



FALMOUTH, MA

TOTAL POPULATION

31524

POPULATION DENSITY

715.3

TOTAL AREA (sq. miles)

44.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Falmouth
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	4%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	1 PER 3152 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4 / 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>	2 / 10

KEY OUTCOMES

	Average Silver	Falmouth
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	2.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	488
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city 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.
- » Work to create a low-stress bicycle network that is suitable for trips by tourists and residents of all ages and abilities. Adopting a Complete Streets policy may be a good way to create portions of the bicycle network at a lower cost by ensuring that any repaving or major maintenance includes an analysis of whether bicycle lanes, road diets, lane diets, or other treatments that make it easier to walk and bike are appropriate.
- » In areas with a high volume of bicyclists and pedestrians



- consider shared streets concepts that prioritize bicycle and pedestrian traffic while de-emphasizing car traffic.
- » Work with local businesses 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. Create bike corrals, cohesively branded community or business district bike racks, and off-street bike cages or high capacity parking at community hubs.
- » Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools.