

Section 3. Existing Policies, Plans, and Programs

3.1. Introduction

Section 3 describes the existing planning documents, written policies, and current programs that may affect bicycling in Wake Forest. A description and summary of each is provided, along with recommendations for improvement and resolving conflicts that may hinder creating a better bicycling environment in the future.

The Town of Wake Forest is a dynamic place, rapidly growing (see Section 2) and building new infrastructure in both the public and private realms. In order to keep pace with these changes, the Town has created a number of guidance documents that describe recommended changes and policies to realize a vision of how the Town should accommodate its new and existing population. These plans range from design standards for new streets, to land use regulations, to small area plans.

In the Section below, the Plan reviews each of these documents, highlighting their importance to the overall goals and objectives of better bicycling in Wake Forest. Where there are places that the plans and policies could be expanded or modified to promote even better cycling conditions, these are explained further. By coordinating the various planning, policy, and regulatory documents that the Town has in place with the Bicycle Plan, potential conflicts in objectives can be identified and resolved before they are realized on the ground.

3.2. Plan Review

The following paragraphs provide a brief summary of the plans that may affect cycling in Wake Forest. These Plans are as follows:

- ◆ Open Space and Greenway Plan (2002; www.ci.wake-forest.nc.us/client_resources/residents/planning/WF%20OS&G%20Plan.pdf);
- ◆ NC 98 Master Plan (2003; www.ci.wake-forest.nc.us/client_resources/residents/planning/NC98_Bypass_Corridor_Plan.pdf);
- ◆ Wake Forest Transportation Plan (2003; www.ci.wake-forest.nc.us/client_resources/residents/planning/Wake_Forest_Transportation_Plan_Final.pdf);
- ◆ Renaissance Plan for the Heart of Wake Forest (2005; www.ci.wake-forest.nc.us/residents/planning_renaissancemasterplan.aspx);
- ◆ Master Parks and Recreation Plan (2005; www.ci.wake-forest.nc.us/residentsparks_masterplan.aspx);
- ◆ Capital Area Metropolitan Planning Organization Bicycle and Pedestrian Plan (2003); and
- ◆ Wake Forest Pedestrian Plan (2006; www.ci.wake-forest.nc.us/client_resources/residents/planning/ped_plan_cover.pdf).

The summaries below focus on the key points in the plans that relate to cycling; a complete list of plans and internet links can be found on the Town of Wake Forest's web site at www.ci.wake-forest.nc.us/residents/planningzoning_plans.aspx. While these may not be the major points of the plans themselves, they are the

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points which should be taken into consideration in the Bicycle Plan.

Open Space and Greenway Plan (2002)

The Wake Forest *Open Space and Greenways Plan* (www.wakeforestnc.gov/client_resources/residents/planning/WF%20OS&G%20Plan.pdf), prepared to be consistent with the *Wake County Consolidated Open Space Plan* (March 2003, revised September 2006), presents a set of future actions for Wake Forest which will help the Town to create a strong greenway and open space system. The *Open Space and Greenways Plan* has three principal goals: (1) identify parcels and corridors of land that are in need of protection and conservation measures; (2) establish a comprehensive approach that will link greenspace lands and corridors to residential, commercial, institutional and central business areas of the community; and (3) define a concise set of strategies for protecting and conserving these corridors and at the same time develop public use facilities that would provide residents with access to these lands and corridors. Through an in-depth public involvement process, a set of open space- and greenways-related recommendations were developed to help the Town achieve its goals. The greenways recommendations are to be implemented in two phases:

- ◆ **Phase One** focuses on two primary axes. The first focus is on the Smith Creek corridor that runs north-and-south. A greenway should be developed along this location. The second axis is the east/west corridor that follows Wait Avenue and Durham Road for connections downtown and the shopping center to the west of US 1/Capital Boulevard. This location will be primarily on-road bicycle and pedestrian facilities.
- ◆ **Phase Two** expands the greenway system to other parts of the Wake Forest Community. Recommended locations for greenways include the north/south corridor along Richland Creek and another east/west corridor along Purnell Road. This phase will allow for an extension of the system eastward to possibly connect with Rolesville. In this phase, the system will begin to function as part of the regional Wake County system.

In addition to identifying future open space and greenway locations, the *Open Space and Greenways Plan* provides recommended design standards for greenways, trails, and bicycle facilities.

NC 98 Bypass Corridor Master Plan (2003)

Wake Forest's *NC 98 Bypass Master Plan Report* (www.wakeforestnc.gov/client_resources/residents/planning/NC98_Bypass_Corridor_Plan.pdf) focuses on the NC 98 Bypass, an east-west route that demarcates the southern edge of downtown Wake Forest. The Bypass' limits are from Thompson Mill Road in the west to Jones Dairy Road in the east. The Master Plan Report,



prepared by the landscape architecture and planning firm Mark Robinson & Associates, has four major goals, one of which is:

“To create an east-west pedestrian and bike route on each side of the corridor, with connections across the highway to trail and sidewalk networks north and south of the corridor.”

The *NC 98 Bypass Master Plan* recognizes the dual nature of the bypass as both an opportunity to develop east-west pedestrian and bicycle connections within Wake Forest, and also as a potential barrier to pedestrian and bicycle travel north-south across the corridor. To address the latter, the *NC 98 Bypass Master Plan* contains an entire section entitled “Pedestrian and Bicycle Circulation” which addresses a variety of bicycle and pedestrian opportunities along the route. This section also includes recommendations for future bicycle and pedestrian facilities and their design, which are itemized as follows:

- ◆ Paved trail should be provided along each side of the bypass;
- ◆ Grade-separated pedestrian crossing over the railroad should be considered since the roadway bridge does not include sidewalks;
- ◆ Greenway trail along NC 98 west of Falls of Neuse Road/NC 98 Business to connect to the Falls Lake area and neighborhoods to the west;
- ◆ Multi-use trail along NC 98 Business from Falls-of-Neuse Road intersection, continuing past Crenshaw Manor and transitioning to sidewalks in the shopping center area;
- ◆ Trail connection to Richland Creek greenway from the southeastern corner of Crenshaw Manor and the adjacent commercial area, via a pedestrian underpass under the Bypass just west of US 1;
- ◆ Trail along the south side of the bypass between Falls of Neuse Road/Business 98 and the Western Richland Creek trail connection;
- ◆ Pedestrian underpasses next to stream crossings at Smith Creek, Dunn Creek (Between Jones Dairy Road and Franklin Street), the stream west of Siena Drive, and the stream just west of US 1;
- ◆ A trail crossing under the highway bridge for Richland Creek; and
- ◆ Trail under the 98 Bypass bridge located between the railroad right-of-way and the bridge abutment.

The Plan also provided some over-arching design recommendations for construction along the bypass, as follows;

- ◆ Consider grade-separated pedestrian crossings at major road intersections and/or main greenway trail connections;
- ◆ Provide pedestrian underpasses on each side of the railroad under the new highway bridge, if they can be

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accommodated between the railroad right-of-way and the bridge abutments;

- ◆ Allow pedestrian crossings of NC 98 Bypass only at signalized intersections and, most safely, at grade-separated crossings;
- ◆ Incorporate on-grade pedestrian crossings into all the signalized intersections, with provisions for pedestrians to stop safely in the median;
- ◆ Include provision in signal timing schemes for protected pedestrian crossing times, with signage requiring traffic turning right on red to give way to pedestrians; and
- ◆ Create frequent connections from the trail alongside NC 98 Bypass to the sidewalk systems in the adjacent neighborhoods, to the Town's Richland Creek Greenway system as a whole, and to the Neuse River Greenway.

Wake Forest Transportation Plan (2003)

The *2003 Wake Forest Transportation Plan* (www.wakeforestnc.gov/transportation_plan.aspx) is an update to the Town's *1986 Comprehensive Transportation Plan*. According to the *Transportation Plan*, "the Wake Forest Transportation Plan identifies specific and general transportation system improvement recommendations and strategies to help accommodate growth in travel demand, while supporting a diversified transportation system that considers not only the automobile, but also the cyclist, the pedestrian, and the transit patron." Although the *Transportation Plan* has a strong emphasis on roadway and intersection improvements for vehicles, it also contains a discussion of other transportation modes. Of the *Transportation Plan's* eleven objectives, one of them is to "create interconnected bicycle and pedestrian networks."

The Plan contains several major elements, including a discussion of existing conditions, future conditions, recommendations and an implementation plan. In addition to these elements, "Chapter 5: Pedestrian and Bicycle Element" specifically addresses bicycle-related recommendations. In Chapter 5, the *Transportation Plan* recommends three steps to provide and improve the pedestrian and bicycle environment:

1. Integrate land use and transportation to create communities and neighborhoods that are designed for walking and cycling;
2. Adopt pedestrian- and bicycle-friendly development standards, policies, and guidelines; and
3. Have a proactive attitude toward change.

It also contains a listing of planned bicycle facilities and notes the presence of the Mountains-to-Sea Trail, which runs through Wake Forest for a short distance along Purnell Road.

In its chapter on Implementation, the *Transportation Plan* states that the Town should undertake in the long-term:

- ◆ Prioritize and design non-roadway related sidewalk, pathway, greenway, and bikeway improvements that are not dependent on roadway improvement projects; and
- ◆ Work with Wake County Schools to provide good non-vehicular connections to new school properties.

Renaissance Plan for the Heart of Wake Forest (2005)

The *Renaissance Plan for the Heart of Wake Forest* (www.wakeforestnc.gov/residents/planning_renaissancemasterplan.aspx) is described in its opening paragraphs as “the culmination of an intensive community input process designed to provide a foundation for revitalization efforts for the historic downtown core, as well as the future development of areas surrounding the historic Central Business district.” *The Renaissance Plan* has two goals: (1) to provide policy and programmatic recommendations for the revitalization of and the encouragement of reinvestment into the historic downtown; and (2) to propose a number of realistic development opportunities specifically targeted throughout the heart of the Wake Forest community. *The Renaissance Plan* identifies three districts within downtown Wake Forest: the Arts & Entertainment district, the Town Center South district, and the Campus district. Each district received specific recommendations. Additional recommendations were also made in the sections titled “Transportation & Circulation” and “Parking”.

The major recommendations from the Renaissance Plan mostly include approaches to promoting future development and improving existing development in the Downtown area. Some of the recommendations, however, relate directly to transportation and are pertinent to the Bicycle Plan. The Renaissance Plan contained recommendations for the following improvements that relate directly or indirectly to the cycling environment:

- ◆ Medians
 - Construct a median to prevent left turns from southbound Front Street to eastbound East Roosevelt Avenue
 - Install a 20’ planted median along South Franklin Street
- ◆ Intersection Improvements
 - Consider modification or removal of the traffic signal at the East Roosevelt Street/Front Street intersection
 - Construct a mountable directional island on East Roosevelt Avenue to direct all westbound traffic to make a right-turn
- ◆ Re-striping
 - Re-stripe Elm Street to provide an exclusive right-turn lane and exclusive left-turn lane
 - Re-stripe southbound Main Street to provide an exclusive left-turn lane and an exclusive through lane

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- ◆ Re-alignments and Extensions
 - Bend northbound South Franklin Street to tie into East Holding Avenue
 - Create a “T” intersection at southbound South Franklin Street and East Holding Avenue
 - Extend Taylor Street to South Brooks Street within the Campus district
 - Connect South Brooks Street across the existing Wake Forest Plaza site
- ◆ Parking:
 - Provide additional on-street, unrestricted parallel parking along both sides of South Brooks Street between East Owen and Elm Avenue

The Renaissance Plan also made other recommendations that were not directed at specific roadways. One such recommendation was to improve signage and wayfinding (particularly in the Arts & Entertainment District). Wayfinding can be used beyond the Downtown area to assist greenway users and cyclists to follow designated routes. Visitors using bicycles can use these signs as directions for major attractions. Recommendations were also made relating to the potential for a connection with the future Triangle Transit Authority’s Regional Rail system and a high speed rail stop between Washington, DC and Charlotte. The Bicycle Plan should add to these recommendations that additional considerations should be made for providing bicycle racks and parking as well as bicycle access. In general, the Bicycle Plan should recommend that any improvements as a result of the recommendations made in the *Renaissance Plan* should also accommodate bicyclists.

The Bicycle Plan recommends that bicycles are accommodated in each of the transportation-related projects listed in the *Renaissance Plan*. For intersection improvements, this includes bicycle-sensitive signals or additional striping to indicate a continuation of a bicycle lane. For street re-stripings, the Bicycle Plan recommends the Town provide bicycle lanes or “sharrows” in addition to signage to alert motorists to the presence of cyclists. Franklin Street, for example, might be signed and striped with bike lanes which could also serve as dual-purpose carpool lanes for Franklin Academy in the morning and evening peak hours.

When providing on-street parking, special consideration should be given to appropriate parking space widths and striping treatments. On-street parking can often be a useful traffic calming approach which can reduce car speeds and thereby provide the added benefit of making a street safer for cyclists, but it can also result in more risk for a cyclist to be “doored” by inattentive drivers exiting parked cars. Similarly, medians can also be useful for traffic calming and reducing motorists’ speeds, but they can also result in a narrowed travel-way which can create a more threatening situation for less assertive cyclists, where they feel inclined to “hug”

the curb instead of taking full use of the travel lane. Re-alignments and extensions are also an opportune time for the Town to consider providing bicycle accommodations on streets, in particular streets like Franklin Street which have sufficient width to include a bicycle lane or sharrow.

Master Parks and Recreation Plan (2005)

The *Wake Forest Master Parks and Recreation Plan Update* (www.wakeforestnc.gov/client_resources/residents/parks/park_master_plan.pdf) was created in response to the need to develop more parks and recreation facilities in order to adequately serve the growing population of the Town. According to the *Parks and Recreation Plan's* Chapter 1, "The purpose of the *Parks and Recreation Master Plan Update* is to review, refresh, and expand the framework for Town leaders and the Parks and Recreation staff to use as they chart the course for programming, maintenance, and development of the park system of the next 10 years." The Parks and Recreation Plan is intended to serve as a step back to assess progress made and determine needs; an opportunity to inject public input into the process of programming a parks system; and a foundation for budgeting projects and grant applications. Within the document is an overview of existing facilities, an analysis of future demand, and a set of goals, objectives, and recommendations which are designed to help the Town develop a park system to adequately meet the needs of the community. The Parks and Recreation Plan references the Open Space and Greenway Plan (2003) as the main source for guidance on future greenways, which would have the main impact on bicycle facilities.

Capital Area Metropolitan Planning Organization (CAMPO) Bicycle and Pedestrian Plan (2003) and Related Documents

CAMPO is in the process of updating their current bicycle and pedestrian plan (www.campo-nc.us/BPSG/BPSG_docs_with_Disclaimer.htm) which incorporates recommendations for all of Wake County's 13 governments. The purposes of the Plan include ensuring safe walking/biking environments to schools and other destinations; and to establish performance measures to track the status of improvements (page 4). One recommendation contained in the Plan concerns seven policy statements:

Policy I. Establish Bicycle & Pedestrian Access as a Fundamental Means of Travel in Regional Transportation Planning

Policy II. Implement Bicycle & Pedestrian-Friendly Elements within Existing and Future Land Use, Travel Demand Management and Clean Air Policies

Policy III. Identify All Potential Funding Opportunities to Implement Bicycle and Pedestrian Transportation

Policy IV. Encourage Safe & Efficient Bicycle\Pedestrian Travel

Policy V. Promote an Integrated, Seamless, Interconnected Transportation Network through Bicycle & Pedestrian Planning



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Policy VI. Promote and implement education and encouragement plans aimed at youth, motorists, and sedentary populations
Policy VII. Promote education and law enforcement.

Each policy is followed by a list of strategies to accomplish the policy. One such recommendation is to create an inventory of facilities (sidewalks and greenways), which CAMPO completed and updated in recent years. The Plan finishes with a glossary of terms and a map indicating corridors of "greater" and "lesser needs" (refer to image at right).

Town of Wake Forest Pedestrian Plan (2006)

It is important to examine the *Wake Forest Pedestrian Plan* (www.greenways.com/pages/wakeforest.html) for the purposes of this Bicycle Plan because pedestrian improvements often go hand-in-hand with bicycle improvements. Frequently, the changes that make a roadway more pedestrian-friendly can also make it more bicycle-friendly. Traffic calming efforts to make roadways safer for pedestrians by reducing traffic speeds also make roadways safer for cyclists. While some traffic calming solutions such as speed humps and curb extensions have to be carefully designed to ensure that they do not inhibit bicycling, most traffic calming approaches are actually improvements for cyclists, such as bike lanes and reduced speeds. Greenways and multi-use paths, both of which are often recommended for pedestrians, can also be used by cyclists. By identifying the top priority projects of the Pedestrian Plan, the Bicycle Plan can make recommendations that coincide with these projects so as to conserve resources and reduce overall construction time.

"The purpose of the Town of Wake Forest Pedestrian Plan is to make an accessible, safe, convenient, interconnected, and functional pedestrian transportation system, ultimately contributing to a higher quality living environment." The Plan is organized into the following six elements.

1. *Pedestrian corridors*: Identify important pedestrian connections within the Town.
2. *Improvement projects*: Prioritize levels of improvements to the existing facilities based on community developed criteria: safety, connectivity, accessibility, proximity to key destinations, access to natural areas, and regional connections.
3. *Design guidelines*: Provide design guidelines for future development and for retrofitting existing facilities and provide costs associated with both.
4. *Policy recommendations*: Recommend changes in policy for future development.
5. *Funding recommendations*: Quantify costs associated with desired facilities, alternative funding sources, and provide recommendations.
6. *Marketing*: Provide marketing strategies to promote the use of the pedestrian system.



Image of the Wake Forest portion of the CAMPO 2003 Bicycle Plan, showing a lot of bicycle lanes.

Similar to the outline of the Bicycle Plan, the Pedestrian Plan addresses existing conditions, plans, and programs, and makes program, policy, and implementation recommendations. In Chapter 7: Implementation, the Pedestrian Plan identifies its “top twenty” pedestrian projects. The Bicycle Plan should coordinate with these “top twenty” projects when prioritizing top bicycle corridor projects. In the appendices, the Pedestrian Plan provides recommendations for future pedestrian corridor improvements, cost estimates, and funding sources.

3.3. Current Policy Discussion

The Town of Wake Forest has a variety of sources for policy guidance relating to cycling in the Town. Construction and design of bicycle facilities, including bicycle lanes, wide outside shoulders, greenways, and bicycle parking, is affected by the Town’s *Manual of Specifications, Standards, and Design* (July 2000), *Wake Forest Transportation Plan* (January 2003, discussed previously), and the Town’s Code of Ordinances. Bicycle facility maintenance is under two jurisdictions. For on-road facilities, maintenance is the responsibility of the North Carolina Department of Transportation (NCDOT) and the Wake Forest Streets Department. For off-road facilities, such as greenways, maintenance may be the responsibility of the Town’s Parks and Recreation Department or individual property/homeowners associations, depending on the ownership of the greenway. Bicycle facility use is guided by the Town’s Code of Ordinances and North Carolina State Law.

3.3.1. Bicycle Facility Construction

On-road Facilities

For on-road facilities such as bicycle lanes, wide outside shoulders, and nearby adjacent-to-road multi-use paths constructed by either NCDOT or as part of a new development, Town staff currently requests that bicycle facilities be provided in locations based on the guidance contained in the *Wake Forest Transportation Plan* (January 2003). These facilities will then be constructed using the specifications outlined in the Town’s Manual of Specifications, Standards, and Design and the NCDOT’s *North Carolina Bicycle Facilities Planning and Design Guidelines*. The Town’s *Manual of Specifications, Standards, and Design* (www.wakeforestnc.gov/residents/engineering_manual.aspx) sets minimum standards for subdivision streets, which includes a discussion of required curb and gutter, sidewalks, street lights, and street trees, but does not include bicycle facilities such as striped bike lanes, wide outside lanes, or greenways. The Manual’s Section 2.6.5: Greenways & Bikeways indicates the following relating to bicycle facilities:

1. **Greenways:** When required, greenways shall be provided with a minimum of a 50’ right-of-way.

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2. **Bikeways:** When required, bikeways shall be designed in accordance with the NCDOT's North Carolina Bicycle Facilities Planning and Design Guidelines, latest revision.

In addition, the Town's Manual provides extensive guidelines for conducting Traffic Impact Analysis which address methods for assessing traffic generation, trip distribution, existing conditions, planned improvements, and even pedestrian facilities, but not bicycle facilities. The Bicycle Plan recommends a requirement for inclusion of proposed bicycle facilities with each Traffic Impact Analysis, and that a TIA's recommended improvements to mitigate traffic impacts include bicycle facility considerations.

Off-road Facilities

Currently, the Town of Wake Forest requires developers to reserve land, sometimes in the form of easements, for greenways based on the planned future greenway locations indicated in the Town's *Open Space and Greenway Plan* (2002); however, developers are not required to construct the greenways or to pay fees-in-lieu for construction. The Town does require developers to pay a Parks and Recreation fee which contributes to a fund for the construction of future Parks and Recreation facilities in the Town, including greenway construction.

Bicycle Parking Racks

The Town passed an ordinance in 2007 to require bicycle parking provided by all non-residential, multi-family, recreation, and industrial uses. Bicycle parking facilities required by the ordinance shall be designed and located in conformance with the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*, and information in Section 7: *Design Guidelines* of this Plan. Appendix 4 contains a copy of the Town's bicycle parking ordinance.



Existing "wave" parking rack at Wake Forest library

3.3.2. Bicycle Facility Maintenance

On-road facilities

Most of the Town of Wake Forest's roads are State-owned roadways, and are therefore maintained by NCDOT, which is also responsible for maintaining the bicycle facilities upon those roadways. Currently, there are no striped bicycle lanes in the Town. Partially due to this, the Town and NCDOT do not have a consistent maintenance schedule established for bicycle facilities. It is recommended that the Town meet with their NCDOT Division Engineers to discuss a maintenance schedule that includes resurfacing priority for major bike corridors, sweeping of future bike lanes, repainting key trail crossing facilities at intersections and other pavement marking maintenance.

Off-road Facilities

The Town of Wake Forest's Parks and Recreation Department is responsible for maintenance of those greenways under their jurisdiction. Private greenways that have been constructed as part

of a residential development are the responsibility of the homeowner or neighborhood association, depending on the neighborhood's regulations. The Town of Wake Forest's Open Space and Greenway Plan contains the following text related to maintenance of new greenway facilities constructed by neighborhoods:

"It is expected that many Wake Forest neighborhoods will want to connect their greenway systems to the larger, municipal system. This is encouraged. However, it will be necessary for groups wishing to connect to the Wake Forest municipal system to seek permission from the Wake Forest Parks and Recreation Department. Efforts to join systems will require coordination between the Parks and Recreation Department and neighborhood associations. It must be clear to all parties that connecting to the Wake Forest municipal system does not transfer the neighborhood greenways responsibilities of safety, security, and/or maintenance to the Wake Forest Parks and Recreation Department."



Wake Forest Elementary School shows that walking to school is cool during this Walk to School Day event in 2006; biking would be popular, too.

This policy may discourage support for constructing greenways if these connections will remain the responsibility of the homeowners upon completion by developers. It may also result in future problems relating to inconsistent maintenance and security along the Town's various public and private trails. To remedy this, it is recommended that the Town establish a program to work with developers and homeowners to ensure that greenways are built, and that a suitable agreement for both parties is reached which guarantees long-term maintenance and security responsibilities. It is further recommended that the Town establish a maintenance system for greenways in order to clear debris and foliage from the path to ensure safe passage by bicyclists, as well as enhance aesthetic appeal of the facilities.

3.3.3. Bicycles around Schools

Currently, the Town's ordinances do not address requirements for bicycle facilities such as bike lanes, wide outside lanes, or greenways around schools. The Town should consider implementing these requirements to make it safer for students, staff, and faculty to access schools safely.

3.3.4. Bicycle Usage

Bicycle usage in the Town of Wake Forest is guided by North Carolina State Law and the Town's Code of Ordinances. The North Carolina Department of Transportation's *A Guide to North Carolina Bicycle and Pedestrian Laws* (www.ncdot.org/transit/bicycle/laws/resources/BikePedLawsGuidebook-Part-1.pdf) provides a summary of laws pertaining to bicycling in North Carolina. In general, North Carolina law considers a bicycle a form of vehicle. Operating a bicycle is considered equivalent to driving a motor vehicle, and the

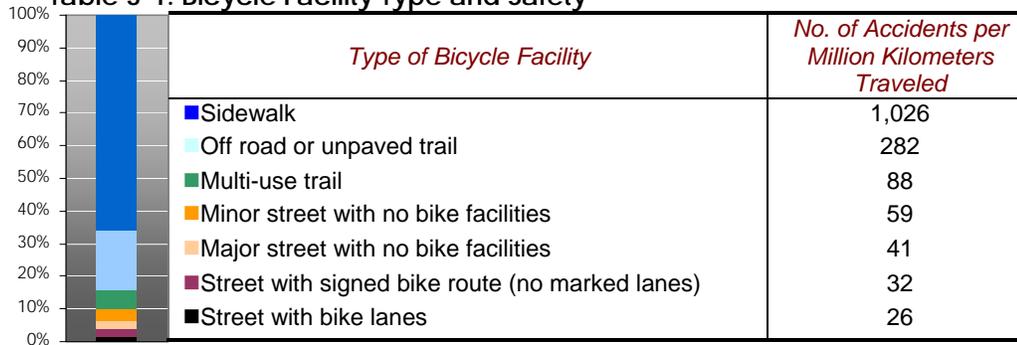
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operator (or cyclist) is therefore subject to the same laws and rules of conduct as pertains to motor vehicles and motorists.

As do many towns and cities in North Carolina, the Wake Forest Code of Ordinances expressly restricts the use of bicycles on sidewalks (Wake Forest Ordinance §30-15). While generally the use of bicycles on standard five-foot sidewalks has been shown to contribute to a bicycle-car accident¹, there may be some sections of some roadways where wider sidepaths (minimum of 8') could be designed safely and placed far enough behind the curbface (minimum 10') to permit an alternative for areas without many driveways or street intersections. Nevertheless, the research shows that riding on sidewalks is less – up to twenty-five times less safe – than riding on the street, as indicated in Table 3-1.

Table 3-1. Bicycle Facility Type and Safety²



When bicyclists know the rules of the road and are well-trained, their chance of being involved in a serious accident, with or without a car, goes down still further.

¹ Alan Wachtel and Diana Lewiston, Risk Factors for Bicycle-Motor Vehicle Collisions at Intersections, ITE Journal, September, 1994, pp. 30-35.

² William E. Moritz, "Adult Bicyclists in the United States," Transportation Research Record No. 1636. 1998. (www.enhancements.org/download/trb/1636-001.pdf)