



DUBLIN, OH

TOTAL POPULATION

47,076

POPULATION DENSITY

1926

TOTAL AREA (sq. miles)

24.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Dublin
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	45%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	17%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 24K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.2 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	5.0 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.0 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4.4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.6 /10

KEY OUTCOMES

	Average Silver	Dublin
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.23%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	784
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Work with local businesses to increase the amount of high quality, APBP-compliant, bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations. Bike corrals, cohesively branded community or business district bike racks, and off-street bike cages or high capacity parking at transit hubs can be effective ways to increase bike parking.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Work with Public City Schools to expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Consider hiring a Safe Routes to School staff person at the City or School District responsible for working closely with schools, students, and parents to address their needs.

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