



DRAFT VISION STATEMENT

**We see all types of cyclists—beginners to experts
—out riding to work, school, for fun, shopping, and exercise.**

**The streets of Raleigh will accommodate bicycling within the existing street network,
with bicycle safety as a goal for all roadway projects.**

**Bicycle projects will be strategically placed, with connections to major destinations,
trailheads, and transit as priorities for overall multi-modal transportation.**

**Connectivity to other cities, towns, and their bicycle route networks
will provide access to regional destinations.**

**Institutional support, staffing, and resources will be available
for Plan implementation and facility maintenance.**

**Education programs and enforcement of laws will increase safety
and build courtesy between drivers and cyclists.**

**Bicycle policy will be integrated into City codes,
and bicycle culture will be integrated into City life.**

**Land use in Raleigh will accommodate bicycling with increased density,
thereby reducing the distance between destinations.**

**Bicycle facilities provide a viable alternative to driving, thereby reducing overall motor
vehicle traffic congestion and improving the health of residents and the environment.**

**When bicycle facilities and increased density are combined with services (such as
covered parking, bicycle stations, showers at employment centers, wayfinding
amenities and bicycle rentals), bicycling in Raleigh becomes more comfortable,
convenient and efficient than driving.**

DRAFT PROJECT GOALS

Quadruple the 2000 Census bicycle commute rate by 2015.

**Complete this plan's top five priority bicycle projects by 2010
and complete the top twenty by 2015.**

**Become designated as a 'Bicycle-Friendly Community' by 2010
by the League of American Bicyclists.**

**Launch/participate in three new programs in three years.
Programs should aim to...**

- Educate motorists and cyclists about cyclists rights and responsibilities
- Require offices and business to provide bicycle racks and lockers— now!
- Training for law enforcement and law enforcement programs
- Develop a Tour-de-Raleigh Loop (2-4 loops) & make it a regional attraction
- Hire a full-time multi-modal planner at the City-level
- Partner with "Advocates for Health and Action" (WakeMed + 25 partners) to influence policy and environmental development/change.
- CIP funding for roadway retrofits; integrate with restriping and maintenance
- Increase access to active living/physical activity destinations
- Traffic calming to increase safety for bicyclists, especially in new developments
- Program aimed at developing regional and countywide connections

Note:
Priority
projects
have yet
to be
determined.

Note: In Raleigh, the
2000 Census commute
rate by bicycle was
0.3%
- compared to
2.4% in Chapel Hill
0.2% in NC
0.4% in the U.S.