



Zionsville, IN



Award: Bronze | Spring 2023

Award History: Bronze since 2015; Previously Honorable Mention in 2014; Applied but received no designation in 2013.

Zionsville's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 Indiana's Bicycle Friendly State Ranking: **#22**

The 5 Es Category Scores	Zionsville	Max Score this round
Engineering	13%	53%
Education	21%	56%
Encouragement	21%	68%
Evaluation & Planning	18%	42%
Equity & Accessibility	7%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Zionsville's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.4%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 4.2

Annual Average Bicyclist Fatalities in last 5 years: 0.4

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 31,702

Area: 67.22 square miles

Population Density: 455.3 people/square mile

Land Classification:

Mixed Rural/Suburban/Urban

Poverty Rate: 3.8%*

Median Household Income: \$137,265*

Percent of the Population that Speaks a

Language Other Than English at Home: 6.7%*

Percent with Disability: 6.7%*

Percent of Households with No Vehicle Available: 0.6%*

*Source: https://data.census.gov/profile/Zionsville_town;_Indiana?g=160XX00US1886372

Zionsville's Bike Links

Bike Network Map, if available:

N/A

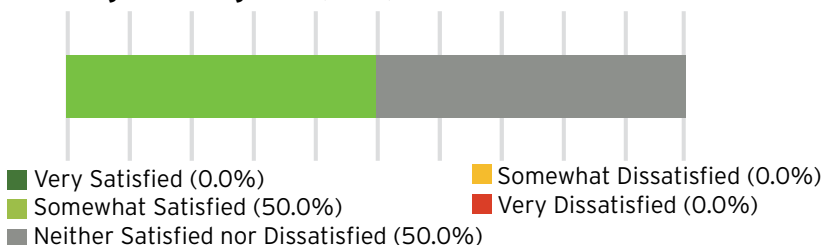
Bike Plan, if available:

<https://www.zionsville-in.gov/DocumentCenter/View/2695/2016-Zionsville-Strategic-Trails-Implementation-Plan>

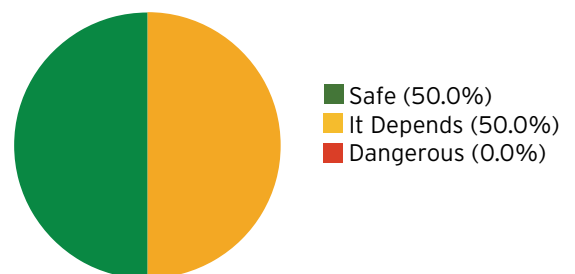
Spring 2023 BFC Public Survey Response Summary for Zionsville, IN

Note: Zionsville received fewer than 10 responses to the BFC public survey in Spring 2023. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 2)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 2)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 2)

1. More bike paths (100.0%)

About this Report Card

The following scores are based on the online application submitted by Zionsville in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Zionsville earned 13% of the points available in the Engineering Category. Below is the breakdown of points that Zionsville earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Engineering Subcategories	Zionsville's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	2 / 41 pts
	End-of-Trip Facilities	9 / 44 pts
	Bicycle Network	16 / 128 pts
	Network Maintenance	4 / 32 pts
	Bicycle Access to Public Transportation	0 / 23 pts
	Bike Sharing	0 / 21 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	5 / 10 pts	

EDUCATION	<i>Zionsville earned 21% of the points available in the Education Category. Below is the breakdown of points that Zionsville earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Education Subcategories	Zionsville's Subcategory Points in Education
	Youth Bicycle Education	9 / 69 pts
	Adult Bicycle Education	20 / 47 pts
	Motorist Education	7 / 28 pts
	Bicycle Safety Education Resources	2 / 16 pts
	Inclusive Education	0 / 26 pts
Education Bonus Points	3 / 7 pts	

ENCOURAGEMENT	<i>Zionsville earned 21% of the points available in the Encouragement Category. Below is the breakdown of points that Zionsville earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Encouragement Subcategories	Zionsville's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	1 / 17 pts
	Route-Finding Support	1 / 10 pts
	Bicycle Culture and Promotion	29 / 91 pts
	Access To Bicycle Equipment and Repair Services	0 / 35 pts
	Reducing Work-Related/Fleet VMT	3 / 11 pts
	Encouragement Bonus Points	2 / 7 pts

EVALUATION & PLANNING	<i>Zionsville earned 18% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Zionsville earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Zionsville's Subcategory Points in Evaluation & Planning
	Staffing And Committees	6 / 40 pts
	Public Engagement for Bicycle Planning	7 / 35 pts
	Planning, Funding, And Implementation	7 / 46 pts
	Evaluating The Bicycle Network	4 / 24 pts
	Evaluating Ridership	1 / 20 pts
	Evaluating & Improving Safety Outcomes	12 / 42 pts
Evaluation & Planning Bonus Points	2 / 7 pts	

EQUITY & ACCESSIBILITY	<i>Zionsville earned 7% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Zionsville earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Zionsville's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	6 / 24 pts
	Equity Data Collection & Goals	0 / 12 pts
	Equity & Accessibility Policies & Plans	4 / 31 pts
	Equity & Accessibility in Engineering	3 / 44 pts
	Equity & Accessibility in Education	-1 / 52 pts
	Equity & Accessibility in Encouragement	3 / 42 pts
	Equity & Accessibility in Evaluation & Planning	4 / 58 pts
Equity & Accessibility Bonus Points	1 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Zionsville's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for town staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is readily available. (See www.apbp.org/bicycle-parking-solutions)
- » Continue to expand and improve Zionsville's low-stress on-road 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, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows into dedicated bicycle boulevards.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools. In particular, middle and high school education efforts could be improved – this is particularly important as older students learn to drive and share the road.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a town 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.
- » Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Zionsville.
- » Celebrate National Bike Month as a community every May. Work with local employers to create a Bike to Work Day event. Bike to Work Day often involves a central “pit stop” station with food, community groups, and elected officials promoting and helping people to choose to bike to work.
- » Hire a full-time Bicycle & Pedestrian Coordinator for the town. Expanding the staff time focused on bicycling-related projects and programs would help in scaling up your BFC efforts.
- » Work with the local school district and other agencies to appoint or hire a new Safe Routes to School Coordinator to continue improving education for students and to focus on expanding and improving the bikeway network around schools.
- » Establish a dedicated annual budget for implementation of your Bicycle Master Plan, Z-TIP, in addition to funding for ongoing bicycle programming and infrastructure development and maintenance.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network.
- » 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.
- » Consider what other local community groups exist in Zionsville who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.
- » Collect more socioeconomic and demographic data as it relates to current transportation habits and patterns, and establish equity-related indicators to inform future prioritization and budgeting processes for your community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>