

BICYCLE TRANSPORTATION PLAN for SOUTHERN PINES

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EXECUTIVE SUMMARY



TOWN OF SOUTHERN PINES, NORTH CAROLINA
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE AND PEDESTRIAN TRANSPORTATION
OFFICIALLY ADOPTED ON OCTOBER 12, 2010

ACKNOWLEDGEMENTS

CITIZEN INVOLVEMENT

A special thanks to the 350+ local residents who participated in this planning process through comment forms, public workshops, and meetings.

PROJECT STEERING COMMITTEE AND TOWN STAFF

Robert Reeve, Southern Pines Recreation and Parks Director (*Committee Chair*)
Tim Allen – Southern Pines Streets Superintendent
Paul Black – Triangle J Council of Governments
Marcy Cooper – Principal of Southern Pines Elementary
Patrick Coughlin – Moore County Chamber of Commerce
Daniel Kohn – Resident and Sandhills Cycle Club
Todd Stout – Resident and Local Cyclist
John Mueller – Resident and Rainbow Cycles owner
Cinnamon LeBlanc – Resident/First Health of the Carolinas
Roxanne Leopper – First Health of the Carolinas
John Letteney – Southern Pines Police Department Chief
Brent Lockamy – Southern Pines Engineer
Bart Nuckols – Southern Pines Planning Director
Dave Woodruff – Council Representative

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

John Vine-Hodge, Bicycle and Pedestrian Division
Chuck Dumas, District 2 Engineer

PROJECT CONSULTANTS

Greenways Incorporated
Henderson Consulting



This project was made possible with a matching grant from the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation (DBPT).



**Division of
Bicycle &
Pedestrian
Transportation**





www.pedbikeimages.org / Dan Burden

PROJECT OVERVIEW & PURPOSE

Overview

BACKGROUND

In 2009, the Town of Southern Pines was awarded a matching grant from the North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant Initiative. The purpose of the grant is to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. This program has assisted more than 100 North Carolina communities and is administered through NCDOT's Division of Bicycle and Pedestrian Transportation (DBPT).

VISION STATEMENT

In early 2010, Southern Pines' Bicycle Plan Steering Committee met for the first of four meetings to confirm project visions and goals, identify desired outcomes of the plan, and determine public involvement strategies. The vision statements from the committee were displayed and refined during subsequent meetings, and can be found on page iv of this plan. The key statement is as follows:

“The Town of Southern Pines will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling.”

PLAN COMPONENTS

This plan is designed to guide the Town of Southern Pines in fulfilling this vision by providing a clear purpose (Chapter 1), an assessment of where things stand today (Chapter 2), detailed recommendations for bicycle facilities (Chapter 3), and implementation strategies for bicycle-related policies, programs, and infrastructure (Chapter 4). Also included in this plan are appendices that are designed to be used as implementation resources. They cover topics such as design guidelines, program ideas, state and federal policies, trail development resources, plus a summary of comments from more than 350 local residents.

THE PROCESS

DATA COLLECTION AND ANALYSIS

After collecting baseline information about the study area from the Steering Committee, the consultants began generating an existing conditions report, most of which can now be found in Chapter 2 of this plan. Consultants used aerial photography and geographic information systems (GIS) data, to identify opportunities and constraints for bicycle facility development. These preliminary findings were then tested for applicability and appropriateness through on-the-ground field research. Field research also included measuring road widths, studying lane configurations, and a photographic inventory. The existing conditions report and the preliminary findings were presented at the first public workshop (held at Southern Pines Elementary in February of 2010) and the second Steering Committee meeting.



The first public workshop for the bicycle plan

PUBLIC INVOLVEMENT

During April and May 2010 the Town of Southern Pines began aggressively pursuing public input and involvement through both an online campaign and public comment forms. Links to the project web site, project newsletter, and the online comment form were mass e-mailed through all channels available to the Steering Committee. Hard copies of the comment form were also distributed along with the Town's water bill. Finally, this push for public involvement was also accompanied by a second public input opportunity held during Springfest in downtown Southern Pines. Altogether, more than 350 local residents have submitted comment forms, and more than 100 people have provided face-to-face feedback during public workshops.



One of three Bicycle Plan Steering Committee meetings

DRAFT PLAN DEVELOPMENT AND REVIEW

While analyzing public input, project consultants began developing and refining plan recommendations. This included meeting with staff from neighboring communities and NCDOT's Division 8, to coordinate for regional connectivity and facility development on state-owned and maintained roadways in Southern Pines. The full draft plan was presented to the Steering Committee in July 2010, followed by a public review period and further presentations to the Planning Board and Town Council.

FINAL PLAN AND PRESENTATIONS

Completion of the final plan and official adoption took place on October 12, 2010.



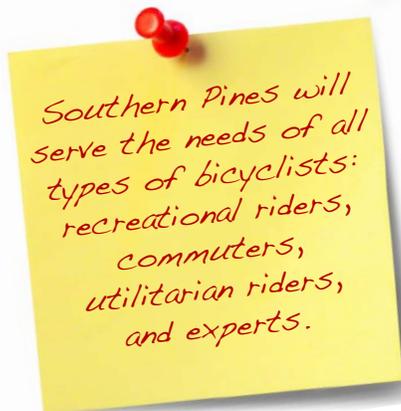
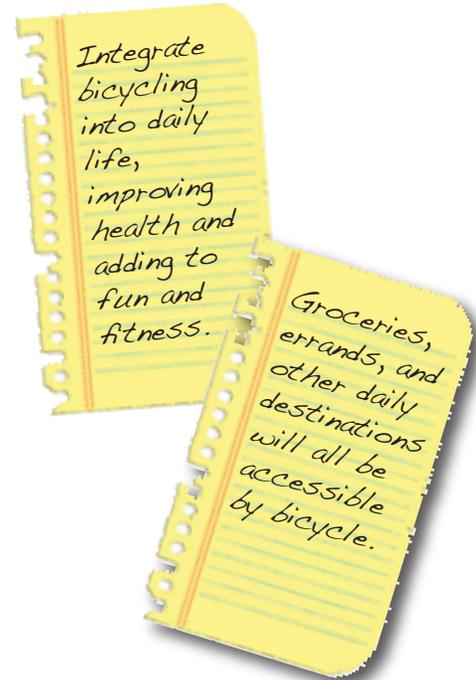
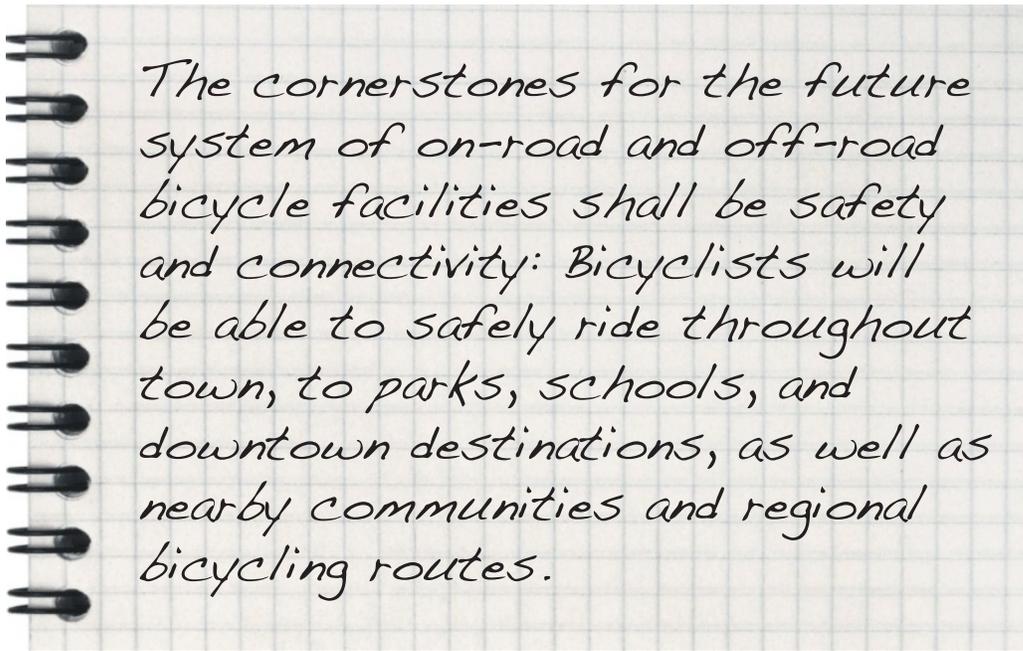
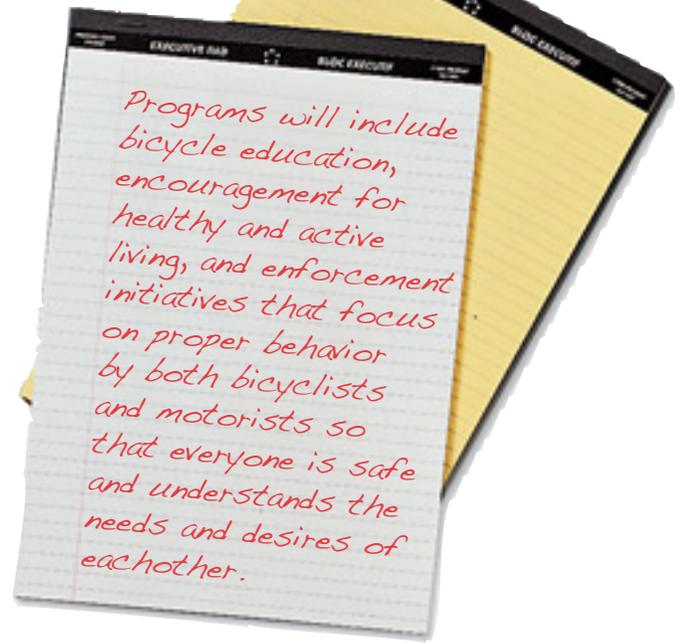
Above: The Bicycle Plan booth at Springfest in downtown Southern Pines, where more than 100 people stopped to learn about the plan and provide input.



Left: example project newsletter and public input flyer.

VISION STATEMENTS

The Town of Southern Pines will become a bicycle-friendly community by developing a combination of infrastructure, education programs, and policies that support and encourage bicycling.



HEALTH, WELLNESS & ALTERNATIVE TRANSPORTATION

It is well documented that an active community is a healthy community. The declining health of America's population is alarming. Study after study affirms that sedentary lives and prolonged periods of inactivity are major deterrents to health, leading to a rise in the occurrence of cardiovascular disease, hypertension, diabetes, osteoporosis and some cancers. Land use and transportation are quickly becoming areas of focus as communities strive to become more walkable, bikeable and accessible. Transportation safety and enhanced mobility along with the pattern and density of development are proven corollaries to community health and wellness.

Safer roadways, additional greenways, and improved facilities for pedestrians and bicyclists, aid in safety, improve the environment, and encourage more people to enter the outdoors for transportation, recreation, and day-to-day activities.

See pages 1-4 through 1-10 for more on the benefits of being a bicycle-friendly community.



Kid's Bike Race at Springfest in Downtown Southern Pines (photo by Larry Bateman)

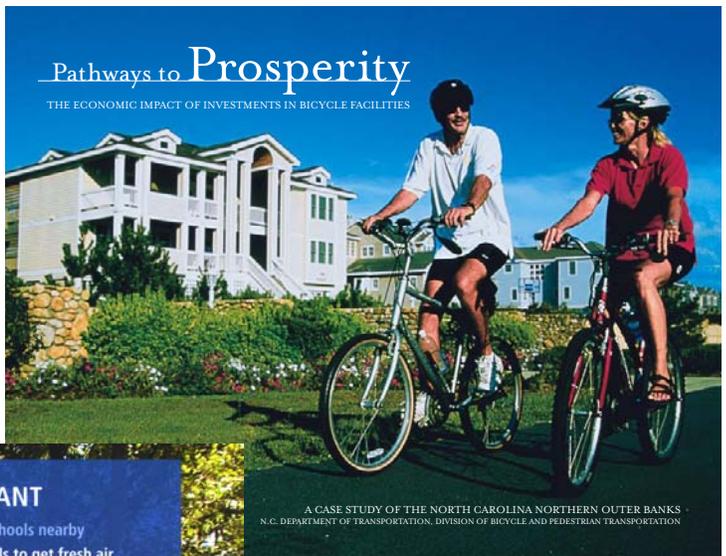
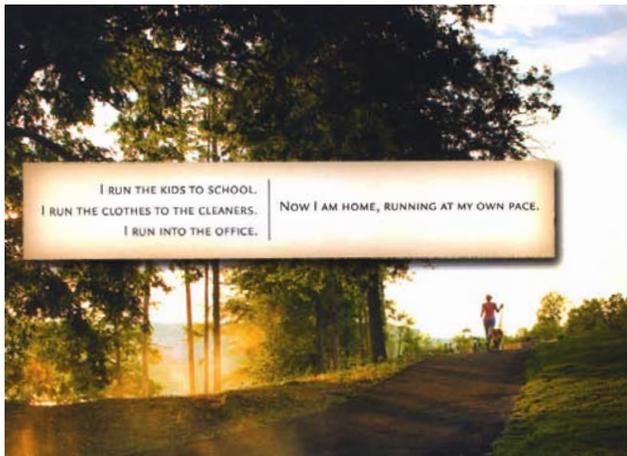


Example utility bike for everyday trips, like grocery shopping (image from www.yubabike.com)

ECONOMIC BENEFITS OF A BICYCLE-FRIENDLY COMMUNITY

From a tourism perspective, cyclists can add real value to local economies. For example, in the Outer Banks, NC, bicycling is estimated to have an annual economic impact of \$60 million; 1,407 jobs are supported by the 40,800 visitors for whom bicycling was an important reason for choosing to vacation in the area. The annual return on bicycle facility development in the Outer Banks is approximately nine times higher than the initial investment (NCDOT and ITRE, 2006, *Bikeways to Prosperity: Assessing the Economic Impact of Bicycle Facilities*). Similarly, Damascus, VA, the self-proclaimed ‘Friendliest Trail Town’, features 34-miles of trail where approximately \$2.5 million is spent annually related to recreation visits. Of this amount, non-local visitors spend about \$1.2 million directly into the economies of Washington and Grayson counties (Virginia Department of Conservation, 2004, *The Virginia Creeper Trail: An Assessment of User Demographics, Preferences, and Economics*). While these examples feature beach and mountain destinations, the Town of Southern Pines also has key advantages, such as a popular downtown, events like the Tour de Moore, and a successful tourism through the popularity of golfing in the region.

Right: Download “Pathways to Prosperity”
www.ncdot.gov/bikeped/researchreports



Developers are taking advantage of the positive impact of trails on property values by marketing their greenways; left and above-left are examples of two magazine advertisements from developers that focus their marketing on greenways.

RECOMMENDATIONS

Modifications to roadways in Southern Pines will make bicycling a safer and more viable form of transportation. The recommended bicycle network (page ES-7) represents a connected system that will allow transportation and recreation-based bicycle travel throughout Southern Pines. The recommended network is composed of numerous types of on-road and off-road bicycle facilities that fit each segment best. Below are brief descriptions of each type. **For a comprehensive guide to bicycle facilities, see Appendix A.**

Colors correspond to the following map



BICYCLE LANES A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. The minimum width for a bicycle lane is four feet; five- and six-foot bike lanes are typical for collector and arterial roads. Bicycle lanes can be striped on existing roadways, sometimes with modifications to travel lane widths and configuration.



BICYCLE SHARED-LANE MARKINGS Shared lane markings are placed in a linear pattern along a corridor, typically every 100-250 feet and after intersections. They make motorists more aware of the potential presence of cyclists; direct cyclists to ride in the proper direction; and remind cyclists to ride further from parked cars to avoid 'dooring' collisions.



MULTI-USE TRAILS/GREENWAYS Multi-use trails are completely separated from motorized traffic and are constructed in their own corridor, often within parks, open spaces, or alongside utility corridors. Multi-use paths include bicycle paths, rail-trails or other facilities built for bicycle and pedestrian traffic. Southern Pines has several unpaved trails that could accommodate both walking and biking with minor improvements.



SIDE PATHS Multi-use trails located within the roadway corridor right-of-way, or adjacent to roads, are called 'side paths'. Side paths are most appropriate in corridors with few driveways and intersections. Bicycle routes where side paths are recommended should also have adequate on-road bicycle facilities (such as paved shoulders or bicycle lanes) wherever possible.



PAVED SHOULDERS Paved shoulders are the part of a roadway which is contiguous and on the same level as the regularly traveled portion of the roadway. There is no minimum width for paved shoulders, however a width of at least four feet is preferred. Ideally, paved shoulders should be included in the construction of new roadways and/or the upgrade of existing roadways, especially where there is a need to more safely accommodate bicycles.

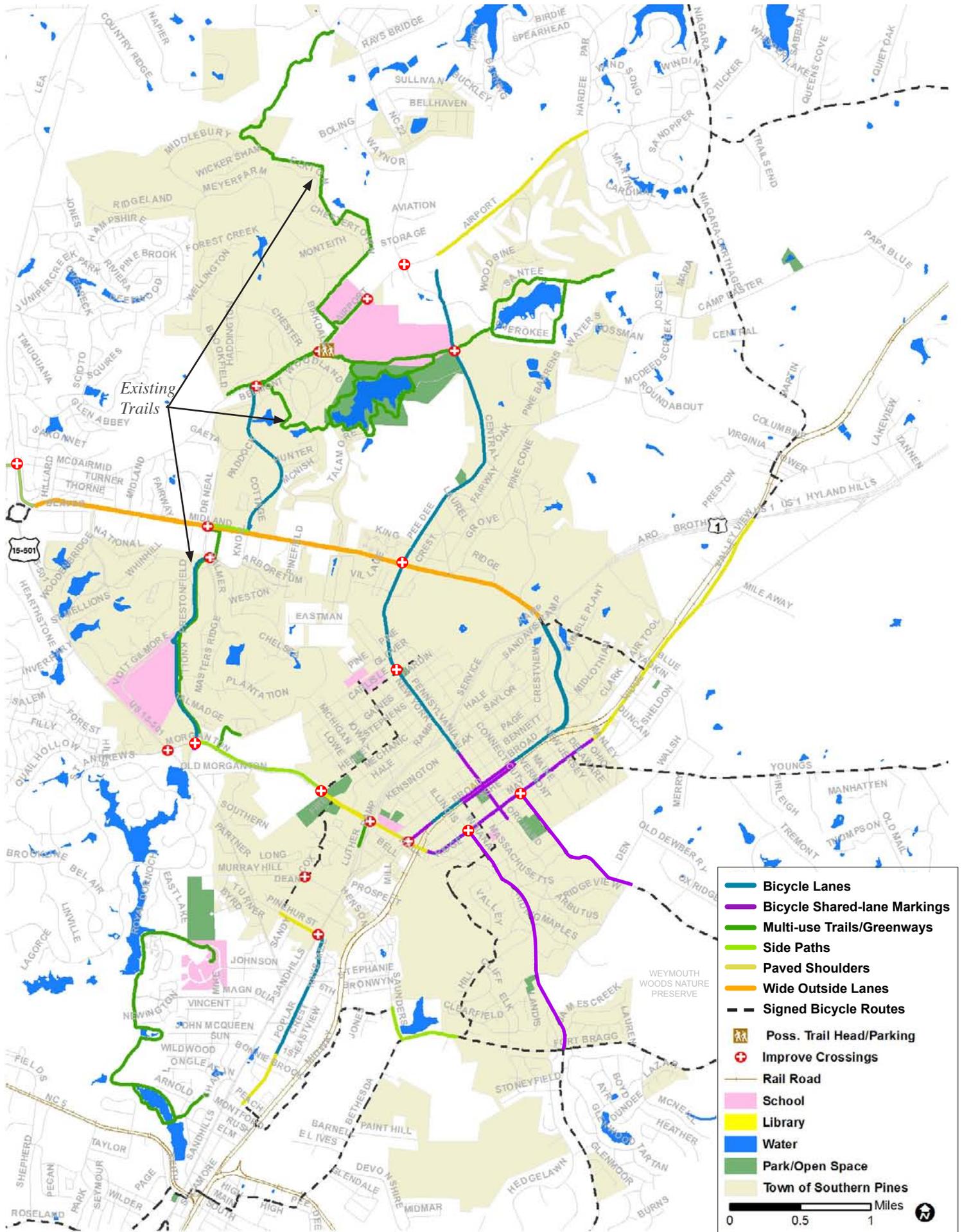


WIDE OUTSIDE LANES A wide outside is the travel lane closest to the curb and gutter of a roadway, when it is at least fourteen feet wide (14' is the standard lane width to accommodate both motorists and bicyclists). Wide outside lanes allow motorists to more safely pass slower moving bicyclists without changing lanes. Wide outside lanes are intended for bicyclists with traffic-handling skills.



SIGNED BICYCLE ROUTES Rather than a specific a bicycle facility type, these routes contain combinations of facilities, if any. This Plan recommends several signed routes that connect destinations in areas where no special bicycle facilities are needed (due to lower traffic speeds and volumes). A more comprehensive signed bicycle route system is recommended as the bicycle facility network develops.

MAP 3.1 RECOMMENDED BICYCLE FACILITIES



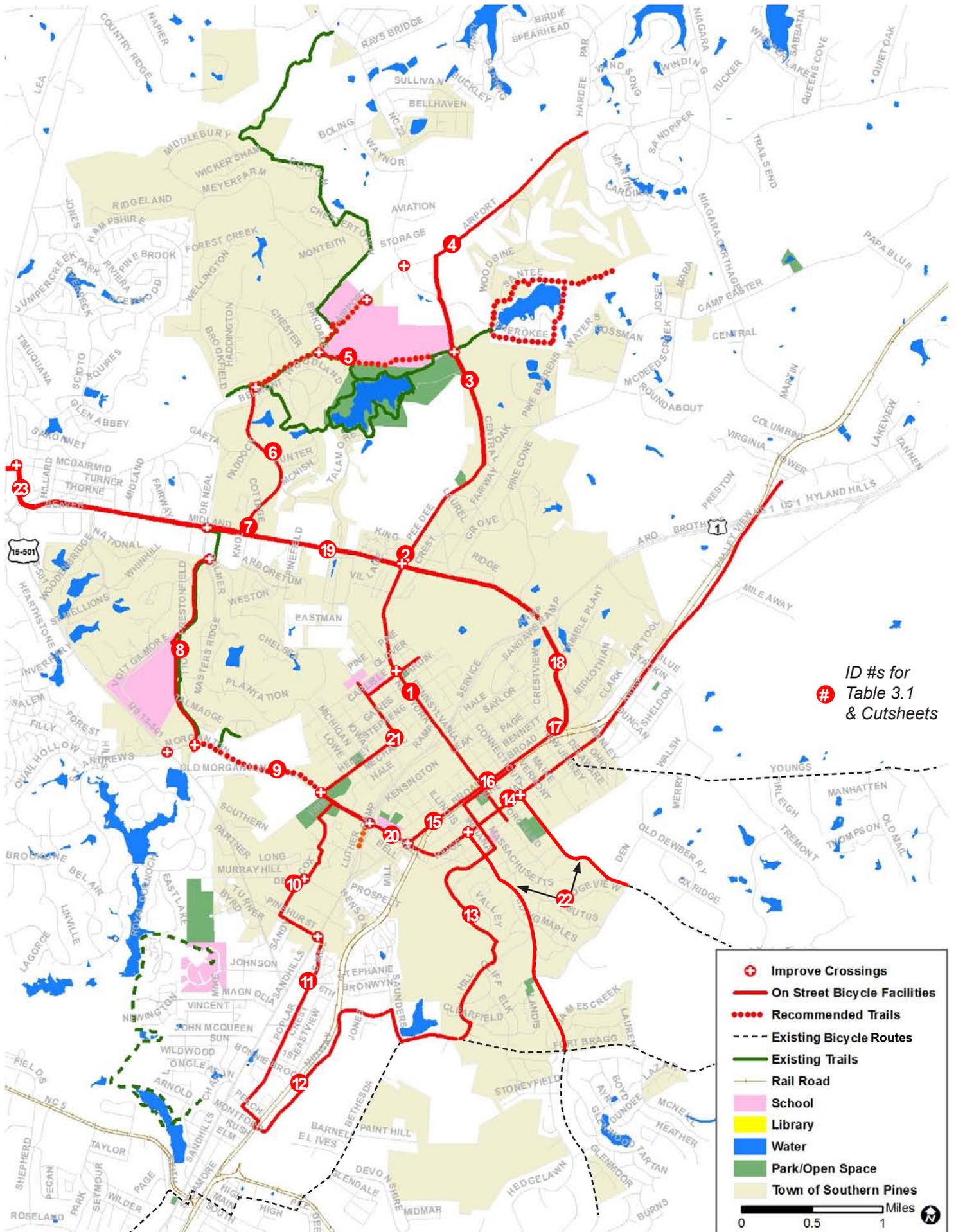
Project Cutsheets

The following pages offer detailed information on each section of road (and trail) that has bicycle facility recommendations in Southern Pines. These cutsheets provide Town staff, NCDOT staff, and related transportation agencies with a clear picture of what facility types are recommended on which roads, and provide related information for ease of use in implementation.

TABLE 3.1 PROJECT LIST

MAP 3.2 ID #	Road	From	To	Distance (Ft)	Existing Road Condition	Approx Road Width (Ft)	Bicycle Recommendation	Construction Method	Phase	Repaving Schedule (Ballpark)
1	Pennsylvania Ave	Leak St	Pine St	4,890	2 Lane W Center Turn Lane (curb/gutter)	48	Bike Lane	Stripe	Phase 1	(Need NCDOT input)
2	Pee Dee Rd	Pine St	Central Dr	8,190	2 Lane (grass shoulder)	22	Bike Lane	New Const	Phase 3 or upon resurfacing	(Need NCDOT input)
3	Central Dr	Pee Dee Rd	Airport Rd	8,109	2 Lane (grass shoulder)	25	Bike Lane	New Const	w/ Future Sewer Line	(Need NCDOT input)
4	Airport Rd	Central Dr	Cardinal Dr	7,324	2 Lane (grass shoulder)	24	Paved Shoulder	New Const	Phase 3 or upon resurfacing	(Need NCDOT input)
5	Park and School Multi Use Trails	(multiple locations)	(multiple locations)	10,229	n/a	n/a	Multi Use Trail	New Const	Phase 2	Not Applicable (Trail)
6	Knoll Rd	Airport Rd	Midland Rd	6,477	2 Lane W Center Turn (paved shoulder)	38	Bike Lane	Road Diet	Phase 3 or upon resurfacing	(Need Town input)
7	Midland Rd	Knoll Rd	Knoll Rd Greenway	1,900	n/a	n/a	Sidepath	New Const	Phase 2	Not Applicable (Sidepath)
8	Knoll Rd	Knoll Rd Greenway	Morganton Rd	8,100	2 Lane (grass houlder)	25	Bike Lane	New Const	Phase 3 or upon resurfacing	(Need Town input)
9	Morganton Rd	Knoll Rd	Henley St	5,185	2 Lanes Each Way Divided (curb/gutter)	73 (w/ median)	Sidepath	New Const	w/ Future Development	Not Applicable (Sidepath)
10	Pinehurst/Richards/Cox/Murry Hill/Fire	Morganton Rd	Sandhills Blvd	6,752	2 Lane (grass shoulder & curb/gutter)	24	Bike Route	Signage	Phase 3	(Need Town input)
11	Poplar Ave	Sandhills Blvd	Peach Ave	7,180	2 Lane (grass shoulder & curb/gutter)	28	Bike Lane/Paved Shoulder	Stripe/Re Stripe	TBD	(Need NCDOT input)
12	Midway Rd	Saunders Blvd	Orange St	8,072	2 Lane (grass shoulder)	22	Bike Route	Signage	Phase 3 resurfacing	Not Applicable (Signage Only)
13	Saunders/Bethesda/Barber/Country Club/Mass.	Broad St	Midway Rd	15,500	2 Lane (grass shoulder)	22	Bike Route/Side Path	Signage/New Const	Phase 3	Not Applicable (Signage/Sidepath)
14	May St	Manley Ave	Morganton Rd	6,477	2 Lane (curb/gutter)	28	Sharrows	Pavement Symbols	Phase 1	(Need NCDOT input)
15	Broad St	Massachusetts Ave	Morganton Rd	2,400	2 Lane (curb/gutter)	39	Bike Lane/Sharrows	Re Stripe/Stripe	Phase 1	(Need NCDOT input)
16 A	Broad St	Vermont Ave	Massachusetts Ave	2,375	1 Lane Each Way w Parking (curb/gutter)	33	Sharrows	Pavement Symbols	Phase 1	(Need NCDOT input)
16 B	Pennsylvania Ave	Leak St	Ridge St	3,028	2 Lane w Parking (curb/gutter)	49	Sharrows	Pavement Symbols	Phase 1	(Need NCDOT input)
17	Broad St	Vermont Ave	Midland Rd	2,407	2 Lane (curb/gutter)	22	Bike Lane	New Const	NCDOT Project: 2011	2011 Top Seal Project
18	Midland Rd	Broad St	US 1	3,865	2 Lanes Each Way Divided (grass shoulder)	60 (w/ 15' median)	Bike Lane	Road Diet/ Re Stripe	NCDOT Project: 2011	2011 Top Seal Project
19	Midland Rd	US 1	15-501	18,700	2 Lanes Each Way Divided (grass shoulder)	60 (w/ 15' median)	Wide Outside Lane	Re Stripe + 1' New Const	Phase 2	(Need NCDOT input)
20	Morganton Rd	May St	Henley St	3,985	1-2 Lanes Each Way + Center Turn (curb/gutter)	65 to 30	Paved shoulder or Wide Outside Lane w/ Sharrow	Re Stripe + New Construction	NCDOT Project: 2012	2012
21	Carlisle/Indiana/Henley	Connecticut	Morganton Rd	7,830	2 Lane (grass shoulder)	20 to 30	Bike Route	Signage	Phase 2	(Need Town input)
22	Indiana & Connecticut (State & County Bike Routes)	May St	Town Limits	9,300 + 5,500	2 Lane (grass shoulder)	20 to 22	Sharrows	Pavement Symbols & Signage	Phase 1	(Need NCDOT input)
23	Midland Rd + 15-501	Airport Rd	Memorial Dr	2,640	n/a	n/a	Sidepath	New Const	Phase 3	Not Applicable (Sidepath)

MAP 3.2 RECOMMENDED BICYCLE FACILITIES BY SEGMENT (PROJECT CUTSHEET KEY)



BICYCLE-RELATED PROGRAMS

Creation of a bicycle-friendly community will involve more than facility improvements. The long-term success of the bicycle network will also depend on related programming and education.

It will be critical for the Town of Southern Pines to:

- *inform bicyclists, and motorists about safe behaviors in a multimodal roadway environment,*
- *enforce laws that make bicycle travel safer,*
- *encourage people of all ages and abilities to use the bicycle facilities, and*
- *promote and develop programmatic activities that encourage physical activity and healthy living.*

Key recommended programs include:

- *the formation of an Bicycle and Pedestrian Advisory Committee (BPAC),*
- *Safe Routes to School initiatives,*
- *Bicycle-friendly community status,*
- *a user-friendly Hike and Bike map and website that features existing routes and related information,*
- *targeted enforcement in locations of past accidents involving pedestrians or bicyclists,*
- *internal staff training, and*
- *Bike/Walk to Work Day events.*

These programs will enhance the overall health and wellness of the community by promoting, teaching, and enforcing safety.



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2



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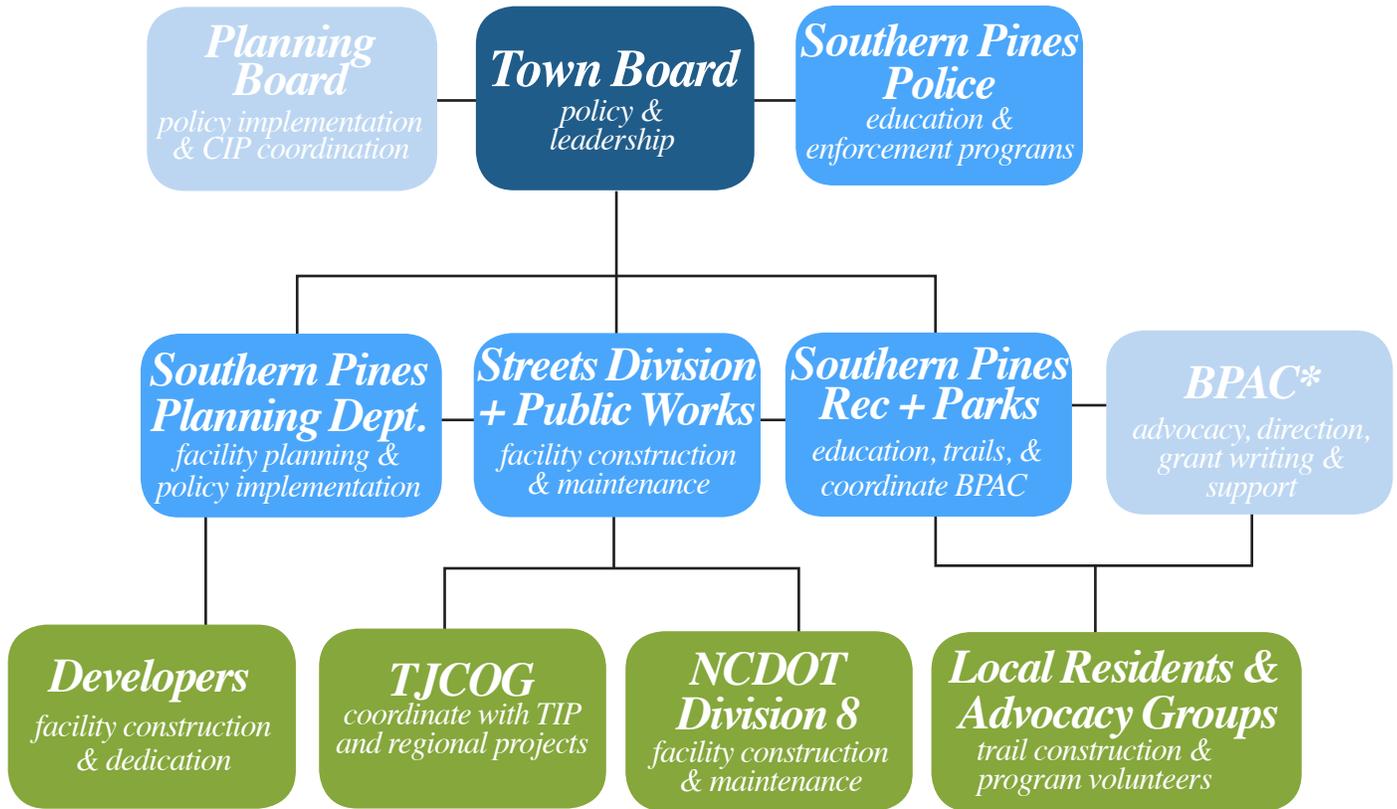
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1. *On-road bicycle skills workshop*
2. *Safe Routes to School event*
3. *Group Bike Rides*
4. *Education/encouragement events*

IMPLEMENTATION: REALIZING THE VISION

The three main ways to improve bicycling conditions in Southern Pines are through facility construction, program implementation and policy enforcement. Chapter four outlines the implementation priorities, key partners in implementation, facility development methods, and over 30 specific action steps.

ORGANIZATIONAL FRAMEWORK FOR IMPLEMENTATION



**BPAC = Bicycle and Pedestrian Advisory Committee, to be formed after adoption of this plan*

The BPAC could be represented by individuals from the Steering Committee (left) and individuals from local organizations such as the Sandhills Cycling Club, health and wellness organizations, TJCOG, and others.

Action Steps POLICY, PROGRAM, AND ADMINISTRATIVE ACTION STEPS

Task	Lead Agency	Support	Details	Phase	Page Reference
Present Plan to Town Council	Southern Pines Recreation and Parks & Planning	Project Consultants	Presentation to Town Board in September 2010	Fall 2010	n/a
Approve this Plan	NCDOT Bike/Ped Division	Project Consultant	Official letter of approval expected by October 2010	Fall 2010	n/a
Adopt this plan	Southern Pines Town Council	Southern Pines Planning Department & Recreation and Parks Department	Through adoption, the Plan becomes an official planning document of the Town. Adoption shows that the Town of Southern Pines has undergone a successful, supported planning process.	Fall 2010	n/a
Designate Staff	Southern Pines Town Council	Southern Pines Town Manager	Designate staff to oversee the implementation of this plan and the proper maintenance of the facilities that are developed. It is recommended that a combination of existing Public Works Staff (Engineering/Streets Superintendent), Planning staff and Recreation and Parks staff oversees the day-to-day implementation of this plan.	Fall 2010	4-1
Establish a Bicycle and Pedestrian Advisory Commission (BPAC)	Southern Pines Town Council	Bicycle Plan Steering Committee	The Town of Southern Pines should establish a Bicycle and Pedestrian Advisory Commission (BPAC) to assist in the implementation of this Plan.	Short Term (2011)	4-1 and 4-3
Begin Semiannual Meeting With Key Project Partners	Southern Pines Recreation and Parks Department	BPAC	BPAC should meet at least on a quarterly basis, and one of their meetings should be reserved to evaluate the implementation of this Plan. The Town Council, staff and members of the BPAC should meet on an annual basis to tour bicycle facilities and discuss bicycle and pedestrian issues.	Short Term (2011) /Ongoing	4-3
Seek Multiple Funding Sources and Facility Development Options	Southern Pines Planning Department	Town Manager, other Town departments, BPAC	Chapter 3 contains project cost estimates and Appendix F contains potential funding opportunities.	Short Term (2011)	Appendix F
Improve Bicycle Policies	Southern Pines Town Council	Southern Pines Recreation and Parks Department, BPAC	Suggested policy revisions to the Town of Southern Pines Code of Ordinances are outlined in Appendix C. The changes suggested clarify some basic policy positions regarding future development and the provision of bicycle facilities. Some edits are also suggested for consistency in terminology.	Short Term (2011)	Appendix C
Develop Bicycle Facility Striping Plans and Trail Construction Documents	Southern Pines Public Works	NCDOT Division 8, NCDOT Bike/Ped Division, Town of Southern Pines Recreation and Parks	Town engineers could prepare these in-house to save money, using the design guidelines of this plan and the project cut-sheets as starting points. Specifically, the resources listed on page A-3 will be very useful in drafting such documents. The public should have an opportunity to comment on the design of new facilities.	Short Term (2011)	Chapter 3 Cutsheets and Appendix A
Launch Programs as New Projects are Built	Southern Pines Recreation and Parks Department	BPAC & League of American Bicyclists	Assist in the coordination of joint adult and kids bicycle classes, to be provided in partnership between a locally certified League of American Bicyclists (LAB) instructor, BPAC, and Southern Pines Parks and Recreation Department. The actual curriculum would be developed by these groups, and could focus on personal trip coaching/promotion for non-car modes.	Short Term (2011) /Ongoing	Appendix B
Attend a bicycle planning and design training session	Southern Pines Public Works Department, Recreation and Parks Dept., and Planning Dept.	NCDOT Bike/Ped Division	Sponsor at least one planner, one engineer, and one parks staff from the Town of Southern Pines to attend a bicycle planning and design training session. NCDOT, in partnership with the Institute for Transportation Research and Education (ITRE), offers bicycle planning and design workshops for practicing professionals.	Opportunity-Based	-

Task	Lead Agency	Support	Details	Phase	Page Reference
Offer Training for Enforcement	Southern Pines Police Department	National Highway Traffic Safety Administration (NHTSA) or League of American Bicyclists	Training for Southern Pines’ officers could be done through free online resources available from the National Highway Traffic Safety Administration (NHTSA). If the Town is able to find and secure grants for education, the Town could also seek instructor-led courses offered by the NHTSA or groups such as the League of American Bicyclists (LAB).	Short Term (2011)	4-4
Complete top priority, phase 1 projects	Southern Pines Public Works + NCDOT Division 8	NCDOT Bike/Ped Division	Table 3.1 provides a list of the projects with phases noted. Immediate attention to the Phase 1 projects will instantly have a large impact on bicycling conditions in Southern Pines. Aim to complete this plan’s Phase 1 bicycle projects by the end of 2011 (including Downtown’s bicycle shared-lane markings and Pennsylvania Ave bicycle lanes)	Short Term (2011)	Chapter 3; Table 3.1 on page 3-4
Present this Plan to other local and regional bodies and agencies.	Southern Pines Recreation and Parks Department	BPAC	This Plan should be presented to other local and regional bodies and agencies. Possible groups to receive a presentation might include: the Triangle Area Regional Planning Organization, local bike store owners, regional transportation planners, Moore County park planners, health clubs and fitness facilities, schools and youth organizations, riding clubs, major employers, and large neighborhood groups.	Short Term (2011)	Primarily Chapter 3
Develop a long term funding strategy	Southern Pines Public Works, Planning and Recreation and Parks departments	Southern Pines Town Council, Town Manager, other Town departments, BPAC	To allow continued development of the overall system, capital and Powell Bill funds for bicycle facility construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). Funding for an ongoing maintenance program should also be included in the Town’s operating budget.	Short Term (2011)	Appendix F
Maintain bicycle facilities	Southern Pines Public Works + Southern Pines Recreation and Parks Department + NCDOT Division 8	BPAC + General Public (for reporting maintenance needs)	Pay special attention to sweeping to the face of the curb on Pennsylvania Ave, where bike lanes are proposed; Town should plan to take over sweeping of bicycle lanes on NCDOT-owned roadways. The Town of Southern Pines Public Works Department and NCDOT should make immediate repairs to any on-road bicycle facilities that are damaged or have hazardous conditions.	Continuous/Ongoing	3-3 (for location of proposed bicycle lanes)
Provide bicycle parking in key locations throughout Town by mid-2011.	Southern Pines Public Works	Southern Pines Recreation and Parks and BPAC	Provide bicycle racks in Downtown Southern Pines at key locations (such as at Broad & Pennsylvania). Work with BPAC and Downtown business organizations to determine specific locations.	Short Term (2011)	A-20 and A-21
Communicate and coordinate with NCDOT Division 8 on priority projects for NCDOT-maintained roadways.	Southern Pines Public Works + Planning departments	NCDOT Division 8, NCDOT Bike/Ped Division	Ensure that when NCDOT-maintained roadways in Southern Pines are resurfaced or reconstructed, that this Plan’s adopted recommendations for bicycle facilities are included on those streets.	Continuous/Ongoing	4-10
Notify the Town of Southern Pines Public Works Department of all upcoming roadway reconstruction or resurfacing/restriping projects, no later than the design phase.	Public Works Director, and NCDOT Division 8	Southern Pines Planning Department, NCDOT Bike/Ped Division	Provide sufficient time for comments; Incorporate bicycle recommendations from this Plan. If a compromise to the original recommendation is needed, then contact NCDOT Division of Bicycle and Pedestrian Transportation for guidance on appropriate alternatives.	Continuous/Ongoing	4-10
Explore possibility of a regional bike/ped coordinator	Southern Pines Recreation and Parks Department	TARPO, Moore County, neighboring municipalities	Explore the possibility of partnering with neighboring municipalities in hiring a regional Alternate Modes/ Active Modes Transportation Coordinator	Short Term (2011)	-

Task	Lead Agency	Support	Details	Phase	Page Reference
Ensure planning efforts are integrated regionally	Southern Pines Planning Department	TARPO, Moore County, neighboring municipalities	Combining resources and efforts with surrounding municipalities, regional entities, and stakeholders is mutually beneficial. Communicate and coordinate with TARPO, Moore County, neighboring municipalities on regional trails and bicycle facilities; partner for joint-funding opportunities. After adoption by the Town, this document should also be recognized in regional transportation plans	Continuous/ Ongoing	4-10
Apply for Safe Routes to School Grants	Southern Pines Recreation and Parks Department	Local schools, BPAC, SRTS Program	Establish 'bike-to-school' groups, 'walking school buses' or other similar activities for children through the Safe Routes to School Program.	Continuous/ Ongoing	Appendix B
Coordinate Family Rides	Southern Pines Recreation and Parks Department	BPAC	Recreation and Parks could lead a monthly family ride during the months of April through October as part of their regular programming schedule (similar to other programs listed in their seasonal publication); citizens (or BPAC members) might be willing to coordinate and lead such rides.	Continuous/ Ongoing	Appendix B
Coordinate Special Events	Southern Pines Parks and Recreation Department	Southern Pines Planning Department, BPAC	Use bicycle facilities, particularly trails, to promote causes and hold special events for causes	Continuous/ Ongoing	Appendix B
Utilize greenways for the display of public art	Southern Pines Parks and Recreation Department	Local Arts Organizations	See examples in Appendix A.	Continuous/ Ongoing	A-46
Strengthen overall maintenance program	Southern Pines Public Works + Southern Pines Recreation and Parks Department	BPAC + General Public (for reporting maintenance needs)	A Southern Pines staff member should be designated as the main contact for the maintenance of pedestrian and bicycle facilities in the roadway right-of-way. This staff member should coordinate with the appropriate departments to set up a free maintenance hotline and conduct maintenance activities in the field.	Continuous/ Ongoing	-
Policy Orientation	Southern Pines Town Council, Planning Board, Planning Staff, Public Works Director, Streets Division and NCDOT Division 8	NCDOT Bike/Ped Division	Become familiar with State and Federal bicycle policy, as outlined in Appendix C.	Short Term (2011)	Appendix C
Design Orientation	Town Planning Board, Public Works Director, and NCDOT Division 8	NCDOT Bike/Ped Division	Become familiar with the standards set forth in Appendix A of this Plan, as well as state and national standards for bicycle facility design.	Short Term (2011)	Appendix A
Become familiar with the bicycle facility recommendations for NCDOT roadways in this Plan (Chapter 3); take initiative in incorporating this plan's recommendations into the Division's schedule of improvements.	NCDOT Division 8	Southern Pines Public Works, NCDOT Bike/Ped Division	Construct and maintain bicycle facilities using the highest standards allowed by the State (including the possibility of using innovative treatments on a trial-basis). Seek guidance and direction from the NCDOT Division of Bicycle and Pedestrian Transportation on issues related to this Plan and its implementation.	Short Term (2011)	Chapter 3
Initiate a local bicycle safety and courtesy educational campaign by 2012	Southern Pines Recreation and Parks Department and Police Department	Local, regional, state, and national bicycle advocacy groups	Appendix B contains several lists of resources for more information on such educational campaigns.	Mid-Term (2012-2014)	Appendix B

Task	Lead Agency	Support	Details	Phase	Page Reference
Launch three new programs in three years that aim to increase bicycling among a) children, b) commuter/utilitarian cyclists, and c) recreational/fitness cyclists.	Southern Pines Recreation and Parks Department, and Police Department	BPAC	Sustain such programs with a partnership between the Town, local businesses, and non-profit organizations. See education, encouragement, and enforcement action steps for example programs.	Mid-Term (2011-2014)	Appendix B
If the Town determines that there are streets where speeds need to be lowered for safety purposes, contact NCDOT to lower them.	Southern Pines Public Works	NCDOT Division 8, NCDOT Bike/Ped Division	The authority to lower speeds is set out in NC General Statute 20-141(f) - Whenever local authorities within their respective jurisdictions determine upon the basis of an engineering and traffic investigation that a higher maximum speed than those set forth in subsection (b) is reasonable and safe, or that any speed herebefore set forth is greater than is reasonable and safe, under the conditions found to exist upon any part of a street within the corporate limits of a municipality and which street is a part of the State highway system (except those highways designated as part of the interstate highway system or other controlled access highway) said local authorities shall determine and declare a safe and reasonable speed limit. A speed limit set pursuant to this subsection may not exceed 55 miles per hour. Limits set pursuant to this subsection shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.	Mid-Term (2011-2014)	-
Produce and distribute a user-friendly bicycle map	Southern Pines G.I.S. Department/Recreation and Parks Department	NCDOT Bike/Ped Division	Once more facilities are in place, produce and distribute a user-friendly bicycle map of Southern Pines, and consider the advantages of doing so in conjunction with neighboring communities. Provide basic safety information, commuting information, trail etiquette, transit information, and a list of local resources on the back side of the map.	Mid-Term (2012-2014)	-
Provide police officers with educational material to hand out with warnings	Southern Pines Police Department	NCDOT Bike/Ped Division	Provide officers with a handout to be used during bicycle-related citations and warnings. See laws and considerations listed on page B-13.	Mid-Term (2012-2014)	B-13
Work together to create a multi-use trail from Central Ave to Airport Road.	Southern Pines Recreation and Parks Department	Sandhills Community College	After agreeing upon an alignment, securing an easement, and securing funding, generate construction documents to build the trail. See Cutsheet 5 for more information.	Long Term (2014)	3-14
Become Designated as a Bicycle Friendly Community	Southern Pines Planning Department	BPAC	Southern Pines should make progress in accomplishing the goals of this Plan, and then apply for BFC status. Download and review the application for a Bicycle Friendly Community designation. Determine which action steps of this plan would be the most strategic in terms of applying for the desired designation. Place emphasis on completing those steps, then apply.	Long Term (2014)	4-4 and 4-5
Reassess projects and reevaluate priorities and phases	Southern Pines Public Works	NCDOT Division 8, NCDOT Bike/Ped Division, BPAC	In 2014, reassess projects and reevaluate priorities and phases. Consider updating key sections of the plan such as design standards and programs/policies.	Long Term (2014)	-

Photo-Visualizations



Additional Resources

Appendix A: Design Toolbox	A-1
Appendix B: Bicycle Program Toolbox	B-1
Appendix C: Desk Reference for Bicycle Policies	C-1
Appendix D: Trail Development Resources	D-1
Appendix E: Public Involvement	E-1

Project Website: www.greenways.com/southernpinet