Chapter 3
Existing Conditions
3 Existing Conditions

This chapter provides a snapshot of the status of bicycling in Winston-Salem today and the challenges that still exist. It discusses the make-up of the city, the challenges to bicycling and the existing infrastructure for bicyclists, and provides a summary of bicycling activities in Winston-Salem from the first survey.

3.1 DEMOGRAPHICS

As part of the review of existing conditions, a snapshot of the current demographics of Winston-Salem was developed. The snapshot included demographic factors that influence bicycling such as commuting patterns, vehicle ownership, and income.

3.1.1 Community Profile

Geography

The City of Winston-Salem is located in the north-central area of North Carolina in the Piedmont region and is the county seat of Forsyth County. It is one of the clustered three cities commonly referred to collectively as the Piedmont Triad, along with Greensboro and High Point. Surrounding large urban areas include Greensboro (32 miles to the east), Charlotte (84 miles southwest), and Raleigh (110 miles to the east). Geographically, the City of Winston-Salem spans 132.45 square miles and is located within the Yadkin-Pee Dee River Basin.

History

The City of Winston-Salem was founded in 1913 when the Town of Salem (established in 1763) and the Town of Winston (established 1849) were incorporated. Its nickname as the “Twin City” pays homage to this history. The primary industry in Winston-Salem after its founding was tobacco, thanks to the influence of R.J. Reynolds Tobacco Company. Founded in 1875, R.J. Reynolds produced a quarter of the nation’s tobacco at the time and was a primary employer in the area.

Economy

In recent years in Winston-Salem, technology and information industries have emerged and surpassed the previous manufacturing-based industries. For example, healthcare is a large economic driver in Winston-Salem, largely due to the location of Wake Forest University Baptist Medical Center Hospital and Novant Health Healthcare. In 2016, three of the top five industries in terms of annual employment levels were all healthcare-related: hospitals, ambulatory health care services, and nursing and residential care. Finance and research are also established and growing fields in Winston-Salem. This can further be seen in Table 3-1, which identifies the top employers in Forsyth County as of July 2016, all of which
population of the City of Winston-Salem is predominantly White (56.7 percent). Black or African American residents make up 34.9 percent of the population. Other non-White groups make up the remaining population, including American Indian and Alaska Native (0.1 percent), Asian (2.0 percent), Native Hawaiian and Other Pacific Islander (0.1 percent), some other race (3.8 percent), and two or more races (2.4 percent). Winston-Salem is slightly more diverse than Forsyth County as a whole, which is 66.6 percent White, 26.1 percent Black or African American, followed by two or more races (2.0 percent), some other race (3.0 percent), Asian (2.0 percent), American Indian and Alaska Native (0.2 percent), and Native Hawaiian and Other Pacific Islander (0.1 percent). More information can be found on Figure 3-1. (American Community Survey (ACS) 5-Year Estimates 2012-2016; City of Winston-Salem, Forsyth County)

The Hispanic or Latino community in Winston-Salem makes up 14.9 percent of the total population. This is slightly higher than the overall Forsyth County rate of 13 percent, and over 5 percent higher than the statewide rate of 9.5 percent.

It is also important to note that Winston-Salem has a significant student population due to the number of residential educational institutions located in the area. These institutions vary in size, disciplinary focus, and public or private nature and include Wake Forest University, Winston-Salem State University, Forsyth Technical Community College, University of North Carolina School of the Arts, and Salem College, among others.

Income and poverty

In Winston-Salem, the median household income in 2016 inflation-adjusted dollars is $40,898. This is lower than the median household income of both Forsyth County ($46,283) and the state of North Carolina ($48,256) (ACS 5-Year Estimates 2012-2016; City of Winston-Salem, Forsyth County; North Carolina). In 2016, 18.1 percent of all families earned income below the poverty level, while 24.30 percent of all individuals earned below the poverty level. An important note is that the individual figure includes student population.

Transportation

Commuting behavior in Winston-Salem is motor vehicle dominated. In 2016, 82.5 percent of workers age 16 years and over drove alone to work, while 7.8 percent carpooled. For context, comparative rates in Charlotte and Raleigh, the state’s two largest municipalities, are 76.5 percent residents commuted alone and 10.4 percent carpooled in Charlotte, and 78.6 percent of Raleigh residents commuted alone while 9.5 percent carpooled. The percentage of Winston-Salem residents who are walking to work is 2.2 percent, while 0.2 percent of the population bicycles to work.

Table 3-1: Largest Employers in Forsyth County as of July 2016

<table>
<thead>
<tr>
<th>Rank</th>
<th>Company</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wake Forest Baptist Medical Center</td>
<td>12,873</td>
</tr>
<tr>
<td>2</td>
<td>Novant Health</td>
<td>8,145</td>
</tr>
<tr>
<td>3</td>
<td>Winston-Salem/Forsyth County Schools</td>
<td>6,860</td>
</tr>
<tr>
<td>4</td>
<td>Reynolds American</td>
<td>3,000</td>
</tr>
<tr>
<td>5</td>
<td>Wells Fargo</td>
<td>2,745</td>
</tr>
<tr>
<td>6</td>
<td>Hanesbrands</td>
<td>2,500</td>
</tr>
<tr>
<td>7</td>
<td>City of Winston-Salem</td>
<td>2,420</td>
</tr>
<tr>
<td>8</td>
<td>Wake Forest University</td>
<td>2,784</td>
</tr>
<tr>
<td>9</td>
<td>BB&amp;T</td>
<td>2,134</td>
</tr>
<tr>
<td>10</td>
<td>Forsyth County</td>
<td>2,275</td>
</tr>
</tbody>
</table>

Source: City of Winston-Salem Chamber of Commerce

As can be seen in the top employers list, the prominence of R.J. Reynolds (now called Reynolds American) has also persisted in the Winston-Salem area. Tobacco manufacturing remains a heavily concentrated industry in Winston-Salem relative to the national landscape. (Bureau of Labor Statistics, Quarterly Census of Employment and Wages 2016).

Population

The fifth-most populated city in North Carolina, the City of Winston-Salem has experienced growth in the last decades. In 2000, the city’s population was 185,776 residents. By 2010, Winston-Salem’s population grew by 23.6 percent, totaling 229,617 residents and outpacing North Carolina’s population growth rate of 18.5 percent. As of 2016, the population of the City of Winston-Salem was 238,474. The median age of residents in Winston-Salem in both 2000 and 2010 was 34.6 years. In 2016, this increased slightly to 35.0 years.

The population of the City of Winston-Salem is predominantly White (56.7 percent). Black or African American residents make up 34.9 percent of the population. Other non-White groups make up the remaining population, including American Indian and Alaska Native (0.1 percent), Asian (2.0 percent), Native Hawaiian and Other Pacific Islander (0.1 percent), some other race (3.8 percent), and two or more races (2.4 percent). Winston-Salem is slightly more diverse than Forsyth County as a whole, which is 66.6 percent White, 26.1 percent Black or African American, followed by two or more races (2.0 percent), some other race (3.0 percent), Asian (2.0 percent), American Indian and Alaska Native (0.2 percent), and Native Hawaiian and Other Pacific Islander (0.1 percent). More information can be found on Figure 3-1. (American Community Survey (ACS) 5-Year Estimates 2012-2016; City of Winston-Salem, Forsyth County)
Approximately 1.6 percent of workers used public transportation (excluding taxicab) to travel to work. These transportation patterns are supported by the extent of car ownership in the city. Most commonly, Winston-Salem households own two cars (42.5 percent), followed by one car (28.0 percent), and three cars (25.4 percent). A very small portion of the population—4.1 percent—does not own a car. (ACS 5-Year Estimates 2012-2016; City of Winston-Salem)

City-wide, the mean travel time to work is 20.2 minutes, slightly lower than the county (21.1 minutes) and state (24.1 minutes) means. Commuting time among Winston-Salem residents varies and tends to be much shorter for those who commute by a personal vehicle (driving alone or in a carpool). For both the drive alone group and the carpool group, the average commute time falls within 15 to 19 minutes. For residents commuting by public transportation (excluding taxicab), the average commute time is between 45 and 59 minutes. This mean travel time to work breakdown by mode of transportation can be seen on Figure 3-2. (ACS 5-Year Estimates 2012-2016; City of Winston-Salem)

![Figure 3-1: Winston-Salem Population by Race (2012-2016)](chart)

Source: ACS 5-Year Estimates (2012-2016)
3.1.2 Social Equity Considerations (Environmental Justice)

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members, including traditionally underserved populations such as low-income and minority populations. Identifying the location of underserved populations helps ensure that all areas of the city are included in the planning process. Underserved populations were identified using 2016 ACS Data obtained from the United States Census. In developing the proposed bicycle network presented in Chapter 5, the project team considered the location of underserved populations in providing connections between neighborhoods, employment centers, shopping, and other key community destinations.

Low-income and minority populations are predominantly located on the north and east side of the city. These areas also have a concentration of vehicle-less households which can be an indication of low-income, but can also in be used to identify the location of alternative transportation users, including bicyclists. Figure 3-3 displays block groups containing low income populations in Winston-Salem that are greater than 5 percent higher than the overall city rate. Figure 3-4 shows the location of block groups with minority rates that are greater than 10 percent higher than the overall city rate. And Figure 3-5 shows block groups with vehicleless households where the rates are more than 10 percent higher than the rest of the city.

Source: ACS 5-Year Estimates (2012-2016)
Figure 3-3: Low Income Populations
Figure 3-4: Minority Populations
3.2 EXISTING BICYCLE FACILITIES

Since the completion of the 2005 Bicycle Plan, the city has made bicycle investments on many streets, with plans for additional improvements planned over the next several years. As of 2018, there are a total of 25 miles of existing bicycle facilities in the city. As shown in the graphics below, the city now has numerous streets with dedicated bike lanes throughout the city, and other streets have shared lane markings. There are also numerous bicycle racks and bike share stations which are shown in Figure 3-6 and Figure 3-7, respectively.

<table>
<thead>
<tr>
<th>Street</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reynolda Road</td>
<td>0.74 miles</td>
</tr>
<tr>
<td>Peachtree Street</td>
<td>0.11 miles</td>
</tr>
<tr>
<td>East Salem Avenue</td>
<td>1.00 miles</td>
</tr>
<tr>
<td>Carver School Road</td>
<td>1.97 miles</td>
</tr>
<tr>
<td>Reynolds Park Road</td>
<td>1.24 miles</td>
</tr>
<tr>
<td>South Broad Street</td>
<td>0.66 miles</td>
</tr>
<tr>
<td>Waughtown Street</td>
<td>0.64 miles</td>
</tr>
<tr>
<td>Linden Street</td>
<td>0.33 miles</td>
</tr>
<tr>
<td>Salem Avenue</td>
<td>0.18 miles</td>
</tr>
<tr>
<td>Acadia Avenue</td>
<td>0.86 miles</td>
</tr>
<tr>
<td>South Main Street</td>
<td>2.38 miles</td>
</tr>
<tr>
<td>Lowery Street</td>
<td>0.71 miles</td>
</tr>
<tr>
<td>Buchanan Street</td>
<td>0.85 miles</td>
</tr>
<tr>
<td>Northwest Boulevard</td>
<td>0.41 miles</td>
</tr>
<tr>
<td>Reynolds Park Road</td>
<td>0.65 miles</td>
</tr>
<tr>
<td>Polo Road</td>
<td>1.08 miles</td>
</tr>
<tr>
<td>Broad Street</td>
<td>0.76 miles</td>
</tr>
<tr>
<td><strong>Total Length</strong></td>
<td>14.57 miles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polo Road</td>
<td>3.08 miles</td>
</tr>
<tr>
<td>Burke Street</td>
<td>0.34 miles</td>
</tr>
<tr>
<td>East Forth Street</td>
<td>0.86 miles</td>
</tr>
<tr>
<td>East Fifth Street</td>
<td>0.87 miles</td>
</tr>
<tr>
<td>London Lane</td>
<td>0.52 miles</td>
</tr>
<tr>
<td>Reynolda Road</td>
<td>0.34 miles</td>
</tr>
<tr>
<td>Bowen Boulevard</td>
<td>1.03 miles</td>
</tr>
<tr>
<td>Waterworks Road</td>
<td>0.15 miles</td>
</tr>
<tr>
<td>Waughtown Street</td>
<td>3.10 miles</td>
</tr>
<tr>
<td><strong>Total Length</strong></td>
<td>10.29 miles</td>
</tr>
</tbody>
</table>
Figure 3-6: Existing Bike Racks

WINSTON-SALEM BICYCLE MASTER PLAN

Legend
- Bike Racks
- Business 40 Multi-Use Path
- Existing Bicycle Facilities
- Signed Bike Route
- Existing Greenways
- Interstate
- US Route
- NC Route
- Streets
- Water Bodies
- Park Property
- City of Winston-Salem
- Other Municipalities

This map is for reference only. Please refer to the official map for the most current information.
Figure 3-7: Existing Share Stations

Legend:
- Bike Share Stations
- Business: 4 Multi-Use Path
- Existing Bicycle Facilities
- Signed Bike Route
- Existing Greenways
- Interstate
- US Route
- NC Route
- Streets
- Water Bodies
- Park Property
- City of Winston-Salem
- Other Municipalities
In addition to the facilities that have already been constructed, the city has several upcoming projects that will add bicycle facilities to an additional 13 miles of streets within the city, including the following:

- Stratford Road
- Northwest Boulevard
- 14th Street
- Liberty Street
- Cleveland Avenue
- 5th Street
- Old Greensboro Road
- Academy Street
- Hawthorne Road
- Trade Street

The City of Winston-Salem and Forsyth County also maintain over 30 miles of greenways throughout the City and County, with nearly 19 miles of additional greenways planned.

As with many municipalities across the United States, Winston-Salem has recently experienced the roll out of electric scooters by private companies. These scooters are accessed by users using a mobile phone app which unlocks the scooter, and charges the user by time increments (e.g., 15 minutes) for their use. In addition, there is no need to dock the scooters, and they can be accessed wherever the previous user left it. These scooters are popular for both recreational use and for short-distance trips. Over time, these scooters may become more popular and be used for trips that bicycles could have been used for in the past. This is likely to be especially true in the downtown and in other urbanized areas of the city. The scooters are temporarily banned in the city while the Winston-Salem City Council evaluates options to regulate the scooters. These options include requiring users to be of a certain age, and banning them from trails, greenways, and sidewalks.

3.2.1 Gap Analysis of Existing Network

An analysis of the existing and proposed bicycle network was conducted to identify gaps in the network. A gap analysis can set the foundation for making infrastructure recommendations that lead to a more connected bicycle network. Several types of gaps were noted:

- Regional or corridor gaps, which include insufficient bicycle connectivity between origins and destinations,
- Barrier gaps such as roads with high vehicular volumes and speeds, or complex intersections that make crossing dangerous.
- Gaps in the network which are geographically disconnected bicycle facilities that discourage less confident bicyclists.

3.2.2 Stress Level Mapping

In addition to identifying bicycle network gaps, a bicycle stress level analysis was conducted on city and county streets. A bicycle stress level analysis is a GIS based analysis that rates roadways based on cycling compatibility. The results of the analysis identify which roadways in a network may not be suitable for on-road bicycling, and which roads may need infrastructure improvements for safety and comfortable of all users and abilities. The bicycle stress level analysis can be used in conjunction with known bicycling origins and destinations to identify gaps in the network which can then serve as the basis for recommended infrastructure and other improvements designed to improve overall safety in the network. The bicycle stress level analysis considers three variables: traffic volumes, speeds, and lane width. It also included existing bicycle infrastructure, and decreases the stress level of
roads with these facilities. The output of the bicycle stress level analysis classifies roadways into five categories: Very Low Stress, Low Stress, Moderate Stress, High Stress and Very High Stress.

A stress level analysis was conducted on key roads categorized as collector, arterials, and freeways that were divided into segments at intersections. The results of the analysis are shown below in Figure 3-8. Within the area there are a total of 5,851 road segments, of which 2,132 road segments scored Very High Stress, 2,884 were High Stress, 750 were Moderate Stress, and 85 were Low Stress. No road segments scored Very Low Stress, in part because the analysis did not include local and neighborhood streets, many of which would likely be very low stress. Many of the Moderate and Low Stress roads were located in and around downtown, where speeds are lower. Because variable conditions can change along the length of a road, it’s important to note that the suitability score of a segment of road can change between intersections.
Figure 3-8: Stress Level Map

WINSTON-SALEM BICYCLE MASTER PLAN

Legend

Stress Level
- Very High Stress
- High Stress
- Moderate Stress
- Low Stress
- Interstate
- US Route
- NC Route
- Streets
- Water Bodies
- Park Property
- City of Winston-Salem
- Other Municipalities

This map is for reference only. Source: AECOM. The AECOM Group. STEM and AECOM.
3.3 BICYCLING TODAY IN WINSTON-SALEM

This section summarizes comments and responses that were collected from two surveys that were promoted via email, at the first two public meetings, through targeted social media, and at various pop-up events. The first survey was initiated in February 2018 and the second survey was initiated in August 2018. The information gathered from the surveys helped the project team better understand the interests, desires, concerns, and vision for bicycling in Winston-Salem. The following section summarizes some of the key takeaways from the two surveys. A full summary of the two surveys can be found in Appendix E.

3.3.1 Survey 1

Survey 1 contained a total of 19 questions with 158 responses and was available from February 19th, 2018 until August 24th, 2018, two days before the second public meeting. The purpose of the survey was to provide a base of understanding for where, when, and why residents bicycle. Questions included demographic questions, questions on how frequently and why residents are bicycling, and the barriers to bicycling (e.g., safety, convenience, etc.) The following charts and tables provide more insight into the questions asked on the survey and responses provided.

Why do people currently bike in Winston-Salem?

The reason residents bicycle was evenly distributed across the categories, with a narrow majority of the survey respondents responding that they bicycle for regular exercise, and that they do so approximately once a week. This category also had the highest number of respondents who bicycle daily. Residents also identified family outings and taking trips to civic places as bicycle trips that they are likely to take at least once a month. In terms of the type of bicycling trips that residents would not make, social trips had the most respondents, followed by commuting to work and conducting business, and trips to recreation facilities (Figure 3-9).

What’s the average distance or travel time for a bicyclist commuting or running errands?

Survey respondents were asked how far they typically travel to work or to conduct personal business. A total of 75 respondents who do bicycle for these purposes noted that they travel between one and five miles or between five and twenty minutes. A smaller majority travel further, up to ten miles and or forty miles. Nearly half of the 145 respondents noted that they do not bicycle for these reasons (Figure 3-10).

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**Figure 3-9: Reasons Citizens Choose to Bike**

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What keeps you from bicycling more often in Winston-Salem?

When asked what prevents residents from bicycling, respondents generally identified existing road and traffic conditions were unsafe and uncomfortable. Specifically, the unsafe condition of the roads for the riders was chosen, as well as too much traffic and the lack of bicycle lanes. Vehicular speed was also identified as a major contributing factor (Figure 3-11).
**How comfortable are people bicycling on different bicycle facility types?**

In terms of what types of facilities bicyclists would most feel comfortable on, the majority of the respondents indicated that they would prefer protected and separated facilities to facilities that would share the road with vehicles. Separated bike lanes, side paths/shared use paths were identified as providing the most comfort, followed by buffered and conventional bike lanes. Sharrows, or shared lane markings, were identified as the least comfort to bicyclists (Figure 3-12).

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**Figure 3-11: Reasons Why People Do Not Bicycle More Often**

- Vehicle speed
- Don’t feel safe due to criminal activity
- Don’t know how to ride a bike
- Lack of connectivity
- Lack of interest
- Lack of time
- Lack of wayfinding
- No bike lanes
- No bike parking
- Too much debris
- Too much to carry
- Too much traffic
- Unsafe riding conditions
- Travel difficult with small children

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“I strongly believe that an important next step in the bicycle infrastructure plan must focus on connecting communities together through safe, separate when possible, routes.”

“I truly believe bikes are the future for urban environments and I am so happy that Winston-Salem is thinking ahead and making this a priority!”

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Survey Respondent

Survey Respondent
3.3.2 Survey 2

Survey 2 went live online on August 14th, 2018; two days prior to the second public meeting. The survey was available online and a paper copy was available at the public meeting. The purpose of this survey was to gather feedback about different types of bicycle facilities and bicycle accommodations. This survey also garnered public sentiment about perceived levels of safety for different types of facilities, as well as asked what types of bike friendly features the respondents would like to see and what types of bicycle programs they would like to see implemented. Feedback from the survey was collected until January 16th, 2019. The survey consisted of eight questions with one being a basic identifier question and two of those being open-ended questions.

**What bike related programs would you like to see implemented in our community?**

Respondents could choose up to five bicycle related programs that they would like to see implemented. The categories that received the most votes were related to driver education and enforcement with enforcement of motorist infraction receiving the most votes. Programs that provide education to bicyclists also scored highly, including providing bicycle education in schools. The respondents also identified the formation of a Bicycle and Pedestrian Advisory Committee (BPAC) as something that they would like to see implemented. A BPAC would research funding opportunities, assist with submission of grant applications, and play a role in selecting and monitoring the work of consultants and contractors designing and constructing bicycle and pedestrian infrastructure. It would also serve to form partnerships between schools, businesses, and neighboring municipalities. A BPAC may also help the city gain Silver Level Bicycle Friendly Community status (Figure 3-13).

**Which bike-friendly features would you prefer to have access to?**

The public was also asked what type of bicycle-friendly features they would like to see installed in the city. A majority of the respondents indicated that bike racks are needed as well as bicycle service stations. Respondents also identified bicycle loop detectors, or signal detectors for bicyclists at intersections, are features that they would like to have implemented (Figure 3-14).
### 3.4 CONSTRAINTS AND OPPORTUNITIES

This section outlines some of the constraints and opportunities in Winston-Salem’s bicycling network. There are numerous opportunities for improving bicycle conditions in Winston-Salem as well as potential constraints to overcome in achieving the community’s vision for multimodal access and safety.

#### 3.4.1 Constraints

As with many cities that have grown and developed based on automobile mobility the city lacks a consistent street network that could accommodate bicycle connections between destinations on secondary roads. In addition, many of the primary roads are high stress roads with narrow pavement widths, and high-speed vehicular traffic. These factors combine to make the city challenging to bicyclists, particularly bicyclists who wish to travel to destinations outside of their neighborhoods.

Several roadways in Winston-Salem can serve as barriers to bicycling. These include I-40, I-285, and several high-volume urban freeways such as Peters Creek Parkway and Silas Creek Parkway. Roadways can present challenges in the form of physical barriers, where the road is a physical impediment to travel with crossing only allowed at interchanges or where bridges have been built (I-40 and I-285). They can also serve as facility barriers where no facilities exist for bicyclists (Peters Creek Parkway and Silas Creek Parkway).

Another constraint to bicycle travel is facility gaps discussed in Section 3.2.1. While the city has constructed numerous on-road and separated bicycle facilities since the original Bicycle Plan was written in 2005, there are still many gaps between facilities which is a challenge to bicyclists who would like to travel outside of their neighborhoods. Gaps in continuous bicycle facilities exist as significant constraints in Winston-Salem, while simultaneously presenting opportunities to provide network connectivity through gap-closure projects. Closings of gaps represent sound investment from the community by completing a vital connection to existing infrastructure.

Along some roadways in Winston-Salem the existing public right-of-way may not be sufficient to provide accommodation for bicycle facilities. Insufficient right-of-way can occur because the existing right of way is narrow, or because the built roadway takes up nearly all of the right-of-way. This is typically the case in urban areas where sidewalks and buildings are adjacent to the roadway, such as along Burke Street and 4th Street. In both cases, property acquisition either through sale or easement dedication may be needed to provide the necessary width for bicycle facilities.
3.4.2 Opportunities

The availability of neighborhood streets and connections to greenways generally allow for the possibility of bicycle boulevards or informal bike ways to provide connections to destinations.

An additional opportunity is to encourage the expansion of the bike sharing programs that are currently operating within the city. The National Cycling Center operates the Zagster bike share system with docking stations downtown and other strategic locations including Salem Lake.

The National Cycling Center being located within Winston-Salem offers an opportunity for the city to partner on other bicycling related endeavors including educational programs for cyclists and community events such as sponsoring open streets events.

Development within the city also presents an opportunity. Winston-Salem is a growing city that is experiencing new development. As new development and redevelopment occurs, the city has an opportunity to ensure bicycle (and pedestrian) facilities are included in the design and construction phases through the plan review process.

3.5 SUMMARY OF EXISTING CONDITIONS

This section identified and discussed the existing conditions of Winston-Salem as they relate to bicycling. As identified, there are traditionally underserved populations throughout the city, including many who may benefit from having access to bicycle facilities. In addition, survey data revealed that if improved bicycle facilities were provided, more residents may be willing to bicycle to destinations, particularly if facilities that separate bicyclists from vehicles are constructed. Challenges to improving bicycle mobility include a network of very high and high stress roads identified in the stress analysis, which support survey responders who noted high vehicular speeds as being a significant barrier to bicycling. There are opportunities, however, for improving bicycling conditions in the city in the form of gap closure projects, which are easily identifiable projects that can improve network connectivity.