

Section 1. Introduction and Goals

This section contains an introduction to the purpose of the Wake Forest Bicycle Plan, the Goals established by the Plan's Stakeholder Committee, and lays the foundation for subsequent Sections.

1.1. Introduction

The Town of Wake Forest Comprehensive Bicycle Plan ("Plan") is the first of its kind in Wake Forest. Its purpose is to improve and encourage bicycle transportation in the Town. The planning process began in October, 2006 and completed in April, 2008. The Plan was funded in part by a Bicycle Planning Grant received from the North Carolina Department of Transportation Division of Bicycle and Pedestrian Planning; it is intended to serve as the Wake Forest portion of the bicycle plan component of the forthcoming Comprehensive Transportation Plan for the Capital Area Metropolitan Planning Organization (CAMPO). Throughout the planning process, a steering committee of residents and Town staff provided guidance and input to create a Plan that will serve the entire Wake Forest community.

COMMON ACRONYMS AND TERMS

CAMPO – Capital Area Metropolitan Planning Organization, responsible for transportation planning in the region

Bicycle Lane – A special area of the road for bicyclists delineated by pavement markings and painted bicycle stencils

Bikeway – A greenway trail, shared-use path, on-road bicycle lane or other facility which safely accommodates cyclists

Greenway – A paved trail not associated with a roadway wide enough (typ. 10') to accommodate bicyclists and pedestrians

NCDOT – North Carolina Department of Transportation

Sharrow – A shared lane pavement marking

Sidewalk – A narrow (typ. 5'-wide), paved area to the side of a roadway legally reserved for use by pedestrians only

Stakeholder Committee – A group of people from different backgrounds and interests chosen to help direct the goals, content, and recommendations of the Bicycle Plan

Facility – A constructed improvement, such as a bike lane.

The Plan focuses on creating a safe biking environment and providing more bicycling opportunities for more people in Wake Forest. To this end, the Plan provides a set of goals for the Town; an assessment of existing facilities and potential assets; a listing of future projects; and recommendations for safety, education and encouragement programs. Increased bicycle usage has a variety of benefits, including improved health, better air quality, reduced congestion, and increased attractiveness for visitors, businesses and residents.

1.2. Goals

The goals for the Town of Wake Forest Bicycle Plan were generated by the Stakeholder Committee at their November 20, 2006 meeting. As a segue into developing their goals, participants were asked to discuss why they are involved in the Stakeholder Committee and what they hope for the future of Wake Forest as a result of the Bicycle Plan.

Most stakeholders put a strong emphasis on providing safe and comfortable on-road and off-road bicycle facilities. Stakeholders also felt it is important to provide facilities that children could ride on to travel from one destination to another, such as from school to home or from home to a shopping area or the library. Many stakeholders would like to see the day when parents are comfortable allowing their children to bicycle or walk to school.

Stakeholders agreed that another component of making Wake Forest safe for children and cyclists of all skill levels involves fostering an attitude of acceptance of cyclists as valid and legal users of the road. The stakeholders would like to see programs designed to educate motorists about sharing the road with cyclists and to encourage respectful behavior.

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The stakeholders also felt a major emphasis should be placed on providing regional connections – in particular to Raleigh and other parts of the Triangle. There was discussion of creating a rail-trail or other off-road, long-distance bicycle facility to allow for extended rides with limited bicycle/automobile interaction.

The following items are the goals developed for the Wake Forest Bicycle Plan as a result of input from stakeholders and staff.

1. Regional Connections. The Plan should identify both on-road and off-road bike routes that provide family-friendly, regional connections between Wake Forest and the rest of the Triangle area, especially Raleigh. Routes should also incorporate access to nearby facilities and attractions, such as the future City of Raleigh Horseshoe Farm Park located to the south of town and Falls Lake Park to the west of town. Regional connections should also tie into Raleigh’s greenway system.

2. Safety for all skills and purposes. Emphasis is placed on ensuring the safety of bicyclists at all skill levels on Wake Forest’s existing and proposed bikeways. “Family-friendly” bicycle facilities are provided to make it safe and comfortable for families and children to ride together and access a variety of places in Wake Forest. When this goal is achieved, Wake Forest will have created an environment in which children and adults of all ages can travel safely and independently to locations such as the library, schools, parks, and shopping destinations.

3. An attitude of acceptance. The recommendations of the Bicycle Plan should help to foster a community of respectful cyclists and motorists who understand and obey local and state traffic laws, and operate their vehicles with courtesy for others. Policies and programs should be established to educate both drivers and cyclists, and enforce those laws relating to both motorists and cyclists which support a safe cycling atmosphere. Examples include providing “Share the Road” signage, creating bicyclist and law enforcement training programs and providing bicycle rodeos.

4. Improvements to existing facilities. Existing roadways and greenways within Wake Forest should be repaired and/or upgraded as necessary to accommodate cyclists through resurfacing, re-striping, adding bike lanes, and providing appropriate lane widths. The Town should coordinate with NCDOT on future road improvements and also plan for bicycle facilities on

The **Stakeholder Committee** is a group of people who have a direct interest in, and an ability to implement recommendations for improving the cycling environment of Wake Forest. This Committee met to help steer key decisions that shaped many aspects of the Bicycle Plan.

Ann Ayers	W.F. Planning Department
Lisa Potts	Planning/Greenways Committee
Holly Spring	Engineering
Susan Simpson	W.F. Parks & Recreation
Chip Russell	W.F. Planning Department
Mike Barton	Citizen
Lee Godfrey/Jeff Leonard	W.F. Police Department
Daryl Cady	Business Owner
David Jerose	W.F. Recreation Advisory Board
Keith Shackelford	Citizen
Barney Baxter	Business Owner/Cycling Enthusiast
Steven Stoller	W.F. Planning Board
Seth Bible	SEBTS
Mike Deem	Citizen
Stephen Barrington	W.F. Commissioners
Karen Stanley	Physical Activity&Nutrition Branch
Kurt Massey	Bicycle Club

WAKE FOREST BICYCLE PLAN STEERING COMMITTEE





Signage, pavement markings, and lane delineations could make this Wake Forest intersection at Franklin & Elm more bicycle-friendly.

any future roadway construction. The Town should develop designated bicycle routes through town with an accompanying map and signage.

5. Construction/new projects. Recommendations within the Bicycle Plan include creating new on-road and off-road facilities, such as greenways, bike lanes, a rail-trail, and even a mountain biking facility. These new facilities will be well-connected with existing facilities, and provide access to major destinations.

The implications of the goals for the planning process and desired outcomes are numerous, including a focus on connectivity; safety for school children wanting to use their bicycles to get to school; off-road, paved trail projects; better coordination among implementing agencies; and maximizing the potential of existing roadways as safe, effective bicycle routes.

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