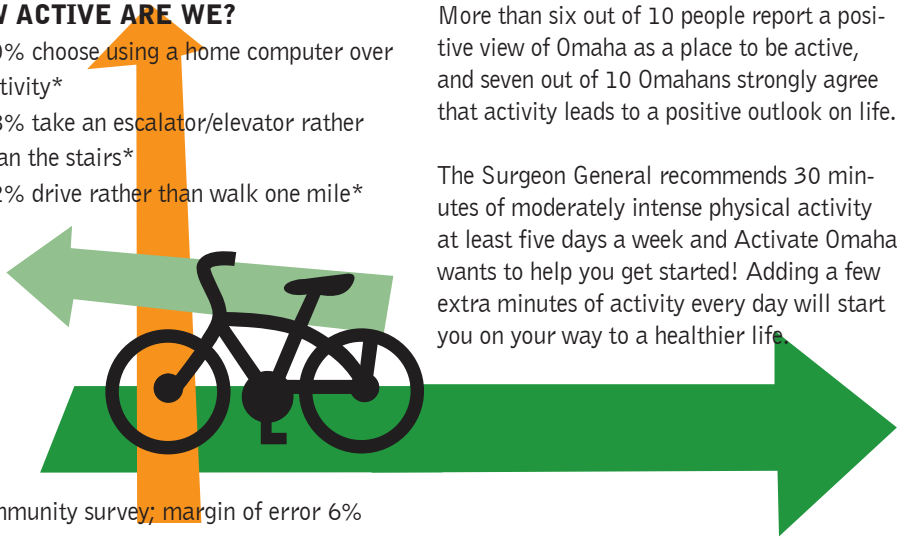
Activate Omaha is a community-wide initiative that is working to motivate all Omahans to be active as a part of daily living. Active living includes any activity you can dream of, like: walking or bicycling for basic transportation or pleasure, playing in the park, taking the stairs, and using recreation facilities. It doesn't have to be complicated – just pick something you can do anytime, anywhere; with friends, family or on your own.

ACTIVATEOMAHA.ORG

Activate Omaha encourages changes in the way our city is designed, explores how we use land, and promotes transportation options that support active living.

HOW ACTIVE ARE WE?

- 30% choose using a home computer over activity*
- 28% take an escalator/elevator rather than the stairs*
- 42% drive rather than walk one mile*



*Community survey; margin of error 6%

More than six out of 10 people report a positive view of Omaha as a place to be active, and seven out of 10 Omahans strongly agree that activity leads to a positive outlook on life.

The Surgeon General recommends 30 minutes of moderately intense physical activity at least five days a week and Activate Omaha wants to help you get started! Adding a few extra minutes of activity every day will start you on your way to a healthier life.

TELL ME MORE!

Visit our website at www.activateomaha.org or call 402.934.5923 to find out how you can be a volunteer, tell us how you are active or post your event on our calendar.

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Activate Omaha
11404 West Dodge Road, Suite 720
Omaha NE 68154
Phone: 402.934.5923 . Fax: 402.934.5820
www.activateomaha.org

activateomaha.org