



# LAMBERTVILLE, NJ

TOTAL POPULATION

4,000

POPULATION DENSITY

3,077

TOTAL AREA (sq. miles)

1.3

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lambertville
High Speed Roads with Bike Facilities	35%	N/A - NO HIGH SPEED ROADS
Total Bicycle Network Mileage to Total Road Network Mileage	48%	21%
Bicycle Education in Schools	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	NO (2009)
Bike Program Staff to Population	1 PER 78K	1 PER 40K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	1.8 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.5 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3.4 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.1 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2.6 /10

## KEY OUTCOMES

	Average Silver	Lambertville
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.7%	2.13%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	537	416.67
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	6.3	0



## KEY STEPS TO SILVER



» Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.

» Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on-street routes and off-street facilities. Wayfinding may be particularly useful at intersections and along routes that may be likely to attract visitors and non-regular bicycle riders.

» Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient bike parking available. Develop community-wide Bicycle Parking Standards that adhere to current APBP guidelines.

» Continue supporting in-school bicycle safety education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking.

» Your application indicated the existence of several laws that restrict the movement of bicyclists or which may discourage people from bicycling, such as local or school policies restricting youths from riding to school, and a local law requiring bicyclists to ride as far to the right of the road as practicable without exceptions. Review these local ordinances and any data on citations and crashes that is available to understand whether your current ordinances are necessary. The problems that motivate these restrictions can often be addressed by engineering and education rather than enforcement.

» Begin the process of creating a new Bicycle Master Plan or updating your 2009 Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement.

