



TOWN OF KERNERSVILLE

Pedestrian & Bicycle

Plan

It's better now than later!

Introduction

Kernersville citizens are strongly interested in planning for the continued growth and health of the community. Residents understand that growth will inevitably occur, and that Kernersville will change. Having this understanding, the residents have chosen to maintain and request "quality of life" opportunities that will allow Kernersville to be a unique and progressive community. In the process of assessing citizens needs and asking them what "quality of life" means in terms of pedestrian and bicycle access within our transportation network the answers given from a wide range of citizens resonates the same, "choices".

Choices to have safe travel alternatives to work, school, shopping, conducting business, taking a healthy stroll, or going to church with options other than dependency upon motorized vehicles. Traveling from one place to another is the common denominator for all of us. The Kernersville community is a mix of citizens who choose to drive or not to drive. Of those who choose not to drive, many are elderly, some are young, and others may need provisions through American Disability Act (ADA) regulations.

We are fortunate that our growth rate has created work opportunities in commercial and industrial areas that are accessible by walk-

ing or riding bikes from local neighborhoods. As the Town's growth increases and unstable fuel prices rise, walking and biking have become significant alternatives in transportation, as well as an important prescription for maintaining good health and a good economy.



Why have a Pedestrian & Bicycle Plan?

Scope and Purpose

Pedestrians and cyclists in Kernersville have immediate needs to get from one place to another. Volunteer citizens from the *Pedestrian and Bike Committee* recommend this policy guide to address those needs. Through their re-

search, this plan identifies:

- preferred pedestrian and bike routes and greenways,
- improvements to existing pedestrian facilities,
- proposals to promote future routes, and

• implementation methods.



Inside:

Introduction	1
Mission Statement , History , Goals	2
Sidewalk Inventory	4
Bicycle Inventory	7
Greenway Inventory	10
Plan Implementation	14
Conclusion	16

Special points of interest:

- 48 miles of existing sidewalk as of October 1st 2006
- 5 miles of dedicated greenway easements
- 12.7 existing miles of designated bicycle routes

Mission Statement

The **Pedestrian and Bicycle Plan** will serve as a basis for planning and establishing priorities for improvements and maintenance of all modes of pedestrian and cycling thoroughfares within the Town of Kernersville.

This **Plan** identifies the needs of sidewalk reconstruction, crosswalks, uneven sidewalks, missing wheelchair ramps, obstacles, and other pedestrian hazard areas.

This **Plan** states our policies and further identifies the importance of side-

walks, greenways and bicycle links within our transportation network and recommends guidelines for implementation and financing strategies.

This **Pedestrian and Bicycle Plan** will serve to assist in developing successful pedestrian and bicycle networks as an alternative to driving, while also promoting the health and well being of our citizens.



History

In 1997, a task force called *Kernersville 2020* was formed. Their goal was to prepare a strategic plan and propose ideas to implement their goals, making improvements in all facets of the Town. The task force reorganized in 2002 to update their recommendations. Each time these goals included sidewalks, pedestrian paths, greenways, and bike routes in our transportation planning.

In 2002, the Kernersville Parks and Recreation Department distributed a Recreational Needs Survey in which local residents ranked walking and hiking trails as the most urgent need in the community.

More recently, the community expressed the need for an indoor walking track for the Towns' proposed recreation facility.

In February of 2005, the Kernersville Board of Aldermen directed the Community Development Department to establish a committee of Kernersville residents to research the issues and opportunities for pedestrian thoroughfares and bikeways. From March 2005 to March 2006, the committee met on a regular basis. These meetings included knowledgeable speakers that provided information on pedestrian and

cycling topics, review of our existing policies, planning future routes, and studying other pedestrian plans, greenways, funding, and implementation.

Safety

Local Police spokesmen have given statistics on the increase in pedestrian and vehicle collisions each year. This is shown later in the report. Officers express that there is a need for crosswalks, and clearly defined areas for pedestrians, cyclists and vehicles.

Goals

- To create safe, convenient, and attractive connections between all neighborhoods, schools, businesses, churches, parks, and other recreational facilities.
- To improve quality of life and encourage healthier lifestyles by making walking and bicycling safe, convenient, and enjoyable.
- To promote community interaction by increasing walking and bicycling opportunities throughout the Town and its neighborhoods.
- Enhance existing sidewalks, cross-

walks, ramps, and other facilities to current American Disability Act Code (ADA).

- To provide pedestrian and bicycling connections between Kernersville and our neighboring communities, via a system of greenways and bicycle lanes.
- To coordinate Kernersville's Pedestrian and Bike Plan (KPBP) to link with established plans of neighboring communities and participate in a comprehensive regional system.

- To establish a comprehensive list of needed pedestrian and bicycle facilities, including routes, enhancements, lighting, and repair of existing facilities.
- To enumerate high priority needs and encourage investment in these facilities.



Community Concerns, Needs, and Priorities

The planning process for this report included participation from over 30 civic clubs, fitness organizations, bikers, walking clubs, schools, and churches. Kernersville News, Winston-Salem Journal, and WFMY News 2 ran public interest stories inviting public participation. Que-Pasa and Echos Newspapers were also sent public service announcements.

Twenty-eight citizens joined the committee. All received progress summaries after each meeting. Meetings accomplished several items and were held once or more per month for one year.

The committee:

- created a mission statement,
- established goals,
- renamed the plan,
- reviewed existing inventory of sidewalks, greenways, policies, and conducted field trips,
- photographed existing sidewalks and obstacles,

- hosted various speakers to become educated on issues,
- designated walking and cycling routes to schools, parks, churches, work and shopping areas using aerial maps and the **Land Use Plan**,
- researched funding and facility costs,
- visited and studied existing properties already dedicated for greenways.

Those citizens who did not attend on a regular basis had an opportunity to give their opinion in writing, e-mail, or by phone. Two open house meetings also allowed additional public review and comments; both were held in March of 2006 and had media coverage from FOX 8 and WFMY News 2.

The committee identified several actions to improve current pedestrian facilities:

1. Budget for pedestrian facilities and research for grant opportunities.

2. Add walkable surfaces to frequent destinations and highly traveled areas.
3. Provide connectivity and continuous links without breaks.
4. Increase law enforcement presence.
5. Add crosswalks & beeping crosswalk signals that can be heard by the visually impaired and that will allow sufficient time for those with disabilities to cross safely.
6. Increase lighting for safety where needed.
7. Repair existing damaged sidewalks.
8. Educate homeowners on existing leash laws.
9. Promote tree lined streets and other landscape to present an inviting appearance and provide a sense of security.

Policing Pedestrian Thoroughfares

The Police Departments from Kernersville and Winston-Salem stated that educating the public is key with pedestrian and biking laws. "When pedestrian planning, think safety first", according to Captain Steve Bowman of the Kernersville Police Department. He reported that law enforcement prefers continuous sidewalks, clearly marked street crossings, and well-lighted areas.

They also prefer sidewalks not to be directly adjacent to the curb due to extended mirrors on vehicles and tight turning movements which have often struck pedestrians or bikers. Cars and pedestrians within a few feet of each other often result in the pedestrian being hurt. One of the committee members has been struck by a vehicle mirror.

They stated recreational walkers and

cyclists may need parking areas for convenience and that it is critical for Emergency Management Services to have access to greenways in case of injuries or other medical emergencies. In their view worn out grassed paths or goat paths clearly determine where pedestrian facilities are needed.

Bikers on the street have a legal status as a vehicle. Their rights and responsibilities are subject to the regulations governing "motorized vehicles".

There are needs for off-road bikers such as small children learning to ride, families recreational biking, the elderly, etc...Bike helmets are the law and required at all times.

Officers stated that trails along creeks or beautiful scenery offer the best experience and the walker or cyclist prefer



continuous links. The Winston-Salem Police Department has officers who patrol on bicycle the 15 miles of sidewalk and greenway areas from Salem Lake to Market Place Mall. They describe that criminal behavior "is not" an on-going issue along this route. Only one incident between two people who knew each other has ever been reported. Officers describe that criminals usually prefer fast get-aways and rely more on vehicles and streets rather than trails or sidewalks. Most criminal activity has occurred in parking lots and not along pedestrian thoroughfares.

Sidewalk Inventory and Existing Conditions

Supporting the needs of pedestrians is a central component toward a multi-functional transportation system. Currently, most walkable surfaces in Town are sidewalks. The Town has dedicated greenway easements that spread through various areas of Town, but no constructed greenway trails.

Sidewalks

The Town's current sidewalk ordinance requires that commercial development along major streets where curb and gutter exist and all new residential subdivisions install sidewalks.

As of October 1st 2006, we have 48 miles of existing sidewalks within the city limits according to the Public Works Department.

Connectivity Needs

In older parts of Town, the ordinance is not retroactive unless properties are redeveloped. When redevelopment occurs adjacent to existing older projects, sidewalk gaps have occurred.

There are many existing sidewalks that need repair, are too narrow, or end abruptly, and very few designated crosswalks exist.

Missing Links

Numerous missing links were identified by the committee. Pedestrian and bike routes are best suitable when they connect, providing continuous links to destinations.

Missing links along our main thoroughfares should be connected when road improvements occur. Pedestrians need to be included in transportation and not an afterthought.



Cherry St. & Bodenhamer have



Curbless sidewalks are possible. This is an NCDOT example.

Standards

Our existing policies state that sidewalks shall be a minimum five (5') feet wide and placed three (3) feet behind the curb, unless the property is within an Overlay District. The Overlay Districts require that new sidewalk additions be a minimum five feet (5') width behind a five foot (5') grass strip, parallel to any major street. Exceptions to this are sidewalks located within the Central Kernersville Overlay District, in which the grass strip may match-up to the width of an existing situation. Proper flaring to meet connecting walks and standard ADA requirements are applicable.

All sidewalks are required to be properly flared to meet any existing connecting walks. Standard ADA ramps are required as necessary at driveways and intersections.

The Town of Kernersville Design and Construction Specifications Manual gives additional details.



Sidewalk Obstacles

Inventories show that fences, utility poles, fire hydrants, trees, uneven pavement, signage, or anything that prevents safe passage of pedestrians are obstructions that can cause hazards for pedestrians and cyclists.

Trees in walkways were not thought of as obstacles as often as other objects. Tree lined streets add to

the pleasant pedestrian experience and can act as buffers between the walker, cyclists, and vehicles, while providing shade and slowing down traffic.

In many instances the pedestrian has to move into the street to maneuver around obstacles. In other areas there are clearly visible goat paths to indicate frequent walkers.



Pedestrian Routes Suggested

The Pedestrian and Bicycle Planning Committee (PBPC) researched the walking and cycling patterns of destinations most traveled in Kernersville. The following pedestrian/ bike routes (not in order) were found to be highly requested or used on a regular basis. It was suggested that pedestrian surfaces be on both sides of the following streets:

A. West Mountain Street Improve existing walks from the intersection of Oakhurst to 4th of July Park and a new sidewalk from 4th of July Park to YMCA. The West Mountain St. section from YMCA to EFHS was designated during the Piedmont Greenway planning process. All of Oakhurst Street.

B. East Mountain Street New walks along East Mountain from the intersection at Highway 66 South to Kirkman St.

C. Piney Grove Road New sidewalks from N. Main St. to Linville Springs Rd.

D. Cherry Street Improve and add new pedestrian walks from Cherry Street & Piney Grove intersection to S. Main St. commercial area (Kernersville Welcome Sign near Zoes).

E. Hopkins Road New sidewalks on Old Winston Rd. and Hopkins Road to Talley's Crossing.

F. Talley's Crossing New sidewalks at Talley's Crossing to Cash Elementary over to East Forsyth Middle School then to West Mountain St.

G. Salisbury Street Add sidewalks as needed from the intersection of Salisbury and South Main St. down to Shields Rd.

H. South Main Street Improved sidewalks in the Historic District

I. North and South Main Street

New sidewalks from the Historic District to Harmon Creek Rd. at Lowes Hardware and along North Main to County Line Rd.

J. Regents Park Road A new walk along Regents Park Rd. to Hunters Drive utilizing the proposed beltway pedestrian tunnel.

K. Dobson Street New sidewalks along Dobson St. from Manorwood Dr. to the intersection of Bodenhamer St.

L. Linville Springs Road New sidewalks along Linville Springs Rd. from Dobson St. to Piney Grove Rd.

M. Bodenhamer Street New walks from West Mountain to Highway 66 at Park Chevrolet.

N. Pineview Drive

From South Main Street to Highway 66 South.

O. Highway 66 From East Mountain St. to Interstate-40.

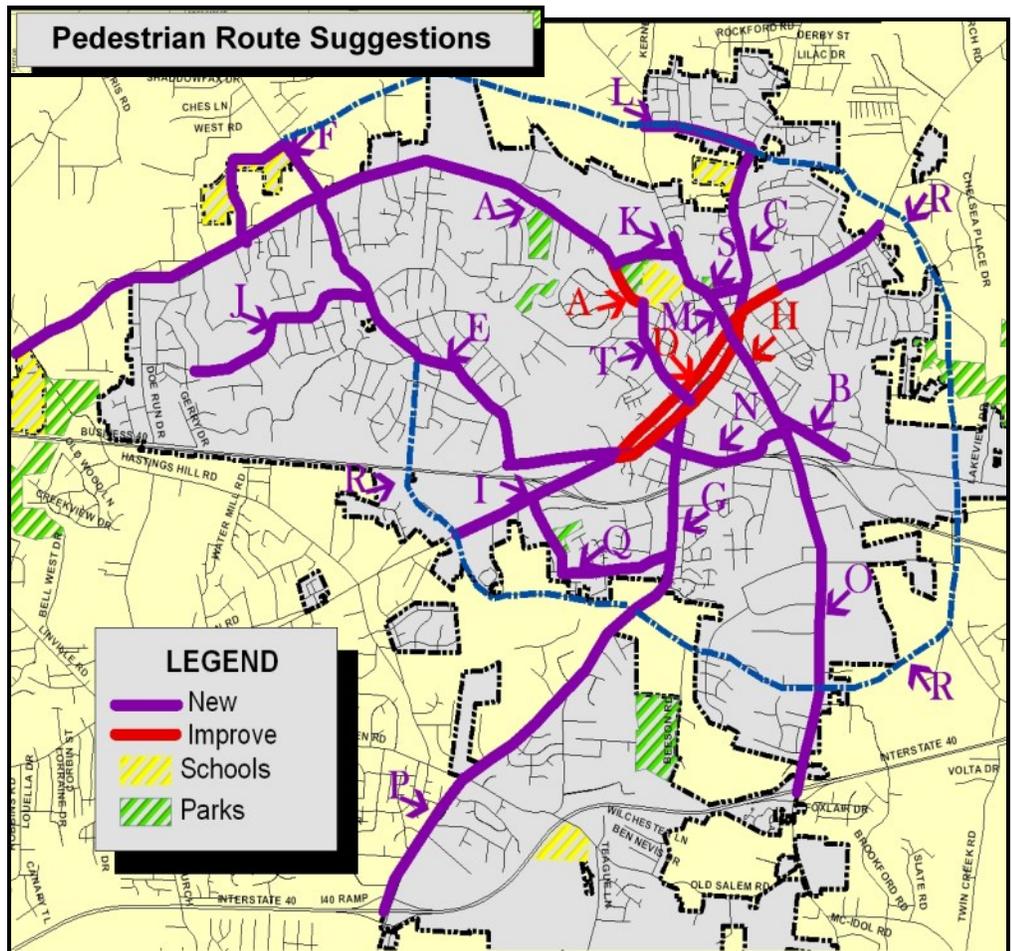
P. Union Cross Road From Shields Rd. to Interstate-40.

Q. Century Park Century Park Ave. from Salisbury St. to Century Boulevard and Century Boulevard to South Main St.

R. Loop/ Connector Road Sidewalks along all new construction for the loop or connector roads shown on the transportation plan and in blue below.

S. Nelson Street Between Piney Grove Road and Bodenhamer St.

T. Oakhurst Street Between Cherry St. and W Mountain St.



Funding

Funding for pedestrian and bike facilities fall under 4 federal areas of focus.

- **Transportation**
- **Environmental Protection**
- **Parks & Recreation**
- **Community**

Transportation

Transportation Equity Act for the 21st Century (TEA-21) - a federal grant program for highways, highway safety, and transit options.

Intermodal Surface Transportation Efficiency Act (ISTEA)- a federal program primarily focusing on bicycle transportation. Funded from the gas tax trust fund.

Environmental Protection

Clean Water Management Trust Fund (CWMTF)- state program that aims to protect natural easements along streams and waterways.

Congressional Agriculture Money- federal money occasionally available through your local congressman for greenway projects.

Piedmont Land Conservancy - local non-profit organization coordinating the greenway efforts through the Tri-

ad Region. They have the ability to raise private money and to apply and obtain grants that local governments cannot apply for.

Parks and Recreation

Land & Water Conservation Fund (LWCF)-federal grant funds for outdoor recreation development, renovation, or land acquisition projects.

Parks & Recreation Trust Fund (PARTF)-state grant that funds recreation development, renovations, or land acquisition projects.

N.C. Recreation Trails Grant State grant program that funds trail or greenway development projects.

Community

A community may support pedestrian and bicycle facilities through its general fund and transportation bonds can be used to fund major facilities.



Sidewalks have been a requirement in new residential subdivisions, commercial, and industrial projects since 1995 in Kernersville. This requirement has created neighborhoods and commercial properties with accessibility for pedestrians, along with giving a finished appeal and added marketability to new development.

The committee recommended that Kernersville should maintain a policy to provide walkable surfaces, with no exceptions for minor subdivisions (3 lots or less), small multi-family projects, and commercial projects.

Costs for any pedestrian thoroughfare will need to be studied and costs will vary based on location, material, and length. Kernersville has a great need for connections along major roads, crosswalks, and links to potential greenways. There are instances where utility poles, underground wiring, grading, walls, culverts, and removing vegetation will need to be included in the costs to construct the various pedestrian routes.

Each route identified by the citizen committee will need to have a feasibility study to determine the specific costs, applicable grants, and/ or Town expenditures.

Collision Course

North Carolina Collisions

Pedestrian or cyclists struck by vehicles:

Struck	Killed
1835	140

Kernersville Collisions

Involving pedestrians and cyclists for 2004:

Struck	Killed
11	3

Comparatively in 2004 there was one driver of a vehicle killed.

Police Concerns for Pedestrians

- Continuous sidewalks
- Lighting; no black-out areas
- Clearly marked crossings
- Parking for users of pedestrian facilities
- Access by EMS
- Proximity to road
- Education and enforcement



Bicycle Inventory

The Pedestrian and Bicycle Planning Committee identified roads that long-range bikers use. Long-range bikers ride alone or in groups and usually bike from 30 to 70 miles at a time.

The existing designated bike routes in Kernersville are from the Winston-Salem Urban Area Comprehensive Bicycle Master Plan. They include North Main Street, East and West Mountain Streets, Oakhurst, and a small portion of South Main, and Cherry Streets.

Bikers on this committee included the following additional roads to designate in Town as routes that they use regularly: Union Cross Road, Hastings Hill, Rd, Shields Road, Highway 66 South, Piney Grove Road, Dobson Street, Kerner Road, Teague Lane, Old Salem Road and Highway 66 / Old Hollow Road.

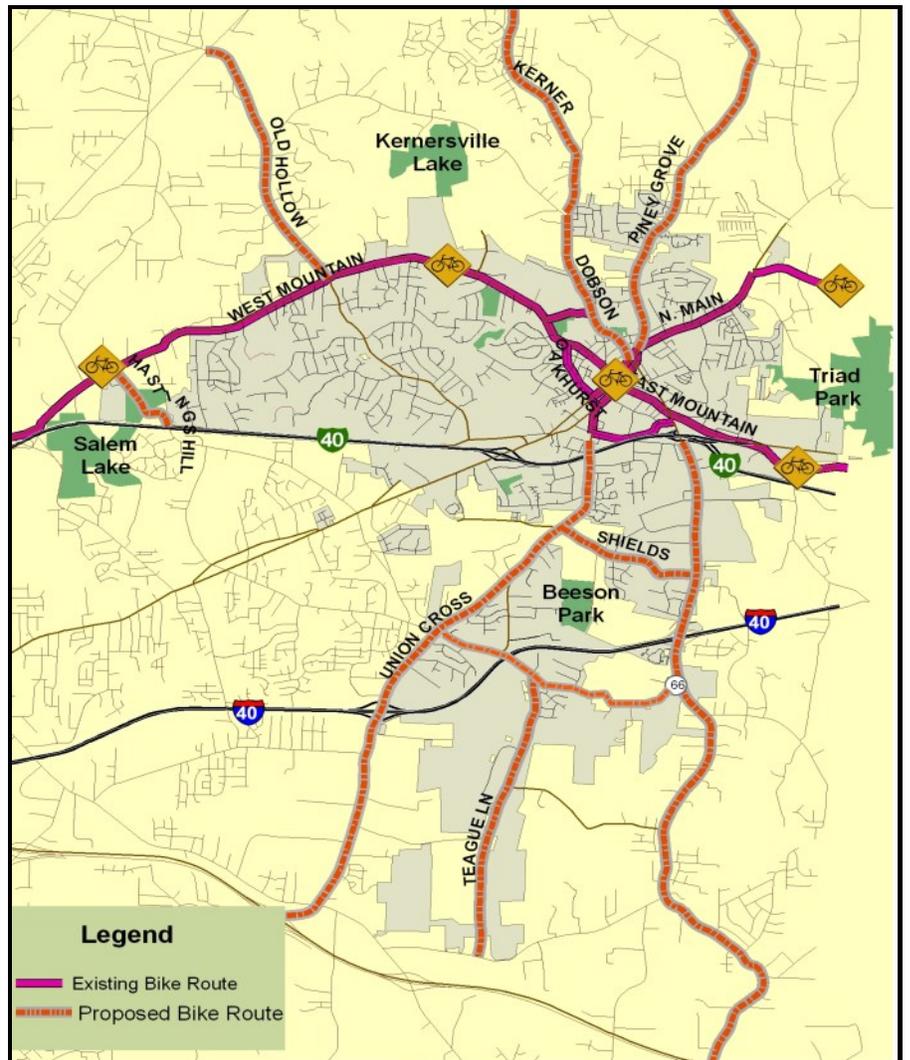
In North Carolina, cyclists on any road are responsible for their own liability and have the same legal status as motor vehicles. Therefore, bicyclists have full rights to use the roadways and also have the responsibility to follow the laws and operate safely. This includes using lights at night and proper hand signaling.

Winston Salem Transportation Department rated the roads highlighted in red below. Their study rated roads for biking according to the lateral separation between bicyclists and adjacent motor traffic, presence of paved shoulder, volume and speed of traffic, travel lanes, presence of heavy trucks, on-street parking, and pavement conditions. The existing roads



shown in red were determined to be moderately suitable for safety.

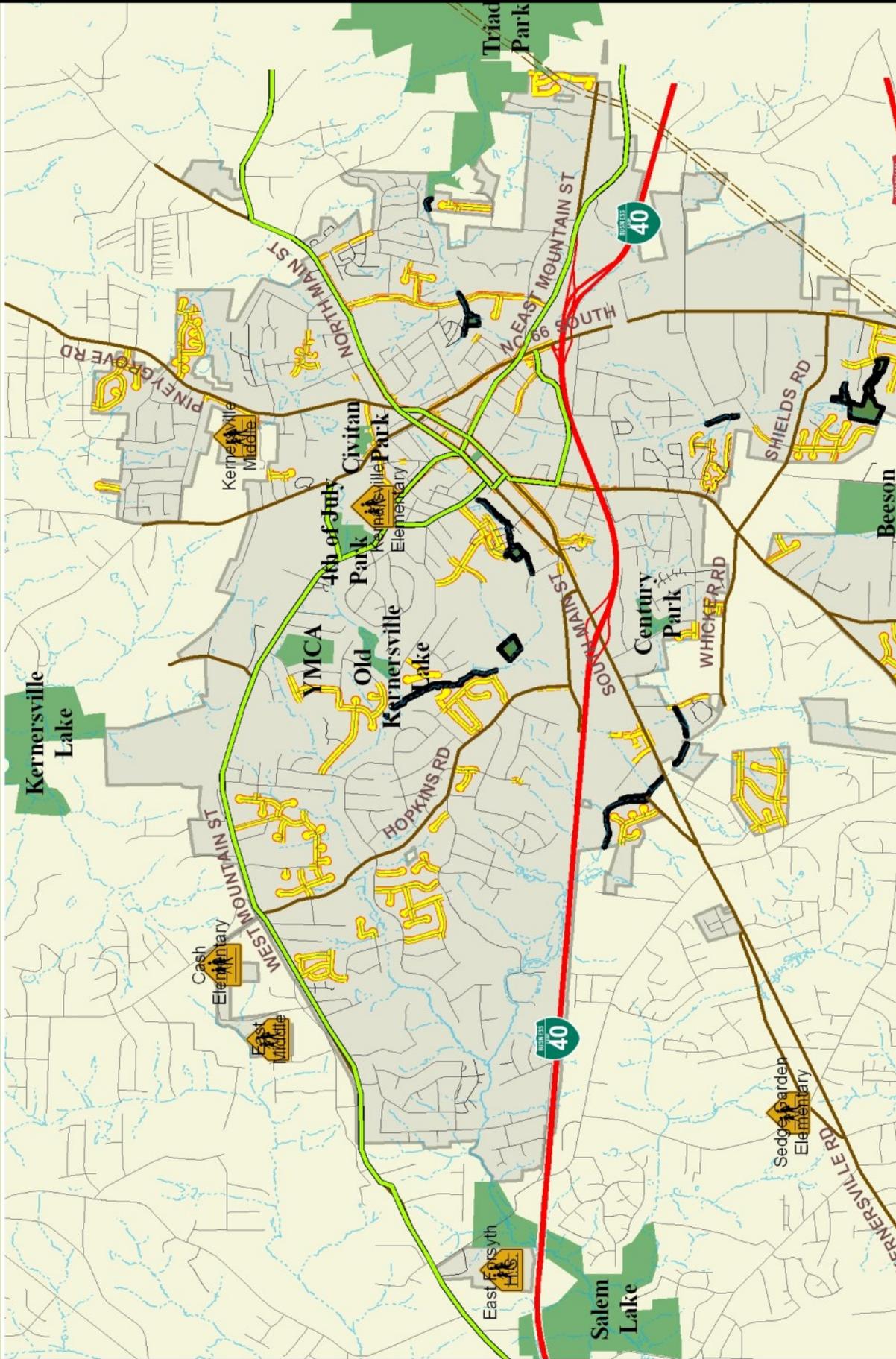
Kernersville will need to add signs that identify the bicycle routes designated.

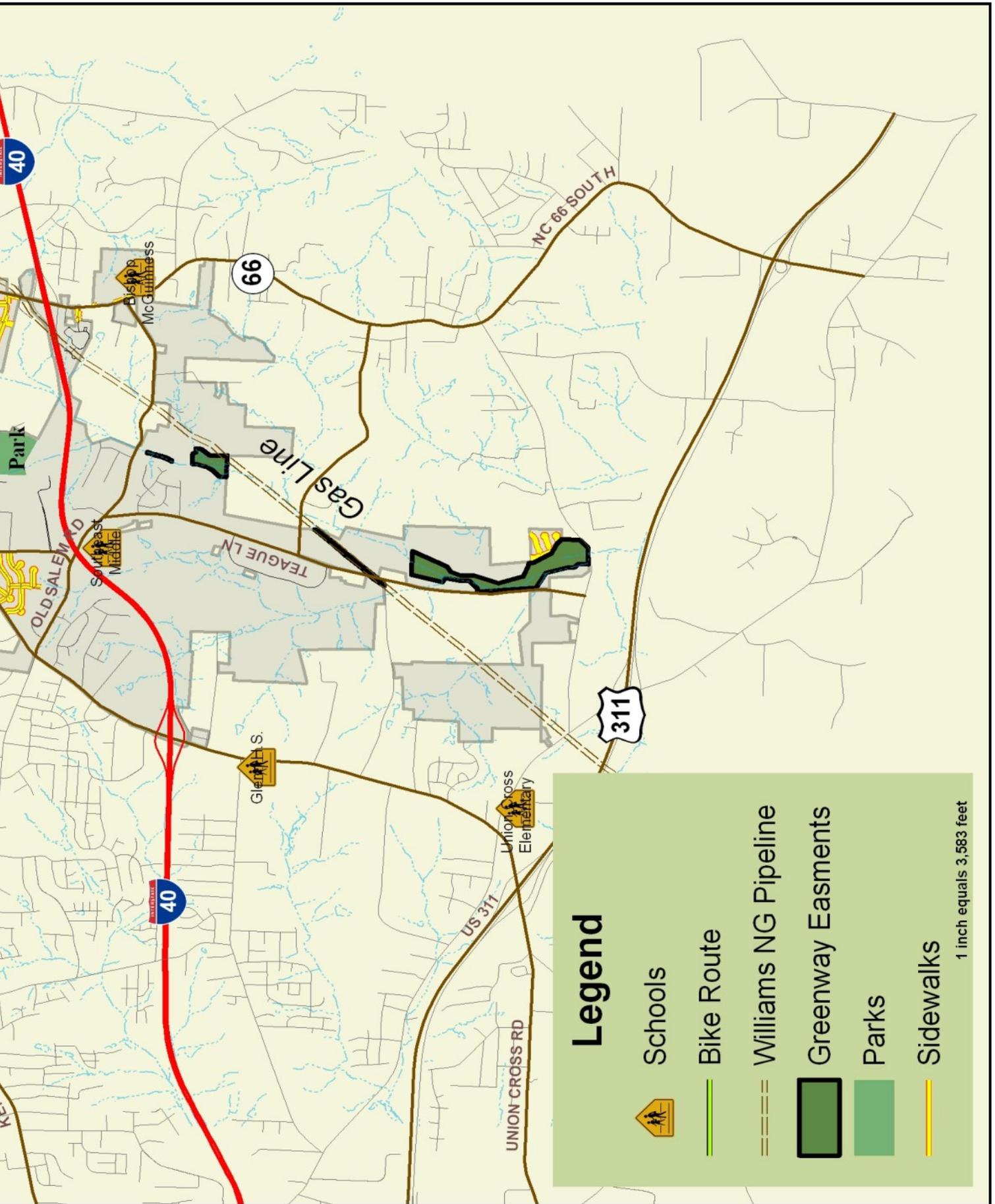




Kernersville Pedestrian & Bicycle Inventory

It's better now than later!





Legend

-  Schools
-  Bike Route
-  Williams NG Pipeline
-  Greenway Easements
-  Parks
-  Sidewalks

1 inch equals 3,583 feet

Greenway Plan and Inventory

The current Greenway Plan contains numerous potential pedestrian and bicycle corridors. The Towns Unified Development Ordinance defines a “greenway” as:

“A linear open space along a natural or constructed corridor, which may be used for pedestrian or bicycle passage. Greenways often link areas of activity, such as parks, cultural

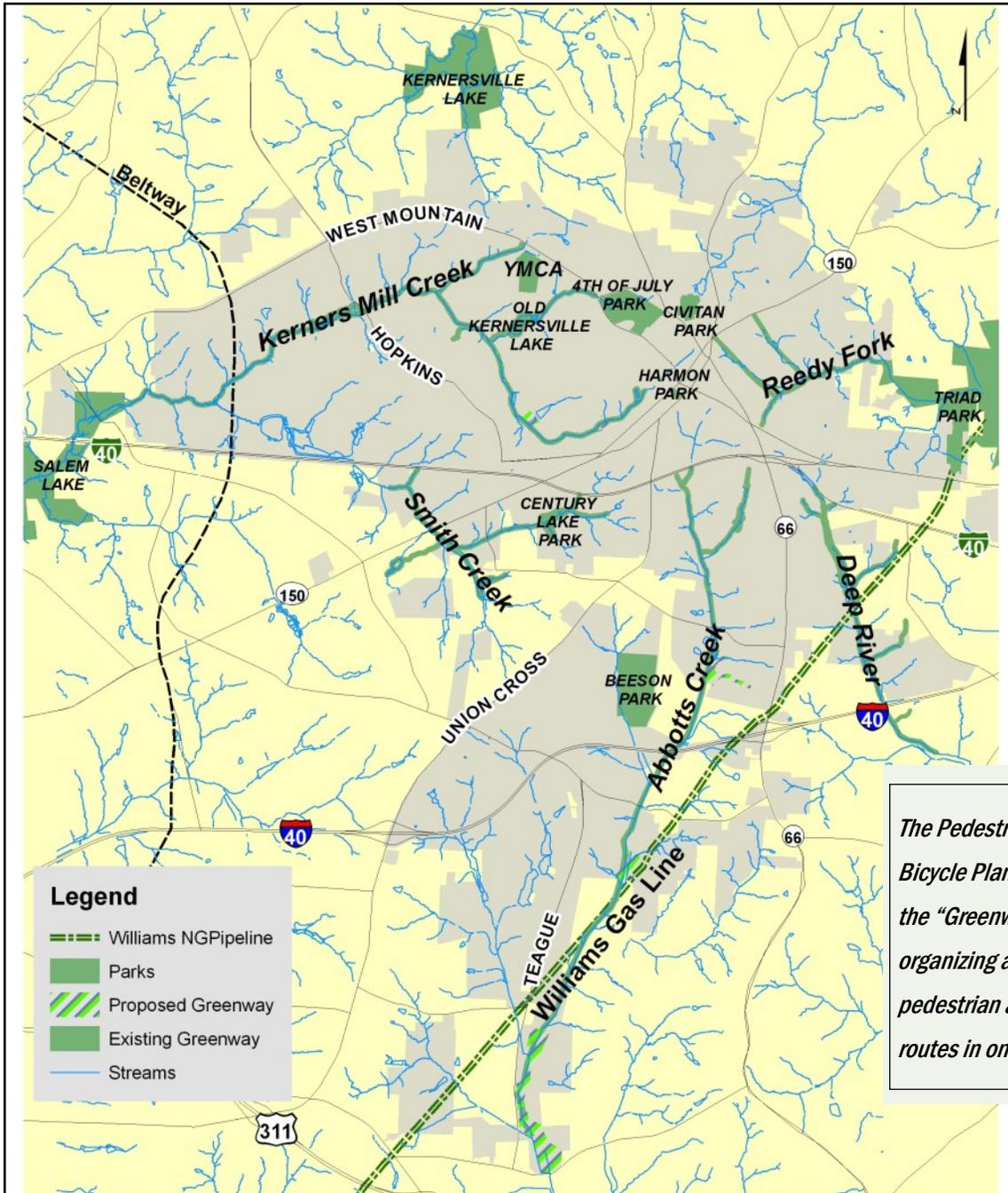
features, or historic sites with each other and with population areas.”

There are 6 identified greenway trails:

- Lower Kerners Mill Creek
- Upper Kerners Mill Creek
- Reedy Fork Creek
- Smith Mill Creek

- Upper Abbotts Creek
- Lower Abbotts Creek

The previous *Greenway Plan* did not cover the area south of I-40. That area was not in the Town’s jurisdiction when the *Plan* was adopted. This proposal includes Abbotts Creek south of I-40 and Williams gas pipeline easement.



Lower Kerners Mill Creek Trail

The key feature of this greenway is the potential connection to the City of Winston-Salem's sidewalks and bikeways. The connection point is Salem Lake Park. Winston-Salem is currently working towards making a sidewalk/ biking trail to Hastings Hill Road.

The Piedmont Land Conservancy facilitated a planning process with Kernersville, Greensboro, Winston-Salem, Forsyth, and Guilford Counties in the year 2000 that created an overall goal to have a greenway connection from Lake Higgins to Salem Lake. This included routes through Kernersville. During the planning process, strong opposition was expressed by residents in Doe Run regarding a greenway along Kerners Mill Creek. At the Board of Alderman 2007 meeting support was expressed for this trail, however more research is needed to verify specific routes.

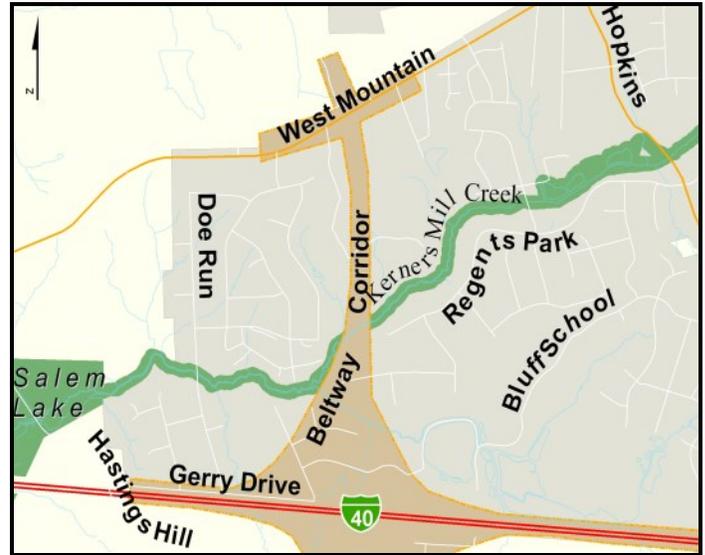
The Piedmont Land Conservancy recommended that a walkway/ bikeway

be established along Hastings Hill Road up to West Mountain Street and run east along West Mountain Street to Fourth of July Park.

In addition to that recommendation, Kernersville Pedestrian & Bicycle Planning Committee recommends a link from the Hopkins Road neighborhoods to Salem Lake Park.

Town Staff has recommended to NCDOT a walking and bike trail under the future beltway at the Kerners Mill Creek crossing. Staff recommends that Gerry Drive be used as a link from Hastings Hill Road to the proposed tun-

nel on the west side. On the east side of the tunnel, a connection would proceed to Regents Park and Bluff School Roads.



Upper Kerners Mill Creek Trail

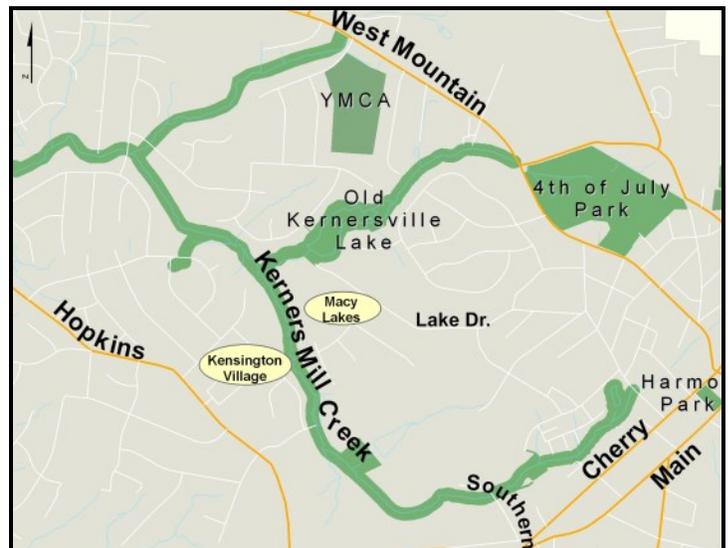
Upper Kerners Mill Creek is located in an area that can provide a corridor connection from the west side neighborhoods of Hopkins Road to the downtown area.

The Upper Kerners Mill Creek area from Hopkins Road to Kensington Village does not contain any existing greenway easements and has some areas of difficult topography. The portion from Kensington Village to Oakhurst Street contains three parcels owned by the Town of Kernersville and several greenway easements exist.

The Staff feels that a pedestrian and bike corridor study should be undertaken for a specific route, including properties owned by the Town. The route could start at the end of Kilburn Way Lane, then cross the creek to the Town's property. From the Town's property the route would continue along Southern Street to a connection

behind the Catholic Church and travel parallel to the existing sewer line to Oakhurst Street. Inclusion of Town property would be an economic savings while creating attractive stops along the trail.

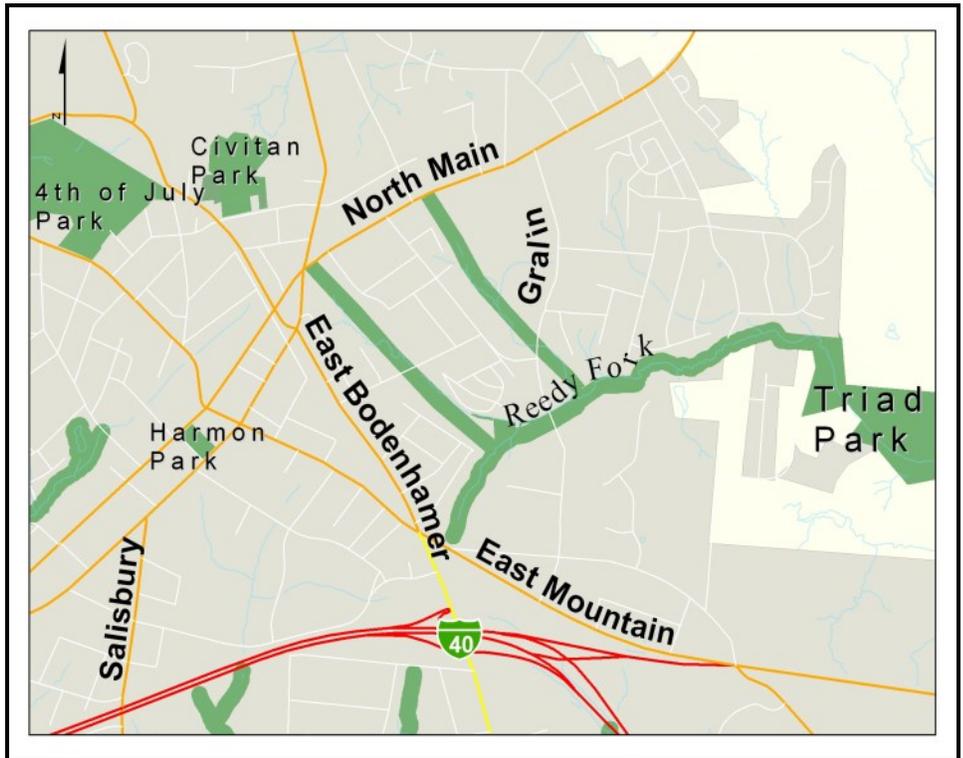
Also, a connection between Kensington Village and Macy Lakes would provide direct greenway connections between the neighborhoods of Lake Drive and Hopkins Road.



Reedy Fork Trail

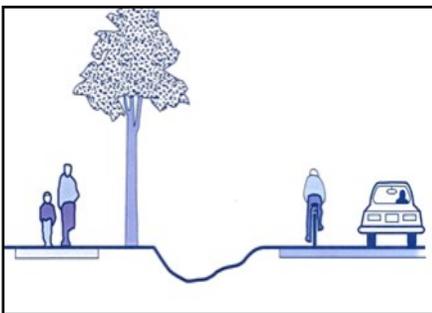
Reedy Fork is the link between downtown Kernersville, and several North Main Street neighborhoods to Triad Park. The Town constructed a sidewalk/bicycle tunnel under Gralin Street to accommodate this link. The Town of Kernersville also owns property along this corridor and has a few easements along Reedy Fork.

A joint study with Triad Park will need to take place to determine the best pedestrian and bicycle access from Kernersville.

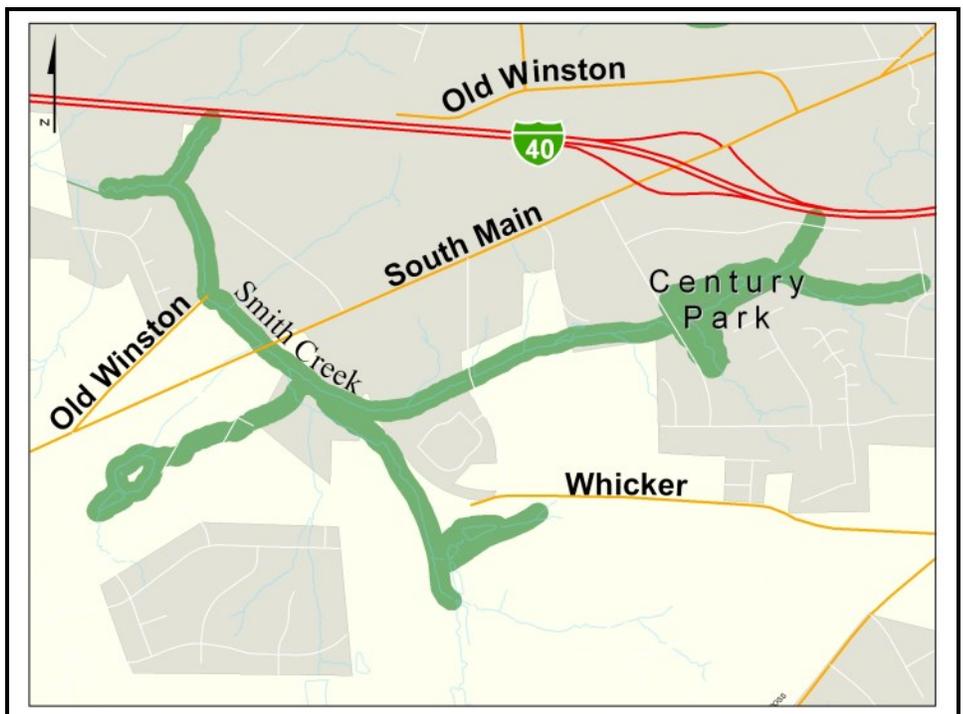


Smith Mill Creek Trail

A greenway trail along Smith Creek has limited potential to be developed as a pedestrian and bicycle corridor or linear park that would link into other greenways. However, it does have potential to provide short links between residential areas and the South Main Street shopping area.

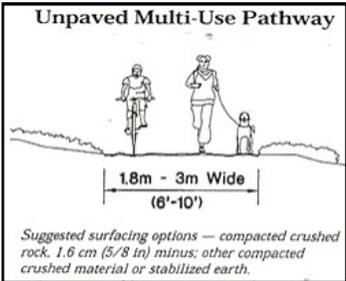


Bike lanes can be within greenways or street corridors

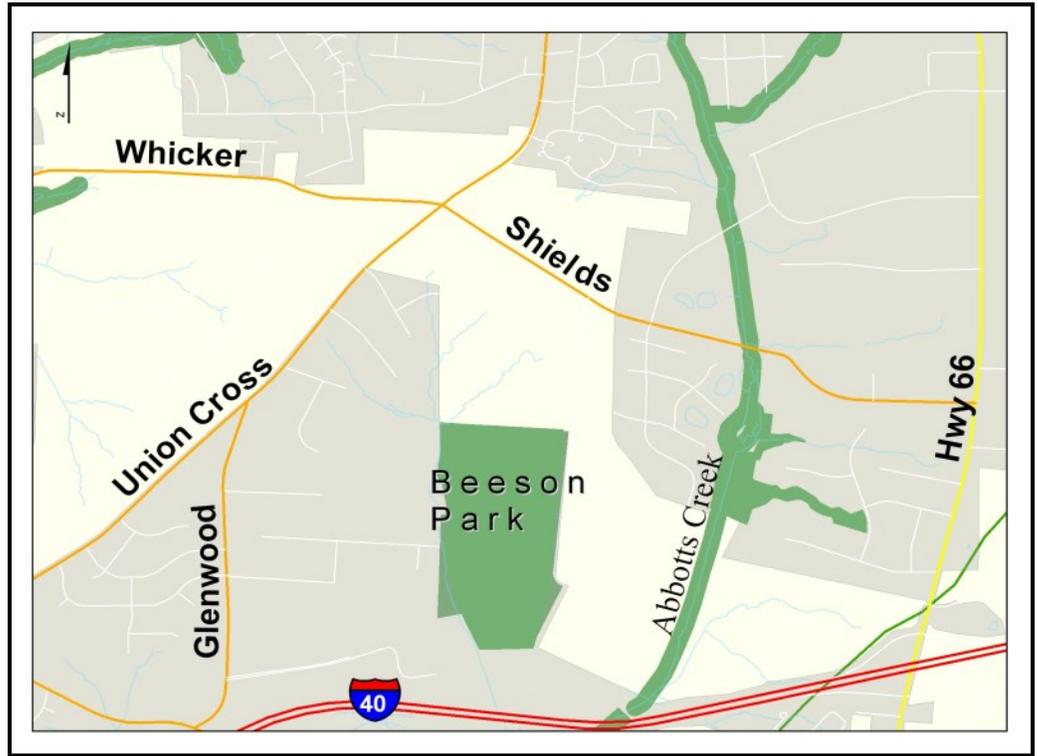


Upper Abbotts Creek Trail

The Parks and Recreation Advisory Board recommends pedestrian and bicycle links be made from downtown to Beeson Park. The committee suggests greenway connection to sidewalks along Salisbury St. and along Shields Road, over to Beeson Road then Beeson Park. Also greenway access from the industrial park east of Abbotts Creek.



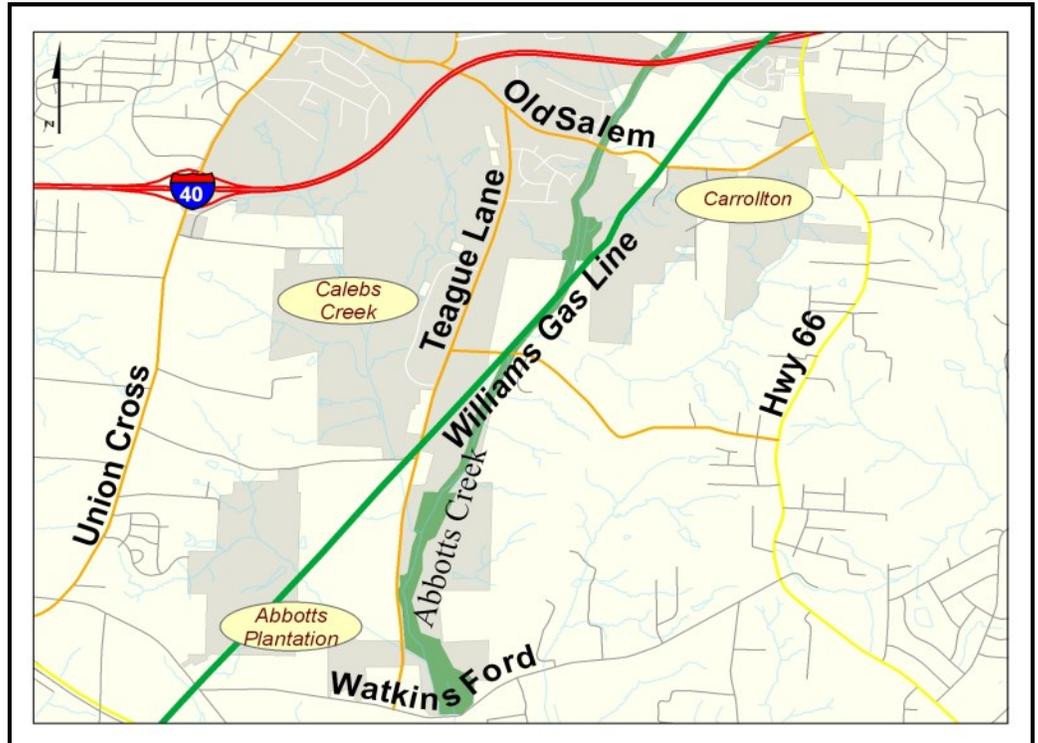
Greenway trails can accommodate bicycles and pedestrians.



Lower Abbotts Creek Trail

A natural gas line corridor is planned as the major pedestrian and bicycle corridor in the southern portion of Town. Easements have been obtained that will parallel the existing gas line right-of-way. Greenway public access easements are also being obtained along Abbotts Creek to allow for additional pedestrian and bicycle corridors.

Abbotts Plantation, Calebs Creek, and Carrollton will all be constructing portions of these trails.



Implementation

The previous pages that explain our existing conditions describe that there is much work to be done and that pedestrian access needs to be a **part of** our urban transportation system and not a mere add-on. Several implementation steps are needed in our transportation planning for success and continuing improvements in providing “choices” for pedestrians and bicycle access.

Step One **On-Going Commitment**

Before any implementation can take place, there must be an on-going commitment from everyone including citizens, staff, and elected officials.

Adoption of these implementation policies will guide the Town towards pedestrian and bicycle implementation as a regular practice. Public Works, Police, Fire, Community Development, and Parks and Recreation Departments will all be active in varying capacities to implement or provide services regarding this plan.

It is recommended that each Town department allow a staff member to measure their progress in applying policies, and that a key staff person be designated by the Town Manager.

It is also recommended that the Board of Aldermen appoint a Pedestrian and Bicycle Advisory Committee to work with staff. This group will advise and assist in promoting the *Plan* to the community and undertake yearly reviews by consulting with staff and recommending specific projects for implementation. This group can foster relationships with the community, land owners, and developers who may be able to implement pedestrian corridors.

Periodic updates to the *Plan* should take place as the Town progresses. These updates can be adopted by the Board of Aldermen according to the community needs and Town’s growth along with the *Land Use* and *Transportation Plans*.

NCDOT Pedestrian and Bicycle Opportunities

The Town often has opportunities to work with the North Carolina Department of Transportation (NCDOT) on major highways projects while they are under design and construction.

Kernersville has representation on NCDOT’s Transportation Advisory Board and the Technical Coordinating Committee. These representatives



can assist with advocating sidewalks, crosswalks, greenways, or bike lanes in Kernersville as opportunities arise.

The Public Works Department and Community Development Department shall continue to implement the *Plan* by participating in the public review process for NCDOT projects within our jurisdiction.

Timeline

It is recommended that time frames be placed on carrying out each project undertaken. Staff, the Advisory Committee, and the elected Board must all be committed to the same time frames.



Step Two **Prepare for financial opportunities**

Establish a percentage of transportation expenditures that will contribute towards implementing pedestrian and bicycle facilities. This includes sidewalks, bike lanes, and greenway trails.

Continue researching various grant opportunities. The Public Works, Community Development, and the Parks and Recreation Departments can assist with identifying available Federal and State funds.

Between the years 2004 to 2006, 46 cities and Towns in North Carolina received NCDOT Bicycle and Pedestrian Planning Grants. Eight of these cities

were approximately the same population as Kernersville and most of the other cities were smaller.

Private funds can be sought by the Advisory Committee or staff. There are programs in the private sector that will reward municipalities and counties with grant funding for supporting healthy eating, physical activity, and tobacco-free living.

One example, “Fit Together”, the overweight/obesity prevention program sponsored by the North Carolina Health and Wellness Trust Fund & Blue Cross Blue Shield is one such program. Eight NC Communities including Durham, Chapel Hill, Greensboro, and Asheville have received grants.

These programs usually require infra-

structure support that encourages outdoor recreation such as walking or cycling that promotes community fitness.

Staff shall incorporate pedestrian and bicycle facilities within the capital improvement plan that can be considered for adoption by the Board of Aldermen. A bond can be pursued to assist in implementing a long term capital improvement program.



Step Three

Identify Pedestrian and Bicycle Projects

Previous road bonds have included sidewalks along new roads. This practice shall be continued on all future new construction and available bond funds should also connect existing missing links and/ or add crosswalks. The Police Department highly recommends crosswalks as a safety measure, providing clear delineation between pedestrians and cars.

We have residents who are visually or hearing impaired, walkers, and joggers, that frequently use our existing pedestrian infrastructure. They all point out missing links or breaks in existing sidewalks and uneven concrete as hazardous and usually displaces them into the pathway of vehicles. The committee's research found that there is often an assumption that people who walk do not have a car, but that is not the case.

In each years budget, the Town has an opportunity to set aside funds for missing links in our existing sidewalk system.

Staff can make recommendations based on a scoring system that in-

cludes estimated construction costs, pedestrian safety, economic development benefits, and the population that would be served by the connection. The Public Works Department and Community Development Department shall provide this data to the Town Manager for project recommendations.

Sidewalks that stop mid-block force the pedestrian out into the street. Retrofitting existing sidewalks to current codes appears to be an overwhelming task.



However, yearly budgeting for priority sections will allow the town to continue improving and maintaining our existing sidewalk system. All loop or connector roads on the *Transportation Plan* shall include sidewalks.

Step Four

Maintain Consistency and Future Maintenance

The existing sidewalk ordinance works well for major subdivisions but not for smaller subdivisions. The committee found that the policy should be maintained regardless of the size of the development along the Town's major thoroughfares and other locations designated on the Pedestrian and Bicycle Plan.

Maintenance of sidewalks and other pedestrian surfaces will need to be incorporated into the staff's routine work program.

Greenway Update

The Greenway plan shall be amended to include Abbotts Creek and Williams Gas Pipe line south of I-40. Greenway facilities shall be designed to accommodate bicycle use.

Pedestrian Signals and Crosswalks

Traffic signals need improvements. Signals that are audible for pedestrians with vision disabilities, countdown timers, or pedestrian pushbutton timers will



work safer for all pedestrians, especially at intersections. New intersections such as South Main and Oakhurst Streets, South Cherry and Oakhurst Streets and other existing intersections were suggested.

NCDOT requires an evaluation to demonstrate that crosswalks are needed. The Town has only 2 intersections with crosswalks in the downtown area.

Implementation

Step Five

Acquire dedication /or easements for all methods of pedestrian and bicycle access

The Town shall continue its practice of requesting easement dedications for sidewalks and greenways during the rezoning and subdivision process and in other instances when

properties are undergoing road construction. The Town's existing greenways are along riparian streams. State requirements for riparian buffers along streams allow greenways as a use.

The Town's Stormwater Management Ordinance and the Piedmont Land Conservancy can assist in acquiring easements for greenways and funding if opportunities arise.



Conclusion

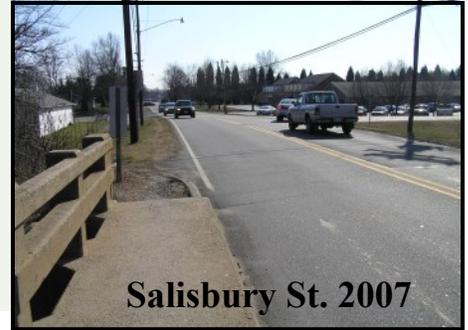
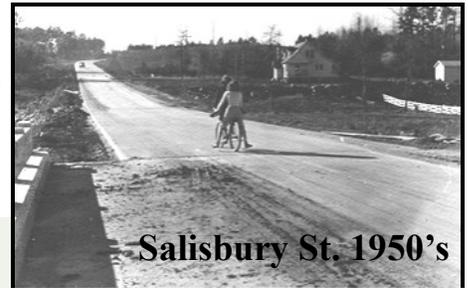
Kernersville is rapidly becoming a highly urbanized city. The sooner we begin to plan for the community's needs, the further we can propel ourselves into becoming an even greater city.

Staff shall update the Unified Development Ordinance, Stormwater Ordinance, Parks and Recreation policies, and Public Works manual to reflect this *Plans* goals and implementation measures.

The Advisory Committee, along with staff, shall investigate opportunities to fund, assist in educating the pub-

lic on maintenance, anti-littering, and safety in using our pedestrian and biking facilities.

As Kernersville continues to urbanize, it will be crucial to build pedestrian and bicycle facilities that allow "choices" in our transportation network and to continue the Town's goal of maintaining Kernersville as a unique and high quality place in the Triad.



Kernersville Pedestrian and Bicycle Plan

It's better now than later!

Acknowledgements

Advisory Committee

Martin Ashley
Lesley Saner
Jack White
Jim Roeder
Ivey Redmon
Howard Martin
Carey Reese
John Owensby

Imogene Lambe
John Coulter
Dawn Morgan
Joey Long
Henry Buser
Rick Wells
Elizabeth White
Faye Lemons

Jenny Hester
Herb Pennington
Mary Jack Brennan
Ford Bowers
Van Griffith
Johnathan Cook
Tim Mason
Janet Mason

<https://toknc.com>

Kernersville Community
Development Office
P.O. Box 728
Kernersville, N.C. 27285
Phone: 336-992-0605
Fax: 336-996-2046

Technical Assistance

Community Development Department
Parks and Recreation Department
Public Services Department
Kernersville Police Department

Winston-Salem Police Department
Winston-Salem Transportation Office
North Carolina Department of Transportation