



Executive Summary

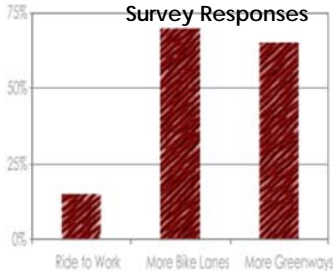
The Wilson Bicycle Plan is the first Comprehensive Bicycle Plan of its kind for the City of Wilson. Funded in part by a grant from the North Carolina Department of Transportation Bicycle and Pedestrian Transportation Division, the main purpose of the Plan is to improve the bicycle-friendliness of the City through a set of projects, programs, and policies.

In 2007, The City of Wilson hired the Upper Coastal Plain Council of Governments and the Louis Berger Group, Inc. to assist with the Plan's preparation. The recommendations in the Plan were generated based on professional analysis, public input, and staff involvement. Public involvement was a key element throughout the Plan process and a Steering Committee was established to guide the Plan's development. Several goals resulting from this exercise are shown at left and described in **Section 1.0**.

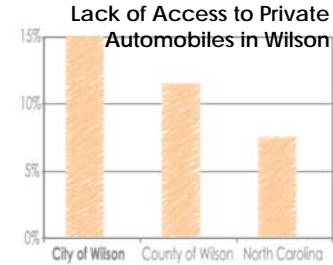
PLAN GOALS

- **Aesthetics:** Create kid-friendly, family-friendly and people friendly attractive places to ride.
- **Environment:** Use the Bicycle Plan as a way to promote environmental awareness and increase the use of alternative forms of transportation, such as bicycling.
- **Transportation:** Publicly reinforce bicycling as an accepted, legal form of transportation by providing safe facilities, especially to "necessity" destinations such as the grocery store, places of work, or shopping centers.
- **Education:** Develop educational programs that will teach safe bicycling skills for cyclists, safe driving skills for motorists who encounter cyclists, and promote mutual respect between cars and bikes.
- **Construction:** Construct a variety of bicycle facilities and improve existing facilities for cyclists, especially beginning near schools to address safety issues for children.
- **Ancillary Facilities:** Provide bike-related facilities such as bike racks, signage and bike racks on buses throughout the City.
- **Connectivity:** Improve connectivity for cycling to major destinations and neighborhoods.

The public was extensively surveyed and engaged during the course of the planning process, notably including three public workshops and 508 surveys of citizens. The findings in **Section 2.0** indicate that the City of Wilson is not only well-suited from a topographical and climatic perspective for cycling, but the population is ready for more bicycling opportunities: 15 percent of all residents do not have access to a private automobile, double the State average; and nearly 93 percent of those responding to the survey would like to ride their bicycles more frequently.



Plans and policies guide future development in the City, and therefore the Plan includes a fairly extensive assessment of a number of existing plans and policy documents previously adopted by the City in **Section 3.0**:



- 301 Task Force Action Plan: 2003
- City of Wilson Growth Plan: 1999 Update
- Capital Improvement Plan: 2007 – 2011
- City of Wilson Pedestrian Improvement Plan
- Thoroughfare Plan for the City of Wilson
- Parks and Recreation Master Plan
- City of Wilson J. Burt Gillette Athletic Complex Master Plan
- Wilson 2020 Community Vision
- Code of Ordinances
- Zoning Ordinance
- Subdivision Ordinance

A thorough discussion of recommended bicycle parking design details for various types of facilities as well as bicycle parking concepts are explained in **Section 4.0**. Design indicators and representations are included for both on- and off-road bicycle facilities like bicycle lanes, wide outside shoulders, and greenways. Recommended guidance on parking minimums is also provided.

On-Road Bicycle Routes

- Airport Boulevard Parallel Route
- Lakeside-Glendale North-South Route
- West Nash Street Parallel Route
- East Nash Street Parallel Route
- Forest Hills-Toisnot Middle Schools East-West Route
- Westwood-Toisnot East-West Route
- Lodge Street East-West Connector
- Elvie Street East-West Connectors 1 and 2
- Denby Field North-South Connector

Section 5.0 describes all of the project priorities and details on the types of recommended treatments for each. Several signed, on-road bicycle routes are recommended in the Plan, as shown in the text box at left. Additionally, a priority system using cost, access to popular destinations like schools and parks, public input, and constructability was completed to produce a number of short-, middle-, and long-term project priorities. Off-road facilities are derived from the proposed greenway connections, and additional crossing treatments are also suggested in this Plan.

Detailed policy and program recommendations are included in **Section 6.0** to provide education, enforcement, engineering, encouragement, and evaluation to the bicycle community. Detailed suggestions for creating a bicycle parking ordinance are also shown in this Section.

The following table indicates the short-term implementation priorities identified in the Plan in **Section 7.0**, which also contains recommendations for longer-term (six or more years after Plan adoption) priorities as well as a brief description of many financing opportunities.

Short-Term Project Recommendations			
Road Name	Start	Stop	Action
ACC	Corbett	Nash	- Restripe to accommodate bike lane (one way)
Airport	Chelsea	Buckingham	- Sign parallel route in neighborhood & shared lane/signage treatment on route
Black Creek	Pender	Ward	- Shared lane/signage treatment
Corbett	Tilghman	ACC	- Paint sharrows
Corbett	Ward	Toisnot Park	- Redesign to accommodate bike lanes per NCDOT standards
Glendale	Katherine	Raleigh	- Paint sharrows
Glendale	Downing	Katherine	- Redesign to accommodate bike lanes per NCDOT standards
Goldsboro	Downing	Ward	- Shared lane/signage treatment (may be unnecessary)
Lake Wilson	Nash	Lake Wilson Park	- Redesign to accommodate bike lanes per NCDOT standards
Lane	Tuskegee	MLK	- Shared lane/signage treatment
Lodge	Green	Goldsboro	- Shared lane/signage treatment (may be unnecessary)
Nash	Pender	Packhouse	- Sign parallel route in neighborhood & shared lane/signage treatment on route
Packhouse	Bloomery	Nash	- Widen shoulder (both sides) additional 3 feet for wide paved shoulder
Pender	Herring	Black Creek	- Paint sharrows or shared lane/signage treatment
Raleigh	Corbett	Hines	- Restripe to accommodate bike lane (one way)
Short-Term Policy Recommendations		Short-Term Program Recommendations	
Pursue funding opportunities		Wilson Bike Route System	
Road construction and maintenance		Bicycle Parking Program	
Private construction and maintenance		Annual Cycling Events	
Public facility bicycle parking		Safe Routes to School Program	
School zone establishment		Promotional/Educational Material	
Bicycle circulation study		School Zone Monitors/Crossing Guards	
Bicycle Plan design section guidance		Bicycle Helmet Program	
Annual Bicycle Projects Budget		Driver/Cyclist Education Pamphlets	
City Employee Bicycle Use			
Adopt an interconnected street policy			