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MEMORANDUM

To: Travis Johnson, Town of Davidson
From: Heather Seagle & Wade Walker, Alta Planning + Design
Date: February 28, 2018
Re: Davidson Mobility Plan- Summary of Stakeholder Group Interviews

The following is a summary of the interviews conducted with stakeholder groups on February 20, 2018, at Davidson Town Hall. Attached are maps reflecting input from the groups regarding mobility needs and concerns.

The purpose of these interviews was to identify existing mobility needs and to enable stakeholders to support shared interests that improve quality of life in Davidson. Stakeholder groups were formed around common interests in order to generate meaningful conversation and the exchange of ideas around shared mobility needs and concerns. Six groups were formed around the following broad categories:

- Schools
- Neighboring Jurisdictions
- Businesses & Non-Profits
- Home Owners Associations & Neighborhood Groups (3 separate groups)

Outreach to community and regional stakeholders, and invitations to attend were sent out by the Town of Davidson staff. Each group interview was an hour in length. Discussion with each group was facilitated using open-ended questions specific to each groups' mobility needs and issues; this ensured that key topics were covered but also allowed for the stakeholders to shape the direction of the conversation.

The following are summary minutes of the facilitated discussions from each group.

Schools Group (8:30am)

Attendees:

- Stephanie Glaser, Davidson College
- Connie Wesner, Community School of Davidson
- Chad Thomas, Bailey Middle School
- Tom Bright, Davidson-Cornelius Child Development Center
- Lauren Rosenbach, Hough High School
- Todd Sigler, Davidson College Campus Security
- Jennifer Jakubecy, Davidson Green School
- Project Consultants: Craig Lewis, Wade Walker, Heather Seagle

Facilitated Discussion:

- What are your challenges with school drop off/pick up/site circulation? Challenges with getting to and from the campus? What is the most frequent complaint you hear regarding dropping off or picking up?
 - CSD
 - Biggest issue is the impact on the neighborhoods surrounding the schools, especially the high school – secondary issue is parking at high school – opening athletic facility in Huntersville, when done buses will take student-athletes to fields
 - 4 buses carry 40 students each (<10% of students)
 - Students are driven from Statesville, west and north of Lake Norman, south of Charlotte
 - Not many walkers or bikers
 - Bailey Middle
 - 500-600 car riders daily – 2/3 on bus (1400 students)
 - Greenway extension will help walkers;
 - queuing on Bailey Rd and on 115 are a significant problem
 - K-8 will move some of the school traffic to South Street
 - Very few walkers (only 3 or 4 homes in the walk zone)
 - 12-15 bikers
 - Hough
 - 350 parking spots on campus (not enough), another 200? at Bailey park,
 - School is growing by -150 students/year
 - bell rings at 7 am – 42 buses, 2 dropoff points (one is a recent addition to disperse queuing)
 - hill on Bailey and darkness in morning are deterrents to more bikers
 - Green school
 - no buses, lots of walkers/bikers, but most students are dropped off
 - drop-off times are staggered to avoid stacking
 - Would love sidewalk to get to Y – 40 students
 - Davidson College
 - biggest complaint is being able to get back and forth to CLT for internships, bus schedule is not timely for their schedule.
 - Economic barrier for students who don't have their own car
 - Complaint about crossing Main Street: Griffith intersection especially- lack of crosswalk on north side of intersection across Main St. is a problem- people are crossing there anyways
 - Ridge Road to Concord is cut thru (don't want to cut it off but could)
 - Students treat Ridge Road and other campus streets as greenways, so cut-thru traffic is a hazard to students walking
 - -1000 student vehicles are registered on campus- cars mostly sit and are used to drive home at breaks since most of students' daily needs are confined to campus
 - The Zipcar on campus doesn't get much use due to the cost, the administration is trying to find ways to give more students access to shared cars- especially the 50% who receive need-based aid
 - One Math professor is interested in developing an app or online system to match available cars with students that need a car/ride. The current bulletin board that is used is not well-used or efficient
- If you bus, what percentage of students arrive by bus? By parent's car? By walking?
- Do you have any formal programs to encourage walking, biking, or bus use as an alternative?
 - Yancey has ramped up getting info out to college students
 - Hough has tried to get a bust stop added for students with after school activities to ride home, but there's been no response from CATS
 - Green school gives monetary discount incentive for biking/walking

- Potential partnership with CSD buses partnership to provide daytime shuttling for Town ***
 - What do you see as the barriers to students arriving and departing by modes other than carpool?
 - Hough: Activities generally prevent the students as they get older from being able to have the scheduled transit option
 - Bailey:
 - Bell schedule – in a lot of cases with a 4:15 dismissal bus won't allow them to get to their after-school activities. Bailey has purchased more bike racks this year
 - More crosswalks are needed along Bailey Rd; Bailey Rd and 115 are barriers to more students biking; there's an officer at the intersection of Bailey Springs for the HS dropoff/pickup times, but not for the middle school's times so students biking at those times do not have a safe crossing- there have been 2 bicycle accidents this year
 - Students park at River Run athletic fields and walk through Bailey Springs neighborhood to school
 - If the walk zone for Bailey is expanded (to include Avery Park, for instance), the new additions would lose bus service
 - DCCDC- they're expanding their facility to have 40 more kids, the TIA says it won't have a significant impact on traffic because of staggering drop-off/pick-up times
 - Do you have general ideas of where your students come from in the area (geographic distribution)?
 - Needs in general –
 - CSD:
 - Pedestrian focus on secondary streets – Beaty needs a lot more enhancements for sidewalks & crosswalks- there's no buffer between sidewalks and road, blind curves and poor sight lines;
 - wooden ped bridge on Griffith helped move kids away from the street's edge; hotel's plans show good separation of ped facilities and road
 - Green School:
 - Main Street ped environment could be better and enhanced- narrow and uneven sidewalk, no sidewalk in front of Archer's wide driveway entrance, no safe YMCA access-
 - More families could walk but don't feel safe
 - Feels that there should be a contingency plan to fill sidewalk network gaps if development is slow to come to certain areas that are otherwise surrounded by development and sidewalks
 - Sidewalk along Concord Rd is too narrow
 - Concord Rd & Grey Rd intersection- roundabout will help with traffic, but how will bike/ped traffic be affected?
 - Grey Rd 10' sidepath- mixed feelings about this due to impacts on property
 - The Hub@Davidson is going to get more college student traffic, and lots go to Ada Jenkins too, so how do we make sure those destinations are safely accessible by foot/bike
 - What's going to happen just over the county line, and how do we anticipate/plan for it?
 - Parking- can we make the available parking more visible so people are aware that it exists beyond just Main St and Jackson?
 - Parking study showed that a big issue is that people don't want to walk more than ½ block to find parking, not necessarily that there isn't any available
 - Lunch time Mon-Fri is the time when people have the most trouble finding parking spots
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Neighboring Jurisdiction Group (10:00am)

Attendees:

- Wayne Herron, Cornelius Planning
- Will Washam, Cornelius Planning
- Katie Lloyd, Mecklenburg Co. Parks and Rec
- Cami Weckerly, Mooresville Transportation Engineer
- Dick Winters, Mecklenburg Co. Health Dept., SRTS Coordinator
- Kathryn Spatz, Davidson Parks and Rec
- Matt Todd, Iredell County
- Bill Coxe, Huntersville
- Zac Gordon, Kannapolis
- Travis Johnson, Davidson
- Project Consultants: Craig Lewis, Wade Walker, Heather Seagle

Facilitated Discussion:

- What is your most frequent complaint from constituents/citizens related to traffic?
 - Winters – parents saying school actively discouraged her from walking to school → Dick challenged whether schools actually have the authority to dictate the mode by which students get to school- No they don't; that's why the "Walk Zone" has been changed to be called the "No Transportation Zone"
 - "all these people moved here"
 - Congestion – time it takes to move within Cornelius and Davidson area. Major intersections, Catawba, I15, I-77: in spite of that Cornelius voters overwhelmingly supported bond for greenways (\$6M for greenways – lots leveraged for match for grants)
 - Queuing at DES (Mooresville too)
 - Need to widen I15 (getting comments back on 2040 Plan)
 - Need Mooresville to CLT trail
 - People in Mooresville want to know where and when projects are coming down the pike- the East-West connector (development driven), North-South Corridor (upcoming study with neighboring jurisdictions) just started scoping (came out of a ULI study to locate an alternative to I-77/NC-115)
- What is the public asking for?
 - Greenways/trails/MUPs
 - Countywide survey shows greenways to be #1 priority
 - Is there variation in that desire across the county? No it's pretty universal
 - Cornelius passed \$20million bond for transportation- \$6million is earmarked for greenways and has been allocated to 4 projects, and matching funds from MPO have been secured for a total of \$11million for greenways
- What do you see as the most challenging mobility issue facing Davidson from your perspective as someone outside the Town?
 - Winters:
 - Primary: Keeping your peds safe – still an emphasis for the community
 - Secondary: Bike safety
 - Tertiary: Car traffic
 - Cornelius expanding I15 to 3L with bike lanes, sidewalks with RAB at Potts – thinks the alternate NS is a critical project for Cornelius
 - RR bridge is biggest impediment from south into DAV, especially for bikes

- Mooresville updating Comp Pland and CTP now – on I15 offering left turn lanes would make a big difference. Also looking at providing some E-W movement across I-77 to disperse traffic onto other N-S corridors
 - Iredell – lots of development pressure along I15, lots of large tracts
 - Need a plan in place for a system/network out east to address coming development. Get ahead of curve while there's still a place to put it. Balance point.
- Do you have any new programs or projects in the pipeline that could alter travel patterns to/from Davidson? If so, please describe.
 - Transit from the north – iCATS runs into Mecklenburg County
 - North Corridor study – was a lot of political pushback to doing it at all due to the idea of looking at other corridors.
 - Shouldn't discount 21/77 corridor for BRT
 - Need to have some kind of alternative mode for citizens now – enhanced express bus?
 - Need to have plans in place that anticipate traffic needs & strategies to deal with it so it's not dependent on the personal whims of leadership changes
- Transit Needs?
 - Mooresville- lots of requests for service to Mooresville from outside of the community- funding and/or implementation is difficult since there's not as much demand/need/support from within Mooresville
 - Iredell isn't included in CATS but it has iCATS, which doesn't stop in Davidson, only goes all the way down to Charlotte
 - North Corridor Transit Study
 - Huntersville- lots of pushback against finding a route other than the N-S Red line
 - Enhanced bus lines may be only option until there's a change in N-S's management and their relationship changes with NC RR
 - There's an immediate need for transit (enhanced bus), but an alternative rail corridor won't work with the current land use patterns- it will just create new nodes that aren't built to support it, and it will abandon old nodes that could
 - People in Cornelius don't like the idea of just "commuter" service so if they can't have all day service, people just may prefer bus service
 - Don't discount I-77 and US-21 for rail transit corridor
 - Denver & Dallas are good examples of dual service corridors, and employers are flocking to locate on along these
 - Density requirements in villages aren't anywhere near those needed to support rail transit
 - Public investment needs to be decided in order to establish stability to support subsequent private investment
 - South St connection to Antiquity is a great bike/ped connection that facilitates safe travel between Davidson & Cornelius; new greenway will go under covered bridge which will help since crossing the bridge on foot/bike feels unsafe currently
- What are the critical gaps missing to connect the Town (schools, commercial areas, neighborhoods) to park facilities? To connect parks to parks? Are there system gaps that this plan could help close?
 - Shearers extension – funded by developer grant; north-south parkway study (Mooresville, Iredell, Davidson, Cornelius, Huntersville)
 - Uncertainty around location of Mooresville-Charlotte Trail
 - Development of the northern end of MCT is a uncertain since it's located on private property (Ingersoll Rand)
 - Location of N-S greenway corridor is supposed to follow the rail corridor, but the uncertainty around the rail corridor makes the greenway's future/timeline uncertain

- Flat terrain around 115 in Mooresville makes siting a MUP seem easy, but should it be on the west side with the rail corridor, or on the east side where the development/destinations will be?
 - Community clamoring for trails, greenways, paths
 - New trail is in design to go to the new County Rec Center in Cornelius
 - Kannapolis initiating CTP in next year. Rt 3 will be a critical corridor – Kannapolis Parkway into Downtown Kannapolis. From KP to the west/Mooresville is “scary.” Also, they’re extending sewer to western area that could support 3-4k new housing units in western area of Kannapolis so how do we anticipate more traffic pressure from the east
 - How can we anticipate future alternative mobility issues, like EV stations, car-sharing, using city vehicles in off hours, golf cart ordinances, etc?
 - What’s in store for the future of the Hunter-Smith-Whisnant tract- may be talking to conservancy
 - What should be Davidson’s priorities?
 - Greenway connection to Fisher Farm/Habersham would be big for Davidson and region if it connected into greater Meck Co greenway system
 - Summers Walk/River Run greenway connection thru West Branch is a Parks&Rec priority because its an isolated part of the town that has no connectivity – may need to be boardwalk since the land is a nature preserve
 - Road around College from 115 to Concord Road- longstanding town priority, can this plan define the cross-section and then work to put it in the CTP as a thoroughfare
 - WSP talking about continuous flow intersection at 73 and DCR
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Business Owners & Non-Profits Group (11:30am)

Attendees:

- Marcia Webster, Davidson Housing Coalition
- Doug Surratt, Baybridge Management (in Stoughs Corner) / Carrburritos
- Julie Williams, the Linden Apartments
- Bynum Marshall, MSC
- Matt Fitzwater, YMCA
- Travis Johnson, Davidson Planning
- Project Consultants: Craig Lewis, Wade Walker, Heather Seagle

Facilitated Discussion:

- Do the majority of your employees commute from somewhere outside of Davidson? Any data on how they commute (personal car, carpool, transit)?
 - MSC – has around 400 now, 650 capacity – most close by, some in CLT
 - YMCA – 200 employees, 400 in summer due to pool – 30 minute max commute
 - Baybridge – most live out of town (15); 24 at Carrburritos, 4 in town
 - Linden – Julie commutes from Newton
 - DHC – 4 employees, Marcia lives in DAV – CLT, COR, Mooresville
 - Linden – a lot of residents work outside of DAV; but a lot at IR and some at MSC (84% occupied)
- What do you hear from your employees as the biggest challenge to their commute?
 - Highway 73 and I-77, 115
 - Construction on 77 and three-way stop at exit 30
 - YMCA- most people are coming from westside Cornelius, so Catawba Ave traffic
 - DHC – many of their families do not have cars, for evening jobs the transportation back to DAV from CLT is difficult – can't obtain some jobs due to transportation challenges
 - Trouble Spots:
 - Main & Concord
 - 2 peds have been sideswiped in front of Carrburritos due to cars passing a stopped car on the right
 - Jaywalking on Main St
 - 73 and Ramah Church Rd
- Do you have programs such as flexible work hours or telecommuting/work from home? If yes, what? If no, would you consider it?
 - Baybridge -7:30-4:30 work hours
 - DHC – CLT staffer works from home once a week
 - Linden has 2 bike racks and has ordered more – lots of residents have bikes. Linden also has 2 loaner bikes for residents.
 - No transit benefits are offered with the companies present
- For retail/commercial businesses – where do the majority of your customers come from? What do they cite as their biggest challenge to coming to your business?
 - Seasonal congestion issues at the YMCA
 - Exit 30 3-way stop has actually helped southbound ramp traffic turn left onto Griffith
 - DHC- 1 resident uses Lyft/Uber for sure, maybe others
 - Is recruitment/retention affected by traffic?
 - Would be interested in shuttle – especially midday, but only if it can provide a reliable 1-hour roundtrip
- Other issues:

- Traffic calming on cut-thru neighborhood streets (Woodland, South)
 - Needs to be more education on how to use the RAB's – lots of violations for ROW
 - Can parking along S. Main near Carrburritos be moved to the Carrburrito side since that's where all the people who are parking are crossing to
 - Can the intersection of Main/South/Chairman Blake be made more legible with signage/paint to indicate which lanes on southbound Main go where?
 - Linden- adding more bike racks to discourage bike storage on patios
 - RRFBs generally work, but people are still cautious
 - Question from the group- Will this Mobility Plan allow the town to have more influence on the design of Main St and other NCDOT controlled roads? Short answer, yes, and also NCDOT is already very flexible since Main St runs though the village area
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HOA & Neighborhoods Group 1 (1:30pm)

Attendees:

- Peter Gendle, Peninsula Drive (William's Place Retirement Community)
- Carol Gendle, Peninsula Drive (William's Place Retirement Community)
- Li Jane Gensen, Spinnaker Reach
- Tom Fischer, St. Alban's
- Rick Leftwich, South Street
- Travis Johnson, Town of Davidson
- Project Team: Wade Walker, Heather Seagle, Craig Lewis, John Cock, Dylan McKnight

Facilitated Discussion:

- What's your favorite street?
 - Main Street (everybody agreed)
 - South Street- neighborhood street, good activity, running, races start there
 - Concord Rd is not bad in places where sidewalks are adequate, but it's too narrow in many places. Sidewalk on north side is nice, but present only in a short section
 - Grey Road – missing link (St. Albans area), old pathway that was there used to be used significantly, struggle
 - Circles at 30 Area
 - Issues for pedestrians crossing, very unsafe, can we do something to make cars more aware? Can something be done to enforce the law that requires yielding to pedestrians in the crosswalk?
 - Participants are noting that traffic circles in general are dangerous for pedestrians and bicyclists
 - Also noting that the RFB is often broken; also, would a red flashing light be better, or maybe red flags like those used at other crossings?
 - Total gridlock at school dismissal is bad, hopefully it's temporary due to the 3-way stop at the Exit 30 southbound ramp
 - Main Street
 - jaywalking is an issue, but participants also note that crossing street at an intersection is more dangerous than crossing mid-block with no crosswalk.
 - People going "Right on Red" southbound on Main St at the intersection with South St (not realizing that it's really just going straight on Main)- can this be corrected with signage/stripping?
- Commuting
 - None of the residents present commute to work (most are retired).
 - I-77 is the worst commuting route, they avoid it, take back roads
 - One resident had a hospital emergency and was in an ambulance...got stuck in I-77 traffic on the way to the hospital. Emergency vehicles can't take surface streets because the shoulders are inadequate to allow traffic to make way
 - Toll lanes- participants expressed displeasure with having to have toll lanes when surrounding areas have gotten wider highways for "free"
- Red Line
 - Participants would take a train to Charlotte for weekly needs and entertainment if it were available
 - They feel that many commuters coming from or through Davidson would also take the train
 - Those in this meeting seem to be in favor of implementing the Red Line, and they anticipate the need for transit stops to be able to accommodate car parking

- Mobility- Intersections & Network issues
 - Need more connections between developments- Pine Rd and Avinger, Mimosa St to Griffith Village
 - Pine Road stub, if it connected through, that would help
 - Davidson Gateway in front of the Linden
 - Ada Jenkins bulb outs are dangerous
 - Speeding is a problem on South St heading toward Antiquity
 - S-curve behind Harris Teeter along Davidson Gateway Dr is difficult to get through
 - Fix dog-leg between Catawba and Jetton across Potts
 - Fix Main/South/Chairman Blake signage
 - Where would you spend money on Mobility in Davidson?
 - Better crosswalks
 - Maintain and upgrade sidewalks (widen, cut dead tree limbs, dead trees)
 - Williams Place public walkway (maintenance, improvement- whose responsibility is it?)
 - Greenways, extend, connect, build new ones
 - Bike paths (whatever is safest kind) around Circles at 30
 - Get the Trolley program up and running again- find permanent funding
 - Move parking spots along Main St at Concord, and along South St, back 1 space from corner to make it easier to maneuver, see pedestrians
 - Other thoughts/issues
 - The group expressed that they liked the small setting for this forum that allowed in depth discussion, and echoed that HOA/neighborhood association meetings are very useful, especially when the town sends representatives to give updates on current events/projects
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HOA & Neighborhoods Group 2 (3:00pm)

Attendees:

Facilitated Discussion:

- What is your favorite street/transportation aspect in Davidson? Why?
 - Main Street (2 responses)- walk to farmers market every week; great street except for traffic, avid walker
 - Walking to destinations (4 responses)
 - Greenways, secret monorail,
 - Bicycle (2 responses), casual w' kids
 - Greenways, Fisher Farm), walking,
 - disperse traffic on Concord Road to maintain its safety for biking and walking, pedestrian and biking safety, triathlons, parking & connectivity (alternatives to I-77)
- What's your vision for transportation in Davidson in 10 years?
 - Weekly, daily, mini bus circulator & parking availability
 - Improve # of stops, frequency
 - Driverless buses
 - Handicap accessible
 - Need alternative N-S mobility option through Davidson- improvements to I15 is needed but conflicted- keep I15 2 lanes; alternative for Davidson-Concord Rd (3 responses)
 - Need action soon, not 30 years later
 - Preserve our town as it is
 - Balance & open communication
 - More meetings/opportunities for people to engage and communicate
 - Connectivity
 - Neighborhoods need to be connected to each other and to downtown; all areas connected with sidewalks on at least one side
 - Greenway Connectivity
 - Downtown to Fisher Farm
 - Along Grey Rd to Park to River Run/existing greenway; and/or
 - Overland from McConnell
 - Enhanced Pedestrian Safety
 - Especially around The Circles
 - Monitor pedestrian crossings
 - More sidewalks, Beatty has no sidewalks along a significant portion
 - Safer, more dedicated options for cyclists
 - Complete integration of all modes of transportation
 - More options for people to get from one end of town to the other
 - At transit stops, need high-quality shelters as a minimum standard
 - Make sidewalks and street trees mandatory installation for all developments, even single-family home renovation or single lot construction
 - Be more aggressive about filling sidewalk gaps and maintaining
 - Minimum sidewalk connectivity on at least one side of the road (preferably on two sides)
 - (Priority) Sidewalk on the north side of Davidson-Concord Road
 - Light Rail to Davidson is very favorable
 - Widening I15 (Main Street) should not happen...would kill downtown
 - Intersection of Concord and Main, congestion, add turn lanes?
 - Davidson-Concord at June Washam, issue with de facto dirt R turn lane
 - Install proper turn lane

- Bring the Trolley back (or something like it)
 - McConnell noted overcrowding, heavy use while trolley was in operation
 - Similar observation confirmed from neighbors on the west side & lake
- Town has done better than most to accommodate not-just-cars; vision: integration of all modes to get from one part to the other part in multiple ways
 - Participants would like the ability to ride from McConnell to Bailey Middle
 - Ability to walk to services and having sidewalks around town
- Intersections with Issues
 - Main Street and Beatty Street intersection
 - Robert Walker and Davidson-Concord Road
- Priorities to work on
 - Keep Concord Rd as it is
 - Concerns about Pott-Sloan-Beatty turning into an arterial
 - Don't know impact for P-S-B on character of that roadway in regards to NCDOT design; concern that it will be an arterial
 - Safety around the roundabouts: vehicular and pedestrian; includes our residents who are driver; need more education and enforcement; esp. when traffic is heavy
 - Traffic calming
 - People don't stop for pedestrians- needs more enforcement
 - Bicycle safety: need safer options dedicated to cyclists
 - Need Dogwood connection again
 - Make walking safer
 - Improve sidewalks at back of curb, need a buffer from travel lanes
 - Wider sidewalks, more crosswalks
 - No designated crossing on Beatty from new homes near Beatty, Lakewood
 - Armour/Beatty is difficult intersection for ped b/c of sight distance
 - Sidewalk gaps and issues:
 - No sidewalk from Armour to 115
 - DCR: sidewalk at the back of road; not wide enough
 - Sidewalk on the north side of DCR near McConnell
 - Bicycle peletons through River Run is a safety issue
 - DCR/Main intersection: congestion; what else can we do?
 - DCR at 73: need a turn lane
 - Parking not heavily enough enforced
- Strategies?
 - all-weather, universal design for transit stops;
 - policies that encourage and enforce new development to put in street trees (including SF infill); require sidewalks for SF infill
 - Need to be more aggressive on sidewalk infill
 - Work to promote and support transit
 - Downtown paid parking?
 - Trolley was popular
- What is the worst part of your commute? The worst part that is in Davidson? How would you make it better?
 - DCR/115 intersection back-ups and safety for turning motorists
 - Move stop bars back
 - RABs near HT when school lets out
 - Drivers don't know how to use RABs
- Have you ever used the 77x for commuting? If no, once the toll lanes are completed would you consider it?
 - Use the backroads instead; avoid 77

- Have you ever used the Village Rider? The Downtown Trolley that operated last summer? Would any changes to either of those services make them more attractive for you to consider using?
 - Trolley: successful; “if trolley were available, I would use it more”
- How often do you walk in Davidson? Do you have any specific barriers/impediments/challenges to walking?
 - Dogwood connector to St. Albans neighborhood needed
 - Want sidewalk on Grey Road
 - Pedestrian safety at RABs (2): feels unsafe; traffic doesn’t stop; RRFBs not working sometimes;
 - Concern about RAB at Griffith/Sloan/Beatty as potentially
 - Drivers blow through crosswalks without stopping
 - Mid-block crossing on main street near library would help
 - I15/South Street intersection: people driving through as if right on red; people not stopping at intersection for peds; how to make more understandable? Maybe needs more marking
- Do you bicycle in Davidson? How often? Do you have any specific barriers/impediments/challenges to cycling?
- Other comments
 - Shoulders not available or not repaired for potholes
 - Would use the train for travel to Charlotte; would take cars off the highway
 - (general support for high frequency transit)
 - Plan for cars for access to transit
 - Have developers put in roads that are required
 - Pine Road extension would be helpful to give an alternate route north-south
 - Davidson-Gateway at Harris Teeter: road too narrow with
 - Bulb-outs at Ada Jenkins are a problem
 - Speeding is a problem at bottom of South Street on the way to Antiquity
 - GPS routing people around I15 through Davidson
 - Potts at Jetton corner: very dangerous for cars
 - Enforce developer requirements
 - Concern for safety on greenways; need for patrol and enforcement
 - “Bike paths” (cycling connectivity) to connect Circles at 30
 - “We moved here because we can walk to things”
 - “We walk to everything in town”
 - PSB improvements will help during rush hour and will be a big improvement
 - Priorities for spending:
 - Crosswalks: make them clearer, enforce
 - Sidewalks: not being maintained at Williams Place; trees falling or about to fall
 - Greenways: extend to South Main, River Run, Fisher Farm, etc.

Final question for each group –What are your ideas for improving mobility in and around Davidson? We will draw them on the map.

HOA & Neighborhoods Group 3 (4:30pm)

- What is your favorite street in Davidson? Why?
 - Main Street
 - Julia Circle
 - Davidson-Concord going north with College on left- scenic, beautiful
 - Potts with the trees
 - Lorimer – a good walking street, but cut thru traffic detracts
 - Grey Road – before the speeding
- Do you commute daily? If so, do you go north on I-77, south, or somewhere else?
 - Offer carpool incentives for larger employers – also get them to participate in funding priority projects that benefit their employees
- What is the worst part of your commute? The worst part that is in Davidson? How would you make it better?
- Have you ever used the 77x for commuting? If no, once the toll lanes are completed would you consider it?
- Have you ever used the Village Rider? The Downtown Trolley that operated last summer? Would any changes to either of those services make them more attractive for you to consider using?
- How often do you walk in Davidson? Do you have any specific barriers/impediments/challenges to walking?
- Do you bicycle in Davidson? How often? Do you have any specific barriers/impediments/challenges to cycling?
 - Greenville-like mutual respect between motorists and cyclists – how do we do it here?
 - Close gap on DC Road
- Things we don't like
 - Traffic & Speeding on Lorimer
 - Crumbling or ending sidewalks, especially on South Main
 - Concord Road (between Pat Stough Lane and Pine) dangerous pedestrian connectivity
 - Walking to town from Cabin Creek along Concord Road – vegetation (Pat Stowe to Pine)
 - DDD (device distracted drivers)
 - Lack of bike lanes on Concord Road
 - Lack of sidewalk on Grey Road, bike connectivity along Grey Rd (St. Albans neighborhood highly supports that)
 - Need a left turn lane coming south on Main at the Concord Rd intersection
 - Concord – Grey – Pine intersection
 - Can't turn (?)
 - Magnolia & Watson
 - Turning south onto Watson, visibility impaired
 - Parking too close to intersection not enforced
 - Cutting thru historic African American neighborhood for PSB connector – would not want to see it at all
 - Connectivity Around Davidson College
 - Make it a priority to find at least one new N-S connectivity option east of Davidson College (decide on the best route) and find build-out options, funding options
 - Several participants affirmed this as a priority
 - Would like to see:
 - Inventory of sidewalks, condition, volume, challenges, priorities
 - DC/Main Street; Main Street from Mooresville to Cornelius – fix these two and helps
 - Prioritize new roads – more balance toward cars in mobility plan
 - Put time/\$\$/energy into projects that can make differences (turn lane, new connector thru Barger)
 - Create Shared Street/Festival Street somewhere in downtown
 - Speed tables on Main Street at crosswalks

- Moratorium on all new residential development until mobility plan is figured out
- Biking
 - From Lake Davidson to River Run, off-street paths
 - Education and promotion around sharing the road (Example: Greenville, SC program/promotion, example)
 - Ingersoll Rand is largest employer, implement/improve bike facilities that access the campus, encourage biking to work through Ingersoll Rand employees (1,015 on campus)
 - Ingersoll Rand is very progressive RE health and wellness, would be great if they were involved in Mobility solutions in Davidson
 - Potential for them to encourage carpooling among employees
- Village Rider
 - Nobody used it
 - Trolley, their kids rode it
- Priorities
 - New roads, especially major N-S connectivity

Final question for each group –What are your ideas for improving mobility in and around Davidson? We will draw them on the map.