

Thomasville Bicycle Transportation Plan

Executive Summary



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Overview

Providing safe and accessible places to walk and bicycle can help Thomasville reduce automobile trips and traffic congestion, and in turn, reduce air pollutants and increase the overall health of the community. This plan provides a road map for increasing and improving opportunities for bicycle transportation.

Bicycle Transportation in 2030

The City of Thomasville will have a bicycle transportation system that is a safe alternative mode of transportation throughout the City.

The downtown will be linked with neighborhoods, schools, recreation, commerce and other points of interest via multi-use paths, bicycle lanes and paved shoulders.

Bicycle accommodations in Thomasville will connect residents to Lake Thom-a-A-Lex and other regional and statewide trail systems in Davidson County and neighboring counties including the Mountains-to-Sea Trail, Triad Park and the Bi-Centennial Greenway.

The bicycle transportation system will be a model for the Piedmont Triad and enable residents to safely ride to work and school, while encouraging visitors to explore and support local businesses.

Goals, Policies and Programs

Using feedback from a steering committee of seasoned cyclists and public input from over 150 people including public meetings, surveys and civic organization talks, the plan identifies 20 goals to improve bicycle transportation (*pages 3 and 4*). Additionally, 6 policies and 7 programs to improve bicycle transportation have been included (*pages 41-45*).

Implementation

The City Council must adopt the plan before being implemented. By adopting the plan and showing support for the many recommendations that will help bicycle transportation, the City will take an important step towards achieving the goals of the plan. However, much work will need to be done after adoption to move towards building the bicycling network outlined in the plan.

See the FY 2009-10 and FY 2010-11 action items table (*pages 47 and 48*) for more detail on actions staff and citizen volunteers can take to move the plan forward. Also provided are suggested public and private resources to pursue (*pages 48 and 82*) for developing bicycle facilities. Staff time and volunteer efforts from the bicycling community will be instrumental in creating the capacity to acquire grants and generate funding for the bicycle transportation system.

See inside for the Thomasville Bicycle Transportation Plan map and the types of bicycle facilities and intersection improvements recommended.

Bicycle Transportation System Plan

Wide streets and low traffic volumes on many Thomasville streets and quick access to recreational riding in the rolling countryside of Davidson and Randolph County provide opportunities for both the utilitarian and recreational cyclist. An abandoned rail line traverses through the Colonial Drive historic district near downtown, providing opportunity for rails to trails development in the heart of Thomasville. Stream corridors and sewer or utility easements provide the opportunity for increasing trail connectivity throughout the City. The map shows where different types of facilities are proposed.

There are many different bicycle users with varying skill and comfort levels, and each may use different bicycle facilities. Experienced riders may prefer on-road routes that provide the most direct route, while other young or inexperienced riders may choose less direct routes with lower traffic or separated multi-use pathways. Here are the bicycle facilities that are proposed in this plan:

Bicycle Lane – suitable for urban arterials or busy neighborhood collector streets with higher traffic counts and speeds; where pavement width allows, these facilities can be implemented at a low cost;

Paved Shoulder – suitable for all high speed roadways without curb and gutter, shoulders improve safety for both automobiles and bicyclists;

Greenway – bicycle or pedestrian transportation completely separated from car traffic and suitable for areas such as old rail beds, sewer lines, stream corridors, etc.;

Sidpath – suitable along hi-speed, busy roadways with very few driveways where on-road accommodation is not suitable for the population using the corridor; and

Sharrow – suitable for busy streets with lower traffic speeds and higher traffic counts and no width for bicycle lanes, such as downtown areas or streets with high levels of on-street parking.

Chapter 3: Bicycle Transportation System Plan (pages 31-45) and Chapter 4: Implementation (pages 46-65) provide detail on how proposed bicycle facilities may be prioritized, phased and implemented. Different corridor and intersection projects are analyzed Chapter 5: Bicycle Facility Guidelines (pages 66-81) describes design guidelines for facilities and intersection improvements proposed in this plan.



Bicycle Lane



Paved Shoulder



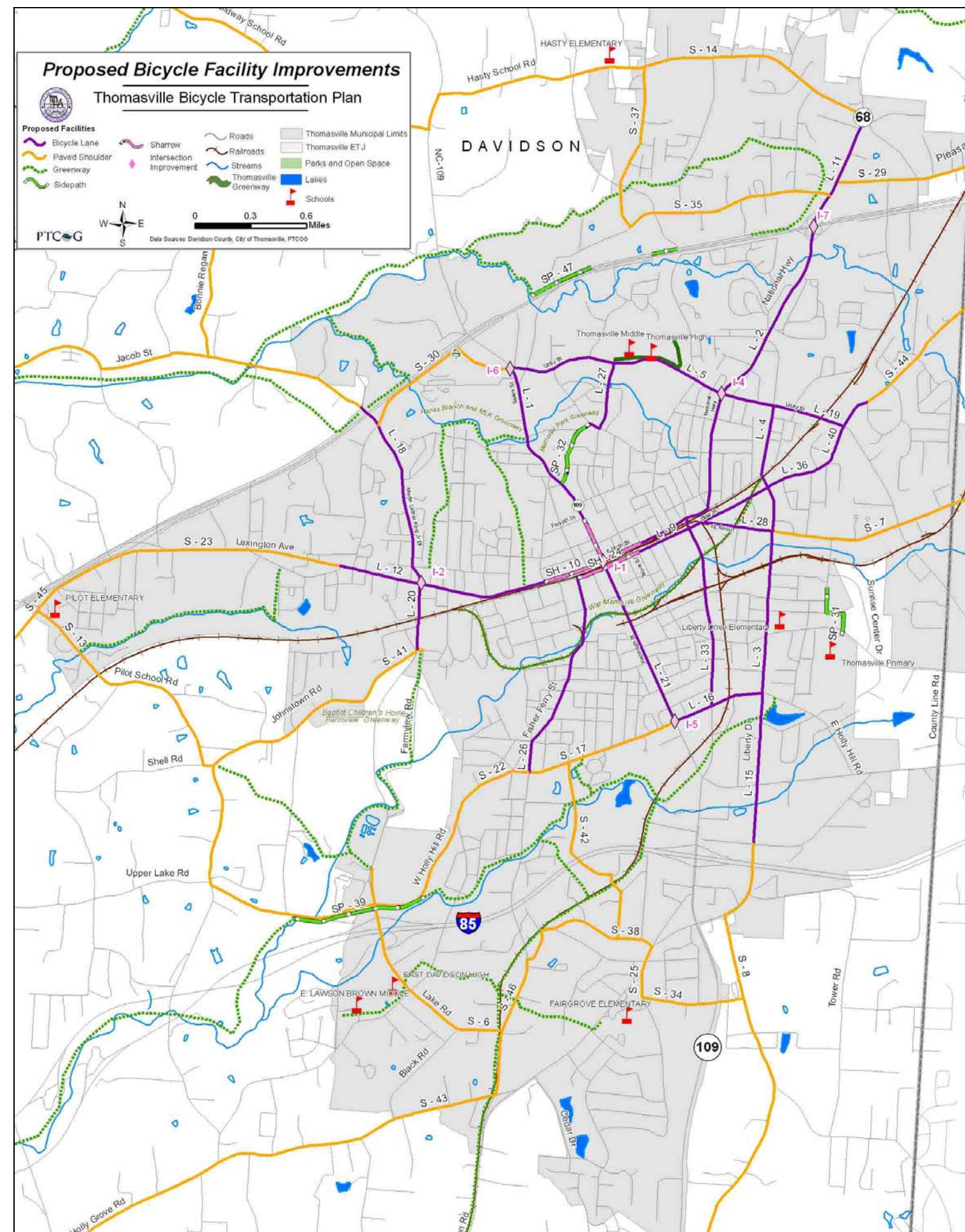
Greenway

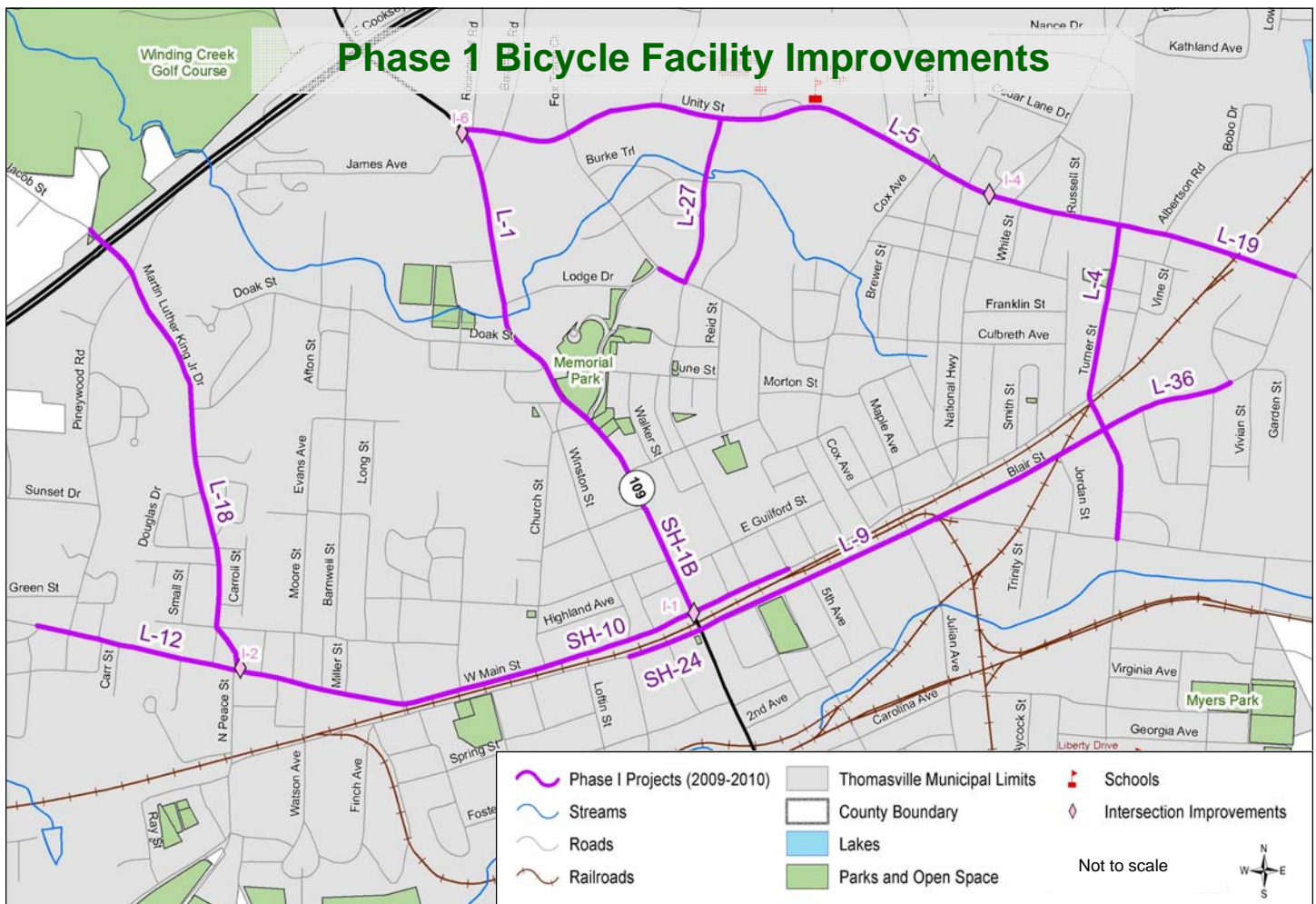


Sidpath



Sharrow





Phase 1 bicycle facility recommendations are shown here. The number is tied to a project ranking table (see p. 34) and the letter indicates a Bicycle Lane (L) or Sharrow (SH). All these projects may not rank highest in need, but can be built at low cost within a couple of years (see page 51 for more detail on Phase 1 recommendations).

Plan Sponsors



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