



WINSTON-SALEM, NC

TOTAL POPULATION

249,545

POPULATION DENSITY

1881

TOTAL AREA (sq. miles)

132.6

OF LOCAL BICYCLE FRIENDLY BUSINESSES

2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Winston-Salem
High Speed Roads with Bike Facilities	35%	0%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	5%
Bicycle Education in Schools	GOOD	ACCEPTABLE
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	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 125K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

2.9/10

EDUCATION

Motorist awareness and bicycling skills

4.1/10

ENCOURAGEMENT

Mainstreaming bicycling culture

3.8/10

EVALUATION & PLANNING

Setting targets and having a plan

5.0/10

KEY OUTCOMES

	Average Silver	Winston-Salem
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.20%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	968
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	18.4



KEY STEPS TO SILVER



» Continue to expand the bike network across Winston-Salem and to increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle

facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

» Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards. (See www.apbp.org/bicycle-parking-solutions)

» Expand your on-bike bicycle safety education to be a routine part of education for students of all ages, and ensure that all schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the school district, local bicycle groups, and interested parents to create on-bike learning opportunities and Safe Routes to School programming for all K-12 schools.

KEY STEPS CONTINUED ON PAGE 2...



WINSTON-SALEM, NC

Fall 2021

KEY STEPS TO **SILVER** CONTINUED

» Expand bicycle education opportunities for adults by offering more educational opportunities per year. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community, allowing you to expand cycling education for youth and adults, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to a changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

» Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » About the BFC Application Process: <https://bikeleague.org/content/about-bfc-application-process>
- » The Five E's: <https://bikeleague.org/5-es>
- » Tips for Current and Aspiring BFCs: <https://bikeleague.org/BFC-tips>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>

