

HIGH POINT AREA

Archdale, High Point, Jamestown, Thomasville & Trinity

Bicycle MAP

SCALE 1:83360 or 1 inch = 1 mile
0 1/4 1/2 1 MILES
ONE INCH ARE 1 MILE APART

Bike Route Signs
On the road, the routes are marked with numbered bike route signs like the one shown to the left. On the map, the route numbers are indicated by the symbol shown to the right, which corresponds with the individual route highlight color.

Symbols

- Signed Bicycle Route & Number
- Unsigned Connector Route
- Winston-Salem/Forsyth County Route & Number
- Greenway
- Road, Street
- Major Arterial
- Limited Access Highway (bicycles prohibited)
- North Carolina Highway, Secondary Road
- US Highway, Business Loop
- Interstate Highway, Business Loop, Bypass
- Points of Interest, Parks, Fire Stations
- Public High Schools, Colleges and Universities

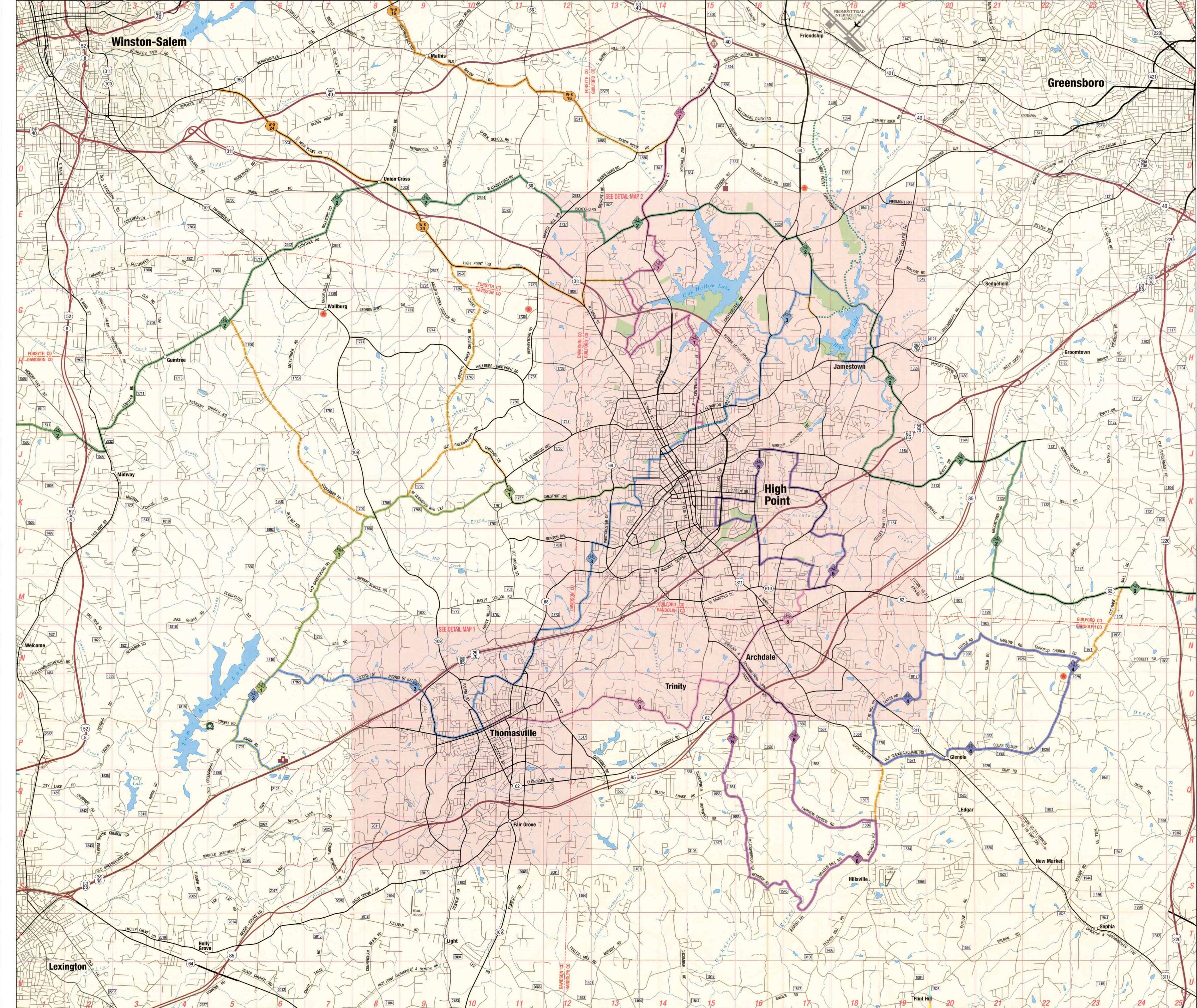
AREA MAP INDEX

STREETS & ROADS

COLLEGE DR. A-10	WHEATSTONE HILL RD. A-10	WILSON DR. A-10	WYOMING ST. A-10
... (many more entries) (many more entries) (many more entries) (many more entries) ...

NUMBERED ROADS

101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
131	132	133	134	135	136	137	138	139	140
141	142	143	144	145	146	147	148	149	150
151	152	153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168	169	170
171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200



BICYCLE LAWS & RIDING TIPS

Share the Road

Cars and bicycles frequently must Share The Road. On roadways with high levels of bicycle traffic, but relatively demanding conditions for bicyclists, **Share The Road** signs have been installed. These signs are intended to increase motorists' awareness of bicyclists on a roadway without designating that roadway as a preferred route.



Bicyclists, however, must also be aware of the importance of sharing the road with motorists. If someone comes up behind you, move to the right when safe to allow them to pass. In groups, bicyclists should ride cooperatively and help motorists pass safely.

Bike = Vehicle

In North Carolina, your bicycle is a vehicle and you are its driver. You share the rights and the duties with all other drivers as you use the State's roadway network.

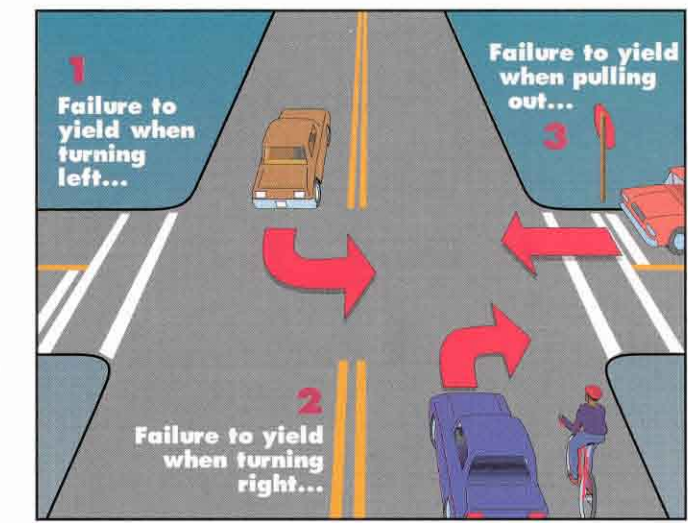
Follow The Road Rules

1. Ride on the right side of the road, going with the flow of traffic.
2. Obey all traffic controls — like stop signs, traffic lights, and one-way signs.
3. Signal whenever you intend to turn, merge to another road position, or stop.
4. Yield the right-of-way whenever you enter the road or when you change lanes or road position.
5. Use a good set of lights and reflectors whenever you ride after dark.
6. Don't ride your bike on sidewalks and treat pedestrians with respect.

Watch for motorist errors

Drivers often do things that endanger bicyclists, usually without intending to. Knowing what to look for can help you navigate through traffic more safely. Ride predictably and in a visible location.

1. Watch motorists coming towards you who might turn left. Pay particular attention to their road position and, of course, any turn signals.
2. Keep an eye on the motorist coming up on your left who might turn right. Listen for hints that the car might be slowing down.
3. Watch for movement that could indicate a car is coming out of a driveway or side street.



Ride defensively

Anticipate other people's moves — and their likely mistakes. Keep your eyes moving over the traffic scene, use a mirror, and be ready to take evasive action. Establish eye contact with drivers around you to let them know you are there. Shout if necessary.

Use good equipment

You don't need an expensive bike to get around... just one that works and that can be repaired and adjusted.

Your brakes should work smoothly and should stop you well even when it's rainy. When you squeeze the lever, it shouldn't "bottom out" against the handlebars. And when you let go of the lever, the brake should come away cleanly from the wheel's rim.

Your "drive train" (cranks, pedals, shifters, chain, and gears) shouldn't creak, clunk, or hesitate. The chain shouldn't jump as it goes around. Shifting should be smooth and precise.

To ride at night, you need reliable lights and reflectors. You need a headlight that lets others see you and that lets you see hazards on the road. You need a rear reflector or tail light (both would be a good idea). The new flashing halogen tail lights are becoming quite popular. It's also a good idea to use pedal reflectors and some people like the wheel reflectors. Being visible at night is essential.

Nothing on your bike should be loose or rattle. To test if it's "road ready," pick it up a few inches off the ground and drop it to see if it makes any noise. Grease and oil in the right spots to keep your bike running smoothly and to reduce wear and tear.

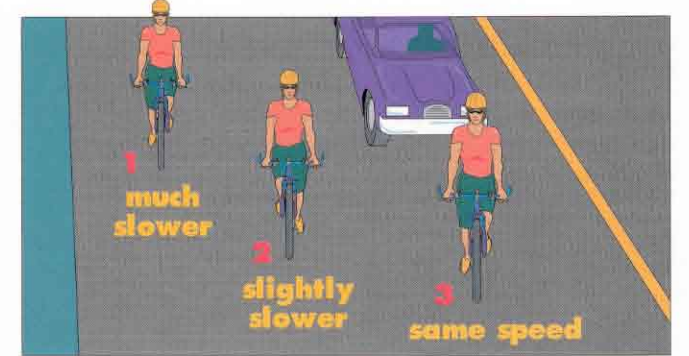
In short, keep your bike in good condition!

Basic traffic riding techniques

Riding confidently and skillfully in traffic takes practice and an understanding of some basic ideas. One of the most important ideas is road position. Just where you ride on the roadway depends on several important things: your speed, the width and condition of the road, and your destination.

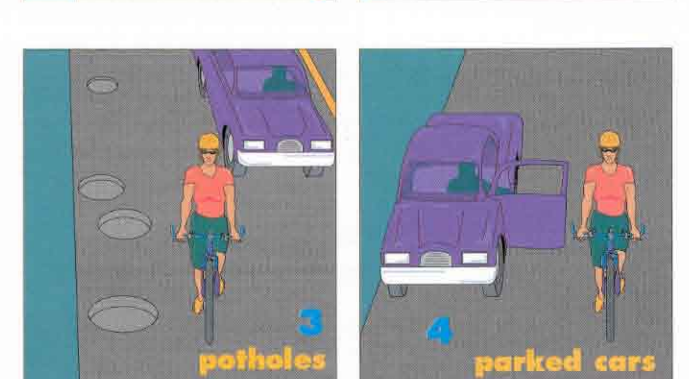
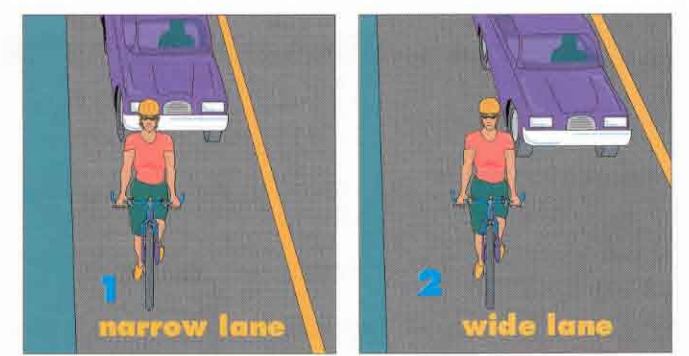
Speed and road position

1. When everyone else is going a lot faster than you, keep well to the right.
2. When they're going a little faster, ride near traffic. This encourages right-turners to slow and wait instead of passing at the last moment and cutting you off.
3. When they're going the same speed as you, ride in the line of traffic. This is your most visible position and ensures you'll be where drivers look for traffic. There's no reason to ride fast near the curb and a lot of good reasons not to.



Width and road position

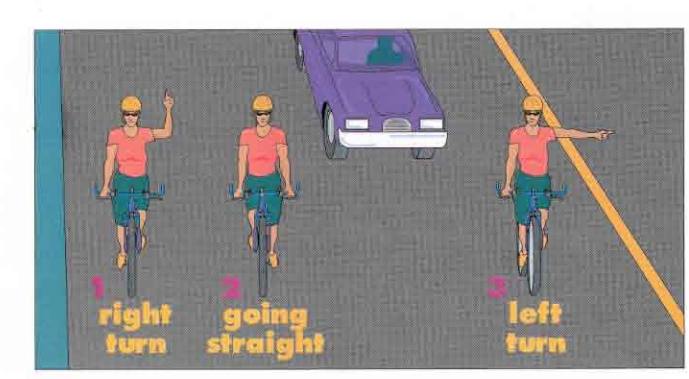
1. On a road with very narrow lanes, ride far enough from the edge to discourage dangerously close passing. Many expert riders ride in the car's right wheel track.
2. On a road with wide traffic lanes, ride just to the right of the traffic stream. This allows easy passing but reduces the danger caused by turning or crossing traffic.
3. On a road with gravel, debris, or potholes on the right side, ride on the smooth pavement to the left of them.
4. Always ride a good door's width from parked cars.



Destination and position

Near intersections, it's a good idea to let your road position tell others where you're going.

1. To turn right, move towards the right edge of the roadway.
2. To go straight, keep at least three feet from the curb and stay out of right turn lanes.
3. To turn left, ride about three feet right of the center line or, if there is one, use the left turn lane.



Making left turns

Making left turns is tricky but can be learned. Start on quiet streets and work up to busier ones.

1. As you approach an intersection where you want to turn left, look back. If someone is coming, decide whether you can move left across the lane before they arrive.
2. If you can cross before they arrive, signal and merge across into a left turn position near the center line or in a left turn lane.

If you can't cross before they arrive, signal and watch the approaching driver. If he or she slows and waves you over, move left and wave "thanks." If the driver doesn't slow, let the car pass and try again with the next one.

3. Once you've merged to a left turn position, ride straight and watch what's going on around you.
4. As you approach your turn, signal and watch for a break in oncoming traffic. After obeying traffic controls and yielding to crossing and oncoming traffic, make your turn.

As you practice, you'll get better and better at merging in traffic until it becomes second nature.

Left turns on fast roads

On busy high-speed roads, it's very difficult to negotiate your way across traffic. In this case, it's a good idea to make your turn like a pedestrian and walk across when safe.

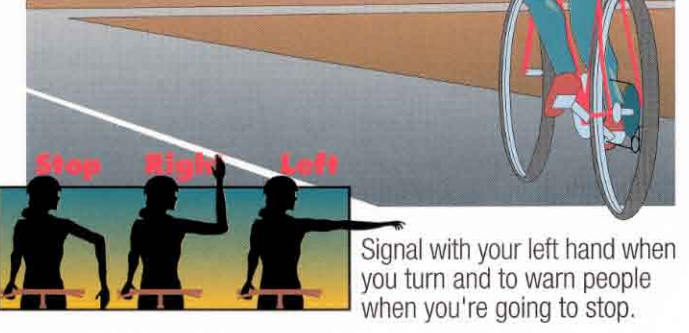
Bike handling

Having good control of your bike makes traffic riding easier and safer. Practice until you can look around, shift gears, use the brakes, avoid potholes, and stand up on the pedals without diverting your attention from traffic.

Scanning and signaling

Looking back over your shoulder tells you what's going on back there. Do it occasionally, just to avoid surprises. And do it before you make any kind of move (like merging left to turn).

Practice in an empty parking lot until you can do it without swerving. Try easing your grip on the handlebars or dropping the hand of the shoulder you're looking over.



Stopping your bike

To stop, use both brakes equally. In an emergency stop, slide back on the saddle and get low. Gradually squeeze harder on the front brake but let a bit off if the rear wheel lifts.



Too much front brake, and you tumble.



Get low and back when braking hard.



Wear a helmet!

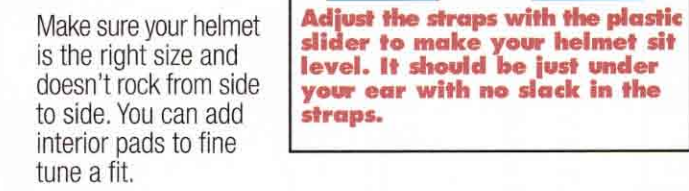
If you don't already have one, get a bicycle helmet today! If you have one, wear it every time you ride. Today's helmets look good, are very light, and let in those cooling breezes... all while protecting your head and brain! Helmets cost as little as \$10 and could be your most important piece of equipment.

Why
In a word: protection. A good bike helmet can protect your brain. That's important if your head hits a hard surface... like a road, a curb, or a car. Brains are fragile and once damaged may not mend.

What
Get one that fits snugly but is not tight. Make sure it has ASTM, ANSI, or SNELL stickers, which prove that it's passed the tests.

How
You should be able to see the front edge of your helmet when you look up. If your helmet tips back, it won't protect your forehead. Also, your neck strap should be snug but not too tight.

Make sure your helmet is the right size and doesn't rock from side to side. You can add interior pads to fine tune a fit.



Adjust the straps with the plastic slider to make your helmet sit level. It should be just under your ear with no slack in the straps.

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Sources: The area in and around High Point based on the digital version of the City of High Point map. Surrounding areas based on the digital version of the NCDOT county maps. Supplemental and reference material include the City of High Point Street Name Map, the Thomasville official street map, US Census Bureau TIGER Line Files, NCDOT printed county maps, and the USGS 1:100,000 digital line plans, 1:250,000 30x30 and 1:250,000 printed map series.
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