

chapter four implementation

4.1 Overview

The text and images in this chapter describe how the City of Winston-Salem and its partners can turn the vision of a connected network of safe bicycle routes into a reality. The strategy for doing so involves physical changes, as well as new policy and program considerations. The bulk of this chapter deals with specific recommended physical changes and includes several maps. Following the physical recommendations are the policy and program considerations. All of these fit together to form the implementation program.

4.2 Opportunities and Strategies

Improving bicycle transportation in the Winston-Salem Urban area can build on previous efforts. Three main opportunities available to the City of Winston-Salem are 1) building on a committed base of bicyclists in the area, 2) improving on the existing signed bicycle route system, and 3) taking advantage of land use patterns that have placed many residents within bicycling distance of activities.

Chief among the opportunities available to the City of Winston-Salem is the opportunity to build upon an already committed and active base of bicycle users in the area. Through their organizations, institutions, publications, and networks, the City can advertise and encourage other residents of the urban area to take advantage of bicycle facilities and programs.

Second among the opportunities is the availability of the existing signed bicycle route system. Though some changes are being suggested to the existing routes in the short-term and a much expanded network is suggested for the long-term, the presence of bike route signs provides a strong foundation from which to



Photo by Christine Rucker Photography.



Winston-Salem Urban Area

build. Residents are used to seeing bicycle route signs and are accustomed to seeing cyclists on the roadways. Building on their existing awareness is much easier than beginning from scratch.

The final category of opportunity is the existing patchwork of destination points. The land uses and development patterns in Central Winston-Salem and some other parts of the region have created a tight network of destinations from parks to residential areas, to schools, to employment centers, to shopping and touring opportunities. Because the distance between many destination points is quite short, there is significant potential for residents to make trips by bicycle. This pattern of land uses makes it easier to build the network incrementally - constantly expanding the service and opportunities until a wide ranging network has been completed.

From these opportunities comes the framework for an initial implementation strategy:

1) Build on Previous Interest and Accomplishments.
Use the strong base of bicyclists and strong interest in cycling to slowly grow the awareness of the benefits of bicycling. Furthermore, educate bicyclists and motorists about safe behaviors; change the culture of the region to be more supportive of bicycle transportation.

2) Make Physical Changes to Roadways
Grow and modify the existing bicycle facility network so that it better meets the needs of the present day community and more accurately fits with the status of the present transportation infrastructure

3) Modify Signed Bicycle Routes
Modify bike routes so that bike route signs provide logical and safe connections between residences, activities, and other destinations. Once the existing routes are appropriately adjusted, start making the critical connections between destination points that will allow for a continuous growth of and improvement in the network and its associated opportunities.

These three steps represent the core of the imple-

mentation strategy. They are the hooks on which the community should hang the many sets of individual actions that this document contains. As the individual policy recommendations and physical recommendations are addressed, they should each fit with one of these three primary strategies.

4.3 Adopting this Plan

Before any other action takes place, the local governments within the Winston-Salem Urban Area should focus on adopting this plan. This should be considered the first step in implementation. Through adoption of this document and its accompanying maps as the area's official bicycle plan, the community is able to shape larger regional decisions so that they fit with the goals of this plan. The City also gives itself greater authority in shaping local land use decisions so that they achieve the goals and vision of this plan.

4.4 Key Steps in Implementation

Other key implementation steps may begin after the plan is adopted, some occurring simultaneously:

- 1) Create the necessary governance capability and administration capability to oversee the implementation of this plan and the proper maintenance of the facilities that are developed.
- 2) Secure the funding necessary to immediately begin the first year's work, and start working on a funding strategy that will allow the community to incrementally complete each of the suggested physical modifications over a 15 - 20 year period.
- 3) Remove the bicycle route signs from the route segments that did not score a grade of "C" or above on the BLOS. (See Top-Priority Bike Route Signage Improvements map, section 4.5.1)
- 4) Add signs to the replacement routes shown on this map so that a functional, safe, updated signed bicycle route system is immediately available to the community.



- 5) Start the process of education and awareness building by holding a public event to announce the adoption of the bicycle plan, system of signed bicycle routes, and some of the upcoming projects.
- 6) Begin working on the Top Priority Activities listed in subsections 4.5.2 and 4.5.3. (See Top-Priority Roadway Improvement map and Critical Intersection Improvements map)
- 7) Ensure that bicycle planning is integrated with other transportation planning efforts in the community as well as long-range and current land use planning, economic development planning, and environmental planning.

4.5 Physical Project Priorities

The entire Winston-Salem Urban Area Bicycle Route Network is described in Chapter 3. However, the system will likely be developed incrementally. Development will occur piece by piece, in a coordinated effort between the City of Winston Salem, surrounding communities, and other local and state government bodies. This section describes how the

recommended facilities in the Bicycle Network are prioritized.

Higher priorities have been assigned to projects that are in areas with higher concentrations of population and/or trip attractors. Projects that can be integrated with other repaving or reconstruction improvements that are scheduled in the near future have also been given a high priority.

Lower-priority projects are in areas with less population, areas where the trip attractors will likely serve fewer cyclists, and roadways that are not scheduled for regular transportation improvements. These projects may also be in areas where it is difficult to add shoulders or other bike facilities due to right-of-way constraints

The Bicycle Network Phasing Map (following page) reflects prioritization by showing three categories of recommended facilities: short-term, medium-term, and long-term. A supplement to the map (Table 3), shows the total miles of recommended facilities for each of the three phases.

Table 3. Winston-Salem Urban Area Bicycle Network Phasing

	Short Term	Medium Term	Long Term
Facility Type	Miles ¹	Miles ¹	Miles ¹
Roads that could be signed as bicycle routes ²	226.0	-	237.4
Paved shoulder	74.8	87.9	223.9
Bicycle lane	41.3	20.2	2.6
Shared-use path/Greenway	47.0	3.6	120.8
Other on-road bicycle accommodation ³	18.0	6.8	2.2
Other on-road bicycle facility, but sidepath may be used in the short-term ⁴	29.1	43.0	41.9
Unknown facility	1.0	6.1	10.9
Total	437.2	167.6	639.6

¹Centerline miles (facilities on both sides of the road are not counted separately).

²These figures include bike routes being considered for the public bicycle map, which total 175.5 miles. Note that some roadway segments recommended for bicycle routes are also included in the other categories.

³Other on-road bicycle accommodations include edgelines and shared pavement markings.

⁴The long-term goal for roads in this category is to provide on-road facilities for bicyclists. However, a sidepath adjacent to the roadway can be acceptable in the short-term when a roadway has high-speed, high-volume traffic and few intersecting roadways and driveways and there is no other option for widening the roadway. Sidepath bikeways in locations with frequent driveways are not a good solution due to conflicts with turning vehicles. If used, these facilities should not be signed as bike routes. NOTE: The GIS database lists this category as "Sidepath" or "Wide Sidewalks".



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In general, short-term projects should be completed within the next five years, medium-term should be completed within 10 years, and long-term should be completed within 20 years. A prioritized list of all the projects is provided in Appendix F.

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In addition to the short-term, medium-term, and long-term project phasing, the consultant team has created a list of top-priority action items that should receive immediate attention. These are specific improvements and changes that will facilitate an immediate increase in safety and a timely and orderly start to completing the short-term and medium-term project phases. These action items are listed in the following section, 4.5.2, and are shown on the three maps following that section: Top Priority Bike Route Signage Improvements, Top Priority Roadway Improvements, and Critical Intersections for Improvement.

All signed routes shown on the Top Priority Bike Route Signage Improvement map should be addressed immediately. Completion of these actions will result in the creation of a new, modified system of signed bike routes based on the existing routes but with several changes for improving safety. For example, the signs on Summit Street between Fourth and Sixth Streets and the signs on Sixth Street between Summit Street and Trade Street would replace the existing bike routes on Fourth and Fifth Streets in the west part of Downtown Winston-Salem.

Below, Table 4 shows the mileage of Top Priority Projects by facility type for all projects and for those within Winston-Salem City limits. On the following page are the top priority action items that include bicycle lanes, shoulders, sidewalks, and other facility types.

Table 4. Top-Priority Projects

All Top-Priority Projects ¹		Top-Priority Projects within Winston-Salem City Limits ⁶	
Facility Type	Miles ²	Facility Type	Miles ²
Signed bicycle route ³	175.5	Signed bicycle route ³	76.4
Bicycle lane	10.5	Bicycle lane	10.5
Paved shoulder	11.0	Paved shoulder	0.6
Shared-use path/Greenway	14.8	Shared-use path/Greenway	6.7
Other on-road bicycle accommodation ⁴	7.5	Other on-road bicycle accommodation ⁴	7.5
Other on-road bicycle facility, but shared-use path may be used in the short-term ⁵	7.3	Other on-road bicycle facility, but shared-use path may be used in the short-term ⁵	4.7
Unknown facility	0.0	Unknown facility	0.0
Total	226.6	Total	106.5

¹All top-priority projects are also included in either the short-term, medium-term, or long-term categories in the table above. Most are short-term projects; some roadways have bike route signs recommended as top-priority projects and other facilities recommended in the medium- or long-term.

²Centerline miles (facilities on both sides of the road are not counted separately).

³These figures represent the bicycle routes that are being considered for the public bicycle map. Note that some roadway segments recommended for bicycle routes are also included in the other categories.

⁴Other on-road bicycle accommodations include edgelines and shared pavement markings.

⁵The long-term goal for roads in this category is to provide on-road facilities for bicyclists. However, a sidepath adjacent to the roadway can be acceptable in the short-term when a roadway has high-speed, high-volume traffic and few intersecting roadways and driveways and there is no other option for widening the roadway. Sidepath bikeways in locations with frequent driveways are not a good solution due to conflicts with turning vehicles. If used, these facilities should not be signed as bike routes. NOTE: The GIS database lists this category as "Sidepath" or "Wide Sidewalks".

⁶Top-Priority Projects within the City limits are also counted as a part of All Top-Priority Projects.

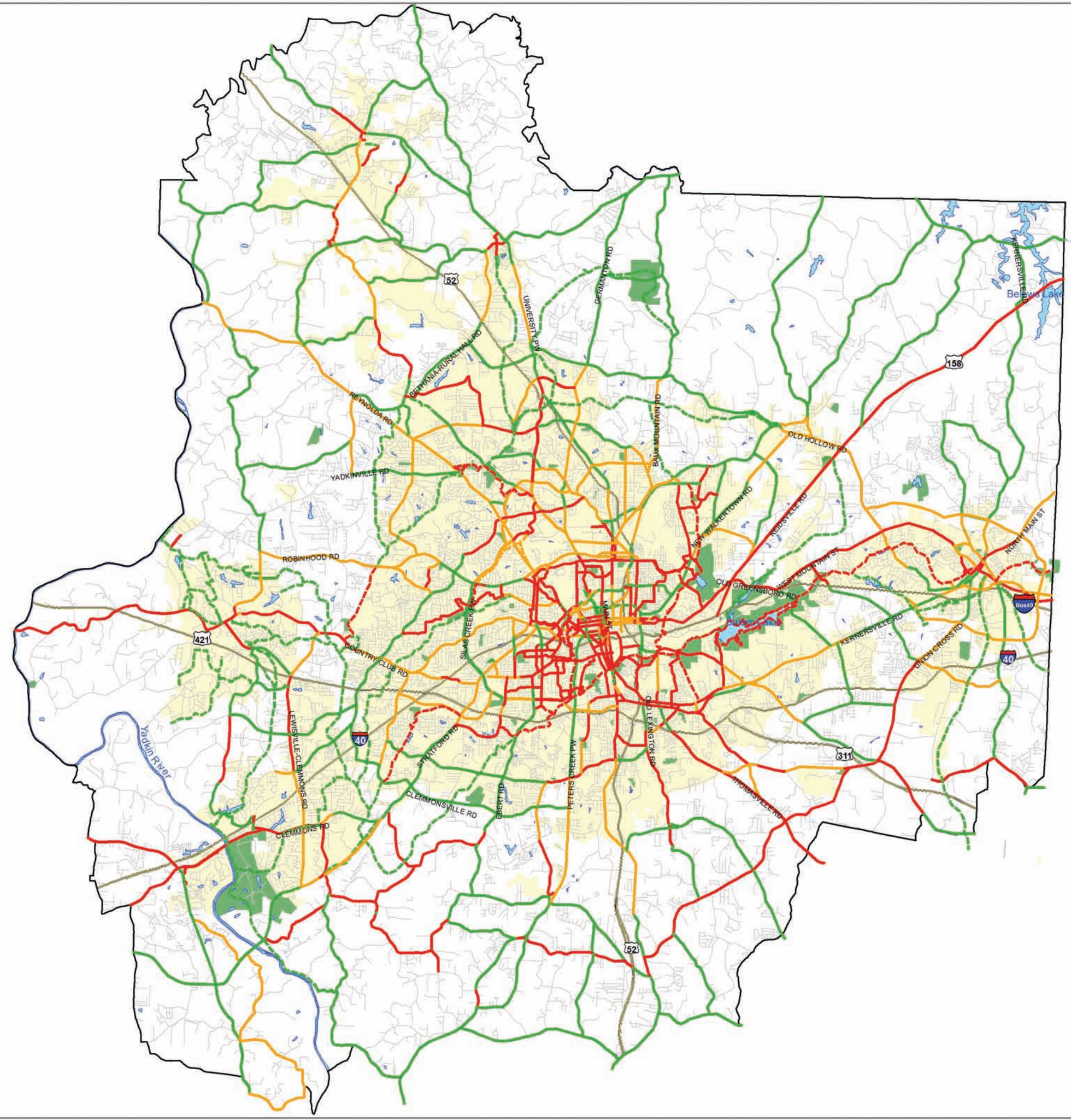




Winston-Salem Urban Area

Comprehensive Bicycle Master Plan

Bicycle Network: Phasing



Legend

Phasing	— Major Roads
— Short-Term, On-Road	— Streets
- - - Short-Term, Greenway	□ Study Area
— Medium-Term, On-Road	■ Water Bodies
- - - Medium-Term, Greenway	■ Parks
— Long-Term, On-Road	■ Towns
- - - Long-Term, Greenway	



Data Sources: City of Winston-Salem

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Bicycle Lanes

- 1 Salem Avenue: Bicycle lanes between First Street and Main Street
- 2 Reynolda Road: Bicycle lanes between Stratford Road and Buena Vista Road
- 3 Reynolds Park Road: Bicycle lanes between Martin Luther King, Jr. Drive and Reynolds Park
- 4 Old Greensboro Road: Bicycle lanes between Fifth Street and Reidsville Road
- 5 Stratford Road: Bicycle lanes between Runnymede Road and Reynolda Road
- 6 Bowen Boulevard: Bicycle lanes between Twenty-Fifth Street and Rosemary Drive
- 7 Carver School Road: Bicycle lanes between Lansing Drive and New Walkertown Road (except the blocks next to Carver High School where left-turn lanes are provided)
- 8 Cleveland Avenue: Bicycle lanes between Martin Luther King, Jr. Drive and Fourteenth Street and on-road facilities between Fourteenth Street and Twenty-Fifth Street
- 9 Liberty Street: Bicycle lanes between Martin Luther King Jr. Drive and Fifth Street
- 10 Main Street: Bicycle lanes between Fifth Street and Martin Luther King, Jr. Drive and on-road bicycle facilities between Waughtown Street and Clemmonsville Road

On-Road Facilities

- 11 Cassell Street: On-road bicycle facilities between Main Street and Old Lexington Road
- 12 Patterson Avenue: On-road bicycle facilities between Fourteenth Street and Indiana Avenue
- 13 Trade Street: On-road bicycle facilities between Fourth Street and Martin Luther King, Jr. Drive; bicycle lanes between Martin Luther King, Jr. Drive and Northwest Boulevard
- 14 Broad Street: On-road bicycle facilities between Business Interstate 40 and Acadia Avenue
- 15 Sixth Street: On-road bicycle facilities between Trade Street and Main Street

Shoulders

- 16 Shallowford Road: Shoulders between Williams Road and the Yadkin River (includes bike lanes b/w Williams and Lewisville-Vienna)
- 17 Old Lexington Road: Shoulders between Hillhaven Drive and Barnes Road
- 18 Union Cross Road: Shoulders between Ridgewood Road and Sawmill Road
- 19 Frye Bridge Road: Shoulders between Friedburg Church Road and Sunset Road
- 20 NC 150: Shoulders between Sunset Road and Community Road
- 21 Bethania-Tobaccoville Road: Shoulders between Bowens Road and Turfwood Drive

Shared-Use Paths (separated from roadways)

- 22 Piedmont Greenway: Shared-use path east of Salem Lake
- 23 Brushy Fork Creek Trail (Virginia K. Newell/Ann Massey Trail): Shared-use path between Old Greensboro Road and the Salem Lake Trail (near Reynolds Park Road)
- 24 Salem Creek Trail Extension: Shared-use path between Market Place Mall and London Lane
- 25 Peters Creek Greenway Trail: Shared-use path between Reynolda Road and Salem Creek Trail Extension (as an alternative to Peters Creek Parkway for through bicyclists)

Sidepaths (adjacent to roadways)*

- 26 Peters Creek Parkway: Sidepaths on both sides between the interchange with Business Interstate 40 and Clemmonsville Road (as facilities for pedestrians and bicyclists who are accessing destinations on Peters Creek Parkway)
- 27 University Parkway: Sidepaths on both sides between Silas Creek Parkway and Hanes Mill Road
- 28 Lewisville-Clemmons Road: Sidepaths on both sides between Styers Ferry Road and Peace Haven Road

* On road bicycle facilities should be provided in the longer-term, but sidepaths can be beneficial on high-speed, high-volume roads when there are few intersecting roads and driveways.



4.6 Methods for Developing Facilities

This section describes types of transportation facility construction and maintenance projects that can be used to create new bicycle facilities. Note that roadway and transit construction and re-construction projects offer excellent opportunities to incorporate facility improvements for bicyclists. It is much more cost-effective to provide a bicycle facility when these road projects are implemented than to initiate the improvement as a “retrofit.”

In order to take advantage of upcoming opportunities to incorporate bicycle facilities into routine transportation projects, the City of Winston-Salem should continue to track the Metropolitan Transportation Improvement Program (MTIP), repaving schedules, and other lists of projects. As the MTIP is updated in future years, bicycle improvements should be included in all programmed projects.

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The simplest type of restriping project is the addition of bicycle lanes, edgelines, or shoulder stripes to streets without making any other changes to the roadway. In the Winston-Salem Urban Area, opportunities for this type of improvement are found on some neighborhood collector streets within the City of Winston-Salem that are 30-, 34-, 36-, and 40-foot wide from curb to curb and are not used for on-street parking. Examples include sections of Reynolds Park Road and Carver School Road.

Bicycle lanes, edgelines and shoulder stripes can also be added by narrowing the existing travel lanes or removing one or more travel lanes. In some locations where the existing lanes are 12- or 13-foot wide, it may be possible to narrow them to 10 feet. This requires changing the configuration of the roadway during a resurfacing project. Potential locations for this treatment include parts of Linden Street, Indiana Avenue, Liberty Street, and Polo Road.

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Some neighborhood collector roadways are wide enough to stripe with bike lanes, but they are used by residents for on-street parking, especially in the evening (e.g., Broad Street near Acadia Ave.; Thurmond St.). In locations like this, removing parking is likely to create considerable controversy and is not recommended unless there is no other solution (unless the parking is *never* used). In the rare case that removing parking is being considered, the parking should not be removed unless there is a great deal of public support for the bike lanes on that particular roadway, and a full public involvement process with adjacent residents and businesses is undertaken prior to removing parking.

If it is not practical to add a bike lane, edgelines and shared lane markings may be considered. On roads where the outside lane and parking area combined are more than 17-foot-wide, 10-foot-wide travel lanes can be striped with an edgeline, leaving the rest of the space on either side for parking. The stripe would help slow motor vehicles and provide extra comfort for bicyclists, especially during the daytime when fewer cars would be parked along the curb. On roads with outside lane and parking areas that are narrower than 17-foot-wide, shared lane markings can be provided every 100 to 200 meters on the right side of the motor vehicle travel lane to increase the visibility of the bike route.

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Repaving projects provide a clean slate for revising pavement markings. When a road is repaved, the



Hawthorne Road, repaved with space for cyclists.



roadway should be restriped to create narrower lanes and provide space for bike lanes and shoulders. In addition, if the space on the sides of the roadway has a relatively level grade and few obstructions, the total pavement width can be widened to include paved shoulders. There are many rural roadways in the Winston-Salem Urban Area where this type of improvement can be made.

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 Bicycles should be accommodated any time a new road is constructed or an existing road is reconstructed. In the long-term, all roadways should have on-road bicycle facilities. However, sidepaths can be an acceptable solution in the short-term when a road has few driveways and high-speed, high-volume traffic. Roads should be designed according to the revised Thoroughfare Plan cross-sections (see Chapter 5).

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 All new or replacement bridges should accommodate bicycles with on-road facilities on both sides of the bridge. If the bridge is in a developed area or an area that may experience development in the future, it should also have wide sidewalks on both sides to accommodate all types of bicyclists and pedestrians.

Federal law, as established in the Transportation Equity Act for the 21st Century (TEA-21), makes the following statements with respect to bridges:

“In any case where a highway bridge deck is being replaced or rehabilitated with Federal financial participation, and bicyclists are permitted on facilities at or near each end of such bridge, and the safe accommodation of bicyclists can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.” (23 U.S.C. Section 217)

On urban and suburban bridge projects, bridge shoulders should be a minimum of 5.5-feet wide and sidewalks should be a minimum of 5.5-feet wide if

traffic volumes are projected to be less than 15,000 vehicles per day. If traffic volumes are projected to be 15,000 or more vehicles per day, the shoulders should be at least 6.5-feet wide and sidewalks should be at least 7-feet wide.

Bridge replacement projects on controlled access freeways where pedestrians and bicyclists are prohibited by law will generally not include facilities to accommodate bicyclists and pedestrians. In cases, however, where a bridge replacement project on a controlled access freeway impacts a non-controlled access roadway (i.e., a new overpass over an arterial roadway), the project should include the necessary access for pedestrians and bicyclists on the non-limited access roadway (i.e., paved shoulders, sidewalks, and pedestrian/bicycle crossing improvements).

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 There may be critical locations in the Bicycle Route Network that have bicycle safety issues or are essential links to destinations. In these locations, it may be justified to add new bicycle facilities before a roadway is scheduled to be repaved or reconstructed. For example, Old Walkertown Road is currently a Forsyth County Bike Route, but it carries heavy, fast traffic and does not have shoulders. Adding five-foot shoulders to this roadway as a retrofit project would raise its Bicycle LOS grade in the area of Ibrahim Elementary School from “D” to “B”.

In some places, it may be relatively easy to add extra pavement for shoulders, but others may require removing trees, moving landscaping or fences, or regrading ditches or hills. Retrofitting roadways with sidepaths creates similar challenges. Improvements in these locations are typically recommended in the long-term.

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 Signage along specific routes or in an entire community can be updated to make it easier for people to find destinations. Bicycle route signs are one example of these wayfinding signs, and they



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can be installed along routes independently of other signage projects or as a part of a more comprehensive wayfinding improvement project.

4.7 Bicycle Policies

Creation of a successful Bicycle Network will involve more than facility improvements. The long-term success of the bicycle network will also depend on how the City builds facility maintenance and long-term facility planning into its existing maintenance and planning practices. The subsections below detail these critical policy areas.

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Regular maintenance of the community's bicycle facilities will be essential to maintain the safety of the facilities and their overall usability. To facilitate the practice of regular maintenance, the City should integrate bicycle facility maintenance into the maintenance routines of the DOT and the Parks and Recreation Department.

Types of maintenance required include:

- Repair of pavement
- Restriping of lanes/remarking of pavement
- Replacement or repair of route signs due to damage caused by vandalism or general wear
- Removal of debris from roadway shoulders, bike lanes, and shared-use paths (including trash and vegetation)
- Replacement and repair of bicycle parking and storage facilities

Many of these maintenance projects are already regularly completed for the area's roadways. They now should be expanded to include the bicycle facilities as well. Off-road bicycle routes may require the attention of separate agencies.

Using the Bicycle Advisory Committee, the existing Bicycle planning staff from the City's DOT, and the bulleted list above, the City should develop a standard

bicycle maintenance schedule for incorporation into the activities of all the appropriate City agencies.

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Context Sensitive Design changes the thinking and design of transportation planning so that roadways accommodate communities rather than communities accommodating roadways. Many of the principles of Context Sensitive Design are reflected in the planning documents of the MPO, but it is still important that the community establish policy standards that reflect these principles.

These policies should ensure that all roadway projects are designed to maximize the safety of the facility user *and* the safety of the surrounding community. The policies should also require that all transportation facility construction be completed in a manner that is consistent with the community's economic, social, and environmental objectives.

In the end, the benefits of embracing this type of approach to transportation planning are more efficient use of transportation construction dollars, better preservation of community resources, increased safety, and improved livability in the community.

Continued adherence to the principles of Context Sensitive Design will require the full support of the locally elected officials as well as continued support through state-level transportation actions.

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Elected leaders should allocate sufficient resources on an annual basis to regularly expand the bicycle network and maintain the facilities as they are completed. This will ensure that the bicycle facilities recommended in this document and requested by the residents of the community will come to fruition. There must be commitment to a phased time line of roadway modification and facility construction must be adopted and followed.

Regarding bicycle facilities on county and state roads, it will be important to understand how NCDOT and





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Comprehensive Bicycle Master Plan

Top Priority Bike Route Signage Improvements



Legend

- Signage Improvements
- Major Roads
- Streets
- Study Area
- Water Bodies
- Parks
- Towns



Data Sources: City of Winston-Salem

the counties are involved in the approval process for reconstruction, repaving, and restriping projects on different roads in the Winston-Salem Urban Area. In some cases, the recommended facilities in the bicycle plan will not match the cross-sections recommended by the Winston-Salem Urban Area Thoroughfare Plan. If NCDOT or one of the counties has the authority to deny a recommendation from the bicycle plan, it will be important to discuss controversial issues with them during the planning process. The issues could potentially include:

- Striping 10-foot-wide motor vehicle travel lanes to slow traffic and provide space for bicycle lanes
- Striping bicycle lanes instead of providing wide outside motor vehicle travel lanes
- Adding shoulders to roads, which will require regrading the shoulder/ditch area and relocating existing mailboxes

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The recommended facilities will serve Winston-Salem most successfully with the continued support for programs that focus on the three E's of bicycle planning: Education, Encouragement, and Enforcement.

Education: Schools should be used to teach children about bicycle safety. Motorists should be taught to expect and work with cyclists who are sharing their travel corridors. Families should be given tools to help them understand how cycling opportunities can improve their lives.

Encouragement: Financial incentives and/or public praise can be provided to local businesses who support cycling through their actions. Awards can be created to celebrate advances in the community's bicycle facilities, bicycle ridership, and overall bicycle friendliness.

Enforcement: The rights of cyclists to share the road and observance of traffic rules among cyclists must be enforced. Good policies are meaningless if they are not enforced.

Winston-Salem has several existing programs in place (section 2.3); building on those programs will enhance awareness of safety issues while promoting the use of the facilities. Programs to start immediately could include:

- *Safe Routes to School (SRTS)* programs aim to improve the health of kids and the community by making walking and bicycling to school safer, easier and more enjoyable. Winston-Salem could build on the experiences of other communities while taking advantage of state and federal funding. (www.walktoschool.org)
- *Bicycle Safety Education* programs for children and adults could be conducted through police departments, local bike clubs, and other public organizations. Such programs could take place in physical education classes at elementary, middle, and high schools, and through free programs at community centers and parks.
- *Cyclist Awareness Campaigns* could be used to advertise the benefits of biking not only for recreation, but also for practical purposes such as getting to work, school, or shopping. Campaigns could also be aimed at drivers to educate them about the safe operation of their vehicles near cyclists. These campaigns could be done through radio, television, and newspaper announcements.
- *General Promotion* could take place through enhancement of the City of Winston-Salem's bicycle web page. It could advertise benefits of cycling, explain relevant rules, show bike route plans and recommendations, and provide information about the latest successful projects. Distribution of the Bike Map could also raise awareness of cycling as an option.

Education is a critical element within the recommendations of this chapter. Efforts to educate both cyclists and motorists should be undertaken immediately for the facilities to reach their full potential.

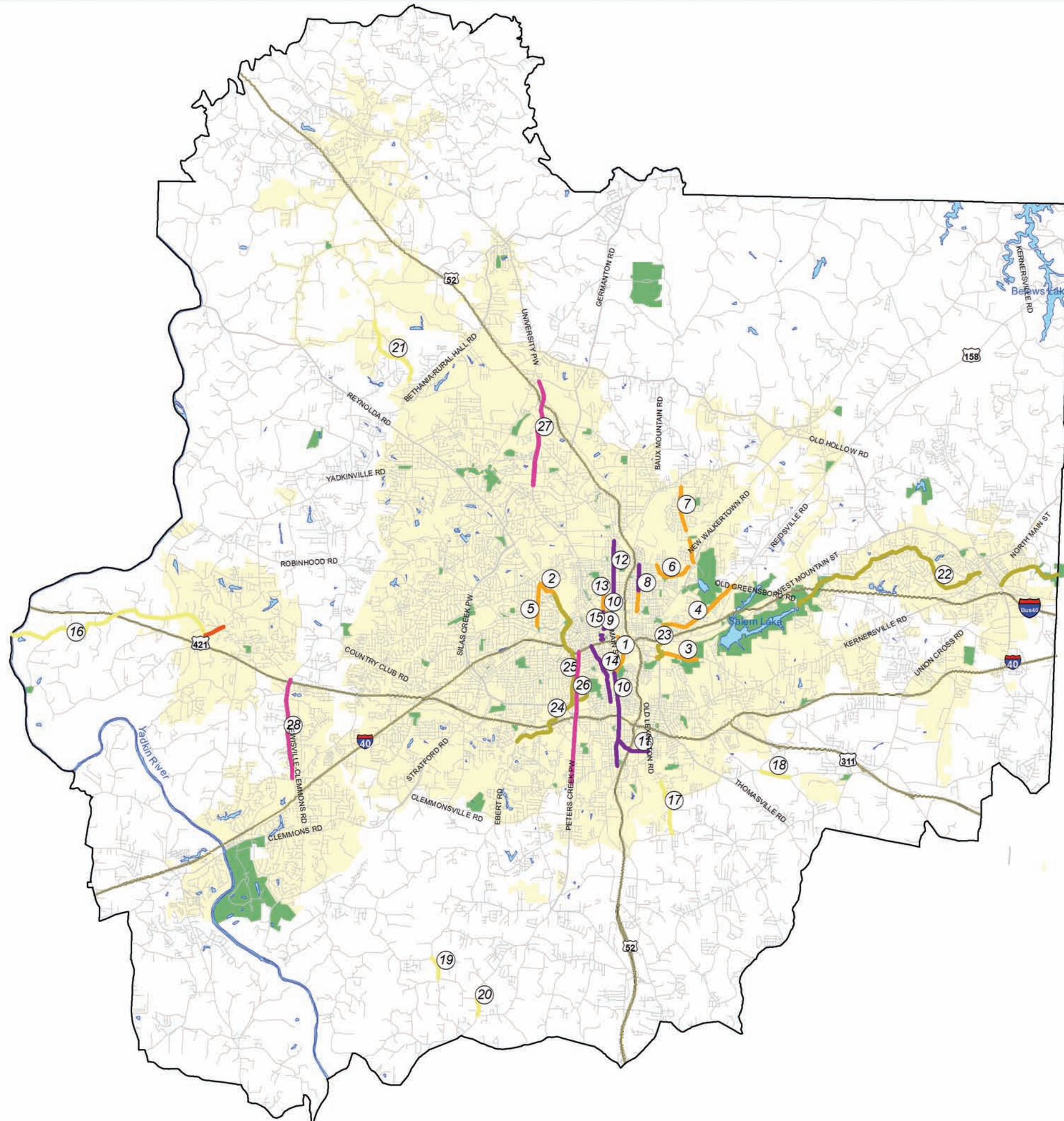




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Comprehensive Bicycle Master Plan

Top Priority Roadway Improvements



Legend

Roadway Improvements			
	Bike Lanes *		Major Roads
	Bike Lanes **		Streets
	On-Road Bicycle Facilities		Study Area
	Shared-Use Path		Water Bodies
	Shoulders		Parks
	Sidepaths ***		Towns

* Basic pavement striping
 ** Restripe, remove lane, and/or parking
 *** Sidepath facilities can be acceptable in the short-term when a roadway has high-speed, high-volume traffic; few intersecting roadways and driveways; and there is no other option for widening the roadway. Ultimately, all roads should provide on-road bicycle accommodations. Note that bicyclists retain the right to ride on the roadway even if a sidepath is adjacent to it.



Critical Intersection Reference Table

1	Hawthorne Rd & First St	28	Reynolda Rd & Northwest Blvd
2	Cloverdale Ave & Business I-40	29	Reynolda Rd & Shattalon Dr
3	Second St & First St	30	Reynolda Rd & Bethabara Park Blvd
4	Yorkshire Rd & Silas Creek Pkwy	31	Main St King & Jefferson Church Rd
5	Hearthside & Mtn View & Peace Haven Rd	32	University Pkwy & Hanes Mill Rd
6	25th Street & University Pkwy	33	University Pkwy & Oak Summit Rd
7	Strollway & 2nd St	34	University Pkwy & Coliseum Dr
8	Strollway & 1st St	35	Reynolda Rd & Coliseum Dr
9	Old Greensboro Rd & 3rd St & 5th St	36	University Pkwy & Northwest Blvd
10	Stratford & Country Club & Miller	37	Stadium Dr & MLK Jr Dr
11	Burke Mill Rd & Atwood Rd & Stratford Rd	38	MLK Jr Dr & Business I-40
12	Fraternity Church Rd & Stratford Rd	39	4th St & MLK Jr Dr
13	Clemmons Rd & Peters Creek Pkwy	40	5th St & MLK Jr Dr
14	Salisbury Rd & Peters Creek Pkwy		Carver School Rd & New Walkertown Rd
15	Main St & Silas Creek Pkwy	41	Rd
16	Cassell & Old Lexington & Clemmonsville	42	Indiana Ave & Liberty St
17	Harper Rd & Clemmons Rd	43	Carver School Rd & Old Walkertown Rd
18	Clemmons Rd & Lewisville-Clemmons Rd	44	Old Greensboro Rd & Reidsville Rd
19	US 158 & NC 801	45	Oak Ridge & Dippen & Old Walkertown
20	Peace Haven Rd & Lewisville-Clemmons Rd		Harley & Salem & Old Walkertown & NC
21	Shallowford Rd & Lewisville-Clemmons Rd	46	66
22	Williams Rd & Shallowford Rd	47	NC 66 & Reidsville Rd
23	Shallowford & Styers Ferry & Country Clu	48	NC 66 & West Mountain St
24	Eastwin Dr & Heatherton & Jonestown R	49	East Mountain St & NC 66/NC 150
25	Silas Creek Pkwy & Reynolda Rd	50	East Mountain St & Old Greensboro Rd
26	Wake Forest Rd & Reynolda Rd	51	Union Cross Rd & Sedge Garden Rd
27	Stratford Rd & Reynolda Rd	52	Kernersville Rd & Business I-40
		53	MLK Jr Dr & Waughtown & Thomasville
		54	Stratford Rd & I-40
		55	Stratford Rd & Silas Creek Pkwy