



WINSTON-SALEM, NC

TOTAL POPULATION

242,203

TOTAL AREA (sq. miles)

132.4

POPULATION DENSITY

1,829

OF LOCAL BICYCLE FRIENDLY BUSINESSES

3

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Average Silver Winston-Salem

High Speed Roads with Bike Facilities	40%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	4%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 91K	1 PER 121K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2.7 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.1 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	5.2 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	4.5 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.5 /10

KEY OUTCOMES

Average Silver Winston-Salem

RIDERSHIP <i>Percentage of Commuters who bike</i>	2.6%	0.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	549	885
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	7.3	0



KEY STEPS TO SILVER



» Update your 2005 Bicycle Plan to reflect best practices in bicycle planning, with a particular emphasis on expanding the bicycle network and implementing road diets/traffic calming to improve safety for all road users. Regularly updating your bicycle plan is key to improving conditions for bicycling and institutionalizing processes for continual improvement.

» 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.

» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for

biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program.

» Your application indicated that there are no bicycle facilities on roads below 25 MPH, or above 35 MPH. Ensure that high speed and/or high volume roads do not pose a barrier to bicycling in your community. Implement road diets in appropriate locations to make streets more efficient and safer for all road users. Use the newly created space for bicycle and pedestrian facilities. On existing low-speed streets, develop a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.