



CHAPTER 6 OUTLINE:
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CHAPTER 6: IMPLEMENTATION

Overview

The three main ways to improve bicycling conditions in Davidson are through facility construction, program implementation and policy enforcement. This chapter outlines the primary roles for key players in plan implementation and how they relate to one another. Specific action steps and a prioritized list of projects are provided.

Key Partners in Implementation

Role of Davidson's Town Board

The Town Board will be responsible for adopting this plan. Through adoption, the Town's leadership is recognizing the value of bicycle transportation and is putting forth a well-thought out set of recommendations for improving public safety and overall quality of life (see pages 4-8: *The Value of Bicycle Transportation*).

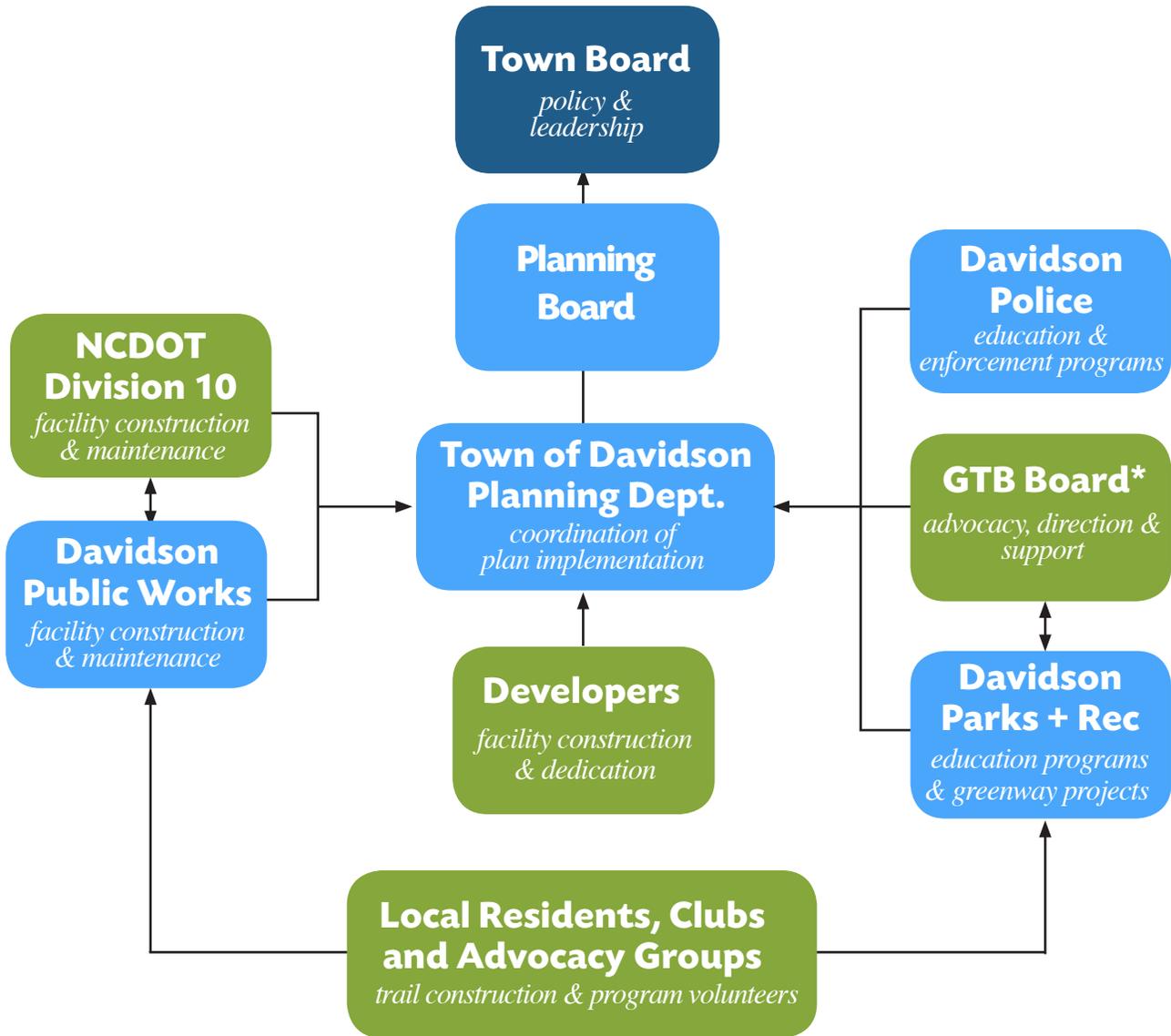
By adopting this Plan, the Town Board is also signifying that they are prepared to support the efforts of other key partners in the plan's implementation, including the work of it's own departments and the local NCDOT, Division 10. For example, if the Board adopts this plan, they should be prepared to:

- Approve ordinance updates to enhance bicycle-related policy
- Include priority bicycle projects in upcoming capital improvement plans
- Consider a bond referendum for greenways and roadway improvements for bicycle transportation

Davidson's online survey (which yielded over 200 responses) showed strong support for local funding options. The survey asked, "If grants or development do not become available in the next 5 years to build additional greenways or bicycle lanes, should the Town of Davidson look for ways to fund bicycle improvements?" An overwhelming 94% responded "yes".



Organizational Framework for Implementation



*GTB = Greenways, Trails and Bikeways Advisory Board



Role of the Town of Davidson Planning Board

The Town of Davidson Planning Board serves as an advisory board to the Board of Commissioners on all matters of planning and zoning. The Planning Board should be prepared to:

- Learn about bicycle-related policy and potential policy revisions to the Planning Ordinance.
- Become familiar with the recommendations of this Plan, and be prepared to support its implementation.

Role of the Town of Davidson Planning Department

The Planning Department will take primary responsibility for the day-to-day operations necessary to implement the plan. For example, the department should be prepared to:

- Pursue grants for funding priority projects and priority programs.
- Communicate and coordinate with the Town of Davidson Public Works Director and the Town of Davidson Parks and Recreation Director on priority projects for town-maintained roadways and greenway corridors/easements.
- Communicate and coordinate with local developers on adopted recommendations for bicycle facilities, including greenways.
- Communicate and coordinate with the Town of Davidson Parks and Recreation Department, Mecklenburg County, and neighboring municipalities on regional greenway corridors; partner for joint-funding opportunities.
- Communicate and coordinate with NCDOT Division 10 on priority projects for NCDOT-maintained roadways.
- Ensure that when NCDOT-maintained roadways in Davidson are resurfaced or reconstructed, that this Plan's adopted recommendations for bicycle facilities are included on those streets.
- Meet with the Greenways, Trails, and Bikeways Advisory Board (GTB); provide progress updates for plan implementation and gather input regarding bicycling issues
- Ensure that recommended programs are carried out; Work with locale advocacy groups and the GTB to assist in organizing bicycle-related events, educational activities, and enforcement programs.

- Present bicycle-related policy and policy revisions to the Planning Board and Town Board for their approval; encourage the Board to approve funding for plan implementation.

Role of the Town of Davidson Parks and Recreation Department

The Town of Davidson Parks and Recreation Department operates the recreation, athletic, and special event programs for the citizens of Davidson. They also maintain a variety of community, neighborhood, greenway, and natural park areas. This department also does the majority of greenway planning, greenway land acquisition and is involved in construction of greenways. The Parks and Recreation Department should be prepared to:

- Continue working with the Greenways, Trails and Bikeways Advisory Board and the Town of Davidson Planning Department on the development of priority greenway trails.
- Communicate and coordinate with the Town of Davidson Planning Department, Mecklenburg County, and neighboring municipalities on regional greenway corridors; partner for joint-funding opportunities.

Role of the Town of Davidson Public Works Department

The Public Works Department will take primary responsibility for the construction and maintenance of bicycle facilities on town-owned and maintained roadways, as well as construction and maintenance of town greenway trails. For example, the department should be prepared to:

- Become familiar with the standards set forth in Chapter 4 of this Plan, as well as state and national standards for bicycle facility design.
- Construct and maintain bicycle facilities (on town roadways and greenways) using the standards set forth in Chapter 4 of this Plan.
- Notify the Town of Davidson Planning Department of all upcoming roadway reconstruction or resurfacing/restriping projects, no later than the design phase; Provide sufficient time for comments; Incorporate bicycle recommendations from the planning staff.



GTB: See Chapter 5: Programs and Policies, the Funding Appendix and this chapter's Action Steps for more information.

Role of the Greenways, Trails and Bikeways Advisory Board

This board has contributed significantly to the development of this plan, and their continued support is critical for its implementation. The board should be prepared to:

- Meet with staff from the Planning Department; evaluate progress of the plan's implementation and offer input regarding bicycling issues; assist town staff in organizing bicycle-related events and educational activities.
- Build upon current levels of local support for bicycling issues and advocate for local project funding.

Role of the Local NCDOT, Division 10

Division 10 of the NCDOT is responsible for the construction and maintenance of bicycle facilities on NCDOT-owned and maintained roadways in the Town of Davidson (among all other NCDOT roadways in their five-county Division). Division 10 should be prepared to:

- Recognize this Plan as not only an adopted plan of the Town of Davidson, but also as an adopted plan of the NCDOT.
- Become familiar with the bicycle facility recommendations for NCDOT roadways in this Plan (pp.113-114); take initiative in incorporating this plan's recommendations into the Division's schedule of improvements.
- Become familiar with the standards set forth in Chapter 4 of this Plan, as well as state and national standards for bicycle facility design; construct and maintain bicycle facilities using the highest standards allowed by the State (including the use of innovative treatments on a trial-basis).
- Notify the Town of Davidson Planning Department of all upcoming roadway reconstruction or resurfacing/restriping projects in Davidson, no later than the design phase; Provide sufficient time for comments from the planning staff.
- Seek guidance and direction from the NCDOT Division of Bicycle and Pedestrian Transportation on issues related to this Plan and its implementation.



Role of the Town of Davidson Police Department

The Town of Davidson Police Department is responsible for making Davidson a safe place to live, work, and raise a family. The Police Department should be prepared to:

- Become experts on bicycling-related laws in North Carolina.
- Enforce not only bicycling-related laws, but also motorist laws that affect bicycling, such as speeding, running red lights, aggressive driving, etc.
- Participate in bicycle-related education programs
- Set up a hotline and online reporting mechanism for reporting bicycling- and pedestrian-related violations.

Police Dept: See Chapter 5: Programs and Policies and this chapter's Action Steps for more information.

Role of Developers

Developers in Davidson play a critical role in facility development whenever a project requires the enhancement of transportation facilities or the dedication and development of greenways. Developers should be prepared to:

- Become familiar with the benefits, both financial and otherwise, of providing amenities for walking and biking (including greenways) in residential and commercial developments.
- Become familiar with the standards set forth in Chapter 4 of this Plan, as well as state and national standards for bicycle facility design.
- Become familiar with the Planning Ordinance revisions related to bicycle facilities.

Developers: See Benefits of Bicycle Transportation in Chapter 1; Chapter 5: Programs and Policies; and the Town's recommended bicycle facilities in the Bicycle Facility Project List for more information.

Role of Local Residents, Clubs and Advocacy Groups

Local residents, clubs and advocacy groups, including, but not limited to Davidson Walks and Rolls, Charlotte Area Bicycle Alliance (CABA), and the Rocky River Road Club, etc., play a critical role in the success of this plan. They should be prepared to:

- Continue offering input regarding bicycling issues in Davidson.
- Assist town staff and GTB by volunteering for bicycle-related events and educational activities and/or participate in such activities.
- Assist town staff and GTB by speaking at Town Board meetings and advocating for local bicycle project and program funding.



Prioritization and Phasing

The bicycle facilities listed in Table 6.A were prioritized according to process outlined in Appendix C: Prioritization + Project Cut-Sheets. The prioritization process began by making a list of all the roadways in the study area (Town of Davidson Extra Territorial Jurisdiction, or ETJ) for which bicycle recommendations were made. The roadways were then broken down into segments at logical points, such as major intersections. Most segments are under a mile long, with several that are longer in rural and/or future growth areas. The weighted criteria used to rank each segment was custom designed for Davidson, based on public input, steering committee input, and data collected pertaining to Davidson's existing conditions. For more information on prioritization, including the prioritization table used to rank the projects, see Appendix C: Prioritization + Project Cut-Sheets.

Table 6.A contains detailed information related to each project and identifies overall project phasing. Projects were broken down into Phase 1 (2009); Phase 2 (2010-2012); Phase 3 (2013-2015); and Development- or NCDOT-based. Projects were assigned phases based on a combination of their ranking in the prioritization matrix and their relative cost estimates. The time-frame for the phases were determined by Town of Davidson staff. Projects identified as "Development- or NCDOT-based" are projects that are likely to be implemented on opportunity basis (by developer or by NCDOT with roadway resurfacing and/or road widening).

Bicycle Facility Project List

Descriptions for other columns in Table 6.A are as follows:

Rank/ID: Shows the rank determined through the prioritization process, which is the same as the project identification number used in Map 6.8: Project Phasing.

Recommendation: Facility types listed correspond to facility descriptions in Chapters 3 and 4; 'Connector Trails' are in-town greenway connections (with trail #s that correspond to the adopted Circulation Plan).

Construction Type: The type of construction required for different projects varies, depending on the current conditions and the type of recommendation (see the Chapter 2 Roadway Inventory for more information on current roadway conditions):

'Roadway Restriping' refers to projects that only require restriping and adding new markings on the roadway;

'Pavement Marking' refers to projects that only require adding new markings to the roadway;

'New Construction' refers to projects that require adding additional pavement width to the roadway;

'Bridge Retrofit' refers to adding bicycle and pedestrian accommodations to the I-77 bridge (accommodations across I-77 will require a more detailed analysis);

'Gutterpan/Pavement Seam' refers to projects that will require repaving portions of the roadway and/or reconstructing the gutterpan so that there is a level seam between the pavement and gutterpan, creating more functional space for bicycle travel (see image at right).

Cost Estimate: Estimates were generated based on the type of recommendation and the type of construction required. Figures used and their sources are listed below:

Bicycle Lanes and Sharrows: The University of North Carolina Highway Safety Research Center. (2008) www.bicyclinginfo.org/bikecost

Trails: \$120/lf (for construction of path, clearing, grading, subbase -- 14' wide, asphalt trail 10' wide): Mecklenburg County Park and Recreation's designers typically estimate \$120 per linear foot.

Trails: \$55/lf (for construction of path on cleared, graded corridor, asphalt trail 10' wide): The University of North Carolina Highway Safety Research Center. (2008) www.bicyclinginfo.org/bikecost (adjusted for Davidson connector trails)

Paved Shoulders (new construction): \$400,000/mile;
from a model NCDOT bicycle plan

Sidepaths: (new construction): \$450,000/mile;
from a model NCDOT bicycle plan

Agency Responsible for Implementation: Either the Town of Davidson Public Works, NCDOT Divison 10, the Town of Davidson Parks and Recreation Department, or a developer, depending on the owner of the roadway or corridor right-of-way.

Intersection Project List

Intersections were prioritized based on responses from the online public survey and correspond with the top priority bicycle routes. See Appendix C: Prioritization + Project Cut-sheets for more information on intersection recommendations.



Above: An example of the uneven gutterpan/pavement seam on Concord Road, which essentially makes the functional portion of the bicycle lane less than two feet wide in some sections.

Rank	Intersection Street 1	Intersection Street 2	Intersection Street 3	Recommendation
1	Main St	Concord Rd	n/a	Signage & Detector Loops
2	Main St	Griffith St	n/a	Signage & Detector Loops
3	Davidson-Concord Rd	Concord Rd	E. Rocky River Rd	Roundabout
4	Concord Rd	Grey Rd	Pine Rd	Roundabout
5A	Griffith St	Jetton St	n/a	Signage & Education
5B	Griffith St	Davidson Gateway Dr	Harbour Place Dr	Signage & Education
6	Davidson-Concord Rd	Robert Walker Dr	n/a	Crossing Improvements



*Insert Table 6.A:
Bicycle Facility Project
List*





*Insert page 2 of Table 6.A:
Bicycle Facility Project
List*





Action Steps

The action steps in the following tables are integral to achieving the goals and vision of this Plan. As guiding recommendations and the clearest representation of specific items to accomplish, they should be referred to often. Chapter 5, Programs and Policies, provides a variety of resources for assisting in carrying out tasks related to policy, education programs, encouragement programs and enforcement programs.

*Insert Table 6.B:
Action Steps*





*Insert page 2 of Table 6.B:
Action Steps*

