

## BICYCLE FACILITIES PLAN

Local surveys indicate there are a significant number of bicycle riders who would be interested in bicycle commuting if it were made safer and more convenient throughout the MPO. Encouraging bicycling is a way to stay healthy, conserve gasoline, and reduce traffic congestion and pollution. Clearly marked and separate bike lanes on streets, bike trails, convenient bike parking, and showers at destinations are enhancements that would provide an improved bicycling environment and make the MPO a more bicycle friendly community.

With the adoption of the Winston-Salem Urban Area Comprehensive Bicycle Master Plan in September 2005 by the Transportation Advisory Committee (TAC), a series of goals, policies and standards were adopted to improve the safety, efficiency and convenience of the area's bicycle facilities. A copy of the Comprehensive Bicycle Master Plan is included in the Appendix.

### Vision Statement

**“In an integrated and thoughtful manner, create a safe and effective system of bicycle facilities that links together existing resources and destinations, supports alternatives to automobile travel, increases recreation opportunities, and provides improved options for advancing the community's mobility, health, and quality of life.”**

### Goals

#### Additional Facilities

To encourage cycling, cyclists need to be assured that facilities are available to accommodate their needs. Some facilities such as bicycle parking, showers and lockers at downtown businesses and community shopping areas are examples of what could be provided for those persons who choose bicycling as their primary mode of transportation.



**Bicycle parking needs to be provided**

#### Recognition and Education

Bicyclists are considered by State law to be vehicle operators. They should not be treated as pedestrians unless the bicycle is being pushed. The bicycle needs to be recognized as a mode of transportation. The goal is to get the auto-driver and the cyclists more accustomed to sharing the road. Educating motorists and cyclists is a vital objective in ensuring the safety and enjoyment of all modes of transportation. Encouraging the use of educational materials in schools and drivers education programs, encouraging public libraries to update film/video materials, and soliciting support of private interest groups are a few ways to begin facilitating the spread of bicycle awareness.



**Bicyclists learn to negotiate roundabouts**

## Improving Conditions

The improvement of street conditions is the best way to see more cyclists on the roads. Street improvements can consist of the installation of traffic light sensors that recognize bicyclists in



Installing bike lane



Salem Avenue bike lane

some lanes of travel, to consider making accommodations for bicycles as roadway construction and improvement projects occur, and to encourage developers to build wider travel lanes to better accommodate bicyclists. To facilitate the successful implementation of these goals, it is an objective to make this Bicycle Plan a part of all governmental transportation and planning documents.

## Safety and Education



Signing for bicycle safety

The rules of the road, as described apply to cyclists. However, many bicycle/automobile accidents can be attributed to cyclists riding in a manner inconsistent with the rules of the road (riding on the wrong side of the road, disregarding traffic control devices, etc.) Educational programs and updated materials are an essential tool in promoting a safe, enjoyable riding and driving environment. These programs should strongly promote helmet use among children and adults.

## Enforcement and Data Collection

Bicyclists have the same legal rights and responsibilities as automobile drivers, including the right to ride on all city and state streets, (excluding most access controlled freeways). However, the Winston-Salem Police Department considers a bicyclist a pedestrian; therefore, no specific data relating to bicycle accidents are compiled and analyzed, unless a serious injury or fatality occurs. The ability to analyze data relating to bicycle travel would allow planners, engineers, law enforcement agencies, parks and recreation directors, educators, and elected officials to target specific areas of concern or interest for improvement. Encouraging law enforcement agencies to maintain and analyze data relating specifically to bicycle infractions and health care administrators to collect and analyze accident information relating to bicyclists will aid in this improvement effort.

## Bicycle Information and Recommendations

The Winston-Salem Urban Area *Comprehensive Bicycle Master Plan* identifies locations for bicycle facilities and types. Within the appendix of the plan are specific recommendations for stand alone projects. Federal funds will be made available for continuing investment by the MPO and its local government partners in the bicycle system over the life of the plan.

## Winston-Salem Urban Area Bicycle Network Recommended Facilities

Existing Facilities		Recommended Bicycle Network	
Facility Type	Miles <sup>1</sup>	Facility Type	Miles <sup>1</sup>
Signed bicycle route <sup>2</sup>	198.1	Roads that could be signed as bicycle routes <sup>2</sup>	463.3
Paved shoulder	21.4	Paved shoulder	386.7
Bicycle lane	5.5	Bicycle lane	64.0
Shared-use path/Greenway	23.0	Shared-use path/Greenway	171.3
	-	Other on-road bicycle accommodation <sup>3</sup>	27.1
	-	Other on-road bicycle facility, but sidepath may be used in the short-term <sup>4</sup>	114.0
		Unknown facility	18.0
<b>Total</b>	<b>248</b>	<b>Total</b>	<b>1244.5</b>

<sup>1</sup>Centerline miles (facilities on both sides of the road are not counted separately).

<sup>2</sup>These figures include bike routes being considered for the public bicycle map, which total 175.5 miles. Note that some roadway segments recommended for bicycle routes are also included in the other categories.

<sup>3</sup>Other on-road bicycle accommodations include edgelines and shared pavement markings.

<sup>4</sup>The long-term goal for roads in this category is to provide on-road facilities for bicyclists. However, a sidepath adjacent to the roadway can be acceptable in the short-term when a roadway has high-speed, high-volume traffic and few intersecting roadways and driveways and there is no other option for widening the roadway. Sidepath bikeways in locations with frequent driveways are not a good solution due to conflicts with turning vehicles. If used, these facilities should not be signed as bike routes. NOTE: The GIS database lists this category as "Sidepath" or "Wide Sidewalks".

The communities of Kernersville and Rural Hall have adopted a bicycle plan that applies to their respective communities.

### Public Involvement/Participation

In July of 2000, the Winston-Salem Transit Authority (WSTA) Board approved the formation of the Winston-Salem Urban Area Bicycle Advisory Committee (BAC) as a recognized task force under the guidance of the Transit Authority. In 2003, the BAC was placed under the authority of the Winston-Salem Department of Transportation (WSDOT). The membership of the committee is made up of sixteen members representing citizens and agencies such as Transportation, Parks and Recreation, Police, and Health. The goals of the committee are to promote bicycle safety and education, promote the use of bicycles as a viable mode of transportation, prepare a comprehensive Urban Area bicycle plan through the year 2035, promote recreational opportunities and healthy life-styles, and assist with the review and scoping of transportation projects in the State Transportation Improvement Program and Local Governments Capital Improvement Programs.



In August 2004, the City of Winston-Salem contracted with Greenways Incorporated to produce a master plan for the MPO. The planning process took nine months to complete and included regular input from local advisory and technical committees related to transportation. Also, as part of the planning process, two public open houses were held and an area-wide survey was sent to residents. The Winston-Salem Urban Area *Comprehensive Bicycle Master Plan* is included in the Appendix of this report and can be viewed on the City of Winston-Salem website.