



winston-salem urban area comprehensive bicycle master plan



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City of Winston-Salem, NC
Department of Transportation



Winston-Salem

Winston-Salem Urban Area Comprehensive Bicycle Master Plan

**Prepared for:
City of Winston-Salem
Department of Transportation**

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Winston-Salem Urban Area Comprehensive Bicycle Master Plan

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Photo by Christine Rucker Photography.

executive summary

The City of Winston-Salem and surrounding communities seek to develop a plan that improves the safety, efficiency, and convenience of the area's bicycle network. The 2005 Winston-Salem Urban Area Comprehensive Bicycle Master Plan has been developed to provide the necessary updates to the original bike route map and to support the integration of bicycle planning into the long-range growth management efforts of the community.

The plan is divided into five main chapters and six appendices. Chapter 1 defines the scope and purpose of this bicycle planning effort, reminds area residents and policy-makers of the many benefits of bicycling, and establishes a vision for the new bicycle network.

Chapter 2 covers the existing conditions of cycling in the Winston-Salem Urban Area through a report on the inventory of conditions completed by the consulting team. The inventory examined bicycle trip attractors - origination and destination points - as well as the condition of the existing bicycle facilities and the roadways where new facilities might be proposed.

One of the primary products of this inventory was a map showing the Bicycle Level of Service on over 900 miles of roadway in the Winston-Salem Urban Area. The Bicycle Level of Service (BLOS) model uses conditions such as traffic speed, traffic volume, pavement conditions, and shoulder width to compute a grade that corresponds with the comfort level that a typical cyclist would feel on that roadway. The Winston-Salem BLOS results were used as one of the primary foundations for the new network proposal.

Chapter 3 describes the facilities that are recommended for the future bicycle network. These include off-road trails as well as designated bike lanes and wide shoulders along many of the area's roadways.



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To describe the new network in appropriate detail, the document breaks down the entire urban area into 13 geographic units and presents bicycle network recommendations for each unit.

The implementation steps necessary to change the vision into an on-the-ground reality are provided in Chapter 4. Here, maps and text describe the phasing of the entire network in three categories for implementation: short-term, medium-term, and long-term. In addition to these phases, top priority projects are listed for bicycle route signage, intersection maintenance and updates, and roadway improvements. Each of these top-priority projects are designed to maximize safety throughout the bicycle network and lead to a prompt and cost-effective approach to expanding and improving the existing bicycle route system.

Chapter 5 is designed to assist the City and its implementation partners by providing summary information about proper bicycle facility design. Images and text describe typical roadway cross-sections that should be used to provide improved bicycle safety and comfort when roadways are built or reconstructed. This chapter also describes the appropriate use of signage as well as general rules for bike lane widths, curve radii, and other facility specifics.

The appendices offer supplementary details that support the main body of the plan. Types of information here include a summary of the public involvement process, funding tools, and more detailed information on the Bicycle Level of Service model, including individual areas of the bicycle network, such as bicycle facilities recommended for Downtown Winston-Salem.

When combined, the individual components of this planning document lay out a complete new network of bicycle facilities for the Winston-Salem Urban Area and detail the tools and steps necessary to complete it.

High levels of interest and participation in cycling are apparent in the Winston-Salem area. The November 2004 Winston-Salem Urban Area Bicycle and Pedestrian Survey was distributed in all parts of the

region and revealed that 65% of respondents rode a bicycle at least one time in the last month for recreation alone, not including other trips such as to work, school, social activities, training, shopping and other trips. Cyclists can be seen on urban and rural roads on almost any day and programs to promote bicycle safety and the health benefits of cycling are common. In addition, the local and regional planning documents include many references to the continued commitment of the community to improve bicycling opportunities in the area and ensure that bicycle planning is well-integrated into the current and long-range planning operations of the community.

With time and commitment, this Comprehensive Bicycle Master Plan will guide the Winston-Salem Urban Area to the creation of a first-class bicycle network that improves the lives of the residents and is enjoyed for many years to come.

