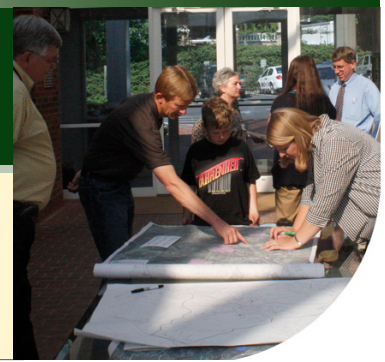


7 IMPLEMENTATION ACTION STEPS



Chapter Outline:

7.0 Overview **7.1** Implementation Action Steps Table

7.0 OVERVIEW

The successful implementation of this Action Plan will require a comprehensive approach that addresses engineering, education, encouragement, enforcement, and evaluation strategies explained in previous chapters. It will also take the dedication of local government staff, commitment of the school system and local schools, the creation of a SRTS Committee, and the continued support of local advocates and parents. This chapter serves as a simple, working implementation guide with key action steps.

The following steps are integral to achieving the goals and visions of this Plan. As guiding recommendations and the clearest representation of specific items to accomplish, they should be referred to often. With the exception of the first two steps (adoption of Plan and formation of an Advisory Committee), there is no particular order in which these should be addressed.

Table 7.1: Implementation Action Steps Table

Task	Lead Agency	Support	Details	Phase
Approve and Adopt this Plan (Town of Carrboro)	Town of Carrboro	Action Plan Steering Committee/School System	Official letter of approval expected by Fall/Winter 2010. Through adoption, the Plan becomes a legitimate planning document of the Town. Adoption shows that the plan has been a successful, supported planning process.	Short Term (2010)
Approve and Adopt this Plan (School System)	Chapel Hill-Carrboro City Schools	Chapel Hill-Carrboro City Schools, Town of Carrboro	Official letter of approval expected by Fall/Winter 2010. Through adoption, the Plan becomes a legitimate planning document and shows that the School system is making SRTS a priority. Adoption shows that the plan has been a successful, supported planning process.	Short Term (2010)
Form SRTS Advisory Committee	Action Plan Steering Committee	Town of Carrboro, Chapel Hill-Carrboro City Schools, NCDOT, active parents/residents	One of the most important steps in implementation is the continuation of a committee that would meet on a monthly or quarterly basis. The core group of the Action Plan's Steering Committee could provide the starting point. This group would help maintain the momentum established during this Action Plan. The group would "shepherd" the plan, be knowledgeable about the Plan, advocate for its implementation, assist the Town and schools in programming and grant writing, continue to make SRTS a priority for the schools, evaluate progress, re-examine priorities, and utilize the Action Plan document. The continuity of activity in the future is essential even if members come and go from this Committee.	Short Term (2010-2011)

Task	Lead Agency	Support	Details	Phase
Complete Priority Projects	Town of Carrboro	NCDOT	The priority cutsheets of SRTS engineering facility development includes the most important projects to improve connectivity and safety. Immediate attention to priority projects will have an immediate impact on walking conditions in and around the schools. First phase work that can be done at a low cost should be conducted first. All project cutsheets are found in Chapter 3.	Short-Medium Term (2011-2013)
Identify and Secure Specific Infrastructure Funding Sources for Project Implementation	Town of Carrboro, SRTS Committee	Chapel Hill-Carrboro City Schools, PTA/PTO, Durham-Chapel Hill-Carrboro MPO, and NCDOT	Having an adopted SRTS Action Plan in place will help when seeking funding for infrastructure implementation (through grants or state programs). Appendix C contains funding opportunities. The Town of Carrboro should also remain updated with the changing funding landscape. Stimulus funding and the transportation bill reauthorization are forthcoming at the time of this study.	Short Term (2011-2012) and continuous
Identify and Secure Specific Non-infrastructure Funding Sources for Project Implementation	Town of Carrboro, SRTS Committee	Chapel Hill-Carrboro City Schools, PTA/PTO, Durham-Chapel Hill-Carrboro MPO, and NCDOT	Having an adopted SRTS Action Plan in place will help when seeking funding for non-infrastructure implementation (through grants or state programs). Appendix C contains funding opportunities. The Town of Carrboro should also remain updated with the changing funding landscape.	Short Term (2011-2012) and continuous
Develop a Long Term Funding Strategy	Town of Carrboro, SRTS Committee	Chapel Hill-Carrboro City Schools, PTA/PTO, Durham-Chapel Hill-Carrboro MPO, and NCDOT	To allow continued development of the overall system, capital funds for bicycle and pedestrian 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 operating budget. Also, projects recommended in this Plan could be requested as additions to the state TIP (Transportation Improvement Program) list. Finally, federal legislation and funding should be monitored as a new transportation bill is likely in the near future.	Short Term (2011-2012) and continuous

Task	Lead Agency	Support	Details	Phase
<p>Improve and Enforce School District Regulations</p>	<p>Chapel Hill-Carrboro City Schools</p>	<p>Chapel Hill-Carrboro City Schools, SRTS Committee, NCDOT</p>	<p>Policy recommendations suggested in Chapter 4 address a number of policies including busing and school siting that have a tremendous impact on the encouragement/discouragement of walking/bicycling to school. These policy recommendations should be discussed and considered by Town staff, school system staff, and the SRTS Committee. In many cases, policies should not be enforced until adequate and safe sidewalk and crosswalk infrastructure is provided.</p>	<p>Short Term (2011-2012)</p>
<p>Present this Plan to other local agencies and groups</p>	<p>Town of Carrboro, SRTS Committee</p>	<p>Chapel Hill-Carrboro City Schools</p>	<p>Presenting this plan to other local groups and agencies will help build community awareness and support for ongoing efforts. Possible groups to receive a presentation might include: the MPO, local bicycle store owners, regional transportation planners, health clubs and fitness facilities, the health department, schools and youth organizations, major employers, large neighborhood groups, etc.</p>	<p>Short Term (2011-2012) and continuous</p>
<p>Maintain contact and relationship with NCDOT Division 7</p>	<p>Town of Carrboro, NCDOT</p>	<p>SRTS Committee, Chapel Hill-Carrboro City Schools</p>	<p>Many bicycle and pedestrian engineering recommendations in this Plan are on state-owned roadways. It will be essential to stay informed about upcoming, planned NCDOT resurfacing and reconstruction projects. These are opportunities to make pedestrian enhancements around the schools. It will also be critical to keep NCDOT informed about priority projects for improvement in this Action Plan. Having an NCDOT Division representative on the SRTS Committee will be essential.</p>	<p>Short Term (2011-2012) and continuous</p>
<p>Ensure recommendations from this Plan become part of regional Comprehensive Transportation Plan (CTP) or Long Range Transportation Plan (LRTP)</p>	<p>Town of Carrboro, Durham-Chapel Hill-Carrboro MPO</p>	<p>SRTS Committee, NCDOT</p>	<p>Comprehensive Transportation Plans and Long Range Transportation Plans are updated regularly. The recommendations from this Plan should be submitted for CTP/LRTP update so that they are officially recognized by the region and State.</p>	<p>Short-Medium Term (2011-2014)</p>

Task	Lead Agency	Support	Details	Phase
Education Program Priority #1	Chapel Hill-Carrboro City Schools (and local schools)	SRTS Committee, Town of Carrboro, Active parents and citizens	Integrate bicycle/pedestrian education into the school day. For details, see Chapter 5.	Short Term (2011-2012) and continuous
Education Program Priority #2	Town of Carrboro (Planning, Parks and Recreation, and Police), Chapel Hill-Carrboro City Schools	SRTS Committee, Local media, Local businesses	Start a comprehensive motorist/pedestrian/bicyclist safety campaign. For details, see Chapter 5.	Short Term (2011-2012) and continuous
Encouragement Program Priority #1	Chapel Hill-Carrboro City Schools (and local schools), Active parents and citizens, SRTS Committee	Town of Carrboro	Expand walking school bus programs. For details, see Chapter 5.	Short Term (2011-2012) and continuous
Encouragement Program Priority #2	Chapel Hill-Carrboro City Schools (and local schools)	Active parents and citizens, SRTS Committee, Local businesses	Begin mileage club/contests. For details, see Chapter 5.	Short Term (2011-2012) and continuous
Enforcement Program Priority #1	Town of Carrboro/Orange County (Police), Active citizens	NCDOT, SRTS Committee	Expand crossing guard program for all schools. For details, see Chapter 5.	Short Term (2011-2012) and continuous

Task	Lead Agency	Support	Details	Phase
Enforcement Program Priority #2	Town of Carrboro/Orange County (Police)	Chapel Hill-Carrboro City Schools (and local schools)	Involve local law enforcement officers and techniques. For details, see Chapter 5.	Short Term (2011-2012) and continuous
Be open to creative solutions.	Town of Carrboro	SRTS Committee, Chapel Hill-Carrboro City Schools, NCDOT, Durham-Chapel Hill-Carrboro MPO	In many cases, the most ideal pedestrian scenario (such as a complete street of bicycle lanes and sidewalks) will not be achievable because of ROW issues, homeowners issues, etc. Consider alternative, creative means such as traffic calming techniques (speed humps, chicanes, bulb-outs, and speed limit reductions).	Continuous/Ongoing
Enforce improper motorist, bicyclist, and pedestrian behavior around schools.	Town of Carrboro Police Department	SRTS Committee, Chapel Hill-Carrboro City Schools	Enforcement should be increased on motorist speed limits, use of bicycle helmets for children, and proper use of crosswalks by pedestrians through education, warnings, and if necessary, tickets.	Short Term (2011-2012) and continuous
Use Updated AASHTO Bicycle and Pedestrian Design Guides	Town of Carrboro	NCDOT	Adopting and implementing the Design Guidelines (Appendix D) is integral for the development of high-standard pedestrian and bicycle facilities. It will also be important to obtain new published AASHTO bicycle and pedestrian guidelines when published in 2010-2013. The updated bicycle guidelines are expected in 2010, while pedestrian guidelines will come 1-2 years later. Consider utilization of these new guidelines for facilities recommended in this Plan.	Short-Medium Term (2011-2015)
Update priority engineering projects every 1-2 years and work to complete all projects in the recommended network of this Action Plan.	SRTS Committee, Town of Carrboro	Chapel Hill-Carrboro City Schools, NCDOT	In 2012, reevaluate priorities based on what has been completed thus far by creating a new agenda of priority projects. Consider including priority projects that were not completed and consider updating certain aspects of the plan's design standards, programs, and policies based on innovations and new ideas since 2010.	Medium to Long Term (2012-2018)

