

MOBILITY PLAN IMPLEMENTATION GUIDEBOOK

Town of Davidson

December 2022

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INTRODUCTION

The Davidson Mobility Plan serves as the local comprehensive transportation plan for the Town of Davidson. It provides a town-wide vision and coordinated recommendations for multi-modal travel and access within and throughout town. It continues Davidson’s long history of multi-modal transportation planning that has allowed the town to develop as a place where people can drive, walk, access transit, and bicycle easily and comfortably – and where quality of life is one of the highest in the Charlotte metro area.

Monitoring is a key part of plan implementation because it allows plan users to evaluate how well the plan has been implemented and how effective it has been in achieving the community’s goals. The Implementation Guidebook lays out the plan’s goals and action steps – identifying associated town departments, general progress/status, and related resources to implement each strategy.

The Mobility Plan helps to inform the Board of Commissioners’ Strategic Plan. A new Strategic Plan is updated and developed every two years. The Implementation Guide enables the community to track progress being made through the Mobility Plan as well as other initiatives underway – linking the work being done across a variety of town projects back to the community-based vision and strategies supporting that vision.

Decision-Making Framework



The Mobility Plan calls for an annual review and reprioritization of priority projects by a committee consisting of members from both the Planning and Livability Boards. The Implementation Guidebook serves as the basis for this annual exercise, which should be evaluated by elected officials, staff, advisory boards, and the community at-large. Over time, the Guidebook will validate the community’s progress in achieving its vision.

The action steps outlined in this document are integral to achieving the goals and vision of the Mobility Plan.

HOW TO USE THIS DOCUMENT

The Implementation Guidebook is a tool for tracking the status of actions set out in the Davidson Mobility Plan. The intent is that this “Guidebook” will be updated annually and can be used as a reporting tool to share with the Town’s leaders, Mobility Plan Sub-Committee, and residents on the status of plan implementation, focusing on the plan’s action steps. This Guidebook can also be used as a reference for the Board of Commissioners as they prepare and update the Town’s bi-annual Strategic Plan and make funding decisions through the annual budgeting process and Capital Improvement Plan (CIP) process.

The Guidebook’s chapters align with the goals and action steps set out in the Davidson Mobility Plan. The Mobility Plan uses a plan framework that: 1. Establishes the vision and guiding principles of mobility in Davidson; 2. Sets out specific goals for each of the existing mobility frameworks based on those principles; 3. Defines detailed plan recommendation action items in support of each goal. Finally, the plan defines metrics to aid in determining how well implementation efforts achieve desired community outcomes.

This Guidebook is organized by the Mobility Plan’s Guiding Principles. Each chapter begins with a summary of the principles and a list of the action items. A tabular key (see example below) indicates each action’s status: Complete, In Progress, or Awaiting Action. Each action also lists the lead town departments, phase, and relevant details.

Phases:

- Short-term (1-3 years)
- Medium-term (3-5 years)
- Long-term (5 years and beyond)
- Ongoing



GOAL 1: PEDESTRIAN MOBILITY

Maintaining and enhancing Davidson as a pedestrian oriented community is the highest priority mobility goal for Davidson citizens. Davidson is currently designated as a Bronze Walk Friendly Community, however, the combination of sidewalk gaps, poor quality/accessibility issues, crossing difficulties, and unsafe driver behavior create an inconsistent and sometimes uncomfortable pedestrian environment. The envisioned pedestrian network is guided by the Town's Mission Statement, Mobility Plan Guiding Principles, previous planning efforts, and public input to achieve the following goals:

- Make ALL streets pedestrian-friendly and accessible to all
- Connect greenways to popular destinations
- Reduce pedestrian-involved crashes
- Continue to implement the Walks & Rolls Plan
- Implement five high priority pedestrian projects by 2021
- Fill gaps in the sidewalk network
- Enhance existing sidewalks with streetscaping and maintenance
- Improve ADA accessibility
- Provide safer and more frequent crossings
- Enhance safe crossings through various measures (RRFBs, HAWK signals, etc.) where appropriate
- Improve and expand greenway and trail network for transportation, recreation, and exercise

GOAL 1: ACTION ITEMS

- ACTION 1.1** Include pedestrian and greenway improvement projects in the local Capital Improvement Program (CIP)
- ACTION 1.2** Evaluate a cost-share program for sidewalk maintenance
- ACTION 1.3** Increase minimum sidewalk width to 6 feet minimum
- ACTION 1.4** Develop/implement a sidewalk infill prioritization methodology
- ACTION 1.5** Install more consistent crosswalk treatments throughout town
- ACTION 1.6** Develop preliminary plans (30% construction drawings) for priority sidewalk projects
- ACTION 1.7** Update the Planning Ordinance to reflect recommendations for advisory shoulder and sidepath design standards

1.1 Include pedestrian and greenway improvement projects in the local Capital Improvement Program (CIP).



CIP is a short-range plan (5 years for Davidson), which identifies capital projects and equipment purchases.

1.1.1 Increase consistent year-to-year funding levels.



Lead Department/Resources: Parks & Rec, Planning, Public Works
Phase: Annual / Ongoing

1.2 Evaluate a cost-share program for sidewalk maintenance.



This will help ensure sidewalk repair is implemented equitably.

Lead Department/Resources: Project Manager, Public Works
Phase: Short-term

1.3 Increase minimum sidewalk width to 6 feet minimum.



Each roadway type in the Planning Ordinance, other than rural road, has been updated to these standards.

1.3.1 On Major Roads:

Griffith St		
Concord Rd		
Main St/NC-115		

1.3.2 Update the Planning Ordinance roadway types “Parkway” and “Urban Avenue/Boulevard”.



1.3.3 Arterial or collector type streets with at least 3,000 cars/day.

Potts St		
Jetton St		
Beaty St		

Lead Department/Resources: Planning, Public Works
Phase: Short-term

1.4 Develop/implement a sidewalk infill prioritization methodology.



This will address remaining gaps in a systematic and equitable fashion using a methodology informed by a public input process.

Lead Department/Resources: Planning, Project Manager, Public Works
Phase: Short-term

1.5 Install more consistent crosswalk treatments throughout town.



1.5.1 Install at priority crossings identified on p.85 of the Mobility Plan.

Priorities:

Griffith St & Spinnaker Cove Dr		×
Jackson St & Depot St		
Jackson St & Griffith St		
Main St & Depot St		
Main St at library bulb-out		
Delburg St & Jackson St		×
Delburg St & Watson St		
Beaty St & Lakeview Av		×
Watson St & Depot St		×
Jackson St & S Main St		
N Main St at Ridge Rd/Beaty St		×
S Main St & Catawba Av		
S Main St at Railroad Underpass		×

Lead Department/Resources: NCDOT, Project Manager, Public Works
Phase: Short-term / Ongoing

1.6 Develop preliminary plans (30% construction drawings) for priority sidewalk projects.



This action will help to increase readiness for grant funding, help determine accurate costs, and leverage local capital funds to be used as an effective match for larger grants.

Lead Department/Resources: Public Works

Phase: Ongoing

1.7 Update Planning Ordinance to reflect recommendations for advisory shoulder and sidepath design standards.



The design standards can be found on p. 81 & 83 of the Mobility Plan. The ordinance update was completed in October 2021.

Lead Department/Resources: Planning

Phase: Short-term

GOAL 2: BICYCLE MOBILITY

Creating safe cycling options comfortable for all users is a key mobility theme identified by Davidson residents. Davidson is currently designated as a Bronze Bicycle Friendly Community through the League of American Bicyclists. Challenges include creating comfortable biking connections to various destinations, improving existing bike lanes, and mitigating conflicts with motor vehicles. The envisioned bicycle network is guided by the Town's Mission Statement, Mobility Plan Guiding Principles, previous planning efforts, and public input to achieve the following goals:

- Provide safe routes comfortable for bicyclists of all ages and abilities
- Improve connectivity to commercial destinations and expand the role of cycling beyond recreation to a viable transportation mod for everyday trips
- Provide neighborhood bikeway connections for families
- Implement high-quality, low-stress bikeways
- Improve connectivity to parks, greenways, and shared use paths
- Install adequate bicycle parking as required in the Planning Ordinance
- Implement 5 miles of new bikeways by 2023

GOAL 2: ACTION ITEMS

- ACTION 2.1** Include bicycle projects in the local Capital Improvement Program (CIP)
- ACTION 2.2** Conduct corridor studies to assess feasibility of enhanced bicycle (and multi-modal) facilities along key corridors
- ACTION 2.3** Fund bicycle facility maintenance
- ACTION 2.4** Develop preliminary plans (30% construction drawings) for priority bicycle projects
- ACTION 2.5** Increase bicycle parking facilities

2.1 Include bicycle projects in the local Capital Improvement Program (CIP).



CIP is a short-range plan (5 years for Davidson), which identifies capital projects and equipment purchases.

2.1.1 Increase consistent year-to-year funding levels.



Lead Department/Resources: Parks & Rec, Planning, Public Works
Phase: Annual / Ongoing

2.2 Conduct corridor studies to assess feasibility of enhanced bicycle (and multi-modal) facilities along key corridors.



Key Corridors:

Griffith St	
Concord Rd	
Main St/NC-115	

Lead Department/Resources: Planning, Public Works
Phase: Short-term / Medium-term

2.3 Fund bicycle facility maintenance.



This includes funding maintenance equipment and staff to sweep on-road bikeways, refresh striping, and other bikeway maintenance needed to adequately maintain a low-stress bikeway system.

Lead Department/Resources: Finance, Public Works
Phase: Ongoing

2.4 Develop preliminary plans (30% construction drawings) for priority bicycle projects.



This action will help to increase readiness for grant funding, help determine accurate costs, and leverage local capital funds to be used as an effective match for larger grants.

Lead Department/Resources: Public Works
Phase: Ongoing

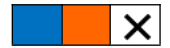
2.5 Increase bicycle parking facilities.



2.5.1 Increase short-term parking by 50% by 2023 at destinations.



2.5.2 Increase long-term parking by 50% by 2023 at destinations.



Lead Department/Resources: Economic Development, Public Works
Phase: Medium-term

GOAL 3: STREETS AND MOTOR VEHICULAR MOBILITY

Driving is the most common travel mode in Davidson. As Davidson and the surrounding communities in the Charlotte metro area have continued to develop and grow, congestion and traffic safety are becoming even more important issues in the community. Proposed improvements aim to create a town where all users of the roadways are safe and where vehicular mobility is enhanced by providing convenient and efficient driving options. The proposed street network aims to fulfill this vision by addressing the following goals:

- Improve intersections to enhance capacity and promote safety
- Provide additional roadway connections to provide local alternatives to thoroughfares such as I-77 and Highway 115
- Promote traffic calming to reduce speeding in residential areas

GOAL 3: ACTION ITEMS

- ACTION 3.1** Use the concepts and policies presented in the Mobility Plan to implement proposed improvements
- ACTION 3.2** Use maintenance resources and staff to support programs, planning efforts, and infrastructure maintenance
- ACTION 3.3** Actively manage the list of projects in this plan and assign appropriate funding and staff time to implement them
- ACTION 3.4** Update the Planning Ordinance to include design standards for shared streets/festival streets/woonerfs
- ACTION 3.5** Continue to work with regional partners to develop final alignments for the North-South parkway

3.1 Use the concepts and policies presented in the Mobility Plan to implement proposed improvements.



Implement through regularly scheduled capital projects, such as streetscape projects, street resurfacing, or new public or private development projects.

Lead Department/Resources: Planning, Public Works

Phase: Ongoing

3.2 Use maintenance resources and staff to support programs, planning efforts, and infrastructure maintenance.



Regular maintenance of roadways, multi-use paths, sidewalks, and bikeways is essential to providing safe and accessible mobility choices.

Lead Department/Resources: Parks & Rec, Planning, Public Works

Phase: Ongoing

3.3 Actively manage the list of projects in this plan and assign appropriate funding and staff time to implement them.



The Town of Davidson aims to be flexible and opportunistic with funding and prioritization of projects to deliver projects as quickly as possible.

Lead Department/Resources: Parks & Rec, Planning, Project Manager, Public Works

Phase: Ongoing

3.4 Update the Planning Ordinance to include design standards for shared streets/festival streets/woonerfs.



These are street classifications that better accommodate all travel modes on low-speed, low-traffic-volume streets (e.g., Spring Street).

Lead Department/Resources: Planning

Phase: Short-term

3.5 Continue to work with regional partners to develop final alignments for the North-South Parkway.



This roadway network is anticipated to provide an alternative route to I-77 and NC-115 as well as for the Grey Road and Davidson-Concord Road extensions. A sub-area study was completed in October 2019. (p.104-105)

Lead Department/Resources: Planning

Phase: Medium-term / Long-term

GOAL 4: PARKING ACCESSIBILITY

As of 2017, the Town of Davidson contained 2,034 parking spaces in the downtown area with a demand of 1,699 spaces. This leaves the town with a 16% surplus in parking spots. However, there are areas within the downtown core that experience parking deficits during peak demand hours, while other parking areas are continually underutilized. In order to address these deficits, the proposed parking network aims to fulfill the following goals:

- Introduce parking fees for town-owned lots
- Implement wayfinding signage to direct citizens to underutilized parking areas outside of the immediate downtown retail area
- Improve pedestrian facilities and safe crossings for accessing parking areas

GOAL 4: ACTION ITEMS

- ACTION 4.1** Adopt and implement a performance-based parking program for downtown
- ACTION 4.2** Conduct a pilot application of pricing
- ACTION 4.3** Establish the administrative authority for staff to set parking prices based on observed demand through a change in the Planning Ordinance
- ACTION 4.4** Establish a regular monitoring and reporting schedule for parking utilization and enforcement in order to manage its performance-based parking program
- ACTION 4.5** Create a shared parking program
- ACTION 4.6** Expand parking & multi-modal wayfinding system to direct drivers to available parking spaces

4.1 Adopt and implement a performance-based parking program for downtown.



Performance-based management adjusts rates and regulations to make it as easy as possible to find a parking space.

Lead Department/Resources: Economic Development, Planning
Phase: Short-term

4.2 Conduct a pilot application of pricing.



Install pay station meters for on-street parking in the downtown retail district.

Lead Department/Resources: Economic Development, Public Works
Phase: Medium-term

4.3 Establish the administrative authority for staff to set parking prices based on observed demand through a change in the Davidson Planning Ordinance.



Lead Department/Resources: Economic Development
Phase: Short-term

4.4 Establish a regular monitoring and reporting schedule for parking utilization and enforcement in order to manage its performance-based parking program.



Lead Department/Resources: Economic Development, Police,
Public Works
Phase: Short-term / Ongoing

4.5 Create a shared parking program.



Maximize the use of existing public and private parking spaces in and around the downtown retail district.

Lead Department/Resources: Economic Development, Public Works
Phase: Short-term / Ongoing

4.6 Expand parking & multi-modal wayfinding system to direct drivers to available parking spaces.



Lead Department/Resources: Economic Development, Public Works
Phase: Medium-term

GOAL 5: TRANSIT MOBILITY

Transit options in Davidson consists of three bus routes- one express route to Charlotte, and two local routes between Davidson, Cornelius, and Huntersville. Primary opportunities for preparing for new regional transit lie in providing mobility connections to potential station areas that will be served by bus rapid transit (BRT), commuter or light rail, and last mile services. Furthermore, there is opportunity to improve local transit stops and create regional comprehensive mobility hubs by following the action items listed below.

GOAL 5: ACTION ITEMS

- ACTION 5.1** Work with CATS and major employers in and around Davidson to expand transit services
- ACTION 5.2** Work with CATS and neighboring municipalities to implement fixed guideway regional transit stations in Davidson and complementary mobility hub services
- ACTION 5.3** Work with CATS to improve bus stop amenities to make access and waiting for the bus more comfortable and attractive
- ACTION 5.4** Implement a local transit service that will provide connections within Davidson

5.1 Work with CATS and major employers in and around Davidson to expand transit services.



5.1.1 Expand to all-day and weekends for local and express bus service.



Lead Department/Resources: CATS, Planning
Phase: Short-term

5.2 Work with CATS and neighboring municipalities to implement fixed guideway regional transit stations(s) in Davidson and complementary mobility hub services.



5.2.1 Conduct a BRT design study in fiscal year 2020.







Lead Department/Resources: CATS, developers/landowners, Planning
Phase: Medium-term / Long-term / Ongoing

5.3 Work with CATS to improve bus stop amenities to make access and waiting for the bus more comfortable and attractive.



Upgrade bus stop shelters at:

Gateway Park-n-ride		
Sadler Sq (Watson St / Griffith St)		
Sloan St.		

Lead Department/Resources: Planning, Public Works
Phase: Medium-term

5.4 Implement a local transit service that will provide connections within Davidson.



Work with CATS and local employers and schools, pages 120-123.

Lead Department/Resources: CATS, Planning
Phase: Short-term / Medium-term

GOAL 6: NEW MOBILITY OPTIONS

As Davidson continues to be a leader in innovative solutions to enhance the community's quality of life, it will be important to stay abreast of new opportunities for enhancing mobility with new technology. Four principal categories in new mobility technologies have developed in the market over the last decade: autonomous, connected, electric, and shared. These new tools for mobility solutions should prioritize people over vehicles and will be carried out using the following action items.

GOAL 6: ACTION ITEMS

- ACTION 6.1** Require the installation of electric vehicle (EV) charging capacity and/or infrastructure for all new construction
- ACTION 6.2** Promote and encourage the installation of additional super-charging stations at key locations
- ACTION 6.3** Convert town vehicle fleets to electric when practical
- ACTION 6.4** Update the town's code of ordinances to align with North Carolina general statutes regarding low-speed vehicles
- ACTION 6.5** Promote, encourage, and manage the continued expansion of dockless bike, scooter, and similar mobility solutions throughout the community, with particular attention to parking regulation
- ACTION 6.6** Investigate a partnership with ride-share services for trips that have their origin or destination in the downtown
- ACTION 6.7** Work with CATS to investigate ride-share service subsidies for town residents

- ACTION 6.8** Conduct a feasibility study for the deployment of a driverless shuttle system
- ACTION 6.9** Work with CATS to develop mobility hub concepts for downtown and Exit 30
- ACTION 6.10** Pilot ride-share pickup/drop off and local delivery zones in the downtown
- ACTION 6.11** Investigate the potential for a geofenced area
- ACTION 6.12** Maintain a high level of awareness and education for autonomous technologies amongst the town staff
- ACTION 6.13** Ensure that all new street infrastructure projects have accommodations for fiber-optic
- ACTION 6.14** Install parking sensor technology
- ACTION 6.15** Evaluate the installation of DSRC equipment in a connected corridor

6.1 Require the installation of Electric Vehicle (EV) charging capacity and/or infrastructure for all new construction.



Update the Davidson Planning Ordinance.

Lead Department/Resources: Planning

Phase: Short-term

6.2 Promote and encourage the installation of additional super-charging stations at key locations.



Key Locations:

Davidson Commons		
MSC		
Downtown		
College		

Lead Department/Resources: Public Works

Phase: Medium-term

6.3 Convert Town vehicle fleets to electric when practical.



As individual vehicles need replacing, replace with new electric.

Lead Department/Resources: Fire, Parks & Rec, Police, Public Works

Phase: Ongoing

6.4 Update the Town’s Code of Ordinances to align with North Carolina General Statutes regarding low-speed vehicles.



6.4.1 Clarify language to differentiate between recreational and transportation low-speed vehicles and how they may be used on Town roads.

Lead Department/Resources: Legal/Admin; Planning

Phase: Short-term

6.5 Promote, encourage, and manage (through regulation) the continued expansion of dockless bike, scooter, and similar mobility solutions throughout the community, with particular attention to parking regulation.



Lead Department/Resources: Economic Development, Planning, Public Works
Phase: Short-term

6.6 Investigate a partnership with ride-share services for trips that have their origin or destination in the downtown.



Facilitating ride-share services to/from downtown may be a strategy to help reduce the demand for parking downtown.

Lead Department/Resources: Planning
Phase: Short-term

6.7 Work with CATS to investigate ride-share service subsidies for town residents.



This will help fill gaps in regular transit services.

Lead Department/Resources: CATS, Planning
Phase: Short-term

6.8 Conduct a feasibility study for the deployment of a driverless shuttle system.



Key Corridor Studies:

Griffith St	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Concord Rd	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Main St	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Lead Department/Resources: CATS, Planning
Phase: Medium-term

6.9 Work with CATS to develop Mobility Hub concepts for downtown and exit 30.



6.9.1 Combine transit access and shared/new mobility service options.



Lead Department/Resources: CATS, Planning

Phase: Medium-term

6.10 Pilot ride-share pick up/drop off and local delivery zones in the downtown.



6.10.1 Consider dedicated on-street spaces near Summit and Kindred.



6.10.2 Require new curb access zones with new development.



Lead Department/Resources: Economic Development, Public Works

Phase: Short-term

6.11 Investigate the potential for a geofenced area.



Consider the Jackson St and Concord Rd corridors as the highest priorities for 3D mapping and surveying.

Lead Department/Resources: Planning

Phase: Medium-term

6.12 Maintain a high level of awareness and education for autonomous technologies amongst the Town staff.



Lead Department/Resources: Planning, Police, Public Works

Phase: Ongoing

6.13 Ensure that all new street infrastructure projects have accommodations for fiber-optic.



6.13.1 Place additional conduits for future expansion or install cabling.



Lead Department/Resources: Planning, Public Works

Phase: Ongoing

6.14 Install parking sensor technology.



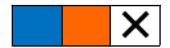
- 6.14.1 Provide a mobile app or an Application Programming Interface (API) to facilitate third party usage (e.g., Google Maps) to broadcast parking availability.












Lead Department/Resources: Economic Development, Public Works

Phase: Medium-term / Long-term

6.15 Evaluate the installation of DSRC equipment in a connected corridor.



Connected Corridors:

Jackson St	  
Concord Rd	  
Main St	  

Lead Department/Resources: Planning, Public Works

Phase: Medium-term / Long-term

GOAL 7: PROGRAMS AND POLICY RECOMMENDATIONS

Policies establish priorities for decision making about infrastructure design, mobility services and programs, and transportation investments. They provide guidance in decision-making that will lead to successful implementation and achievement of the goals for mobility in Davidson. Programming supports changes in travel behavior, choices, and demand. These changes can be accomplished by focusing on education, encouragements, enforcement, and evaluation programs. Successful programs help expand travel choices, reduce transportation costs for consumers, improve travel safety, improve access to jobs, businesses, and services, and help measure successful achievement of mobility outcomes. The goals of these programs and policies are outlined below.

- Prioritize travel safety in Davidson
- Expand travel choices to get to, and around, Davidson
- Improve the predictability and reliability of traveling to, and around, Davidson

GOAL 7: ACTION ITEMS

- ACTION 7.1** Revise Traffic Impact Analysis (TIA) requirements
- ACTION 7.2** Develop/implement education campaigns
- ACTION 7.3** Develop a Vision Zero Plan
- ACTION 7.4** Develop a Transportation Demand Management (TDM) Action Plan
- ACTION 7.5** Implement multi-modal wayfinding

7.1 Revise Traffic Impact Analysis (TIA) Requirements.



Substantial modifications should be based on the outcomes of the Comprehensive Plan in regard to Land Use goals.

7.1.1 Add an 'increment of delay' to the TIA decision making process.



7.1.2 Use new technologies to help validate or augment conventional traffic analysis.



7.1.3 Evaluate traffic using vehicle-miles traveled (VMT).



7.1.4 Use Multi-Modal Level of Service as a measure of effectiveness.



Lead Department/Resources: Planning

Phase: Short-term

7.2 Develop/Implement Education Campaigns.



Continue to implement the mobility education recommendations outlined in the Walks & Rolls plan.

7.2.1 Traffic Safety Village.



7.2.2 Positive Media Campaign.



7.2.3 Update walking and biking maps.



Lead Department/Resources: Parks & Rec, Planning, Police

Phase: Ongoing

7.3 Develop a Vision Zero Plan.



Implement data-driven prevention strategies to eliminate all roadway deaths and major injuries. A pedestrian task force recommendation was issued in October 2021. The Town also participated in the NC Vision Zero Leadership Institute in June 2022.

Lead Department/Resources: Planning, Police

Phase: Medium-term

7.4 Develop a Transportation Demand Management (TDM) Action Plan.



Existing example programs: Safe Routes to School, CATS carpooling

- 7.4.1** Coordinate with support agencies to promote and expand programs that encourage transit, walking, bicycling, carpooling, ridesharing, telecommuting, and other alternatives to single occupancy vehicle travel.



Lead Department/Resources: Planning

Phase: Medium-term / Ongoing

7.5 Implement Multi-modal Wayfinding.



- 7.5.1** Develop a multi-modal wayfinding plan for pedestrians and bicyclists.



- 7.5.2** Install multi-modal wayfinding at selected locations.



Lead Department/Resources: Economic Development, Parks & Rec,
Public Works

Phase: Short-term

GOAL 8: PLAN ADMINISTRATION AND EVALUATION

- ACTION 8.1** Present the Mobility Plan to Town Board of Commissioners
- ACTION 8.2** Adopt Mobility Plan
- ACTION 8.3** Designate staff to oversee implementation of Mobility Plan
- ACTION 8.4** Identify and secure specific funding for implementation
- ACTION 8.5** Complete top priority projects in the Mobility Plan
- ACTION 8.6** Continually support and evaluate implementation of this plan
- ACTION 8.7** Present this plan to other local and regional bodies and agencies
- ACTION 8.3** Designate staff to oversee implementation of Mobility Plan
- ACTION 8.8** Coordination with key project partners
- ACTION 8.9** Seek multiple funding sources for facilities and programs
- ACTION 8.10** Ensure planning efforts are being integrated regionally
- ACTION 8.11** Develop a long-term funding strategy

8.1 Present Mobility Plan to Town Board of Commissioners.



The presentation took place Summer 2019.

Lead Department/Resources: Planning

Phase: Short-term

8.2 Adopt Mobility Plan.



Through adoption, the plan becomes a legal planning document of the Town. The plan will be incorporated into the Comprehensive Plan and projects incorporated into regional planning lists. The plan was adopted by the Board of Commissioners August 2019.

Lead Department/Resources: Town Board of Commissioners

Phase: Short-term

8.3 Designate staff to oversee implementation of Mobility Plan.



Departments and staff have been designated to oversee the proper maintenance of the facilities developed. (p. 143-149)

Lead Department/Resources: Planning; Project Manager; Town Board of Commissioners; Town Manager

Phase: Ongoing

8.4 Identify and secure specific funding for implementation.



The Mobility Plan contains a list of priority projects with cost estimates and a prioritized list of overall projects for ongoing funding requests. Potential Funding sources are found on. (p. 158-160)

Lead Department/Resources: Planning; Project Manager

Phase: Ongoing

8.5 Complete top priority projects in the Mobility Plan.



The Town Board of Commissioners and departments revisit priority projects in each budget cycle as funding opportunities arise.

Lead Department/Resources: CATS, Developers, NCDOT Division 10,
Parks & Rec, Public Works
Phase: Ongoing

8.6 Continually support and evaluate implementation of this plan.



Appointed boards are updated on mobility topics at least bi-annually. One meeting of which is dedicated to evaluating the implementation of this plan. Annual meetings with staff are focused on re-prioritizing projects. This Implementation report will be updated yearly.

Lead Department/Resources: Planning Board, Livability Board
Phase: Ongoing

8.7 Present this plan to other local and regional bodies and agencies.



Possible groups to receive a presentation might include the regional transportation and greenway planners, schools and youth organizations, civic organizations, large neighborhood groups, and major local employers including Davidson College, IR, and MSC.

Lead Department/Resources: Planning
Phase: Ongoing

8.8 Coordination with key project partners.



Davidson Planning staff, the Town Board of Commissioners, members of appointed boards, and local and regional stakeholders meet on an annual basis to coordinate on mobility plan implementation.

Lead Department/Resources: Planning
Phase: Ongoing

8.9 Seek multiple funding sources for facilities and programs.



See project descriptions in the Mobility Plan which contain preliminary plans and costs. Potential funding sources. (p.158-179)

Lead Department/Resources: Parks & Rec, Planning
Phase: Ongoing

8.10 Ensure planning efforts are being integrated regionally.



Combining resources and efforts with surrounding municipalities, regional entities, and stakeholders is mutually beneficial, especially with trail development.

8.10.1 Communicate and coordinate with regional partners on regional trails and bicycle facilities and partner on joint-funding opportunities.



8.10.2 After adoption by the town, the Mobility Plan should be recognized in regional transportation plans.



Lead Department/Resources: Planning
Phase: Long-term / Ongoing

8.11 Develop a long-term funding strategy.



This allows continued development of the overall system.

8.11.1 Set aside capital funds for mobility projects and programs every year.



8.11.2 Include funding for an ongoing maintenance program in the town's operating budget.



Lead Department/Resources: Finance Director, Town Manager
Phase: Short-term