



ZIONSVILLE, IN

TOTAL POPULATION

23,319

TOTAL AREA (sq. miles)

10.26

POPULATION DENSITY

1,381

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Zionsville
Arterial Streets with Bike Lanes	45%	10
Total Bicycle Network Mileage to Total Road Network Mileage	30%	11
Public Education Outreach	GOOD	EXCELLENT
% of Schools Offering Bicycling Education	43%	30
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	SOME
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	23,319

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Silver	Zionsville
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	0.12
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	715
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0



KEY STEPS TO SILVER



- » Develop a comprehensive bike plan. Complement infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. The overarching goal should be to encourage residents to bike more often for recreation and transportation.
- » Adopt the proposed Complete Streets policy.
- » Continue to expand the on street bike network to complement the growing off street network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds exceed 35 mph, it is recommended to provide protected bicycle infrastructure. Note that shared lane markings should be used sparingly and only on low speed roads.

- » Bicycle-safety education should be a routine part of primary and secondary education. Work with your local bicycle groups or interested parents to develop and implement a community wide comprehensive Safe Routes to School program.
- » Design and publish a local bike map. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists.