



# ZIONSVILLE, IN

TOTAL POPULATION  
**25,709**

POPULATION DENSITY  
**480.4**

TOTAL AREA (sq. miles)  
**53.51**

# OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Zionsville
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	26%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	11%	2%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 51K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	<b>2.1</b> /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	<b>3.7</b> /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	<b>2.7</b> /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	<b>3.8</b> /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	<b>4.2</b> /10

## KEY OUTCOMES

	Average Silver	Zionsville
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	<b>2.7%</b>	<b>0.18%</b>
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	<b>537</b>	<b>1304</b>
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	<b>6.3</b>	<b>0</b>



## KEY STEPS TO SILVER



- » Continue to expand the bike network and 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. Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.
- » Adopt a Complete Streets policy and create implementation guidance to ensure that on-road facilities match the convenience and accessibility standards that Zionsville currently has for its trails system. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » 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.

- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. 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/ridersmart](http://bikeleague.org/ridersmart) for more information.
- » Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Zionsville.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement 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.