



SPRINGFIELD, IL

TOTAL POPULATION

116809

POPULATION DENSITY

1971.5

TOTAL AREA (sq. miles)

59.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Springfield
High Speed Roads with Bike Facilities	20%	10%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	5%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	9%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	AVERAGE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 145K	1 PER 1168K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3/10

KEY OUTCOMES

	Average Bronze	Springfield
RIDERSHIP <i>Percentage of commuters who bike</i>	1.4%	0.3%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	1207	2683
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	21	12



» Strengthen your Complete Streets policy to ensure more rigorous implementation. Your community reported a lower than average compliance rate with your current Complete Streets policy. A strong Complete Streets policy will direct 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. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools.

» Increase the amount of staff time spent on improving conditions for people who bike and walk. Providing staff to work with schools

on Safe Routes to School programming, including both in-school education and safety improvements around schools, could have a great impact.

» Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. Your application indicated that a higher than average percentage of your road network is composed of higher speed roads. Road and/or lane diets may be appropriate for calming traffic while providing safe and comfortable places for people to bike and walk.

» Continue to build an attractive public brand for biking through programs like the Lincoln Penny bike racks.