



Agenda

Board of Commissioners Work Session

7:00 PM November 25, 2024

Board Meeting Room, Town Hall Annex, 105 E. Corbin St.

This meeting will be live streamed on the [Town of Hillsborough YouTube channel](#)

1. **Opening of the work session**
2. **Agenda changes and approval**
3. **Appointments**
 - A. Historic District Commission – Appointment of Daniel Widis for a term expiring Nov. 30, 2027
4. **Items for decision - consent agenda**
 - A. Miscellaneous budget amendments and transfers
 - B. 2025 Board of Commissioners Meeting Schedule Amendment
 - C. Collins Ridge (SFTEN, LLC and Collins Ridge Landco, LLC) land dedication(s) to the town
 - D. Special Event Permit – 2024 Solstice Lantern Walk & Market
5. **In-depth discussion and topics**
 - A. Resolution adopting the Orange County Safe Routes to School Plan
6. **Committee updates and reports**
7. **Closed session**
 - A. Closed session as authorized by North Carolina General Statute Section 143-318.11(a)(3) to consult with the town attorney in order to preserve the attorney-client privilege
8. **Adjournment**

Interpreter services or special sound equipment for compliance with the Americans with Disabilities Act is available on request. If you are disabled and need assistance with reasonable accommodations, call the Town Clerk's Office at 919-296-9443 a minimum of one business day in advance of the meeting.

101 E. Orange St., PO Box 429, Hillsborough, NC 27278
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Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date: Nov. 25, 2024
Department: Planning and Economic Development
Agenda Section: Appointments
Public hearing: No
Date of public hearing: N/A

PRESENTER/INFORMATION CONTACT

Joseph Hoffheimer, Planner

ITEM TO BE CONSIDERED

Subject: Historic District Commission – Appointment of Daniel Widis for a term expiring Nov. 30, 2027

Attachments:

Appointed Board Application

Summary:

Daniel Widis has requested appointment to the Historic District Commission. If appointed, he will fill a seat that became vacant on Oct. 31, 2024.

Widis is employed by the University of North Carolina at Chapel Hill, where he currently serves as the University Landscape Architect. His diverse professional and academic experiences and over ten years in the design industry will bring related professional expertise to the Historic District Commission.

Financial impacts:

Occasional board training opportunities (minimal expense).

Staff comments and recommendation:

Staff recommends appointing Widis to the Historic District Commission.

Action requested:

Appoint Daniel Widis to the Historic District Commission for a term expiring Nov. 30, 2027.



TOWN OF HILLSBOROUGH

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Personal Information

*** Full name**

Mr Daniel Widis

*** Home address**

303 Knight St.
Hillsborough NC 27278

*** Primary phone**

704-526-5107

Secondary phone

SKIPPED

*** Email**

dwidis@gmail.com

Employer

UNC-Chapel Hill

Job title

University Landscape Architect

*** Birth date**

February 17, 1987

*** Gender**

Male

*** Preferred pronouns**

He/him/his

*** Hispanic, Latino or Spanish ancestry**

No

*** Race**

White

*** Have you attended Government 101 for community members?**

No

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Board Selection

You must meet at least one of the eligibility criteria for each board you would be willing to serve on:

Board of Adjustment

- Live in town
- Live in the extraterritorial jurisdiction area

Historic District Commission

- Live in town
- Live in the extraterritorial jurisdiction area

Parks and Recreation Board

- Live in town

Planning Board

- Live in town
- Live in the extraterritorial jurisdiction area

Tourism Board

- Own or operate a restaurant in town
- Live, own property or be employed in town

Tourism Development Authority

and with a business collecting lodging tax

Tree Board
- Live in town

Water and Sewer Advisory Committee
- Be a water system customer

*** First choice board**

Planning Board

Second choice board

Historic District Commission

Third choice board

Tree Board

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Short-Answer Questions

*** Have you served or are you serving on a town board? Which ones and when?**

No

*** Why do you want to serve on a town board? What would you specifically like to accomplish?**

My family and I have lived in Hillsborough since 2018 and have grown to love the place. The walkable downtown, nearby cultural amenities, beautiful natural environment, and progressive culture make the Town a truly special space in a rapidly growing region. We are in the final stages (fingers crossed!) of a major renovation at our house and see Hillsborough as our long-term home. Serving on a Town Board is a chance for me to meaningfully give back to my community and apply some of my professional expertise/personal interests in bettering the Town overall.

*** Do you have relevant work, volunteer or educational experience for the boards you selected?**

I am a registered landscape architect and am currently the University Landscape Architect at UNC-Chapel Hill. Prior to joining the University I worked at private landscape architecture studios in Durham and Cambridge, MA. I hold Master's degrees in City and Regional Planning and Landscape Architecture from UNC-Chapel Hill and Harvard University respectively. Working for over ten years in the design industry gives me the professional expertise to understand and provide meaningful comments on architectural drawings, planning initiatives, and tree planting standards. Working at UNC is in many ways like working at a major city - my day oscillates between large-scale campus planning work, reviewing technical design drawings, to providing detailed planting plans - all relevant to the Boards where I am currently applying.

*** How are you connected to Hillsborough?**

I have lived in Hillsborough since 2018.

*** Have you reviewed town plans and other documents available on the town website?**

Yes. I'm familiar with the Town's UDO, Land Use Plan, and Historic District Design Standards

*** What challenges facing the town could be addressed by the board or boards on which you wish to serve?**

I don't have to tell y'all that the region is booming and more and more people are looking to move to the area and specifically Hillsborough. I think the greatest challenge facing the Town is balancing the unique charms and personality of Hillsborough with the intensifying pressures for development. Like most of the country, buying a home in Hillsborough has become nearly impossible for young families and more can be done to help make the Town more accessible and accommodating for this type of growth. Striking this middle road is not easy, but I'm excited by the challenge of helping to find a solution to this emerging challenge. When it comes to the tree board, more needs to be done to plan for the future. I live off Margaret street which I believe is one of the most beautiful streets in the area. The continuous canopy cover of mature trees is a large part of that aesthetic. Since I've lived in Hillsborough there have been major natural events and planned utility work that have started to erode away this critical canopy. In near future, many of the large trees around Town could give way and there is currently little undergrowth or planned succession in place to replace this loss. More needs to be done to actively plan for the future.

*** How did you hear about this opportunity?**

Town staff member or elected official

I have been advised that I am committing to attend the appointed board's regular meetings. Attendance at the regular meetings is required for me to maintain membership on the board. The Board of Commissioners may declare a vacancy on the board because of non-attendance.

View the complete code in the Hillsborough Code of Ordinances: [Appointed Boards, Task Forces and Authorities](#).

Confirm understanding of attendance policy

Confirm



Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date: Nov. 25, 2024
Department: Administration
Agenda Section: Consent
Public hearing: No
Date of public hearing: N/A

PRESENTER/INFORMATION CONTACT

Emily Bradford, Budget Director

ITEM TO BE CONSIDERED

Subject: Miscellaneous budget amendments and transfers

Attachments:

Budget Changes Report

Summary:

To adjust budget revenues and expenditures, where needed, due to changes that have occurred since budget adoption.

Financial impacts:

As indicated by each amendment.

Staff recommendation and comments:

To approve the attached list of budget amendments and transfers.

Action requested:

Consider approving budget amendments and transfers.

FY 2024-2025

TOWN OF HILLSBOROUGH
BUDGET CHANGES REPORT

DATES: 11/25/2024 TO 11/25/2024

	<u>REFERENCE</u>	<u>CHANGE NUMBER</u>	<u>DATE</u>	<u>USER</u>	<u>ORIGINAL BUDGET</u>	<u>BUDGET CHANGE</u>	<u>AMENDED BUDGET</u>
GF	10-00-9990-5300-000 CONTINGENCY						
Contingency	To cover WNC lodging	45701	11/25/2024	EBRADFORI	450,000.00	-5,000.00	381,596.35
	To cover oil & filters	45726	11/25/2024	EBRADFORI	450,000.00	-10,000.00	371,596.35
Disaster Relief	10-10-4000-5300-570 MISCELLANEOUS						
	To cover WNC lodging	45700	11/25/2024	EBRADFORI	0.00	5,000.00	10,000.00
Admin.	10-10-4200-5300-080 TRAINING/CONF./CONV.						
	Move NC3C conference to correct dept - C	45709	11/25/2024	JFernandez	17,730.00	-2,250.00	15,480.00
Admin.	10-10-4200-5300-120 ADVERTISING						
	Move to correct dept - Communications.	45703	11/25/2024	JFernandez	600.00	-300.00	300.00
Admin.	10-10-4200-5500-970 SERVICE CHARGE - W&S FUND						
	Adjust for funds moved from Admin to C	45711	11/25/2024	JFernandez	-459,439.00	-1,275.00	-464,441.00
	Correct cost allocation re funds moved Ac	45719	11/25/2024	JFernandez	-459,439.00	2,550.00	-461,891.00
Admin.	10-10-4200-5500-980 SERVICE CHARGE - STORMWATER FUND						
	Adjust for funds moved from Admin to C	45712	11/25/2024	JFernandez	-18,377.00	-51.00	-18,578.00
	Correct cost allocation re funds moved Ac	45720	11/25/2024	JFernandez	-18,377.00	102.00	-18,476.00
Comms.	10-10-4600-5300-080 TRAINING/CONF./CONV.						
	Move NC3C conference to correct dept - C	45710	11/25/2024	JFernandez	4,500.00	2,250.00	6,750.00
Comms.	10-10-4600-5300-113 LICENSE FEES						
	To cover Monsido and Canva services.	45708	11/25/2024	JFernandez	13,998.00	2,275.00	13,345.00
Comms.	10-10-4600-5300-120 ADVERTISING						
	Move to correct dept - Communications.	45704	11/25/2024	JFernandez	0.00	300.00	300.00
Comms.	10-10-4600-5300-530 DUES & SUBSCRIPTIONS						
	To cover anticipated Dues & Subscription	45706	11/25/2024	JFernandez	1,105.00	135.00	1,240.00
Comms.	10-10-4600-5300-570 MISCELLANEOUS						
	To cover anticipated Dues & Subscription	45705	11/25/2024	JFernandez	6,200.00	-135.00	4,860.00
	To cover Monsido and Canva services.	45707	11/25/2024	JFernandez	6,200.00	-2,275.00	2,585.00
Comms.	10-10-4600-5500-970 COST ALLOCATION - W&S FUND						
	Adjust for funds moved from Admin to C	45713	11/25/2024	JFernandez	-192,361.00	1,275.00	-193,218.00
	Correct cost allocation re funds moved Ac	45721	11/25/2024	JFernandez	-192,361.00	-2,550.00	-195,768.00
Comms.	10-10-4600-5500-980 COST ALLOCATION - STORMWATER FUND						
	Adjust for funds moved from Admin to C	45714	11/25/2024	JFernandez	-7,694.00	51.00	-7,729.00
	Correct cost allocation re funds moved Ac	45722	11/25/2024	JFernandez	-7,694.00	-102.00	-7,831.00
Facilities Mgmt.	10-10-5000-5400-910 DEBT SERVICE - PRINCIPAL						
	Move to appropriate account.	45728	11/25/2024	JFernandez	141,086.00	5,022.00	146,108.00
Facilities Mgmt.	10-10-5000-5400-920 DEBT SERVICE - INTEREST						
	Move to appropriate account.	45727	11/25/2024	JFernandez	59,086.00	-5,022.00	54,064.00
Fleet Maint.	10-30-5550-5300-330 SUPPLIES - DEPARTMENTAL						
	To cover oil & filters	45725	11/25/2024	EBRADFORI	18,000.00	10,000.00	28,000.00
Fleet Maint.	10-30-5550-5300-339 SUPPLIES - TOOLS						
	Adj per Garage Door Quote	45724	11/25/2024	EBRADFORI	5,175.00	-255.00	4,920.00
Fleet Maint.	10-30-5550-5700-735 CAPITAL - BUILDINGS & IMPROVEMENTS						
	Adj per Garage Door Quote	45723	11/25/2024	EBRADFORI	30,200.00	255.00	30,455.00
Admin. of Enterprise	30-80-7200-5350-611 SERVICE CHARGE - ADMINISTRATION						

JFernandez
fl142r03

11/19/2024 8:23:21AM

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FY 2024-2025

TOWN OF HILLSBOROUGH
BUDGET CHANGES REPORT

DATES: 11/25/2024 TO 11/25/2024

<u>REFERENCE</u>	<u>CHANGE NUMBER</u>	<u>DATE</u>	<u>USER</u>	<u>ORIGINAL BUDGET</u>	<u>BUDGET CHANGE</u>	<u>AMENDED BUDGET</u>
Admin. 30-80-7200-5350-623 SERVICE CHARGE - COMMUNICATIONS	45715	11/25/2024	JFernandez	459,440.00	-1,275.00	461,891.00
of Enterprise Adjust for funds moved from Admin to Co	45716	11/25/2024	JFernandez	192,361.00	1,275.00	195,768.00
Storm-Water 35-30-5900-5350-611 SERVICE CHARGE - ADMINISTRATION	45717	11/25/2024	JFernandez	18,378.00	-51.00	18,476.00
Storm-Water 35-30-5900-5350-623 SERVICE CHARGE - COMMUNICATIONS	45718	11/25/2024	JFernandez	7,695.00	51.00	7,831.00
Adjust for funds moved from Admin to Co					0.00	



Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date: Nov. 25, 2024
Department: Administrative Services
Agenda Section: Consent
Public hearing: No
Date of public hearing: N/A

PRESENTER/INFORMATION CONTACT

Town Clerk Sarah Kimrey

ITEM TO BE CONSIDERED

Subject: 2025 Board of Commissioners Meeting Schedule Amendment

Attachments:

Amended schedule

Summary:

The 2025 Board of Commissioners meeting schedule amendment includes:

- Economic and budget update moved to Feb. 24 work session.
- Budget Retreat scheduled for 9 a.m. March 1.

Financial impacts:

None

Staff recommendation and comments:

None

Action requested:

To amend the meeting schedule as presented.

Meeting Schedule: 2025

BOARD OF COMMISSIONERS



Meetings start at 7 p.m. in the Board Meeting Room of the Town Hall Annex, 105 E. Corbin St., unless otherwise noted. Times, dates and locations are subject to change.

The public will be able to view and listen to regular meetings and work sessions via live streaming video on the [town's YouTube channel](#).

Regular meetings

Regular meetings typically occur the second Monday of the month.

Jan. 13		Aug. 11
Feb. 10		Sept. 8
March 10		Oct. 13
April 14		Nov. 10
May 12	With budget presentation	Dec. 8
June 9	Tentative budget adoption	

Work sessions

Work sessions typically occur the fourth Monday of the month. The board generally does not make decisions or receive public comment at work sessions.

Jan. 27		May 27	With budget workshop, if needed
Feb. 24	With economic and budget update	June 23	Budget adoption, if needed
March 1	Budget retreat	Aug. 25	With joint WSAC meeting
March 24		Sept. 22	
April 28	State of the Town Address	Oct. 27	
May 19	Budget workshop, public hearing	Nov. 24	

Joint public hearings

Joint public hearings with the Planning Board typically occur the third Thursday of a month.

Jan. 16		Aug. 21
April 17		Oct. 16

Joint meetings

Meetings with the Water and Sewer Advisory Committee are planned biannually.

Feb. 17	Orange County Board of Commissioners	Feb. 6	Water and Sewer Advisory Committee
	Whitted Building		
	300 W. Tryon St., Hillsborough		

101 E. Orange St., PO Box 429, Hillsborough, NC 27278 | 919-732-1270
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Amended: Nov. 25, 2024



Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date: Nov. 25, 2024
Department: Planning and Economic Development
Agenda Section: Consent
Public hearing: Yes
Date of public hearing: April 20, 2023

PRESENTER/INFORMATION CONTACT

Shannan Campbell, Planning and Economic Development Manager

ITEM TO BE CONSIDERED

Subject: Collins Ridge (SFTEN, LLC and Collins Ridge Landco, LLC) land dedication(s) to the town

Attachments:

1. Non-warranty deed for the dedication of the 12.45 acre parcel south of I-85 adjacent to Millstone
2. Plat map for .81 acre (new lot 4) tract creation on the north side of Gold Hill Way adjacent to the town owned (Hillsborough Station) property
3. Deed for the dedication of the .81 acre tract (new lot 4)
4. Partial deed of trust release document for the .81 acre tract (new lot 4)
5. Property withdrawal from the declaration of covenants of the Collins Ridge Subdivision for the .81 acre tract

Summary:

In early 2023 DR Horton, the current developers of the Collins Ridge subdivision, approached the town with modifications to the original Master Plan for a handful of updates and changes needed as the project progressed. During those negotiations, the developer offered to dedicate land to the town that was no longer usable by the developer adjacent to the town-owned future Hillsborough Station project (.81 acre tract) and land locked by I-85 south of the Collins Ridge development (12.45 acre tract) that was already planned to make a greenway connection from Collins Ridge over I-85 and into the Millstone/Beckett's Ridge development.

The 12.45 acre tract can convey with a non-warranty deed, however the .81 acre tract requires the recording of a subdivision, recording the deed transferring the lot to the town, a release of underlying deed of trust from the previous developer and removal of the property from the declaration of covenants for the Collins Ridge neighborhood.

Financial impacts:

None.

Staff recommendation and comments:

Staff recommends acceptance of the parcels of land as approved and required by the revised Collins Ridge Master Plan dated June 1, 2023.

Action requested:

Approve the land dedication of .81 acre and 12.45 acres.

NORTH CAROLINA NON-WARRANTY DEED

Excise Tax: \$EXEMPT

Parcel Identifier No. Portion of 9874104417

Verified by _____ County on the ____ day of _____, 20__

By: _____

This instrument was prepared by: Michael R. Ganley, Bagwell Holt Smith P.A. (without title examination)

Grantee's address (return to): PO Box 429, Hillsborough, NC 27278

THIS DEED is made this ____ day of _____, 2024, by and between

GRANTOR	GRANTEE
<p>SFTEN, LLC, a Delaware limited liability company</p> <p>2000 Aerial Center Pkwy, Suite 110A Morrisville NC 27560</p>	<p>Town of Hillsborough</p> <p>PO Box 429 Hillsborough, NC 27278</p>

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all those certain lots or parcels of land situated in **Orange County**, North Carolina and more particularly described as follows:

See Exhibit A, attached hereto and incorporated herein.

All or a portion of the property herein conveyed does not include the primary residence of grantor.

THIS CONVEYANCE IS MADE SUBJECT TO ALL ENCUMBRANCES OF RECORD.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or person claiming under Grantor shall at any time, by and means or ways, have, claim, or demand any right or title to said premises or appurtenances, or any rights thereof.

The provisions of Sections 1 - 4 of this Non-Warranty Deed (this "Deed") are a material part of the consideration for Grantor's execution and delivery of this Deed. By its execution below and its acceptance of title to the Property, Grantee acknowledges that, but for Grantee's agreement to the provisions of Sections 1 - 4 of this Deed, Grantor would not sell the Property to Grantee. The provisions of Sections 1 - 4 below shall survive the execution and delivery of this Deed.

Disclaimer and Release Provisions

1. GRANTOR HEREBY SPECIFICALLY DISCLAIMS ANY WARRANTY, GUARANTY, PROMISE, COVENANT, AGREEMENT OR REPRESENTATION OF ANY KIND OR CHARACTER, ORAL OR WRITTEN, PAST, PRESENT OR FUTURE, OF, AS TO, OR CONCERNING: (I) THE NATURE AND CONDITION OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, (A) THE WATER, SOIL AND GEOLOGY, THE SUITABILITY THEREOF AND/OR OF THE PROPERTY FOR ANY AND ALL ACTIVITIES AND USES WHICH GRANTEE MAY ELECT TO CONDUCT, (B) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS, IF ANY, INCORPORATED INTO THE PROPERTY AND/OR THE MANNER, QUALITY, STATE OF REPAIR OR LACK OF REPAIR OF THE PROPERTY OR ANY IMPROVEMENTS THEREON OR RELATED THERETO, AND (C) THE EXISTENCE OF ANY ENVIRONMENTAL HAZARDS OR CONDITIONS (INCLUDING BUT NOT LIMITED TO THE PRESENCE OF HAZARDOUS SUBSTANCES OF ANY TYPE AND/OR ABOVE OR BELOW GROUND STORAGE TANKS, AND/OR PIPELINES) AT, ON, UNDER, OR NEAR THE PROPERTY OR COMPLIANCE WITH ANY APPLICABLE ENVIRONMENTAL LAWS OR OTHER APPLICABLE LAWS OF ANY GOVERNMENTAL AUTHORITY; (II) THE NATURE AND EXTENT OF ANY RIGHT OF WAY, LEASE, POSSESSION, LIEN, ENCUMBRANCE, LICENSE, RESERVATION, OR OTHER CONDITION CONCERNING THE PROPERTY; (III) THE VALUE OF THE PROPERTY AND/OR THE INCOME OR PROFITS WHICH MAY OR MAY NOT BE DERIVED FROM THE PROPERTY, OR ANY POTENTIAL APPRECIATION IN VALUE OR THE RESALE VALUE OF THE PROPERTY; (IV) THE EXISTENCE OR AVAILABILITY OF UTILITIES OR OTHER SERVICES, OR THE RIGHT TO OBTAIN UTILITIES OR OTHER SERVICES RELATED TO THE PROPERTY; (V) THE AVAILABILITY OF ANY SCHOOL OR SCHOOL FACILITIES IN OR NEAR THE PROPERTY, TRAFFIC CONDITIONS IN, AROUND, OR NEAR THE PROPERTY; (VI) THE EXISTENCE, APPLICABILITY, AVAILABILITY, VALIDITY, OR ENFORCEABILITY OF ANY ENTITLEMENTS OR DEVELOPMENT RIGHTS RELATED TO OR APPURTENANT TO THE PROPERTY; AND (VII) THE COMPLIANCE OF THE PROPERTY OR ITS OPERATION WITH ANY LAWS, ORDINANCES OR REGULATIONS OF ANY GOVERNMENTAL AUTHORITY, INCLUDING WITHOUT LIMITATION ANY ENVIRONMENTAL LAWS AND/OR ANY LAND USE LAWS OR THE COMPLIANCE OF THE PROPERTY OR ITS OPERATION WITH ANY DEVELOPMENT AGREEMENTS, COVENANTS, CONDITIONS OR RESTRICTIONS, OR ANY OTHER AGREEMENTS OR ARRANGEMENTS RELATED TO THE DEVELOPMENT, USE, OR OPERATION OF THE PROPERTY. THE SALE OF THE PROPERTY IS MADE ON AN "AS IS", "WHERE IS" AND "WITH ALL FAULTS" BASIS, AND GRANTEE EXPRESSLY ACKNOWLEDGES THAT GRANTOR MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, OR ARISING BY OPERATION OF LAW, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF CONDITION, TITLE (OTHER THAN THE SPECIAL WARRANTY OF TITLE WITH RESPECT TO THE PROPERTY), HABITABILITY, MERCHANTABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR PURPOSE WITH RESPECT TO THE PROPERTY OR ANY PORTION THEREOF. Grantor has no obligation to make repairs, replacements or improvements to the Property, or to pay any fees, costs or expenses related to the Property, or for any other liability or obligation with respect to the Property (except for any taxes or assessments to be paid by Grantor as of the date hereof). Grantee further acknowledges and agrees that the provisions of this paragraph and the next following paragraph were a material factor in the determination of the purchase price paid by Grantee to Grantor for the Property. This disclaimer shall survive the execution and delivery of this Deed.
2. Grantee agrees that Grantor shall not be responsible or liable to Grantee for any defect, errors, or omissions in or relating to the development and/or entitlement of, or construction of improvements on, the Property, latent or otherwise, or on account of any other conditions affecting the Property, as Grantee is purchasing the Property AS IS, WHERE IS, AND WITH ALL FAULTS. Grantee, on its own behalf and behalf of anyone claiming by, through, or under Grantee and on behalf of all other Grantee Parties, to the maximum extent permitted by applicable law, hereby fully releases Grantor and all other Grantor Parties from any and all Claims that it may now have or hereafter acquire against Grantor and the Grantor Parties

arising from or related to any defect, errors, or omissions in or relating to the valuation, suitability, development and/or entitlement of, or construction of improvements on, the Property, including without limitation the conditions existing, circumstances or events occurring on, in, about or near the Property whether occurring before, after or at the date hereof, including without limitation (i) those identified, described, or otherwise referred to in the previous paragraph, and (ii) any Claims based on or related to the content, accuracy, or completeness of any information concerning the Property obtained by Grantee from any source. Grantee further acknowledges and agrees that each of these releases shall be given full force and effect according to each of its expressed terms and provisions, including but not limited to those relating to unknown, unforeseen, and/or unsuspected claims, damages, and causes of action. To the maximum extent permitted by applicable law, these covenants releasing Grantor and the Grantor Parties shall be a covenant running with the Property and shall be binding upon Grantee, the Grantee Parties, and all subsequent owners of the Property or any part thereof and upon any all persons claiming by, through, or under Grantee. This waiver and release of claims shall survive the execution and delivery of this Deed.

3. The capitalized terms used in this Deed as defined terms shall have the following meanings:

(a) "Applicable Laws" means any city, county, state, federal, or other governmental regulation, ordinance, law, code, or statute, including any zoning ordinance or use restriction or any administrative, executive, or judicial orders, decrees, or determinations which govern, regulate, control, or otherwise apply to or relate in any manner to the Property or the ownership, development, use, or operation of the Property and/or to the construction and sale of homes on the Property, including without limitation all Environmental Laws.

(b) "Claim" or "Claims" means any and all claims, obligations, actions, causes of action, suits, debts, liens, liabilities, injuries, damages, judgments, losses, demands, orders, penalties, settlements, costs, fines, penalties, forfeitures and expenses of any kind or nature whatsoever (including, without limitation, attorneys' fees and costs and all litigation, mediation, arbitration and other dispute resolution costs and expenses) and includes expenses of enforcing any indemnification, defense or hold harmless obligations under the contract pursuant to which this Deed is executed and delivered, and regardless of whether based on tort, contract, statute, regulation, common law, equitable principles or otherwise.

(c) "Environmental Laws" means any local, state, or Federal law, rule or regulation pertaining to environmental regulation, contamination, clean-up, or disclosure, or otherwise to health and safety, including without limitation each of the following, as the same may be amended from time to time: (1) the Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901 et seq.), as amended by the Used Oil Recycling Act of 1980, the Solid Waste Disposal Act Amendments of 1980, and the Hazardous and Solid Waste Amendments of 1984 (as amended, "RCRA"), and regulations promulgated thereunder; (2) the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. § 9601 et seq.), as amended by the Superfund Amendments and Reauthorization Act of 1986 (as amended, "CERCLA"), and regulations promulgated thereunder; (3) the Toxic Substances Control Act (15 U.S.C. § 2601 et seq.); (4) the Endangered Species Act (15 U.S.C. § 1531 et seq.); (5) laws, statutes, ordinances, rules, regulations, orders, or determinations relating to "wetlands", including without limitation those set forth in the Clean Water Act (33 U.S.C. § 1251 et seq.); and any (6) corresponding or similar local or state laws, rules or regulations.

(d) "Governmental Authority" means the United States, the State of North Carolina, the county in which the Property is located, and the city in which the Property is located (if any), or any other governmental authority or agency having jurisdiction over the Property, the construction and sale of homes, or any other activities Grantee may conduct on the Property, including without limitation any municipal utility district, water control and improvement district, or similar district or taxing authority in which the Property is located or otherwise having jurisdiction over the Property, and any other agency, department, commission, board, or bureau or instrumentality of any of the foregoing, including without limitation the Federal Housing Administration, the Department of Veterans Affairs, the Army Corps of Engineers, the Federal Emergency Management Agency, the Environmental Protection Agency, and the Environmental Protection Division of the North Carolina Department of Environment and Natural Resources.

(e) "Grantee Party" or "Grantee Parties" means and includes: (i) any parent, subsidiary, or affiliate entity of Grantee and each such entity's and Grantee's employees, officers, directors, members, managers, shareholders, partners, attorneys, agents, and representatives and their respective heirs, successors, and assigns, (ii) any contractor, subcontractor, engineer, architect, broker, agent, or other party hired or retained by Grantee in connection with the marketing, design, or construction of homes on the Property, (iii) any future owner of the Property, including any homebuyer and such homebuyer's heirs, successors and assigns; and (iv) any other party who asserts a Claim against Grantor or any Grantor Party if such Claim is made by, through, or under Grantee.

(f) "Grantor Party" or "Grantor Parties" means and includes (i) Grantor, D.R. Horton, Inc., and any parent, subsidiary, or affiliate entity of Grantor and/or D.R. Horton, Inc. and (ii) all employees, officers, directors, members, managers, shareholders, partners, attorneys, agents, and representatives of Grantor, of D.R. Horton, Inc., and of and any parent, subsidiary, or affiliate entity of Grantor and/or D.R. Horton, Inc.

(g) "Hazardous Substances" means any pollutants, materials, substances, or wastes identified or regulated in any way under applicable Environmental Laws, including, without limitation: any "hazardous waste" as defined by RCRA, and regulations promulgated thereunder, any "hazardous substance" as defined by CERCLA, and regulations promulgated thereunder, and any toxic substance as defined under or regulated by the Toxic Substances Control Act; asbestos, polychlorinated biphenyls, radon, freon and other chlorofluorocarbons, explosive and radioactive materials; petroleum and petroleum based products; urea formaldehyde foam insulation; underground and above ground storage tanks, whether empty, filled or partially filled with any substance, including without limitation any petroleum product or any other hazardous substance; any substance the presence of which on the Property is prohibited by any Environmental Laws; and any other substance or material which by or under any Environmental Laws requires special handling or notification of any Governmental Authority in its collection, storage, treatment, use, or disposal.

(h) "Community" means the larger development community in which the Property is adjacent to including all existing, planned, and future sections and phases, and all common areas, amenities, or other land or improvements associated with the development.

(i) "Community Improvements" means and includes any and all infrastructure and improvements constructed or installed in connection with the development of the Property and/or of Community, including without limitation streets, utilities of all types and all utility infrastructure (including but not limited to water, wastewater, electric, natural gas, telecommunications, storm sewer, drainage, and reclaimed water), all common area improvements for the Community (including all fencing, screening, entryway improvements (including all associated landscaping and irrigation), sidewalks, signage, park and recreation areas, playgrounds, pools, sports fields and courts, amenity centers and other community facilities, and other amenities for the Community or any phase thereof), and other shared improvements.

4. Grantor has not induced Grantee to visit or purchase the Property by any manner prohibited under the Interstate Land Sales Full Disclosure Act (15 U.S.C. § 1700, et seq.) and/or any rules or regulations promulgated pursuant thereto (including without limitation 24 C.F.R. 1710 et seq.).

[The Remainder of this Page Intentionally Left Blank.]

IN WITNESS WHEREOF, the Grantor has duly executed the foregoing as of the day and year first above written.

GRANTOR:

SFTEN, LLC,
a Delaware limited liability company

By: D.R. HORTON, INC.,
a Delaware limited liability company, its
sole member

By: _____
Robert C. Stuart, Asst VP

STATE OF NORTH CAROLINA
COUNTY OF _____

I, a Notary Public of the County and State aforesaid, certify that **ROBERT C. STUART** personally appeared before me this day and acknowledged that he is Assistant Vice President of **D.R. HORTON, INC.**, a Delaware corporation, sole member of **SFTEN, LLC**, a Delaware limited liability company, and, being authorized to do so, that he executed the foregoing document for and as the act of the corporation for the purposes therein stated. Witness my hand and official stamp or seal, this _____ day of _____, 2024.

Typed or Printed Name of Notary Public

My commission expires: _____

(Official Seal)

The terms, conditions, disclaimer and release provisions, and representations and warranties in this Non-Warranty Deed are acknowledged, accepted, and made by Grantee this _____ day of _____, 2024.

GRANTEE:

TOWN OF HILLSBOROUGH

By: _____

Name: _____

Its: _____

STATE OF NORTH CAROLINA
COUNTY OF _____

I, a Notary Public of the County and State aforesaid, certify that _____ personally appeared before me this day and acknowledged that s/he is _____ of Town of Hillsborough, and, being authorized to do so, that he executed the foregoing document for and as the act of the nonprofit corporation for the purposes therein stated. Witness my hand and official stamp or seal, this _____ day of _____, 2024.

Typed or Printed Name of Notary Public

My commission expires: _____

(Official Seal)

Exhibit A

BEING that tract labeled as the Elizabeth Collins Heirs property and consisting of approximately 12.45 acres as shown on Book of Maps 115, Page 129, Orange County Registry.

For further identification this tract is also described as:

Beginning at an existing concrete monument, said monument marking the intersection of the southern right of way line of Interstate 85 with the western right of way line of Southern Railroad; runs thence along a curve in the western right of way line of Southern Railroad, said curve having a radius of 3696.64', an arc length of 65.63', a chord bearing of South 28°49'11" East and a chord length of 65.63' to a calculated point in a creek bank, said point marking a common corner with the n/f Becketts Ridge HOA property; runs thence along said creek bank and said HOA property line along the following courses and distances: South 41°41'12" West 83.16 feet to a calculated point; thence South 25°17'54" West 47.84 feet to a calculated point; thence South 26°49'45" West 111.55 feet to a calculated point; thence South 57°16'46" West 129.63 feet to a calculated point; thence North 87°04'05" West 31.72 feet to a calculated point; thence North 29°57'36" West 39.06 feet to a calculated point; thence South 58°09'03" West 96.35 feet to a calculated point; thence South 46°12'20" West 83.78 feet to a calculated point; thence South 46°13'48" West 44.79 feet to a calculated point; thence South 77°19'09" West 87.80 feet to a calculated point; thence South 65°33'33" West 112.81 feet to a calculated point; thence South 34°35'11" West 52.71 feet to a calculated point; thence South 09°21'21" East 126.25 feet to a calculated point; thence South 06°48'13" West 69.08 feet to an existing iron pipe, said pipe marking a common corner with the n/f Old Mill Properties, LLC property line; runs thence along said Old Mill Properties, LLC property line along the following courses and distances: North 84°20'25" West 296.68 feet to an existing iron pipe; thence North 84°16'10" West 139.87 feet to an existing iron pipe; thence North 84°17'45" West 416.33 feet to an existing iron pipe; thence North 84°13'14" West 18.84 feet to an existing iron pipe; thence South 84°22'38" West 171.78 feet to an existing iron pipe; thence South 84°18'29" West 184.11 feet to an existing iron pipe; thence South 84°26'11" West 192.04 feet to an existing iron pipe; thence South 84°21'32" West 384.03 feet to an existing iron pipe; said pipe marking a common corner with n/f the North Carolina Department of Transportation property line; runs thence along said NC DOT property line North 04°43'16" West 98.60 feet to an existing iron pipe; said pipe set in the southern right of way line of Interstate 85; runs thence along said right of way line along the following courses and distances: thence along a curve in said right of way line, said curve having a radius of 3004.82', an arc length of 191.62', a chord bearing of North 89°31'35" East and a chord length of 191.58' to an existing concrete monument; thence North 03°20'06" West 10.00 feet to an existing concrete monument; thence along a curve in said right of way line, said curve having a radius of 2994.79', an arc length of 729.67', a chord bearing of North 80°43'22" East and a chord length of 727.87' to an existing concrete monument; thence South 18°36'42" East 19.69 feet to an existing concrete monument; thence North 71°43'35" East 198.49 feet to an existing concrete monument; thence North 09°25'48" West 19.91 feet to an existing concrete monument; thence North 68°59'29" East 806.24 feet to an existing concrete monument; thence South 17°01'20" East 49.54 feet to an existing concrete monument; thence North 69°35'25" East 608.50 feet to the point and place of beginning, and being that 12.45 acres parcel, more or less, shown as the property of Elizabeth Collins Heirs lying south of the southern right of way line of Interstate 85 as shown on that survey entitled "Collins Ridge, Town of Hillsborough, Orange County, North Carolina" by the John R. McAdams Company, Inc., dated 10-31-2016.



I, JAY B. TAYLOR, CERTIFY THAT THIS PLAN WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION FROM DEED DESCRIPTIONS RECORDED IN BOOK AND PAGE (AS SHOWN); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AND DRAWN FROM INFORMATION FOUND IN BOOK AND PAGE (AS SHOWN); THAT THE RATIO OF PRECISION AS CALCULATED IS 1/82,000; AND THAT THIS PLAN WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

I HEREBY CERTIFY THAT THIS PLAN IS OF THE FOLLOWING TYPE: G.S. 47-30 (P.151)(A). THIS SURVEY CREATES SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND.

WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER, AND SEAL THIS _____ DAY OF _____ A.D. 20____.

JAY B. TAYLOR, PROFESSIONAL LAND SURVEYOR L-5472

CERTIFICATE OF OWNERSHIP AND DEDICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED WITHIN THE JURISDICTION OF THE TOWN OF HILLSBOROUGH, THAT I HEREBY FREELY ADOPT THIS PLAN OF SUBDIVISION AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAN AS STREETS, ALLEYS, WALKS, PARKS, OPEN SPACE, AND EASEMENTS, EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND THAT I WILL MAINTAIN ALL SUCH AREAS UNTIL THE OFFER OF DEDICATION IS ACCEPTED BY THE APPROPRIATE PUBLIC AUTHORITY.

DATE _____ OWNER _____

NOTARY CERT:
STATE OF: _____
COUNTY OF: _____

I, A NOTARY PUBLIC OF THE COUNTY AND STATE AFORESAID, CERTIFY THAT PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE EXECUTION OF THE FOREGOING CERTIFICATE. WITNESS MY HAND AND SEAL THIS _____ DAY OF _____ 20____.

SEAL OR STAMP: NOTARY PUBLIC

MY COMMISSION EXPIRES _____

REVIEW OFFICER CERTIFICATION
STATE OF NORTH CAROLINA
COUNTY OF ORANGE

I, _____ REVIEW OFFICER OF ORANGE COUNTY, CERTIFY THAT THE MAP OR PLAN TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING FOR WHICH THE REVIEW OFFICER HAS RESPONSIBILITY AS PROVIDED BY LAW.

REVIEW OFFICER _____ CERTIFICATION DATE _____

SUBDIVISION APPROVAL CERTIFICATE

I HEREBY CERTIFY THAT ALL STREETS SHOWN ON THIS PLAN ARE WITHIN THE TOWN OF HILLSBOROUGH'S PLANNING JURISDICTION, ALL STREETS AND OTHER IMPROVEMENTS SHOWN ON THIS PLAN HAVE BEEN INSTALLED OR COMPLETED OR THAT THEIR INSTALLATION OF COMPLETION (WITHIN TWELVE MONTHS AFTER THE DATE BELOW) HAS BEEN ASSURED BY THE POSTING OF A PERFORMANCE BOND OR OTHER SUFFICIENT SURETY, AND THAT THE SUBDIVISION SHOWN ON THIS PLAN IS, IN ALL RESPECTS, IN COMPLIANCE WITH THE UNITED DEVELOPMENT ORDINANCE OF THE TOWN OF HILLSBOROUGH AND THEREFORE THIS PLAN HAS BEEN APPROVED BY THE HILLSBOROUGH PLANNING DIRECTOR, SUBJECT TO ITS BEING RECORDED IN THE ORANGE COUNTY REGISTRY WITHIN 60 DAYS OF THE DATE BELOW.

DATE _____ PLANNING DIRECTOR OR DESIGNEE _____

GENERAL NOTES

1. THIS IS A SUBDIVISION PLAN.
2. BOUNDARIES FOR THIS SURVEY ARE BASED ON NC GRID NAD 83(2011).
3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
4. AREA BY COORDINATE GEOMETRY.
5. FLOOD NOTE: THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE, IT IS LOCATED IN ZONE "X" AS DESIGNATED BY FEMA FLOOD COMMUNITY PANELS #3710987400K & #3710987300J DATED NOVEMBER 17, 2017 AND FEBRUARY 2, 2007, RESPECTIVELY.
6. REFERENCES: SHOW IN BOOK _____ PG. _____.
7. THIS SURVEY PERFORMED AND MAP PREPARED WITHOUT BENEFIT OF A TITLE REPORT, THIS SURVEY SUBJECT TO ANY FACTS AND EXEMPTIONS WHICH MAY BE DISCLOSED BY A FULL AND ACCURATE TITLE SEARCH.
8. FURTHER SUBDIVISION OF ANY LOT SHOWN ON THIS PLAN MAY BE PROHIBITED BY THE TOWN OF HILLSBOROUGH UNIFIED DEVELOPMENT ORDINANCE.

AREA TABLE (PREVIOUS RECORDED PLATS AND ORIGINAL DEVELOPMENT TRACT BOUNDARY CHANGES)

TOTAL OVERALL AREA:	138.03 AC
- (MINUS) RIGHT OF WAY HCDOT RAILROAD AREA:	5.15 AC
- (MINUS) TOTAL AREA SECTION 2 PER PB. 122, PG. 139:	19.12 AC
- (MINUS) TOTAL AREA SECTION 3 PER PB. 123, PG. 71:	5.887 AC
- (MINUS) TOTAL AREA SECTION 3 PER PB. 123, PG. 77:	5.887 AC
- (MINUS) TOTAL AREA SECTION 4 PER PB. 126, PG. 2:	0.84 AC
- (MINUS) TOTAL AREA SECTION 5 PER PB. 126, PG. 102:	4.06 AC
- (MINUS) TOTAL AREA SECTION 5 PER PB. 127, PG. 109:	0.39 AC
- (MINUS) AREA OF PIN: 9874104417	12.45 AC
- (EQUALS) REMAINDER AREA:	84.25 AC
ACTUAL REMAINDER AREA:	83.74 AC*

*THE PURPOSE OF THIS TABLE IS TO CORRECT THE OVERALL REMAINDER AREA FROM PREVIOUS PLATS. MCADAMS' PREVIOUSLY PLATED SUB-PHASES HAVE CORRECT AREAS. HOWEVER, IT HAS BEEN FOUND THAT PLATS PRIOR TO MCADAMS HAD SOME DISCREPANCIES AS TO REMAINDER AREA. AS A RESULT, PREVIOUS MCADAMS PLATS CARRIED THESE DISCREPANCIES FORWARD. THIS TABLE STATES THE CORRECT REMAINDER AREA FOR PLATS MOVING FORWARD.

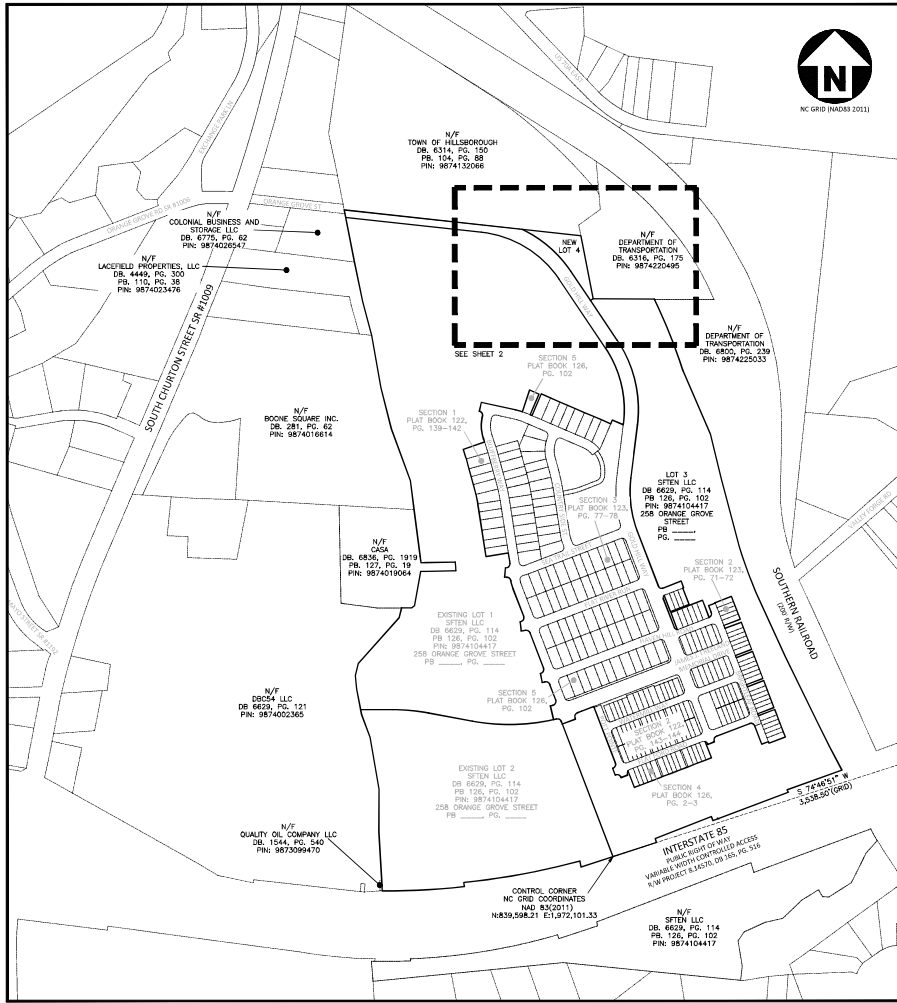
AREA TABLE (PREVIOUS RECORDED PLATS AND ORIGINAL DEVELOPMENT TRACT BOUNDARY CHANGES)

TOTAL OVERALL AREA:	83.74 AC
- (MINUS) LOT 2 (BK _____, PG. _____):	18.73 AC
- (MINUS) LOT 1 (BK _____, PG. _____):	39.52 AC
- (EQUALS) LOT 3:	25.49 AC

AREA TABLE - SUBDIVISION

ORIGINAL LOT 3 AREA:	25.49 AC
NEW LOT 3 AREA:	24.68 AC

OVERALL SITE AREA - NOT TO SCALE



McADAMS
The John R. McAdams Company, Inc.
2905 Meridian Parkway
Durham, NC 27713
phone 919.361.5000
fax 919.361.2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT
SFTEN LLC
3000 AERIAL CENTER PARKWAY STE 110
MORRISVILLE, NC 27560

**COLLINS RIDGE PROPERTY DEDICATION PLAT
SUBDIVISION PLAT**
HILLSBOROUGH TOWNSHIP, ORANGE COUNTY, NORTH CAROLINA

REVISIONS

NO. DATE

PLAN INFORMATION

PROJECT NO. DRW-21002
FILENAME DRW21002-F6
CHECKED BY JBT
DRAWN BY KMM
SCALE NTS
DATE 05.09.2024

SHEET

SUBDIVISION PLAT

1-2



NAD GRID (NAD83) (2011)

GENERAL NOTES

1. FOR GENERAL NOTES, SEE SHEET 1.



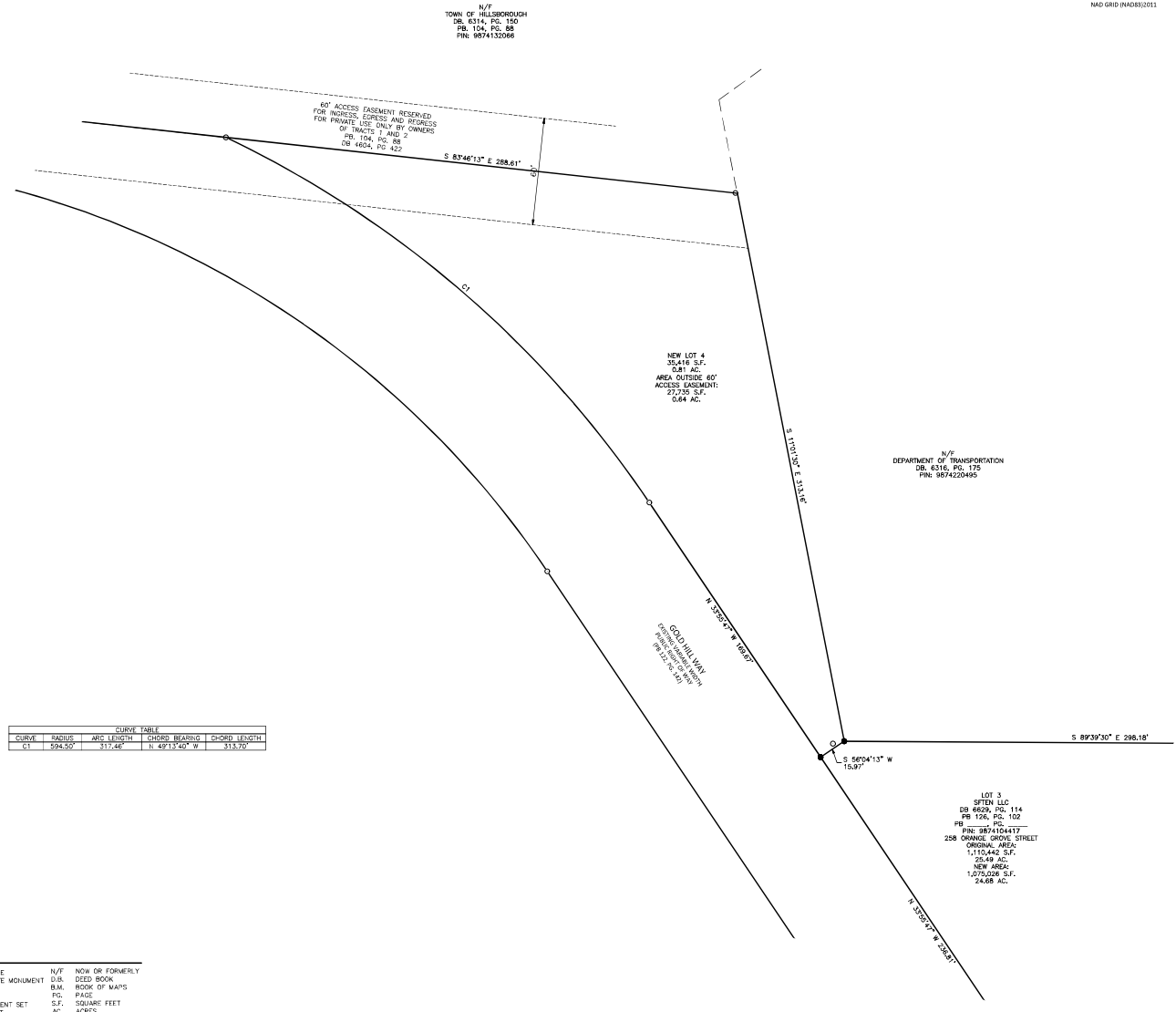
MCADAMS

The John R. McAdams Company, Inc.
2905 Meridian Parkway
Durham, NC 27713
phone 919.361.5000
fax 919.361.2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT

SFTEN LLC
2000 AERIAL CENTER PARKWAY STE 110
MORRISVILLE, NC 27560

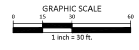
**COLLINS RIDGE PROPERTY DEDICATION PLAT
SUBDIVISION PLAT**
HILLSBOROUGH TOWNSHIP, ORANGE COUNTY, NORTH CAROLINA



CURVE TABLE				
CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	594.50'	317.46'	N 49°13'40" W	313.70'

LEGEND

- EXISTING IRON PIPE N/F NOW OR FORMERLY
- EXISTING CONCRETE MONUMENT D.B. DEED BOOK
- ⊙ EXISTING NAIL B.M. BOOK OF MAPS
- ⊙ IRON PIPE SET P.G. PAGE
- ⊙ CONCRETE MONUMENT SET S.F. SQUARE FEET
- ▲ CALCULATED POINT AC. ACRES
- (XXXX) ADDRESS



REVISIONS

NO. DATE

PLAN INFORMATION

PROJECT NO. DRH-21002
FILENAME DRH21002-F6
CHECKED BY JBT
DRAWN BY KMM
SCALE 1"=30'
DATE 05.03.2024
SHEET

SUBDIVISION PLAT

2-2

NORTH CAROLINA NON-WARRANTY DEED

Excise Tax: \$EXEMPT

Parcel Identifier No. Portion of 9874104417

Verified by _____ County on the ____ day of _____, 20__

By: _____

This instrument was prepared by: Michael R. Ganley, Bagwell Holt Smith P.A. (without title examination)

Grantee's address (return to): PO Box 429, Hillsborough, NC 27278

THIS DEED is made this ____ day of _____, 2024, by and between

GRANTOR	GRANTEE
<p>SFTEN, LLC, a Delaware limited liability company</p> <p>2000 Aerial Center Pkwy, Suite 110A Morrisville NC 27560</p>	<p>Town of Hillsborough</p> <p>PO Box 429 Hillsborough, NC 27278</p>

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all those certain lots or parcels of land situated in **Orange County**, North Carolina and more particularly described as follows:

See **Exhibit A**, attached hereto and incorporated herein.

All or a portion of the property herein conveyed does not include the primary residence of grantor.

THIS CONVEYANCE IS MADE SUBJECT TO ALL ENCUMBRANCES OF RECORD.

TO HAVE AND TO HOLD the said described premises to Grantee, so that neither Grantor nor any person or person claiming under Grantor shall at any time, by and means or ways, have, claim, or demand any right or title to said premises or appurtenances, or any rights thereof.

The provisions of Sections 1 - 4 of this Non-Warranty Deed (this "Deed") are a material part of the consideration for Grantor's execution and delivery of this Deed. By its execution below and its acceptance of title to the Property, Grantee acknowledges that, but for Grantee's agreement to the provisions of Sections 1 - 4 of this Deed, Grantor would not sell the Property to Grantee. The provisions of Sections 1 - 4 below shall survive the execution and delivery of this Deed.

Disclaimer and Release Provisions

1. GRANTOR HEREBY SPECIFICALLY DISCLAIMS ANY WARRANTY, GUARANTY, PROMISE, COVENANT, AGREEMENT OR REPRESENTATION OF ANY KIND OR CHARACTER, ORAL OR WRITTEN, PAST, PRESENT OR FUTURE, OF, AS TO, OR CONCERNING: (I) THE NATURE AND CONDITION OF THE PROPERTY, INCLUDING, WITHOUT LIMITATION, (A) THE WATER, SOIL AND GEOLOGY, THE SUITABILITY THEREOF AND/OR OF THE PROPERTY FOR ANY AND ALL ACTIVITIES AND USES WHICH GRANTEE MAY ELECT TO CONDUCT, (B) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS, IF ANY, INCORPORATED INTO THE PROPERTY AND/OR THE MANNER, QUALITY, STATE OF REPAIR OR LACK OF REPAIR OF THE PROPERTY OR ANY IMPROVEMENTS THEREON OR RELATED THERETO, AND (C) THE EXISTENCE OF ANY ENVIRONMENTAL HAZARDS OR CONDITIONS (INCLUDING BUT NOT LIMITED TO THE PRESENCE OF HAZARDOUS SUBSTANCES OF ANY TYPE AND/OR ABOVE OR BELOW GROUND STORAGE TANKS, AND/OR PIPELINES) AT, ON, UNDER, OR NEAR THE PROPERTY OR COMPLIANCE WITH ANY APPLICABLE ENVIRONMENTAL LAWS OR OTHER APPLICABLE LAWS OF ANY GOVERNMENTAL AUTHORITY; (II) THE NATURE AND EXTENT OF ANY RIGHT OF WAY, LEASE, POSSESSION, LIEN, ENCUMBRANCE, LICENSE, RESERVATION, OR OTHER CONDITION CONCERNING THE PROPERTY; (III) THE VALUE OF THE PROPERTY AND/OR THE INCOME OR PROFITS WHICH MAY OR MAY NOT BE DERIVED FROM THE PROPERTY, OR ANY POTENTIAL APPRECIATION IN VALUE OR THE RESALE VALUE OF THE PROPERTY; (IV) THE EXISTENCE OR AVAILABILITY OF UTILITIES OR OTHER SERVICES, OR THE RIGHT TO OBTAIN UTILITIES OR OTHER SERVICES RELATED TO THE PROPERTY; (V) THE AVAILABILITY OF ANY SCHOOL OR SCHOOL FACILITIES IN OR NEAR THE PROPERTY, TRAFFIC CONDITIONS IN, AROUND, OR NEAR THE PROPERTY OR NEARBY PROPERTIES; (VI) THE EXISTENCE, APPLICABILITY, AVAILABILITY, VALIDITY, OR ENFORCEABILITY OF ANY ENTITLEMENTS OR DEVELOPMENT RIGHTS RELATED TO OR APPURTENANT TO THE PROPERTY; AND (VII) THE COMPLIANCE OF THE PROPERTY OR ITS OPERATION WITH ANY LAWS, ORDINANCES OR REGULATIONS OF ANY GOVERNMENTAL AUTHORITY, INCLUDING WITHOUT LIMITATION ANY ENVIRONMENTAL LAWS AND/OR ANY LAND USE LAWS OR THE COMPLIANCE OF THE PROPERTY OR ITS OPERATION OR WITH ANY DEVELOPMENT AGREEMENTS, COVENANTS, CONDITIONS OR RESTRICTIONS, OR ANY OTHER AGREEMENTS OR ARRANGEMENTS RELATED TO THE DEVELOPMENT, USE, OR OPERATION OF THE PROPERTY. THE SALE OF THE PROPERTY IS MADE ON AN "AS IS", "WHERE IS" AND "WITH ALL FAULTS" BASIS, AND GRANTEE EXPRESSLY ACKNOWLEDGES THAT GRANTOR MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, OR ARISING BY OPERATION OF LAW, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTY OF CONDITION, TITLE (OTHER THAN THE SPECIAL WARRANTY OF TITLE WITH RESPECT TO THE PROPERTY), HABITABILITY, MERCHANTABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR PURPOSE WITH RESPECT TO THE PROPERTY OR ANY PORTION THEREOF. Grantor has no obligation to make repairs, replacements or improvements to the Property, or to pay any fees, costs or expenses related to the Property, or for any other liability or obligation with respect to the Property (except for any taxes or assessments to be paid by Grantor as of the date hereof). Grantee further acknowledges and agrees that the provisions of this paragraph and the next following paragraph were a material factor in the determination of the purchase price paid by Grantee to Grantor for the Property. This disclaimer shall survive the execution and delivery of this Deed.
2. Grantee agrees that Grantor shall not be responsible or liable to Grantee for any defect, errors, or omissions in or relating to the development and/or entitlement of, or construction of improvements on, the Property, latent or otherwise, or on account of any other conditions affecting the Property, as Grantee is purchasing the Property AS IS, WHERE IS, AND WITH ALL FAULTS. Grantee, on its own behalf and behalf of anyone claiming by, through, or under Grantee and on behalf of all other Grantee Parties, to the maximum extent permitted by applicable law, hereby fully releases Grantor and all other Grantor Parties from any and all Claims that it may now have or hereafter acquire against Grantor and the Grantor Parties

arising from or related to any defect, errors, or omissions in or relating to the valuation, suitability, development and/or entitlement of, or construction of improvements on, the Property, including without limitation conditions existing, circumstances or events occurring on, in, about the Property whether occurring before, after or at the date hereof, including without limitation (i) those identified, described, or otherwise referred to in the previous paragraph, and (ii) any Claims based on or related to the content, accuracy, or completeness of any information concerning the Property obtained by Grantee from any source. Grantee further acknowledges and agrees that each of these releases shall be given full force and effect according to each of its expressed terms and provisions, including but not limited to those relating to unknown, unforeseen, and/or unsuspected claims, damages, and causes of action. To the maximum extent permitted by applicable law, these covenants releasing Grantor and the Grantor Parties shall be a covenant running with the Property and shall be binding upon Grantee, the Grantee Parties, and all subsequent owners of the Property or any part thereof and upon any all persons claiming by, through, or under Grantee. This waiver and release of claims shall survive the execution and delivery of this Deed.

3. The capitalized terms used in this Deed as defined terms shall have the following meanings:

(a) "Applicable Laws" means any city, county, state, federal, or other governmental regulation, ordinance, law, code, or statute, including any zoning ordinance or use restriction or any administrative, executive, or judicial orders, decrees, or determinations which govern, regulate, control, or otherwise apply to or relate in any manner to the Property or the ownership, development, use, or operation of the Property and/or to the construction and sale of homes on the Property, including without limitation all Environmental Laws.

(b) "Claim" or "Claims" means any and all claims, obligations, actions, causes of action, suits, debts, liens, liabilities, injuries, damages, judgments, losses, demands, orders, penalties, settlements, costs, fines, penalties, forfeitures and expenses of any kind or nature whatsoever (including, without limitation, attorneys' fees and costs and all litigation, mediation, arbitration and other dispute resolution costs and expenses) and includes expenses of enforcing any indemnification, defense or hold harmless obligations under the contract pursuant to which this Deed is executed and delivered, and regardless of whether based on tort, contract, statute, regulation, common law, equitable principles or otherwise.

(c) "Environmental Laws" means any local, state, or Federal law, rule or regulation pertaining to environmental regulation, contamination, clean-up, or disclosure, or otherwise to health and safety, including without limitation each of the following, as the same may be amended from time to time: (1) the Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901 et seq.), as amended by the Used Oil Recycling Act of 1980, the Solid Waste Disposal Act Amendments of 1980, and the Hazardous and Solid Waste Amendments of 1984 (as amended, "RCRA"), and regulations promulgated thereunder; (2) the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. § 9601 et seq.), as amended by the Superfund Amendments and Reauthorization Act of 1986 (as amended, "CERCLA"), and regulations promulgated thereunder; (3) the Toxic Substances Control Act (15 U.S.C. § 2601 et seq.); (4) the Endangered Species Act (15 U.S.C. § 1531 et seq.); (5) laws, statutes, ordinances, rules, regulations, orders, or determinations relating to "wetlands", including without limitation those set forth in the Clean Water Act (33 U.S.C. § 1251 et seq.); and any (6) corresponding or similar local or state laws, rules or regulations.

(d) "Governmental Authority" means the United States, the State of North Carolina, the county in which the Property is located, and the city in which the Property is located (if any), or any other governmental authority or agency having jurisdiction over the Property, the construction and sale of homes, or any other activities Grantee may conduct on the Property, including without limitation any municipal utility district, water control and improvement district, or similar district or taxing authority in which the Property is located or otherwise having jurisdiction over the Property, and any other agency, department, commission, board, or bureau or instrumentality of any of the foregoing, including without limitation the Federal Housing Administration, the Department of Veterans Affairs, the Army Corps of Engineers, the Federal Emergency Management Agency, the Environmental Protection Agency, and the Environmental Protection Division of the North Carolina Department of Environment and Natural Resources.

(e) "Grantee Party" or "Grantee Parties" means and includes: (i) any parent, subsidiary, or affiliate entity of Grantee and each such entity's and Grantee's employees, officers, directors, members, managers, shareholders, partners, attorneys, agents, and representatives and their respective heirs, successors, and assigns, (ii) any contractor, subcontractor, engineer, architect, broker, agent, or other party hired or retained by Grantee in connection with the marketing, design, or construction of homes on the Property, (iii) any future owner of the Property, including any homebuyer and such homebuyer's heirs, successors and assigns; and (iv) any other party who asserts a Claim against Grantor or any Grantor Party if such Claim is made by, through, or under Grantee.

(f) "Grantor Party" or "Grantor Parties" means and includes (i) Grantor, D.R. Horton, Inc., and any parent, subsidiary, or affiliate entity of Grantor and/or D.R. Horton, Inc. and (ii) all employees, officers, directors, members, managers, shareholders, partners, attorneys, agents, and representatives of Grantor, of D.R. Horton, Inc., and of and any parent, subsidiary, or affiliate entity of Grantor and/or D.R. Horton, Inc.

(g) "Hazardous Substances" means any pollutants, materials, substances, or wastes identified or regulated in any way under applicable Environmental Laws, including, without limitation: any "hazardous waste" as defined by RCRA, and regulations promulgated thereunder, any "hazardous substance" as defined by CERCLA, and regulations promulgated thereunder, and any toxic substance as defined under or regulated by the Toxic Substances Control Act; asbestos, polychlorinated biphenyls, radon, freon and other chlorofluorocarbons, explosive and radioactive materials; petroleum and petroleum based products; urea formaldehyde foam insulation; underground and above ground storage tanks, whether empty, filled or partially filled with any substance, including without limitation any petroleum product or any other hazardous substance; any substance the presence of which on the Property is prohibited by any Environmental Laws; and any other substance or material which by or under any Environmental Laws requires special handling or notification of any Governmental Authority in its collection, storage, treatment, use, or disposal.

(h) "Community" means the larger development community in which the Property is adjacent to including all existing, planned, and future sections and phases, and all common areas, amenities, or other land or improvements associated with the development.

(i) "Community Improvements" means and includes any and all infrastructure and improvements constructed or installed in connection with the development of the Property and/or of Community, including without limitation streets, utilities of all types and all utility infrastructure (including but not limited to water, wastewater, electric, natural gas, telecommunications, storm sewer, drainage, and reclaimed water), all common area improvements for the Community (including all fencing, screening, entryway improvements (including all associated landscaping and irrigation), sidewalks, signage, park and recreation areas, playgrounds, pools, sports fields and courts, amenity centers and other community facilities, and other amenities for the Community or any phase thereof), and other shared improvements.

4. Grantor has not induced Grantee to visit or purchase the Property by any manner prohibited under the Interstate Land Sales Full Disclosure Act (15 U.S.C. § 1700, et seq.) and/or any rules or regulations promulgated pursuant thereto (including without limitation 24 C.F.R. 1710 et seq.).

IN WITNESS WHEREOF, the Grantor has duly executed the foregoing as of the day and year first above written.

GRANTOR:

**SFTEN, LLC,
a Delaware limited liability company**

**By: D.R. HORTON, INC.,
a Delaware limited liability company, its
sole member**

By:

Benjamin C. Lunnan, Division President

STATE OF NORTH CAROLINA
COUNTY OF _____

I, a Notary Public of the County and State aforesaid, certify that Benjamin C. Lunnan personally appeared before me this day and acknowledged that he is Division President of D.R. Horton, Inc., a Delaware corporation, sole member of SFTEN, LLC, a Delaware limited liability company, and, being authorized to do so, that he executed the foregoing document for and as the act of the corporation for the purposes therein stated. Witness my hand and official stamp or seal, this _____ day of _____, 2024.

Typed or Printed Name of Notary Public

My commission expires: _____ (Official Seal)

The terms, conditions, disclaimer and release provisions, and representations and warranties in this Non-Warranty Deed are acknowledged, accepted, and made by Grantee this _____ day of _____, 2024.

GRANTEE:

TOWN OF HILLSBOROUGH

By:

Name:

Its:

STATE OF NORTH CAROLINA
COUNTY OF _____

I, a Notary Public of the County and State aforesaid, certify that _____ personally appeared before me this day and acknowledged that s/he is _____ of Town of Hillsborough, and, being authorized to do so, that he executed the foregoing document for and as the act of the nonprofit corporation for the purposes therein stated. Witness my hand and official stamp or seal, this _____ day of _____, 2024.

Typed or Printed Name of Notary Public

My commission expires: _____ (Official Seal)

Exhibit A

BEING all of that tract of land shown as “New Lot 4 35,416 S.F. 0.81 AC.” as shown on that Collins Ridge Property Dedication Plat of record at Plat Book ____ Page _____, Orange County Register of Deeds.

Prepared by and return to:
Michael R. Ganley, Attorney, Bagwell Holt Smith, P.A.,
111 Cloister Court, Suite 200, Chapel Hill, NC 27514

Parcel ID Number: Portions of 9874104417

PARTIAL RELEASE
[G.S. 45-36.22]

The undersigned is now the secured creditor in the Security Instrument identified as follows:

Type of Security Instrument: DEED OF TRUST AND SECURITY AGREEMENT

Original Grantor(s): COLLINS RIDGE LANDCO, LLC, A NORTH CAROLINA LIMITED LIABILITY COMPANY

Original Secured Party: D.R. HORTON, INC., A DELAWARE CORPORATION

Recording Data: The Security Instrument is recorded in Book RB6467 at Page 405 in the office of the Register of Deeds for Orange County, North Carolina.

The person signing this Partial Release is the secured creditor.

The following described property or interest in property (and no other) is released from the lien of the security instrument: See **Exhibit A** attached hereto and incorporated herein.

D.R. HORTON, INC., A DELAWARE CORPORATION

Date _____

By: _____

Name: _____

Title: _____

STATE OF _____
_____ COUNTY

I, _____, a Notary Public for _____ County, _____, certify that _____ personally came before me this day and acknowledged that he/she is _____ of D.R. HORTON, INC. a Delaware corporation, and that he/she, as _____, being authorized to do so, executed the foregoing on behalf of the Corporation.

Witness my hand and official stamp or seal, this the _____ day of _____, 2024.

Notary Public

(Official Seal)

My commission expires: _____

Exhibit A

BEING all of that tract of land shown as “New Lot 4 35,416 S.F. 0.81 AC.” as shown on that Collins Ridge Property Dedication Plat of record at Plat Book ____ Page _____, Orange County Register of Deeds.

Prepared by and Return to : Michael R. Ganley, Attorney, Bagwell Holt Smith P.A.
111 Cloister Court, Ste. 200, Chapel Hill, NC 27514

**WITHDRAWAL OF PROPERTY
FROM
DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS
FOR
COLLINS RIDGE**

This Withdrawal of Property from the Declaration of Covenants, Conditions, Restrictions and Easements for Collins Ridge (this “Withdrawal”) is made as of the date executed below by **SFTEN, LLC**, a Delaware limited liability company, hereinafter referred to as the “Declarant”. Declarant states and declares as follows:

A. Declarant previously made that certain Declaration of Covenants, Conditions, Restrictions and Easements for Collins Ridge of record at Book 6687 Page 1978, Orange County Registry, as amended by: (i) that First Amendment to Declaration of Covenants, Conditions, Restrictions and Easements for Collins Ridge of record at Book 6729 Page 1128, Orange County Registry, and (ii) that Second Amendment to Declaration of Covenants, Conditions, Restrictions and Easements for Collins Ridge of record at Book 6819 Page 1143, Orange County Registry (as amended, the “Declaration”).

B. Section 10.3. of the Declaration provides that Declarant reserves the right to amend this Declaration so long as it has a right to annex additional real property to the Community pursuant to this Article for the purpose of removing any portion of the Community then owned by Declarant or the Association from the coverage of this Declaration, to the extent originally included in error or as a result of any changes whatsoever in the plans for the Community, provided such withdrawal is not unequivocally contrary to the overall, uniform scheme of development for the Community.

C. As of the date of this Withdrawal, Declarant has the right to annex additional real property to the Community.

D. Pursuant to Section 10.3 of the Declaration, Declarant desires to withdraw the Withdrawn Property from the Declaration pursuant to this Withdrawal.

NOW, THEREFORE, in consideration of the premises, Declarant hereby withdraws the Withdrawn Property identified in **Exhibit A** attached hereto and made a part hereof from the Declaration; provided, however, that the Withdrawn Property shall continue to be subject to any and all easements of record other than those easements imposed by the Declaration.

IN WITNESS WHEREOF, Declarant has caused this instrument to be executed, as of the day and year first above written.

SFTEN, LLC,
a Delaware limited liability company, Declarant

By: _____

Name: _____

Its: _____

STATE OF _____
COUNTY OF _____

I, _____, a Notary Public of the County and State aforesaid, certify that _____ personally appeared before me this day and acknowledged that s/he is _____ of SFTEN, LLC, and that s/he, being duly authorized to do so, executed the foregoing for and on behalf of said limited liability company.

Witness my hand and official stamp or seal, this _____ day of _____, 20__.

NOTARY SEAL

Signature of Notary Public
My Commission Expires: _____

EXHIBIT A

Withdrawn Property

BEING all of that tract of land shown as “New Lot 4 35,416 S.F. 0.81 AC.” as shown on that Collins Ridge Property Dedication Plat of record at Plat Book ____ Page ____, Orange County Register of Deeds.



Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date: Nov. 25, 2024
Department: Planning & Economic Development
Agenda Section: Consent
Public hearing: No
Date of public hearing: N/A

PRESENTER/INFORMATION CONTACT

Planning & Economic Development Manager, Shannan Campbell

ITEM TO BE CONSIDERED

Subject: Special Event Permit – 2024 Solstice Lantern Walk & Market

Attachments:

1. Special Event Permit Application
2. Event Layout Map
3. Certificate of Insurance

Summary:

The Hillsborough Arts Council requests to hold the annual Solstice Lantern Walk on Saturday, Dec. 21 this year. The event is expected to bring approximately 3,000 people to town that evening and will start at River Park, wind along the Riverwalk, and will end at the Farmer’s Market Pavilion in River Park with an arts market, live music, food, and beverages for sale.

Financial impacts:

Moderate; four trash rollout carts are requested from Public Works and Police assistance is requested at Zone 3 to let folks with ADA concerns and small children to get off the walk early without completing the full Gold Park loop.

Staff recommendation and comments:

Staff recommends approval and the use of the Riverwalk Greenway for this popular event.

Action requested:

Approve, approve with conditions, or deny the special event permit.



TOWN OF
HILLSBOROUGH

APPLICATION
Special Event Permit

Planning and Economic Development Division
101 E. Orange St., PO Box 429, Hillsborough, NC 27278
919-296-9470 | Fax: 919-644-2390
planning@hillsboroughnc.gov
www.hillsboroughnc.gov

Please review Chapter 7, Article 3 of the Hillsborough Code of Ordinances to determine if your event requires a special event permit. **The application must be received 60 days in advance of the event.**

Name of event: 2024 Solstice Lantern Walk & Market

Event location address: 140 E Margaret Ln, Hillsborough, NC 27278

Date(s) of event: Saturday, Dec. 21, 2024

Event setup time: 1-5 PM Event hours: 5-8 PM Event breakdown: 8-9 PM

Date(s) of event: _____

Event setup time: _____ Event hours: _____ Event breakdown: _____

EVENT ORGANIZER AND CONTACT INFORMATION

Name of organization/company: Hillsborough Arts Council

Organization/company mailing address: 102 N Churton St. Hillsborough, NC 27279

Organization status: Formal Informal For-profit Not-for-profit

Event organizer name: Ivana Beveridge

Event organizer phone: (828) 337-5511 Event organizer email: programs@hillsboroughartscouncil.org

On-site contact(s) during the event:

Name: Heather Tatreau Cell phone: (919) 593-4295

Name: Kera Yonker Cell phone: (828) 208-2816

GENERAL EVENT INFORMATION

Type of event:

- Private event on private property
- Public event on public property
- Private event on public property
- Public event on private property
- Street or greenway event (includes parades, marches, rallies, and foot and bike races)

General event description:

Please outline the event purpose and elements, including items such as food trucks, car shows, races and vendors.
The Hillsborough Arts Council invites the public to craft lanterns and join a lantern-lit procession along Riverwalk on
the evening of the Winter Solstice. Before and after the walk, attendees can enjoy the 2024 Solstice Market,
under the Farmers' Market Pavilion, with local artisans, live music, food, beverages, and family-friendly activities.

Estimated number of people who will attend the event: 3K

Estimated peak time(s) of attendance: 5:45-7:30 PM

Maximum capacity of event location (number of persons, if applicable): N/A

For annual events, the estimated attendance of the last event of this kind: 3-4K

GENERAL EVENT QUESTIONNAIRE

Will tickets be sold or admission or fees charged as part of the event? Yes No

Will alcohol be sold or provided as a part of this event? Yes No

If yes regarding alcohol:

Indicate the vendor(s) and/or ABC permit holder(s) responsible for the alcohol sales or distribution and attach a copy of the ABC permit(s) for each vendor:

Ripe Runners, Inc. DBA Botanist & Barrel 105 Persimmon Hill Ln Cedar Grove, NC 27231-8807

Botanist & Barrel is seeking a single day ABC permit now. We'd like to discuss the implications of this for HAC before confirming 100% that alcohol will be sold at this event.

Note: Alcohol may only be sold by vendors with an off-premise permit or by event organizers with a special one-time ABC sales permit. Alcohol sales may be subject to the prepared food and beverage tax.

Will vendors be on site selling goods, crafts or wares during the event? Yes No

Will vendors be on site selling food or beverages during the event? Yes No

Note: Vendors without a physical location in town and food trucks without Town of Hillsborough Food Truck Permits must pay the food and beverage tax in advance of selling prepared food or beverage. For the tax application, see the Financial Services Department page on the town website, hillsboroughnc.gov.

List name(s) of the vendors:

Gypsy Maize; Botanist & Barrel;

Up to 3 additional food/beverage vendors - TBA

Will you solicit donations as part of the event? Yes No

If yes, for what cause or organization? Hillsborough Arts Council

Will you bring additional equipment, such as stages, microphones and amplification? Yes No

Please explain: Heaters, event lighting, band equipment (microphone and small speaker), ADA portalets

Will any items be left at the event site overnight? Yes No

Please explain: 3 rented heaters, temporarily chained to the pavilion, and 2 ADA portalets to await pick-up.

Will signs or banners be displayed on site or around town? Yes No

Note: Special event signage must be applied for and permitted separately BEFORE signage is placed around town. See the Reservations page on the town website, hillsboroughnc.gov.

Will tents be erected for the event? Yes No

If yes, how many and what size? Up to 10; 10x10 tents.

Note: Tents may require a permit and inspection by the Orange County Fire and Life Safety Division depending on size and number. Tents should be shown with location and dimensions on the event map or layout.

Will you provide (portable) restroom facilities? Yes No

Note: Depending on attendance numbers and duration, restroom facilities must be provided by special event organizers. Restrooms of local businesses and town and county facilities may complement but not be a substitute for providing adequate restrooms for the event.

Will you provide (portable) handwashing facilities? Yes No

Note: Handwashing facilities are required for events that include on-site food preparation and/or sales without direct or immediate sink access.

Will the event require any street closures or change in traffic flow? Yes No

Will the event require additional trash and recycling facilities? Yes No

Will you request that the town board sponsor specific services in conjunction with this event? Yes No

- | | |
|--|--|
| <input type="checkbox"/> Road closures | <input checked="" type="checkbox"/> Police coverage |
| <input type="checkbox"/> Traffic control | <input checked="" type="checkbox"/> Trash and recycling rollouts |
| | Number of rollouts <u>4 Cans to FMP</u> |

EVENT MAP AND LAYOUT REQUIREMENTS

With this application, you must attach a map of the area that the event is to take place and indicate the following:

- Traffic flow — Include any streets requested to be closed or obstructed (law enforcement will determine locations of barriers and officers).
- Event route — Clearly show route if the event includes an event such as a parade or greenway closure.
- Parking areas — Note areas where event attendees will be directed that are adequate for the event attendance. The Eno River Parking Deck has 400 parking spaces.
- Pedestrian access and flow.
- Location of —
 - Any concession stand, food truck(s), booth, or other temporary structures, tents, stages or facilities.
 - Proposed fences, stands, platforms, benches, or bleachers.
 - Restroom and handwashing facilities.

Note: A street map and Gold Park map are available on the town’s website. Google Maps is another resource and can be easily marked up. Contact staff if you need assistance with providing an event layout or route map.

EVENT LIABILITY INSURANCE

Event organizers and/or property owners need to insure themselves from liability in case event attendees injure themselves during the course of the event. Events occurring on public property (town or county) are required to carry event liability insurance with the public property owner listed as “additionally insured.”

Copy of event liability Certificate of Insurance is attached: Yes No

Name of insurance company providing liability coverage for the event:

The Ballard Agency

Contact information for broker/agent providing coverage:

Lee Hammond; 919-732-2158; lee@ballardagencyinc.com

EVENT PROPERTY USE PERMISSION

If the event will be on property not owned or managed by the event organizer, then the property owner must indicate consent below for the use of the property:

Name of property owner

Phone

Signature of property owner

Date

TOWN LIABILITY AGREEMENT

I, the applicant, agree to indemnify and hold harmless the Town of Hillsborough, its employees, and its agents from and against any and all liability for any injury that may be suffered in connection with this special event approval or park reservation. I also hold harmless the Town of Hillsborough, its employees, and its agents from and against any liability for any equipment or supplies lost, damaged, or stolen that are stored or otherwise as a result of this special event.

Avana Beveridge

Applicant signature

10/21/2024

Date

SUBMITTAL DIRECTIONS:

The following methods may be used:

- Submit electronically to Planning Technician Kelsey Carson at kelsey.carson@hillsboroughnc.gov.
- Submit paper copy to:
Hillsborough Planning Department
ATTN: Planning Technician Kelsey Carson
PO Box 429
101 E. Orange St.
Hillsborough, NC 27278

FOR OFFICE USE ONLY

Application received by: _____

Date: _____ Fee paid: _____

Date information emailed out: _____

Permit Status

Approved: Yes No

Explanation: _____

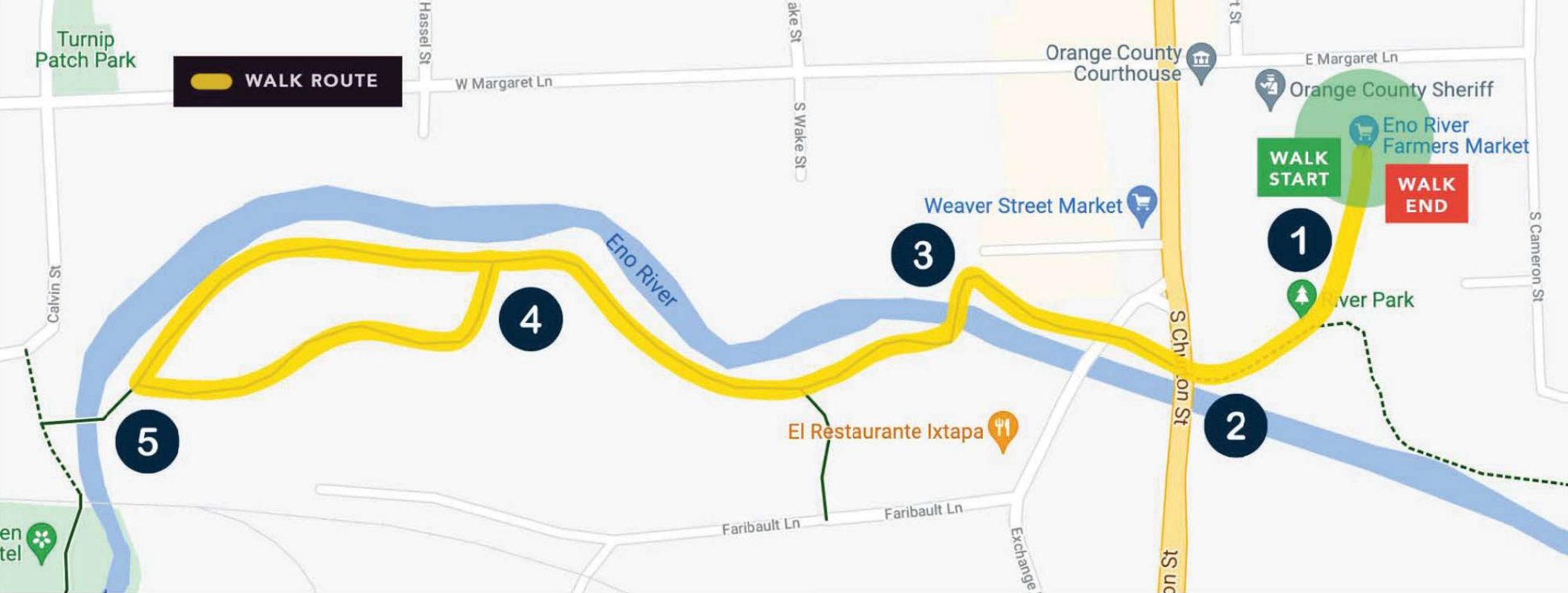
Date permit issued: _____

Approved with any conditions: _____

By: _____ Date _____
Name of town staff member

Forwarded to:

- Hillsborough Communications Division
- Hillsborough Financial Services Department (Food and Beverage Tax)
- Hillsborough Police Department
- Hillsborough Public Space Manager
- Hillsborough Public Works Division
- North Carolina Department of Transportation (DOT road closures)
- Orange County Asset Management Services (Visitors Center, library, courthouses)
- Orange County Department of Environment, Agriculture and Parks and Recreation (River Park)
- Orange County Fire and Life Safety Division
- Orange County Sheriff's Office
- Orange Rural Fire Department



ZONE 3 - Flow/Traffic Assistance

NOTE TO POLICE:

We are requesting security support at Zone 3 (map above) during the lantern walk (~5:45-7:30 PM).

VOLUNTEER INSTRUCTIONS:

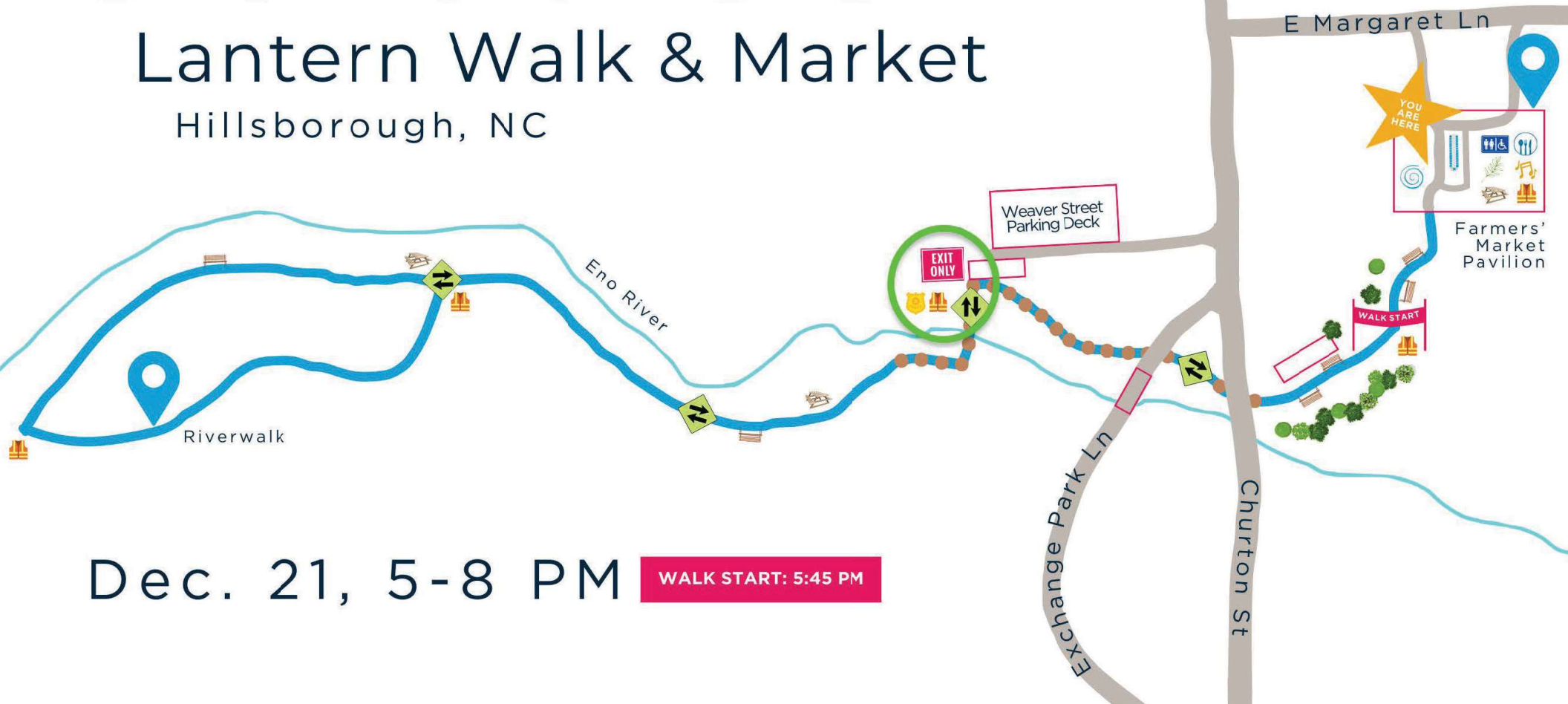
- Bring to Zone 3: wagon, walkie talky, safety vest, flashlight, clip ropes, and the EXIT ONLY and NO ENTRY signs. This is a two-way traffic zone and the only opportunity for walkers to exit the walk early if needed.
- Stage the signs and clip ropes to barrier off Zone 3. The goal is for security to be able to ALLOW EARLY EXIT and DISCOURAGE new entries from this point. Please request new walkers begin the lantern walk from the Farmers Market Pavilion.
- Glow in the dark taped arrows + ground luminaries will be present on the boardwalk to signal two-way traffic and support event safety.
- Once the procession ends, please collect the rope, signs, tape, and luminaries from the boardwalk on your way back to the Farmers Market Pavilion.

Solstice

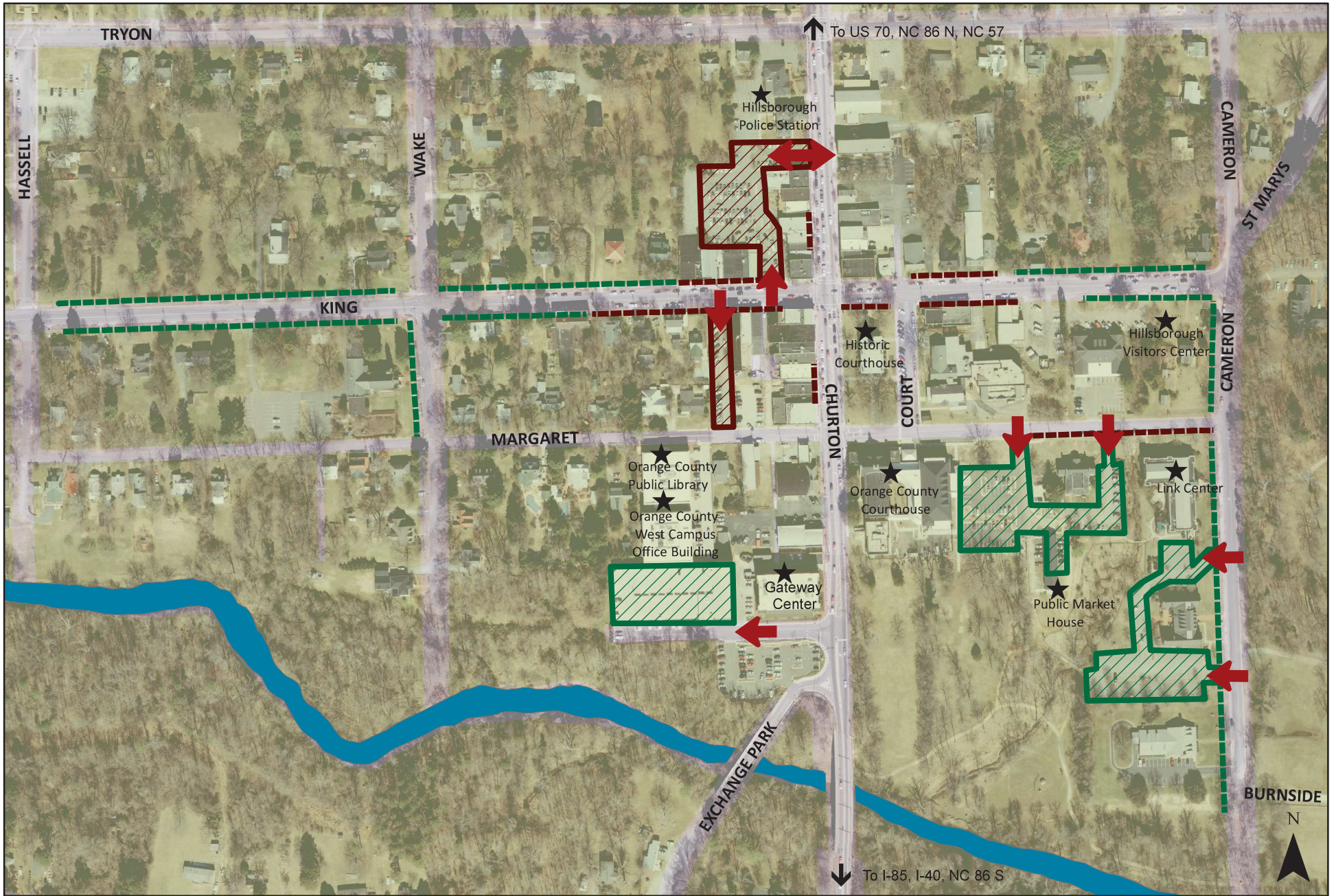
Lantern Walk & Market

Hillsborough, NC

HAC Info	Watcher Zone	Spiral of Light Labrynth
Safety Checkpoint	Picnic Area	Restrooms & Hand Washing
Police Security	Park Bench	
Artists	Two-Way Traffic	
Food & Beverage	Walking Bridge	
Live Music		



Dec. 21, 5-8 PM **WALK START: 5:45 PM**



Public Parking Options in Downtown Hillsborough

- -
 -
 -
- -
- On Street Public Parking, No Time Limit
 - On Street Public Parking, 3-hr Limit
 - Eno River
 -
- Public Parking Lot-No Time Limit
 - Public Parking Lot 3-hr Limit



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/18/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Herring & Bickers Insurance 2344 Operations Dr., Ste. 101 Durham NC 27705		CONTACT NAME: Lee Hammond PHONE (A/C No. Ext): 919-479-9900 E-MAIL ADDRESS: lee@herringbickers.com FAX (A/C, No):	
INSURED Hillsborough Arts Council 102 N Churton St Hillsborough NC 27278-2534		INSURER(S) AFFORDING COVERAGE INSURER A: United States Liability Insurance Company INSURER B: Erie Insurance Exchange INSURER C: INSURER D: INSURER E: INSURER F:	
		NAIC # 25895 18457	

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

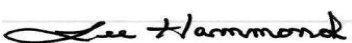
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	Y		NBP1568325	8/10/2024	08/10/2025	EACH OCCURRENCE \$ 1,000,000
	DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000						
							MED EXP (Any one person) \$ 5,000
							PERSONAL & ADV INJURY \$ 1,000,000
							GENERAL AGGREGATE \$ 2,000,000
							PRODUCTS - COMP/OP AGG \$ 2,000,000
							\$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$
							BODILY INJURY (Per person) \$
							BODILY INJURY (Per accident) \$
							PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE \$
							AGGREGATE \$
							\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	Q851800607	01/18/2024	01/18/2025	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Town of Hillsborough is an additional insured as respects general liability arising from the insured's operations when required by written contract.

CERTIFICATE HOLDER**CANCELLATION**

Town of Hillsborough PO Box 429 Hillsborough NC 27278	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
---	---

ACORD 25 (2010/05)

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Agenda Abstract

BOARD OF COMMISSIONERS

Meeting Date:	Nov. 25, 2024
Department:	Public Space and Sustainability
Agenda Section:	Regular
Public hearing:	No
Date of public hearing:	N/A

PRESENTER/INFORMATION CONTACT

Stephanie Trueblood, Public Space and Sustainability Manager

ITEM TO BE CONSIDERED

Subject: Resolution adopting the Orange County Safe Routes to School Plan

Attachments:

1. Safe Routes to School Plan
2. Resolution
3. Presentation

Summary:

The 2014 Orange County Safe Routes to School Action Plan was updated with public involvement, field investigation and extensive analysis. This update includes and is not limited to:

- Planning level analysis of existing transportation around schools
- Evaluation of all Orange County public schools
- Youth involvement in the planning process
- Implementation opportunities – Surface Transportation Block Grant, Transportation Alternatives Program and others

Orange County worked with consultant WSP to analyze existing conditions, draft recommendations, and update the plan. The Existing Conditions Analysis involved a comprehensive field study of each Orange County public school, focusing on a 2-mile radius around the school property. Orange County Transportation Services hosted a virtual public meeting with all the school principals and administration.

Public Involvement:

- March 7, 2024 – Orange County Transportation Services, WSP, and Orange County Schools - Stakeholder Meeting
- July 8, 2024 – Public Engagement event with Orange County Schools
- July 9 to August 9 – Existing Conditions Report with Recommendations released for public review

Some of the key highlights of the plan include:

- Students walking and cycling to school include – Orange Middle and High School, Hillsborough Elementary, Efland Cheeks Global Elementary, Gravelly Hill Middle, River Park Elementary, Pathways Elementary, and Cedar Ridge High School
- Recommendations include:
 1. Crosswalks at intersections and mid-block crosswalks near schools
 2. Reduced speed zones and other traffic calming measures
 3. Extending sidewalks to rural areas and filling in gaps in urban areas
 4. Multi-use paths and greenways along major corridors and some secondary roads

Orange County's Transportation Advisory Service and Orange Unified Transportation Board recommended the Safe Routes to School Plan be approved by the Orange County Board of County Commissioners.

Orange County Board of County Commissioners adopted the Safe Routes to School Plan Update on Nov. 7, 2024.

Financial impacts:

There is no financial impact currently. Projects identified in the Safe Route to School Plan may be pursued through financial resources including but not limited to U.S. Department of Transportation, North Carolina Department of Transportation, Metropolitan and Rural Planning Organizations resources and the 2022 County Transit Plan Update.

Staff recommendation and comments:

None

Action requested:

Adopt resolution.



Safe Routes to School Update

ORANGE COUNTY, NORTH CAROLINA

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1. Introduction

Background

The **North Carolina Department of Transportation's (NCDOT) Integrated Mobility Division (IMD)** has a long history of promoting active travel to and around schools. The IMD continues to work with numerous communities across the state to develop pedestrian and bicycle plans. This is the first step in improving non-motorized transportation infrastructure within a municipality. IMD provides a number of other services, including safety education, bicycle use training, crossing guard training, and helmet promotions throughout the state. NCDOT first identified safe routes to school as a safety priority in 2000. The North Carolina **Safe Routes to School (SRTS) Program** was established in 2005 to coordinate with the federal program. The program works with schools, local governments and agencies, advocacy and non-profit organizations, and public health professionals at a grassroots level to identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative.

The **Orange County Safe Routes to School Update** analyzes the existing traffic conditions, pedestrian infrastructure, strengths, and deficiencies of 13 public schools in Orange County. The plan then recommends project and program recommendations to address the deficiencies at each school that are preventing active transportation. This report addresses 13 schools in Orange County:

- ◆ AL Stanback Middle,
- ◆ New Hope Elementary,
- ◆ Cedar Ridge High,
- ◆ Grady A Brown Elementary,
- ◆ Central Elementary,
- ◆ Hillsborough Elementary,
- ◆ Orange Middle,
- ◆ Orange High,
- ◆ Efland Cheeks Global Elementary,
- ◆ Gravelly Hill Middle,
- ◆ River Park Elementary,
- ◆ Partnership Academy, and
- ◆ Pathways Elementary.

The **Orange County Safe Routes to School Update** acts as a resource to further engage schools and identify how travel to and from schools can be made safer, and how to provide safe opportunities for the students to walk or bike to school. There are a multitude of reasons for the lack of active travel to school. A few of these reasons include valid concerns about traffic safety surrounding the schools, the absence of sufficient non-motorized transportation, land use policies, and school consolidation. As a result, more parents are driving their children to school, morning traffic congestion is worsening, and children are getting less exercise. Residents in Orange County can change this cycle, just as those in other communities across the country have done.

2. Existing Conditions

Introduction

Defining the existing conditions of the study area is an important first step towards creating an SRTS Action Plan. It documents the physical conditions of the study area, participant observations and the pedestrian and vehicle norms within each individual school that eventually decide the issues the Action Plan must mitigate. The existing conditions were documented through on-site visits, publicly available Geographic Information Systems (GIS) data, and information provided by each school. Infrastructure barriers and deficiencies were identified using the policies and patterns of the area around each school community. Using this information, a school overview was created to define the existing infrastructures strengths and deficiencies.

A comprehensive approach was used to analyze existing conditions including the collection of data from site work, field interviews, and area mapping. A thorough inventory of the existing conditions at each school was compiled to provide a baseline to measure the outcomes of the SRTS Program. Field assessments and Geographic Information Systems (GIS) data were used to develop the baseline profiles of the existing conditions.

Field assessments were used to assess the existing infrastructure, travel patterns, and user behavior. This included a thorough on-site assessment of existing infrastructure within the school zone, and an evaluation of both traffic and behavioral patterns exhibited by roadway users during drop off and pick up. Staff logged the important features of both the physical and behavioral components of the transportation environment within the school zone and spoke with police officers, teachers, and administrators. The field assessments broadly analyze school traffic patterns, characteristics of the transportation network users, and the existing infrastructure strengths and weaknesses within the school zone.

GIS data was used to find relevant points-of-interest, crash histories, existing bike and pedestrian facilities, and walk and bike zones. GIS data was also used to analyze bicycle and pedestrian facilities and gaps.



Overview

The 13 schools being examined for this study are part of the Orange County school system and all reside inside or near the Town of Hillsborough. The Town has made improving the active transportation around schools a high priority and the community wants to see investment in multimodal transportation. Cooperation between schools, citizens, and local officials is necessary for improvements surrounding the schools. **Figure 2.1** shows an overview map of the 13 schools.

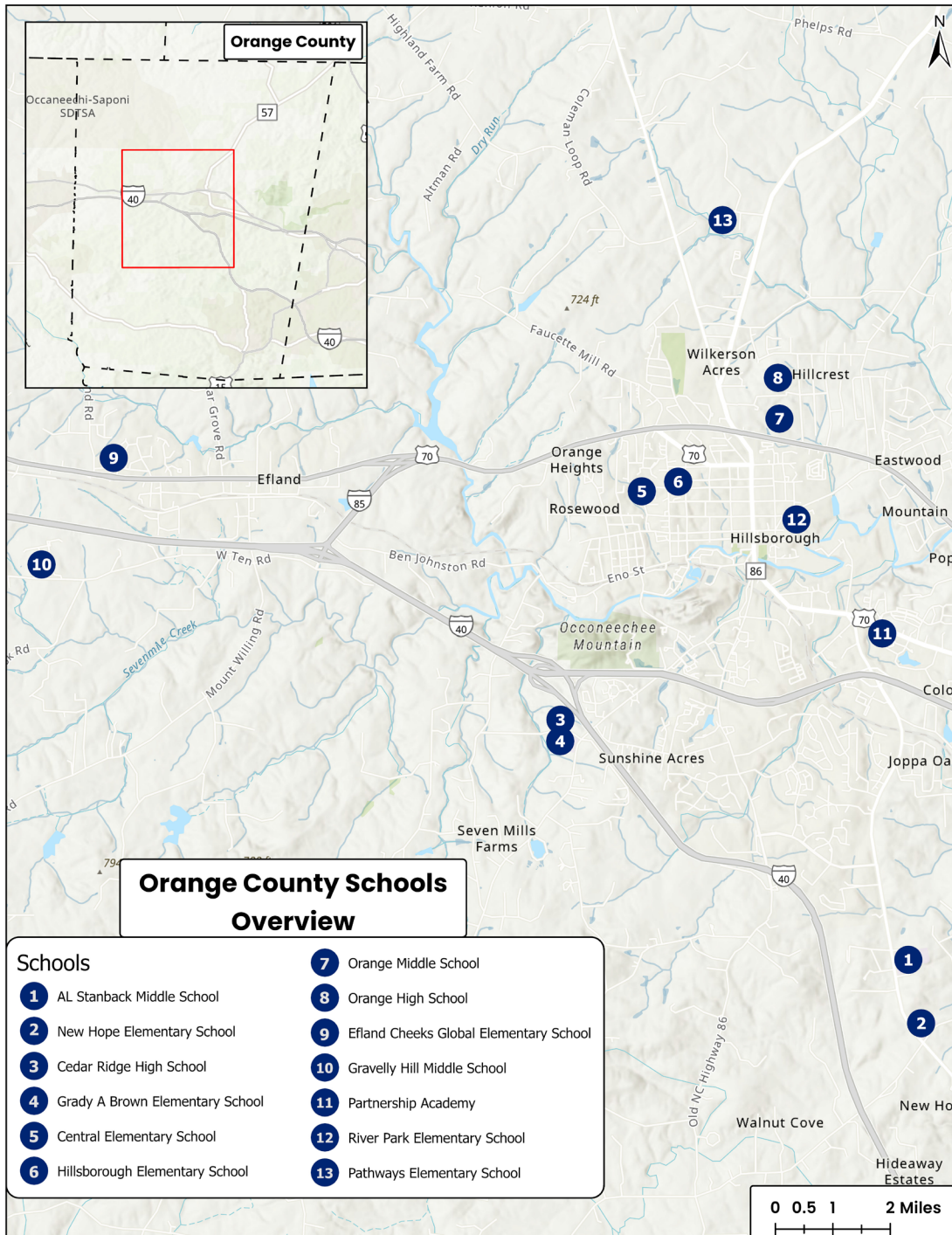


Figure 2.1: Schools Overview

1 - AL Stanback Middle School

AL Stanback Middle School serves grades 6 to 8 and has a total enrollment of 644 students. It is located south of Hillsborough town limits on Benton Drive and Storey Lane just off of NC 86. Traffic volumes along Benton Drive and Storey Lane are low, while traffic volumes along NC 86 range from 5,600 to 11,000 vehicles per day in the vicinity of the school. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. Three pedestrian crashes, with one suspected serious injury, and one bicycle crash have occurred within the 20-minute walk band. No students walk or bike to school. AL Stanback Middle School expressed satisfaction with the current infrastructure as no students currently walk or bike to school.

Table 1.1: AL Stanback Middle School Characteristics

Grades Serviced	6th–8th
Total Enrollment	644
Number of Buses	14
Number of Students Riding the Bus	424 in the AM; 457 in the PM
Number of Students Walking	0
Number of Students Cycling	0
Number of Students Driven	185
Special Needs Population	114 (18%)
Land Uses Surrounding School	Rural, Low-density residential
Presence of Bike Racks	No
No Walk Zones	Entire school zone
Crossing Guards	Sherriff directing traffic in AM
Policies that Restrict Walking or Bicycling	Yes—students are not allowed to walk or bike to school
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	Front lot: 74 spaces; Back lot: 20 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	3 staff in the AM and PM
Residences within a 10-min bike ride from the school	2181

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for AL Stanback Middle School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.2**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.4**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are no AL Stanback students walking or bicycling to school. On-site observations noted no elementary school pedestrians or cyclists walking in the vicinity of the school. Field staff noted the following travel norms for AL Stanback:

- ◆ Motorist behavior was observed as good. Drivers are generally respectful of other cars and follow the rules.
- ◆ The car rider drop off and pick up occurs at the entrance along Benton Drive. The car line queues along Benton Drive, but it was not observed backing up to NC 86.
- ◆ Staff indicated that the carpool line backs onto NC 86 sometimes, especially in the beginning of the school year before after-school sports start.
- ◆ Exiting traffic was a little backed up on BentWon Drive, but not substantial.
- ◆ The left-turn lane on NC 86 can back up at times.
- ◆ The morning drop-off line queues along the westernmost driveway and down Benton Road. The afternoon pick-up car line queues around the easternmost driveway near the sports fields to prevent significant backups.
- ◆ Traffic was slightly backed up on Benton Drive in the afternoon by a few vehicles, but not significant.
- ◆ Crossing guards were not present. However, staff indicated a sheriff sometimes directs traffic at the intersection of Benton Drive and NC 86.
- ◆ The shoulder on NC 86 is narrow and the terrain is difficult for walking.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + Due to its location in a very sparse residential neighborhood, there is no through traffic along Benton Drive and the car queues do not cause significant traffic issues or concerns.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There is no clear pedestrian crossing signage on any of the roads surrounding the school.
- There are multiple two-lane, rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- Traffic is significant, especially during school start and end times, along the primary route to school, NC 86.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.1** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.1: Key Infrastructure Gaps at AL Stanback Middle

Road	Orientation	Gap
NC 86	Both directions	No sidewalk or bike lanes
Storey Lane	Both directions	No sidewalk or bike lanes
Benton Drive	Both directions	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

Benton Drive and NC 86 (Map ID 1): Benton Drive ends at NC 86 as an unsignalized intersection. Due to high speeds coupled with high traffic volumes along NC 86, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Photos



NC 86 right-turn lane onto Benton Drive



Looking west along Benton Road to NC 86



NC 86 left-turn lane onto Benton Drive



Afternoon pick-up line along the school driveway

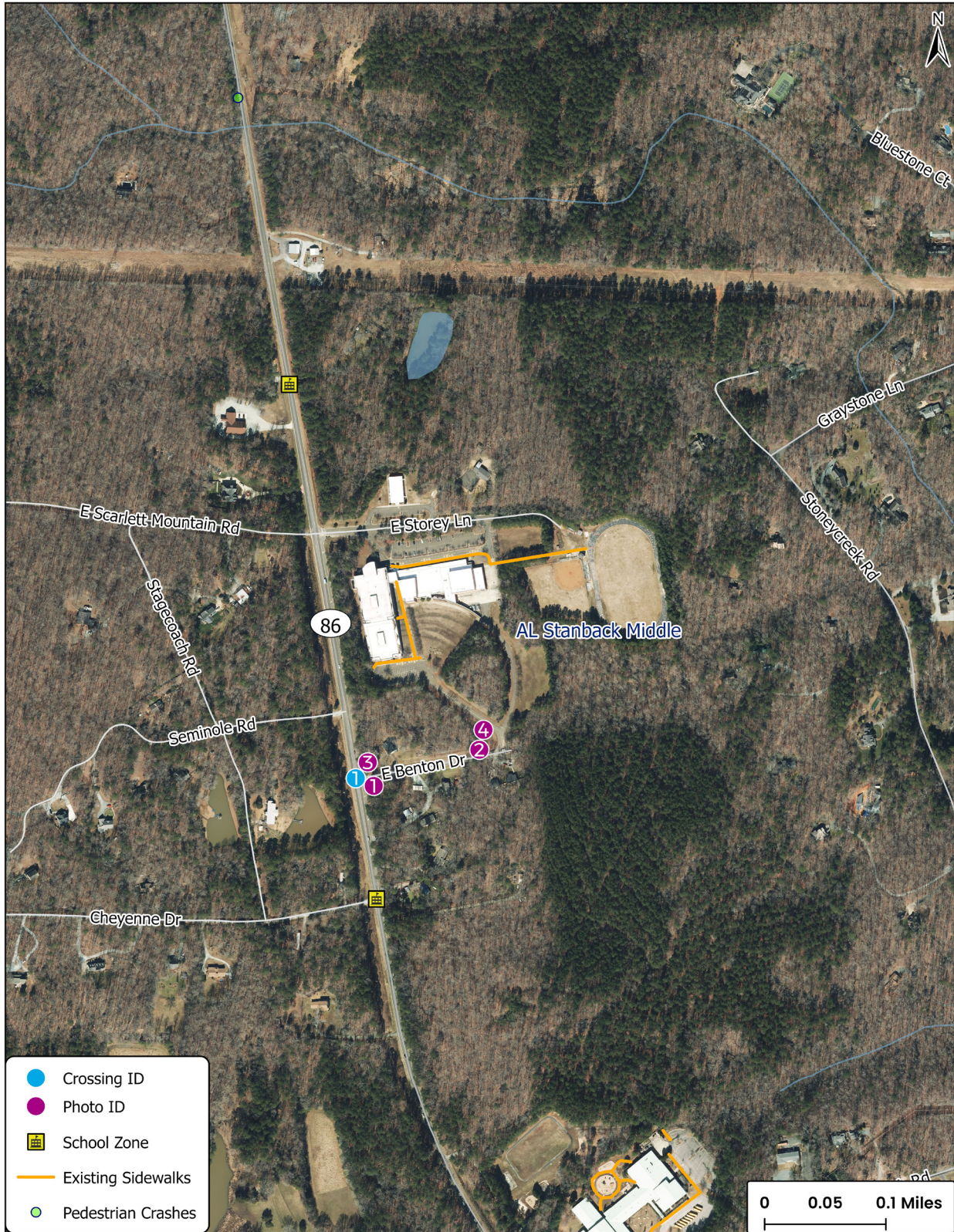


Figure 2.2: AL Stanback Middle Campus Map

Safe Routes to School
Orange County, North Carolina

2 - New Hope Elementary

New Hope Elementary School serves grades Pre-Kindergarten to 5 and has a total enrollment of 559 students. It is located south of Hillsborough town limits along New Hope Church Road just off of NC 86. Traffic volumes along New Hope Church Road range from 1,800 vehicles per day east of NC 86 to 5,100 vehicles per day west of NC 86. Traffic volumes along NC 86 range from 5,600 vehicles per day south of New Hope Church Road to 8,500 vehicles per day north of New Hope Church Road. The school is currently overcapacity based on projected land use in the area and future residential development projections. Three pedestrian crashes, with one suspected serious injury, and one bicycle crash have occurred within the 20-minute walk band. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. No students walk or bike to school.

Table 1.2: New Hope Elementary School Characteristics

Grades Served	Pre K-5th
Total Enrollment	559
Number of Buses	7
Number of Students Riding the Bus	316 in the AM; 391 in the PM
Number of Students Walking	0
Number of Students Cycling	0
Number of Students Driven	243 in the AM; 168 in the PM
Special Needs Population	16 (3%)
Land Uses Surrounding School	Rural, Low-density residential
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	Front lot: 60 spaces; Back lot: 77 spaces
Presence of Car Waiting Zones	No
Number of Staff Managing Drop off/Pick up	16 staff in the AM; 15 staff in the PM
Residences within a 10-min bike ride from the school	2181

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for New Hope Elementary School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.3**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.4**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are no New Hope students walking or bicycling to school. On-site observations noted no elementary school pedestrians or cyclists walking in the vicinity of the school. Field staff noted the following travel norms for New Hope:

- ◆ Motorist behavior was observed as poor. Many drivers try to cut in line and make illegal U-turns in the road. Through traffic passes in the center turn lane at full speed.
- ◆ There are three driveways into the school. Car-rider drop off and pick up occurs at the westernmost driveway. Cars queue around the easternmost and westernmost driveways. The middle driveway is for buses only.
- ◆ Cars are not supposed to turn left into the school. They are supposed to get in the car queue to turn right. This necessitates that cars coming from the west make a U-turn to enter the car queue.
- ◆ Several vehicles arriving from the southwest were observed making a U-turn on New Hope Church Road to get in the car queue. Field staff observed several near misses with a car driving straight and a car making a U-turn.
- ◆ The majority of motorists turn right out of the school towards NC 86.
- ◆ The morning carpool queue wraps all the way around the third/easternmost driveway and onto New Hope Church Road past the last school driveway. Traffic backs up onto New Hope Church Road by 7:17AM and backs up past the third driveway entrance by 7:25AM. Traffic does not clear until after 7:40AM.
- ◆ Through traffic was observed passing in the two-way left-turn lane.
- ◆ Buses were observed crossing through the morning carpool line and passing in the two-way left-turn lane.
- ◆ All traffic in the two-way left-turn lane causes a conflict for exiting traffic.
- ◆ The signal at the intersection of New Hope Church Road / NC 86 queues all the way to the carpool exit line and does not include a protected left phase/ exclusive turn lane.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + Clear school zone pavement marking is found along New Hope Church Road.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are multiple two-lane, rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- Traffic is significant, especially during school start and end times, along the primary routes to school, NC 86 and New Hope Church Road.
- Overall, the carpool queue is not efficient or suitable for the morning drop off. Very few cars can drop off at one time and cars wait in the queue for an excessive amount of time. Additionally, many students were tardy in the morning due to the excessive amount of time to get through the car line.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.2** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.2: Key Infrastructure Gaps at New Hope Elementary

Road	Orientation	Gap
Highway 86	Both directions	No sidewalk or bike lanes
New Hope Church Road	Both directions	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

New Hope Church Road and NC 86 (Map ID 1): New Hope Church Road and NC 86 intersect at a signalized intersection. Due to high speeds coupled with high traffic volumes along NC 86, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

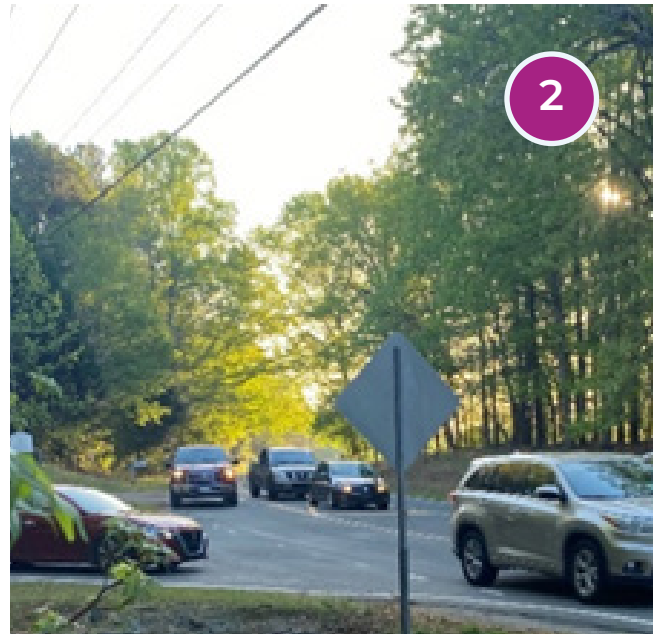
New Hope Church Road and I-40 Off/On Ramps (Map ID 2): New Hope Church Road crosses I-40 at a grade separated interchange. There are two stop controlled off ramps and two on ramps to I-40 on New Hope Road. These intersections are very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Photos



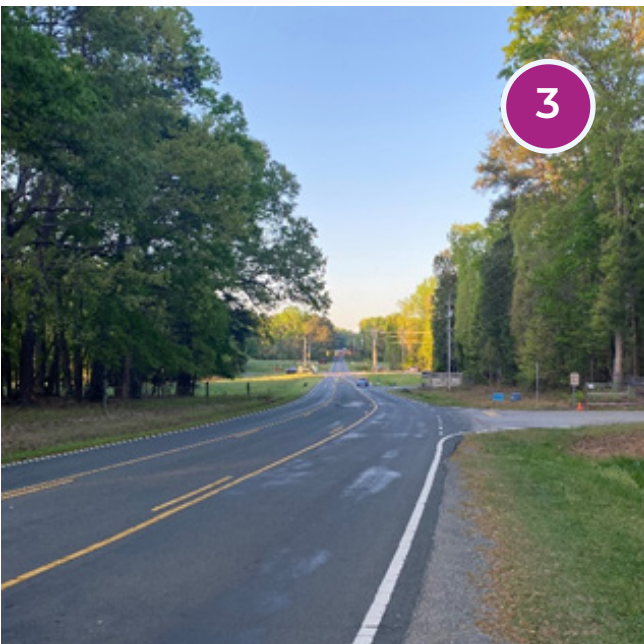
1

Bus crossing through the line of cars



2

School traffic turning left in center turn lane, while 2 cars also try to pass in the center turn lane



3

Looking southwest down New Hope Church Road towards the intersection with NC 86



4

Afternoon pick-up line along New Hope Church Road

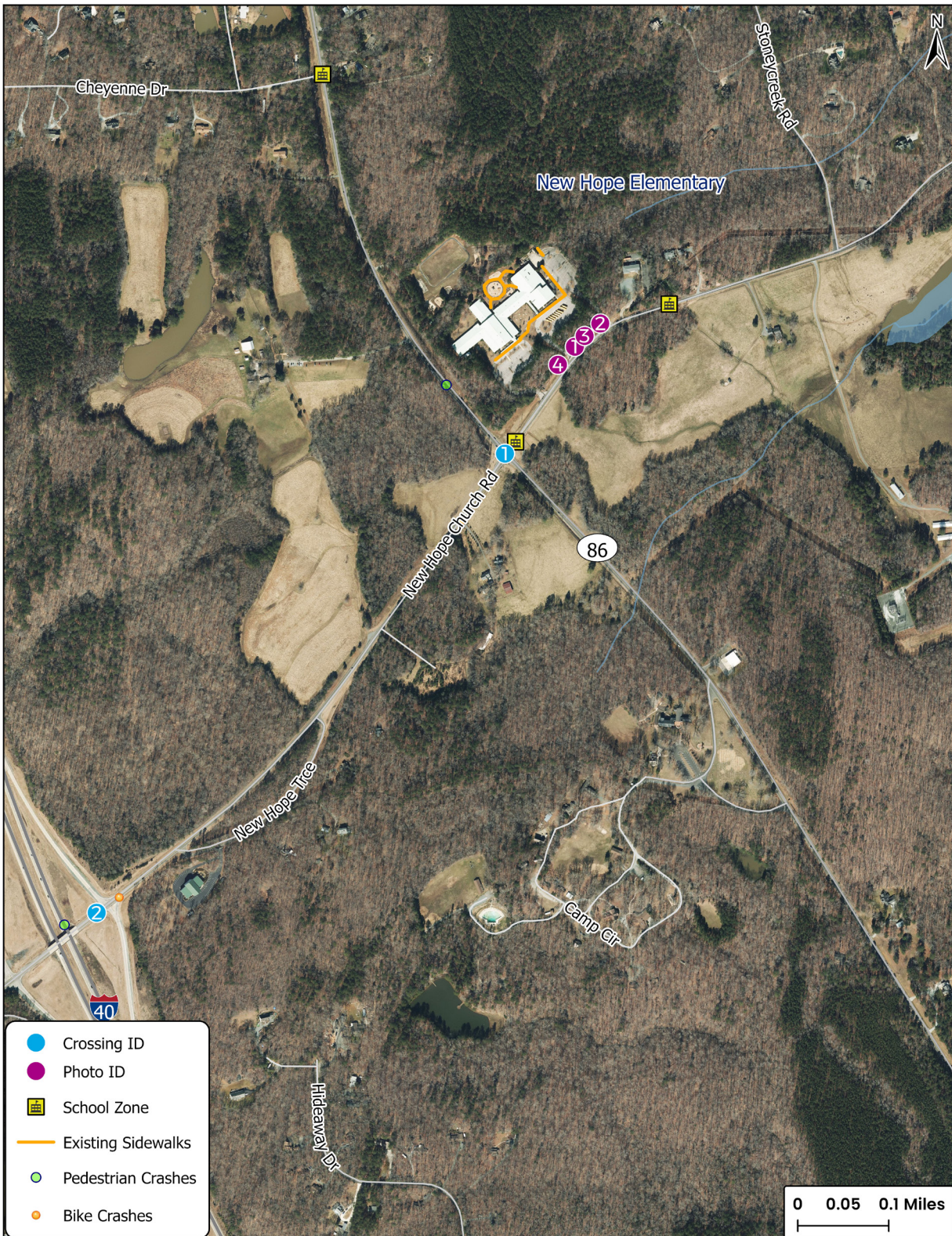


Figure 2.3: New Hope Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

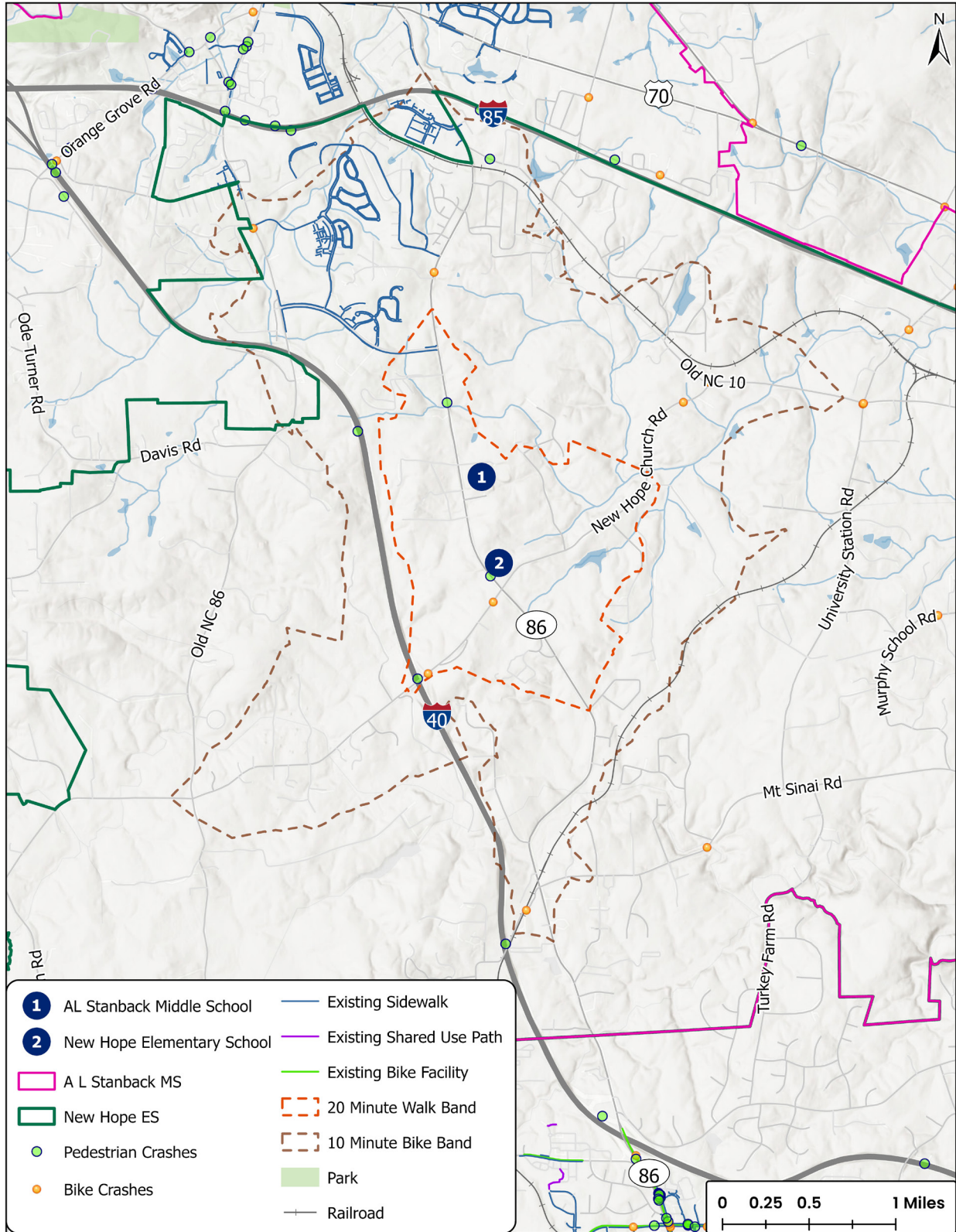


Figure 2.4: AL Stanback Middle and New Hope Elementary Overview

3 - Cedar Ridge High School

Cedar Ridge High serves grades 9 to 12 and is located southwest of Hillsborough town limits along New Grady Brown School Road just off of Orange Grove Road. The school has a total enrollment of 1,103 students. The traffic volume along New Grady Brown School Road is 3,200 vehicles per day, while Orange Grove Road has an average daily traffic volume of 4,600 vehicles per day. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. Six pedestrian crashes, with two fatalities and two suspected serious injuries, and one bicycle crash have occurred within the 20-minute walk band. Two of the pedestrian crashes involved high school-aged pedestrians. Approximately 20-30 students walk to school.

Table 1.3: Cedar Ridge High School Characteristics

Grades Served	9th - 12th
Total Enrollment	1103
Number of Buses	17
Number of Students Riding the Bus	503 in the AM; 615 in the PM
Number of Students Walking	20-30
Number of Students Cycling	0
Number of Students Driven	500
Special Needs Population	Unknown
Land Uses Surrounding School	Rural, Low-density residential, Agricultural
Presence of Bike Racks	Yes
No Walk Zones	None
Crossing Guards	Sherriff directing traffic in the AM and PM
Policies that Restrict Walking or Bicycling	Unknown
Bicycle/Pedestrian Safety Taught to Students	Unknown
Existing Parking Capacity	600 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	4-5
Residences within a 10-min bike ride from the school	2719

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Cedar Ridge High School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.5**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.7**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 20-30 students walking to school. On-site observations noted a number of high school pedestrians that walked from Orange Grove Road east of the school and from Grady Brown Elementary School across the street. Students use Orange Grove Road to access residences on Oakdale Drive and Timbers Drive. A small number of pedestrians walked from Orange Grove Road west of the school. Additional information describing the travel norms for Cedar Ridge High School is listed below:

- ◆ Motorist behavior was observed as poor. Many drivers park on the side of the road to avoid the afternoon car queue and make illegal U-turns in the road.
- ◆ Staff noted that approximately 20 walkers come down Orange Grove Road and then east along New Grady Brown School Road. Walkers mainly come from the apartment complex and mobile home park nearby.
- ◆ There were only minor backups of automobile traffic during drop-off times. Traffic does back up during the morning in the right turn lane into the school.
- ◆ In the morning, traffic on Oakdale Drive turning left onto Orange Grove Road backs up to Blair Drive.
- ◆ In the afternoon, approximately 15-25 vehicles parked along New Grady Brown School Road to avoid the pick-up queue. Most of these vehicles were then observed making U-turns in the road to leave the school.
- ◆ In the afternoon, traffic was heavily backed up at the New Grady Brown School Road and Orange Grove Road intersection.
- ◆ There are currently no sidewalks or crosswalks for walkers crossing the Orange Grove Road bridge over I-40, which has very narrow shoulders. Staff noted that a student has been hit walking in the area. Parents parking on the side of New Grady Brown School Road further limited a safe place for walkers.
- ◆ In the afternoon, several students were observed crossing Orange Grove Road bridge over I-40. Several students were observed crossing New Grady Brown School Road to go to New Grady Brown Elementary School. One student was observed crossing the New Grady Brown School Road and Orange Grove Road intersection to access a residence east of the intersection.
- ◆ The sheriff directing traffic expressed concerns over the level of traffic and said that it's a problem.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + Clear school zone signage is found along New Grady Brown School Road and Orange Grove Road.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are multiple two-lane, rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- Through traffic is significant, especially during school start and end times, along the primary routes to school, New Grady Brown School Road and Orange Grove Road.
- Traffic speeds are an issue along all adjacent and nearby roadways. The speed limit along Orange Grove Road and New Grady Brown School Road is 40 mph and 30 mph within the school zone.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.3** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.3: Key Infrastructure Gaps at Cedar Ridge High

Road	Orientation	Gap
New Grady Brown School Road	Both directions	No sidewalk or bike lanes
Orange Grove Road	Both directions	No sidewalk or bike lanes
Oakdale Drive	Both directions	No sidewalk or bike lanes
Timbers Drive	Both directions	No sidewalk or bike lanes
Arbors Lane	Both directions	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

New Grady Brown School Road and Orange Grove Road (Map ID 1): New Grady Brown School Road and Orange Grove meet at a signalized intersection. Due to high traffic volumes and the high volume of turning traffic, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Orange Grove Road and I-40 (Map ID 2): Orange Grove Road bridges over I-40 at a grade separation. The shoulder along the bridge is very narrow, making this a very unsafe location for pedestrians. There are no sidewalks or pedestrian crossings at this location.

Orange Grove Road and Oakdale Drive (Map ID 3): Oakdale Drive ends at Orange Grove Road at a stop sign-controlled intersection. Due to high traffic volumes, this intersection is difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Photos



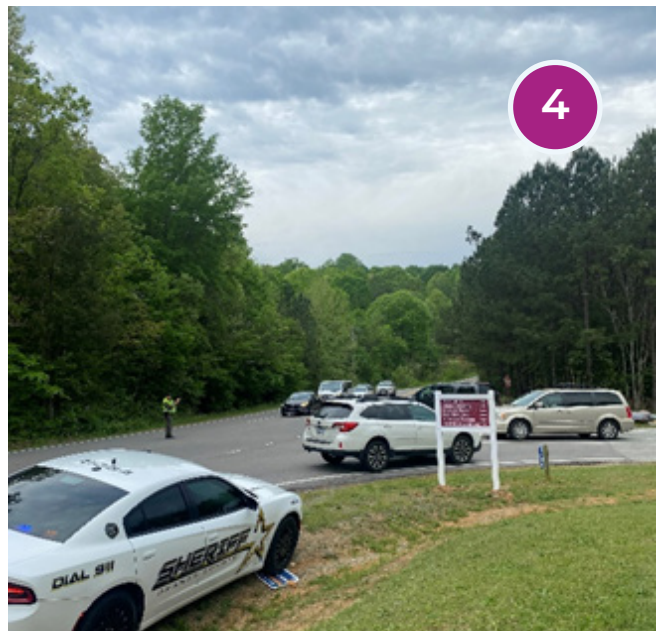
Cars parked on the side of the road during afternoon pick up. One car makes a U-turn in the road.



Traffic from the afternoon pick up is heavily backed up at the New Grady Brown School Road and Orange Grove Road intersection.



Student crossing the intersection at New Grady Brown School Road and Orange Grove Road



A sheriff is directing traffic in the morning at the school entrance and exit.



Figure 2.5: Cedar Ridge High Campus Map

Safe Routes to School
Orange County, North Carolina

4 - Grady A Brown Elementary School

Grady Brown Elementary serves grades Kindergarten to 5 and is located southwest of Hillsborough town limits along New Grady Brown School Road just off of Orange Grove Road. Surrounding land use is mostly rural, low density residential with some agricultural. The traffic volume along New Grady Brown School Road is 3,200 vehicles per day, while Orange Grove Road has an average daily traffic volume of 4,600 vehicles per day. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. Six pedestrian crashes, with two fatalities and two suspected serious injuries, and one bicycle crash have occurred within the 20-minute walk band. No students walk or bike to school, but some Cedar Ridge High students do cross the street to travel to and from the elementary school.

Table 1.4: Grady Brown Elementary School Characteristics

Grades Serviced	K-5th
Total Enrollment	415
Number of Buses	8
Number of Students Riding the Bus	189 in the AM; 251 in the PM
Number of Students Walking	0
Number of Students Cycling	0
Number of Students Driven	200
Special Needs Population	80 (19%)
Land Uses Surrounding School	Rural, Low-density residential, Agricultural
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	Sherriff directing traffic occasionally
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	90 spaces
Presence of Car Waiting Zones	No
Number of Staff Managing Drop off/Pick up	20
Residences within a 10-min bike ride from the school	2719

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Grady A Brown Elementary School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.6**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.7**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are no students walking or bicycling to this school. On-site observations noted no elementary school pedestrians or cyclists walking in the vicinity of the school, but there were a small number of high school students walking between the high school and elementary school. Field staff noted the following travel norms for Grady A Brown:

- ◆ Motorist behavior was observed as good. Drivers are generally respectful and follow rules.
- ◆ There is one point of entrance and exit for carpool traffic with a center turn lane on New Grady Brown School Road.
- ◆ Morning traffic was observed backing up to New Grady Brown School Road by 7:20AM and lining up in the center turn lane.
- ◆ In the morning, traffic on Oakdale Drive turning left onto Orange Grove Road backs up to Blair Drive.
- ◆ Through traffic was observed passing in the center turn lane coming from the west, but not a lot of non-school traffic was observed.
- ◆ Vehicles were observed zippering into the carpool line from both directions.
- ◆ Staff were observed passing the backed-up traffic to enter a separate staff entrance.
- ◆ Vehicles were observed in both the morning and afternoon making a U-turn along New Grady Brown School Road to get into the shortest queue.
- ◆ Moderate back up was observed in both directions in the morning.
- ◆ Vehicles turning left out of the school have a limited line of sight due to the vehicles in the center turn lane, creating safety concerns.
- ◆ A sheriff was present directing morning traffic, but staff noted they are not present every day.
- ◆ Heavy back up was observed from both directions in the afternoon. Traffic coming from the east backs up almost to the intersection with Orange Grove Road.
- ◆ In the afternoon, vehicles lined up in the center turn lane sometimes block the left turn exit out of the school.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + Clear school zone signage is found along New Grady Brown School Road and Orange Grove Road.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are multiple two-lane, rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.4** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.4: Key Infrastructure Gaps at Grady A Brown Elementary
Key Crossing Issues

Road	Orientation	Gap
New Grady Brown School Road	Both directions	No sidewalk or bike lanes
Orange Grove Road	Both directions	No sidewalk or bike lanes
Oakdale Drive	Both directions	No sidewalk or bike lanes
Timbers Drive	Both directions	No sidewalk or bike lanes
Arbors Lane	Both directions	No sidewalk or bike lanes

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

New Grady Brown School Road and Orange Grove Road (Map ID 1): New Grady Brown School Road and Orange Grove meet at a signalized intersection. Due to high traffic volumes and the high volume of turning traffic, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Orange Grove Road and I-40 (Map ID 2): Orange Grove Road bridges over I-40 at a grade separation. The shoulder along the bridge is very narrow, making this a very unsafe location for pedestrians. There are no sidewalks or pedestrian crossings at this location.

Orange Grove Road and Oakdale Drive (Map ID 3): Oakdale Drive ends at Orange Grove Road at a stop sign-controlled intersection. Due to high traffic volumes, this intersection is difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Photos



Looking west along New Grady Brown School Road at cars turning right into the school for the afternoon pick up



Looking west along New Grady Brown School Road at cars turning left into the school for the afternoon pick up



Pedestrian signage on New Grady Brown School Road



Sheriff directing traffic exiting out of the school



Figure 2.6: Grady A Brown Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

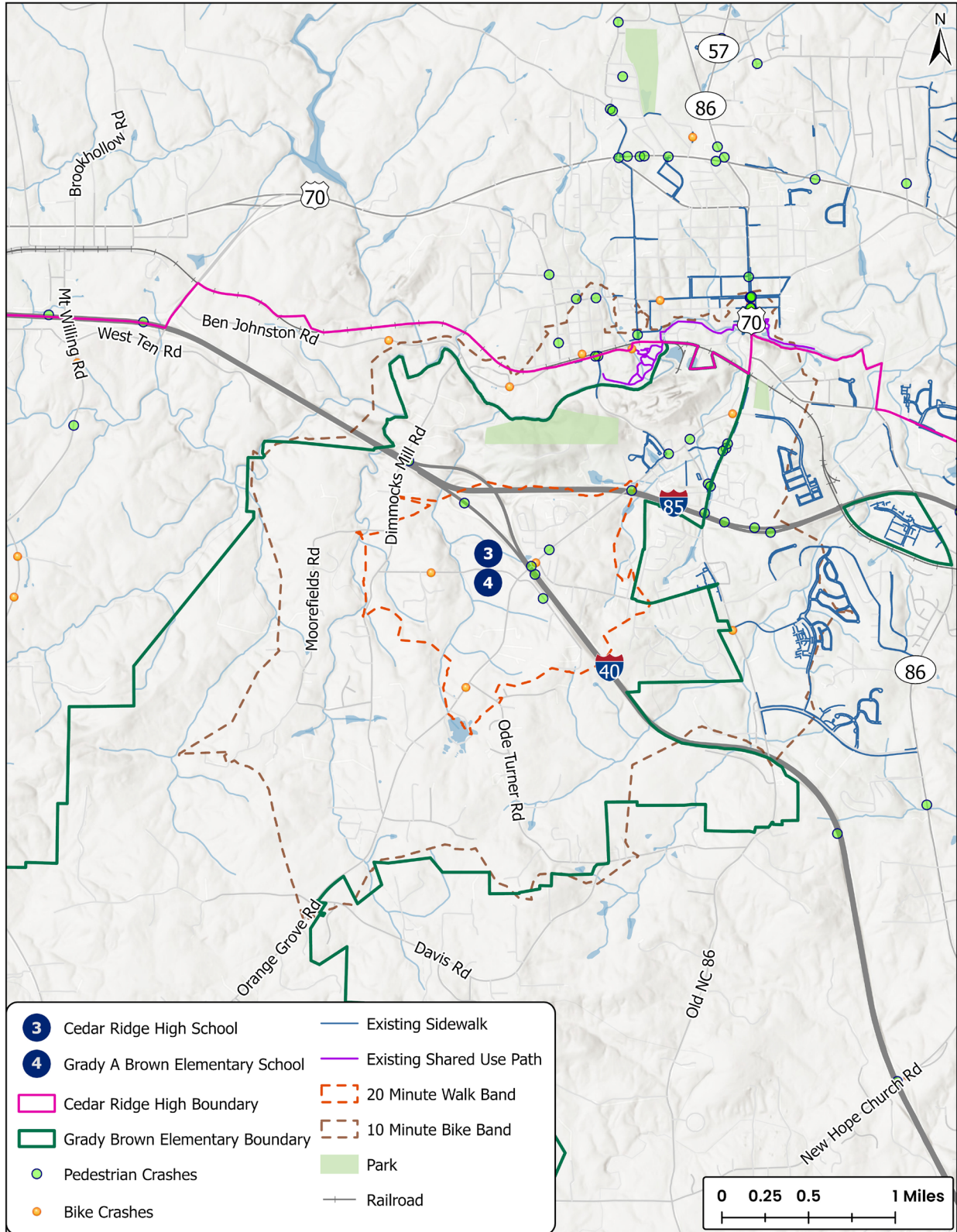


Figure 2.7: Cedar Ridge High School and Grady A Brown Elementary School Overview

5 - Central Elementary School

Central Elementary serves grades Kindergarten to 5 and is located in West Hillsborough along Hayes Street. The total enrollment of this school is 291 students. Surrounding land use is mostly residential. Traffic volumes along Hayes Street are low, while W King Street has an average daily traffic volume of 1,300 vehicles per day. There is a sidewalk along the north side of Hayes Street from Nash Street to the school. Twenty pedestrian crashes, with one fatality and one suspected serious injury, and four bicycle crashes have occurred within the 20-minute walk band. Approximately 5 students walk to school. Central Elementary School expressed a growing need for more bicycle and pedestrian infrastructure around the school.

Table 1.5: Central Elementary School Characteristics

Grades Serviced	K-5th
Total Enrollment	291
Number of Buses	6
Number of Students Riding the Bus	134 in the AM; 168 in the PM
Number of Students Walking	5
Number of Students Cycling	0
Number of Students Driven	113
Special Needs Population	36 (12%)
Land Uses Surrounding School	Residential
Presence of Bike Racks	Yes
No Walk Zones	Yes
Crossing Guards	Yes
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	70 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	6
Residences within a 10-mile bike ride from the school	3459

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Central Elementary School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.8**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.10**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 5 Central Elementary students walking to school. On-site observations noted several elementary school pedestrians that walked from Hayes Street west of the school. Field staff noted the following travel norms for Central Elementary:

- ◆ Motorist behavior was observed as fair. Drivers were respectful of pedestrians and other vehicles, but occasionally did not follow the rules.
- ◆ Crossing guards were present with a stop sign to let vehicles in and out. Police were also present to assist.
- ◆ In the afternoon queuing backs up in both directions past Foust Street and Spruce Street.
- ◆ Due to its proximity to Hillsborough Elementary School, there is potential for increased congestion along Hayes Street.
- ◆ Safety concerns include school buses passing without a passing lane during queuing.
- ◆ Vehicles will ignore signage restricting left turns out if there is no crossing guard.
- ◆ Some walkers were observed arriving from the back side of the school, Foust Street, Latimer Street, and Nash Street.
- ◆ Cyclists were observed coming from both directions along Hayes Street.

Existing Infrastructure - Strengths

The following observations were noted as existing system strengths:

- + There is sidewalk along the north side of Hayes Street from North Nash Street to Central Elementary School and a sidewalk along the west side of North Nash Street.
- + Pedestrian crossing signage is found along Hayes Street.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + There are crosswalks at the intersection of N Nash Street and Hayes Street.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are no school zone markings along Hayes Street.
- Sections of Hayes Street south of the school have narrow shoulders and overgrown vegetation, making it difficult for walking.
- There are no sidewalks or sidewalk gaps found on adjacent roadways. There are no bicycles facilities found on adjacent roadways. **Table 2.5** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.5: Key Infrastructure Gaps at Central Elementary

Road	Orientation	Gap
W King Street	Both directions	No sidewalk or bike lanes
Hayes Street	Both directions	No bike lanes. No sidewalk on the south/east side. No sidewalk on the west side east of the school.
Latimer Street	Both directions	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

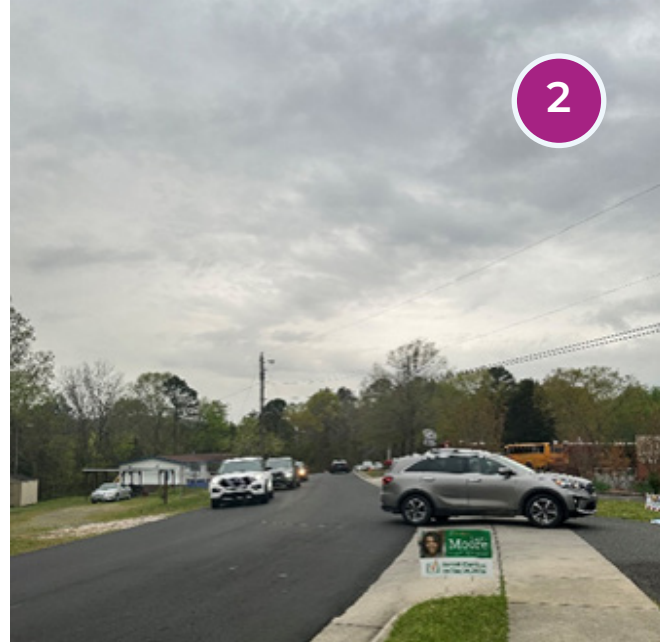
Hayes Street and W King Street (Map ID 1): Hayes Street ends at W King Street at a stop sign-controlled intersection. This location has narrow shoulders and overgrown vegetation that makes it difficult for pedestrians to cross safely. There are no sidewalks or pedestrian crossings at this location.



Photos



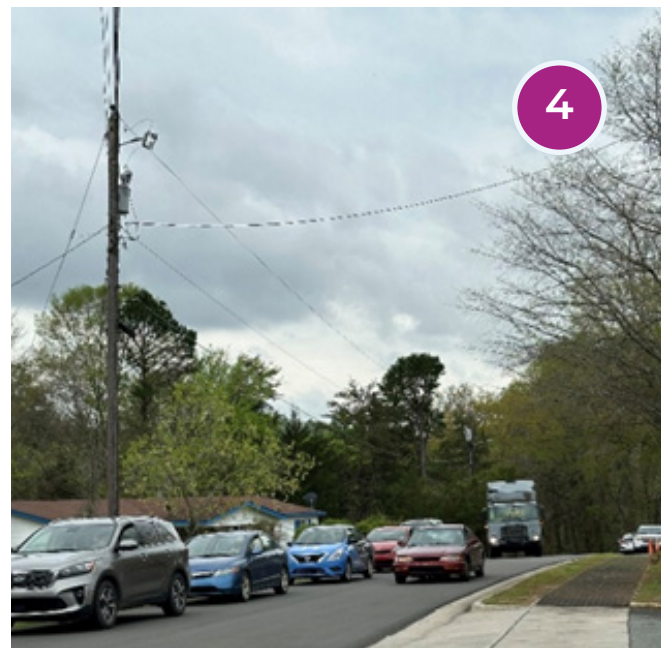
Students and a parent walking to school. Entering off of Hayes Street through the driveway exit



Driveway entrance for car queue. Cars waiting to turn left



Looking east along Hayes Street at traffic turning left into the school.



Looking west along Hayes Street. Through traffic is passing on the left side.

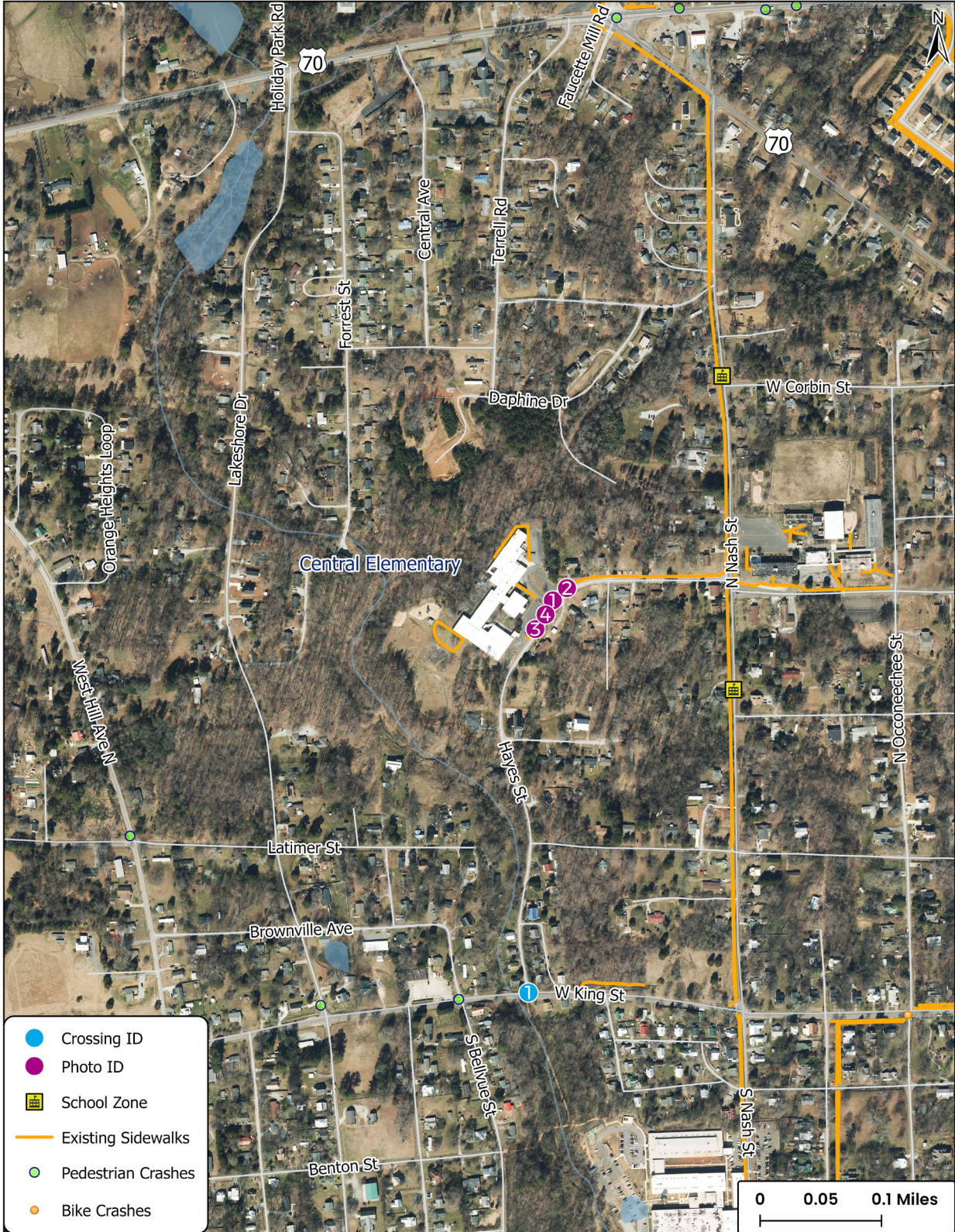


Figure 2.8: Central Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

6 - Hillsborough Elementary School

Hillsborough Elementary serves grades Kindergarten to 5 and is located in West Hillsborough along W Union Street and N Nash Street. This school has a total enrollment of 438 students. Surrounding land use is mostly residential. Traffic volumes along W Union Street are low, while N Nash Street has an average daily traffic volume of 1,400-2,000 vehicles per day. Hillsborough Elementary is located in a residential neighborhood. The school is currently overcapacity based on projected land use in the area and future residential development projections. Hillsborough Elementary is a year-round magnet school and does not have a defined attendance zone. There are some sidewalks along the east side of North Nash Street opposite the school and along the north side of West Union Street adjoining the school. Twenty pedestrian crashes, with one fatality and one suspected serious injury, and four bicycle crashes have occurred within the 20-minute walk band. Approximately 20-30 students walk or bike to school.

Table 1.6: Hillsborough Elementary School Characteristics

Grades Serviced	K-5th
Total Enrollment	438
Number of Buses	4
Number of Students Riding the Bus	44 in the AM; 89 in the PM
Number of Students Walking	20
Number of Students Cycling	2
Number of Students Driven	365
Special Needs Population	72 (16%)
Land Uses Surrounding School	Residential
Presence of Bike Racks	Yes
No Walk Zones	None
Crossing Guards	Sherriff directing traffic
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	115 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	15-20
Residences within a 10-min bike ride from the school	3645

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Hillsborough Elementary School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.9**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.10**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 20-30 Hillsborough Elementary students walking or cycling to school. On-site observations noted several elementary school pedestrians walking from W Union Street, N Nash Street, and Occoneechee Street. Field staff noted the following travel norms for Hillsborough Elementary:

- ◆ Motorist behavior was observed as fair. Drivers are respectful and obey speed limits, but there is a high volume of through traffic that passes in the left lane.
- ◆ Traffic backup along N Nash Street is a major concern, leading to several near misses.
- ◆ There are two drop-off and pick-up areas for the car riders. Grades K-1 drop off and pick up at the W Union Street entrance. Grades 2-5 drop off and pick up at the N Nash Street entrance.
- ◆ Moderate non-school traffic was observed along N Nash Street including semi-trailers.
- ◆ Walkers enter at the school bus drop-off entrance.
- ◆ Some school and non-school pedestrians were observed walking along W Union Street and N Nash Street.
- ◆ In the afternoon, traffic for the K-1 pick-up backed up onto N Occoneechee Street with minor through traffic.
- ◆ Traffic backs up along N Nash Street in the right and left turn lanes for the 2-5 pick up. The school has separate entrance lanes for right turn traffic and left turn traffic. The left turn traffic backs up to W Corbin Street and the right turn traffic backs up past the intersection of N Nash Street and W Union Street.
- ◆ Due to its proximity to Central Elementary School, there is potential for increased congestion along Hayes Street.
- ◆ Through traffic passes in the opposite lane on N Nash Street. Through traffic is moderately heavy in the afternoon. Several near misses were observed.
- ◆ N Nash St is a significant north-south connector for the western side of town and traffic often uses this route to avoid Churton Street.
- ◆ Buses also pass in the opposite lane on N Nash Street to get around the car line, creating safety concerns.
- ◆ Vehicles were unable to exit left onto Nash Street because traffic was backed up and blocking the exit.
- ◆ The intersection of Hayes Street, N Nash Street, and W Union Street is a skewed intersection creating safety concerns.
- ◆ Vehicles were observed blocking the crosswalk at the school entrance on and the crosswalk to the parking across the street on W Union Street.
- ◆ Crossing guards were not present. However, a police car with lights on was situated at the grades 2-5 drop-off area.

Existing Infrastructure - Strengths

The following observations were noted as existing system strengths:

- + Clear school zone and pedestrian crossing signage is found along N Nash Street.
- + There is a bike rack located on campus.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + There are sidewalks and pedestrian crossings along the north side of W Union Street.
- + There is sidewalk located along the west side of N Nash Street across the street from the school.
- + There are crosswalks at the intersection of N Nash Street and Hayes Street.

Existing Infrastructure - Deficiencies

Key weaknesses, barriers, and obstacles include the following:

- There is a lack of connecting sidewalks on nearby roadways. There are no bicycle facilities on adjacent roadways. **Table 2.6** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.6: Hillsborough Elementary School Characteristics

Road	Orientation	Gap
W Union Street	South side	No sidewalk or bike lanes
N Nash Street	East side	No sidewalk or bike lanes
Occoneetchee Street	Both Sides	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

W Union Street and N Occoneetchee Street (Map ID 1): W Union Street and N Occoneetchee Street meet at a four-way stop intersection. Due to morning and afternoon traffic backups and through traffic passing on the left side, this intersection can be difficult for pedestrians to cross. The only sidewalk is located on W Union Street west of the intersection.

Photos



Looking south along N Nash St at the pick-up line for grades 2-5. A bus is passing on the left, while a car coming from the opposite direction is also passing.



Looking north along N Nash St at left-turn pick-up line for grades 2-5.



Standing on W Union Street looking west at the skewed intersection with N Nash Street and Hayes Street.



Crosswalks on W Union Street in front of the school



Figure 2.9: Hillsborough Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

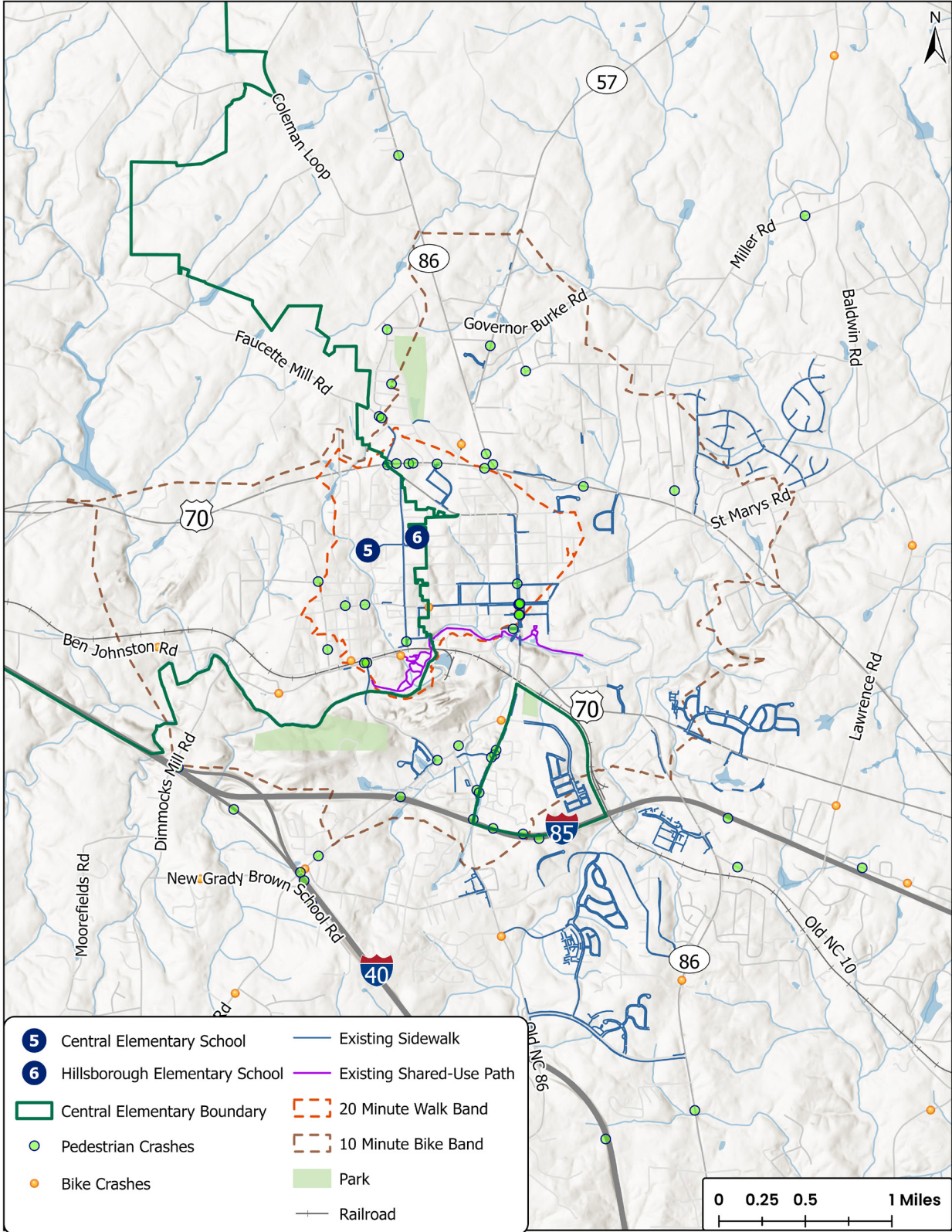


Figure 2.10: Central Elementary School and Hillsborough Elementary School Overview

7 - Orange Middle School

Orange Middle, previously known as C.W. Stanford, serves grades 6 to 8 and has a total enrollment of 521 students. It is located northeast of Hillsborough town limits along Orange High School Road just off of US 70 and the surrounding land use is mostly residential with some commercial. The traffic volume along Orange High School Road is 3,500 vehicles per day, while US 70 has an average daily traffic volume of 13,500 vehicles per day. There are no pedestrian or bicycle facilities in the vicinity of the school, other than a short section of sidewalk along Orange High School Road. Five pedestrian crashes have occurred within the 20-minute walk band. Approximately 15-20 students walk to school. Orange Middle School expressed a desire for more bicycle and pedestrian infrastructure around the school and support for the Safe Routes to School program.

Table 1.7: Orange Middle School Characteristics

Grades Serviced	6th-8th
Total Enrollment	521
Number of Buses	14
Number of Students Riding the Bus	274 in the AM; 320 in the PM
Number of Students Walking	15-20
Number of Students Cycling	0
Number of Students Driven	200-250
Special Needs Population	4-6 (1%)
Land Uses Surrounding School	Residential, Commercial
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	Sherriff directing traffic occasionally
Policies that Restrict Walking or Bicycling	Walkers must have written permission
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	100 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	2-5
Residences within a 10-min bike ride from the school	2908

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Orange Middle School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.11**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.13**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 15-20 Orange Middle students walking to school. On-site observations noted a number of middle school pedestrians walking from the direction of Orange High School. Field staff noted the following travel norms for Orange Middle:

- ◆ Motorist behavior was observed as good. Motorist behavior was observed as good. Drivers are generally respectful and pull off to the shoulder to allow other traffic to pass.
- ◆ There is one entrance and exit out of the same driveway for carpool traffic.
- ◆ During the morning drop off, motorists were observed queuing along Orange High School Road and traffic was backed up in both directions. Traffic cleared quickly once the sheriff arrived to direct traffic in the morning.
- ◆ During the afternoon pick up, traffic backed up in both directions along Orange High School Road. Vehicles were observed pulling onto the shoulder to wait until the afternoon bell. Through traffic was observed passing through the left lane at full speed, creating safety concerns.
- ◆ Staff noted that some walkers come from the direction of Orange High School down the street and walkers are not released in the afternoon until 3:55PM.
- ◆ Some cars pull into the driveway exit lane while the carpool traffic is also leaving the exit lane creating the potential for an accident.
- ◆ Buses must pass in the left lane to get past the cars lined up on Orange High School Road and into the bus lot.
- ◆ There is not a crossing guard present, but office staff said there is occasionally someone directing traffic during pick-up times when available.
- ◆ Town of Hillsborough staff noted that students walk from the school to the nearby Walgreens via an existing informal pedestrian path through the woods.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + There is some sidewalk along the immediate school entrance.
- + There is a short section of sidewalk along Orange High School Road, but it doesn't connect to any other sidewalk.
- + There is a crosswalk across Orange High School Road at Ann Road.
- + There is a short segment of sidewalk along the north side of US 70 on the House at Gatewood property.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- The high speeds and high traffic volume along US 70 presents a serious safety threat for pedestrians and bicyclists.
- There is no sidewalk connecting to the crosswalk.
- The shoulder along Orange High School Road is narrow and has a steep drop off along certain parts.
- There are no bicycle racks located on campus.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.7** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.7: Hillsborough Elementary School Characteristics

Road	Orientation	Gap
Orange High School Road	Both sides	No sidewalk or bike lanes
US 70	Both sides	No sidewalk or bike lanes
Ann Road	Both sides	No sidewalk or bike lanes
Joyce Road	Both sides	No sidewalk or bike lanes
Harold Latta Road	Both sides	No sidewalk or bike lanes
Gwen Road	Both sides	No sidewalk or bike lanes



Key Crossing Issues

The following crossings were noted in the 2013 Safe Route to School Strategic Action Plan. They are still barriers to safety and prevent children from walk and cycling to school safely:

Orange High School Road and US 70 (Map ID 1): Orange High School Road ends at US 70 as a signalized intersection. However, due to high speeds coupled with high traffic volumes along US 70, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian treatments at this location. Orange High School Road provides the primary access to the school, so any student walking from US 70 must utilize this intersection. Students living south of US 70 will have to cross this very busy 3-lane roadway.

Gwen Road and US 70 (Map ID 2): Gwen Road ends at US 70 at a stop sign-controlled intersection. Due to high speeds coupled with high traffic volumes along US 70, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian treatments at this location.

N Scotswood Boulevard and US 70 (Map ID 3): N Scotswood Boulevard provides access to the Churton Grove Community, a 330-acre residential area. Scotswood Boulevard currently ends at US 70 at an unsignalized intersection. There are no sidewalks or pedestrian treatments at this location. High traffic speeds and volumes along US 70 make this intersection difficult for pedestrians to cross. Due to the lack of east-west connectivity in the Churton Grove area, many of the students living in this community might choose US 70 as their preferred route if walking or bicycling to school.

NC 86 and NC 57 (Map ID 4): NC 86 and NC 57 meet at a signalized intersection northwest of the school. Students living northwest of the school may choose to use this intersection to access the school from Holman Drive. Traffic volumes can be high during the peak hours. There are currently no sidewalks or pedestrian treatments at this location.

Orange High School Road and Orange Middle School Entrance (Map ID 5): This unsignalized intersection provides primary access to the school. Although speeds are not high during arrival and dismissal times due to the school traffic, there is a significant amount of traffic at this location. Currently, there is a short section of sidewalk and one curb ramp along school property but no pedestrian crosswalk.

Orange High School Road and Harold Latta Road (Map ID 6): Orange High School Road meets Harold Latta Road at a stop sign-controlled intersection. Students living in this neighborhood may choose to use this intersection to access the school via Orange High School Road. There are currently no sidewalks or pedestrian treatments at this intersection. Due to the unusual geometry, pedestrian paths should be clearly defined at this intersection.

Photos



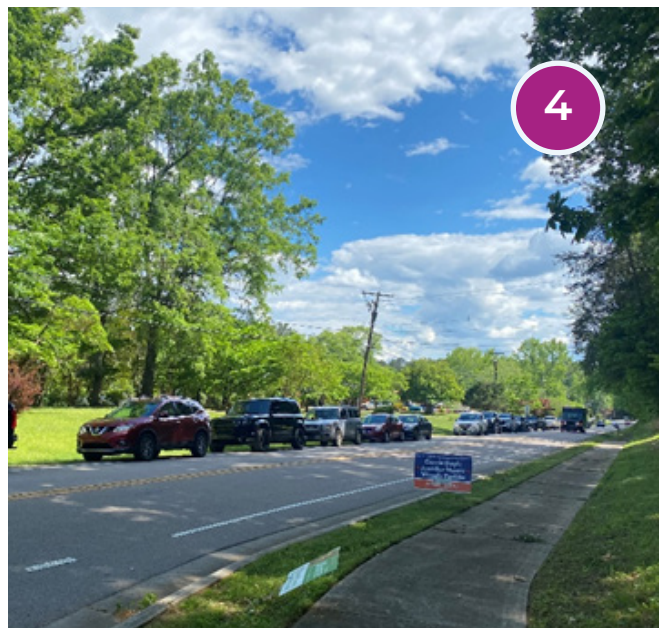
Small section of sidewalk along Orange High School Road



Looking north along Orange High School Road at the school entrance



School entrance and end of sidewalk



Looking south along Orange High School Road at traffic turning left into the school. A UPS truck is passing on the left side.

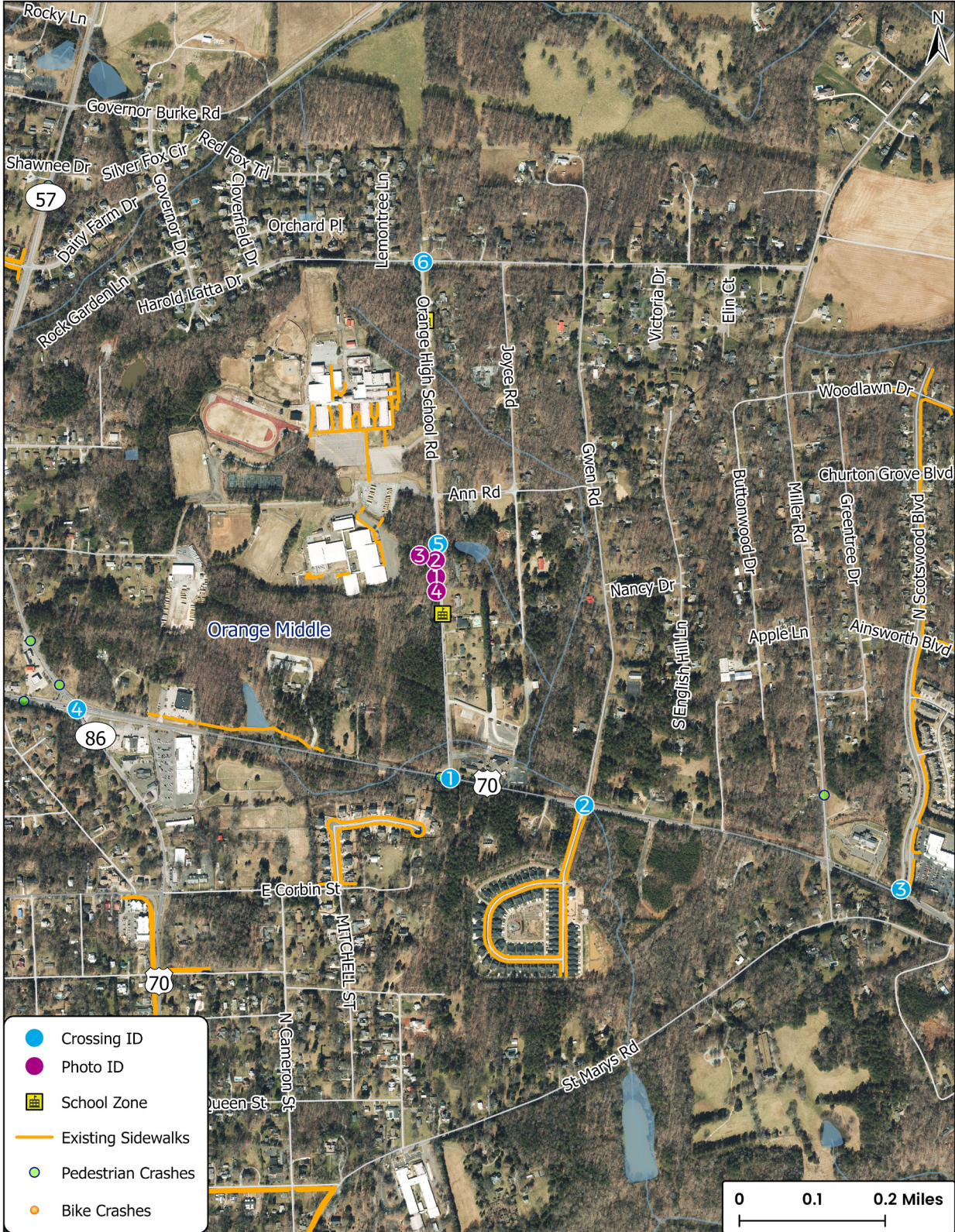


Figure 2.11: Orange Middle Campus Map

Safe Routes to School
Orange County, North Carolina

8 - Orange High School

Orange High serves grades 9 to 12 and has a total enrollment of 1,200 student. It is located in northeast Hillsborough along Orange High School Road just off of US 70 and the surrounding land use is mostly residential with some commercial. The traffic volume along Orange High School Road is 3,500 vehicles per day, while US 70 has an average daily traffic volume of 13,500 vehicles per day. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. Five pedestrian crashes have occurred within the 20-minute walk band. Two of these crashes involved high school-aged pedestrians. Approximately 15-20 students walk or bike to school.

Table 1.8: Orange High School Characteristics

Grades Serviced	9th-12th
Total Enrollment	1200
Number of Buses	22
Number of Students Riding the Bus	470 in the AM; 472 in the PM
Number of Students Walking	15
Number of Students Cycling	2
Number of Students Driven	730
Special Needs Population	Yes (# Unknown)
Land Uses Surrounding School	Residential, Commercial
Presence of Bike Racks	Yes
No Walk Zones	None
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	Yes
Existing Parking Capacity	600 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	3
Residences within a 10-min bike ride from the school	2908

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Orange Middle School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.12**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.13**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 15-20 Orange High students walking or cycling to school. On-site observations noted several high school pedestrians walking through the practice football field to the nearby neighborhood. Field staff noted the following travel norms for Orange High:

- ◆ Motorist behavior was observed as poor. Many drivers park on the side of the road to avoid the afternoon car queue and make illegal U-turns in the road, creating safety concerns for students and other drivers. Parents also cut into the car queue, park in visitor spots, and park in the woods causing a lot of potential for accidents. Other traffic speeds through the school zone.
- ◆ The car queue in the morning is short with relatively little to no queuing. Sometimes traffic turning left into the school causes a small back up of no more than 5 cars, but clears quickly.
- ◆ The car queue in the afternoon is heavier, however, there is no backup onto Orange High School Road.
- ◆ Approximately 10-15 cars park on the side of Orange High School to avoid waiting in the car queue. Cars park on both sides of the road and make a U-turn in the road to leave. Students walk out to the cars, sometimes crossing the street. Field staff observed a near miss between a vehicle and student.
- ◆ Students walking to and from school cut across the practice football field to walk from the nearby neighborhood.
- ◆ Town of Hillsborough staff noted that students walk from the school to the nearby Walgreens via an existing informal pedestrian path through the woods.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + Sidewalks in the immediate vicinity of the school are adequate.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- The high speeds and high traffic volume along US 70 presents a serious safety threat for pedestrians and bicyclists.
- There are no crosswalks or pedestrian signage in the vicinity of the school.
- There are no pedestrian or bicycle facilities found on adjacent roadways and there is no sidewalk connectivity to nearby neighborhoods. **Table 2.8** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.8: Key Infrastructure Gaps at Orange High

Road	Orientation	Gap
Orange High School Road	Both sides	No sidewalk or bike lanes
US 70	Both sides	No sidewalk or bike lanes
Ann Road	Both sides	No sidewalk or bike lanes
Joyce Road	Both sides	No sidewalk or bike lanes
Harold Latta Road	Both sides	No sidewalk or bike lanes
Gwen Road	Both sides	No sidewalk or bike lanes

Key Crossing Issues

The following crossings were noted in the 2013 Safe Route to School Strategic Action Plan. They are still barriers to safety and prevent children from walk and cycling to school safely:

Orange High School Road and US 70 (Map ID 1): Orange High School Road ends at US 70 as a signalized intersection. However, due to high speeds coupled with high traffic volumes along US 70, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian treatments at this location. Orange High School Road provides the primary access to the school, so any student walking from US 70 must utilize this intersection. Students living south of US 70 will have to cross this very busy 3-lane roadway.

Gwen Road and US 70 (Map ID 2): Gwen Road ends at US 70 at a stop sign-controlled intersection. Due to high speeds coupled with high traffic volumes along US 70, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian treatments at this location.

N Scotswood Boulevard and US 70 (Map ID 3): N Scotswood Boulevard provides access to the Churton Grove Community, a 330-acre residential area. Scotswood Boulevard currently ends at US 70 at an unsignalized intersection. There are no sidewalks or pedestrian treatments at this location. High traffic speeds and volumes along US 70 make this intersection difficult for pedestrians to cross. Due to the lack of east-west connectivity in the Churton Grove area, many of the students living in this community might choose US 70 as their preferred route if walking or bicycling to school.

Orange High School Road and Harold Latta Road (Map ID 4): Orange High School Road meets Harold Latta Road at a stop sign-controlled intersection. Students living in this neighborhood may choose to use this intersection to access the school via Orange High School Road. There are currently no sidewalks or pedestrian treatments at this intersection. Due to the unusual geometry, pedestrian paths should be clearly defined at this intersection.

Photos



Looking north along Orange High School Road at school entrance



Students walking on the opposite side of the road to get to a car



Traffic passing on both sides while cars are pulled off to the side



Cars pulled off to the side to avoid the car queue. A bus is passing the cars partially in the left lane

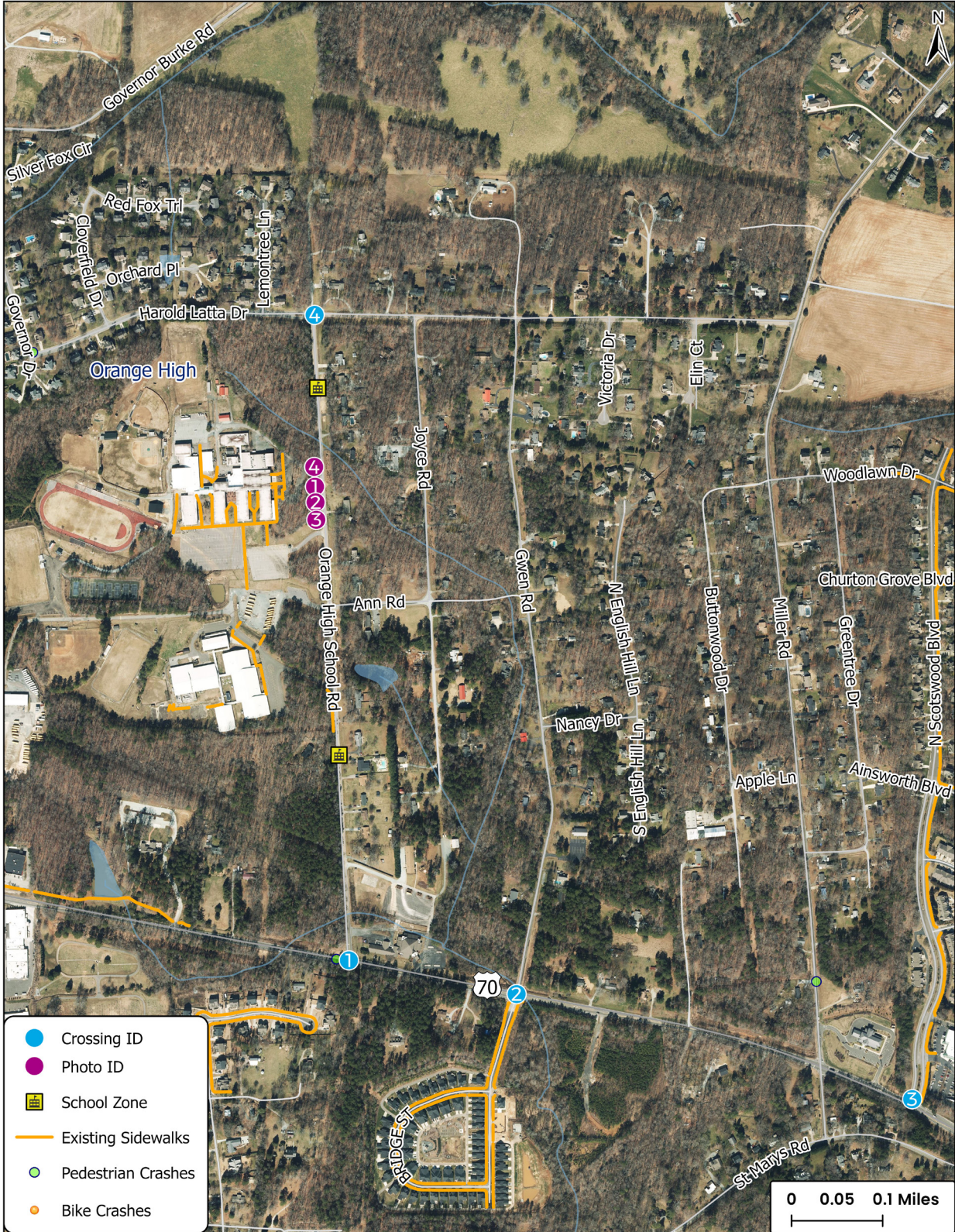


Figure 2.12: Orange High Campus Map

Safe Routes to School
Orange County, North Carolina

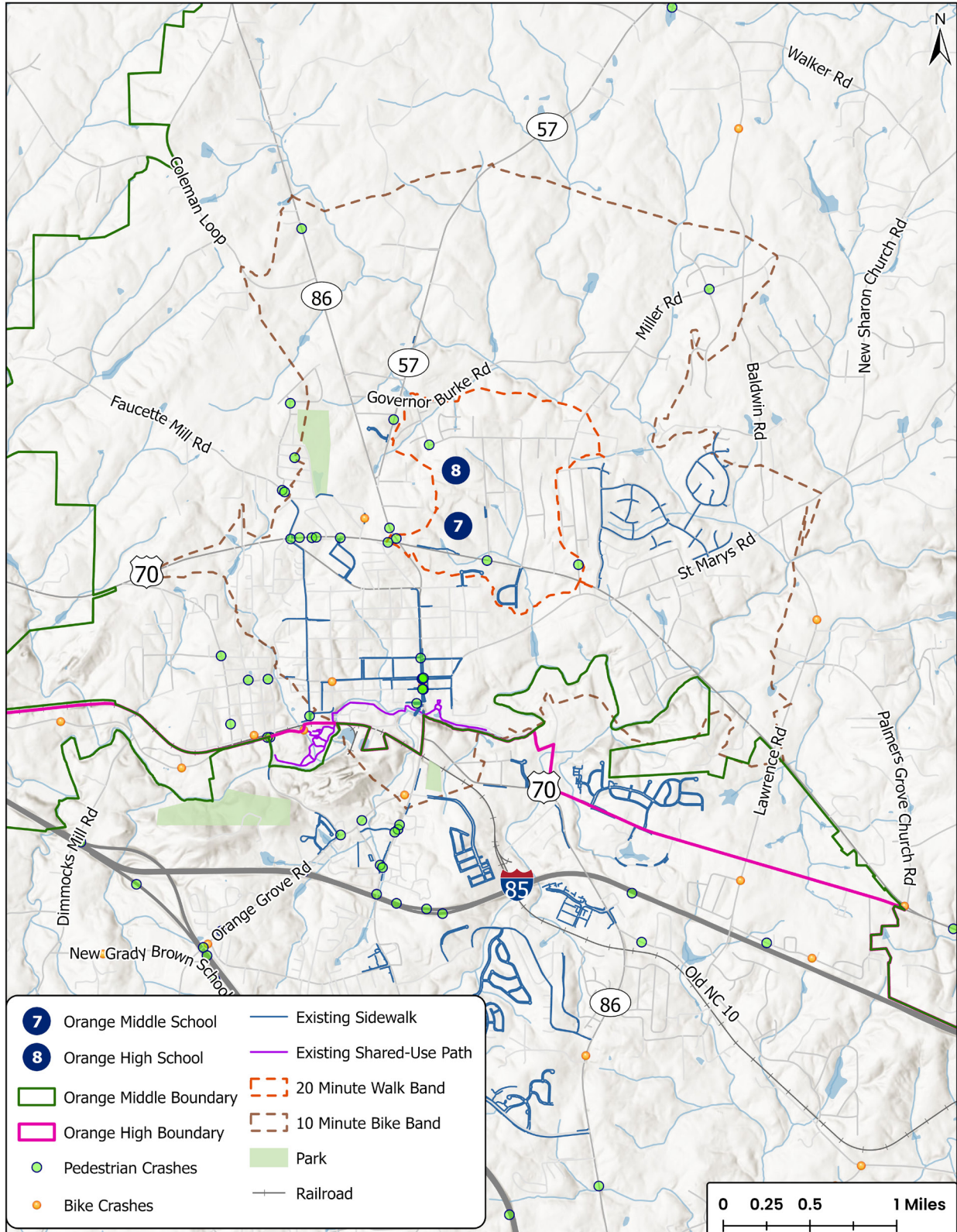


Figure 2.13: Orange Middle School and Orange High School Overview

9 - Efland Cheeks Global Elementary School

Efland Cheeks Global Elementary serves grades Kindergarten to 5 and has a total enrollment of 561 students. It is located in west Efland along Fuller Road just off of US 70 and the surrounding land use is mostly residential and undeveloped. Traffic volumes are low on Fuller Road and School House Road, while US 70 has an average daily traffic volume of 7,600 vehicles per day. The school is currently overcapacity based on projected land use in the area and future residential development projections. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school. There are no documented pedestrian or bicyclist crashes within the 20-minute walk band. Approximately 15 students walk to school. Efland Cheeks Global Elementary School expressed a desire for more bicycle and pedestrian infrastructure around the school and support for the Safe Routes to School program.

Table 1.9: Orange High School Characteristics

Grades Serviced	K-5th
Total Enrollment	561
Number of Buses	8
Number of Students Riding the Bus	275 in the AM; 320 in the PM
Number of Students Walking	15
Number of Students Cycling	0
Number of Students Driven	292
Special Needs Population	5 (1%)
Land Uses Surrounding School	Rural residential
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	Sherriff directing traffic
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	81 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	10
Residences within a 10-min bike ride from the school	1207

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Efland Cheeks Global Elementary School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.14**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.16**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 15 Efland Cheeks students walking or cycling to school. On-site observations noted several elementary school pedestrians walking from School House Road, Lucia Lane, Tinnin Road, and Fuller Road. Field staff noted the following travel norms for Efland Cheeks:

- ◆ Motorist behavior was observed as good. Drivers are respectful and obey speed limits.
- ◆ In the morning, traffic backs up onto Fuller Road and School House Road. Cars must queue east of the school on Fuller Road and then onto School House Road. Cars are not allowed to access Fuller Road from US 70. They must enter the car line on Tinnin Road from US 70.
- ◆ In the afternoon, traffic backs up to Tinnin Road. Cars block driveways of residences along School House Road.
- ◆ Security officer was observed directing exiting traffic out to US 70 during the morning drop off. Once traffic started backing up the officer directed exiting traffic back to Fuller Road.
- ◆ In the afternoon, several students walkers were observed using School House Road and Fuller Road. Parents walk to the school to pick students up. There is an obsolete driveway parents and students use to cut from School House Road to the school.
- ◆ Safety concerns include blind curves along School House Road and Fuller Road.
- ◆ Traffic is significant, especially during school start up and end times, along the Highway US 70 E which is a primary route to enter the school. Traffic along School House Road and Fuller Road is calm and slow.

Existing Infrastructure - Strengths

Few strengths were noted due to the lack of pedestrian and bicycle facilities. The following observations were noted as existing system strengths:

- + There is one school zone sign along the section of Fuller Road entering the school from US 70. There is clear school zone signage along US 70.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + Traffic is relatively slow and calm and there is no through traffic.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- Richmond Road connecting to Fuller Road is currently 45 mph.
- There is limited school zone signage along Fuller Road entering the school from the east where Fuller Road connects with Tinnin Road.
- There are multiple two-lane roadways that pose safety barriers for school-age cyclists and pedestrians.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.9** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.9: Key Infrastructure Gaps at Orange High

Road	Orientation	Gap
Fuller Road	Both sides	No sidewalk or bike lanes
School House Road	Both sides	No sidewalk or bike lanes
Tinnin Road	Both sides	No sidewalk or bike lanes
Richmond Road	Both sides	No sidewalk or bike lanes
US 70	Both sides	No sidewalk or bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

Fuller Road and US 70 (Map ID 1): Fuller Roads ends at US 70 as a stop sign-controlled intersection. Due to high speeds coupled with high traffic volumes along NC 70, this intersection is very difficult for pedestrians to cross. There are no sidewalks or pedestrian crossings at this location.

Fuller Road and School House Road (Map ID 2): Fuller Road and School House Road meet at a stop sign-controlled intersection. The dense vegetation at this intersection creates a blind corner when turning left onto School House Road from Fuller Road and when turning onto Fuller Road from School House Road, making it difficult for pedestrians to cross safely. There are no sidewalks or pedestrian crossings at this location.

Richmond Road and School Side Entrance (Map ID 3): The side driveway of Efland Cheeks ends at Richmond Road as a stop sign-controlled intersection. The speed limit on Richmond Road is 45 mph, making it difficult for pedestrians to cross safely. In addition, cars coming off of US 70 may be travelling quickly. There are no sidewalks or pedestrian crossings at this location.

Photos



Blind corner at School House Road and Fuller Road



Standing on Fuller Road looking north at the school entrance



Afternoon pick-up line on School House Road. Several parents walking to pick up students.



Afternoon pick-up line on School House Road



Figure 2.14: Efland Cheeks Global Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

10 - Gravelly Hill Middle School

Gravelly Hill Middle serves grades 6 to 8 and has a total enrollment of 418 students. It is located in west Efland along W Ten Road and the surrounding land use is a mix of rural residential, commercial, industrial, and undeveloped. Traffic volumes along W Ten Road range from 1,100 to 3,000 vehicles per day in the vicinity of the school. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school, other than a sidewalk along W Ten Road on the school's property and a crosswalk. There are no documented pedestrian or bicyclist crashes within the 20-minute walk band. Approximately 2 students walk to school.

Table 1.10: Gravelly Hill Middle School Characteristics

Grades Serviced	6th-8th
Total Enrollment	418
Number of Buses	9
Number of Students Riding the Bus	175 in the AM and PM
Number of Students Walking	2
Number of Students Cycling	0
Number of Students Driven	250
Special Needs Population	116 (28%)
Land Uses Surrounding School	Rural residential, Commercial, Industrial, Underdeveloped
Presence of Bike Racks	No
No Walk Zones	Yes
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	Yes
Existing Parking Capacity	50 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	4-6
Residences within a 10 min bike ride from the school	1207

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Gravelly Hill School. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.15**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.16**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 2 Gravelly Hill students walking or cycling to school. On-site observations noted one middle school pedestrian walking from W Ten Road to houses across the street. Field staff noted the following travel norms for Gravelly Hill:

- ◆ Motorist behavior was observed as good. Drivers are respectful and obey speed limits. Cars do occasionally block the crosswalk, but there are no pedestrians around.
- ◆ There is one entrance to the school and left and right turn exit lanes out of the school.
- ◆ There is light traffic along W Ten Road during the morning and light to moderate traffic in the afternoon.
- ◆ During the afternoon pick up, vehicles back up to W Ten Road. Traffic backs up past the right turn lane—cars do pull over on the shoulder. Traffic backs up to the end of the left turn lane.
- ◆ Through traffic will use the center turn lane to pass. Traffic is able to safely pass in both directions.
- ◆ One walker was observed in the afternoon.
- ◆ There are no crossing guards or sheriffs present to direct traffic.
- ◆ Safety concerns include limited sight distance for cars exiting left out of the school due to the vehicles backed up along W Ten Road. Additionally, vehicles must pull into the crosswalk to see around the cars in the right turn lane.

Existing Infrastructure - Strengths

The following observations were noted as existing system strengths:

- + Clear school zone and pedestrian crossing signage is found along W Ten Road.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + There is sidewalk on the section of school property adjacent to W Ten Road.
- + There is a crosswalk at the school entrance along W Ten Road.
- + There is a bike rack located at the school.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are multiple two-lane, rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- W Ten Road presents a serious safety threat for pedestrians and bicyclists because of its lacking infrastructure, high speeds, traffic volume, and hilly terrain. Either side of W Ten Road presents engineering challenges for sidewalk or trails since there is no curb and gutter.
- The speed limit within the school zone is 45 mph.
- There are no pedestrian or bicycle facilities found on adjacent roadway, other than the sidewalk on school property. **Table 2.10** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.10: Gravelly Hill Middle School Characteristics

Road	Orientation	Gap
W Ten Road	Both sides	No sidewalk outside of school property. No bike lanes

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

W Ten Road and School Entrance: The main entrance to Gravelly Hill Middle is located on W Ten Road. While there is a crosswalk at this location, it does often get blocked by cars exiting and entering the school driveway, making it a difficult location for pedestrians to cross. Additionally, the speed limit in the school zone is 45 mph, making it dangerous for pedestrians to cross across W Ten Road.

Photos



Crosswalk at school entrance



Sidewalk along W Ten Road in front of school



Cars blocking the crosswalk during afternoon pick up



Traffic in the left-turn lane during the afternoon pick up



Figure 2.15: Gravelly Hill Middle Campus Map

Safe Routes to School
Orange County, North Carolina

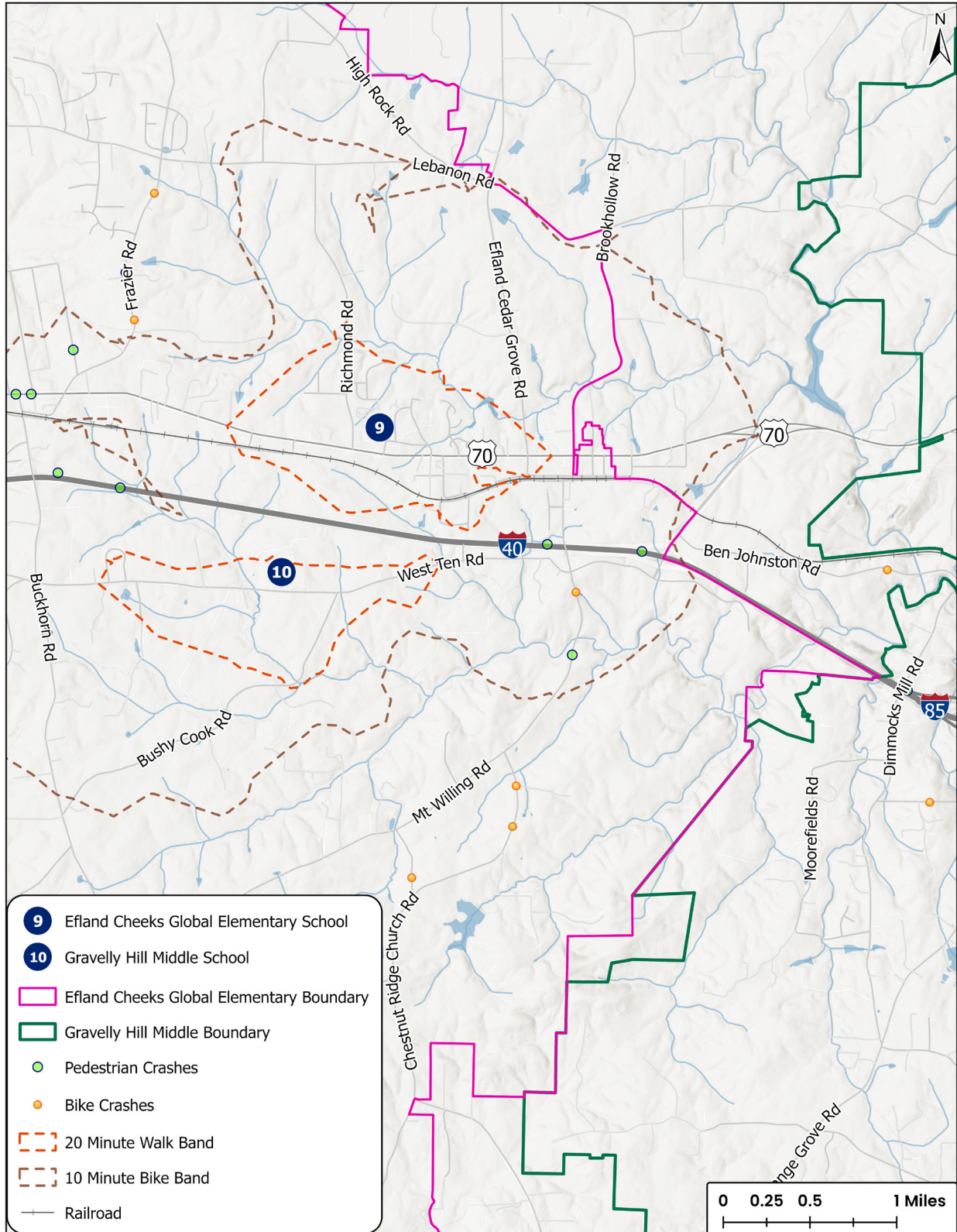


Figure 2.16: Efland Cheeks Global Elementary and Gravelly Hill Middle School Overview

11 - Partnership Academy High School

Partnership Academy serves grades 9 to 12 and has a total enrollment of 54 students. It is located in east Hillsborough along Corporate Drive just off of US 70 Alternate and the surrounding land use is mostly residential and commercial. Traffic volumes are low on Meadowlands Drive and Corporate Drive, while US Highway 70A has an average daily traffic volume of 6,400 vehicles per day. Town of Hillsborough staff noted the parcel directly south of the school is likely to redevelop to a more intense use, which could increase traffic volumes on Corporate Drive. Partnership Academy is a year-round magnet school and does not have a defined attendance zone. There are some sidewalks in the vicinity around the school along Meadowlands Drive and US Highway 70A. There are no documented pedestrian or bicyclist crashes within the 20-minute walk band. No students walk or bike to school.

Table 1.11: Partnership Academy High School Characteristics

Grades Served	9th-12th
Total Enrollment	54
Number of Buses	4
Number of Students Riding the Bus	28 in the AM; 31 in the PM
Number of Students Walking	0
Number of Students Cycling	0
Number of Students Driven	20
Special Needs Population	(50%)
Land Uses Surrounding School	Residential, Commercial
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	23 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	7
Residences within a 10 min bike ride from the school	6128

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Partnership Academy. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.17**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.19**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are no Partnership Academy students walking or cycling to school. On-site observations noted no pedestrians or cyclists walking in the vicinity of the school. Field staff noted the following travel norms for Partnership Academy:

- ◆ Motorist behavior was observed as good. Drivers obey speed limits and are respectful of other traffic.
- ◆ No students were observed walking or cycling during the site visit.
- ◆ Due to the small school size, there is no traffic back up. The morning car line is never more than 2-3 cars and the afternoon car line is never more than 4-5 vehicles at peak times.
- ◆ There are no crossing guards or sheriffs directing traffic.

Existing Infrastructure - Strengths

The following observations were noted as existing system strengths:

- + Clear school zone signage is found along Corporate Drive.
- + Clear pedestrian crossing signage is found along US 70A.
- + There are crosswalks along US 70A at the intersections with Prestwood Dr and Quincy Cottage Road.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + There are sidewalks along portions of Meadowlands Drive, US 70A, and nearby neighborhood roads.
- + There is no through traffic on Corporate Drive or Meadowlands Drive making these roads safer for walking.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- Traffic is significant along US 70A and poses a safety barrier for school-age cyclists and pedestrians.
- There are no bicycle racks on campus.
- Within the surrounding the area, there is no curb and gutter. Drainage ditches and right-of-way are an obstacle to further sidewalk or side path development.
- There are no sidewalks or sidewalk gaps on adjacent roadways. There are no bicycle facilities on adjacent roadways. **Table 2.11** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.11: Key Infrastructure Gaps at Partnership Academy

Road	Orientation	Gap
Corporate Drive	Both sides	No sidewalk or bike lanes.
US 70A	Both sides	No sidewalk from Meadowlands Dr to 650 feet west. No sidewalk east of Orange County SportsPlex.

Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

Corporate Drive and Meadowlands Drive: There is currently no pedestrian crossing treatment from Corporate Drive across Meadowlands Drive to connect to the sidewalk. Corporate Drive is stop controlled and the traffic along Meadowlands Drive coming from US 70 is free flowing at the intersection.



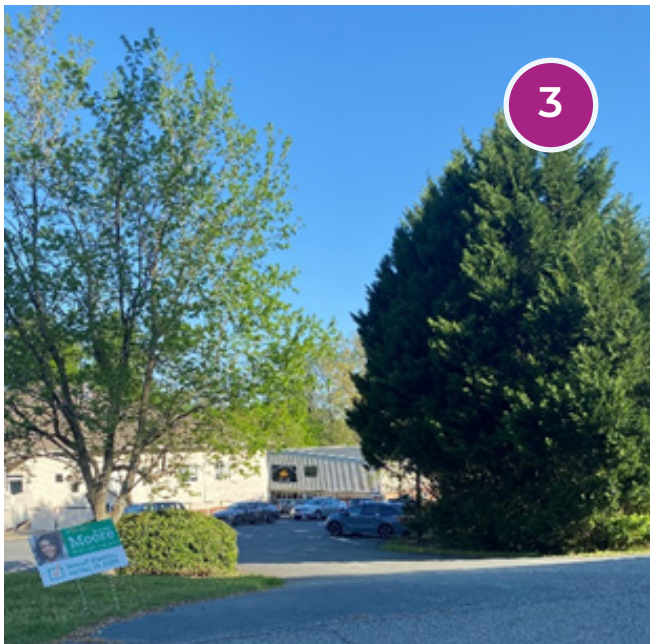
Photos



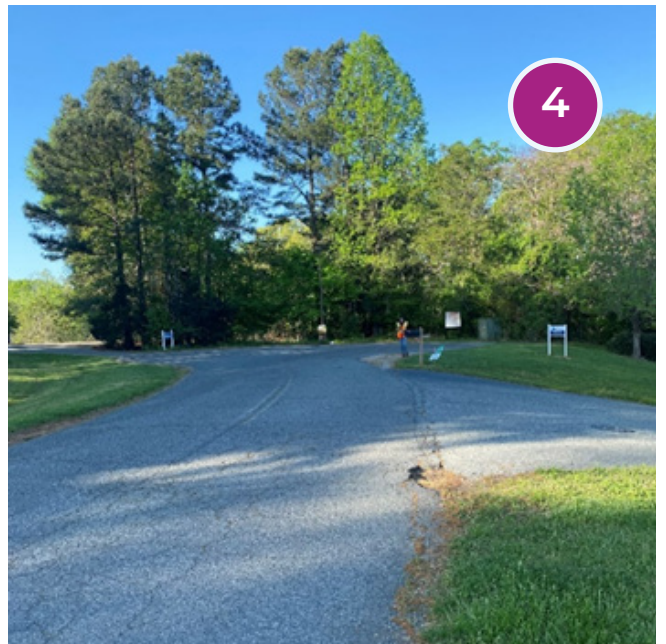
School campus and parking lot



Cars entering school entrance during morning drop off



School entrance



Cul-de-sac at the end of Corporate Drive



Figure 2.17: Partnership Academy Campus Map

Safe Routes to School
Orange County, North Carolina

12 - River Park Elementary School

River Park Elementary, previously known as Cameron Park, serves grades Kindergarten to 5 and has a total enrollment of 558 students. It is located near downtown Hillsborough along St Marys Road and the surrounding land use is mostly residential and commercial. The traffic volume along St Marys Road is 3,100 vehicles per day in the vicinity of the school. The school is currently overcapacity based on projected land use in the area and future residential development projections. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school, other than a small sidewalk directly in front the school. Thirteen pedestrian crashes, with one suspected serious injury, and two bicycle crashes have occurred within the 20-minute walk band. Approximately 25-30 students walk to school.

Table 1.12: River Park Elementary School Characteristics

Grades Served	K-5th
Total Enrollment	558
Number of Buses	7
Number of Students Riding the Bus	220 in the AM; 351 in the PM
Number of Students Walking	25-30
Number of Students Cycling	0
Number of Students Driven	350-400
Special Needs Population	11 (2%)
Land Uses Surrounding School	Residential, Commercial
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	Sheriff directing traffic and serving as crossing guard occasionally
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	78 spaces
Presence of Car Waiting Zones	No
Number of Staff Managing Drop off/Pick up	5-10
Residences within a 10-min bike ride from the school	5121

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for River Park Elementary. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.18**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.19**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 25-30 students walking or cycling to school. On-site observations noted 24 students walking to school mainly from Lydia Lane. A few students walked from St Marys Road west of the school. Field staff noted the following travel norms for River Park Elementary:

- ◆ Motorist behavior was observed as fair. School traffic was respectful of other drivers but did not always yield to pedestrians.
- ◆ In the morning, traffic is backed up moderately in both directions. There is a high volume of school traffic.
- ◆ In the afternoon, traffic is backed up significantly in both directions. Some through traffic passes in the left lane from both directions, while some through traffic waits in the car line. Some through traffic turns down Lydia Lane and E Tryon Street to avoid waiting in the queue.
- ◆ Due to the long queues on St. Marys Road, several dangerous maneuvers were witnessed during the observation period. One car was observed turning left out of the school while families were crossing the crosswalk. Vehicles were observed turning out of the school while traffic is going by on St Marys Road. Multiple vehicles were observed making a U-turn on St. Marys Road to get out of the school carpool line.
- ◆ Most of the 24 students that walked to school came from from Lydia Lane and 3-4 families walked from the west along St Marys Road. Families were observed using the crosswalk to cross St Marys Road.
- ◆ Traffic backs up into the crosswalk during the morning and afternoon, which limits the line of sight for pedestrians, creating safety concerns.
- ◆ A sheriff was observed directing traffic and serving as crossing guard in the morning. The sheriff did not arrive until 7:33AM after several students had already walked to school. A sheriff directed traffic in the afternoon but did not assist with pedestrians crossing.

Existing Infrastructure - Strengths

River Park Elementary's location near downtown Hillsborough makes it a prime location for students to walk or bicycle to school. The following observations were noted as existing system strengths:

- + Clear school zone and pedestrian crossing signage is found along St Marys Road.
- + There are on-campus sidewalks along the building front and side. There is a small section of sidewalk along St Marys Road at the school front.
- + There is a crosswalk with crossing signage across St. Marys Road at the intersection with Lydia Lane.
- + neighborhood roads.
- + There is no through traffic on Corporate Drive or Meadowlands Drive making these roads safer for walking.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- There are multiple roadways in the area that pose safety barriers for elementary student pedestrians and bicyclists.
- Neighborhoods to the north of US 70 do not have a safe crossing to the roads that lead to the school.
- Besides the crossing on St. Marys Road at the intersection of Lydia Lane, there are no other marked crosswalks within the vicinity of the school.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.12** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.12: Key Infrastructure Gaps at River Park Elementary

Road	Orientation	Gap
St. Marys Road	Both sides	No sidewalk or bike lanes.
Lydia Lane	Both sides	No sidewalk or bike lanes.
East Queen Street	Both sides	No sidewalk or bike lanes.
North Cameron Street	Both sides	No sidewalk or bike lanes.
South Cameron Street	East side	No sidewalk or bike lanes.
East Tryon Street	North side	No sidewalk or bike lanes.

Key Crossing Issues

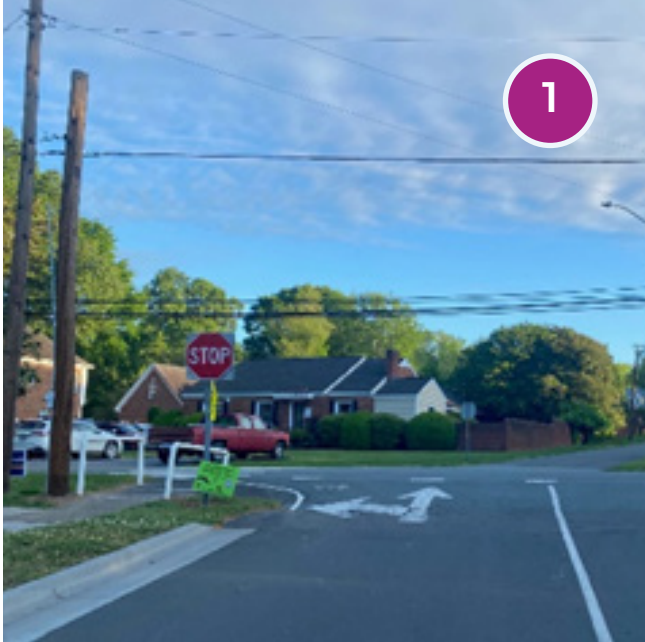
The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

St Marys Road and Lydia Lane: Lydia Lane ends at St Marys Road at a stop sign-controlled intersection. While there is already a crosswalk at this location, the high volume of traffic along St Marys Road still creates safety concerns for pedestrians. In addition, the crosswalk is located next to the left-turn lane out of the school, creating potential conflicts for turning traffic and pedestrians crossing.

St Marys Road and E Tryon Road: E Tryon Road ends at St Marys Road at a stop sign-controlled intersection. E Tryon Road meets St Marys Road as it comes out of a curve, creating a dangerous location for pedestrians. There is a sidewalk on the south side of E Tryon Road, but no pedestrian crossings at this location.

St Marys Road, Cameron Street, and E King Street: St Marys Road, Cameron Street, and E King Street meet at a stop sign-controlled skewed intersection. Due to the unusual geometry of this intersection, is very difficult for pedestrians to cross. There is a crosswalk at E King Street and sidewalks along both sides of E King Street, the west side of St Marys Road, and the west side of S Cameron Street.

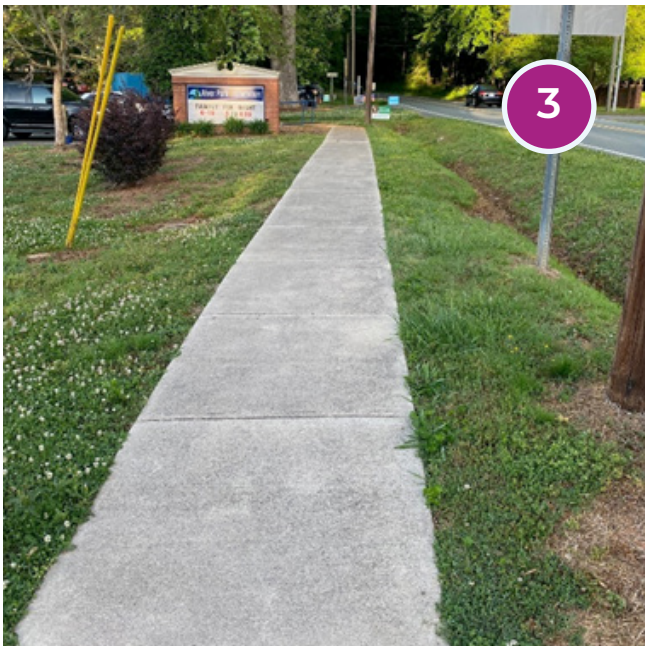
Photos



Exit lanes out of school. Left-turn lane is right next to crosswalk



Morning traffic backed up on St Marys Road



Sidewalk in front of River Park Elementary



Crosswalk on St Marys Road

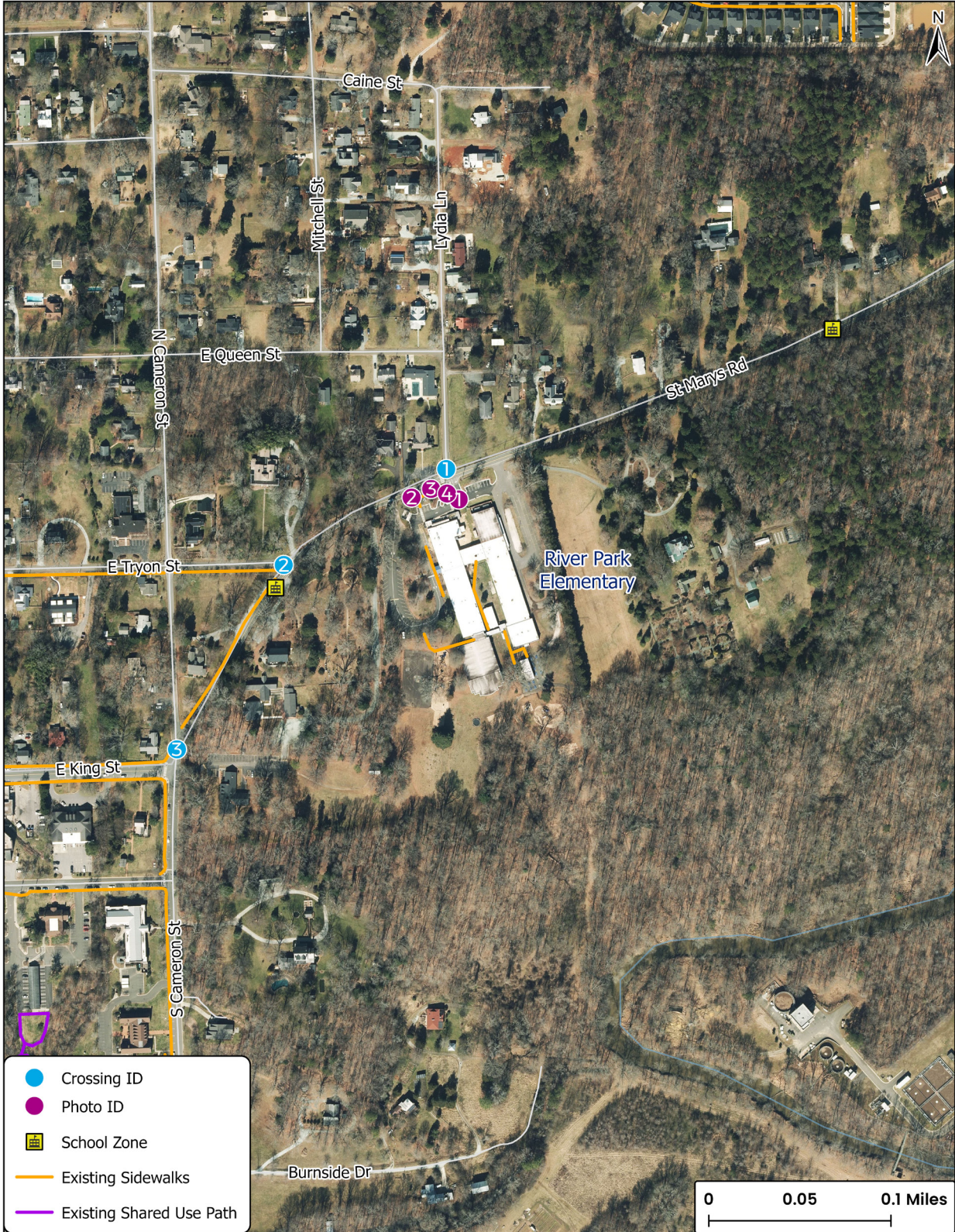


Figure 2.18: River Park Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

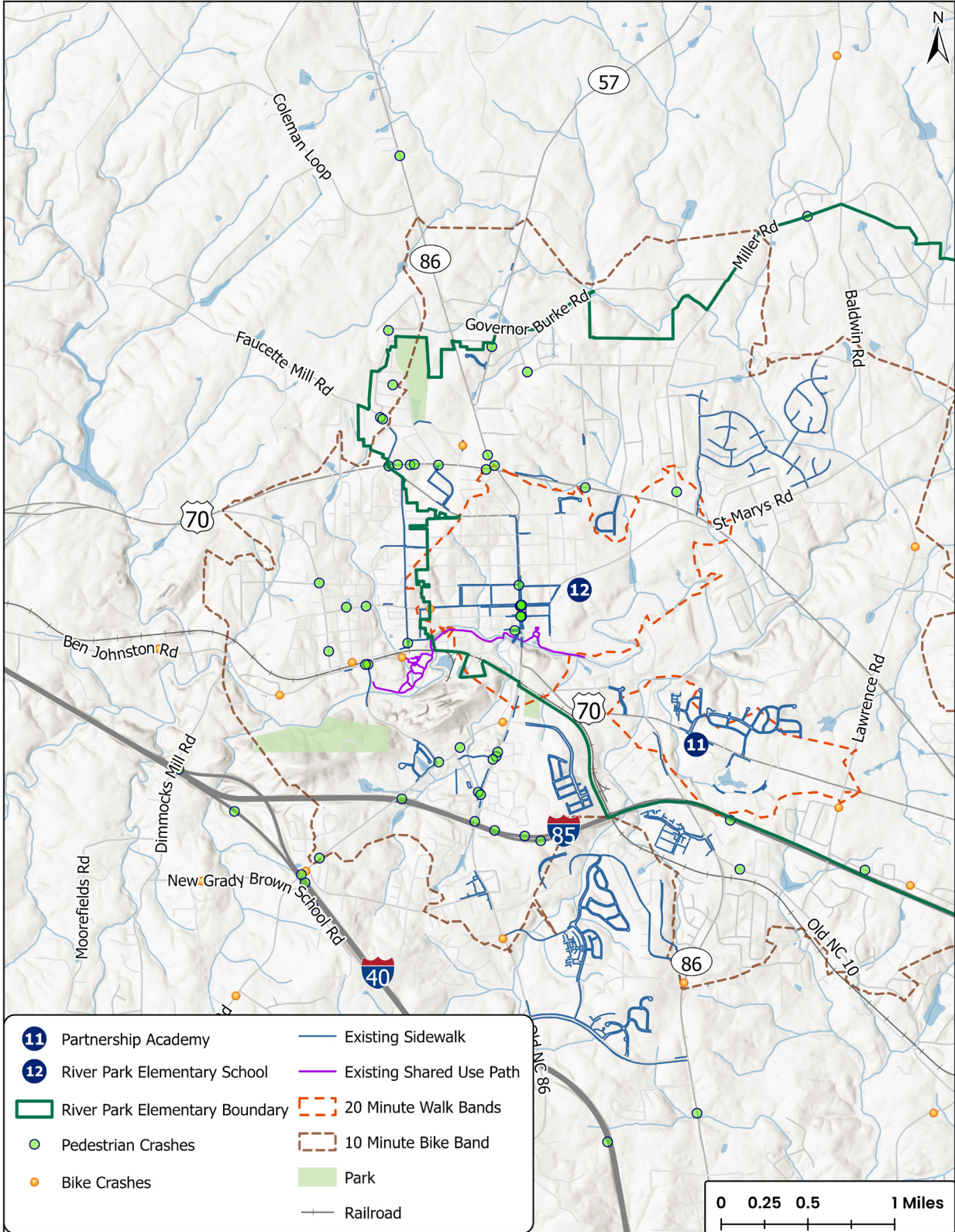


Figure 2.19: Partnership Academy and River Park Elementary Overview

13 - Pathways Elementary School

Pathways Elementary serves grades Pre-Kindergarten to 5 and has a total enrollment of 370 students. It is located north of Hillsborough town limits along Strouds Creek Road just off of NC 57 and the surrounding land use is mostly agricultural and residential. Traffic volumes are low on Strouds Creek Road, while NC 70 has an average daily traffic volume of 6,400 vehicles per day. There are no pedestrian or bicycle facilities on the roadways in the vicinity of the school, other than a small section of sidewalk along Strouds Creek Road. There are no documented pedestrian or bicyclist crashes within the 20-minute walk band. Approximately 8 students walk to school.

Table 1.13: River Park Elementary School Characteristics

Grades Served	Pre-K-5th
Total Enrollment	370
Number of Buses	5
Number of Students Riding the Bus	105 in the AM; 126 in the PM
Number of Students Walking	8
Number of Students Cycling	0
Number of Students Driven	130
Special Needs Population	0
Land Uses Surrounding School	Residential, Agricultural
Presence of Bike Racks	No
No Walk Zones	None
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	No
Existing Parking Capacity	94 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	16
Residences within a 10 min bike ride from the school	643

The following pages highlight the data collected pertaining to the strengths and weaknesses of the existing pedestrian environment for Pathways Elementary. A campus map showing bicycle and pedestrian crashes, existing infrastructure, school zone signage, key crossing IDs, and photo IDs is included in **Figure 2.20**. An overview map showing the bicycle and pedestrian crashes, existing infrastructure, a 20-minute walking radius, and a 10-minute biking radius is included in **Figure 2.21**.

Behavioral Components of Vehicular and Pedestrian Traffic Patterns

There are approximately 8 students walking to school. On-site observations noted several elementary school pedestrians walking from the Stroud's Creek neighborhood adjacent to the school. Field staff noted the following travel norms for Pathways Elementary:

- ◆ Motorist behavior was observed as fair to good. Traffic appears to go faster than the posted speed limit of 25mph along Strouds Creek Road, but drivers are respectful overall.
- ◆ There are separate drop-off and pick-up zones for the Pre-K and K-5 grades.
- ◆ There were no backups of traffic during the morning drop off. Traffic for the K-5 pick up does backup onto Strouds Creek Road past Village Grove Court.
- ◆ Cars and buses were observed passing in the left lane to get into the school entrance. A few cars traveling to Tumbling Brook Lane also had to pass on the left.
- ◆ Parents were observed walking from the neighborhood to pick up students. A few students were observed walking home alone, which is not allowed according to school staff.
- ◆ Safety concerns include vehicles passing in the left lane while vehicles are exiting the school at the same time and cars turning left out of Tumbling Brook Lane having limited sight distance due to the line of cars.
- ◆ Other safety concerns include no crosswalks across the Pre-K car entrance where students were observed crossing.

Existing Infrastructure - Strengths

Pathways Elementary's location on a dead-end road makes it a viable location for walking and biking to school from nearby residences. The following observations were noted as existing system strengths:

- + Clear school zone signage and pavement markings are found along Strouds Creek Road and NC 57.
- + There are on-campus sidewalks along the building front, adjacent to the carpool drop-off line.
- + There is a sidewalk connection from Village Grove Court to the first school driveway entrance.
- + There is no through traffic on Strouds Creek Road and Tumbling Brook Lane is a gated community with no through traffic.

Existing Infrastructure - Deficiencies

There are multiple issues related to infrastructure deficiency and traffic issues that warrant improvement, create safety hazards, and prevent children from walking and cycling to school safely. Key weaknesses, barriers, and obstacles include the following:

- Traffic is significant along the primary route to school NC 57.
- There are no crosswalks or curb ramps located on adjacent roadways.
- There is no on campus sidewalk connecting from Strouds Creek Road to the school.
- There are no pedestrian or bicycle facilities found on adjacent roadways. **Table 2.13** summarizes key locations where insufficient infrastructure creates barriers to pedestrians and bicyclists.

Table 2.13: Key Infrastructure Gaps at Pathways Elementary

Road	Orientation	Gap
Strouds Creek Road	Both sides	No sidewalk or bike lanes.
Tumbling Brook Lane	Both sides	No sidewalk or bike lanes.
Village Grove Court	Both sides	No sidewalk or bike lanes.

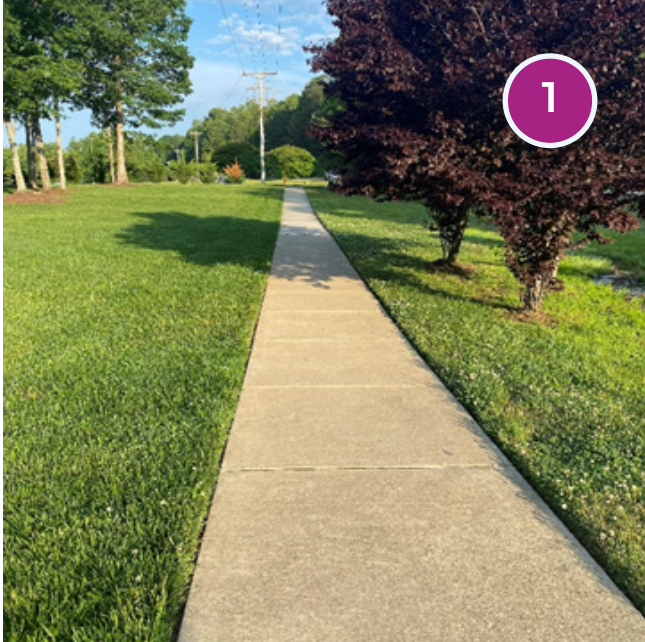
Key Crossing Issues

The following crossings are barriers to safety and prevent children from walk and cycling to school safely:

Strouds Creek Road and School Eastern Entrance: The eastern driveway to Pathways Elementary meets Strouds Creek Road a stop sign-controlled intersection. Pedestrians walking from the Stroud’s Creek neighborhood use this crossing to walk to and from school. Due to number of vehicles turning in and out of this driveway, this intersection difficult for pedestrians to cross. There is a sidewalk coming from the Stroud’s Creek neighborhood, but there are no sidewalks along the western side of the intersection. There are no pedestrian crossings at this location.



Photos



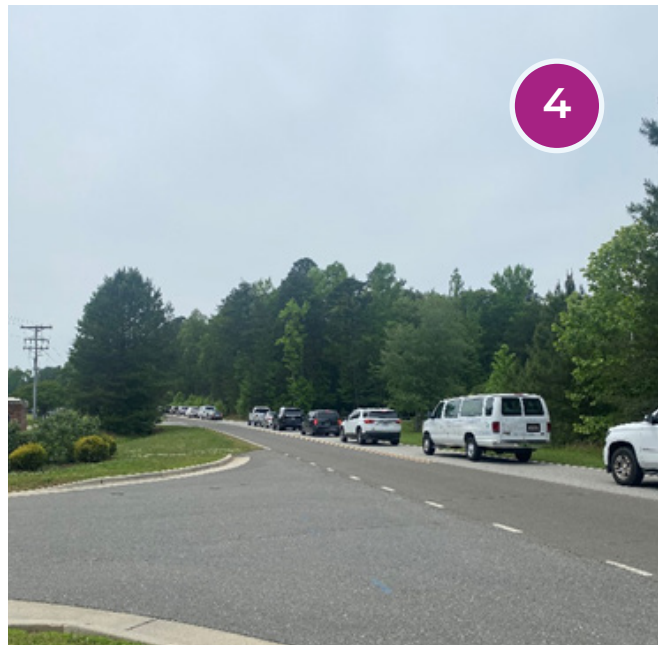
Sidewalk in front of Stroud's Creek neighborhood



End of sidewalk at the eastern driveway



Bus passing in the left lane to get into the bus lot



Afternoon pick-up line



Figure 2.20: Pathways Elementary Campus Map

Safe Routes to School
Orange County, North Carolina

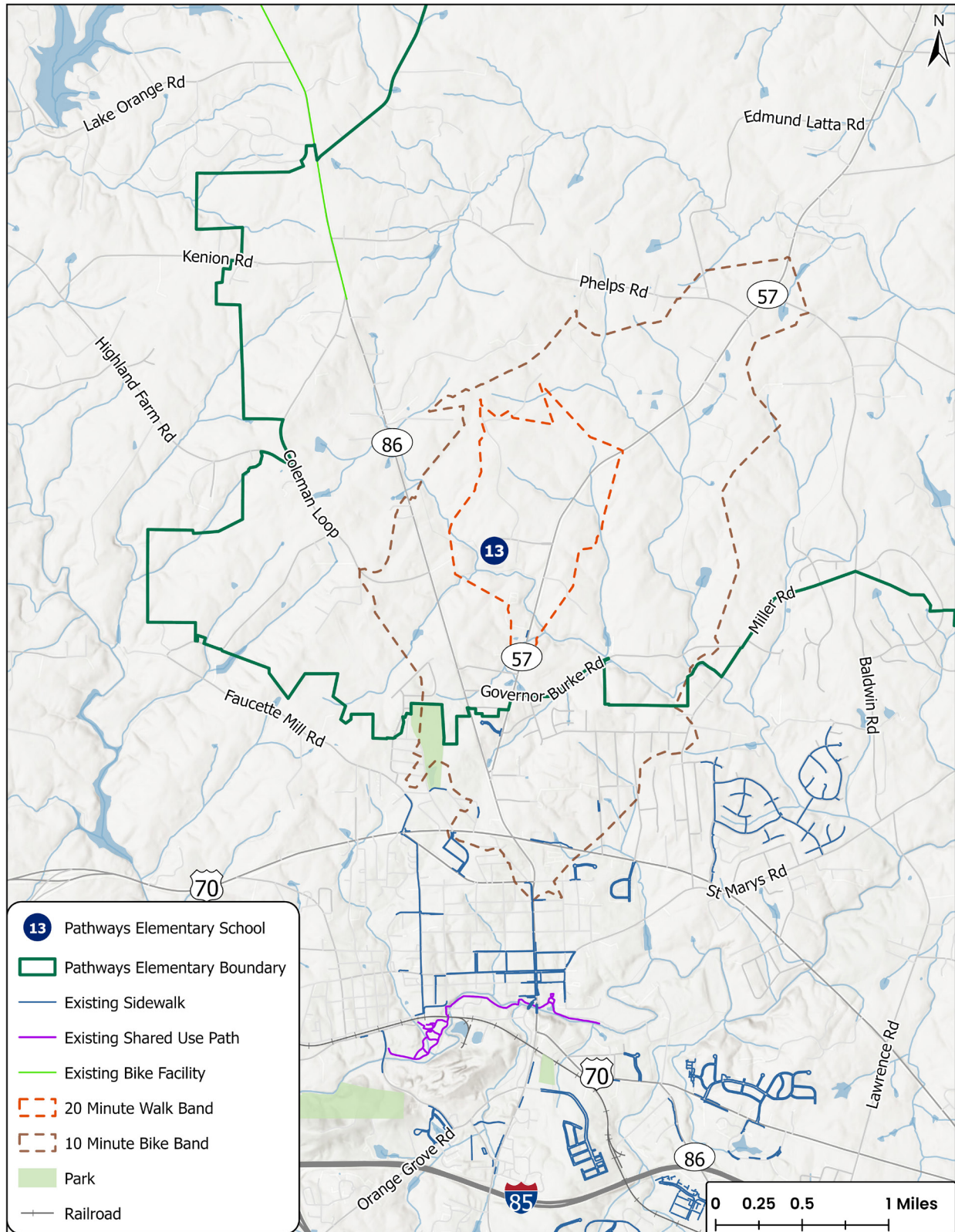


Figure 2.21: Pathways Elementary School Overview

3. Public Involvement Summary

On July 8, 2024, from 9:00 am to 12:00 pm, Orange County Transportation Service (OCTS) conducted a Public Engagement event with all Orange County Public Schools in accordance with the approved Scope of Work. All the principals, vice-principles, school board staff were invited to participate in an open discussion on the SRTS Program. The audience provided OCTS staff important feedback on the program, existing conditions report and potential recommendations to improve the County's SRTS plan.

Key highlights from the event include:

- ◆ Students continue to walk and bike along dangerous roads like NC 86 (AL Stanback Middle and New Hope Elementary), Orange Grove Road (Cedar Ridge High and Grady Brown Elementary), Richmond Road (Efland Cheeks Elementary).
- ◆ Increasing population is resulting in increasing impact on schools, and subsequent increase in walking and biking to/from schools.
- ◆ All schools are working on transitioning to Infinite Campus (from Power School) to help improve messaging to students and parents.
- ◆ The Existing Conditions report was very helpful and informative to the schools.

The Orange County Safe Routes to School Plan update was also presented to the Orange Unified Transportation Board (OUTBoard) on August 19, 2024 to gather more feedback. The following highlights the County's transportation advisory board feedback:

- ◆ Public school buses are the safest way students can get to/from school, more should be done to promote them.
- ◆ The plan should also establish a Safe Routes to School Champion to help implement the updated program.
- ◆ Students are one of the most at-risk traveling populations, more should be done to support them, perhaps through Environmental Justice considerations.

4. Project Recommendations

Overview

The following chapters describe infrastructure and program recommendations for each of the 13 schools studied. Several inputs were used to form the recommendations for each school. These include a combination of public input, County input, school input, field observations and analysis, and infrastructure recommendations from current planning documents, such as the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) 2017 Comprehensive Transportation Plan (CTP), Orange County 2013 CTP, Hillsborough Comprehensive Sustainability Plan (CSP) 2030, and Triangle Area Rural Planning Organization (TARPO) 2015 Bicycle and Pedestrian Planning Framework.

Recommendations have been categorized by need: high need, medium need, and low need. These categories can help the County and Town determine how to allocate funding to proposed projects.

Projects defined as high need may be located in areas where there is already a significant population walking or biking to school, exist in areas with unsafe walking conditions where the project would have high impact, or improve motor behavior significantly to create safer conditions for students to walk or bike to school. Projects defined as medium need may be located in areas with fewer students walking or biking to school. Projects defined as low need may have no students currently walking or biking along the route, exist in a rural setting so projected usage is low, or exist in areas with safer walking conditions where the project would have low impact.

Recommendations for improvements in this plan have been developed in coordination with affected municipalities but additional coordination is warranted before projects within municipal limits are prioritized or funded. Projects within municipal boundaries shall be reviewed and approved by the municipality before implementation. Each school is encouraged to work with NCDOT for Municipal School Transportation Assistance to address their car line as it continues to cause increasing safety hazards onto town and state maintained roads.

Infrastructure Types

The follow section provides descriptions and examples of recommended infrastructure improvements in this SRTS plan.

Bicycle Lane: A dedicated lane on the roadway for bicycle traffic. They are typically 5 to 6 feet in width. Bicycle lanes are recommended along arterials and collectors with speeds greater than 25 mph.

Buffered Bicycle Lane: A dedicated lane on the roadway for bicycle traffic that utilizes a small buffer to separate the bike lane from the roadway. They are typically 5 to 6 feet in width and include a buffer of at least 1.5 feet from the roadway.

Paved Shoulder: In lieu of bike lanes, the shoulder may be paved to a width of 4 feet or more to provide a space for cyclists. Paved shoulders are recommended for rural highways with low bike traffic. They may provide a viable short-term and low-cost solution for other road types as well.

Sidewalk: A path separated from the road that provides a safe space for pedestrians. They are typically 6 feet in width and include a buffer of 5 feet from the roadway. Sidewalks are recommended along routes with speeds higher than 10 mph and traffic volumes higher than 2,000 vehicles per day.

Greenway: A paved surface separated from the roadway for pedestrian and bicycle traffic. Greenways may run along roadways or streams, through utility corridors, parks, or undeveloped areas, making them a versatile option for safe travel to school. Greenways are typically 10 to 12 feet wide, but may be narrower in areas with constraints or wider in areas with high usage.

Bicycle and Pedestrian Bridge: A bridge separated from the roadway for use only by bicycle and pedestrian traffic. These bridges allow cyclists and pedestrians to safely cross over obstacles, such as roads, rivers, and railways.

School Zone: Typically located 100-500 feet from the school boundary, school zones require vehicular traffic to reduce their speed while travelling through the zone. School zones may be marked by signage and/or roadway markings. Recommendations may include extending the school zone to a larger area or further reducing the speed limit inside the school zone.

High Visibility Crosswalk: A designated crossing area on the road with bold markings to gain the attention of drivers. High visibility crosswalks may utilize red or yellow markings in school zones and are often accompanied with pedestrian crossing signs. They encourage drivers to slow down by alerting them to potential pedestrians in the area.

Midblock Crossing: A designated crossing area on the road to provide safe crossing between intersections where there is significant pedestrian traffic. Midblock crossings may feature high visibility markings, refuge islands in the center on wider roads, pedestrian crossing signs or signals.

Pedestrian Crossing Signal: A pedestrian signal head that is added to existing stoplight-controlled intersections, particularly those with high traffic volumes. Pedestrian crossing signals typically feature a signal head, push button activation, and countdown timer. They help maintain an orderly flow of vehicular and pedestrian traffic, enhance pedestrian safety, and reduce the likelihood of accidents.

High-Intensity Activated Crosswalk (HAWK) Signal: A traffic control device used at midblock crossings where pedestrians may have difficulty crossing due to fast-moving vehicles. HAWK signals utilize a pedestrian push button and traffic signal that require drivers to stop when activated. These devices significantly enhancing pedestrian safety while maintaining traffic efficiency.

Speed Hump: A traffic calming measure designed to reduce vehicle speeds to 15 to 20 mph. Speed humps may be placed in areas where lower speeds are desired, such as school zones or near pedestrian crossings.

Speed Cushion: A traffic calming measure design to reduce vehicle speeds. Speed cushions are typically placed in a series of two or more and suitable for roads with frequent bus and emergency vehicle traffic.

1 - AL Stanback Middle School

The following set of recommendations have been developed for AL Stanback Middle. **Figure 4.1** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
1a	Add traffic calming measures, such as extending the school zone further south and reducing the speed limit from 45 mph to 35 mph throughout the school zone.	Traffic is significant along NC 86 and poses a safety barrier for cyclists and pedestrians.	High	
1b	Add a high visibility crosswalk and pedestrian crossing signage to NC 86 and Benton Drive.	Benton Drive and NC 86 presents a key crossing issue for cyclists and pedestrians.	Medium	
1c	Add 3.5 miles of sidewalk and 4' paved shoulders, a bicycle lane, or a shared-use path along NC 86 from Hillsborough's northern town limit to south of New Hope Church Road.	The lack of bicycle and pedestrian infrastructure along NC 86 presents key infrastructure gaps for cyclists and pedestrians.	Medium	DCHC MPO 2017 CTP; Hillsborough CSP 2030
1d	Add 0.1 miles of sidewalk or a shared-use path along Benton Drive.	The lack of bicycle and pedestrian infrastructure along Benton Drive presents key infrastructure gaps for cyclists and pedestrians.	Medium	
1e	Add 0.1 miles of sidewalk or a shared-use path along Storey Lane.	The lack of bicycle and pedestrian infrastructure along and Storey Lane presents key infrastructure gaps for cyclists and pedestrians	Medium	



Figure 4.1: AL Stanback Middle Recommendations

2 - New Hope Elementary School

The following set of recommendations have been developed for New Hope Elementary. **Figure 4.2** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
2a	Evaluate alternative internal queueing measures, such as beginning drop off and pick up at an earlier time, a longer area for drop off and pick up, and utilizing two driveways for drop off and pick up.	The carpool queue is not efficient or suitable for drop off and pick up. Very few cars can drop off and pick up at one time and cars wait in the queue for an excessive amount of time.	High	
2b	Retime the traffic signal to prioritize traffic along New Hope Church Road.	The signal at the intersection of New Hope Church Road and NC 86 queues all the way to the carpool exit line.	High	
2c	Evaluate the need for a dedicated left-turn lane onto NC 86.	The signal at the intersection of New Hope Church Road and NC 86 queues all the way to the carpool exit line.	Low	
2d	Add traffic calming measures, such as extending the school zone 600 feet further west and reducing the speed limit from 45 mph to 35 mph throughout the school zone.	Traffic is significant along NC 86 and New Hope Church Road and poses a safety barrier for cyclists and pedestrians.	High	
2e	Add a right-turn lane into the school from the westernmost driveway to the easternmost driveway for the car queue.	The morning and afternoon car queues experience heavy backups along New Hope Church Road. Buses and cars must pass in the two-way left turn lane to get around the queue.	Medium	
2f	Add a high visibility crosswalk and pedestrian crossing signal to New Hope Church Road and NC 86.	New Hope Church Road and NC 86 presents a key crossing issue for cyclists and pedestrians.	Medium	

2g	Add 4.2 miles of 4' paved shoulders , a bicycle lane, or a shared-use path along NC 86 from south of New Hope Church Road to Eubanks Road.	The lack of bicycle and pedestrian infrastructure along NC 86 and presents key infrastructure gaps for cyclists and pedestrians.	Medium	DCHC MPO 2017 CTP
2h	Add 4.1 miles of 4' paved shoulders or a shared-use path along New Hope Church Road from Old NC 86 to Old NC 10.	The lack of bicycle and pedestrian infrastructure along New Hope Church Road presents key infrastructure gaps for cyclists and pedestrians.	Medium	DCHC MPO 2017 CTP
2i	Add 4.1 miles of sidewalk or a shared-use path along New Hope Church Road.	The lack of bicycle and pedestrian infrastructure along New Hope Church Road presents key infrastructure gaps for cyclists and pedestrians.	Medium	



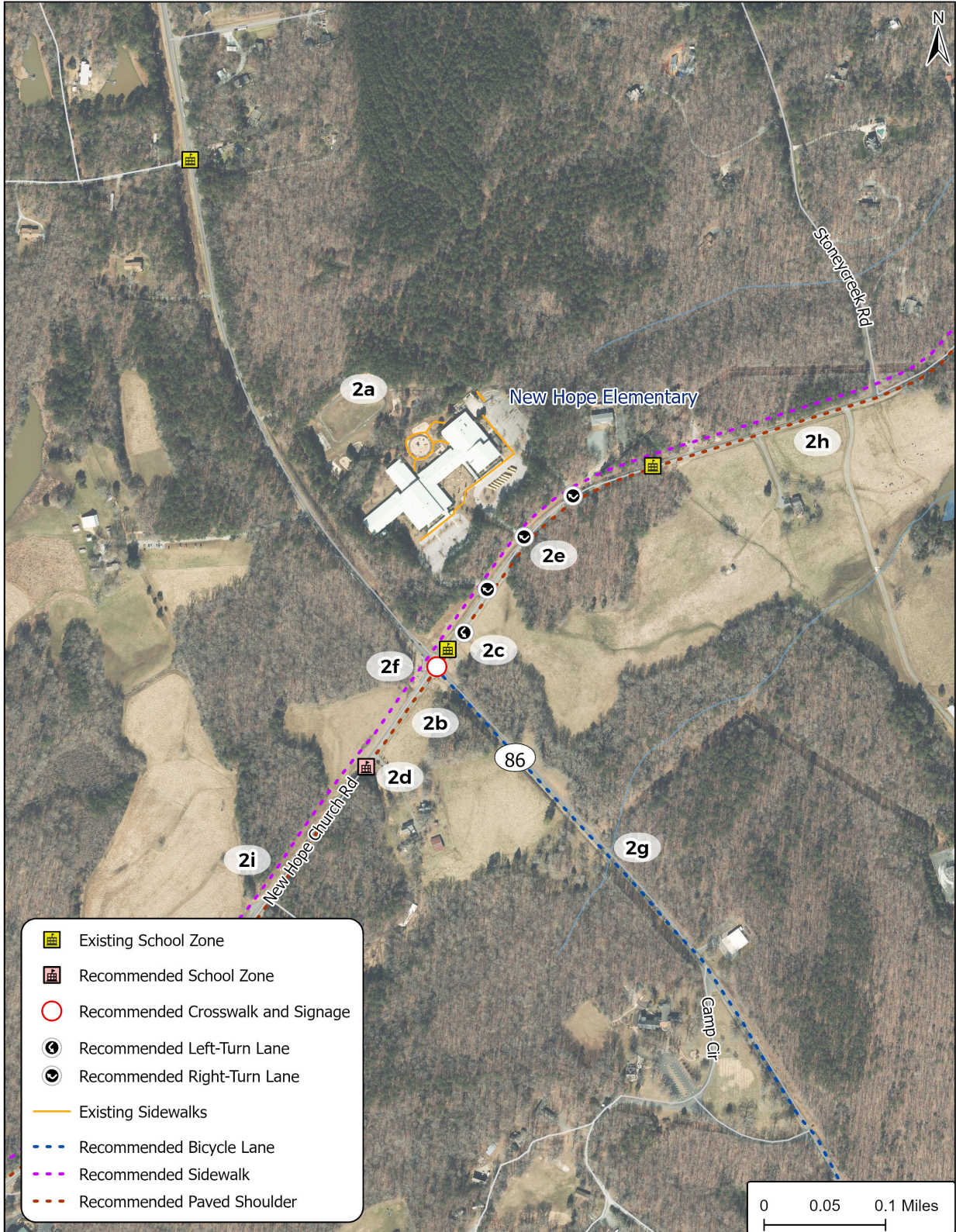


Figure 4.2: New Hope Elementary Recommendations

3 - Cedar Ridge High School

The following set of recommendations have been developed for Cedar Ridge High. **Figure 4.3** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
3a	Provide a midblock crossing with a median island refuge in the existing turn lane. Add high visibility crossings and in-roadway crossing signage.	Several high school students are walking to and from Grady Brown Elementary School across the street.	High	
3b	Construct 0.3 miles of sidewalk or shared-use path along New Grady Brown School Road from New Grady Brown School to Orange Grove Road.	Approximately 20-30 students walk to school from the east. There are no pedestrian facilities and narrow shoulders, especially along the Orange Grove Road bridge over I-40.	High	DCHC MPO 2017 CTP; Hillsborough CSP 2030
3c	Construct 1 mile of 4' paved shoulders and a sidewalk or a shared-use path along Orange Grove Road from New Grady Brown School Road to Elfin Blvd.	Approximately 20-30 students walk to school from the east. There are no pedestrian facilities and narrow shoulders, especially along the Orange Grove Road bridge over I-40.	High	DCHC MPO 2017 CTP; Hillsborough CSP 2030
3d	Construct a bicycle and pedestrian bridge adjacent to Orange Grove Road that crosses over I-40 to provide safe passage.	Approximately 20-30 students walk to school from the east. There are no pedestrian facilities and narrow shoulders, especially along the Orange Grove Road bridge over I-40.	High	
3e	Install no parking signs along New Grady Brown School Road to deter parents from parking on the side of the road during afternoon pick up.	Drivers park on the side of the road to avoid the afternoon car queue, then make U-turns in the road to leave, further limiting a safe space for walkers.	High	

3f	Construct 1 mile of sidewalk or shared-use path along Oakdale Drive from Orange Grove Road to S Churton Street.	Several students walk to school via Oakdale Drive. There are no pedestrian facilities along this route.	High	Hillsborough CSP 2030
3g	Add a high visibility crosswalk and pedestrian crossing signal at the intersection of New Grady Brown School Road and Orange Grove Road.	Several students walk to school via Oakdale Drive. There are no pedestrian facilities along this route.	Medium	
3h	Add a high visibility crosswalk and pedestrian signage to the intersection of Orange Grove Road and Oakdale Drive.	Several students walk to school via Oakdale Drive. There are no pedestrian facilities along this route.	Medium	
3i	Construct 0.5 miles of sidewalk or shared-use path along New Grady Brown School Road from Dimmocks Mill Road to Cedar Ridge High.	The lack of bicycle and pedestrian infrastructure west of Cedar Ridge High presents infrastructure gaps for cyclists and pedestrians.	High	
3j	Add 0.3 miles of sidewalk or a shared-ue path to Timbers Drive.	The lack of bicycle and pedestrian infrastructure along Timbers Drive presents key infrastructure gaps for cyclists and pedestrians. Students living in Patriots Pointe and Timbers Mobile Home Park utilize Timbers Drive to access Orange Grove Road.	Medium	
3k	Add 0.08 miles of a trail connection from Patriots Pointe to Timbers Drive.	The lack of bicycle and pedestrian infrastructure along Timbers Drive presents key infrastructure gaps for cyclists and pedestrians. Students living in Patriots Pointe and Timbers Mobile Home Park utilize Timbers Drive to access Orange Grove Road.	Medium	



Figure 4.3: Cedar Ridge High Recommendations

4 - Grady A Brown Elementary School

The following set of recommendations have been developed for Grady A Brown Elementary.

Figure 4.4 shows the recommended projects. Projects 3b-3d, 3f-3h, and 3i have also been identified for Grady A Brown Elementary School.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
4a	Add 0.3 miles of sidewalk, bicycle lane, or a shared-use path to Arbors Lane.	The lack of bicycle and pedestrian infrastructure along Timbers Drive and Arbors Lane presents key infrastructure gaps for cyclists and pedestrians.	High	





Figure 4.4: Grady A Brown Elementary Recommendations

5 - Central Elementary School

The following set of recommendations have been developed for Central Elementary. **Figure 4.5** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
5a	Add school zone signage and markings along Hayes Street.	There are no school zone markings or signs along Hayes Street.	High	
5b	Construct sidewalk and bicycle lanes on W King Street from N Occoneechee Street to West Hill Avenue. A near-term solution would be to widen the shoulders along these roads and maintain vegetation to create a safer environment for elementary students walking and cycling to school.	There is a growing need for more bicycle and pedestrian infrastructure around Central Elementary School. The lack of bicycle and pedestrian infrastructure along W King Street present key infrastructure gaps for cyclists and pedestrians.	Medium	
5c	Construct 0.4 miles of sidewalk or shared-use path on Latimer Street from King Charles Road to Lakeshore Drive.	There is a growing need for more bicycle and pedestrian infrastructure around Central Elementary School. The lack of bicycle and pedestrian infrastructure along Latimer Street present key infrastructure gaps for cyclists and pedestrians.	High	
5d	Construct 0.8 miles of sidewalk or a shared-use path on Lakeshore Drive from US 70 to W King Street.	The lack of bicycle and pedestrian infrastructure along Lakeshore Street present key infrastructure gaps for cyclists and pedestrians.	High	
5e	Construct 0.4 miles of sidewalk and bicycle lanes or a shared-use path on Hayes Street from Central Elementary to W King Street.	The lack of bicycle and pedestrian infrastructure along parts of Hayes Street presents key infrastructure gaps for cyclists and pedestrians.	High	

5f	Add a high visibility crosswalk and pedestrian crossing signage to Hayes Street and W King Street.	Hayes Street and W King Street presents a key crossing issue for cyclists and pedestrians.	Medium	
5g	Employ a crossing guard to ensure vehicles are following traffic rules and create a safer environment for pedestrians and cyclists.	Vehicles ignore signage restricting left turns out of the school when no crossing guard is present.	Medium	
5h	Construct a passing lane for school buses and non-school traffic to pass the car queue.	School buses turning left onto Hayes Street must pass in the left lane to get around the car queue, increasing the potential for conflict.	Medium	





Figure 4.5: Central Elementary Recommendations

6 - Hillsborough Elementary School

The following set of recommendations have been developed for Hillsborough Elementary. **Figure 4.6** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
6a	Install a high visibility crosswalk and pedestrian signage at W Union Street and the south leg of N Nash Street at the intersection, and evaluate realigning the intersection to create safer conditions overall.	The skewed intersection at Hayes Street, N Nash Street, and W Union Street creates a safety concern for vehicles and pedestrians.	High	
6b	Construct a southbound left-turn lane so that traffic coming north of the school can pass safely in the through lane.	Traffic backup along N Nash Street is a major concern. Through traffic, buses, and traffic exiting left out of the car queue pass in the opposite lane increasing the potential for conflict.	High	
6c	The exit out of the school on N Nash Street should be right-turn only to decrease the amount of cars passing in the opposite lane.	Traffic backup along N Nash Street is a major concern. Through traffic, buses, and traffic exiting left out of the car queue pass in the opposite lane increasing the potential for conflict.	High	
6d	Construct 0.5 miles of sidewalk or shared-use path along Occoneechee Street, to serve the students currently walking to school and fill in existing infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Occoneechee Street, the south side of W Union Street, and the east side of N Nash Street presents key infrastructure gaps for cyclists and pedestrians.	High	
6e	Construct 0.3 miles of sidewalk or shared-use path along the south side of W Union Street to serve the students currently walking to school and fill in existing infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along the south side of W Union Street presents key infrastructure gaps for cyclists and pedestrians.	High	

6f	Construct 0.3 miles of sidewalk or shared-use path along the east side of N Nash Street to serve the students currently walking to school and fill in existing infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along the east side of N Nash Street presents key infrastructure gaps for cyclists and pedestrians.	High	
6h	Add a high visibility crosswalk and pedestrian crossing signage to W Union Street and N Occonechee Street.	W Union Street and N Occonechee Street presents a key crossing issue for cyclists and pedestrians.	Medium	





Figure 4.6: Hillsborough Elementary Recommendations

7 - Orange Middle School

The following set of recommendations have been developed for Orange Middle. **Figure 4.7** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
7a	Construct 0.2 miles of sidewalk or shared-use path connecting from Orange Middle School building along the driveway to the short section of existing sidewalk along Orange High School Road.	There are no on campus sidewalks connecting to the school entrance.	High	
7b	Construct 0.7 miles of sidewalk or shared-use path along Orange High School Road from Harold Latta Drive to US 70.	The lack of bicycle and pedestrian infrastructure along Orange High School Road present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP; Hillsborough CSP 2030
7c	Construct 2.1 miles of 4' paved shoulders and a sidewalk or a shared-use path along US 70 from Combs Circle to N Scotswood Boulevard.	The lack of bicycle and pedestrian infrastructure along US 70 present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP; Hillsborough CSP 2030
7d	Construct 0.2 miles of sidewalk or shared-use path along Harold Latta Drive from Orange High School Road to Cloverfield Drive.	The lack of bicycle and pedestrian infrastructure along Harold Latta Road, present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP; Hillsborough CSP 2030
7e	Construct 0.5 miles of sidewalk or a shared-use path along Orange High School Road from Harold Latta Road to Miller Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Orange High School Road present key infrastructure gaps for cyclists and pedestrians.	High	
7f	Construct 0.1 miles of sidewalk or a shared-use path along Ann Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Ann Road present key infrastructure gaps for cyclists and pedestrians. There is a crosswalk at Orange High School Road and Ann Road with no connecting sidewalks.	High	

7g	Construct 0.6 miles of sidewalk or shared-use path along Joyce Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Ann Road, Joyce Road present key infrastructure gaps for cyclists and pedestrians.	High	
7h	Construct 0.7 miles of sidewalk or shared-use path along Gwen Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Gwen Road present key infrastructure gaps for cyclists and pedestrians.	High	
7i	Construct 0.5 miles of sidewalk or shared-use path along Rencher Street from Fairview Park to Orange High School soccer field.	The lack of bicycle and pedestrian infrastructure from west of Orange Middle School presents a barrier to students walking and biking to school.	High	Hillsborough CSP 2030
7j	Construct 0.5 miles of a shared-use path along Holman Drive from NC 86 to Orange Middle School.	The lack of bicycle and pedestrian infrastructure from west of Orange Middle School presents a barrier to students walking and biking to school.	High	
7k	Construct 0.3 miles of a trail from Orange Middle School to Walgreens to promote safe travel for students.	Students are walking to the nearby Walgreens via an informal pedestrian path through the woods.	High	
7l	Add a high visibility crosswalk and pedestrian crossing signal to the intersection at Orange High School Road and US 70.	The intersection of Orange High School Road and US 70 present key crossing issues for pedestrians.	Medium	
7m	Add a high visibility crosswalk and pedestrian crossing signal to the intersection at Gwen Road and US 70.	The intersection of Gwen Road and US 70 present key crossing issues for pedestrians.	Medium	
7n	Add a high visibility crosswalk and pedestrian crossing signal to the intersection at N Scotswood Boulevard and US 70.	The intersection of N Scotswood Boulevard and US 70 present key crossing issues for pedestrians.	Medium	
7o	Add a high visibility crosswalk and pedestrian crossing signal to the intersection at NC 86 and NC 57.	The intersection of NC 86 and NC 57 present key crossing issues for pedestrians.	Medium	

7p	Add a high visibility crosswalk and pedestrian crossing signage to the intersection at Orange High School Road and Orange Middle School entrance.	The intersection of Orange High School Road and Orange Middle School present key crossing issues for pedestrians.	Medium	
7q	Add a high visibility crosswalk and pedestrian crossing signage to the intersection at Orange High School Road and Harold Latta Road.	The intersection of Orange High School Road and Harold Latta Road present key crossing issues for pedestrians.	Medium	
7r	Route school traffic along Holman Road towards the back entrance of the school, then to the car drop off and pickup line. Exiting traffic can then be routed out on Orange High School Road. This route provides room for a longer car queue that would not cause backups on through roads or block bus traffic. Alternately, Construct a right-turn lane along Orange High School Road into the school if there is a strong desire to maintain the current travel pattern.	School traffic backs up in both directions along Orange High School Road. Through traffic was observed passing through the left lane at full speed, creating safety concerns. Buses must pass in the left lane to get past the cars lined up on Orange High School Road and into the bus lot.	Medium	
7s	Construct a right-turn lane along Orange High School Road into the school if there is a strong desire to maintain the current travel pattern.	School traffic backs up in both directions along Orange High School Road. Through traffic was observed passing through the left lane at full speed, creating safety concerns. Buses must pass in the left lane to get past the cars lined up on Orange High School Road and into the bus lot.	Medium	
7t	Add traffic calming measures, such as reducing the speed limit from 45 mph to 35 mph along US 70 from Miller Road to NC 86.	The high speeds and high traffic volume along US 70 presents a serious safety threat for pedestrians and bicyclists.	High	

7u	Construct 0.9 miles of sidewalk or shared-use path along one side of NC 86 from Governor Burke Road to US 70.	The high speeds and traffic volumes and lack of bicycle and pedestrian infrastructure along NC 86 create barriers to safely walking and biking to school.	Medium	2013 Orange County SRTS
7v	Construct 0.5 miles of sidewalk or shared-use path along one side of NC 57 from Governor Burke Road to US 70.	The high speeds and traffic volumes and lack of bicycle and pedestrian infrastructure along NC 57 create barriers to safely walking and biking to school.	Medium	2013 Orange County SRTS
7w	Add a bicycle rack on campus to promote biking to school.	There are no bicycle racks on campus.	Low	



8 - Orange High School

The following set of recommendations have been developed for Orange High. **Figure 4.8** shows the recommended projects. Projects 7b-7i, 7k-7o, 7q, 7s-7u have also been identified for Orange High School.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
8a	Install no parking signs along Orange High School Road to deter parents from parking on the side of the road during afternoon pick up.	Drivers park on the side of the road to avoid the afternoon car queue, then make U-turns in the road to leave, creating safety concerns for students and other drivers. Students walk from the school to these cars, sometimes crossing the road.	High	
8b	Construct 0.3 miles of sidewalk or shared-use path along Governor Drive from Governor Burke Drive to Harold Latta Road.	The lack of bicycle and pedestrian infrastructure in the Cameron Estates neighborhood presents a barrier to students walking and biking to school.	Medium	
8c	Construct 0.2 miles of sidewalk or shared-use path along Dairy Farm Drive from NC 57 to Governor Drive.	The lack of bicycle and pedestrian infrastructure in the Cameron Estates neighborhood presents a barrier to students walking and biking to school.	Medium	





Figure 4.8: Orange High Recommendations

9 - Efland Cheeks Global Elementary School

The following set of recommendations have been developed for Efland Cheeks Global Elementary. **Figure 4.9** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
9a	Add school zone markings and signage along Fuller Road.	There is limited school zone signage on Fuller Road.	High	
9b	Add school zone markings and signage along Tinnin Road.	There is limited school zone signage on Tinnin Road.	High	
9c	Add school zone markings and signage along School House Road.	There is limited school zone signage on School House Road.	High	
9d	Construct 0.3 miles of sidewalk or shared-use path along Fuller Road to increase safety for current walkers.	Several students and parents are walking along Fuller Road with no sidewalks or bike lanes.	High	
9e	Construct 0.3 miles of sidewalk or shared-use path along School House Road to increase safety for current walkers.	Several students and parents are walking along School House Road with no sidewalks or bike lanes.	High	
9f	Construct 0.3 miles of sidewalk or shared-use path along Tinnin Road to fill in key infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Tinnin Road presents key infrastructure gaps for cyclists and pedestrians.	High	
9g	Construct 0.5 miles of sidewalk or shared-use path along Richmond Road to fill in key infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Richmond Road presents key infrastructure gaps for cyclists and pedestrians.	High	
9h	Construct 1 mile of sidewalk or shared-use path along US 70 to fill in key infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along US 70 presents key infrastructure gaps for cyclists and pedestrians.	High	
9i	Decrease the speed limit to 35mph to promote safer conditions for pedestrians	The speed limit along Richmond Road is 45mph, creating unsafe conditions for pedestrians.	High	

9j	Add a high visibility crosswalk and pedestrian signage to the intersection at Fuller Road and US 70.	The intersection of Fuller Road and US 70 presents a key crossing issue for pedestrians.	Medium	
9k	Add a high visibility crosswalk and pedestrian crossing sign to the intersection at Fuller Road and School House Road.	The intersection of Fuller Road and School House Road presents a key crossing issues for pedestrians.	Medium	
9l	Add a high visibility crosswalk and pedestrian crossing sign to the intersection at Richmond Road and the school side entrance.	The intersection of Richmond Road and the side entrance to Efland Cheeks Global Elementary presents a key crossing issues for pedestrians.	Medium	





Figure 4.9: Efland Cheeks Global Elementary Recommendations

10 - Gravelly Hill Middle School

The following set of recommendations have been developed for Gravelly Hill Middle. **Figure 4.10** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
10a	Decrease the speed limit from 45 mph to 35 mph within the school zone to promote safer conditions for pedestrians	W Ten Road presents a serious safety threat for pedestrians and bicyclists because of its high speeds and traffic volume.	High	
10b	Extend the right-turn lane further east.	During the afternoon pick up, vehicles back up past the right-turn lane on W Ten Road.	Medium	
10c	Construct 3.7 miles of 4' paved shoulders or a shared-use path along W Ten Road from Rock Quarry Road to I-85 Connector.	The lack of bicycle and pedestrian infrastructure along W Ten Road presents a key infrastructure gap for cyclists and pedestrians.	Medium	DCHC MPO 2017 CTP
10d	Construct 3.7 miles of sidewalk or shared-use path along W Ten Road to fill in key infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along W Ten Road presents a key infrastructure gap for cyclists and pedestrians.	Medium	
10e	Convert the existing crosswalk to a high visibility crosswalk and install pedestrian signage at this location.	The intersection at W Ten Road and Gravelly Hill Middle entrance presents a key crossing issue for pedestrians. The crosswalk at this location often gets blocked by cars exiting and entering the school driveway.	Low	



Figure 4.10: Gravelly Hill Middle Recommendations

11 - Partnership Academy High School

The following set of recommendations have been developed for Partnership Academy High.

Figure 4.11 shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
11a	Construct 2 miles of an on-road bicycle lane or shared-use path along US 70A from S Churton Street to Lawrence Road.	The lack of bicycle and pedestrian infrastructure along US 70A presents a key infrastructure gap for cyclists and pedestrians.	High	Hillsborough CSP 2030; DCHC MPO 2017 CTP
11b	Construct 2 miles of sidewalk or shared-use path along US 70A from S Churton Street to Lawrence Road.	The lack of bicycle and pedestrian infrastructure along US 70A presents a key infrastructure gap for cyclists and pedestrians.	High	Hillsborough CSP 2030; DCHC MPO 2017 CTP
11c	Construct 0.2 miles of sidewalk or shared-use path along Corporate Drive from its terminus to Meadowlands Drive.	The lack of bicycle and pedestrian infrastructure along Corporate Drive presents a key infrastructure gap for cyclists and pedestrians.	High	
11d	Install a high visibility crosswalk and pedestrian signage at this location.	The intersection at Corporate Drive and Meadowlands Drive presents a key crossing issue for pedestrians. The traffic along Meadowlands Drive coming from US 70 is free flowing at this intersection.	Medium	
11e	Add a bicycle rack on campus to promote biking to school.	There are no bicycle racks on campus.	Low	



Figure 4.11: Partnership Academy High Recommendations

12 - River Park Elementary School

The following set of recommendations have been developed for River Park Elementary. **Figure 4.12** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
12a	Install a HAWK signal to the existing crosswalk to increase pedestrian visibility and safety of students crossing.	The existing crosswalk on St Marys Road in front of River Park Elementary is located next to the left-turn lane out of the school and experiences safety concerns, including vehicles blocking the crosswalk and limited line of sight for vehicles.	High	
12b	Disallow left turns out of the school during the drop off and pick up periods.	The existing crosswalk on St Marys Road in front of River Park Elementary is located next to the left-turn lane out of the school and experiences safety concerns, including vehicles turning left out of River Park Elementary while families are crossing the crosswalk.	High	
12c	Realign the skewed intersection to create better sight distance for vehicles and visibility for pedestrians.	St Marys Road, Cameron Street, and E King Street meet at a stop sign-controlled skewed intersection. Due to the unusual geometry of this intersection, is very difficult for pedestrians to cross.	Medium	
12d	Realign St Marys Road, particularly the curve west of River Park Elementary, to create safer conditions for vehicles and pedestrians.	St Marys Road exhibits irregular geometry and blind curves that limits sight distance for vehicles and visibility for pedestrians.	Medium	
12e	Install a high visibility crosswalk and HAWK signal across St Marys Road at its intersection with E Tryon Street.	The intersection at St Marys Road and E Tryon Road presents a key crossing issue for pedestrians.	Medium	

12f	Construct 0.5 miles of sidewalk or shared-use path along St Marys Road from Cameron Street to east of River Park Elementary.	The lack of bicycle and pedestrian infrastructure along St Marys Road presents a key infrastructure gap for cyclists and pedestrians.	High	
12g	Construct 1.1 miles of a buffered bicycle lane or shared-use path along St Marys Road from Cameron Street to US 70.	The lack of bicycle and pedestrian infrastructure along St Marys Road presents a key infrastructure gap for cyclists and pedestrians.	High	
12h	Construct 0.2 miles of sidewalk or shared-use path along Lydia Lane from Caine Street to St Marys Road.	The lack of bicycle and pedestrian infrastructure along Lydia Lane presents a key infrastructure gap for cyclists and pedestrians.	High	
12i	Construct 0.3 miles of sidewalk or shared-use path along E Queen Street from N Churton Street to Lydia Lane.	The lack of bicycle and pedestrian infrastructure along E Queen Street presents a key infrastructure gap for cyclists and pedestrians.	High	
12j	Construct 0.2 miles of sidewalk or shared-use path along N Cameron Street from E Queen Street to E King Street.	The lack of bicycle and pedestrian infrastructure along Cameron Street presents a key infrastructure gap for cyclists and pedestrians.	High	
12k	Construct 0.2 miles of greenway from Cameron Street to the east through undeveloped land to the southern side of River Park Elementary.	The areas to the east, south, and west of River Park Elementary are underdeveloped and underutilized for bicycle and pedestrian infrastructure.	High	
12l	Implement traffic calming measures, such as speed humps along Queen Street.	There are multiple roadways in the area that pose safety barriers for elementary student pedestrians and bicyclists.	Medium	
12m	Implement traffic calming measures, such as speed humps along Cameron Street.	There are multiple roadways in the area that pose safety barriers for elementary student pedestrians and bicyclists.	Medium	
12n	Implement traffic calming measures, such as raising the existing crosswalk on St Marys Road.	There are multiple roadways in the area that pose safety barriers for elementary student pedestrians and bicyclists.	Medium	



Figure 4.12: River Park Elementary Recommendations

Safe Routes to School
Orange County, North Carolina

13 - Pathways Elementary School

The following set of recommendations have been developed for Pathways Elementary. **Figure 4.13** shows the recommended projects.

Project ID	Recommendation	Issue Addressed	Need	MTP Reference
13a	Implement traffic calming measures, such as speed cushions along Strouds Creek Road.	Traffic travels faster than the posted speed limit of 25 mph along Strouds Creek Road.	High	
13b	Install a high visibility crosswalk and pedestrian signage at the intersection of Strouds Creek Road and the school's eastern driveway to provide awareness to vehicles and safer crossing for pedestrians at this location.	The intersection of Strouds Creek Road and the school's eastern driveway presents a key crossing issue for pedestrians.	High	
13c	Construct 0.1 miles of sidewalk or shared-use path from the existing sidewalk to the main school entrance.	There is no on-campus sidewalk connecting from the existing sidewalk on Strouds Creek Road to the school.	High	
13d	Construct 13.7 miles of sidewalk or shared-use path along NC 57 from NC 86 to the Orange County line.	Traffic is significant, and speeds are high along the primary route to school, NC 57.	Medium	TARPO 2015 Bicycle and Pedestrian Planning Framework; Orange County 2013 CTP



Figure 4.13: Pathways Elementary Recommendations

5. Program Recommendations

In addition to the infrastructure recommendations described in the previous chapter, programming recommendations are also necessary to encourage and improve safety for students walking and biking to school. The following section describes non-infrastructure recommendations to promote safer active transportation to school.

Promote School Bus Usage

Schools should promote school bus usage as a safe and reliable mode of transportation to school. School buses are designed with specific safety features that make them one of the safest forms of transportation for students, including bright colors, flashing lights, and specialized training for drivers.

The high volume of personal vehicles during school drop off and pick up increases the risk of accidents around schools. By promoting school bus usage, schools can mitigate this risk and create a safer environment for children walking or biking to school. School buses generally have their own entrance and parking lot at the school to further separate them from the high volume of personal vehicles.

One of the main drawbacks to students traveling by school bus is that travel time can be significantly longer than those traveling by car. To further encourage school bus usage, schools should evaluate their bus routes to ensure routes are as efficient as possible. By doing so, it will reduce the average travel time to school and the amount of time spent on the bus, making it a more viable alternative.

Schools should regularly educate students and parents about the importance of school bus safety. Programs that teach students proper bus safety—such as remaining seated, listening to the driver, and safely boarding and exiting—can reinforce the message that school buses are a secure and reliable form of transportation.

Walking School Bus

A walking school bus is an organized, group-based way for students to walk to school safely under adult supervision. Typically, one or more parents supervise the group of students along the route to school. The group follows a set route with scheduled stops, much like a traditional school bus route, where children can join or leave the group.

A walking school bus promotes safety and comfortability with walking to school, while promoting health benefits. Students will learn safe walking practices, such as staying alert to surroundings, obeying traffic signals, and using crosswalks. Walking in a group allows children to be more visible to drivers, reducing the risk of traffic accidents.

Schools should evaluate the desire for a walking school bus program by reaching out to parents and staff. Then a potential route can be identified that is safe for walking and has minimal traffic hazards. By walking together under the guidance of adults, a walking school bus provides a safe alternative to traditional school transportation.

Safety Education Programs

Safety education programs are a critical component of a SRTS plan. They equip students, parents, and staff with the knowledge and skills necessary to travel safely to and from school, whether by walking, biking, or driving.

Pedestrian safety education should teach students the basics of safe walking practices, focusing on how to navigate streets, cross intersections, and recognize traffic signals. Schools should utilize classroom time, interactive games, or mock simulations to help children learn and practice these skills.

Bicycle safety education should ensure students understand the rules of the road for cyclists and how to properly use their bikes. Education topics should include helmet usage, hand signals, inspecting brakes, tires, and chain, and understanding the blind spots of cars and buses. Schools should utilize classroom time and bike rodeos to teach students these skills.

Driver safety education should educate drivers, including parents, staff, and community members, about how to drive safely around schools, pedestrians, and cyclists. Education topics should include reducing speed in school zones, yielding to pedestrians, stopping for school buses, and awareness of children's behaviors. Schools should work with local police or safety organization to post informational flyers, host community safety talks, and address key issues.

Walking and Biking Incentive Programs

Schools should encourage students to walk or bike to school by offering rewards, recognitions, and fun activities. These programs help foster a culture of active transportation while promoting physical activity, reducing traffic congestions, and increasing safety around schools.

Schools should host monthly Walk or Bike to School Days where students are invited to walk or bike to school. On these days, schools can create a festive atmosphere by setting up tables and handing out snacks and badges for participation.

Walking and biking contests can also be used to motivate students to walk or bike to school more frequently. Schools should design competitions between classrooms or grades to track the number of trips walked and biked. Those with the highest numbers can then be awarded with trophies or special parties. Alternatively, the school can set a collective goal for all students and then reward all students with a special party once the goal has been achieved.

Walking and biking incentive programs provide many health and safety benefits for students. Regular physical activity improves overall health and enhance mental well-being. When more students walk and bike to school, neighborhoods become more walkable and safer with less vehicular traffic. Through fun and engaging activities, these incentive programs help create a more active and safer school community.

6. Funding

Funding is a crucial part of any SRTS program, as it enables schools and communities to implement infrastructure improvements, education programs, and initiatives that promote safe travel for students. This section describes potential funding sources for the project and program recommendations described in this report.

Highway Safety Improvement Program (HSIP): The Federal Highway Administration (FHWA) administers the HSIP. This program provides funding for projects that reduce traffic fatalities and serious injuries on public roads. HSIP requires states to use crash data to identify hazardous locations and key safety needs. Funds are allocated based on measurable outcomes like the reduction of fatalities or injuries. HSIP funds can be used to target areas around schools where pedestrian and cyclist traffic is high and where safety hazards like speeding, unsafe walking and biking conditions, and unsafe intersections exist.

Surface Transportation Block Grant (STBG) Program: FHWA's STBG Program provides funding for projects that improve transportation safety, efficiency, and accessibility. These funds can be used for a variety of transportation projects, including constructing sidewalks and bike lanes, intersection improvements, turn lanes, traffic calming measures, and other pedestrian and cyclist safety improvements near schools. STBG funds can also be used for non-infrastructure projects such as planning and education efforts that promote transportation safety.

Safe Streets and Roads for All (SS4A) Program: FHWA's SS4A Program provides funding for projects that enhance road safety for all users and reduce traffic-related injuries and fatalities. Funds may be used for infrastructure improvements, safety plans, and safety assessments.

Carbon Reduction Program: FHWA's Carbon Reduction Program provide funding for projects that reduce carbon emissions and promote sustainable transportation options. Funding can be leveraged for SRTS projects that create more sustainable and low-emission transportation options. Carbon Reduction funds can be used for infrastructure improvements, as well as educational programs and incentives.

North Carolina Department of Transportation (NCDOT) Safe Routes to School Program: NCDOT provides funding, technical assistance, and resources for communities to plan and implement SRTS projects. SRTS funding may be used for infrastructure and non-infrastructure projects that create safer routes, reduce traffic congestion, and encourage safe and active transportation to school. Matching local funds are often required with SRTS grants.

School District Budget: Schools can allocate a portion of their budget to support SRTS programs and infrastructure improvements. Funds may be used for installing bike racks, purchasing safety gears, or developing educational materials about pedestrian and cycling safety. School districts should establish a dedicated line item in the budget specifically for SRTS programs to ensure that funds are set aside for related activities and infrastructure.

7. Implementation

Successful implementation of the SRTS plan requires careful planning, coordination, and ongoing management to ensure that the proposed improvements and programs are effectively carried out. This section describes the near-term and long-term actions that are needed to implement the recommendations outlined in this plan.

Plan Adoption: The first step in implementing the SRTS plan is to formally adopt the plan by relevant authorities. Orange County should present the plan to the Orange Unified Transportation Board (OUTBoard) for initial approval and adoption. Once OUTBoard adoption has been achieved, the plan should be adopted by the County Commissioners for County adoption. The SRTS plan should finally be presented for adoption by the DCHC MPO and the Town of Hillsborough.

Transportation Plan Updates: Orange County and DCHC MPO should add the project recommendations to their Comprehensive Transportation Plan at the next update. The Town of Hillsborough should add the project recommendations to their Comprehensive Sustainability Plan at its next update.

Establish a SRTS Champion: A SRTS Champion should be selected to facilitate implementation of the plan. This individual will be responsible for coordinating efforts, maintaining momentum, and ensuring long-term sustainability for the plan. The SRTS Champion coordinates and leads the SRTS meetings, builds partnerships, oversees the implementation of projects and programs, advocates for safety improvements, and engages the community. The SRTS Champion should have a passion for student safety and active transportation alternatives, possess strong leadership skills, be an effective communicator, and have the capacity for long-term commitment.

Form SRTS Steering Committee: Once a SRTS Champion has been selected, a steering committee should be formed to oversee the implementation process. Committee members should be comprised of school administrations, local government officials, parents, students, teachers, and planners. Roles and responsibilities for committee members includes overseeing specific tasks, coordinating with stakeholders, creating a timeline for project and program recommendations, and developing a detailed budget for the costs.

Engagement: The SRTS Steering Committee should work to involve parents, students, community leaders, and staff in engagement activities to gain and maintain support for SRTS initiatives. Engagement activities may include promoting SRTS activities on social media, school newsletters, and at community meetings.

Funding: A funding plan should be developed that includes grants to pursue, responsible party for grant writing, and timeline. Once this has been developed, the County can allocate budget to SRTS projects, as well as apply for funding through various federal and state programs.

Evaluation: Metrics should be established to track the progress of implementation efforts, including monitoring the completion of infrastructure improvements, participation in educational programs, and changes in overall safety. These metrics will help assess the success of different approaches and identify areas for improvement. Based on the findings, make necessary adjustments and updates to the plan on a periodic basis.



8. Resources

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9. Appendix

Email Correspondence With Outreach Participants

Dear Mr. Trivedi,

Thank you for all your work at our Town and County level as Transportation Services Director. I attended the last council meeting that discussed “Safe Routes to School” and was impressed by everything your department is planning to do about the safety of student walkers to and from Cedar Ridge High School.

I just wanted to comment on what I think can be done immediately to improve traffic and a particular issue in front of the school. There is a turn lane in front of Cedar Ridge and Grady Brown Elementary School. Some kids cross Grady Brown School Road while traffic is “intense” during drop off and pick up. At the same time, cars are turning in and out of Cedar Ridge High School onto Grady Brown Road. The traffic as you may know is erratic and many cars that just want to drive through (not picking anyone from the schools) speed straight through heading west on Grady Brown road. I have noticed that the reason these cars can speed through, is because they can get onto the turning lane and avoid the slow cars or stopped traffic turning into Cedar Ridge.

My thought, is to simply cut that turning lane short (even blocking it with cones) so that cars don't get onto it to continue to go (speed) through going west on Grady Brown Road. I think this can improve the traffic issues in three very distinctive ways:

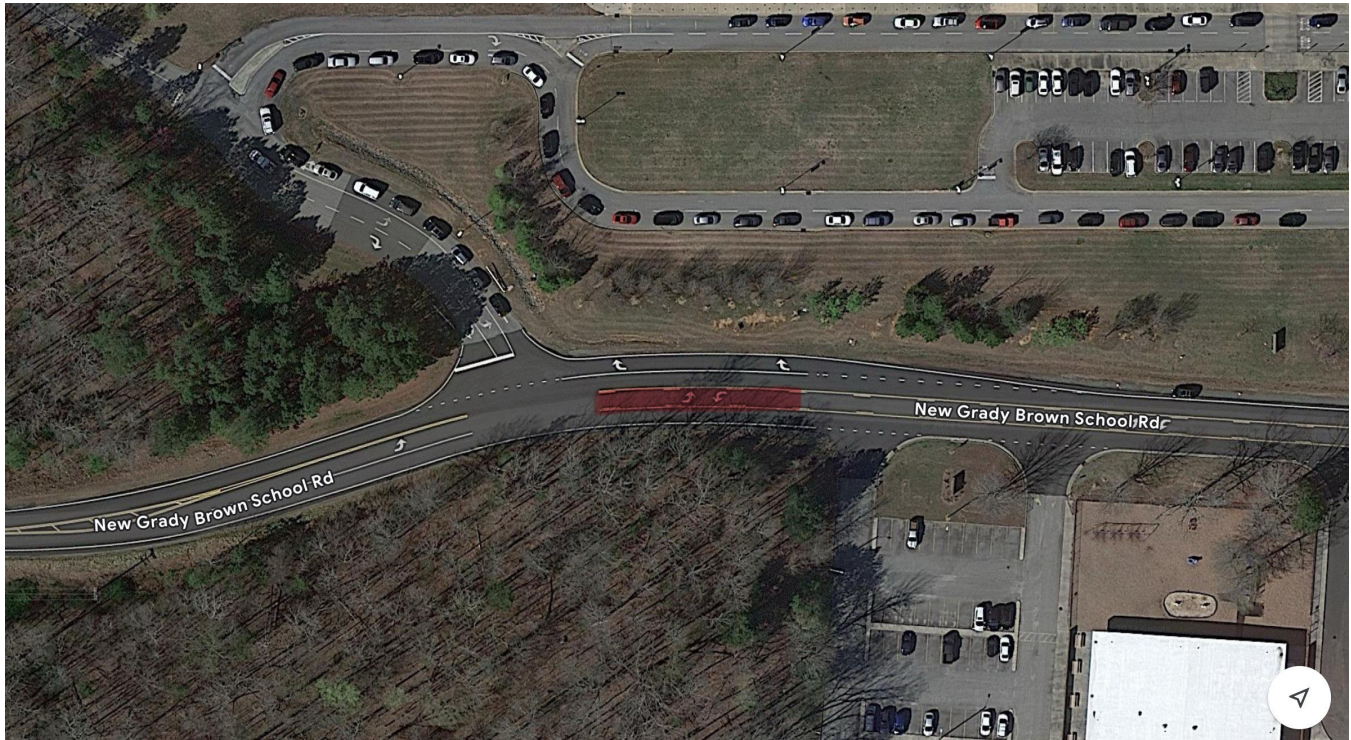
1. Can increase the safety of kids crossing the street between the two schools. As it would reduce speeds and improve visibility for cars to notice kids crossing. Or to simply slow down!
2. Improve the visibility of cars as people are exiting from Cedar Ridge onto Grady Brown as the turn east onto it. It is very hard to turn left as you exit Cedar Ridge because it is hard to see the incoming traffic. Specially when cars get on the median turning lane and are blocked by the incoming traffic that is turning into the school.
3. Slow down overall traffic and reduce some of the erratic driving that occurs. Specially, deterring people from doing U-turns on the median turning lane.

Coincidentally, today I saw a patrol car with their lights on exactly where I'm suggesting we cut the turning median lane short, and the police officer didn't even have to direct traffic. He was inside the patrol car!

Please see attached for an arial pictured with marked suggested block highlighted in red.

Thanks again for your time. I'm sure that your department has looked into this in much better traffic best practices than I have. But I hope my testimony can help your efforts at the very least help your efforts in one way or another.

P.S.: One more thing while I'm at it, putting no parking (or not drop offs) signs on Grady Brown in front of Cedar Ridge would be helpful.



Once again, thank you for your time.
Luis Hernandez
Hillsborough Resident





RESOLUTION

Adopting the Orange County Safe Routes to School Plan

WHEREAS, Orange County, in coordination with the Town of Hillsborough updated the county's Safe Routes to School Plan to include all 13 public schools; area schools to facilitate safe walking routes for students; and

WHEREAS, the Safe Routes to School Plan facilitates safe walking and biking for all elementary, middle and high school students; and

WHEREAS, the plan was created with the help of engineering firm, WSP USA, and the Orange County School Administration who helped provide a detailed inventory of existing conditions, planned improvements, recommended improvements and program recommendations to implement the goals; and

WHEREAS, the plan incorporated a public engagement event involving all Orange County Public Schools to gather feedback; and

WHEREAS, the plan was updated to reflect changes in local conditions since the initial 2014 Orange County Safe Routes to School Action Plan and has been presented to the Orange County Board of County Commissioners, Central Pine Rural Planning Organization, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and Burlington-Graham Metropolitan Planning Organization for adoption and implementation;

NOW, THEREFORE, be it resolved by the Hillsborough Board of Commissioners that the Safe Routes to School Plan for Orange County is adopted by the Town of Hillsborough as a guide for improving walking and bicycling to the studied schools.

Approved this 25th day of November of the year 2024.

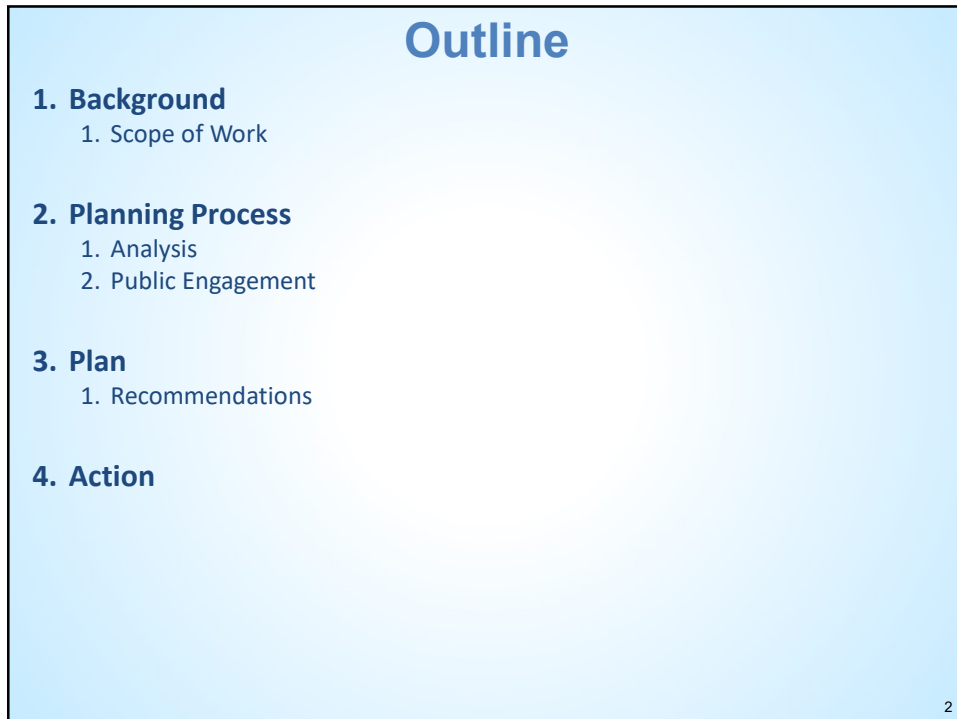
Mark Bell, Mayor
Town of Hillsborough

Attestation:

Sarah Kimrey, Town Clerk



1



2

Background – 2014 Plan

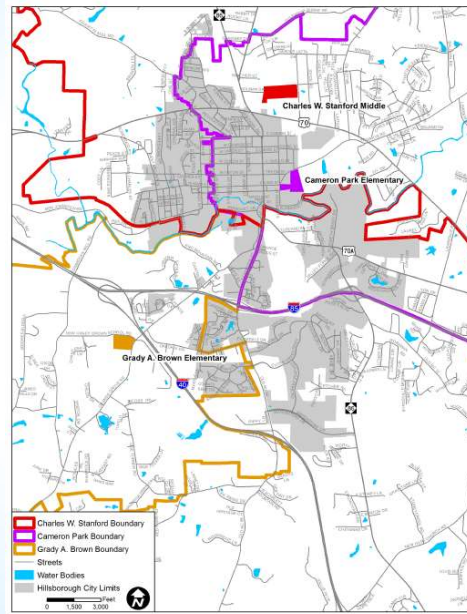
SAFE ROUTES TO SCHOOL
Strategic Action Plan
ORANGE COUNTY, NORTH CAROLINA

Prepared by:
Greene Transportation Solutions
& Greenways Incorporated, 2012

Updates by Orange County Planning & Town of Hillsborough Planning 2013

Prepared for: Orange County, NC

Adopted by Orange County Schools: March 10, 2014
Adopted by the Town of Hillsborough March 10, 2014
Adopted by Orange County April 15, 2014



- Existing Conditions & Recommendations
 - Grady Brown Elementary
 - CW Stanford Middle
 - Cameron Park Elementary

3

Background – 2024 Update

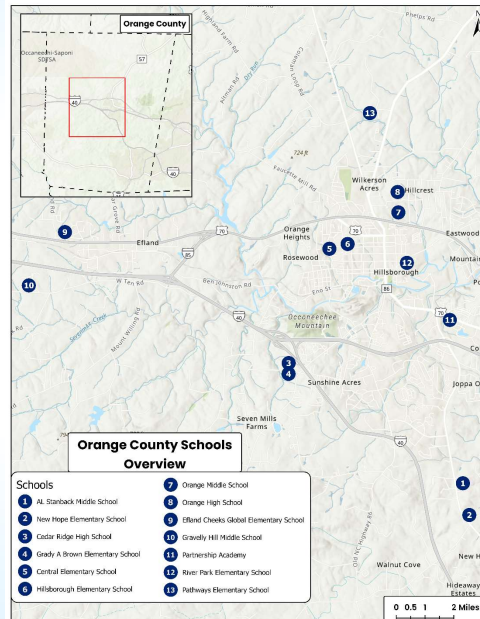
ORANGE COUNTY NORTH CAROLINA **wsp**

SEPTEMBER 2024

Safe Routes to School Update

ORANGE COUNTY, NORTH CAROLINA

- Existing Conditions & Recommendations
 - All 13 County Public Schools



4

Background – 2014 Plan

Safe Routes To School
Scope of Work

Scope of Work

- In-House - County transportation staff is of professional planners, business administrators, and public servants with combined over 50 years of experience.
- Anticipated Schedule – January 2024 kick-off - December 21
- Infrastructure and non-infrastructure plan around all 13 Districts
- Public Engagement during Summer (June and July) only, lin and school transportation director.

Task A – Analysis of Existing Conditions

Staff will conduct a general planning level analysis of the current Orange County public schools, this includes:

- Study of the current plan and accomplishments
- Infrastructure – Route - multimodal inventory and planning
 - Scope: Limited to external elements (e.g. public neighborhoods)

This is the key task for this project. Staff will collect all relevant (off school property), and independent research (e.g. data c information will be consolidated into clear and concise format to be presented before determining any recommendations.

Key Deliverables:

- GIS map of all 13 Orange County public schools
- Charts, graphs, tables and associated narrative
- Multimodal network analysis
- Existing Conditions Report

Should individual schools wish to reevaluate their internal to School will recommend that each school independently see (MSTA) study with North Carolina Department of Transport initiate an MSTA study between a school and NCDOT, the who in appendix and any other information requested by NCDOT.

Task B – Public Engagement

Staff will use the recently approved department Public Involvement the summer (June and July) when school is not in session. This i

- One summer (June and July) meeting with Principals, V Director
 - Only those interested in participating in public process
- All 13 Orange County Public Schools are invited to the publi
- One round of public workshops during the summer (June an
- OUTboard and Formal Public Hearing before BOCC.

OCs

- Mr. James Merrill
- Dr. Danielle Jones
 - Kevin Smith
 - Larry Albert

WSP

- Shivang Shelat
- Alexa Kennedy

Safe Routes To School
Scope of Work

Staff will prepare a summary of engagement and include it in the plan. The summary will include graphics and charts to illustrate the feedback received and how it helped formulate the recommendations and action plan.

Key Deliverables:

- 1 summer (June and July) individual meeting with Principals, Vice Principals, Security staff, and Transportation Director
- Public Engagement Report

Task C – Draft Plan

After finalizing the Existing Conditions Analysis and Public Engagement report, staff will draft alternatives and recommendations for short, mid and long term strategies. They will be presented the draft plan to the Orange Unified Transportation Board for feedback before getting they take action. The final approved plan will be presented the Orange County Board of County Commissioners for public hearing and subsequent action.

Key Deliverables:

- Draft alternatives and recommendations
- Draft Orange County Safe Routes to School Plan

Task D – Final Plan

The project will begin in December 2023 and is planned to end before the end of June 2024. The table below shows the task-wise schedule through the project.

Task	January - May	June - July	August - September	October - December
A - Existing Conditions Report				
B - Public Engagement Report				
C - Draft Plan				
D - Final Plan				

Action Strategies

In this task, the staff will develop an action strategies that outlines the steps of data collection, timelines, costs, responsible parties and other information necessary to realize the recommendations identified in the plan. The action strategies will highlight coordination efforts between different members, potential partnerships with relevant agencies, and strategies to engage the community in the implementation process. Staff will present the draft action strategies plan to the OUTboard for their comments, and will revise before drafting the final plan.

Final Plan and updated graphics

A final plan will conclude the project. This includes a final table of projects, with updated maps, and recommendations. Staff will present the final plan to the County's Transportation Advisory Service for technical approval, OUTboard for public approval and Board of County Commissioners for final approval.

Key Deliverables:

- Action Strategies
- Final Report

5

Existing Conditions Analysis

Grades Served	9 th -12 th
Total Enrollment	1200
Number of Buses	22
Number of Students Riding the Bus	470 in the AM, 472 in the PM
Number of Students Walking	15
Number of Students Cycling	2
Number of Students Driven	730
Special Needs Population	Yes (# Unknown)
Land Uses Surrounding School	Residential, Commercial
Presence of Bike Racks	Yes
No Walk Zones	None
Crossing Guards	No
Policies that Restrict Walking or Bicycling	No
Bicycle/Pedestrian Safety Taught to Students	Yes
Existing Parking Capacity	600 spaces
Presence of Car Waiting Zones	Yes
Number of Staff Managing Drop off/Pick up	3
Residences within a 10-min bike ride from the school	2908


Example

- Orange High School
- Field visit with pictures
- Detailed tables each school
- Travel behavior
- Infrastructure


Figure 2.12. Orange High Campus Map

6


Planning Process - Analysis




New Hope Elementary: Afternoon pick-up line along New Hope Church Road




Cedar Ridge High: Traffic from the afternoon pick up is heavily backed up at the New Grady Brown School Road and Orange Grove Road intersection




Efland Cheeks Global Elementary: Afternoon pick-up line on School House Road. Several parents walking to pick up students.



Gravelly Hill Middle: Traffic in the left-turn lane during the afternoon pick up



Orange High: Students walking on the opposite side of the road to get to a car



Hillsborough Elementary: Looking south along N Nash St at the pick-up line for grades 2-5. A bus is passing on the left, while a car coming from the opposite direction is also passing.

- Field visit – am and pm peak
- School input and staff input
- Characteristics table for each school

7

7

Planning Process – Engagement

- March 7, 2024 – Stakeholder Meeting
- July 9 to August 9 – Existing Conditions Report with Recommendations out for public review

On July 8, 2024, from 9:00 am to 12:00 pm, OCTS conducted a Public Engagement event with all Orange County Public Schools in accordance with the approved SOW. All the principals, vice-principles, school board staff were invited to participate in an open discussion.

Key highlights from the event include:

- Students continue to walk and bike along dangerous roads like NC 86 (AL Stanback Middle and New Hope Elementary), Orange Grove Road (Cedar Ridge High and Grady Brown Elementary), Richmond Road (Efland Cheeks Elementary)
- Increasing population is resulting in increasing impact on schools, and subsequent increase in walking and biking to/from schools.
- All schools are working on transitioning to Infinite Campus (from Power School) to help improve messaging to students and parents.
- The Existing Conditions report was very helpful and informative to the schools.

8

8

Plan Recommendations - Strategies

Task	January - May	June - July	August - September	October - December
A - Existing Conditions Report				
B - Public Engagement Report				
C - Draft Plan				
D - Final Plan				

Infrastructure Strategies

- Bicycle Lane, Sidewalk, Greenways
- Buffered Bicycle Lane and Paved Shoulder
- Bike-Ped Bridges
- School Zones and Speed Limit Reductions
- Crosswalks and Midblock Crossings
- Signals
- High-Intensity Activated Crosswalk (HAWK) Signal
- Speed Hump/Cushion

Encouragement Strategies

- Promote School Bus Use
- Walking School Bus
- Safety Education Programs
- Walking & Biking Incentive

9

9

Plan Recommendations

Project ID	Recommendation	Issue Addressed	Need	MTF Reference
7a	Construct 0.2 miles of sidewalk or shared-use path connecting from Orange Middle School building along the driveway to the short section of existing sidewalk along Orange High School Road.	There are no on campus sidewalks connecting to the school entrance.	High	
7b	Construct 0.7 miles of sidewalk or shared-use path along Orange High School Road from Harold Latta Drive to US 70.	The lack of bicycle and pedestrian infrastructure along Orange High School Road present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP, Hillsborough CSP 2030
7c	Construct 2.1 miles of 4' paved shoulders and a sidewalk or a shared-use path along US 70 from Combs Circle to N Scottwood Boulevard.	The lack of bicycle and pedestrian infrastructure along US 70 present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP, Hillsborough CSP 2030
7d	Construct 0.2 miles of sidewalk or shared-use path along Harold Latta Drive from Orange High School Road to Cloverfield Drive.	The lack of bicycle and pedestrian infrastructure along Harold Latta Road, present key infrastructure gaps for cyclists and pedestrians.	High	DCHC MPO 2017 CTP, Hillsborough CSP 2030
7e	Construct 0.5 miles of sidewalk or a shared-use path along Orange High School Road from Harold Latta Road to Miller Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Orange High School Road present key infrastructure gaps for cyclists and pedestrians.	High	
7f	Construct 0.1 miles of sidewalk or a shared-use path along Ann Road to fill in infrastructure gaps.	The lack of bicycle and pedestrian infrastructure along Ann Road present key infrastructure gaps for cyclists and pedestrians. There is a crosswalk at Orange High School Road and Ann Road with no connecting sidewalks.	High	

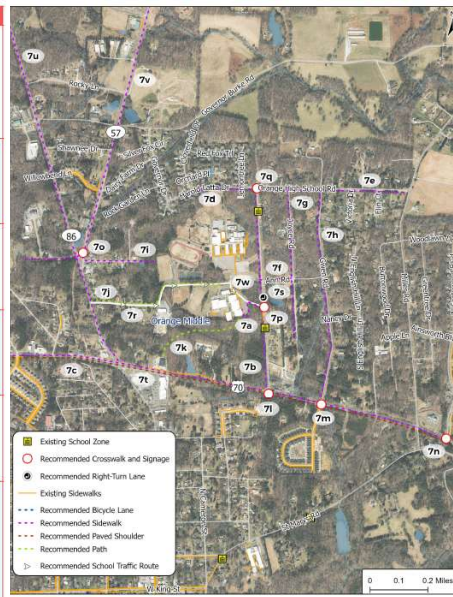


Figure 4-7. Orange Middle Recommendations

10

Plan Recommendations - Funding

Federal

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant (STBG)
- Safe Streets and Roads for All (SS4A)
- Carbon Reduction Program

State and Local

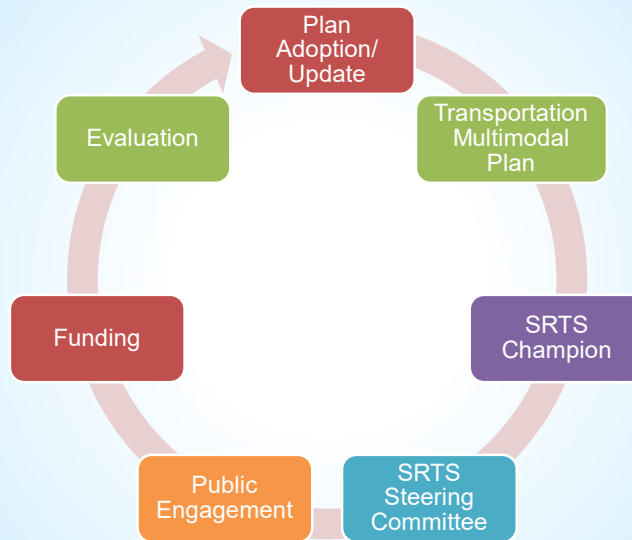
- NCDOT Safe Routes to School
- Scholl District Budget

Staff will also work with NCDOT for SPOT Safety/Mobility, resurfacing, bridges, etc.
And other locally administrative processes as they become available

11

11

Plan Recommendations



12

12

Action

- **September 30, 2024** – OUTBoard - Unanimous approval with:
 - Narrative emphasizing each school to pursue Municipal and School Transportation Assistance (MSTA) with the North Carolina Department of Transportation (NCDOT) to address car line and its impact on State roads.
 - Add lineal feet or miles - to each sidewalk, bike lane, and/or side path
 - Increase priority for - No parking on state/town roads near schools, speed limit reduction and bike/ped recommendations.

Incorporated into Final Plan

- **October 10, 2024** - CPRPO – Endorsed Plan
- **October 15, 2024** - BG MPO – Approved Plan for use in CTP, MTP, and STIP
- **November 5, 2024** - DCHC MPO – TC recommended Board incorporate in CTP, MTP, and STIP
- **November 7, 2024** – Orange County BOCC – Unanimous approval

13

13

Action

- Request approval of Orange County SRTS Plan.

14

14