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CHAPTER 1: INTRODUCTION

OVERVIEW

Davidson is home to a host of resources that make it an attractive place to live, work, and play. An historic downtown, Lake Norman, Davidson College, close proximity to Charlotte, and a rural, scenic environment with parks and open space are just some of the assets that Davidson offers. Providing pedestrian and bicycle connections to these and other destinations within Davidson is a crucial part of linking Davidson residents to their community. This chapter provides a brief history and relevant background on walking and bicycling in Davidson, a description of the purpose of this Active Transportation Plan, and a brief report on the benefits that walking and bicycling offer to Davidson residents and the town as a whole. This introductory chapter is followed by a report of the current conditions for walking and bicycling in Davidson (Chapter 2) and a description of the vision, goals, and public engagement process (Chapter 3) that frame the Active Transportation Plan.

BACKGROUND

The Town of Davidson has its roots with the establishment of Davidson College in 1837. Davidson is located in Mecklenburg County, approximately 20 miles north of Charlotte, North Carolina and many residents enjoy living in Davidson and commute to places of employment in Charlotte. Despite the town's close proximity to rapidly expanding suburbs and declining agriculture areas, the region remained relatively unchanged during the first half of the 20th century, with significant growth occurring in the past few decades. It occupies roughly five square miles, bordering the eastern shore of Lake Norman, on the southern edge of the Iredell-Mecklenburg county line.¹ Davidson is located in the piedmont region of the state, characterized by gently rolling foothills and elevations ranging from 300 feet to 1,500 feet above sea level.

The town received National Register Historic District status in 2009 for the historic core of town, which includes downtown. The National Historic Preservation Act established a National Register of Historic Places to include districts, sites, structures, buildings, and objects of local, state, and national significance. A local historic district, in place since 1989, also protects the authenticity of the downtown proper. Authenticity, however, does not mean stagnation. New construction downtown includes the two-story CVS building, three-story Stowe's Corner building, and the proposed four-story "Mooney's Corner" building.²



Children walk home from the school bus in Summers Walk.





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Davidson applied to the Walk Friendly Community program, run by the Pedestrian and Bicycle Information Center (PBIC), in the Fall of 2011. After the town's application was reviewed by a panel of expert judges in the field, Davidson was designated as a Bronze Walk Friendly Community, joining the rankings with 44 other pedestrian-friendly communities around the country. Applicant communities are judged on existing infrastructure, programs and policies as well as plans for implementing pedestrian facilities into the future. In addition to the designation, PBIC provided Davidson with feedback on how to become even more walk-friendly through improvements in engineering, education, encouragement, enforcement, and evaluation so the town can aim for silver next time they apply.

The key recommendations from PBIC were:

- Develop a dedicated pedestrian plan
- Implement a regular pedestrian count program
- Encourage walking through new and existing programs and events
- Improve major pedestrian crossings

Davidson is considered a great place to bike not only within the state of North Carolina, but on a national level as well, as evidenced by the League of American Bicyclists' (LAB) Bronze Bicycle Friendly Community designation. Town staff and volunteers completed the 23-page application in 2010, defined by the 5 E's: engineering, education, encouragement, enforcement and evaluation. This comprehensive look at bicycling in Davidson was supplemented by feedback from local experts including those involved in bicycle advocacy, retail, commuting and recreational riding. After reviewing Davidson's bicycle ridership, bicycle facilities, and existing education, encouragement, enforcement, and evaluation programs, the league and a team of expert judges designated Davidson as a Bronze Bicycle Friendly Community. This prestigious award puts Davidson in a category amongst some of the most bicycle-friendly communities in the country, and helps guide the town towards becoming a Silver Bicycle Friendly Community by making biking even safer and more accessible.

Recommendations from the LAB for future improvement included:

- Implement the Bicycle Master Plan; set a target to increase the percentage of trips made by bicycle
- Implement the Safe Routes to School program
- Increase the number of bicycle facilities; provide a broader range of facility choices for users of various abilities and comfort levels
- Increase the amount of secure bike parking
- Expand public education campaigns
- Expand bicycling encouragement efforts

Walk Friendly Communities

COMMUNITY REPORT CARD AND FEEDBACK:

Davidson, North Carolina
August 31, 2011

Introduction

Thank you for submitting an application to the Walk Friendly Communities program on behalf of Davidson, North Carolina! A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies.

Each application was evaluated by at least three reviewers to provide a fair assessment of your community and provide technical feedback on how to improve the walkability of your community.

After thorough consideration of your application, we are designating Davidson as a Bronze Walk Friendly Community. In reviewing the application, there were several areas that we were particularly impressed with, including:

- Davidson's inclusion of Complete Streets elements in the Planning Ordinance is a great indication of the city's commitment to walkability and ensures that pedestrian accommodations are an integral part of the street network.
- The sidewalk policies, which require sidewalks on both sides of arterial and collector streets, is a great step towards a complete and comprehensive sidewalk network, while the sidewalk retrofit policy is another fundamental element of a truly pedestrian supportive city.
- The use of geometric features, including median crossing islands, curb extensions, and smaller curb radii, that are employed in Davidson to improve pedestrian access and enhance the comfort and safety of pedestrians indicates the commitment on the part of the city to really create a high quality walking environment.

Davidson has shown a great commitment to ensuring that pedestrians are accommodated in the street network and has successfully integrated pedestrian supportive measures into the city planning ordinance. The crux of your success is a commitment to using engineering measures to enhance the walking environment.

Walk Friendly Communities Report Card and Feedback



Increased physical activity can translate to positive health benefits

PURPOSE

This plan builds upon the achievements listed earlier, as well as the town's past plans, to create a vision for an improved walking and bicycling environment in Davidson. While the town has made great strides for walking and bicycling, Davidson still faces challenges in its current environment that make walking and bicycling difficult and, at times, unsafe. This plan identifies these challenges as well as new and existing opportunities that can be used to address them. Through an extensive public input process and review of current walking and bicycling conditions, the plan proposes a series of prioritized pedestrian and bicycle network recommendations for the town to pursue. The Active Transportation Plan is intended to act as a guide for the implementation of future pedestrian and bicycle projects in order to provide opportunities for a healthy and active lifestyle, more and safer transportation choices, economic development, environmental improvements, and an enhanced quality of life.

BENEFITS OF WALKING AND BICYCLING

When considering the level of dedication in time and valuable resources that it takes to create a walkable and bikeable community, it is also important to assess the immense value added by providing access to active transportation facilities. A walk- and bicycle-friendly Davidson helps to improve the health and fitness of residents, transportation options, the local economy, and environmental conditions, while contributing to a greater sense of community. Scores of studies from the fields of public health, urban planning, urban ecology, real estate, transportation, and economics consistently affirm the value of supporting walking and bicycling as they relate to these issues. Small towns, big cities, and entire regions across the United States and throughout the world are implementing strategies for creating walk- and bicycle-friendly communities, and have been doing so for many years. They do this because of their obligations to promote health, safety and welfare, and also because of the growing awareness of the many benefits of walking and bicycling.

See Appendix A for a complete report on the economic, environmental, and health benefits of bicycling and walking in Davidson.

INCREASED HEALTH AND PHYSICAL ACTIVITY

Establishing a safe and reliable pedestrian and bicycle network in Davidson will positively impact the health of local residents. A growing number of studies show that the design of our communities and the built environment—including neighborhoods, towns, transportation systems, parks, trails and other public recreational facilities—affects a person's ability to reach the recommended daily 30 minutes of moderately intense physical activity (60 minutes for youth). According to the Centers for Disease Control and Prevention (CDC), "physical inactivity causes numerous physical and mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic."¹ The increased rate of disease associated with inactivity reduces quality of life for individuals and increases medical costs for families, companies, and local governments. According to the CDC Behavioral Risk Factors Surveillance System,

THE HIGH COST OF UNHEALTHY BEHAVIOR

\$25.98 BILLION: direct medical & loss-of-productivity costs each year due to physical inactivity and obesity in NC

\$5,497.48: cost per NC worker

4,000: Davidson's workforce

\$21.99 MILLION: Davidson's share of medical & loss of productivity costs each year





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more than half of North Carolina adult residents (65.3 percent) are overweight or obese and 53.6 percent of the adult population is physically inactive.²

The CDC has determined that creating and improving places to be active could result in a 25 percent increase in the number of people who exercise at least three times a week.⁴ This is significant considering that for people who are inactive, even small increases in physical activity can bring measurable health benefits. The Rails-to-Trails Conservancy puts it simply: “Individuals must choose to exercise, but communities can make that choice easier.”⁵

Walking and bicycling are some of the most basic forms of physical activity, and the construction of a dedicated path separated from motorized traffic for these activities would help to better connect communities to convenient recreation and exercise options. These connections also make it possible to take short trips without needing to get in the car, thereby incorporating physical activity into daily life. Regular physical activity such as walking and bicycling:

- Reduces the risk and impact of cardiovascular disease and diabetes
- Reduces the risk of some types of cancer
- Controls weight
- Improves mood
- Reduces the risk of premature death

In addition to contributing to poor health, lack of physical activity also carries monetary costs. According to the Be Active North Carolina report *Tipping the Scales*, North Carolina spent \$53.8 billion in 2010 on medical bills and lost worker productivity that is attributed to eight key health risk factors: excess weight, physical inactivity, type II diabetes, low fruit and vegetable consumption, high cholesterol, hypertension (high blood pressure), depression, and tobacco use).³ Physical activity is the second most expensive risk factor, second only to excess weight, costing the state \$8.3 billion per year.

Data show that sedentary adults who become active:³

- Reduce excess weight by an average of 4.25%
- Reduce excess cholesterol by 36% on average
- Reduce high blood pressure by an average of 7.42%
- Reduce high blood sugar levels by an average of 7.5%
- Reduce depressive episodes by 33% on average
- Increase daily fruit and vegetable intake by 2.48%

If 68,130 newly active adults achieved these average levels of improvement in their health, together they would save the state nearly \$55 million in medical care and lost productivity costs within just one year.



Walking and biking facilities provide convenient and low-cost recreation options



With a safe, connected pedestrian and bicycle network, many trips could be made by foot or by bike, increasing levels of physical activity



The CDC recommends 150 minutes of moderate physical activity each week, with **30 minutes of “moderately intense exercise”** being equivalent to the following:

- 1.5 miles of walking, or
- 5 miles of bicycling, or
- 1 less slice of pizza.

Current levels of bicycling and walking transportation already make a significant contribution to the overall level of physical activity and health of Davidson residents. Using the estimates of annual active transportation activity calculated above, Davidson residents get over 200,000 hours of moderate intensity physical activity annually from utilitarian walking and bicycling trips (see Tables 1.2 - 1.4). This number does not include additional recreational or exercise trips made by walking and bicycling.

By building safe and convenient facilities for bicycling and walking, Davidson can make it easier for residents to be physically active, improving the health of the entire community.

Table 1.1: Example Physical Activity from Active Transportation

Active transportation mode	Commute distance (miles, round trip)	Assumed speed	Weekly minutes of exercise (assumes 5-day work week)
Walking	1.5	3 mph	150
Bicycling	5.0	10 mph	150
CDC recommended weekly physical activity (minutes)			150

Table 1.2: Davidson Estimated Physical Activity Benefits of Active Transportation

Estimated annual walking transportation trips	914,166
Commute walking trips	148,090
Utilitarian walking trips	640,260
K-12 school walking trips	85,835
College commute walking trips	39,981
Estimated annual bicycling transportation trips	71,296
Commute bicycling trips	21,084
Utilitarian bicycling trips	33,969
K-12 school bicycling trips	6,430
College commute bicycling trips	9,814
Estimated annual active transportation trips	985,463





Table 1.3: Davidson Estimated Physical Activity Benefits of Active Transportation

Estimated annual miles walked	Average distance (miles)	Total distance traveled
Commuter walking trips	0.67	99,220
Utilitarian walking trips	0.67	426,842
K-12 school walking trips	0.36	30,482
College commute walking trips	0.48	19,191
Estimated annual miles biked	Average distance (miles)	Total distance traveled
Commuter bicycling trips	3.54	74,637
Utilitarian bicycling trips	1.89	64,314
K-12 school bicycling trips	0.77	4,938
College commute bicycling trips	2.09	20,480
Estimated annual miles traveled using active transportation		740,104

Table 1.4: Davidson Estimated Physical Activity Benefits of Active Transportation

Active transportation mode	Distance traveled (miles)	Assumed speed	Total hours of activity
Walking trips	575,735	3 mph	191,912
Bicycling trips	164,369	10 mph	16,437
Estimated annual physical activity from active transportation			208,349

INCREASED TRANSPORTATION CHOICES & IMPROVED TRANSPORTATION NETWORK

A National Household Travel Survey found that roughly 40% of all trips taken by car are less than two miles.⁶ By replacing short car trips with walking and bicycling trips, residents have a significant positive impact on local traffic and congestion. Traffic congestion reduces mobility, increases auto-operating costs, adds to air pollution, and causes increased stress in drivers. Substituting walking and bicycling for some of these trips relieves the congestion, benefiting all road users. In addition, an improved pedestrian and bicycle network provides greater and safer mobility for residents who do not have access to a motor vehicle.

American demographics show that typically around 30% of a community’s population do not or cannot drive or own a car due to age (under 16), physical or mental disabilities or old age, and/or income. Walking and bicycling for transportation are important options for these populations, especially those with more than one working family member.

Taking short trips by foot or by bike can help to greatly reduce motor vehicle miles driven and traffic congestion. Under the Nonmotorized Transportation Pilot Program, bicycling and walking investments averted an estimated 32 million driving miles in four pilot communities between 2007 and 2010. These individual changes in travel behavior can add up to produce significant societal benefits. An individual who shifts 160 annual trips (about three per week) averaging 2.4 miles from driving to bicycling reduces congestion costs to other road users by approximately \$216 in urban areas and about \$108 in rural settings. Traffic on arterials and other

DAVIDSON WALKS & ROLLS: ACTIVE TRANSPORTATION MASTER PLAN



A sidewalk and bike lanes increase transportation options



Walking and bicycling projects are cost-efficient transportation investments

streets can be mitigated as people use the network of existing sidewalks, new bikeways, and trails to access more destinations. Parking lots can also be made less congested by reducing crowding, circling, and waiting for open spots.

INDIVIDUAL AND SOCIETAL TRANSPORTATION SAVINGS & COST-EFFICIENT PROJECTS

Walking and bicycling are also among the most affordable forms of transportation. According to an annual study conducted by the American Automobile Association (AAA), the average cost of owning and operating one car for one year is \$8,946, while walking is virtually free and owning and operating a bicycle for one year costs approximately \$120. In addition to the personal savings costs of walking and bicycling, these transportation options also produce a number of benefits for other drivers and society as a whole. A study from the Victoria Transport Policy Institute found that replacing a single car trip with a bike trip saves individuals and society \$2.73 per mile in gas costs, congestion reduction, vehicle cost savings, roadway cost savings, parking cost savings, energy conservation, air pollution reduction, and traffic safety improvements. These benefits and the relatively low construction and maintenance costs make walking and bicycling projects some of the most cost-effective transportation investments possible. For the cost of 1 mile of four-lane urban highway (\$50 million), an entire network of facilities for a mid-sized city could be built, providing feasible travel options that increase the overall efficiency of our transportation system.

The average annual cost of a gym membership is about \$480 to \$600.⁷ Walking and bicycling for transportation become even more attractive from an individual's standpoint when the unstable price of gas is factored into the equation (e.g., in January 2013, the national average price for gasoline was \$3.30 a gallon).⁸ Whether bicycling for transportation, fun, or exercise, bicyclists who are physically active on a regular basis can avoid costly medical expenses in the long run, and can avoid the cost of gym memberships in the short run.

According to the Economic, Environmental, and Health Benefits Analysis conducted for this plan (see Appendix A), the Town of Davidson is already seeing the benefit of increased walking and biking, saving an estimated \$331,000 each year in reduced traffic congestion costs, vehicle crash costs, and road maintenance costs. **If Davidson's walking and bicycling levels were increased by just 25% to match those seen in Chapel Hill, the Town of Davidson could increase these savings to \$493,000.**

In addition, individual households in Davidson currently save approximately \$334,000 in vehicle operation cost savings each year with current levels of walking and biking. **A 25% increase in walking and biking activity in Davidson could save individuals a collective \$500,000 in reduced vehicle operation costs.**

See Appendix A for the complete report on the potential economic, environmental and health benefits of bicycling and walking.



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ENERGY CONSERVATION AND INDEPENDENCE

According to the National Association of Realtors and Transportation for America, 89 percent of Americans believe that transportation investments should support the goal of reducing energy use. The transportation sector currently accounts for 71 percent of all U.S. petroleum use, with 40 percent of daily trips made within two miles or less and 28 percent less than a mile. Providing active transportation options has the potential to reduce dependency on foreign oil and promote more energy-efficient transportation choices in communities. Most of the short trips made in the U.S. and in North Carolina are single-occupancy vehicle trips. In Davidson, more of those trips could be made on foot or by bike if there were additional safe pedestrian and bicycle facilities developed.

ECONOMIC DEVELOPMENT

The economic benefits of walking and bicycling are being realized in cities throughout the country and the Southeast. From mountain biking and hiking destinations to cyclist touring routes, from running and bike shop businesses to premier special events, walking and bicycling can have a significant impact on a local economy. For example, Greenville, SC has seen a dramatic increase in the number of bike shops that exist and in bike shop sales in the last five years. In a 2011 survey, nearly every shop owner identified the city's Bicycle Friendly Community initiative to be a leading contributor to that growth.⁹ Additionally, the Augusta, GA area estimates the economic impact of cycling-related sporting events in just the last three years (2009-2011) to total \$15.5 million. As one example, the region hosted the 2010 International Mountain Bike Association (IMBA) Summit in 2010, which brought nearly \$500,000 in local spending.¹⁰

Beyond bicycle and running shops, bicycle rentals, and major running and cycling events, there are many other ways that communities are benefitting economically from investments in walking and bicycling.

ACTIVE TOURISM

Investments in the walking and bicycling environment can lead to increases in active tourism, such as hiking and bicycling touring. Communities are realizing the economic potential of pedestrian and bicycle facilities to create highly desirable destinations that bring dollars into the places they serve. In addition to preserving critical open space and providing important transportation options, pedestrian and bicycle networks that include greenway trails attract visitors from near and far—visitors who facilitate job growth in tourism-related opportunities like restaurants, local stores and lodging.

In the Outer Banks, NC, bicycling is estimated to have a positive 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.¹¹ Even though there are substantial differences between the Town of Davidson and the Outer Banks (such as beach



A pedicab outside of the Davidson Village Inn



The Spirited Cyclist bike shop in Davidson



High-quality bicycle facilities draw tourists from across the region and the state

access and available lodging), Davidson could still achieve positive economic gains proportional to its own attractions and its own future investments in community wide bicycle facilities. The quality of bicycling in the Outer Banks region positively impacts vacationers' planning—it is not all about the beaches:

- 12% of vacationers report staying three to four days longer to bicycle
- 43% of vacationers report that bicycling is an important factor in their decision to come to the area
- 53% of vacationers report that bicycling will strongly influence their decision to return to the area in the future.¹²

In terms of tourism, Davidson has the benefit of its proximity to the Charlotte area, Lake Norman, future regional connections planned to the Carolina Thread Trail, and scenic, low-volume rural roads that are already popular with existing cyclists from around the region. As Davidson expands its attractive network of trails, sidewalks, bikeways, and bicycle routes, the Town will win over some active tourism from other regions, and attract new tourists as a walk- and bicycle-friendly destination.

REAL ESTATE VALUES

From a real estate standpoint, consider the positive impact of greenway trails, which are essential components of a complete pedestrian and bicycle network. According to a 2002 survey of homebuyers by the National Association of Home Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices.¹³ Additionally, the study found that 'trail availability' outranked 16 other options including security, ball fields, golf courses, parks, and access to shopping or business centers. Findings from the American Planning Association (How Cities Use Parks for Economic Development, 2002), the Rails-to-Trails Conservancy (Economic Benefits of Trails and Greenways, 2005), and CEO's for Cities (Walking the Walk: How Walkability Raises Home Values in U.S. Cities, 2009) further substantiate the positive connection between greenway trails and property values across the country.

ENVIRONMENTAL IMPROVEMENTS

As demonstrated by the Southern Resource Center of the Federal Highway Administration, when people get out of their cars and use active transportation, they reduce measurable volumes of pollutants.¹⁴ Other environmental impacts include a reduction in overall neighborhood noise levels and improvements in local water quality as fewer automobile-related discharges wind up in the local rivers, streams, and lakes. Greenway trails are also part of an attractive pedestrian and bicycle network, conveying unique environmental benefits. Greenway trails protect and link fragmented habitat and provide opportunities for protecting plant and animal species. As part of the comprehensive pedestrian and bicycle network, they connect places without the use of emission-producing vehicles, while also reducing air pollution by protecting large areas of plants that create oxygen and



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filter pollutants such as ozone, sulfur dioxide, carbon monoxide and airborne particles of heavy metal. Finally, greenway corridors can improve water quality by creating a natural buffer zone that protects streams, rivers and lakes, preventing soil erosion and filtering pollution caused by agricultural and road runoff.

QUALITY OF LIFE

Many factors go into determining quality of life for the citizens of a community: the local education system, prevalence of quality employment opportunities, and affordability of housing are all items that are commonly cited. Increasingly though, citizens claim that access to active transportation options and access to quality recreational opportunities such as parks, trails, greenways, sidewalks, and bicycle routes are important factors for them in determining their overall pleasure within their community.

Communities with pedestrian, bicycle, and trail amenities can attract new businesses, industries, and in turn, new residents. Furthermore, quality of life is positively impacted by walking and bicycling through the increased social connections that take place by residents being active, talking to one another, and spending more time outdoors and in their communities. According to the Brookings Institution, the number of older Americans is expected to double over the next 25 years.¹⁵ All but the most fortunate seniors will confront an array of medical and other constraints on their mobility even as they continue to seek both an active community life, and the ability to age in place. Off-road trails built as part of the pedestrian and bicycle transportation network generally do not allow for motor vehicles; however, they do accommodate motorized wheelchairs, which is an important asset for the growing number of senior citizens who deserve access to independent mobility. For those seniors who remain ambulatory, off-road trails provide an excellent and safe opportunity for exercise and fitness.

Children under the age of 16 are another important subset of our society who deserve access to safe mobility and a high quality of life. According to the U.S. Environmental Protection Agency, fewer children walk or bike to school than did so a generation ago. In 1969, 48 percent of students walked or biked to school, but by 2001, less than 16 percent of students between 5 and 15 walked or biked to or from school.¹⁶ According to the National Center for Safe Routes to School, "Walking or biking to school gives children time for physical activity and a sense of responsibility and independence; allows them to enjoy being outside; and provides them with time to socialize with their parents and friends and to get to know their neighborhoods."¹⁷

In a 2004 CDC survey, 1,588 adults answered questions about barriers to walking to school for their youngest child aged 5 to 18 years.¹⁸ The main reasons cited by parents included distance to school, at 62%, and traffic-related danger, at 30%. A well-connected pedestrian and bicycle network in Davidson could reduce the travel distance from homes to schools, and overall pedestrian and bicycle improvements can improve the safety of our roadways. The availability of a good pedestrian and bicycle network has become a hallmark of a community with a high quality of life – one of the reasons that they are almost always included in new planned communities.

The creation of a safe pedestrian and bicycle facility network will serve as a link to the outdoors, providing residents of Davidson with easily accessible opportunities for community-building, recreation, education, exercise, and transportation.



Greenways and open space help to improve air quality, buffer noise pollution, limit soil erosion and flooding, and provide habitat for local plant and animal species



A child bicycles outside of Davidson Public Library

Sidewalks, bikeways, and greenway trails are facilities that are available to all income groups, all neighborhoods, and all community groups, regardless of background and experiences. Many residents will take pride in the facilities, as they will become part of their daily, weekly, or monthly lives. These facilities will allow residents to access basic needs and interact with neighbors without automobile dependence.

A greenway trail can also serve as a hands-on environmental classroom for people of all ages to learn historical information and experience natural landscapes, furthering environmental awareness. Local schools and community groups will be able to incorporate outdoor learning activities into their curriculums and provide children with the experience of outdoor education. Outdoor classrooms also offer alternatives for all to gain a better knowledge of what natural resources are and to understand the interconnectedness of these resources. Opportunities are available in an outdoor classroom to educate youth on the importance of taking care of the environment.¹⁹

CONCLUSION

The benefits of fully accommodating pedestrians and bicyclists, and increased rates of walking and bicycling, are diverse and substantial. While increased safety for pedestrians and bicyclists is the most apparent benefit to many, a comprehensive network that allows for safe walking and bicycling reduces the collision risk for all users and contributes valuable health, economic, transportation, and stewardship benefits to residents of Davidson and the state of North Carolina as a whole.





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