



# GLEN ELLYN, IL

## TOTAL POPULATION

27767

## POPULATION DENSITY

3966.7

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 0

## TOTAL AREA (sq. miles)

7.0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Glen Ellyn
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	6%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	9%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	PLAN IS UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 145K	1 PER 14K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	1/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	1/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	2/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	1/10

## KEY OUTCOMES

	Average Bronze	Glen Ellyn
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.4%	0.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1207	0
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	21	0



## KEY STEPS TO BRONZE

- » Adopt a Complete Streets policy and offer implementation guidance. 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.
- » Policies and practices relating to bicycle parking could be improved. Studying current bike parking and future needs could be a valuable. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand the Safe Routes to School program to all schools.

- » Glen Ellyn has a limited bicycle network. Based on the data provided it is unlikely that it provides a low-stress experience suitable for people of all ages and abilities. Continue to work within your 2014 bicycle plan to improve the network with the goal of creating a safe and comfortable network for people of all ages and abilities.
- » Create a slow ride or community ride that complements the Tour de Glen Ellyn.
- » 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.