

Section 8. Implementation

8.1. Introduction

The previous sections have all emphasized planning and programming; Section 8.0 discusses the costs and implementation strategies for putting in new / expanded facilities, starting programs, and revising important policies intended to promote safe cycling in Wake Forest.

In order for Wake Forest to move forward with the next steps in becoming a more bicycle-friendly town, it must have an implementation plan which identifies priorities, potential partners, and possible future funding sources for each project. This Section illustrates an implementation plan, outlining priorities for not only projects but also programs and policies, as well as potential partners and funding sources.

8.2. Scheduling and Partners

The following tables identify short-term, mid-term, and long-term priorities for project, program, and policy recommendations and potential partnerships that the Town should consider to implement the recommendations. As discussed in Section 5, short-term priorities are those projects, programs, or policies which should be addressed within the first five years of the plan's completion. Mid-term priorities are those that should be addressed within 6 – 10 years, and long-term priorities are those that should be addressed beyond ten years from the Plan's completion. Partners have been identified based on their potential interest or involvement in a project. Generally, the Town of Wake Forest Planning Department and Town Council will be responsible for policy implementation, while the Public Works Department will handle transportation related infrastructure improvements, the Parks and Recreation Department will be responsible for greenway related improvements, and a combination of agencies will implement program recommendations, including departments mentioned above and supporting agencies such as the Police Department.

Program recommendations are prioritized based on ease with which they can be implemented. The lower cost, already established programs, such as Safe Routes to School and Bike-to-Work Week are prioritized first, and the more expensive programs that will require more preparation receive a lower priority. Programs, such as the Downtown Green Streets Program, also received a higher priority if they would be useful to “kick-off” the Town's bicycle-friendliness efforts.

Policy recommendations are prioritized based on need and the ease with which they can be implemented. For example, Wake Forest is expected to experience major development in the near future, and thus, any policy which addresses development should be implemented in the short-term in order to capitalize on the development that may occur. At the same time, policies related to development do not require additional funding or budget items, unlike a policy such as the “develop greenways maintenance and safety” policy, which has been given a lower priority.

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It is important to note that Appendix 3 of the Plan also includes proposed projects that are not prioritized below for implementation in the near future. It is recommended that the Town’s Planning Department periodically monitor such non-prioritized projects in Appendix 3 to ensure that implementation occurs as unforeseen opportunities arise, and also to consider these projects for re-evaluation as the built environment changes.

8.2.1. Short-Term Recommendations and Partners

Table 8-1. Short-term project recommendations.

Map ID Number	Location	Potential Partners	Facility Type
<i>On-Road Facilities</i>			
1	N. White Street – County line to Juniper Ave.	<i>NCDOT, developers</i>	Wide Striped Shoulder
2	N. White Street- Juniper Ave. to Spring St.	<i>NCDOT, developers</i>	Bike Lanes
3	N. White Street – Spring St. to Roosevelt Ave.	<i>NCDOT, developers</i>	Wide Striped Shoulder
4	S. White Street – Roosevelt Ave. to Elm Ave.	<i>NCDOT, developers</i>	Sharrows
5	S. Main Street – South Ave. to Holding Ave.	<i>NCDOT, neighborhood association, developers</i>	Sharrows
6	S. Main Street – Holding Ave. to 98 Bypass	<i>NCDOT, developers</i>	Wide Striped Shoulder
7	S. Main Street – 98 Bypass to Rogers Rd.	<i>NCDOT, developers</i>	Wide Striped Shoulder
8	S. Main Street – Rogers Rd. to Capital Blvd.	<i>NCDOT, developers</i>	Bike Lanes & Multi-Purpose Path
11	Ligon Mill Road – S. Main St. to Burlington Mills Rd.	<i>NCDOT, developers</i>	Bike Lanes
23	Stadium Drive – Capital Blvd. to Rock Springs Rd.	<i>NCDOT, Developers</i>	Wide Striped Shoulders & Multi-Purpose Path
24	Stadium Drive – Rock Springs Rd. to Wingate St.	<i>NCDOT, Developers</i>	Sharrows
35	Rogers Road – Main St. to Heritage lake Rd.	<i>NCDOT, developers</i>	Wide Striped Shoulders & Multi-Purpose Path
NA	Greenway Recommendations	<i>Town Greenway Committee, Parks and Recreation Department, City of Raleigh</i>	Off-Road Greenway
NA	Intersection of Main Street and Capital Blvd.	<i>NCDOT, City of Raleigh</i>	Bicycle Improvements



Table 8-2. Short-term program recommendations.

Program Type	Primary Responsible Party	Potential Partners
Establish a Safe Routes to School Program	Wake County Schools	<i>NC DOT, Public Health agencies, Town: Planning, Parks and Rec., Police Dept.</i>
Participate in Bike-to-Work Week	Town: Planning Department, NC DOT	<i>CAMPO, TTA</i>
Establish Standing Bicycle and Pedestrian Advisory Committee	Town: Council and Planning Department	<i>Citizens</i>
Conduct Officer Training	Town Police Dept.	<i>NC DOT</i>
Develop a Local Routes Program	Town Planning Dept.	<i>NC DOT</i>
Downtown "Green Streets" Program	Town Planning Dept.	<i>Town Parks and Rec. Dept.</i>
Bicycle Facilities Maintenance Program	Town Public Works Dept.	<i>NCDOT Division 5 Office</i>

Table 8-3. Short-term policy recommendations.

Policy Type	Primary Responsible Party	Potential Partners
Establish policy to require bicycle facilities and their impacts to be included in Traffic Impact Analyses for new private development and roadway projects.	Town Planning Dept.	<i>NC DOT</i>
Establish school zones around all schools	Town Planning Dept.	<i>Wake County Schools</i>
Strengthen Greenway Ordinance Requirements	Town Planning Dept.	<i>Town Parks and Rec.</i>
Require striped bicycle lanes and appropriate signage where called for in the Bicycle Plan	NC DOT	<i>Town Planning Dept.</i>
Require striped bicycle lanes and appropriate signage along new subdivision streets	Town Planning Dept.	<i>NC DOT</i>
Use the Design Section of the Bicycle Plan to determine the appropriate bicycle facility treatment for roadways in Wake Forest	NC DOT	<i>Town Planning Dept.</i>
Require all new public facilities to have bike parking and bicycle access	Town Public Works Dept.	<i>Town Planning Dept.</i>

8.2.2. Mid-Term Recommendations and Partners

Table 8-4. Mid-term project recommendations.

Map Reference Number	Location	Potential Partners	Facility Types
<i>On-Road Facilities</i>			
9	Ligon Mill Road – Agora Dr. to Durham Rd.	<i>NCDOT, Developers</i>	Bike Lanes
10	Ligon Mill Road – Durham Rd. to S. Main St.	<i>NCDOT, Developers</i>	Bike Lanes
36	Rogers Road – Heritage Lake Rd. to Town Limits	<i>Developers</i>	Wide Striped Shoulders & Multi-Purpose Path

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Table 8-5. Mid-term program recommendations.

Program Type	Primary Responsible Party	Potential Partners
Establish a Travel Demand Management (TDM) Program	Town Planning Dept.	<i>Private Consultant</i>
Develop & Distribute Educational Pamphlets	Police Dept.	<i>Schools, TTA, NCDOT, DMV</i>
Wake Forest Bicycle-Friendly Signs	Town Planning Dept.	<i>Town Planning Dept.</i>
Bicycle Parking Installation Program	Town Planning Dept.	<i>NC DOT, Town Public Works Dept.</i>

Table 8-6. Mid-term policy recommendations.

Policy Type	Primary Responsible Party	Potential Partners
Require intersections to have bicycle-sensitive signals as part of development requirements and public works engineering standards	Town Planning Dept.	<i>NC DOT, Town Public Works Dept.</i>
Create an annual budget for bicycle-related improvements.	Town Planning Dept.	<i>NCDOT, Chamber of Commerce</i>

8.2.3. Long-Term Recommendations and Partners

Table 8-7. Long-term project recommendations.

Map Reference Number	Location	Potential Partners	Facility Types
<i>On-Road Facilities</i>			
19	Harris Road – Capital Blvd. to Oak St.	<i>Developers, Parks and Recreation</i>	Multi-Purpose Path
25	Burlington Mills Road – Capital Blvd. to Ligon Mill Rd.	<i>NCDOT, Developers</i>	Wide Striped Shoulder & Multi-Purpose Path
26	Bulrington Mills Road – Ligon Mill Rd. to Forestville Rd.	<i>NCDOT, Developers</i>	Wide Striped Shoulder & Multi-Purpose Path
28	East Wait Avenue – Allen Rd. to Jones Dairy Rd.	<i>NCDOT, Wake Forest Seminary</i>	Bike Lanes
34	Roosevelt Avenue/Wait Avenue – Front St. to Allen Rd.	<i>NCDOT, Wake Forest Seminary</i>	Sharrows; Bike Lanes

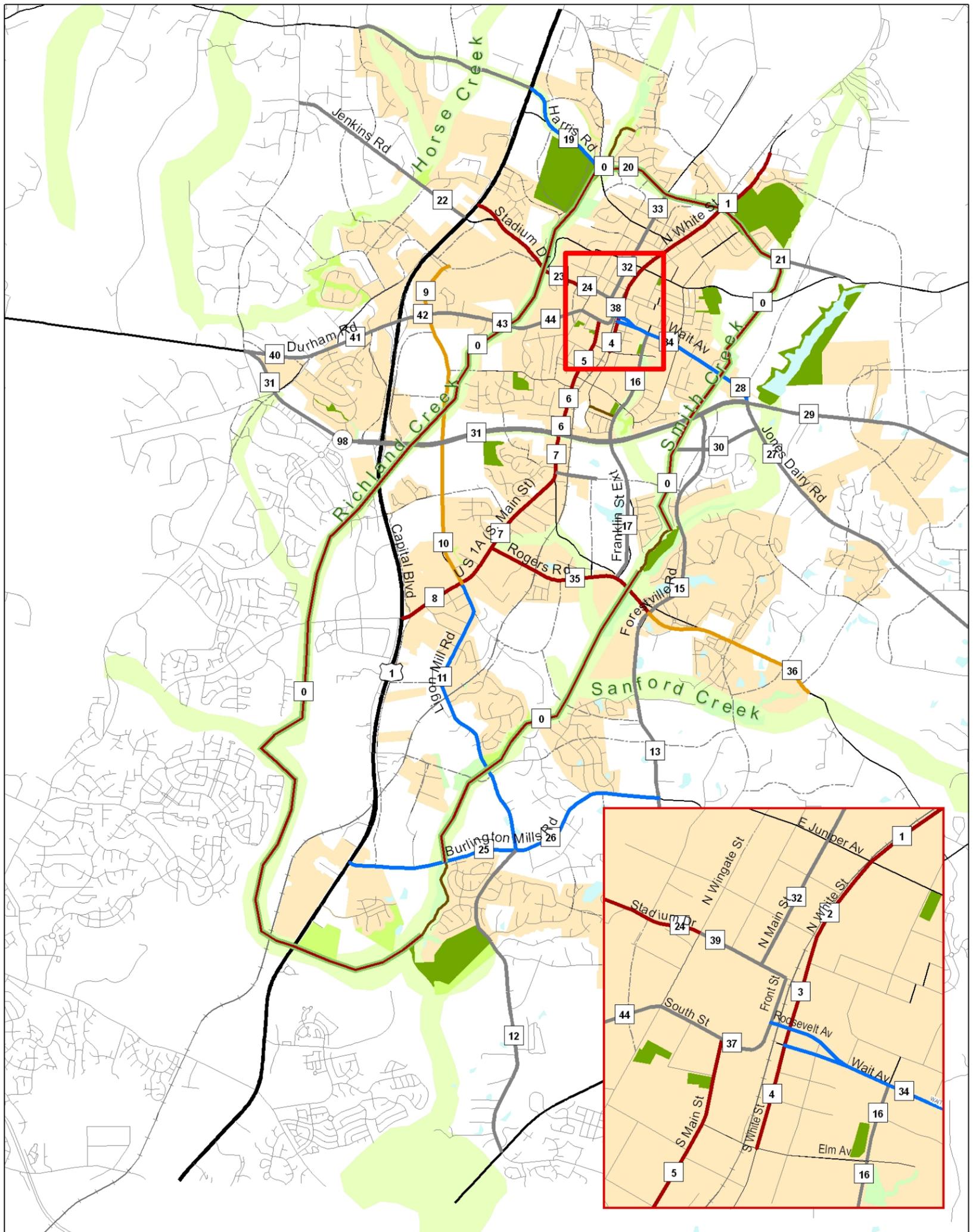
Table 8-8. Long-term program recommendations.

Program Type	Primary Responsible Party	Potential Partners
Create a Bike Rodeo Event.	Town: Planning and Parks and Recreations	Wake County Schools, Police Department
Create a Helmet-to-Go Program	Town: Parks and Rec.	Police Dept.
Monthly Bike Day	Town Parks and Rec.	Chamber of Commerce, Town: Planning, Police Dept.
Bicycle Facilities Map	Town Planning Dept.	NCDOT, Parks and Rec.

Table 8-9. Long-term policy recommendations.

Policy Type	Primary Responsible Party	Potential Partners
Develop a Greenways Maintenance and Safety Policy.	NC DOT	Town: Public Works and Planning Dept.





Legend

- | | |
|----------------------------------|-----------------------------|
| Proposed Project Priority | Existing Greenway |
| Short-Term | Future Road on New Location |
| Short-Term (Greenway) | Town Limits |
| Mid-Term | |
| Long-Term | |
| Unassigned | |

This map indicates the major project priorities that originated from the Wake Forest Bicycle Plan. The following are term descriptions suggested for these projects. Even for those projects labeled as "Unassigned," any roadway improvement should include the provisions recommended in the Bicycle Plan.

Short-Term: 0-5 Years
 Mid-Term: 6-10 Years
 Long-Term: Greater than 10 Years
 Unassigned: No Priority Provided

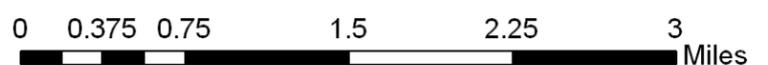


Figure 8-1. Project priorities for the Wake Forest Bicycle Plan.

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8.3. Funding and Recognition Sources

It is important that Wake Forest consider external funding sources, recognition programs, and implementation partners in order to support their continued efforts to make the Town more bicycle-friendly. External funding sources can help to mitigate the financial burden of some bicycle facility improvements which will be necessary to make the town more bicycle-friendly, while also raising awareness about the Town's efforts. Although some recognition programs do not provide funding, they serve the purpose of creating a goal for the Town to pursue in their efforts to become more bicycle-friendly, and establish a mechanism to highlight the Town's efforts, both locally and nationally. Recognition makes the Town more marketable to visitors, businesses, and prospective residents, reinforces the message and energy of the Bicycle Plan after it is completed, and encourages more partners to participate in building the bicycling program in Wake Forest.

8.4. Funding Sources

As discussed in Section 1, bicycle facilities are constructed – and therefore funded – through a number of different processes. Funding can be divided into four categories: local, state, national and private funding. The following paragraphs describe some of the more prominent sources in each category. Wake Forest should tap into all of these sources, and search for others, in order to take advantage of the funds available.

8.4.1. Local Funding

Local funding sources can include budgets for the Town of Wake Forest's Public Works Department, Engineering Department, Planning Department and Parks and Recreation Department. Currently, the Town does not have an annual budget line item specifically for bicycle facilities. The principal supplementary financing mechanism for municipal capital improvement projects are general obligation bonds. The Town of Wake Forest should consider a bond package to (in part) accelerate funding for bicycle facility improvements, including the aggressive greenway plans that have been described in Section 2.0.

Bicycle facilities have been constructed ancillary to other projects in the past, such as the bicycle parking racks installed at Holding Library. Various departments in the Town should consider teaming more frequently to ensure that more funding is available for bicycle facilities. For example, if there is a roadway project being constructed by the Public Works Department that may also be adjacent to a proposed greenway to be constructed by the Parks and Recreation Department, the two departments should team together to build the greenway as part of the roadway project. This would reduce construction costs and provide cost-saving for the Town. Another example of such an opportunity would be the

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installation of new bike lanes (often called a “re-striping” project) during a roadway resurfacing project.

Other entities that Wake Forest should consider teaming with locally include Wake County and the Capital Area Metropolitan Planning Organization (CAMPO). Wake Forest is in Wake County, which has its own Open Space and Transportation Plans. In situations where the Town may be making improvements recommended by these County level plans and which can be used by cyclists - specifically, greenways (Open Space Plan) or collector roads (from Transportation Plan) - the Town should consider cost-sharing with Wake County. As a member government of CAMPO, Wake Forest is also eligible for a number of federal grants. CAMPO is responsible for carrying out an annual work program approved by the CAMPO Transportation Advisory Committee, part of which must address updating the Metropolitan Transportation Improvement Program (a seven-year project programming schedule) and a long-range transportation plan (with a minimum twenty-year forecast of projects and programs). CAMPO funnels money from the federal government for use locally and regionally, and the Town of Wake Forest is eligible for funds which can be used for bicycle improvement projects (such as CMAQ and STP-DA funds). Since CAMPO is federally funded, a more detailed description of its funding opportunities for Wake Forest is provided in the next sub-section.

8.4.2. State and Federal Funding

State and federal funding are a combined category because many of the state entities administer federal funds. The North Carolina Department of Transportation (NCDOT) is the single largest source of external funding available to Wake Forest for bicycle facilities, with the following potential funding sources:

- ◆ State Transportation Improvement Program;
 - Incidental Projects
 - Independent Projects
- ◆ Transportation Enhancement Program;
- ◆ Spot Improvement Program;
- ◆ Small Urban Funds;
- ◆ Hazard Elimination Program;
- ◆ Governor’s Highway Safety Program;
- ◆ Congestion Mitigation for Air Quality (CMAQ) Funds; and
- ◆ Statewide Discretionary Funds (STP-DA);
- ◆ Parks and Recreation Trust Fund (PARTF).

NCDOT also administers the Safe Routes to School Program, which is federally funded. In addition to NCDOT, CAMPO is partially responsible for allocating funding from the Federal Highway Administration for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Enhancement Program. The following paragraphs provide a more thorough description of each of the various funding sources.

- ◆ **State Transportation Improvement Program (STIP)** – This program is the overall funding source for study, design, and construction of major transportation projects, including bicycle facilities, in the state. Frequently, projects funded by the STIP are also partly funded by other sources, including matching funds from local municipalities. Bicycle facilities are eligible for funding from this program as independent projects separate from a roadway construction, widening, or some other sort of roadway work, but one of the most cost-effective and efficient ways to gain funding for bicycle facility construction is to incorporate them as incidental to a larger project. Overall, most bicycle accommodations within the state are made as incidental improvements.¹
- ◆ **Transportation Enhancement Program** - Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of transportation systems. The transportation enhancements program provides for the implementation of non-roadway capacity improvement projects, including: bicycle and pedestrian facilities, landscaping; and aesthetic improvements. Various forms of bicycle facilities such as multi-use paths, underpasses, bridges, and crossing improvements are eligible for funding.
- ◆ **Spot Improvement Program** - The NCDOT Bicycle and Pedestrian Transportation Division budgets \$500,000/year for “spot” safety improvements throughout the State. These improvements include items such as signing, grate replacement, bike rack installations, hazard remediation at skewed railroad crossings, and other small-scale improvements. The Spot Improvement Program is used only for bicycle and pedestrian projects; however, it should not be viewed as a priority source for funding identified projects. It is typically used for small-scale and special-situation projects that are not of a significantly large enough scale to merit being a TIP project. Taking these requirements into consideration, proposals for projects should be submitted directly to the Bicycle & Pedestrian Transportation Division.
- ◆ **Small Urban Funds** – Small Urban Funds are available for small improvement projects in urban areas. Each NCDOT Highway Division has \$2 million of small urban funds available annually. Although not commonly used for bicycle facilities, local requests for small bicycle projects can be directed to the NCDOT Highway Division office for funding through this source. A written request should be submitted to the Division Engineer providing technical information such as location,

¹ For more information on the TIP process, see: www.ncdot.org/transit/bicycle/funding/funding_TIP.html. For NCDOT's Bicycle Policy Guidelines, please see: http://www.ncdot.org/transit/bicycle/laws/laws_bikelaws.html. For NCDOT's Greenway Policy, please use the following link at the Division of Bicycle and Pedestrian Transportation's website: www.ncdot.org/transit/bicycle/laws/laws_greenways_admin.html.

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improvements being requested, timing, etc. for thorough review.

- ◆ **Hazard Elimination Program** – This program focuses on projects intended for locations that should have a documented history of previous crashes. Bicycle projects are eligible for this program, although the funds are not usually used for this purpose. This program is administered through the NCDOT Division of Highways. Similar to the Small Urban Funds, it is a very limited funding source.
- ◆ **Governor's Highway Safety Program (GHSP)** – This program provides funding for projects which show substantial progress in reducing crashes, injuries and fatalities at a specific location. All funding is considered to be “seed money” to get programs started – the grantee is expected to provide a portion of the project costs and to continue the program after GHSP funding ends. Projects are only approved for one full or partial federal fiscal year at a time; however, projects may be funded for up to three consecutive years. Amounts of GHSP funds available vary from year to year, according to the specific amounts requested.
- ◆ **Statewide Discretionary Funding** - The Statewide Discretionary Fund consists of \$10 million and is administered by the Secretary of the Department of Transportation. This fund can be used on any project at any location within the state. Primary, urban, secondary, industrial access, and spot safety projects are eligible for this funding. To request funding, an agency must submit a written request to the NCDOT Highway Division office with a clear description of project and project justification.
- ◆ **Surface Transportation Program Direct Allocation Funds (STP-DA)** - The Capital Area Metropolitan Planning Organization (CAMPO) is able to program over 10% of the Surface Transportation Program annual allocation, which it has only recently started to program under this authority (previously, this sub-allocation or set-aside was programmed by NCDOT). CAMPO has decided to allocate \$600,000 each year through Fiscal Year 2015 to bicycle and transit improvements. Town staff should coordinate with the staff of CAMPO and work through their appointed technical and policy (Transportation Advisory Committee) representatives to optimize their chances for procuring a portion of this funding, as well as be familiar with the bicycle/pedestrian project prioritization scheme and bicycle/pedestrian plans adopted by CAMPO to determine which projects are best-positioned to compete for these funds. (www.campo-nc.us)
- ◆ **Safe Routes to School Program** – The federal Safe Routes to School Program is intended to create and promote safe walking and cycling in order to improve safety near schools, promote active lifestyles, and reduce pollution and congestion caused by school traffic. In North Carolina, NCDOT, in conjunction with the Federal Highway Administration, has established the North Carolina Safe Routes to School program.

The North Carolina Safe Routes to School program provides opportunities for schools to apply for funding for both programs and capital improvements projects to encourage walking and cycling to school.²

- ◆ **Parks and Recreation Trust Fund (PARTF)** - PARTF funds are allocated through the North Carolina Trails Program to help fund beach accesses, state trail systems, and local trail construction efforts. The Town of Wake Forest would need to apply for the grant (although joint applications – for example, with the Wake County Public School System – are permissible, one agency must serve as the lead sponsor), which is a one-to-one match on local funds. Only about 30% of the PARTF program goes to fund local trail programs, and the selection process is therefore highly competitive. Selection is based on numerous factors including geographic equity, population size, and scoring criteria that notably incorporate the following: presence of planning documents that support the project; public outreach that shows support; site suitability; size/impact of project; and commitment to operating and maintaining the project upon completion. A maximum dollar amount per grant is \$500,000. As with most grant programs, the sponsor should be prepared to adhere closely to the rules governing the grant program, including the preparation of detailed expenditure reports and requests for reimbursement. (www.ncparks.gov/About/grants/partf_main.php)
- ◆ **Coordination with CAMPO for CMAQ Funds** – As part of the Capital Area Metropolitan Planning Organization, Wake Forest is eligible for assistance in receiving funding through the FHWA's Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Through this program, projects which may help to reduce traffic congestion and improve air pollution, such as bicycle-related improvements, are eligible for funding.

8.4.3. Private Funding

In addition to fee-in-lieu money from developers, Wake Forest can consider a variety of private funding sources. Unlike NCDOT and federal funding, most private funding sources offer limited grants which are aimed at establishing programs and conducting projects on a smaller scale to encourage more cycling. Many of the funding sources, such as the Blue Cross Blue Shield Fit Together Grants and the Robert Wood Johnson Foundation Active Living By Design Awards, relate more to encouraging healthy lifestyles, which can be fostered through a more bicycle-friendly town. The following paragraphs provide descriptions of some of the private funding sources that Wake Forest can consider.

² For more information about the Safe Routes to School Program, please see the North Carolina Safe Routes to School's webpage at: www.ncdot.org/programs/saferoutes.

- ◆ **Blue Cross Blue Shield Fit Together Grants** – The FitCommunity Program is one of the programs established by the Fit Together partnership of Blue Cross Blue Shield and the NC Health and Wellness Trust Fund. The Fit Together partnership was created to promote physical activity and healthy eating in an effort to combat the recent dramatic increase of obesity in North Carolina. The FitCommunity Program is a designation and grant program to recognize and reward municipality and county efforts to promote physical activity, healthy eating and tobacco-free programs, policies, environments and lifestyles. A municipality or county is eligible for grant money once it has received a FitCommunity designation. Potential Fit Together grant money could be used for starting a Safe Routes to School program, Walk-to-Work week, or another community event to promote bicycling locally.
- ◆ **Bikes Belong Grants** – The Bikes Belong Coalition is a national organization whose mission is to put people on bicycles more often. The Grants Program, founded in 1999, was the first major, ongoing initiative undertaken by the Bikes Belong Coalition. The Grants Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling. These projects include bike paths, lanes, and routes, as well as mountain bike trails, BMX facilities, and large-scale bicycle advocacy initiatives. The Bikes Belong Grants Program funds projects in two categories: (1) Facilities and (2) Advocacy. For the facility category, Bikes Belong will accept applications from non-profit organizations and from public agencies and departments at the national, state, regional, and local levels. For the advocacy category, Bikes Belong will only fund organizations whose mission is expressly related to bicycle advocacy. Bikes Belong accepts requests for funding of up to \$10,000 for either facility or advocacy projects. For more information, see <http://bikesbelong.org>.

8.5. Recognition Programs

The following are examples of some of the recognition programs that are available to Wake Forest. Like funding sources, recognition programs can be either public or private sector entities. Although recognition programs may not include funding, through highlighting award recipients they provide free marketing which will make the Town more attractive to visitors, businesses, and future residents.

- ◆ **Robert Wood Johnson Foundation Active Living By Design Awards** - Active Living by Design is a national program of the Robert Wood Johnson Foundation and is administered by the UNC School of Public Health. The program establishes innovative approaches to increase physical activity through community design, public policies and communications strategies. Active Living by Design is funding 25 community

BETTER BICYCLE ACCESS CRITERIA CHECKLIST	Residential (min. = 10)	Commercial (min. = 15)
<input type="checkbox"/> 24" Clearance between parking and nearest wall	1	1
<input type="checkbox"/> 18" Clearance between parked bicycles	1	1
<input type="checkbox"/> Min. 6' clearance for bicycle parking in one direction	1	1
<input type="checkbox"/> Lighting on bicycle parking	2	2
<input type="checkbox"/> 12"x12" Sign identifying contact person at parking rack	0	3
<input type="checkbox"/> Inverted "U", "A", or post-and-loop rack used exclusively	3	3
<input type="checkbox"/> On-Site shower facilities	0	5
<input type="checkbox"/> Bicycle parking as near as furthest ADA-space from main entrance	1	2
<input type="checkbox"/> Minimum 5'-wide aisle connecting bicycle parking to main parking lot	1	3
<input type="checkbox"/> Restricted access parking (e.g., locker, cage, or locked room)	4	1
<input type="checkbox"/> Bicycle parking in excess of minimum <u>OR</u> 2 parking spaces per 20 automobile spaces	1	2
<input type="checkbox"/> Unobstructed, level pathway to bicycle parking area from nearest surface street	1	1

Example of a "Bicycle Access Checklist and Certification" (below)



partnerships across the country to demonstrate how changing community design will impact physical activity. Although funding is currently not available for additional communities, the Town of Wake Forest should continue to monitor Active Living by Design as a potential funding source should the Town choose to make a commitment to healthy living. For more information, please see: <http://www.activelivingbydesign.org/>.

- ◆ **League of American Bicyclists (LAB) Bicycle-Friendly Community Program** – The LAB, founded in 1880 originally as the League of American Wheelmen, is one of the oldest national advocacy organizations for bicycles in the United States. The LAB's Bicycle-Friendly Community Program is an awards program that recognizes municipalities that actively support bicycling. Currently, communities are designated "bicycle-friendly" on a scaled basis which runs from platinum (most bicycle-friendly community), gold, silver, and bronze levels. For more information, please see: <http://bicyclefriendlycommunity.org>.
- ◆ **Town of Wake Forest Recognition Program.** Wake Forest could start its own recognition program for developers, citizens, businesses and public sector organizations for creating better bicycling opportunities in town. A variation of this approach is to create a "Bicycle Access Award" for private developers. Developers adhering to specific best practices guidelines, such as installing greenway connections, edge lighting, preferential locations for bicycle parking, and other site elements that encourage bicycling would be recognized by the Town for their efforts if they achieve a minimum number of points on the checklist (see example).

8.6. Conclusion and Next Steps

The Town of Wake Forest should use this Plan as a guide to creating a better, safer network of bikeways, multi-use paths, bicycle-friendly streets, greenways, and crossings for bicyclists in the Town. The Town's next steps should be to immediately address the short-term priority program, policy, and project recommendations. At the same time, the Town should also start to lay the groundwork for the longer term recommendations by initiating dialogue with potential partners and budgeting for future projects. Most importantly, the Town should continue its efforts to raise awareness about the importance of making Wake Forest more bicycle-friendly and raise support for more bicycle improvements and programs. Residents, visitors and local leaders should be familiar with the economic, health and environmental benefits of a community in which there is less dependence on motor vehicles and more reliance on bicycle travel as not only a form of recreation, but also as a form of transportation.

Conclusions

As a small town, Wake Forest is in an ideal situation to develop a more bicycle-friendly community. The Town should capitalize on its enthusiastic citizenry, including the members of its Stakeholder Committee and the existing bicycle community, to move forward with projects quickly. The Town should also look to potential local and regional partners, such as NCDOT or the City of Raleigh, to coordinate efforts in an efficient and timely manner. With careful planning, deliberate steps, and persistence, Wake Forest can soon become a more bicycle-friendly community.