



DEKALB, IL

TOTAL POPULATION
44,030

POPULATION DENSITY
2590

TOTAL AREA (sq. miles)
17

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	DeKalb
High Speed Roads with Bike Facilities	35%	14%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	22%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 440K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	1.89 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	1.66 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	1.70 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2.53 /10

KEY OUTCOMES

	Average Silver	DeKalb
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	1.24%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	204
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	8.16



KEY STEPS TO SILVER



- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance. Adopt specific measurable goals to better benchmark and track the success of your bike plan.
- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of

the committee reflect the diversity and ability levels of cyclists in your community.

- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.
- » Build on the success of the Pedal Pal program and encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers through the Bicycle Friendly Business program.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.