



FREDERICK, MD

TOTAL POPULATION

71408

POPULATION DENSITY

3060

TOTAL AREA (sq. miles)

23.3

OF LOCAL BICYCLE FRIENDLY BUSINESSES

3

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Frederick
High Speed Roads with Bike Facilities	35%	9%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	23%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	6%
Bike Month and Bike to Work Events	GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	UNDER DEVELOPMENT
Bike Program Staff to Population	1 PER 78K	1 PER 102K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4 / 10

KEY OUTCOMES

	Average Silver	Frederick
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.8%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	105
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. No on-street bicycle facilities were reported on roads with posted speeds of >25mph and <35mph.

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

» Develop and adopt an official bicycle master plan for your community. A bike plan is a critical step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your bike plan should build upon the other recently completed plans for your downtown, park system, and infill development to create a safe, comfortable, and connected bicycle network.

» 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.

» Local ordinances may place unnecessary restrictions on bicycling by restricting the use of sidewalks outside of the Central Business District and banning bicycles from at least one road. Ensure that reasonable alternative routes exist or remove restrictions to allow better circulation of bicycles.

» Adopt an implementation plan as part of the bike plan update

» Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff time, either by creating a position or changing the responsibilities of current staff, can have a positive impact on the ability of your community to execute bicycling and walking-related projects and programs.