



HAMMOND, IN

TOTAL POPULATION

80,830

POPULATION DENSITY

3388

TOTAL AREA (sq. miles)

25

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Hammond
High Speed Roads with Bike Facilities	35%	INCOMPLETE DATA
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	INCOMPLETE DATA
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	25%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 40K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.2 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1 /10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	3.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.1 /10

KEY OUTCOMES

	Average Silver	Hammond
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.27%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	2235
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» The data that Hammond reported on its road network was incomplete or inconsistent. This lack of complete data makes it difficult to judge the current state of bicycling infrastructure in Hammond. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based or other network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» 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.

» Consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.

» Expand and improve existing K-12 bike safety education to include an on-bike component to help children and teens of all ages become safer and more confident riders. Work with parents, local bike advocates, and the school district to organize an annual Bike to School Day and to improve year-round Safe Routes to School programming. Bike to School Day events

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HAMMOND, IN

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KEY STEPS TO SILVER CONTINUED

can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

» Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Add specific and measurable goals to Hammond's Bicycle Master Plan, as well as design guidance for on-road bike facilities, during the ongoing Plan update.

» 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. Continue to develop a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Hammond. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's + Equity: <https://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <https://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

