



CARY, NC

TOTAL POPULATION

156531

POPULATION DENSITY

2657.6

TOTAL AREA (sq. miles)

58.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Cary
High Speed Roads with Bike Facilities	47%	1%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	16%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	2%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NO BICYCLE ADVISORY COMMITTEE
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 89K	1 PER 104 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5/10
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>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3/10

KEY OUTCOMES

	Average Silver	Cary
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	0.1%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	2571
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER



» Cary has an extensive road network that includes many high speed roads. Given the size of Cary's road network there needs to be a strategy for bicycle investments that utilizes low-cost bicycle lanes where appropriate and targeted areas for more intensive investments that can create neighborhood-scale networks that are safe and comfortable for people of all ages and abilities. In urban areas with high-speed and/or high-volume roads this may take the form of a "minimum grid" of separated bicycle lanes or similar high quality facilities. These neighborhood-scale networks can serve as nodes for a larger community-scale network.

» Work with other communities in North Carolina to ensure that NCDOT and the state legislature do not impede bicycle and pedestrian improvements.

» 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.

» It is great to hear about the \$1 million bond passed in 2012 to improve bicycling. Continue to use the bond to leverage state and federal funding. Consider the next step for more investment in bicycling and which lessons can be taken from the implementation of projects from the 2012 bond.

» Increase the amount of staff time spent on improving conditions for people who bike and walk.