



# WALTHAM, MA

TOTAL POPULATION

62,442

TOTAL AREA (sq. miles)

12.7

POPULATION DENSITY

4917

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Waltham
High Speed Roads with Bike Facilities	20%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	15%
Bicycle Education in Schools	AVERAGE	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	MEETS AT LEAST ONCE A MONTH
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 154K	1 PER 31K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.9 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3.5 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	1.9 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.6 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.7 /10

## KEY OUTCOMES

	Average Bronze	Waltham
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.3%	0.72%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1,093	1,063
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	20	0



## KEY STEPS TO BRONZE

- » Your application indicated that all roads within your community have a posted speed limit above 25 mph. Consider whether neighborhood greenways optimized for biking should have lower speed limits and traffic calming to ensure compliance. If traffic studies show actual speeds are higher than the posted limits on some roads, use traffic calming and enforcement to ensure that people do not exceed the posted speed.
- » 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.

- » 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. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

- » Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Waltham.

- » Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, and/or a Mayor's Ride. Bike to

KEY STEPS CONTINUED ON PAGE 2...



# WALTHAM, MA

Fall 2018

## KEY STEPS TO BRONZE CONTINUED

Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

- » Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster positive interactions between bicyclists and police officers.
- » 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.

- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Waltham. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts can supplement automated data in order to collect demographic information and examine social equity goals.

---

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <http://www.bikeleague.org>
- » Guide to the BFC Report Card:  
[http://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](http://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Building Blocks of a Bicycle Friendly Community:  
<http://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <http://bikeleague.org/content/5-es>
- » Community FAQs & Resources: <http://bikeleague.org/content/community-faq-resources>
- » Smart Cycling Program: <http://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>