

DAVIDSON WALKS & ROLLS: ACTIVE TRANSPORTATION MASTER PLAN

Table 8.1: Priority Sidewalks/Side Path Recommendations (See Cut Sheets on pages 8-6 to 8-21)

Project Name	Feet	Miles	Cost Estimate	Recommendation	Priority
Beaty St (Griffith - N. Main)	3,726 5,229	0.71 0.99	Phase I: \$184,251 Phase II: \$264,587	Phase I: South side 5' sidewalk construction Phase II: Replace existing north side sidewalk with 10' sidepath	High / Near-term
Main St (Beaty - South Town limits)	4,045 1,850	0.77 0.35	Sidewalk: \$200,025 Sidepath: \$93,610	N Main: 5' sidewalk construction on east side (Ridge to existing sidewalk end) S Main: Sidewalk replacement (Catawba to Twin Oaks/Town Boundary)	High / Near-term
Main St Sidepath (Glasgow to Chariman Blake)	2,000	0.38	Sidepath: \$88,000	Widen sidewalk between Griffith and Glasgow to 10'	High / Near-term
Griffith St (Spinaker Cove Dr-Beaty St)	1,755	0.33	Sidewalk: \$75,465	5' sidewalk construction	High / Near-term
Concord Rd (N. Main - Dowling St) ¹	5,969	1.13	\$295,167	5' sidewalk construction on north side	High / Near-term
Potts St (S. Main - End of existing sidewalk)	1,855	0.35	\$91,730	5' sidewalk construction	High / Near-term
Watson (Delburg-Griffith)	601	0.11	\$29,719	5' sidewalk construction on east side	High / Near-term
DCR - Sidepath	4,299	0.81	\$444,946	10' sidepath construction on the south side of DCR.	High / Near-term
Jackson St (S. Main - Delburg)	2,430	0.46	Phase I: \$120,163 Phase II: \$251,505	Alternative 1: East side 5' sidewalk construction Alternative 2: 10' sidepath construction on East side	High / Near-term
Griffith St (Beaty St - Main St)	1,660	0.31	\$71,380	5' sidewalk construction	Medium / Medium-term
Griffith St (Portside - Spinaker Cove Dr)	3,300 500	0.63 0.94	\$145,200 Bridge: \$109,000	5' sidewalk construction Bridge Retrofit	Medium / Medium-term
Delburg (Beaty-Watson)	1,103	0.21	\$54,543	Sidewalk construction (side of the street TBD by City Public Works)	Medium / Medium-term
Jackson St (S. Main - Delburg)	2,430	0.46	\$104,490	5' sidewalk construction on West Side	Low / Long-term
Jetton St (Davidson Gateway - Potts)	3,666	0.69	\$181,284	Sidewalk construction on both sides	Low / Long-term
Grey Rd (Concord - Wolfe)	1,736	0.33	\$85,845	South side 5' sidewalk construction	Low / Long-term
Concord Rd (N. Main - Davidson Concord)	4,299	0.81	\$217,529	Sidewalk replacement to 10' sidepath between Kimberly & Pine	Low / Long-term
Main St Sidepath (Glasgow to Chariman Blake)	2,000	0.38	\$180,000	Widen path along entire length to 10-12' and enhance intersections and signage for bike/ped use	Low / Long-term



Table 8.2: Priority Greenway Recommendations (See maps 4.3 and 4.4)

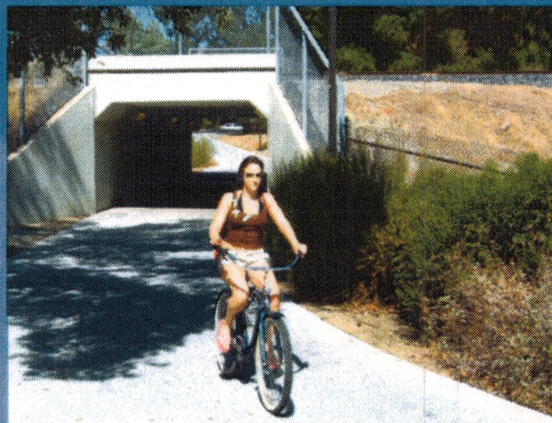
Name	Feet	Miles	Estimated cost (\$1M/mile)	Priority
Dogwood Lane/Conroy Avenue Connector	535	0.10	\$40,000	High / Near-term
Randall Kincaid Greenway Extension (South St to Spring St) ²	7,205	1.36	\$1,360,000	High / Near-term
McConnell to Fisher Farm Greenway	10,611	2.00	\$2,000,000	High / Near-term
Jackson Street/Sloan Street Connector ³ Tunnel (see inset below)	514	0.10	\$100,000 \$ 200,000 - 800,000	Medium / Medium-term
River Run to Summers Walk Greenway	5,221	0.99	\$990,000	Medium / Medium-term
Bailey Road/Davidson-Concord Road Connector ⁴ (Primarily a Town of Cornelius Project, with links to Davidson system)	4,271	0.81	\$810,000	Medium-term
Main Street/Downtown Greenway (Mooresville-Charlotte Trail Segment S. Main to Jackson Street)	1,056	0.2	\$200,000	Low / Long-term
Davidson College Greenway	1,985	0.38	\$380,000	Low / Long-term

Tables 8.1 & 8.2 Notes:

1. Concord Rd pedestrian improvements will be broken down into smaller segments per Town's recommendation as follows: Baker St to Pine Rd, Pine to St Alban's Ln and St Alban's Ln to Dowling St.
2. Segment of the Mooresville-Charlotte Trail
3. Part of West Side Greenway
4. Greenway around the West Branch Wetland area from end of current greenway to Summers Walk

JACKSON STREET/SLOAN STREET CONNECTOR

This greenway will provide an important connection between Jackson and Sloan Streets. Rather than crossing the railroad tracks along Jackson Street, pedestrians and bicyclists will be able to access Sloan Street via a tunnel under the railroad tracks. The project should be coordinated with the planning and implementation of the town's Potts/Beaty/Sloan connector project. The photo on the right provides an example of what the Jackson Street tunnel to Sloan Street might look like.





FEATURED PRIORITY INTERSECTION RECOMMENDATIONS AND CONCEPTUAL DRAWINGS

Pages 8-28 to 8-32 present conceptual drawings of intersections that provide key connections around Davidson. These conceptual plans represent precedent treatments that should be considered at many Davidson intersections. More information about intersection treatments for bicycle and pedestrian safety is included in Chapter 5: Design Guidelines. Table 8.4 below provides a summary of recommendations for the featured priority intersections.

Table 8.3: Featured Priority Intersection Recommendations *			
Intersection Street I	Intersection Street II	Intersection Street III	Recommendation
Davidson-Concord	Grey	Pine	High-visibility crosswalks, ped/bike crossing signs, rectangular rapid flashing beacon (RRFB)
Davidson Concord	Robert Walker	N/a	High-visibility crosswalks, HAWK signal or RRFB, ped/bike crossing signs
N Main	Griffith	N/a	High-visibility crosswalks, pedestrian signal
N Main	Beaty	Ridge	High-visibility crosswalks, rapid flashing beacons
S Main	South	N/a	High-visibility crosswalks, pedestrian signals, shared use condition on Main St sidewalk, relocate signal control boxes off of sidewalks

* See recommendations in the 2009 Davidson Bicycle Master Plan

Table 8.4: Intersection Improvement Elements - Cost Estimates		
Item	Unit	Cost/Unit
Rectangular Rapid Flash Beacon (RRFB) Signal	Set of 2	\$15,000
ADA Ramps	Each	\$1,500
High Visibility Crosswalk	Each	\$500
Pedestrian Countdown Timers	Each	\$6,000

