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CHAPTER 6: ANCILLARY FACILITIES

OVERVIEW

In order to create safe, walkable and bikeable communities, it is critical to take a comprehensive approach that looks beyond the construction of linear pedestrian and bicycle facilities. This includes, but is not limited to, ancillary facilities such as gateway corridors and bicycle parking as well wayfinding and regulatory signage. This chapter identifies location placement recommendations for key ancillary facilities.

ANCILLARY FACILITIES

GATEWAY CORRIDORS

Gateway corridors can serve as welcoming entrances into the Town of Davidson. In many cases, a gateway corridor is the first impression residents and visitors have of a community and as such, should be inviting and attractive. Gateway corridor recommendations include providing sidewalks on both sides of the street, a “welcome” sign, street trees, landscaped center medians, landscaped sidewalk buffers, driveway access management policies, wayfinding signage, and pedestrian level lighting. The following corridors could serve as potential gateway corridors for the Town of Davidson:

- North Main Street
- South Main Street
- Davidson-Concord Road
- Griffith Street



Short-term bike parking at bus shelter

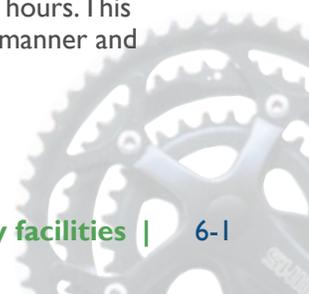
BICYCLE PARKING & END OF TRIP FACILITIES:

Bike parking is an essential, but often forgotten, component of a complete bicycle network. Well-designed and well-placed bike parking at key destinations makes bicycling a feasible option for trips to work, the grocery store, shopping, parks, and schools. Parking should be abundant, secure, and complementary to the surrounding streetscape. It should be as convenient as motor vehicle parking. Bike parking can be broadly defined as either short-term or long-term parking:

- *Short-term parking* is meant to accommodate visitors, customers, messengers and others expected to depart within two hours; requires approved standard rack, appropriate location, and installation. (Image: top left)
- *Long-term parking* is meant to accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location. (Image: bottom left)



Long-term bike parking station





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Short-term bicycle parking facilities include racks which permit the locking of the bicycle frame and at least one wheel to the rack and support the bicycle in a stable position without damage to wheels, frame, or components. Short-term bicycle parking is currently provided in some areas in Davidson, but is especially needed near retail and commercial establishments.

Respondents to the public comment form listed the following locations as places in need of more bicycle parking:

- Downtown Davidson
- Main Street shopping
- Summit Coffee
- Post Office
- Harris Teeter
- Farmer's Market
- Davidson Public Library
- South Main

See Appendix B: Public Engagement for the complete online survey report.

The Town of Davidson should work with property owners to encourage the installation of additional bicycle parking (short- and long-term) at key destinations. Policies should also be put in place to ensure the inclusion of bike parking in new developments. See Chapter 5: Design Guidelines for guidance on bike parking design and placement.

ACCESS TO TRANSIT

Safe and easy access to transit stops and secure bicycle parking facilities is necessary to encourage residents to access transit by foot or bicycle. Walking and bicycling to transit reduces the need to provide expensive and space consuming car parking spaces. The town should ensure that all bus stops in Davidson are served by the pedestrian and bicycle network.

BUS STOP SEATING & SHELTERS

Bus stops should be equipped with seating or a platform that provides a place for transit users to comfortably wait for the bus. Bus shelters should be provided at stops that receive a large amount of traffic and in areas that offer little shade or other protection from the elements.

The town should encourage CATS to provide bus shelters, benches, and concrete waiting/landing pads at appropriate high usage transit stops. For example, bus stops on Sloan, Depot, Griffith (near Lakeside), and Watson streets all lack a hard surface waiting area for pedestrians. The bus stop at Griffith and Lakeside requires a formal pedestrian crossing treatment as well, which could include a pedestrian



Bus shelter with seating and vertical bike parking



Water fountain and short term bicycle parking



Trail lighting

refuge median, signage, and crosswalk markings. Benches and/or transit shelters should be considered at high transit boarding locations, including:

- Gateway Park-n-Ride
- Sadler Square (Watson Street and Griffith Street)
- Sloan Street

LIGHTING

Lighting should be provided near transit stops, commercial areas, or other locations where night-time pedestrian activity is likely. Pedestrian-scale lighting such as street lamps helps to illuminate a sidewalk, and improves pedestrian safety and security. In the online comment form, Davidson residents noted that lighting improvements are needed in the following locations:

- Concord Rd
- Davidson-Concord Rd
- Main St
- Griffith St
- Grey Rd
- Beaty St
- Potts St
- Jetton St

KIOSKS & MESSAGE CENTERS

Kiosks and message centers provide visitors with information to orient themselves, learn of site opportunities, read the rules and regulations of the site, find the hours of operation and read about local events such as activities programmed for the greenway or seasonal festivals.

- Install kiosks in high-traffic pedestrian and bicycle areas, such as in Davidson's Historic District, at important downtown locations such as the Village Green, and at each trail head.
- Kiosk design should be coordinated with the character of the entire Town wayfinding program.
- Keep the style of the kiosk simple and easily identifiable by users as an information contact station.
- Bulletin boards, pedestrian and bicycle maps, rules and regulations, and accessibility advisories should be designed as part of the kiosk.
- When locating kiosks next to parking facilities, set the units back far





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enough from traffic and protect the support posts or structure with appropriately sized bollards.

Kiosks and message centers serve informational, advisory, and regulatory functions. As such, the information conveyed should be clear, easy to understand, and engaging. It should also be weather-proof or protected from the elements and secured to the ground. Kiosks and message centers should be inspected periodically for damage and vandalism, and information should be updated as appropriate. See Chapter 5: Design Guidelines for further guidance on signage placement and design.