WINSTON-SALEM URBAN AREA MPO
BICYCLE & PEDESTRIAN PROGRAM

Greg Errett
City of Winston-Salem DOT
September 14, 2011
Presentation Outline

- History
- MPO Expansion/Changes
- Current Plans
- State of Active Transportation in Winston-Salem
- Programs
- Resources
- Questions?
From the Beginning......
Early Bicycle & Pedestrian Planning

June 1974
First City
Bike Plan
in the
State?
Early Bicycle & Pedestrian Planning

  - First Greenway Planning Map
- First Greenway Constructed (1988)
- First Countywide Bicycle Route Map (1992)
- First Bike Route Signs Installed (1993)
- First MPO-wide Bicycle Master Plan (2005)
- First MPO-wide Sidewalk and Pedestrian Facilities Plan (2007)
MPO Expansion
MPO Changes

- Became TMA - New Counties/Towns Added to MPO
- MPO’s Use of Available STP-DA/CMAQ Funds
- Creating a True Multi-Modal System
- Too Many Departments Involved with Greenway Planning – Inefficient – Had to Reorganize
- Creation of TCC/TAC Subcommittees to Plan
- Hiring a Bicycle/Pedestrian Coordinator
- Developing Long Range Plans
## MPO Project Funding

### Winston-Salem Urban Area STP-DA Bike/Ped Funding FY 2010-2012

<table>
<thead>
<tr>
<th>Category</th>
<th>STP-DA Funds Fiscal Years (Costs in $000)</th>
<th>Total Funds</th>
<th>Proposed Split %</th>
<th>With 20% Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2010</td>
<td>2011</td>
<td>2012</td>
<td>Totals</td>
</tr>
<tr>
<td>Bicycle</td>
<td>$156</td>
<td>$338</td>
<td>$332</td>
<td>$826</td>
</tr>
<tr>
<td>Bicycle Lanes/SLMs</td>
<td>$122</td>
<td>$328</td>
<td>$300</td>
<td>$750</td>
</tr>
<tr>
<td>Other</td>
<td>$34</td>
<td>$10</td>
<td>$32</td>
<td>$76</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>$360</td>
<td>$780</td>
<td>$766</td>
<td>$1,906</td>
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<tr>
<td>New Sidewalks</td>
<td>$255</td>
<td>$655</td>
<td>$625</td>
<td>$1,535</td>
</tr>
<tr>
<td>Other</td>
<td>$105</td>
<td>$125</td>
<td>$141</td>
<td>$371</td>
</tr>
<tr>
<td>Greenway</td>
<td>$684</td>
<td>$1,482</td>
<td>$1,456</td>
<td>$3,622</td>
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<tr>
<td>New Greenways</td>
<td>$644</td>
<td>$1,422</td>
<td>$1,376</td>
<td>$3,442</td>
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<tr>
<td>Other</td>
<td>$40</td>
<td>$60</td>
<td>$80</td>
<td>$180</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>$1,200</strong></td>
<td><strong>$2,600</strong></td>
<td><strong>$2,554</strong></td>
<td><strong>$6,354</strong></td>
</tr>
<tr>
<td>Street Type</td>
<td>Points</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Thoroughfare</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Thoroughfare</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector Street</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Street</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cul-de-sac/Street Dead End</td>
<td>1</td>
<td></td>
<td></td>
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</tbody>
</table>

**MAXIMUM POINTS - 7**

Schools within 1/16 to 1/4 mile radius:

<table>
<thead>
<tr>
<th>RADIUS</th>
<th>Points</th>
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<tbody>
<tr>
<td>Elementary School</td>
<td>3</td>
</tr>
<tr>
<td>Middle School</td>
<td>3</td>
</tr>
<tr>
<td>High School</td>
<td>3</td>
</tr>
<tr>
<td>College/University</td>
<td>3</td>
</tr>
</tbody>
</table>

**MAXIMUM POINTS - 25**

Pedestrian Generators (within 3/4 mile radius):

<table>
<thead>
<tr>
<th>Residential Area</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Park/Playground/Recreation Center</td>
<td>4</td>
</tr>
<tr>
<td>Shopping Retail &amp; Services</td>
<td>4</td>
</tr>
<tr>
<td>Library</td>
<td>4</td>
</tr>
<tr>
<td>Business Park/Office/Hospital</td>
<td>4</td>
</tr>
</tbody>
</table>

**MAXIMUM POINTS - 25**

Conнects to existing or planned Sidewalk/Greenway/Bike Trails:

<table>
<thead>
<tr>
<th>Major Connectivity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimal Connectivity</td>
<td>2</td>
</tr>
</tbody>
</table>

**MAXIMUM POINTS - 12**

Bus Stop (along proposed route) WINSTON-SALEM PROJECTS ONLY

<table>
<thead>
<tr>
<th>POINTS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO Sidewalk Project Ranking</td>
<td></td>
</tr>
</tbody>
</table>
Current MPO Greenway Planning

- 2003 Greenway Plan
  - Focus on Construction
  - 10 – 15 year Horizon
Current MPO Greenway Planning

2011 Update
Engineering Feasibility Study
Completed on Each Route; Scored and Ranked

Muddy Creek Phase 2
(From Jefferson Elementary to Yadkinville Road)

Score = 92.8
Bicycle & Pedestrian Coordinator

Hired Matthew Burczyk in 2009

(not on bike!)
Eight Miles of Bicycle Lanes
State of Active Transportation in Winston-Salem

Maintenance of Pavement Markings
Shared Lane Markings
First installation in 2010
State of Active Transportation in Winston-Salem

21 Miles of Greenways
State of Active Transportation in Winston-Salem

435 Miles of Sidewalk
Facilities Improvements

2011 – 2012:
200 Additional Bicycle Racks including Art Racks
Facilities Improvements

2011 – 2016:
35 Miles of Bicycle Lanes
Facilities Improvements

Transit Inventory and Improvements

- Shelters
- Sidewalks
- Real-Time Data
- Amenities
Facilities Improvements

Transit Improvements
Facilities Improvements

Intersection Improvements
Facilities Improvements

Project Studies and Planning
- Cloverdale Avenue Pedestrian Improvements Plan
- Upper Kerners Mill Creek Greenway Feasibility
- Yadkin River Greenway Plan
- Lewisville Greenway and Pedestrian Connections Plan
- MLK, Jr. Drive and Peters Creek Streetscape Plans
- Town of Bethania Sidewalk Plan
- South Main Street/Acadia Avenue Bicycle Lanes
Facilities Improvements
Programs

- Program Branding
- Cycling Sunday
- Education Campaigns
- Safe Routes to School
- Advocacy
- Policy Initiatives
- Bicycle Friendly Communities
Program Branding

WAY TO GO!
WINSTON-SALEM
BICYCLE & PEDESTRIAN PROGRAM
Cycling Sunday
Cycling Sunday

Partners

- Citizens
- City of Winston-Salem DOT
- Forsyth County Health Department
- YMCA
- Safe Kids Coalition
- Local Bicycle Shops
- Fleet Feet Running Shop
- Winston-Salem Police Department
- Downtown Winston-Salem Partnership
- Downtown Businesses
Cycling Sunday

Activities
Cycling Sunday

Marketing

Get Moving on Cycling Sunday

Sunday, Sept. 26  2-5 p.m.
Downtown Winston-Salem

- Downtown streets will be closed for car-free cycling.
- Walkers, skateboarders, scooters, and roller-skaters, welcome, too!
- Helmets required!
- Enjoy food and refreshments at downtown restaurants.

Bike rodeo for kids!
Helmet fitting for everyone!
Both in parking lot across 5th Street from Centenary Methodist Church

Win a FREE bike!
Drawing for 1 adult and 1 kid bike
Register for drawing at Spring Street entrance to Central Library

Sponsored by the city of Winston-Salem, the Winston County Health Department, and the Winston-Salem Health County Bicycle Promotion Program.
Cycling Sunday
Cycling Sunday

Benefits

- Citizen Contacts
- Program Visibility
- Bicycle & Pedestrian Networking
Share the Road!

When you ride a bike – or make room for bike riders on the road – you’re helping to reduce congestion and improve air quality.

That’s why the N.C. Board of Transportation considers bicycles to be an integral part of North Carolina’s transportation system.

The board’s Bicycle Policy states, “A bicyclist has the right to travel at a speed less than that of the normal motor vehicle traffic… in due consideration to the rights of the other motor vehicle operators and bicyclists and in compliance with the motor vehicle laws of North Carolina.”

Winston-Salem Dept. of Transportation
PO Box 2611, Winston-Salem, NC 27102
Phone: (336)725-2707, Fax: (336)748-6270
Email: bikesroad@cityofws.org

Making way for bikes

Bike Lanes
Bike lanes are shoulders dedicated to bicyclists and are designated by striping, signs, and pavement markings. They are located on both sides of the road (except on one way streets). Bike lanes are most appropriate on urban thoroughfares where speeds and traffic volumes are higher. The stripes provide an extra margin of safety for both bicyclists and motor vehicles by clearly showing where each belongs.

Shared Roadways
Shared roadways are any roadways, without bike lanes, that may be legally used by bicyclists. They are more appropriate on roads with light traffic and low speeds, which do not need special bicycle accommodations to be bicycle-friendly.

Sharrows are commonly used in locations with relatively high levels of bicycle traffic but hazardous conditions for bicyclists. “Sharrows” (shared lane markings) are becoming more common, especially on narrow roadways with on-street parking. Sharrows do not create a separate bike lane, rather, they promote awareness that the right lane is a shared traffic lane to be used by both motorists and bicyclists. Sharrows have been shown to increase safety by encouraging bicyclists to ride away from car door zones and encouraging drivers to stay further away from bicyclists when passing.
Education Campaigns

Newsletters

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**Safe Routes to School (SRTS)**

SRTS is an international program that encourages communities to make it safer for more children to bicycle and walk to school. SRTS’s goals are to reduce childhood obesity, decrease the number of private vehicles at schools, and improve air quality.

The City of Winston-Salem has been awarded a $20,000 Safe Routes to School (SRTS) grant from the North Carolina Department of Transportation for work in six pilot schools on bike and pedestrian education, encouragement, and enforcement. SRTS Coordinator Jud Wallace is working with principals and SRTS Action Teams at each of the six pilot schools: Clemmons, Forest Park, Kennesaw, Timberley Park, and Sherwood Forest Elementary, and Kennesaw Middle School.

With this grant, the city will purchase 24 bikes and a trailer that can travel from school to school for bicycle skills training in PE classes, initially for 4th and 6th graders. Other education programs and events will help students and their parents learn how to walk and bike safely. The school Action Teams will develop encouragement programs and activities to get students excited about walking and biking. Law enforcement agencies will also be involved to ensure that laws are obeyed.

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**Greenway News: Muddy Creek Greenway Extended**

Muddy Creek, one of the city’s newest greenways, has been extended north from Robinhood Road to the Summerfield community off Shattalon Drive. This greenway on the city’s east side was first constructed between Country Club and Robinhood Roads and has proved very popular. In addition to extending the length of the greenway, paved connections to adjacent neighborhoods and schools make it easier for more people to access the multiuse trail. Two current parking areas allow trail access.
Safe Routes to School

- Non-Infrastructure Grant
- 6 Pilot Schools
- Education and Encouragement Focus
Safe Routes to School

- Trailer
- 27 Bicycles
- Bike Blender
Safe Routes to School

Bicycle Skills Courses
Advocacy

Pioneering Healthier Communities

Pioneering Healthier Communities
As of February 2010

http://www.ods.gov/health/communitie/program/communitiespro/mapp.htm
Advocacy

Citizen Advocacy

- Forsyth Connections
- BeHealthy Coalition
Advocacy

Elderly and Disabled Groups

- Adaptables
- Forsyth in Motion
Policy Initiatives

Site Plan Review

Downtown Revitalization
Policy Initiatives

UDO Requirements for Bicycle Parking and Sidewalks
Policy Initiatives

Complete Streets
Bicycle Friendly Communities

- Greensboro (Bronze)
- Wilmington (Bronze)
- Raleigh (Bronze)
- Durham (Bronze)
- Davidson (Bronze)
- Charlotte (Bronze)
- Chapel Hill (Bronze)
- Cary (Bronze)
- Carrboro (Silver)
- Winston-Salem?
Resources

- Pedestrian Bicycle Information Center
- League of American Bicyclists
- Highway Safety Research Center
- National Center for SRTS
- North Carolina Department of Transportation
Questions?

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Thank you!