



SCHAUMBURG, IL

TOTAL POPULATION

74907

POPULATION DENSITY

3879.2

TOTAL AREA (sq. miles)

19.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Schaumburg
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	41%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	12%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 37 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Schaumburg
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.3%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	1892
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » Your application indicated that there are currently no bicycle facilities on roads with speed limits over 25 mph. These higher speed roads can be significant barriers to people feeling safe and comfortable while bicycling. Adopting and implementing design guidelines for separated bike lanes, buffered bike lanes, and other bicycle facilities suitable for use on these higher speed roads would be a good step to addressing this likely barrier to bicycling in Schaumburg.
- » Conduct a Level of Traffic Stress analysis to better understand the ability of your network to connect travelers' origins to their destinations without subjecting them to unacceptably stressful links. This type of analysis is particularly useful for communities that have goals to increase bicycle use or encourage more "interested but concerned" riders to bike more often.
- » Your community has a low percentage of people choosing to bike to work. Without robust alternative measurements of the safety and comfort



- of your bicycle network the low number of people who choose to bike to work weighs against your community reaching a higher award level. If commuter estimates do not reflect the state of bicycling in Schaumburg, determine the best way to collect robust data on actual bicycle use and safety that is more reflective of bicycling in your community and will be useful for future planning activities.
- » Work with the Woodfield Mall to create comfortable access and parking for people who bike and walk to the mall. This may involve leveraging any transit connections to the mall as well.
- » Clearly communicate progress on bicycle plans and other key metrics to inform citizens about the accomplishments and return on investment of improvements for bicycling and walking. Annual benchmarks or other dashboard-style reporting may help people see change in your community.