



## CHAPTER OUTLINE:

### A.0 OVERVIEW

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## A.0 OVERVIEW

Input from the public was critical to the development of this plan. Suggestions made by residents during workshops, through e-mail, through the online comment form, and other avenues helped to make this plan responsive to the specific needs of local residents. This appendix summarizes the various avenues of public outreach that were employed to gather input during the planning process.

### A.1 MAY 2008 PUBLIC WORKSHOP

The first public workshop for the Pedestrian Plan was held at the Pittsboro Farmers Market on May 1, 2008 from 3:30 to 6:30 PM. The Town planning director, committee members, and project consultants staffed a booth with project maps and project information.

More than 60 people provided direct input on the plan by writing and drawing comments on the input map, filling out comment forms, and talking with project staff. 73 individual comments were transcribed from the input map, and categorized. Comments were distributed relatively evenly among the following categories: Greenways (25%), Pedestrian Facilities (25%), Programs and Policies (21%), Ancillary Facilities (15%), and Intersections (14%).

### A.2 JULY 2008 PUBLIC WORKSHOP

The second public workshop for the Pedestrian Plan was held at Town Hall on July 30, 2008, from 6:00 to 8:00 PM. Town planning staff, project committee members, and project consultants were in attendance and available to answer any questions regarding the draft plan. 15 people attended and the project planners received comments, both written and verbal, regarding the draft pedestrian network.

### A.3 ADDITIONAL PUBLIC INPUT OPPORTUNITIES

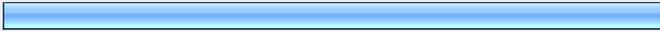
Project steering committee members took the initiative to distribute and receive information for the Pedestrian Plan. Project flyers, newsletters and comment forms were distributed at various public events throughout the planning process.

**A.4 ONLINE PUBLIC COMMENT FORM RESULTS**

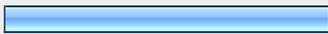
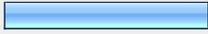
The online comment form was designed to build upon public input gathered in previous studies, providing a better understanding of local needs and priorities related to pedestrian planning. Questions included items on:

- current walking trends
- barriers to walking in Pittsboro
- desired future walking opportunities
- priorities for future improvements
- general comments

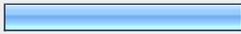
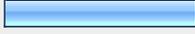
Over 140 people submitted comments, through both the online form, and through printed hard copies. Committee members assisted in tasks for getting the word out by posting to local e-mail list-serves; translating the comment form into Spanish; and including a link to the comment form in the local water bill mailing. The following pages show the results:

1. A walkable community is one that makes pedestrian activity and access both possible and safe. Streetscapes with sidewalks and crosswalks to destinations make for a more walkable community. How important to you is the goal of creating a walkable community? (select one)			
		Response Percent	Response Count
very important		94.2%	131
somewhat important		5.0%	7
not important		0.7%	1
<b>answered question</b>			<b>139</b>
<b>skipped question</b>			<b>1</b>

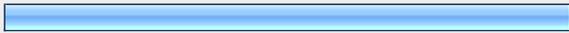
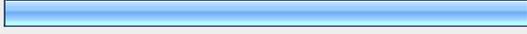
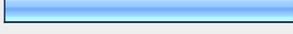
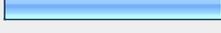
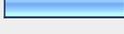
**2. How often do you walk now for transportation through Pittsboro? (select one)**

		Response Percent	Response Count
few times per month		46.4%	64
few times per week		29.0%	40
5+ times per week		13.0%	18
never		11.6%	16
<b>answered question</b>			<b>138</b>
<b>skipped question</b>			<b>2</b>

**3. How often do you walk now for recreation and/or exercise through Pittsboro? (select one)**

		Response Percent	Response Count
few times per month		33.8%	46
never		28.7%	39
few times per week		27.2%	37
5+ times per week		10.3%	14
<b>answered question</b>			<b>136</b>
<b>skipped question</b>			<b>4</b>

**4. For what purposes do you walk most now and/or would you want to walk for in the future? Select all that apply.**

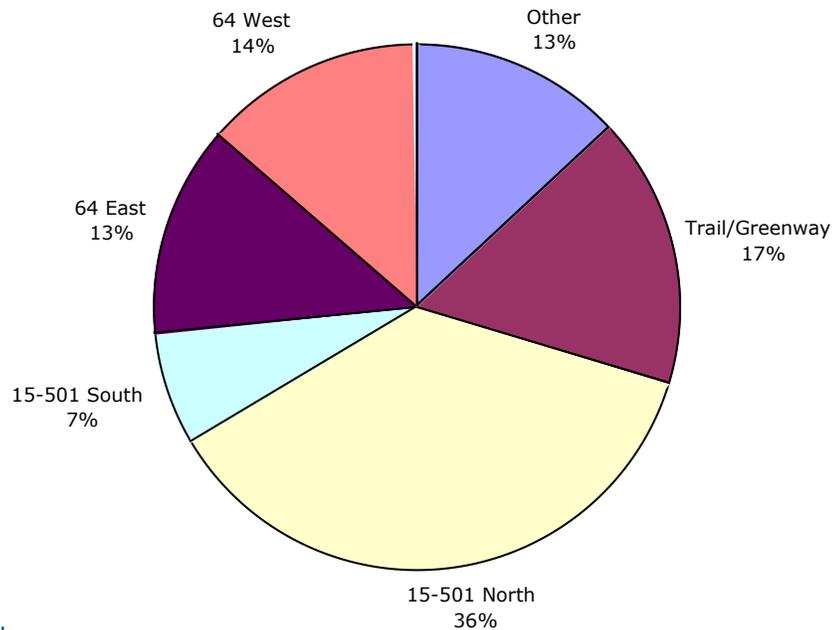
		Response Percent	Response Count
Transportation to some destination		80.9%	110
Fitness or recreation		75.0%	102
Social visits		41.2%	56
Walking the dog		30.9%	42
Walking the baby / pushing a stroller		16.9%	23
<b>answered question</b>			<b>136</b>
<b>skipped question</b>			<b>4</b>

5. Which of the following factors play a role in whether or not you walk to a destination? (Check as many as apply)			
Availability of a safe route		82.4%	112
Need for exercise		65.4%	89
Weather		64.0%	87
Travel time/length of trip		54.4%	74
Availability of a scenic route		51.5%	70
Costs of other travel modes		19.1%	26
Availability of other travel options		13.2%	18
Other (please specify)		13.2%	18

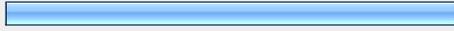
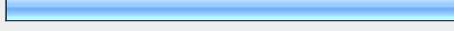
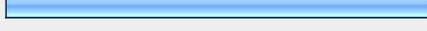
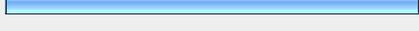
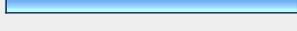
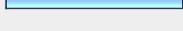
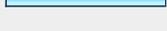
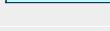
(Below are specified comments from question #5, shown exactly as they were received from the public)

- Safety of walking route
- Parking
- parking
- Lighting along sidewalks
- no gas money
- Safety, i.e. cement walks, are important in high motor traffic areas. However, COMFORT in walking is better done on dirt/grass paths through high-tree areas. Please consider this option through those areas that are not as high-motor-traffic. Cement is too hard on the body (ask any dancer!)
- off the sides of the road or footpaths thru the woods are typically a floor of grass or debris and unfortunately tick territory
- The air pollution in down town is pretty bad; so I only walk early or late in the day.
- wasteful to use car for short distance
- Equestrian Riding Routes
- So I don't have to park
- wheelchair use easier than car
- Bicycle parking lot
- pleasure!
- Because I can
- environment
- availability of a destination

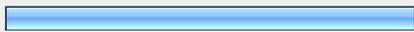
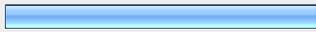
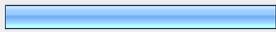
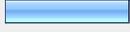
**6. Are there places you would like to be able to walk that you cannot at this time?**

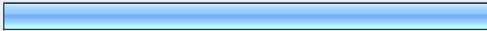
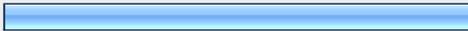
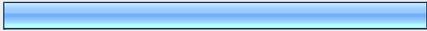
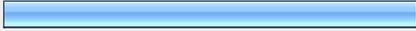
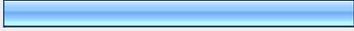
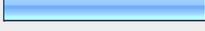


**7. What walking destinations would you most like to get to? Select all that apply.**

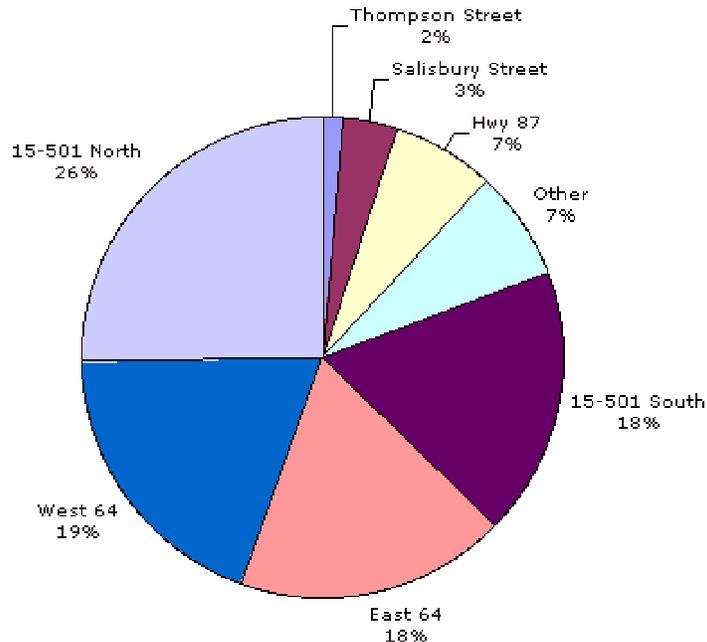
		Response Percent	Response Count
Restaurants		82.6%	109
Shopping		73.5%	97
Trails and greenways		73.5%	97
Parks		68.9%	91
Libraries or recreation centers		67.4%	89
Entertainment		47.7%	63
Public Transportation		28.8%	38
Place of work		25.8%	34
School		17.4%	23
Other specific locations (please specify)			14
<b>answered question</b>			<b>132</b>
<b>skipped question</b>			<b>8</b>

**8. What factors keep you from walking in Pittsboro? Select all that apply.**

		Response Percent	Response Count
Lack of sidewalks and trails		66.7%	80
Unsafe crossings		61.7%	74
Pedestrian unfriendly streets and land uses		50.8%	61
Deficient sidewalks		49.2%	59
Traffic		44.2%	53
Lack of nearby destinations		22.5%	27
Aggressive motorist behavior		20.0%	24
Lack of time		10.8%	13
Lack of interest		2.5%	3
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>20</b>

9. What changes are needed to increase walking in Pittsboro? Select all that apply.			Response Percent	Response Count
Crossing improvements			69.7%	92
Improved greenway trail systems			66.7%	88
New sidewalks			60.6%	80
Repairing old sidewalks			59.1%	78
More pedestrian friendly land-uses			58.3%	77
Replacing deficient sidewalks			50.0%	66
Planting street trees			31.8%	42
Education for pedestrians and drivers			28.8%	38
Improved public transportation			26.5%	35
Promotional efforts			20.5%	27
			<b>answered question</b>	<b>132</b>
			<b>skipped question</b>	<b>8</b>

10. What do you think are the top roadway corridors most needing sidewalk or trail improvements?



**11. Do you have suggestions about specific programming or pedestrian related policies that you would like to see passed?**

*(Comments below are shown exactly as they were received from the public)*

- I'd love to be able to use a bike trail greenway. Wouldn't that be fun circling the city? (Powell Place Town Park to Pittsboro Public Pool to CCCC's Public Library to Town Lake Park to Pittsboro Elementary to Pittsboro's downtown to the YMCA to behind Carolina Brewery and back to Powell Place Town Park--or something like that.)
- I would love to have a bicycle lane added to the streets in and around Pittsboro. Cycling is a great form of exercise, and many people use it as a form of transportation to shops, etc.
- Reduce ozone and air pollution. Walking isn't healthy sometimes. • Signage for motorists on the Courthouse roundabout
- I would like to see shoulders on all the major roadways that would allow for safe walking and biking in the Pittsboro area.
- Create multiuse trails along sewer easements to connect CCCC, downtown and residential neighborhoods  
extended walking trails would be great
- Specific safe places to cross each of the busiest streets. Some ways to reroute trucks and all but local traffic away from Hillisborough St and the circle.
- Use of signals by motorists on the circle so you know which way the cars are going. Would help other drivers on the circle too.
- people need to drive very slow in back streets in town. No regulations I can think of just common sense.
- I would like to see this expanded to cycling • would like to see walking trails around the Haw river
- Concentrate on infill (such as developing the vacant and now blocked parking lot with old double wide on 64East in a similar manner as the new brick office/store complex now leasing on 64East), with emphasis on retail shops and restaurants that will draw pedestrian traffic. PLEASE steer away from big box stores, drive through franchise fast food, and large malls that require cars to get to and from.
- Need to lock-up land for Rails to Trails Future on old CSX line that runs South towards Moncure. Also need to use Sewer Lines for Passive parks. Including one that runs North Towards Lowes and one that runs from fair grounds out to bio diesel plant.
- Make sure all sidewalks and trails are handicapped friendly; put guardrails along sidewalks where traffic is unusually heavy
- See my comments about wilderness trails and non-cement walkways with lots of trees.
- wheelchair friendly (cut-outs, gentle slopes - 1/12 is legal but most of us can't do it strength wise)
- I would like to see police patrol more in the sidewalk/walking zones of the city. Not just speeders but those who may not be considerate to slow down or stop for a proper crossing area.
- Can we please finish our section of the American Tobacco Trail. This is really embarrassing as compared to Durham and Wake. Also, I am a bicyclist and hiker as well as an urban walker. We really need to get major greenways throughout the county before it's too late. And we need to add bicycle lanes to our rural 2-lane roads for safety to be a bicycling destination. Finally, I know this is outside your scope, but I would love to volunteer to blaze the trail and build foot bridges along the Haw from Bynum to Jordan Lake. I have walked/waded this many times.
- Connect Downtown to Chatham marketplace. Provide signs directing people to the trail at CCCC and from 15-501 to Pittsboro Park.

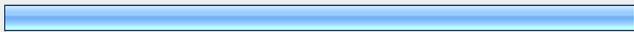
## THE TOWN OF PITTSBORO, NORTH CAROLINA

- Greenways
- Bike Paths (greenways)
- Need public transportation to Pittsboro.
- Control speed of motor vehicles
- Bus line from Pittsboro to Chapel Hill is sorely needed.
- Room/accommodations for equestrians on trail routes. There are a lot of equestrians in Chatham County.
- Parks - Swimming/Recreation Facility
- Speed bumps at the Courthouse crossings
- Help children cross at the Courthouse after school.
- we really need walking and bicycle paths/routes
- I would like to see an aggressive Greenway Acquisition Program. I would like a bond referendum to finance parks and greenways. I would like to have a tree canopy over sidewalks, and for sidewalks to be a safe distance away from streets. Would like to see developers put sidewalks on both sides of the street, or dedicate a public greenway in new developments. I would like to see the abundance of Pittsboro's greenways a defining feature of the Town. Also, I'd love to see landscaping standards to make the sidewalks, not just nominal concrete afterthoughts, but seen as pleasant, viable transportation corridors. I'd be happy to spend more tax money to prioritize the creation of greenways and sidewalks; it's really a quality of life issue and well worth it to me.
- The Town needs to focus on repairing/upgrading existing sidewalks that are in disrepair and look for simple and quick fixes to existing situations that need attention. I am dismayed at times when local governments focus on construction of new facilities and forget to adequately budget for existing infrastructure. If we can't take care of the upkeep on existing sidewalks why should the town try to build new ones. I was recently discouraged to see a recent pavement patch to an existing concrete sidewalk after a sewer line upgrade. Let's focus on fundamentals with the same enthusiasm as bold planning efforts.
- Add a tax for a pedestrian fund and apply for transportation enhancement grants from NCDOT. Work with NCDOT to provide pedestrian/bike paths whenever improvements are made....
- Bicycle trails along the roads, especially along 64 Business from Pittsboro Christian Village to Central Carolina Community College.
- development of safety for pedestrian children and elderly.
- Would like to see bike racks at businesses
- greenways, "green belt" around town for walking/biking/jogging
- Safe crossings near grocery stores/thrift shop
- Utilize the greenways that exist on sewer rights of ways, connect them to sidewalks and trails, so we can have lots of places to walk for shopping and recreation. Fix and expand sidewalks connecting downtown to residential neighborhoods and edges of towns so folks will shop and recreate at the same time. Good for residents and merchants. Do something about Town Lake Park, either fix the dam and fill the lake, or return it to original stream; in either case, maintain the trails and connect them to town.
- More enforcement and greater penalties for drivers who fail to yield to pedestrians in cross walks.
- Pedestrians crossing in front of the General Store Cafe is a hazard that should be prohibited. Vehicles may U-turns to park; pedestrians stop traffic that backs into the busy circle; traffic coming out of the circle may have to stop suddenly. It's only a question of when someone gets hurt. I would suggest a cable barrier at waist height between lanes to stop both pedestrians and U-turns. The driveway into the parking lot is part of the problem also; it's all too close to a busy intersection.
- Bike trails would be great, too!
- Bike lanes on more roads in and around Pittsboro
- It would be nice to have sidewalks on both sides of Highway 64 and also 15-501. None of the side streets I have walked on have sidewalks.

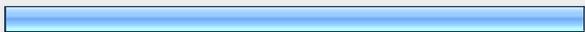
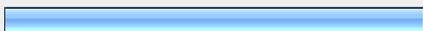
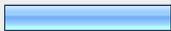
**12. Please order this list according to the importance you place on each item. Rank the options below from 1 (highest importance) to 4 (lowest importance).**

	#1	#2	#3	#4	Rating Average	Response Count
Improving the existing pedestrian facilities.	11.3% (13)	18.3% (21)	26.1% (30)	<b>44.3% (51)</b>	3.03	115
Perfecting a few major travel corridors for pedestrians.	19.5% (23)	23.7% (28)	24.6% (29)	<b>32.2% (38)</b>	2.69	118
Maximizing pedestrian opportunities in specific locations in Pittsboro.	28.4% (33)	<b>33.6% (39)</b>	24.1% (28)	13.8% (16)	2.23	116
Maximizing safety for pedestrians.	<b>45.2% (52)</b>	25.2% (29)	23.5% (27)	6.1% (7)	1.90	115
<i>answered question</i>						<b>123</b>
<i>skipped question</i>						<b>17</b>

**13. Should public funds be used to improve pedestrian facilities (sidewalks, crosswalks, trails, etc.)?**

	Response Percent	Response Count
Yes 	94.7%	124
No 	5.3%	7
<i>answered question</i>		<b>131</b>
<i>skipped question</i>		<b>9</b>

**14. What types of funds should be used? (Choose all that apply)**

	Response Percent	Response Count
State and federal grants 	86.8%	112
Capital improvements bond or other financing strategy 	62.8%	81
Existing local taxes 	56.6%	73
New local taxes 	24.8%	32
Other (please specify) 	17.8%	23
<i>answered question</i>		<b>129</b>
<i>skipped question</i>		<b>11</b>

**15. What is your zip code?**

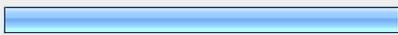
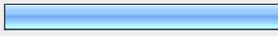
(The majority of responses were from 27312)

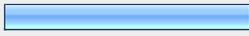
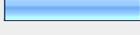
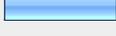
**16. What is your gender?**

		Response Percent	Response Count
M		30.2%	38
F		69.8%	88
		<b>answered question</b>	<b>126</b>
		<b>skipped question</b>	<b>14</b>

**17. What is your age?**

		Response Percent	Response Count
0-18		0.0%	0
19-25		1.5%	2
26-35		11.5%	15
36-45		24.6%	32
46-55		21.5%	28
56-65		26.9%	35
66-75		10.8%	14
76 and older		3.1%	4
		<b>answered question</b>	<b>130</b>
		<b>skipped question</b>	<b>10</b>

18. Where do you live?			
		Response Percent	Response Count
Pittsboro		59.1%	75
Chatham County		40.9%	52
		Other (please specify)	9
		<b>answered question</b>	<b>127</b>
		<b>skipped question</b>	<b>13</b>

19. What is your living and work status in Pittsboro?			
		Response Percent	Response Count
Live in Pittsboro only		36.7%	47
Live and work in Pittsboro		26.6%	34
Neither live nor work in Pittsboro		20.3%	26
Work in Pittsboro only		16.4%	21
		<b>answered question</b>	<b>128</b>
		<b>skipped question</b>	<b>12</b>

**A.5 COPIES OF PROJECT NEWSLETTERS**

[Copies available on the following pages]

Project Contact:  
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919 542-7109 Fax

## Planning is Underway to Improve Conditions for Walking in Pittsboro, NC

The Town of Pittsboro received funding from the North Carolina Department of Transportation (NCDOT)'s Bicycle and Pedestrian Planning Grant Initiative to develop a Pedestrian Transportation Plan.

Planning began with a Steering Committee Meeting in March 2008. Project consultants, *Greenways Incorporated*, will be conducting fieldwork, evaluating the current conditions and gathering public input for the plan during the months of April and May. The draft plan will be developed over the summer and will be ready for review in early September, 2008. Public input (through the online comment form, public workshops, and communication with the Steering Committee) is encouraged throughout the planning process.

The project Steering Committee is made up of the following individuals:

Ruben Blakely  
*NCDOT, Division 8*

Megan Bolejack  
*Chatham Co. Health Dept./Active Chatham*

Phil Bors  
*Town of Pittsboro Parks & Rec Board*

Chris Bouton  
*Town of Pittsboro Parks & Rec Board*

Justin Bullock  
*NCDOT, Division 8*

Bill Bussey  
*Pittsboro Citizen/Trails Advocate*

Kelly Evenson  
*UNC School of Public Health*

Ether Farrell  
*Town of Pittsboro Planning Board*

David Monroe  
*Town of Pittsboro Planning Director*

Robert F. Mosher  
*NCDOT, Bike & Ped Division*

Kim Royal  
*Pittsboro Citizen*

Pat Strong  
*TJCOG/Triangle Area MPO*



Top: Image from the March 2008 Steering Committee Meeting; participants identified areas in Town that are of particular concern for pedestrians.

Bottom: Some areas in Downtown Pittsboro are already ideal for pedestrians.



### Page 2: Get Involved !

1. Fill out the Comment Form.
2. Attend a planning workshop.
3. Talk directly with project staff, committee, and consultants.

*"Walking gets the feet moving, the blood moving, the mind moving. And movement is life."*

*~ Carrie Latet*

Walking improves health and wellness, builds social capital, and is the world's cleanest form of transportation. However, the design of our streets, intersections, and land use patterns affects our ability to include walking as part of our daily routine.

According to Frank Hu, epidemiologist at the Harvard School of Public Health, *"The single thing that comes close to a magic bullet, in terms of its strong and universal benefits, is exercise."* (Harvard Magazine, 2004)

Even though the benefits are clear, exercising on a regular basis is difficult for many people. They can't find the time. They lose their motivation. They become discouraged.

What if exercise was simply part of daily life? After all, the Centers for Disease Control and Prevention recommends a minimum of 30 minutes of moderate-intensity physical activity per day (such as brisk walking) most days of the week. The key to good health is a walk in the park. It could mean walking to lunch instead of driving, or walking downtown for a small errand. It could also mean walking to work, or combining a bus trip with walking.

The choice of walking instead of driving can be much easier when the community you live and work in is designed to accommodate pedestrians. This is where the Pittsboro Pedestrian Transportation Plan comes into play. The Plan aims to make walking in Pittsboro a safe and accessible alternative to the automobile. By studying what is on the ground today and asking for public input, the Town will identify key opportunities for improving conditions for pedestrians. For example, improvements could include new sidewalks and crosswalks, more trails and greenways, and even new programs and policy changes that encourage pedestrian activity.



Public input will be especially helpful in identifying key locations in need of improvements. At left is a family safely crossing on Salisbury, just west of downtown (a good example of an existing pedestrian facility).



Here is an example opportunity for improvement, further west on Salisbury, where no sidewalks are available for pedestrians.

High levels of public participation will make this plan more effective for implementation and more relevant for the particular needs of local residents. Here is how you can get involved:

1. Fill out the online comment form (address below). The questions are designed to get a better understanding of how often residents currently walk; the barriers to walking in Pittsboro; and priorities for future improvements. Paper comment forms are available upon request.
2. Attend the next planning workshop at the end of July 2008. The draft plan will be reviewed and input will be gathered on project priorities. For details, check in at [www.greenways.com/upcomingworkshops.html](http://www.greenways.com/upcomingworkshops.html)
3. Talk directly with project staff, committee, and consultants. Contact Town Planner, David Monroe (919-542-4621), or project consultant, Jason Reyes (919-484-8448; [jason.reyes@greenways.com](mailto:jason.reyes@greenways.com)), to share your ideas and/or learn more about the plan.

Project info and online comment form:  
[www.greenways.com/pittsboro.html](http://www.greenways.com/pittsboro.html)

Project Contact:  
Paul H. Horne  
Town Planner  
P.O. Box 759  
Pittsboro, NC 27312  
919 542-4621 x62  
919 542-7109 Fax

## Pedestrian Planning On Schedule in Pittsboro, NC

With much of the draft plan complete, project planners are moving forward with development of the implementation plan. Below is a time line of the major project tasks:

March:	Kick-Off Meeting
April/May:	Review of Existing Conditions
June/July:	Draft Plan Development
Aug/Sept:	Draft Review
October:	Final Plan and Presentation
Winter 08-09:	Plan Adoption/Implementation

This plan represents the first comprehensive approach to addressing the needs of pedestrians and pedestrian facility development in the Town of Pittsboro. The overall outline of the plan itself starts with an assessment of current conditions, followed by recommendations, and concluding with a phased strategy for implementation. Specifically, the draft plan includes the following chapters:

Chapter 1:	Introduction
Chapter 2:	Existing Conditions
Chapter 3:	Pedestrian Network
Chapter 4:	Programs + Policies
Chapter 5:	Implementation
Chapter 6:	Design Guidelines
Appendix A:	Public Input
Appendix B:	Funding Sources
Appendix C:	Acquisition Strategies
Appendix D:	State and Federal Policies

The planning process has included multiple forms of public involvement. Over 130 people have participated in the online survey so far. The information gathered is helping project planners identify roadways and intersections most in need of pedestrian-related improvements, as well as popular destinations to which people would like to be able to walk.

The first public workshop for the Pedestrian Plan was held at the Pittsboro Farmers Market on May 1st, 2008. The workshop was successful in gathering meaningful input from the public and in distributing information regarding the plan. More than 60 people provided direct input on the plan by writing and drawing com-



*Above: Images from the first Pedestrian Plan Public Workshop at the Pittsboro Farmer's Market; Participants identified areas in need of pedestrian improvements by writing and drawing their comments on public input maps.*

ments on the input map, filling out comment forms, and talking with project staff. 73 individual comments were transcribed from the input map, and categorized. Comments were distributed relatively evenly among the following categories: Greenways (25%), Pedestrian Facilities (25%), Programs and Policies (21%), Destinations and Ancillary Facilities (15%), and Intersections (14%).

Finally, local stakeholders (who volunteer time on project committees) are providing valuable insight and guidance as the plan develops.



### Page 2: Get Involved !

1. Fill out the Comment Form.
2. Review the Draft Plan.
3. Talk directly with project staff, committee, and consultants.

The photo rendering below demonstrates an array of possible improvements, including street trees, street furniture, landscaped medians, pedestrian-scale lighting, wider sidewalks, sidewalks on both sides of the road, closure of curbcuts (reduction of parking lot access points), crosswalks, etc.



*Existing conditions on East 64 (left) and with pedestrian improvements (below).*

*This is shown only as an example of what could be done with pedestrian enhancements. Actual recommendations for East 64 will depend largely upon public input, Town resources and cooperation with NCDOT.*



Although the two main public workshops have already taken place (in May and July), there are still ways to offer your input to the planning process. Here is how you can still get involved:

1. The online comment forms will close on August 8, 2008. Fill out the form at [www.greenways.com/pittsboro.html](http://www.greenways.com/pittsboro.html). The questions are designed to get a better understanding of how often residents currently walk; the barriers to walking in Pittsboro; and priorities for future improvements. Paper comment forms are available upon request (contact Town Planner, Paul H. Horne (919-542-4621)).
2. Review the Draft Plan online during the months of August and September 2008. Visit [www.greenways.com/pittsboro](http://www.greenways.com/pittsboro) for more information. Contact Paul Horne to review a hard copy of the plan.
3. Talk directly with project staff, committee, and consultants. Contact Paul H. Horne, or project consultant, Jason Reyes (919-484-8448; [jason.reyes@greenways.com](mailto:jason.reyes@greenways.com)), to share your ideas and/or learn more about the plan.

Project info, draft plan, and online comment form:  
**[www.greenways.com/pittsboro](http://www.greenways.com/pittsboro)**





## CHAPTER OUTLINE:

### B.1 OVERVIEW

### B.2 HIGH PRIORITY FUNDING OPTIONS

### B.3 STATE FUNDING SOURCES

### B.4 FEDERAL FUNDING SOURCES

### B.5 LOCAL FUNDING SOURCES

### B.6 PRIVATE FOUNDATIONS AND CORPORATIONS

## B.1 OVERVIEW

The primary purpose of this appendix is to define and describe possible funding sources that could be used to support the planning, design and development of pedestrian and greenway improvements.

Implementing the recommendations of this plan will require a strong level of local support and commitment through a variety of local funding mechanisms. Perhaps most important is the addition of sidewalk and greenway recommendations from this Plan into the Town's Capital Improvement Program (CIP). Pedestrian improvements should become a high priority and be supported through the CIP and local bonds.

The Town should also seek a combination of funding sources that include local, state, federal, and private money. Fortunately, the benefits of protected greenways are many and varied. This allows programs in Pittsboro to access money earmarked for a variety of purposes including water quality, hazard mitigation, recreation, air quality, alternate transportation, wildlife protection, community health, and economic development. Competition is almost always stiff for state and federal funds, so it becomes imperative that local governments work together to create multi-jurisdictional partnerships and to develop their own local sources of funding. These sources can then be used to leverage outside assistance. The long term success of this plan will almost certainly depend on the dedication of a local revenue stream for greenways and sidewalks. An important key to obtaining funding is for Pittsboro to have adopted plans for greenway, bicycle, and pedestrian or trail systems in place prior to making an application for funding.

For the past two decades, a variety of funding has been used throughout North Carolina to support the planning, design and construction of urban and rural pedestrian and greenway projects. The largest single source of funding for these projects has come from the Surface Transportation Act, first the Intermodal Surface Transportation Efficiency Act (ISTEA) in the early to mid 1990s; then its successor, Transportation Equity Act for the Twenty-First Century (TEA-21) through the early part of 2002; and now the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The North Carolina Department of

Transportation manages and distributes the majority of federal funds that are derived from the Act to support the development of bicycle/pedestrian/trail development.

The majority of federal funding is distributed to states in the form of block grants and is then distributed throughout a given state for specific projects. State funding programs in North Carolina also support the creation of greenways. North Carolina has developed a broad array of funding sources that address land acquisition, green infrastructure development, and trail facility development.

Additionally, there are many things that the Town of Pittsboro can do to establish their own funding for sidewalk and greenway initiatives. For the most part, it takes money to get money. For Pittsboro, it will be necessary to create a local funding program through one of the methods that is defined within this report. Financing will be needed to administer the continued planning and implementation process, acquire parcels or easements, and manage and maintain facilities.

This appendix is organized by first addressing the state sources of funding, then addresses separate federal and local government funding sources. It is by no means an exhaustive list as there are hundreds of additional funding sources available that should be researched and pursued as well.

Greenways Incorporated advises the Town of Pittsboro to pursue a variety of funding options and establish pedestrian recommendations from this Plan as a priority in its Capital Improvement Program (CIP). This appendix identifies a list of some of the pedestrian and greenway funding opportunities that have typically been pursued by other communities. Creative planning and consistent monitoring of funding options will likely turn up new opportunities not listed here.

## **B.2 HIGH PRIORITY FUNDING OPTIONS**

While there are a number of funding sources provided in the following pages, these sources should be the highest priority in order to achieve successful implementation. It is critical for local government to step up given the competitiveness and changing, finite availabilities of most funding sources. Details about the following sources are found later in this appendix.

- Local Capital Improvements Program (CIP)
- Local Bond
- Local Fees
- State Transportation Improvement Program (TIP)
- State Powell Bill Funds
- State Safe Routes to School Program
- State Parks and Recreation Trust Fund (PARTF)
- State Health and Wellness Trust Fund (HWTF)
- Private Sources

### B.3 STATE FUNDING SOURCES

The most direct source of public-sector funding for the Town of Pittsboro will come from state agencies in North Carolina. Generally, these funds are made available to local governments based on grant-in-aid formulas. The single most important key to obtaining state grant funding is for local governments to have adopted plans for greenway, open space, bicycle, pedestrian or trail systems in place prior to making an application for funding. Unfortunately, there is no direct correlation between any of the programs listed and a constant stream of funding for greenway or trail projects and all projects are funded on the basis of grant applications. There is no specific set aside amount that is allocated for greenway and trail development within a given program. Funding is based solely on need and the need has to be expressed and submitted in the form of a grant application. Finally, all of these programs are geared to address needs across the entire state, so all of the programs are competitive and must allocate funding with the needs of the entire state in mind.

The Powell Bill Program is an annual state allocation to municipalities for use in street system maintenance and construction activities. There is considerable local control over Powell Bill Funds (It is not a grant application process). In the past, the State allocated a considerable portion of these revenues for construction purposes. However, budgetary constraints since 2001 have led to a shift of new Powell Bill funds to cover maintenance and operations activities.

Both the Powell Bill reserves and the 2000 Transportation Bond funds are limited funding sources that will eventually be depleted. Further, federal highway funds can be expected to provide only a portion of the future resource needs of the sidewalk construction program. For this reason, the development of future state transportation bond initiatives will be critical for continuing implementation of the sidewalk construction program in the future.

In North Carolina, the Department of Transportation, Division of Bicycle and Pedestrian Transportation (DBPT) has been the single largest source of funding for bicycle, pedestrian and greenway projects, including non-construction projects such as brochures, maps, and public safety information for more than a decade. DBPT offers several programs in support of bicycle and pedestrian facility development. The following information is from NCDOT's interactive web site ([www.ncdot.org](http://www.ncdot.org)). Contact the NCDOT, Division of Bicycle and Pedestrian Transportation at (919) 807-2804 for more information.

North Carolina programs are listed below. A good starting website with links to many of the following programs is [http://www.enr.state.nc.us/html/tax\\_credits.html](http://www.enr.state.nc.us/html/tax_credits.html).

**North Carolina Department of Transportation**

Bicycle and Pedestrian Independent Projects Funded Through the Transportation Improvement Program (TIP):

In North Carolina, the Department of Transportation, Division of Bicycle and Pedestrian Transportation (DBPT) manages the Transportation Improvement Program (TIP) selection process for bicycle and pedestrian projects.

Projects programmed into the TIP are independent projects – those which are not related to a scheduled highway project. Incidental projects – those related to a scheduled highway project – are handled through other funding sources described in this section.

A total of \$6 million is annually set aside for the construction of bicycle improvements that are independent of scheduled highway projects in communities throughout the state. Eighty percent of these funds are from STP-Enhancement funds, while the State Highway Trust provides the remaining 20 percent of the funding.

Each year, the DBPT regularly sets aside a total of \$200,000 of TIP funding for the department to fund projects such as training workshops, pedestrian safety and research projects, and other pedestrian needs statewide. Those interested in learning about training workshops, research and other opportunities should contact the DBPT for information.

A total of \$5.3 million dollars of TIP funding is available for funding various bicycle and pedestrian independent projects, including the construction of multi-use trails, the striping of bicycle lanes, and the construction of paved shoulders, among other facilities. Prospective applicants are encouraged to contact the DBPT regarding funding assistance for bicycle and pedestrian projects. For a detailed description of the TIP project selection process, visit: [http://www.ncdot.org/transit/bicycle/funding/funding\\_TIP.html](http://www.ncdot.org/transit/bicycle/funding/funding_TIP.html).

**Incidental Projects** – Bicycle and pedestrian accommodations such as bike lanes, widened paved shoulders, sidewalks and bicycle-safe bridge design are frequently included as incidental features of highway projects. In addition, bicycle-safe drainage grates are a standard feature of all highway construction. Most bicycle and pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of National Highway System funds and State Highway Trust Funds.

**Sidewalk Program** – Each year, a total of \$1.4 million in STP-Enhancement funding is set aside for sidewalk construction, maintenance and repair. Each of the 14 highway divisions across the state receives \$100,000 annually for this purpose. Funding

decisions are made by the district engineer. Prospective applicants are encouraged to contact their district engineer for information on how to apply for funding.

**Governor’s Highway Safety Program (GHSP)** – The mission of the GHSP is to promote highway safety awareness and reduce the number of traffic crashes in the state of North Carolina through the planning and execution of safety programs. GHSP funding is provided through an annual program, upon approval of specific project requests. Amounts of GHSP funds vary from year to year, according to the specific amounts requested. Communities may apply for a GHSP grant to be used as seed money to start a program to enhance highway safety. Once a grant is awarded, funding is provided on a reimbursement basis. Evidence of reductions in crashes, injuries, and fatalities is required. For information on applying for GHSP funding, visit: [www.ncdot.org/programs/ghsp/](http://www.ncdot.org/programs/ghsp/).

**Funding Available Through North Carolina Metropolitan Planning Organizations (MPOs)**

MPOs in North Carolina which are located in air quality no attainment or maintenance areas have the authority to program Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funding is intended for projects that reduce transportation related emissions. Some NC MPOs have chosen to use the CMAQ funding for bicycle and pedestrian projects. Local governments in air quality no attainment or maintenance area should contact their MPO for information on CMAQ funding opportunities for bicycle and pedestrian facilities.

**Transportation Enhancement Call for Projects, EU, NCDOT**

The Enhancement Unit administers a portion of the enhancement funding set-aside through the Call for Projects process. In North Carolina the Enhancement Program is a federally funded cost reimbursement program with a focus upon improving the transportation experience in and through local North Carolina communities either culturally, aesthetically, or environmentally. The program seeks to encourage diverse modes of travel, increase benefits to communities and to encourage citizen involvement. This is accomplished through the following twelve qualifying activities:

1. Bicycle and Pedestrian Facilities
2. Bicycle and Pedestrian Safety
3. Acquisition of Scenic Easements, Scenic or Historic Sites
4. Scenic or Historic Highway Programs  
(including tourist or welcome centers)
5. Landscaping and other Scenic Beautification
6. Historic Preservation
7. Rehabilitation of Historic Transportation Facilities
8. Preservation of Abandoned Rail Corridors

9. Control of Outdoor Advertising
10. Archaeological Planning and Research
11. Environmental Mitigation
12. Transportation Museums

Funds are allocated based on an equity formula approved by the Board of Transportation. The formula is applied at the county level and aggregated to the regional level. Available fund amount varies. In previous Calls, the funds available ranged from \$10 million to \$22 million.

The Call process takes place on even numbered years or as specified by the Secretary of Transportation. The Next Call is anticipated to take place in 2008, barring financial constraints related to federal recessions resulting from the war on terror and Hurricane Katrina. For more information, visit: [www.ncdot.org/financial/fiscal/Enhancement/](http://www.ncdot.org/financial/fiscal/Enhancement/)

**Bicycle and Pedestrian Planning Grant Initiative, managed by NCDOT, DBPT**

To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Division of Bicycle and Pedestrian Transportation (DBPT) and the Transportation Planning Branch (TPB) have created a matching grant program to fund plan development. This program was initiated through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the TPB. The planning grant program was launched in January 2004, and it is currently administered through NCDOT-DBPT and the Institute for Transportation Research and Education (ITRE) at NC State University. Over the past three grant cycles, 48 municipal plans have been selected and funded from 123 applicants. A total of \$ 1,175,718 has been allocated. Funding is secured for 2007 at \$400,000. Additional annual allocations will be sought for subsequent years. For more information, visit [www.itre.ncsu.edu/ptg/bikeped/ncdot/index.html](http://www.itre.ncsu.edu/ptg/bikeped/ncdot/index.html)

**Safe Routes to School Program, managed by NCDOT, DBPT**

The NCDOT Safe Routes to School Program is a federally funded program that was initiated by the passing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, which establishes a national SRTS program to distribute funding and institutional support to implement SRTS programs in states and communities across the country. SRTS programs facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Division of Bicycle and Pedestrian Transportation at NCDOT is charged with disseminating SRTS funding.

The state of North Carolina has been allocated \$15 million in Safe Routes to School funding for fiscal years 2005 through 2009 for infrastructure or non-infrastructure projects. All proposed projects must relate to increasing

walking or biking to and from an elementary or middle school. An example of a non-infrastructure project is an education or encouragement program to improve rates of walking and biking to school. An example of an infrastructure project is construction of sidewalks around a school. Infrastructure improvements under this program must be made within 2 miles of an elementary or middle school. The state requires the completion of a competitive application to apply for funding. For more information, visit [www.ncdot.org/programs/safeRoutes/](http://www.ncdot.org/programs/safeRoutes/) or contact Leza Mundt at DBPT/NCDOT, (919) 807-0774.

#### **Recreational Trails Program (RTP)**

The Recreational Trails Program (RTP) is a grant program funded by Congress with money from the federal gas taxes paid on fuel used by off-highway vehicles. This program's intent is to meet the trail and trail-related recreational needs identified by the Statewide Comprehensive Outdoor Recreation Plan. Grant applicants must be able contribute 20% of the project cost with cash or in-kind contributions. The program is managed by the State Trails Program, which is a section of the N.C. Division of Parks and Recreation.

The grant application is available and instruction handbook is available through the State Trails Program website at <http://ils.unc.edu/parkproject/trails/home.html>. Applications are due during the month of February. For more information, call (919) 715-8699.

#### **Powell Bill Program**

Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as provided by statute. This program is a state grant to municipalities for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities or for planning, construction, and maintenance of bikeways or sidewalks along public streets and highways. Funding for this program is collected from fuel taxes. Amount of funds are based on population and mileage of town-maintained streets. For more information, visit [www.ncdot.org/financial/fiscal/ExtAuditBranch/Powell\\_Bill/powellbill.html](http://www.ncdot.org/financial/fiscal/ExtAuditBranch/Powell_Bill/powellbill.html).

#### **North Carolina's Clean Water Management Trust Fund (CWMTF)**

This fund was established in 1996 and has become one of the largest sources of money in North Carolina for land and water protection. At the end of each fiscal year, 6.5 percent of the unreserved credit balance in North Carolina's General Fund, or a minimum of \$30 million, is placed in the CWMTF. The revenue of this fund is allocated as grants to local governments, state agencies and conservation non-profits to help finance projects that specifically address water pollution problems. CWMTF funds may be used to establish a network of riparian buffers and greenways for environmental, educational, and recreational benefits. The fund has provided funding for land acquisition of numerous greenway projects featuring trails, both paved

and unpaved. For a history of awarded grants in North Carolina and more information about this fund and applications, visit [www.cwmtf.net/](http://www.cwmtf.net/).

**North Carolina Parks and Recreation Trust Fund (PARTF)**

The fund was established in 1994 by the North Carolina General Assembly and is administered by the Parks and Recreation Authority. Through this program, several million dollars each year are available to local governments to fund the acquisition, development and renovation of recreational areas. Applicable projects require a 50/50 match from the local government. Grants for a maximum of \$500,000 are awarded yearly to county governments or incorporated municipalities. The fund is fueled by money from the state's portion of the real estate deed transfer tax for property sold in North Carolina.

**The trust fund is allocated three ways:**

- 65 percent to the state parks through the N.C. Division of Parks and Recreation.
- 30 percent as dollar-for dollar matching grants to local governments for park and recreation purposes.
- 5 percent for the Coastal and Estuarine Water Access Program.  
For information on how to apply, visit: [www.partf.net/learn.html](http://www.partf.net/learn.html)

**Land and Water Conservation Fund – North Carolina (LWCF)**

The Land and Water Conservation Fund (LWCF) program is a reimbursable, 50/50 matching grants program to states for conservation and recreation purposes, and through the states to local governments to address “close to home” outdoor recreation needs. LWCF grants can be used by communities to build a trail within one park site, if the local government has fee-simple title to the park site. Grants for a maximum of \$250,000 in LWCF assistance are awarded yearly to county governments, incorporated municipalities, public authorities and federally recognized Indian tribes. The local match may be provided with in-kind services or cash. The program's funding comes primarily from offshore oil and gas drilling receipts, with an authorized expenditure of \$900 million each year. However, Congress generally appropriates only a small fraction of this amount. The allotted money for the year 2007 is \$632,846.

The Land and Water Conservation Fund (LWCF) has historically been a primary funding source of the US Department of the Interior for outdoor recreation development and land acquisition by local governments and state agencies. In North Carolina, the program is administered by the Department of Environment and Natural Resources. Since 1965, the LWCF program has built a permanent park legacy for present and future generations. In North Carolina alone, the LWCF program has provided more than \$63 million in matching grants to protect land and support more than 800 state and

local park projects. More than 37,000 acres have been acquired with LWCF assistance to establish a park legacy in our state. For more information, visit: <http://ils.unc.edu/parkproject/lwcf/home1.html>

#### **North Carolina Farmland Preservation Trust Fund**

Established in 1986, the Farmland Preservation Trust Fund was funded by appropriations from the General Assembly. Managed by the N.C. Department of Agriculture and Consumer Services and contracted to the Conservation Trust for N.C (CTNC). The General Assembly has appropriated \$2.65 M since 1998. The 2002 General Assembly appropriated \$200K; 2003 General Assembly, \$0. NCDACS has awarded grants to help local land trusts and counties with farmland protection programs work with farm families to arrange permanent conservation easements on over 4270 acres and large parts of 30 farms. These grants have leveraged over \$20 M from other private and public funding sources and donations of development rights from farm owners. Contact CTNC at 919-828-4199. E-mail: [info@ctnc.org](mailto:info@ctnc.org) or Web site: <http://www.ctnc.org>

Any county that has established by ordinance a farmland preservation program or a qualified, private, non-profit land conservation organization, is eligible to apply for a grant. Grants may be submitted for reimbursement of up to 70% of real costs for transactional expenses in acquiring agricultural conservation easements through donation or purchase, including--but not limited to--documented costs for environmental audits, legal fees, appraisals, surveys, purchase options, personnel expenses for project preparation, and long-term easement monitoring and enforcement costs. Grant requests cannot exceed a maximum of \$25,000 per project.

Contact: Conservation Trust for North Carolina, 1028 Washington St, Raleigh, NC 27605. 919-828-4199. Web site: [www.ctnc.org](http://www.ctnc.org). E-mail: [info@ctncc.org](mailto:info@ctncc.org).

#### **Agriculture Cost Share Program**

Established in 1984, this program assists farmers with the cost of installing best management practices (BMPs) that benefit water quality. The program covers as much as 75 percent of the costs to implement BMPs. The NC Division of Soil and Water Conservation within the NC Department of Environment and Natural Resources administers this program through local Soil and Water Conservation Districts (SWCD). For more information, visit [www.enr.state.nc.us/DSWC/pages/agcostshareprogram.html](http://www.enr.state.nc.us/DSWC/pages/agcostshareprogram.html) or call 919-733-2302.

#### **North Carolina Natural Heritage Trust Fund**

This trust fund, managed by the NC Natural Heritage Program, has contributed millions of dollars to support the conservation of North Carolina's most significant natural areas and cultural heritage sites. The NHTF is used to acquire and protect land that has significant habitat value. Some large wetland areas may also qualify, depending on their biological

integrity and characteristics. Only certain state agencies are eligible to apply for this fund, including the Department of Environment and Natural Resources, the Wildlife Resources Commission, the Department of Cultural Resources and the Department of Agriculture and Consumer Services. As such, municipalities must work with State level partners to access this fund. Additional information is available from the NC Natural Heritage Program. For more information and grant application information, visit [www.ncnhtf.org/](http://www.ncnhtf.org/).

**North Carolina Adopt-a-Trail Grants**

Operated by the Trails Section of the NC Division of State Parks, annual grants are available to local governments for trail and facility construction. Grants are generally capped at about \$5,000 per project and do not require a match. The Adopt-A-Trail grant program awards \$135,000 annually to local governments, nonprofit organizations and private trail groups for trails projects. The funds can be used for trail building, trail signage and facilities, trail maintenance, trail brochures and maps, and other related uses. Applications for funding may be obtained by contacting a regional trails specialist or the State Trails Program at (919) 715-8699. Applications are due for the each year's funding cycle at the end of February.

Contact: Darrell McBane, State Trails Coordinator, 12700 Bayleaf Church Road, Raleigh, NC 27614 (919) 846-9991. Web site: <http://ils.unc.edu/parkproject/trails/grant.html>. E-mail: [darrell.mcbane@ncmail.net](mailto:darrell.mcbane@ncmail.net).

**North Carolina Division of Water Quality - 319 Program Grants**

By amendment to the Clean Water Act Section in 1987, the Section 319 Grant program was established to provide funding for efforts to curb non-point source (NPS) pollution, including that which occurs through stormwater runoff. The U.S. Environmental Protection Agency provides funds to state and tribal agencies, which are then allocated via a competitive grant process to organizations to address current or potential NPS concerns. Funds may be used to demonstrate best management practices (BMPs), establish Total Maximum Daily Load (TMDL) for a watershed, or to restore impaired streams or other water resources. In North Carolina, the 319 Grant Program is administered by the Division of Water Quality of the Department of Environment and Natural Resources. Each fiscal year North Carolina is awarded nearly \$5 million dollars to address non-point source pollution through its 319 Grant program. Thirty percent of the funding supports ongoing state non-point source programs. The remaining seventy percent is made available through a competitive grants process. At the beginning of each year (normally by mid-February), the NC 319 Program issues a request for proposals with an open response period of three months. Approximately \$880,000 will be available statewide for distribution to grant recipients.

Grants are divided into two categories: Base and Incremental. Base Projects concern research-oriented, demonstrative, or educational purposes for identifying and preventing potential NPS areas in the state, where waters

may be at risk of becoming impaired. Incremental projects seek to restore streams or other portions of watersheds that are already impaired and not presently satisfying their intended uses. State and local governments, interstate and intrastate agencies, public and private nonprofit organizations, and educational institutions are eligible to apply for Section 319 monies. An interagency workgroup reviews the proposals and selects those of merit to be funded.

Contact: North Carolina DWQ, 512 N. Salisbury St. Raleigh, NC 27604. (919) 733-7015 Web site: [www.h2o.enr.state.nc.us/nps/Section\\_319\\_Grant\\_Program.htm](http://www.h2o.enr.state.nc.us/nps/Section_319_Grant_Program.htm). E-mail: [kimberly.nimmer@ncmail.net](mailto:kimberly.nimmer@ncmail.net).

#### **Small Cities Community Development Block Grants**

State level funds are allocated through the NC Department of Commerce, Division of Community Assistance to be used to promote economic development and to serve low-income and moderate-income neighborhoods. Greenways that are part of a community's economic development plans may qualify for assistance under this program. Recreational areas that serve to improve the quality of life in lower income areas may also qualify. Approximately \$50 million is available statewide to fund a variety of projects. For more information, visit [www.hud.gov/offices/cpd/communitydevelopment/programs/stateadmin/](http://www.hud.gov/offices/cpd/communitydevelopment/programs/stateadmin/) or call 919-733-2853.

#### **North Carolina Ecosystem Enhancement Program**

Developed in 2003 as a new mechanism to facilitate improved mitigation projects for NC highways, this program offers funding for restoration projects and for protection projects that serve to enhance water quality and wildlife habitat in NC. Information on the program is available by contacting the Natural Heritage Program in the NC Department of Environment and Natural Resources (NCDENR). For more information, visit [www.nceep.net/pages/partners.html](http://www.nceep.net/pages/partners.html) or call 919-715-0476.

#### **North Carolina Wetlands Restoration Program (NCWRP)**

This is a non-regulatory program established by the NC General Assembly in 1996. The goals of the NCWRP are to:

- Protect and improve water quality by restoring wetland, stream and riparian area functions and values lost through historic, current and future impacts.
- Achieve a net increase in wetland acreage, functions and values in all of North Carolina's major river basins.
- Promote a comprehensive approach for the protection of natural resources.
- Provide a consistent approach to address compensatory mitigation requirements associated with wetland, stream, and buffer regulations, and to increase the ecological effectiveness of compensatory mitigation projects.

Additional information about the program and potential funding assistance with the restoration or creation of wetlands can be found at [www.h2o.enr.state.nc.us/wrp](http://www.h2o.enr.state.nc.us/wrp)

C

ontact: Tad Boggs, Ecosystem Enhancement Program Coordinator, NC Wetlands Restoration Program, 1619 Mail Service Center, Raleigh, NC 27699-1619. (919) 715-2227. E-mail: [tad.boggs@ncmail.net](mailto:tad.boggs@ncmail.net).

**Conservation Reserve Enhancement Program (CREP)**

This program is a joint effort of the North Carolina Division of Soil and Water Conservation, the NC Clean Water Management Trust Fund, the Ecosystem Enhancement Program (EEP), and the Farm Service Agency - United States Department of Agriculture (USDA) to address water quality problems of the Neuse, Tar-Pamlico and Chowan river basins as well as the Jordan Lake watershed area.

CREP is a voluntary program that seeks to protect land along watercourses that is currently in agricultural production. The objectives of the program include: installing 100,000 acres of forested riparian buffers, grassed filter strips and wetlands; reducing the impacts of sediment and nutrients within the targeted area; and providing substantial ecological benefits for many wildlife species that are declining in part as a result of habitat loss. Program funding will combine the Federal Conservation Reserve Program (CRP) funding with State funding from the Clean Water Management Trust Fund, Agriculture Cost Share Program, and North Carolina Wetlands Restoration Program.

The program is managed by the NC Division of Soil and Water Conservation. For more information, visit [www.enr.state.nc.us/dswc/pages/crep.html](http://www.enr.state.nc.us/dswc/pages/crep.html)

**Urban and Community Forestry Assistance Program**

The program operates as a cooperative partnership between the NC Division of Forest Resources and the USDA Forest Service, Southern Region. It offers small grants that can be used to plant urban trees, establish a community arboretum, or other programs that promote tree canopy in urban areas. To qualify for this program, a community must pledge to develop a street-tree inventory, a municipal tree ordinance, a tree commission, and an urban forestry-management plan. All of these can be funded through the program.

Greenways are a specific category within the program "Naturalization Projects or Greenway Development." These types of projects can be combined with tree planting, where native species are used and environmental benefits to the community are emphasized. Planning and development, assessments and studies, maps and drawings, promotional and educational materials may be eligible for funding when matched with a solid volunteer and in-kind staffing match. Forest buffers, connecting corridors between fragmented wooded areas, riparian buffers/protection, or reduction of mowing

maintenance in municipal parks through edge naturalization, are some naturalization projects that will be considered for grants. Approximately \$200,000 is available each year for grant recipients.

For more information and a grant application, contact the NC Division of Forest Resources and/or visit [http://www.dfr.state.nc.us/urban/urban\\_grantprogram.htm](http://www.dfr.state.nc.us/urban/urban_grantprogram.htm).

#### **Water Resources Development Grant Program**

The NC Division of Water Resources offers cost-sharing grants to local governments on projects related to water resources. Of the seven project application categories available, the category which relates to the establishment of greenways is “Land Acquisition and Facility Development for Water-Based Recreation Projects.” Applicants may apply for funding for a greenway as long as the greenway is in close proximity to a water body. For more information, see: [www.ncwater.org/Financial\\_Assistance](http://www.ncwater.org/Financial_Assistance) or call 919-733-4064.

#### **North Carolina Health and Wellness Trust Fund (HWTF)**

The NC Health and Wellness Trust Fund was created by the General Assembly as one of 3 entities to invest North Carolina’s portion of the Tobacco Master Settlement Agreement. HWTF receives one-fourth of the state’s tobacco settlement funds, which are paid in annual installments over a 25-year period.

Fit Together, a partnership of the NC Health and Wellness Trust Fund (HWTF) and Blue Cross and Blue Shield of North Carolina (BCBSNC) announces the establishment of Fit Community, a designation and grant program that recognizes and rewards North Carolina communities’ efforts to support physical activity and healthy eating initiatives, as well as tobacco-free school environments. Fit Community is one component of the jointly sponsored Fit Together initiative, a statewide prevention campaign designed to raise awareness about obesity and to equip individuals, families and communities with the tools they need to address this important issue.

All North Carolina municipalities and counties are eligible to apply for a Fit Community designation, which will be awarded to those that have excelled in supporting the following:

- physical activity in the community, schools, and workplaces
- healthy eating in the community, schools, and workplaces
- tobacco use prevention efforts in schools

Designations will be valid for two years, and designated communities may have the opportunity to reapply for subsequent two-year extensions. The benefits of being a Fit Community include:

- heightened statewide attention that can help bolster local community development and/or
- economic investment initiatives (highway signage and a plaque for the Mayor's or County Commission Chair's office will be provided)
- reinvigoration of a community's sense of civic pride (each Fit Community will serve as a model for other communities that are trying to achieve similar goals)
- use of the Fit Community designation logo for promotional and communication purposes.

The application for Fit Community designation is available on the Fit Together Web site: [www.FitTogetherNC.org/FitCommunity.aspx](http://www.FitTogetherNC.org/FitCommunity.aspx).

Fit Community grants are designed to support innovative strategies that help a community meet its goal to becoming a Fit Community. Eight to nine, two-year grants of up to \$30,000 annually will be awarded to applicants that have a demonstrated need, proven capacity, and opportunity for positive change in addressing physical activity and/or healthy eating.

The North Carolina Conservation Tax Credit (managed by NCDENR)

This program, managed by the North Carolina Department of Environment and Natural Resources, provides an incentive (in the form of an income tax credit) for landowners that donate interests in real property for conservation purposes. Property donations can be fee simple or in the form of conservation easements or bargain sale. The goal of this program is to manage stormwater, protect water supply watersheds, retain working farms and forests, and set-aside greenways for ecological communities, public trails, and wildlife corridors. For more information, visit: [www.enr.state.nc.us/conservationtaxcredit/](http://www.enr.state.nc.us/conservationtaxcredit/).

#### **B.4 FEDERAL FUNDING SOURCES**

Most federal programs provide block grants directly to states through funding formulas. For example, if a North Carolina community wants funding to support a transportation initiative, they would contact the North Carolina Department of Transportation and not the US Department of Transportation to obtain a grant. Despite the fact that it is rare for a local community to obtain a funding grant directly from a federal agency, it is relevant to list some additional federal programs below.

##### **Community Block Development Grant Program (HUD-CBDG)**

The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services,

especially in low and moderate-income areas. Several communities have used HUD funds to develop greenways, including the Boulding Branch Greenway in High Point, North Carolina. Grants from this program range from \$50,000 to \$200,000 and are either made to municipalities or non-profits. There is no formal application process. For more information, visit: [www.hud.gov/offices/cpd/communitydevelopment/programs/](http://www.hud.gov/offices/cpd/communitydevelopment/programs/).

#### **Wetlands Reserve Program**

This federal funding source is a voluntary program offering technical and financial assistance to landowners who want to restore and protect wetland areas for water quality and wildlife habitat. The US Department of Agriculture's Natural Resource Conservation Service (USDA-NRCS) administers the program and provides direct payments to private landowners who agree to place sensitive wetlands under permanent easements. This program can be used to fund the protection of open space and greenways within riparian corridors. For more information on all SAFETEA-LU programs, visit <http://www.fhwa.dot.gov/safetealu/>.

#### **The National Endowment of the Arts**

Many organizations seek ways to incorporate more of their community into their pedestrian, and greenway planning. One way to do this is to celebrate the cultural and historic uniqueness of communities. There are some funding opportunities for these types of projects. The National Endowment of the Arts funds arts-related programs through the Design Arts Program Assistance, and provides many links to other federal departments and agencies that offer funding opportunities for arts and cultural programs.

#### **USDA Rural Business Enterprise Grants**

Public and private nonprofit groups in communities with populations under 50,000 are eligible to apply for grant assistance to help their local small business environment. \$1 million is available for North Carolina on an annual basis and may be used for sidewalk and other community facilities. For more information from the local USDA Service Center, visit: <http://www.rurdev.usda.gov/rbs/buspr/beg.htm>

#### **Rivers Trails and Conservation Assistance Program (RTCA)**

The Rivers, Trails, and Conservation Assistance Program, also known as the Rivers & Trails Program or RTCA, is the community assistance arm of the National Park Service. RTCA staff provide technical assistance to community groups and local, State, and federal government agencies so they can conserve rivers, preserve open space, and develop trails and greenways. The RTCA program implements the natural resource conservation and outdoor recreation mission of the National Park Service in communities across America

Although the program does not provide funding for projects, it does provide valuable on-the-ground technical assistance, from strategic consultation and partnership development to serving as liaison with other government

agencies. Communities must apply for assistance. For more information, visit: [www.nps.gov/ncrc/programs/rtca/](http://www.nps.gov/ncrc/programs/rtca/) or call Chris Abbett, Program Leader, at 404-562-3175 ext. 522.

**Public Lands Highways Discretionary Fund**

The Federal Highway Administration administers discretionary funding for projects that will reduce congestion and improve air quality. The FHWA issues a call for projects to disseminate this funding. The FHWA estimates that the PLHD funding for the 2007 call will be \$85 million. In the past, Congress has earmarked a portion of the total available funding for projects. For information on how to apply, visit: <http://www.fhwa.dot.gov/discretionary/>

**B.5 LOCAL FUNDING SOURCES**

The Town of Pittsboro will need to create independent, local funding sources to be used to match federal and state grants for pedestrian facility and greenway development. Local support and funding is the most integral component of successful pedestrian facility implementation. This section provides a list of funding options that each of the local governments should consider for future greenway development, sidewalk development, and open space protection.

Municipalities often plan for the funding of pedestrian facilities or improvements through development of Capital Improvement Programs (CIP). In Raleigh, for example, the greenways system has been developed over many years through a dedicated source of annual funding that has ranged from \$100,000 to \$500,000, administered through the Recreation and Parks Department. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows municipal decision-makers to balance all capital needs. Typical capital funding mechanisms include the following: capital reserve fund, capital protection ordinances, municipal service district, tax increment financing, taxes, fees, and bonds. Each of these categories are described below.

**Capital Reserve Fund**

Municipalities have statutory authority to create capital reserve funds for any capital purpose, including pedestrian facilities. The reserve fund must be created through ordinance or resolution that states the purpose of the fund, the duration of the fund, the approximate amount of the fund, and the source of revenue for the fund. Sources of revenue can include general fund allocations, fund balance allocations, grants and donations for the specified use.

**Capital Project Ordinances**

Municipalities can pass Capital Project Ordinances that are project specific. The ordinance identifies and makes appropriations for the project.

### **Municipal Service District**

Municipalities have statutory authority to establish municipal service districts, to levy a property tax in the district additional to the citywide property tax, and to use the proceeds to provide services in the district. Downtown revitalization projects are one of the eligible uses of service districts.

### **Bonds/Loans**

Bonds have been a very popular way for communities across the country to finance their open space and greenway projects. A number of bond options are listed below. If local government decides to pursue a bond issue, consideration should be given to combining the needs of Roxboro into a single bond proposal. Contracting with a private consultant to assist with this program may be advisable. Since bonds rely on the support of the voting population, an education and awareness program should be implemented prior to any vote.

**Revenue Bonds** - Revenue bonds are bonds that are secured by a pledge of the revenues from a certain local government activity. The entity issuing bonds, pledges to generate sufficient revenue annually to cover the program's operating costs, plus meet the annual debt service requirements (principal and interest payment). Revenue bonds are not constrained by the debt ceilings of general obligation bonds, but they are generally more expensive than general obligation bonds.

**General Obligation Bonds** - Local governments generally are able to issue general obligation (G.O.) bonds that are secured by the full faith and credit of the entity. In this case, the local government issuing the bonds pledges to raise its property taxes, or use any other sources of revenue, to generate sufficient revenues to make the debt service payments on the bonds. A general obligation pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond. Frequently, when local governments issue G.O. bonds for public enterprise improvements, the public enterprise will make the debt service payments on the G.O. bonds with revenues generated through the public entity's rates and charges. However, if those rate revenues are insufficient to make the debt payment, the local government is obligated to raise taxes or use other sources of revenue to make the payments. G.O. bonds distribute the costs of open space acquisition and make funds available for immediate purchases. Voter approval is required.

**Special Assessment Bonds** - Special assessment bonds are secured by a lien on the property that benefits by the improvements funded with the special assessment bond proceeds. Debt service payments on these bonds are funded through annual assessments to the property owners in the assessment area.

**State Revolving Fund (SRF) Loans-** Initially funded with federal and state money, and continued by funds generated by repayment of earlier loans, State Revolving Funds (SRFs) provide low-interest loans for local governments to fund water pollution control and water supply-related projects including many watershed management activities. These loans typically require a revenue pledge, like a revenue bond, but carry a below market interest rate and limited term for debt repayment (20 years).

### **Taxes**

Many communities have raised money through self-imposed increases in taxes and bonds. For example, Pinellas County residents in Florida voted to adopt a one-cent sales tax increase, which provided an additional \$5 million for the development of the overwhelmingly popular Pinellas Trail. Sales taxes have also been used in Allegheny County, Pennsylvania, and in Boulder, Colorado to fund open space projects. A gas tax is another method used by some municipalities to fund public improvements. A number of taxes provide direct or indirect funding for the operations of local governments. Some of them are:

**Sales Tax -** In North Carolina, the state has authorized a sales tax at the state and county levels. Local governments that choose to exercise the local option sales tax (all counties currently do), use the tax revenues to provide funding for a wide variety of projects and activities. Any increase in the sales tax, even if applying to a single county, must gain approval of the state legislature. In 1998, Mecklenburg County was granted authority to institute a one-half cent sales tax increase for mass transit.

**Property Tax -** Property taxes generally support a significant portion of local government activities. However, the revenues from property taxes can also be used to pay debt service on general obligation bonds issued to finance open space system acquisitions. Because of limits imposed on tax rates, use of property taxes to fund open space could limit the county's or a municipality's ability to raise funds for other activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

**Excise Taxes -** Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage taxes that generate funds for promo-

tion of tourism, and the gas tax that generates revenues for transportation related activities.

**Occupancy Tax** - The NC General Assembly may grant towns the authority to levy occupancy tax on hotel and motel rooms. The act granting the taxing authority limits the use of the proceeds, usually for tourism-promotion purposes.

#### **Fees and Service Charges**

Several fee options that have been used by other local governments are listed here:

**Impact Fees** - Impact fees, which are also known as capital contributions, facilities fees, or system development charges, are typically collected from developers or property owners at the time of building permit issuance to pay for capital improvements that provide capacity to serve new growth. The intent of these fees is to avoid burdening existing customers with the costs of providing capacity to serve new growth (“growth pays its own way”). Park and greenway impact fees are designed to reflect the costs incurred to provide sufficient capacity in the system to meet the additional open space needs of a growing community. These charges are set in a fee schedule applied uniformly to all new development. Communities that institute impact fees must develop a sound financial model that enables policy makers to justify fee levels for different user groups, and to ensure that revenues generated meet (but do not exceed) the needs of development. Factors used to determine an appropriate impact fee amount can include: lot size, number of occupants, and types of subdivision improvements.

Pursuing park and greenway impact fees will require enabling legislation to authorize the collection of the fees.

**In-Lieu-Of Fees** - As an alternative to requiring developers to dedicate on-site open space that would serve their development, some communities provide a choice of paying a front-end charge for off-site open space protection. Payment is generally a condition of development approval and recovers the cost of the off-site greenway or open space land acquisition or the development’s proportionate share of the cost of a regional parcel serving a larger area. Some communities prefer in-lieu-of fees. This alternative allows community staff to purchase land worthy of protection rather than accept marginal land that meets the quantitative requirements of a developer dedication but falls a bit short of qualitative interests.

**Exactions** - Exactions are similar to impact fees in that they both provide facilities to growing communities. The difference is that through exactions it can be established that it is the responsibility of the developer to build the greenway or pedestrian facility that crosses through the property, or adjacent to the property being developed.

**Streetscape Utility Fees** - Streetscape Utility Fees could help support streetscape maintenance of the area between the curb and the property line through a flat monthly fee per residential dwelling unit. Discounts would be available for senior and disabled citizens. Non-residential customers would be charged a per foot fee based on the length of frontage on streetscape improvements. This amount could be capped for non-residential customers with extremely large amounts of street frontage. The revenues raised from Streetscape Utility fees would be limited by ordinance to maintenance (or construction and maintenance) activities in support of the streetscape.

**Stormwater Utility Fees** - Greenway sections may be purchased with stormwater fees, if the property in question is used to mitigate floodwater or filter pollutants. Stormwater charges are typically based on an estimate of the amount of impervious surface on a user's property. Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharge into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surface are charged more for stormwater service than users with less impervious surface. The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules.

#### **Installment Purchase Financing**

As an alternative to debt financing of capital improvements, communities can execute installment/ lease purchase contracts for improvements. This type of financing is typically used for relatively small projects that the seller or a financial institution is willing to finance or when up-front funds are unavailable. In a lease purchase contract the community leases the property or improvement from the seller or financial institution. The lease is paid in installments that include principal, interest, and associated costs. Upon completion of the lease period, the community owns the property or improvement. While lease purchase contracts are similar to a

bond, this arrangement allows the community to acquire the property or improvement without issuing debt. These instruments, however, are more costly than issuing debt.

#### **Tax Increment Financing**

Tax increment financing is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project, such as the construction of a greenway, is carried out, there is an increase in the value of surrounding real estate. Oftentimes, new investment in the area follows such a project. This increase in value and investment creates more taxable property, which increases tax revenues. These increased revenues can be referred to as the “tax increment.” Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in distressed or underdeveloped areas where development would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities. The large majority of states have enabling legislation for tax increment financing.

#### **Partnerships**

Another, often overlooked, method of funding pedestrian systems and greenways is to partner with public agencies and private companies and organizations. Partnerships engender a spirit of cooperation, civic pride and community participation. The key to the involvement of private partners is to make a compelling argument for their participation.

Major employers and developers should be identified and provided with a “Benefits of Walking”-type handout for themselves and their employees. Very specific routes which make those critical connections to place of business would be targeted for private partners’ monetary support, but only after a successful master planning effort. People rarely fund issues before they understand them and their immediate and direct impact. Potential partners include major employers which are located along or accessible to pedestrian facilities such as multi-use paths or greenways. Name recognition for corporate partnerships would be accomplished through signage trail heads or interpretive signage along greenway systems.

Utilities often make good partners and many trails now share corridors with them. Money raised from providing an easement to utilities can help defray the costs of maintenance. It is important to have a lawyer review the legal agreement and verify ownership of the subsurface, surface or air rights in order to enter into an agreement.

## Other Local Options

### Local Capital Improvements Program

As discussed at the beginning of this appendix, a strong local Capital Improvements Program (CIP) commitment dedicated to sidewalk and greenway development, is critical for long-term implementation. The amount dedicated ranges from community to community. As an example from other communities, Black Mountain, NC allocated \$15,000 for greenway development each year; In Raleigh, NC the greenways system has been developed over many years through a dedicated source of annual funding that has ranged from \$100,000 to \$500,000, administered through the Parks and Recreation Department; In Graham, NC, \$100,000 is allocated towards sidewalk development each year. As noted in the Implementation Chapter, even if the Town of Pittsboro only dedicates a small amount of funding, it is still important to have for matching grants and small projects, like painting crosswalks, and key signage projects.

### Facility Maintenance Districts

Facility Maintenance Districts (FMDs) can be created to pay for the costs of on-going maintenance of public facilities and landscaping within the areas of the Town where improvements have been concentrated and where their benefits most directly benefit business and institutional property owners. An FMD is needed in order to assure a sustainable maintenance program. Fees may be based upon the length of lot frontage along streets where improvements have been installed, or upon other factors such as the size of the parcel. The program supported by the FMD should include regular maintenance of streetscape of off road trail improvements. The municipality can initiate public outreach efforts to merchants, the Chamber of Commerce, and property owners. In these meetings, Town staff will discuss the proposed apportionment and allocation methodology and will explore implementation strategies.

The municipality can manage maintenance responsibilities either through its own staff or through private contractors.

### Local Trail Sponsors

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

**Volunteer Work**

It is expected that many citizens will be excited about the development of a greenway corridor or a new park or canoe access point. Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fund-raising, maintenance, and programming needs.

**The Chatham County Arts Council**

In 1977, the North Carolina General Assembly established the Grassroots Arts Program to ensure that every citizen had access to quality arts experiences. Each year the North Carolina General Assembly allocates a portion of the state budget for grassroots funds, and the N.C. Arts Council and local county governments designate partners to manage the Grassroots allotment. As the Chatham County Designated County Partner, the Chatham County Arts Council administers these Grassroots Sub-Grant funds which can be used to supplement artist fees for public art installations along the pedestrian trails and greenways. The annual application deadline is April 30.

**The Pittsboro Merchants Association (PMA)**

The PMA has been active for a few years working collaboratively with retail and non-retail businesses to make Pittsboro a destination for shopping, eating and goods and services of all kinds. A goal of PMA is to develop a plan to improve the appearance of downtown with particular attention to plantings, accent lighting in the trees, informational kiosks, improved signage and possibly decorative banners or signs, as they work with the Town, volunteers and grantors. The Town should also seek partnerships with the PMA on goals of this Pedestrian Plan.

**B.6 PRIVATE FOUNDATIONS AND CORPORATIONS**

Many communities have solicited greenway funding assistance from private foundations and other conservation-minded benefactors. Below are several examples of private funding opportunities available.

**Land for Tomorrow Campaign**

Land for Tomorrow is a diverse partnership of businesses, conservationists, farmers, environmental groups, health professionals and community groups committed to securing support from the public and General Assembly for protecting land, water and historic places. The campaign is asking the North Carolina General Assembly to support issuance of a bond for \$200 million a year for five years to preserve and protect its special land and water resources. Land for Tomorrow will enable North Carolina to reach a goal of ensuring that working farms and forests; sanctuaries for wildlife; land bordering streams, parks and greenways; land that helps strengthen communities and promotes job growth; historic downtowns and neighborhoods; and more, will be there to enhance the quality of life for generations to come. Website: <http://www.landfortomorrow.org/>

**The Robert Wood Johnson Foundation**

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

For more specific information about what types of projects are funded and how to apply, visit <http://www.rwjf.org/applications/>.

**North Carolina Community Foundation**

The North Carolina Community Foundation, established in 1988, is a statewide foundation seeking gifts from individuals, corporations, and other foundations to build endowments and ensure financial security for nonprofit organizations and institutions throughout the state. Based in Raleigh, North Carolina, the foundation also manages a number of community affiliates throughout North Carolina, that make grants in the areas of human services, education, health, arts, religion, civic affairs, and the conservation and preservation of historical, cultural, and environmental resources. The foundation also manages various scholarship programs statewide. Web site: <http://nccommunityfoundation.org/>

**Z. Smith Reynolds Foundation**

This Winston-Salem-based Foundation has been assisting the environmental projects of local governments and non-profits in North Carolina for many years. They have two grant cycles per year and generally do not fund land acquisition. However, they may be able to support Pittsboro in other areas of open space and greenways development. More information is available at [www.zsr.org](http://www.zsr.org).

**Bank of America Charitable Foundation, Inc.**

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development. Visit the web site for more information: [www.bankofamerica.com/foundation](http://www.bankofamerica.com/foundation).

**Duke Energy Foundation**

Funded by Duke Energy shareholders, this non-profit organization makes charitable grants to selected non-profits or governmental subdivisions. Each annual grant must have:

- An internal Duke Energy business “sponsor”
- A clear business reason for making the contribution

The grant program has three focus areas: Environment and Energy Efficiency, Economic Development, and Community Vitality. Related to this project, the Foundation would support programs that support conservation, training and research around environmental and energy efficiency initiatives. Web site: <http://www.duke-energy.com/community/foundation.asp>.

**American Greenways Eastman Kodak Awards**

The Conservation Fund’s American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities. For more information visit The Conservation Fund’s website at: [www.conservationfund.org](http://www.conservationfund.org).

**National Trails Fund**

American Hiking Society created the National Trails Fund in 1998, the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. 73 million people enjoy foot trails annually, yet many of our favorite trails need major repairs due to a \$200 million backlog of badly needed maintenance. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools and materials to protect America’s cherished public trails. To date, American Hiking has granted more than \$240,000 to 56 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from \$500 to \$10,000 per project.

Projects the American Hiking Society will consider include:

- Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
- Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.

- Constituency building surrounding specific trail projects - including volunteer recruitment and support.

Web site: [www.americanhiking.org/alliance/fund.html](http://www.americanhiking.org/alliance/fund.html).

### **The Conservation Alliance**

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. One hundred percent of its member companies' dues go directly to diverse, local community groups across the nation - groups like Southern Utah Wilderness Alliance, Alliance for the Wild Rockies, The Greater Yellowstone Coalition, the South Yuba River Citizens' League, RESTORE: The North Woods and the Sinkyone Wilderness Council (a Native American-owned/operated wilderness park). For these groups, who seek to protect the last great wild lands and waterways from resource extraction and commercial development, the Alliance's grants are substantial in size (about \$35,000 each), and have often made the difference between success and defeat. Since its inception in 1989, The Conservation Alliance has contributed \$4,775,059 to grassroots environmental groups across the nation, and its member companies are proud of the results: To date the groups funded have saved over 34 million acres of wild lands and 14 dams have been either prevented or removed-all through grassroots community efforts.

The Conservation Alliance is a unique funding source for grassroots environmental groups. It is the only environmental grant maker whose funds come from a potent yet largely untapped constituency for protection of ecosystems - the non-motorized outdoor recreation industry and its customers. This industry has great incentive to protect the places in which people use the clothing, hiking boots, tents and backpacks it sells. The industry is also uniquely positioned to educate outdoor enthusiasts about threats to wild places, and engage them to take action. Finally, when it comes to decision-makers - especially those in the Forest Service, National Park Service, and Bureau of Land Management, this industry has clout - an important tool that small advocacy groups can wield.

The Conservation Alliance Funding Criteria: The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation. We're not looking for mainstream education or scientific research projects, but rather for active campaigns. All projects should be quantifiable, with specific goals, objectives and action plans and should include a measure for evaluating success. The project should have a good chance for closure or significant measurable results over a fairly short term (one to two years). Funding emphasis may not be on general operating expenses or staff payroll.

Web site: [www.conservationalliance.com/index.m](http://www.conservationalliance.com/index.m).

E-mail: [john@conservationalliance.com](mailto:john@conservationalliance.com).

**National Fish and Wildlife Foundation (NFWF)**

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation awards matching grants under its Keystone Initiatives to achieve measurable outcomes in the conservation of fish, wildlife, plants and the habitats on which they depend. Awards are made on a competitive basis to eligible grant recipients, including federal, tribal, state, and local governments, educational institutions, and non-profit conservation organizations. Project proposals are received on a year-round, revolving basis with two decision cycles per year. Grants generally range from \$50,000-\$300,000 and typically require a minimum 2:1 non-federal match.

Funding priorities include bird, fish, marine/coastal, and wildlife and habitat conservation. Other projects that are considered include controlling invasive species, enhancing delivery of ecosystem services in agricultural systems, minimizing the impact on wildlife of emerging energy sources, and developing future conservation leaders and professionals. Website: <http://www.nfwf.org/AM/Template.cfm?Section=Grants> where additional grant programs are described.

**The Trust for Public Land**

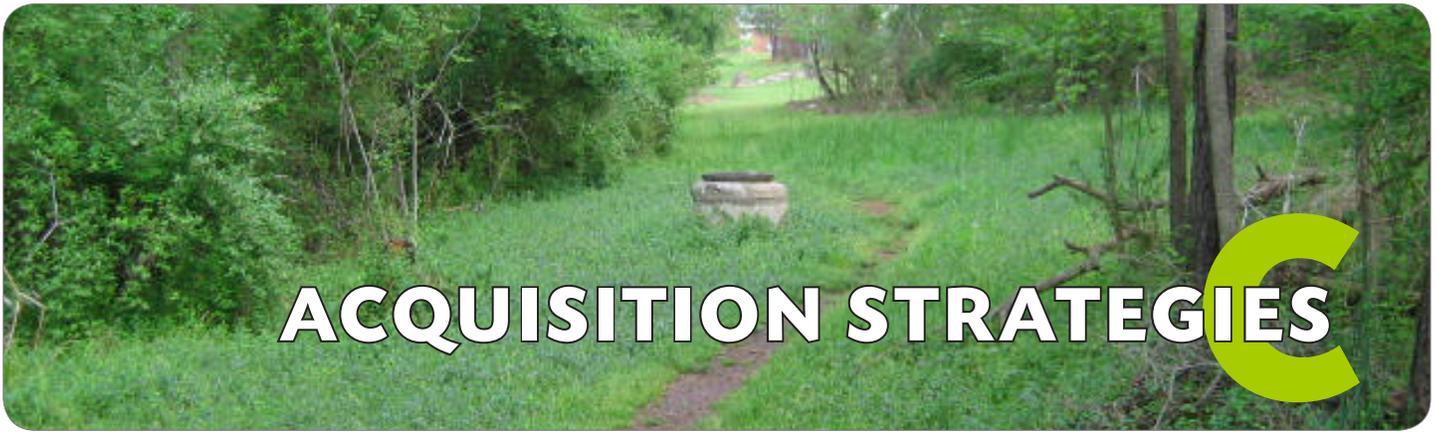
Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the Trust for Public Land is the only national nonprofit working exclusively to protect land for human enjoyment and well being. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. TPL's legal and real estate specialists work with landowners, government agencies, and community groups to:

- Create urban parks, gardens, greenways, and riverways
- Build livable communities by setting aside open space in the path of growth
- Conserve land for watershed protection, scenic beauty, and close-to home recreation safeguard the character of communities by preserving historic landmarks and landscapes.

The following are TPL's Conservation Services:

- Conservation Vision: TPL helps agencies and communities define conservation priorities, identify lands to be protected, and plan networks of conserved land that meet public need.
- Conservation Finance: TPL helps agencies and communities identify and raise funds for conservation from federal, state, local, and philanthropic sources.
- Conservation Transactions: TPL helps structure, negotiate, and complete land transactions that create parks, playgrounds, and protected natural areas.
- Research and Education: TPL acquires and shares knowledge of conservation issues and techniques to improve the practice of conservation and promote its public benefits.

Since 1972, TPL has worked with willing landowners, community groups, and national, state, and local agencies to complete more than 3,000 land conservation projects in 46 states, protecting more than 2 million acres. Since 1994, TPL has helped states and communities craft and pass over 330 ballot measures, generating almost \$25 billion in new conservation-related funding. For more information, visit <http://www.tpl.org/>.



# ACQUISITION STRATEGIES

## CHAPTER OUTLINE:

### C.0 OVERVIEW

### C.1 PARTNERSHIPS

### C.2 GREENWAY ACQUISITION TOOLS

## C.0 OVERVIEW

There are many different ways for the Town of Pittsboro to secure trail right-of-way for its greenway system. It will be necessary to work with some landowners to secure trail right-of-way when it does not exist. The following text provides a list of options that should be considered in securing right-of-way. Funding sources for acquiring right-of-way and trail development are described and provided in Appendix B of this Plan.

The following sections detail a list of specific strategies including the formation of partnerships and a toolbox of acquisition options.

## C.1 PARTNERSHIPS

The Town of Pittsboro should pursue partnerships with land trusts and land managers to make more effective use of their land acquisition funds and strategies. The following offers recommendations on how these partnerships could be strengthened

### LAND TRUSTS

Land trust organizations, such as the Triangle Land Conservancy, are valuable partners when it comes to acquiring land and rights-of-way for greenways. These groups can work directly with landowners and conduct their business in private so that sensitive land transactions are handled in an appropriate manner. Once the transaction has occurred, the land trust will usually convey the acquired land or easement to a public agency, such as a town or county for permanent stewardship and ownership.

### PRIVATE LAND MANAGERS

Another possible partnership that could be strengthened would be with the utility companies that manage land throughout the region. Trails and greenways can be built on rights-of-ways that are either owned or leased by electric and natural gas companies. Electric utility companies have long recognized the value of partnering with local communities, non-profit trail

organizations, and private land owners to permit their rights-of-ways to be used for trail development. This has occurred all over the United States and throughout North Carolina.

The Town of Pittsboro should actively update and maintain relationships with private utility and land managers to ensure that community wide bicycle, pedestrian and greenway system can be accommodated within these rights-of-way. The respective municipalities will need to demonstrate to these companies that maintenance will be addressed, liability will be reduced and minimized and access to utility needs will be provided.

## **C.2 GREENWAY ACQUISITION TOOLS**

The following menu of tools describe various methods of acquisition that can be used by landowners, land conservation organizations, the Town of Pittsboro, Chatham County, and other surrounding municipalities to acquire greenway lands.

### *GOVERNMENT REGULATION*

Regulation is defined as the government's ability to control the use and development of land through legislative powers. Regulatory methods help shape the use of land without transferring or selling the land. The following types of development ordinances are regulatory tools that can meet the challenges of projected suburban growth and development as well as conserve and protect greenway resources.

**Exactions:** An exaction is a condition of development approval that requires development to provide or contribute to the financing of public facilities at their own expense. For example, a developer may be required to build a greenway on-site as a condition of developing a certain number of units because the development will create the need for new parks or will harm existing parks due to overuse. This mechanism can be used to protect or preserve greenway lands, which are then donated to the Town of Pittsboro. Consideration should be given to include greenway development in future exaction programs. Most commonly, exactions are in the form of mandatory dedications of lands for parks and infrastructure, fees in lieu of mandatory dedication, or impact fees.

### *MANDATORY DEDICATION*

This is a type of exaction where subdivision regulations require a developer to dedicate or donate improved land to the public interest. A dedication may involve the fee simple title to the land, an easement, or some other property interest. Sometimes, the construction of an improvement itself is required such as a park or greenway.

*FEE-IN-LIEU*

An exaction can take the form of a fee-in-lieu of mandatory dedication. It can also complement negotiated dedications (described below). Based on the density of development, this program allows a developer the alternative of paying money for the development/protection of open space and greenways in lieu of dedicating greenway and parklands. Payments are made representing the value of the site or improvement that would have been dedicated or provided. This allows local governments to pool fees from various subdivisions to finance facilities like parks and greenways. This money can be used to implement greenway management programs or acquire additional open space.

*IMPACT FEE*

A final type of exaction, an impact fee, can fund a broader range of facilities that serve the public interest. They are commonly imposed on a per unit rather than a build out basis, making them more flexible and keeping developers from having to pay large up front costs. These do not have to be directly tied to any requirements for improvements or dedications of land. They can be more easily applied to off-site improvements.

**Growth Management Measures (Concurrency):** Concurrency-based development approaches to growth management simply limit development to areas with adequate public infrastructure. This helps regulate urban sprawl, provides for quality of life in new development, and can help protect open space. In the famous case with the Town of Ramapo (1972), the Town initiated a zoning ordinance making the issue of a development permit contingent on the presence of public facilities such as utilities and parks. This was upheld in Court and initiated a wave of slow-growth management programs nationwide. This type of growth management can take the form of an adequate public facilities ordinance.

**Performance Zoning:** Performance zoning is zoning based on standards that establish minimum requirements or maximum limits on the effects or characteristics of a use. This is often used for the mixing of different uses to minimize incompatibility and improve the quality of development. For example, how a commercial use is designed and functions determines whether it could be allowed next to a residential area or connected to a greenway.

**Incentive Zoning (Dedication/Density Transfers):** Also known as incentive zoning, this mechanism allows greenways to be dedicated for density transfers on development of a property. The potential for improving or subdividing part or all of a parcel can be expressed in dwelling unit equivalents or other measures of development density or intensity. Known as density transfers, these dwelling unit equivalents may be relocated to other portions of the

same parcel or to contiguous land that is part of a common development plan. Dedicated density transfers can also be conveyed to subsequent holders if properly noted as transfer deeds.

**Conservation Zoning:** This mechanism recognizes the problem of reconciling different, potentially incompatible land uses by preserving natural areas, open spaces, waterways, and/or greenways that function as buffers or transition zones. It can also be called buffer or transition zoning. This type of zoning, for example, can protect waterways by creating buffer zones where no development can take place. Care must be taken to ensure that the use of this mechanism is reasonable and will not destroy the value of a property.

**Overlay Zoning:** An overlay zone and its regulations are established in addition to the zoning classification and regulations already in place. These are commonly used to protect natural or cultural features such as historic areas, unique terrain features, scenic vistas, agricultural areas, wetlands, stream corridors, and wildlife areas.

**Negotiated Dedications:** This type of mechanism allows municipalities to negotiate with landowners for certain parcels of land that are deemed beneficial to the protection and preservation of specific stream corridors. This type of mechanism can also be exercised through dedication of greenway lands when a parcel is subdivided. Such dedications would be proportionate to the relationship between the impact of the subdivision on community services and the percentage of land required for dedication-as defined by the US Supreme Court in *Dolan v Tigard*.

**Reservation of Land:** This type of mechanism does not involve any transfer of property rights but simply constitutes an obligation to keep property free from development for a stated period of time. Reservations are normally subject to a specified period of time, such as 6 or 12 months. At the end of this period, if an agreement has not already been reached to transfer certain property rights, the reservation expires.

**Planned Unit Development:** A planned unit development allows a mixture of uses. It also allows for flexibility in density and dimensional requirements, making clustered housing and common open space along with addressing environmental conditions a possibility. It emphasizes more planning and can allow for open space and greenway development and connectivity.

**Cluster Development:** Cluster development refers to a type of development with generally smaller lots and homes close to one another. Clustering can allow for more units on smaller acreages of land, allowing for larger percentages of the property to be used for open space and greenways.

### LAND MANAGEMENT

Management is a method of conserving the resources of a specific greenway parcel by an established set of policies called management plans for publicly owned greenway land or through easements with private property owners. Property owners who grant easements retain all rights to the property except those which have been described in the terms of the easement. The property owner is responsible for all taxes associated with the property, less the value of the easement granted. Easements are generally restricted to certain portions of the property, although in certain cases an easement can be applied to an entire parcel of land. Easements are transferable through title transactions, thus the easement remains in effect perpetually.

**Management Plans:** The purpose of a management plan is to establish legally binding contracts which define the specific use, treatment, and protection for publicly owned greenway lands. Management plans should identify valuable resources; determine compatible uses for the parcel; determine administrative needs of the parcel, such as maintenance, security, and funding requirements; and recommend short-term and long-term action plans for the treatment and protection of greenway lands.

**Conservation Easement:** This type of easement generally establishes permanent limits on the use and development of land to protect the natural resources of that land. When public access to the easement is desired, a clause defining the conditions of public access can be added to the terms of the easement. Dedicated conservation easements can qualify for both federal income tax deductions and state tax credits. Tax deductions are allowed by the Federal government for donations of certain conservation easements. The donation may reduce the donor's taxable income.

**Preservation Easement:** This type of easement is intended to protect the historical integrity of a structure or important elements in the landscape by sound management practices. When public access to the easement is desired, a clause defining the conditions of public access can be added to the terms of the easement. Preservation easements may qualify for the same federal income tax deductions and state tax credits as conservation easements.

**Public Access Easements:** This type of easement grants public access to a specific parcel of property when a conservation or preservation easement is not necessary. The conditions of use are defined in the terms of the public access easement.

*ACQUISITION*

Acquisition requires land to be donated or purchased by a government body, public agency, greenway manager, or qualified conservation organization.

**Donation or Tax Incentives:** In this type of acquisition, a government body, public agency, or qualified conservation organization agrees to receive the full title or a conservation easement to a parcel of land at no cost or at a “bargain sale” rate. The donor is then eligible to receive a federal tax deduction of up to 30 to 50 percent of their adjusted gross income. Additionally, North Carolina offers a tax credit of up to 25 percent of the property’s fair market value (up to \$5000). Any portion of the fair market value not used for tax credits may be deducted as a charitable contribution. Also, property owners may be able to avoid any inheritance taxes, capital gains taxes, and recurring property taxes.

**Fee Simple Purchase:** This is a common method of acquisition where a local government agency or private greenway manager purchases property outright. Fee simple ownership conveys full title to the land and the entire “bundle” of property rights including the right to possess land, to exclude others, to use land, and to alienate or sell land.

**Easement Purchase:** This type of acquisition is the fee simple purchase of an easement. Full title to the land is not purchased, only those rights granted in the easement agreement. Therefore the easement purchase price is less than the full title value.

**Purchase / Lease Back:** A local government agency or private greenway organization can purchase a piece of land and then lease it back to the seller for a specified period of time. This lease may contain restrictions regarding the development and use of the property.

**Bargain Sale:** A property owner can sell property at a price less than the appraised fair market value of the land. Sometimes the seller can derive the same benefits as if the property were donated. Bargain Sale is attractive to sellers when the seller wants cash for the property, the seller paid a low cash price and thus is not liable for high capital gains tax, and/or the seller has a fairly high current income and could benefit from the donation of the property as an income tax deduction.

**Installment Sale:** An installment sale is a sale of property at a gain where at least one payment is to be received after the tax year in which the sale occurs. These are valuable tools to help sellers defer capital gains tax. This provides a potentially attractive option when purchasing land for open space from a possible seller.

**Option / First Right of Refusal:** A local government agency or private organization establishes an agreement with a public agency or private property owner to provide the right of first refusal on a parcel of land that is scheduled to be sold. This form of agreement can be used in conjunction with other techniques, such as an easement to protect the land in the short-term. An option would provide the agency with sufficient time to obtain capital to purchase the property or successfully negotiate some other means of conserving the greenway resource.

**Purchase of Development Rights:** A voluntary purchase of development rights involves purchasing the development rights from a private property owner at a fair market value. The landowner retains all ownership rights under current use, but exchanges the rights to develop the property for cash payment.

**Land Banking:** Land banking involves land acquisition in advance of expanding urbanization. The price of an open space parcel prior to development pressures is more affordable to a jurisdiction seeking to preserve open space. A Town or County might use this technique to develop a greenbelt or preserve key open space or agricultural tracts. The jurisdiction should have a definite public purpose for a land banking project.

**Condemnation:** The practice of condemning private land for use as a greenway is viewed as a last resort policy. Using condemnation to acquire property or property rights can be avoided if private and public support for the greenway program is present. Condemnation is seldom used for the purpose of dealing with an unwilling property owner. In most cases, condemnation has been exercised when there has been an absentee property ownership, when the title of the property is not clear, or when it becomes apparent that obtaining the consent for purchase would be difficult because there are numerous heirs located in other parts of the United States or different countries.

**Eminent Domain:** The right of exercising eminent domain should be done so with caution by the community and only if the following conditions exist: 1) the property is valued by the community as an environmentally sensitive parcel of land, significant natural resource, or critical parcel of land, and as such has been defined by the community as irreplaceable property; 2) written scientific justification for the community's claim about the property's value has been prepared and offered to the property owner; 3) all efforts to negotiate with the property owner for the management, regulation, and acquisition of the property have been exhausted and that the property owner has been given reasonable and fair offers of compensation and has rejected all offers; and 4) due to the ownership of the property, the timeframe for negotiating the acquisition of the property will be unreasonable, and in the interest of pursuing a cost effective method for acquiring the property, the community has deemed it necessary to exercise eminent domain.





# STATE + FEDERAL POLICIES

## CHAPTER OUTLINE:

### D.0 OVERVIEW

### D.1 US DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN POLICY

### D.2 FHWA MEMORANDUM ON MAINSTREAMING BICYCLE AND PEDESTRIAN PROJECTS

### D.3 NCDOT BOARD OF TRANSPORTATION RESOLUTION

### D.4 NCDOT ADMINISTRATIVE ACTION TO INCLUDE LOCAL ADOPTED GREENWAYS PLANS IN THE NCDOT HIGHWAY PLANNING PROCESS

## D.0 OVERVIEW

A number of federal and state pedestrian policies have been developed in recent years. This appendix covers a number of these policies that are intended to better integrate walking and bicycling into transportation infrastructure.

## D.1 UNITED STATES DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN POLICY

A United States Department of Transportation (US DOT) policy statement regarding the integration of bicycling and walking into transportation infrastructure recommends that, “bicycling and walking facilities will be incorporated into all transportation projects” unless exceptional circumstances exist. The Policy Statement was drafted by the U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21) with the input and assistance of public agencies, professional associations and advocacy groups. USDOT hopes that public agencies, professional associations, advocacy groups, and others adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream. The full statement reads as follows, with some minor adjustments for applicability in Pittsboro:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.

- Where sparsity of population or other factors indicate an absence of need. For example, on low volume, low speed residential streets, or streets with severe topographic or natural resource constraints.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and

guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities. (Many of these guidelines are summarized in Chapter 4: Bicycle Facility Standards)

(Retrieved from <http://www.fhwa.dot.gov/environment/bikeped/design.htm> on 5/6/2008)

**D.2 FHWA MEMORANDUM ON MAINSTREAMING  
BICYCLE AND PEDESTRIAN PROJECTS**

(See pages D-4 through D-6)


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Environment

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**U.S. Department of  
Transportation  
Federal Highway Administration**

# Memorandum

**Subject:** ACTION: Transmittal of Guidance on Bicycle and Pedestrian Provisions of the Federal-aid Program

**Date:** February 24, 1999

**From:** Kenneth R. Wykle  
Federal Highway Administrator

**In reply, HEPH-30  
refer to:**

**To:**  
Division Administrators  
Federal Lands Highway Division Engineers

This memorandum transmits the Federal Highway Administration's (FHWA) Guidance on the Bicycle and Pedestrian Provisions of the Federal-aid Program and reaffirms our strong commitment to improving conditions for bicycling and walking. The nonmotorized modes are an integral part of the mission of FHWA and a critical element of the local, regional, and national transportation system. Bicycle and pedestrian projects and programs are eligible for but not guaranteed funding from almost all of the major Federal-aid funding programs. We expect every transportation agency to make accommodation for bicycling and walking a routine part of their planning, design, construction, operations and maintenance activities.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues the call for the mainstreaming of bicycle and pedestrian projects into the planning, design, and operation of our Nation's transportation system. Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Federal spending on bicycle and pedestrian improvements increased from \$4 million annually to an average of \$160 million annually. Nevertheless, the level of commitment to addressing the needs of bicyclists and pedestrians varies greatly from State to State.

The attached guidance explains how bicycle and pedestrian improvements can be routinely included in federally funded transportation projects and programs. I would ask each division office to pass along this guidance to the State DOT and to meet with them to discuss ways of expediting the implementation of bicycle and pedestrian projects. With the guidance as a basis for action, States can then decide the most appropriate ways of mainstreaming the inclusion of bicycle and pedestrian projects and programs.

Bicycling and walking contribute to many of the goals for our transportation system we have at FHWA and at the State and local levels. Increasing bicycling and walking offers the potential for cleaner air, healthier people, reduced congestion, more liveable communities, and more efficient use of precious road space and resources. That is why funds in programs such as Congestion Mitigation and Air Quality Improvement, Transportation Enhancements, and the National Highway System, are eligible to be used for bicycling and

walking improvements that will encourage use of the two modes.

We also have a responsibility to improve the safety of bicycling and walking as the two modes represent more than 14 percent of the 41,000 traffic fatalities the nation endures each year. Pedestrian and bicycle safety is one of FHWA's top priorities and this is reflected in our 1999 Safety Action Plan. As the attached guidance details, TEA-21 has opened up the Hazard Elimination Program to a broader array of bicycle, pedestrian, and traffic calming projects that will improve dangerous locations. The legislation also continues funding for critical safety education and enforcement activities under the leadership of the National Highway Traffic Safety Administration. If we are successful in improving the real and perceived safety of bicyclists and pedestrians, we will also increase use.

You will see from the attached guidance that the Federal-aid Program, as amended by TEA-21, offers an extraordinary range of opportunities to improve conditions for bicycling and walking. Initiatives such as the Transportation and Community and System Preservation Pilot Program and the Access to Jobs program offer exciting new avenues to explore.

Bicycling and walking ought to be accommodated, as an element of good planning, design, and operation, in all new transportation projects unless there are substantial safety or cost reasons for not doing so. Later this year (1999), FHWA will issue design guidance language on approaches to accommodating bicycling and pedestrian travel that will, with the cooperation of AASHTO, ITE, and other interested parties, spell out ways to build bicycle and pedestrian facilities into the fabric of our transportation infrastructure from the outset. We can no longer afford to treat the two modes as an afterthought or luxury.

The TEA-21 makes a great deal possible. However, in the area of bicycling and walking in particular, we must work hard to ensure good intentions and fine policies translate quickly and directly into better conditions for bicycling and walking. While FHWA has limited ability to mandate specific outcomes, I am committed to ensuring that we provide national leadership in three critical areas.

- The FHWA will encourage the development and implementation of bicycle and pedestrian plans as part of the overall transportation planning process. Every statewide and metropolitan transportation plan should address bicycling and walking as an integral part of the overall system, either through the development of a separate bicycle and pedestrian element or by incorporating bicycling and walking provisions throughout the plan. Further, I am instructing each FHWA division office to closely monitor the progress of projects from the long-range transportation plans to the STIPs and TIPS. In the coming months, FHWA will disseminate exemplary projects, programs, and plans, and we will conduct evaluations in selected States and MPOs to determine the effectiveness of the planning process.
- The FHWA will promote the availability and use of the full range of streamlining mechanisms to increase project delivery. The tools are in place for States and local government agencies to speed up the delivery of bicycle and pedestrian projects - it makes no sense to treat installation of a bicycle rack or curb cut the same way we treat a new Interstate highway project - and our division offices must take a lead in promoting and administering these procedures.
- The FHWA will help coordinate the efforts of Federal, State, metropolitan, and other relevant agencies to improve conditions for bicycling and walking. Once again, our division offices must ensure that those involved in implementing bicycle and pedestrian projects at the State and local level are given maximum opportunity to get their job done, unimpeded by regulations and red tape from the Federal level. I am asking each of our division offices to facilitate a dialogue among each State's bicycle and pedestrian coordinator, Transportation Enhancements program manager, Recreational Trails Program administrator, and their local and FHWA counterparts to identify and remove obstacles to the implementation of bicycle and pedestrian projects and programs.

In less than a decade, bicycling and walking have gone from being described by my predecessor Tom Larson as "the forgotten modes" to becoming a serious part of our national transportation system. The growing acceptance of bicycling and walking as modes to be included as part of the transportation mainstream started with passage of ISTEA in 1991 and was given a considerable boost by the Congressionally-mandated National Bicycling and Walking Study. That study, released in 1994, challenges the U.S. Department of Transportation to double the percentage of trips made by foot and bicycle while simultaneously reducing fatalities and injuries suffered by these modes by 10 percent - and we remain committed to achieving these goals.

The impetus of ISTEA and the National Bicycling and Walking Study is clearly reinforced by the bicycle and pedestrian provisions of the TEA-21. The legislation confirms the vital role bicycling and walking must play in creating a balanced, accessible, and safe transportation system for all Americans.

### [FHWA Guidance \(1999\)](#) - **Bicycle and Pedestrian Provisions of Federal Transportation Legislation**

To provide Feedback, Suggestions, or Comments for this page contact Gabe Rousseau at [gabe.rousseau@dot.gov](mailto:gabe.rousseau@dot.gov).



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United States Department of Transportation - **Federal Highway Administration**

**D.3 NCDOT BOARD OF TRANSPORTATION RESOLUTION:  
BICYCLING AND WALKING IN NORTH CAROLINA:  
A CRITICAL PART OF THE TRANSPORTATION SYSTEM**

(ADOPTED BY THE BOARD OF TRANSPORTATION ON SEPTEMBER 8, 2000)

The North Carolina Board of Transportation strongly reaffirms its commitment to improving conditions for bicycling and walking, and recognizes nonmotorized modes of transportation as critical elements of the local, regional, and national transportation system.

WHEREAS, increasing bicycling and walking offers the potential for cleaner air, healthier people, reduced congestion, more liveable communities, and more efficient use of road space and resources; and

WHEREAS, crashes involving bicyclists and pedestrians represent more than 14 percent of the nation's traffic fatalities; and

WHEREAS, the Federal Highway Administration (FHWA) in its policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal-Aid Program" urges states to include bicycle and pedestrian accommodations in its programmed highway projects; and

WHEREAS, bicycle and pedestrian projects and programs are eligible for funding from almost all of the major Federal-aid funding programs; and

WHEREAS, the Transportation Equity Act for the 21st Century (TEA-21) calls for the mainstreaming of bicycle and pedestrian projects into the planning, design and operation of our Nation's transportation system;

NOW, THEREFORE, BE IT RESOLVED, the North Carolina Board of Transportation concurs that bicycling and walking accommodations shall be a routine part of the North Carolina Department of Transportation's planning, design, construction, and operations activities and supports the Department's study and consideration of methods of improving the inclusion of these modes into the everyday operations of North Carolina's transportation system; and

BE IT FURTHER RESOLVED, North Carolina cities and towns are encouraged to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

#### **D.4 NCDOT ADMINISTRATIVE ACTION TO INCLUDE LOCAL ADOPTED GREENWAYS PLANS IN THE NCDOT HIGHWAY PLANNING PROCESS**

(ADOPTED JANUARY 1994)

In 1994 the NCDOT adopted administrative guidelines to consider greenways and greenway crossings during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction. Following are the text for the Greenway Policy and Guidelines for implementing it.

In concurrence with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Board of Transportation's Bicycle Policy of 1978 (updated in 1991) and Pedestrian Policy of 1993, the North Carolina Department of Transportation recognizes the importance of incorporating local greenways plans into its planning process for the development and improvement of highways throughout North Carolina.

**NCDOT Responsibilities:** The Department will incorporate locally adopted plans for greenways into the ongoing planning processes within the State-wide Planning (thoroughfare plans) and the Planning and Environmental (project plans) Branches of the Division of Highways. This incorporation of greenway plans will be consistent throughout the department. Consideration will be given to including the greenway access as a part of the highway improvement.

Where possible, within the policies of the Department, within the guidelines set forth in provisions for greenway crossings, or other greenway elements, will be made as a part of the highway project or undertaken as an allowable local expenditure.

**Local Responsibilities:** Localities must show the same commitment to building their adopted greenway plans as they are requesting when they ask the state to commit to providing for a certain segment of that plan. It is the responsibility of each locality to notify the Department of greenway planning activity and adopted greenway plans and to update the Department with all adopted additions and changes in existing plans.

It is also the responsibility of each locality to consider the adopted transportation plan in their greenways planning and include its adopted greenways planning activities within their local transportation planning process. Localities should place in priority their greenways construction activities and justify the transportation nature of each greenway segment. When there are several planned greenway crossings of a proposed highway improvement, the locality must provide justification of each and place the list of crossings in priority order. Where crossings are planned, transportation rights of way should be designated or acquired separately to avoid jeopardizing the future transportation improvements.

**D.5 GUIDELINES FOR NCDOT TO COMPLY WITH ADMINISTRATIVE DECISION TO INCORPORATE LOCAL GREENWAYS INTO HIGHWAY PLANNING PROCESS**

- Thoroughfare plans will address the existence of greenways planning activity, which has been submitted by local areas. Documentation of mutually agreed upon interface points between the thoroughfare plan and a greenway plan will be kept, and this information will become a part of project files.
- Project Planning Reports will address the existence of locally adopted greenways segment plans, which may affect the corridor being planned for a highway improvement. It is, however, the responsibility of the locality to notify the Department of the adopted greenways plans (or changes to its previous plans) through its current local transportation plan, as well as its implementation programs.
- Where local greenways plans have not been formally adopted or certain portions of the greenways plans have not been adopted, the Department may note this greenway planning activity but is not required to incorporate this information into its planning reports.
- Where the locality has included adopted greenways plans as a part of its local transportation plan and a segment (or segments) of these greenways fall within the corridor of new highway construction or a highway improvement project, the feasibility study and/or project planning report for this highway improvement will consider the effects of the proposed highway improvement upon the greenway in the same manner as it considers other planning characteristics of the project corridor, such as archeological features or land use.
- Where the locality has justified the transportation versus the leisure use importance of a greenway segment and there is no greenway alternative of equal importance nearby, the project planning report will suggest inclusion of the greenway crossing, or appropriate greenway element, as an incidental part of the highway expenditure.
- Where the locality has not justified the transportation importance of a greenway segment, the greenway crossing, or appropriate greenway element, may be included as a part of the highway improvement plan if the local government covers the cost.
- A locality may add any appropriate/acceptable greenway crossing or greenway element at their own expense to any highway improvement project as long as it meets the design standards of the NCDOT.
- The NCDOT will consider funding for greenway crossings, and other appropriate greenway elements only if the localities guarantee the construction of and/or connection with other greenway segments. This guarantee should be in the form of inclusion in the local capital improvements program or NCDOT/municipal agreement.

- If the state pays for the construction of a greenway incidental to a highway improvement and the locality either removes the connecting greenway segments from its adopted greenways plans or decides not to construct its agreed upon greenway segment, the locality will reimburse the state for the cost of the greenway incidental feature. These details will be handled through a municipal agreement.
- Locality must accept maintenance responsibilities for state-built greenways, or portions thereof. Details will be handled through a municipal agreement.

**D.6 NCDOT PEDESTRIAN POLICY GUIDELINES**

(See pages D-11 through G-12)

**D.7 NCDOT ONLINE PEDESTRIAN PLANNING AND DESIGN RESOURCES LIST**

(See pages D-13 through D-14)

## DEPARTMENT OF TRANSPORTATION PEDESTRIAN POLICY GUIDELINES EFFECTIVE OCTOBER 1, 2000

These guidelines provide an updated procedure for implementing the Pedestrian Policy adopted by the Board of Transportation August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department's commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

### REQUIREMENTS FOR DOT FUNDING:

#### REPLACEMENT OF EXISTING SIDEWALKS:

The Department will pay 100% of the cost to replace an existing sidewalk that is removed to facilitate the widening of a road.

#### TIP INCIDENTAL PROJECTS:

DEFINED: Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

#### REQUIREMENTS:

1. The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (ie: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

2. Written notification must be received by the **Project Final Field Inspection (FFI) date**. Notification should be sent to the Deputy Highway Administrator - Preconstruction with a copy to the Project Engineer and the Agreements Section of the Program Development Branch. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.
3. The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft berm (3.0-meter) that accommodates a 5-ft sidewalk. In accordance with

AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (ie: decorative pavers) will be a Municipal responsibility.

4. If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.
5. A cost sharing approach is used to demonstrate the Department’s and the municipality’s/county’s commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

MUNICIPAL POPULATION	DOT PARTICIPATION	LOCAL PARTICIPATION
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 - pedestrian facilities on bridges.

6. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department sidewalks are justified, funding will be provided for installation. The above provision is also applicable to dual bridge structures. For dual bridges greater than 200 ft in length, a sidewalk will be constructed on the outside of one bridge structure. The bridges will also be studied to determine if sidewalks on the outside of both structures are justified.
7. FUNDING CAPS are no longer applicable.
8. This policy does not commit the Department to the installation of facilities in the Department’s TIP projects where the pedestrian facility causes an unpractical design modification, is not in accordance with AASHTO standards, creates an unsafe situation, or in the judgement of the Department is not practical to program.

INDEPENDENT PROJECTS

DEFINED: The DOT has a separate category of funds for all independent pedestrian facility projects in North Carolina where installation is unrelated to a TIP roadway project. An independent pedestrian facility project will be administered in accordance with Enhancement Program Guidelines.

## Useful On-Line Pedestrian Planning and Design Resources

<b>NCDOT Division of Bicycle &amp; Pedestrian Transportation</b>	<a href="http://www.ncdot.org/transit/bicycle/">http://www.ncdot.org/transit/bicycle/</a>
Board of Transportation Resolution on Mainstreaming	<a href="http://www.ncdot.org/transit/bicycle/laws/laws_resolution.html">http://www.ncdot.org/transit/bicycle/laws/laws_resolution.html</a>
NCDOT Pedestrian Policy Guidelines	<a href="http://www.ncdot.org/transit/bicycle/laws/ped_guide.pdf">http://www.ncdot.org/transit/bicycle/laws/ped_guide.pdf</a>
NCDOT Greenways - Administrative Process	<a href="http://www.ncdot.org/transit/bicycle/laws/laws_greenway_admin.html">http://www.ncdot.org/transit/bicycle/laws/laws_greenway_admin.html</a>
Funding	<a href="http://www.ncdot.org/transit/bicycle/funding/funding_intro.html">http://www.ncdot.org/transit/bicycle/funding/funding_intro.html</a>
Project Types	<a href="http://www.ncdot.org/transit/bicycle/projects/project_types/bpt_intro.html">http://www.ncdot.org/transit/bicycle/projects/project_types/bpt_intro.html</a>
Crash Data	<a href="http://www.ncdot.org/transit/bicycle/safety/safety_crashdata.html">http://www.ncdot.org/transit/bicycle/safety/safety_crashdata.html</a>
DBPT Long Range Plan	<a href="http://www.ncdot.org/transit/bicycle/projects/intro/projects_long_range.html">http://www.ncdot.org/transit/bicycle/projects/intro/projects_long_range.html</a>
Safe Routes to School Program	<a href="http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html">http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html</a>
<hr/>	
<b>NCDOT Division of Highways</b>	<a href="http://www.ncdot.org/doh/">http://www.ncdot.org/doh/</a>
<b>Alternative Delivery Unit – Publications for Download</b>	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/</a>
Bridge Policy 2000	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/bpe2000.doc">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/bpe2000.doc</a>
Curb Cuts & Ramps for Disabled Persons	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/handi.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/handi.pdf</a>
Traditional Neighborhood Development Manual	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/tnd.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/tnd.pdf</a>
ADA – Detectable Warnings	<a href="http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/08/default.html">http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/08/default.html</a>
Highway Design Branch – Design Manual	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/designmanual.html">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/designmanual.html</a>
Policy and Procedure Manual (See Section 28)	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/ppm/">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/ppm/</a>
Policy on Street & Driveway Access	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf</a>
<b>Traffic Engineering and Safety Systems Branch</b>	<a href="http://www.ncdot.org/doh/preconstruct/traffic/">http://www.ncdot.org/doh/preconstruct/traffic/</a>
NC Supplement to the Manual on Uniform Traffic Control Devices	<a href="http://www.ncdot.org/doh/preconstruct/traffic/MUTCD/">http://www.ncdot.org/doh/preconstruct/traffic/MUTCD/</a>
Crosswalks/Mid-Block Signing and Pavement Markings	<a href="http://www.ncdot.org/doh/preconstruct/traffic/tepl/Topics/C-36/C-36.html">http://www.ncdot.org/doh/preconstruct/traffic/tepl/Topics/C-36/C-36.html</a>

UNC Highway Safety Research Center <http://www.hsrc.unc.edu>

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**Pedestrian & Bicycle Information Center** <http://www.pedbikeinfo.org/index.htm>

Walking <http://www.walkinginfo.org/>

Engineer Pedestrian Facilities <http://www.walkinginfo.org/engineering>

Pedestrian Safety Guide & Countermeasure Selection System (PEDSAFE) <http://www.walkinginfo.org/pedsafe/>

Develop Plans and Policies <http://www.walkinginfo.org/develop>

National Center for Safe Routes to School <http://www.saferoutesinfo.org>

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**Federal Highway Administration Bicycle & Pedestrian Program** <http://www.fhwa.dot.gov/environment/bikeped/>

Bicycle and Pedestrian Provisions of Federal Transportation Legislation <http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

Bicycle & Pedestrian Programs <http://www.fhwa.dot.gov/environment/bikeped/overview.htm>

Program & Design Guidance <http://www.fhwa.dot.gov/environment/bikeped/guidance.htm>

Links to Other Resources <http://www.fhwa.dot.gov/environment/bikeped/bipedlnk.htm>

Publications <http://www.fhwa.dot.gov/environment/bikeped/publications.htm>

Pedestrian Safety [http://safety.fhwa.dot.gov/ped\\_bike/ped/index.htm](http://safety.fhwa.dot.gov/ped_bike/ped/index.htm)

Pedestrian & Bicycle Safety Research Page <http://www.fhrc.gov/safety/pedbike/index.htm>

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**National Highway Traffic Safety Administration – Traffic Safety: Pedestrians** <http://www.nhtsa.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbf30811060008a0c/>

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**National Center for Bicycling & Walking** <http://www.bikewalk.org/>



## CHAPTER OUTLINE:

### E.0 OVERVIEW

### E.1 MAP - TOP 12 PRIORITY PROJECTS

### E.2 PRIORITIZATION TABLE

## E.0 OVERVIEW

The prioritization process began by making a list of all the roadways and proposed trails in the study area that make up the overall pedestrian network. The corridors were then broken down into segments at logical points, such as major intersections.

The total list of segments consists of recommend improvements for pedestrian facilities, specifically sidewalks, sidepaths and trails. All crossing improvement projects have high priority because of the direct interaction between motorists and pedestrians in these spaces.

The criteria used to rank each segment is custom designed for Pittsboro, based on public input, steering committee input, and data collected pertaining to Pittsboro's existing conditions. Furthermore, the criteria were weighted according to standards used throughout North Carolina, and modified to reflect input from Pittsboro's online public survey results. Specifically, the following criteria and weights were used:

Route serves a Town Core District (T6)\*  
(5 points)

Route is on 15-501 North  
(Recommended by Public)\*\*  
(5 points)

Recommended Facility is a Trail\*\*\*  
(5 points)

Route serves a Downtown Neighborhood area (T5)\*  
(4 points)

Route is on 64 and 15-501 South  
(Recommended by Public)\*\*  
(4 points)

Direct Access to/from an Existing Trail  
(3 points)

Direct Access to/from a Park/Rec/Playground  
(3 points)

Direct Access to/from a School  
(3 points)

Direct Access to/from a Library  
(3 points)

Direct Access to/from a Grocery Store  
(3 points)

Route is on Thompson, Salisbury, or 87  
(Recommended by Public)\*\*  
(3 points)

Route Contains a Key Intersection in Need of Improvement  
(2 points)

School Proximity (1/4 mile radius)  
(2 points)

Regional Connection and/or 64 Bypass Crossing  
(2 points)

Direct Access a Specific Town Destination\*\*\*\*  
(2 points)

Direct Access to/from an Existing Sidewalk  
(2 points)

\*According to Planning Areas from the Town of Pittsboro Future Land Use Plan

\*\* First, second, and third "Most in Need of Improvement" from question #10 in the Online Comment Form (15-501 North was #1, East 64, West 64, and 15-501 South were tied for 2nd, and Thompson, Salisbury and Hwy 87 were the only other corridors with significant mention)

\*\*\* Public input from both the Pittsboro Pedestrian Plan and the Chatham County Parks and Recreation Plan shows very strong public interest in walking and biking trails.

\*\*\*\* Destinations other than a park, school, library or grocery store, all which were scored separately. Town Destinations were identified through input from the Project Steering Committee, public workshops, and Town staff. They are shown on Map 2.8: Existing Pedestrian Conditions.

#### **E.1 MAP - TOP 12 PRIORITY PROJECTS**

The map on page E-4 contains the Top 12 priority segments, as designated in the Prioritization Table.

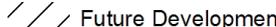
#### **E.2 PRIORITIZATION TABLE**

Pages E-5 and E-6 contain the prioritization tables for pedestrian corridors (sidewalks, greenways, and sidepaths). While these rankings represent where there is need, pedestrian facilities should still be built if the opportunity arises (through development, roadway reconstruction, etc.) regardless of their ranking here.

PEDESTRIAN TRANSPORTATION PLAN  
PRIORITIZATION

MAP E.1: TOP 12 PRIORITY PROJECTS

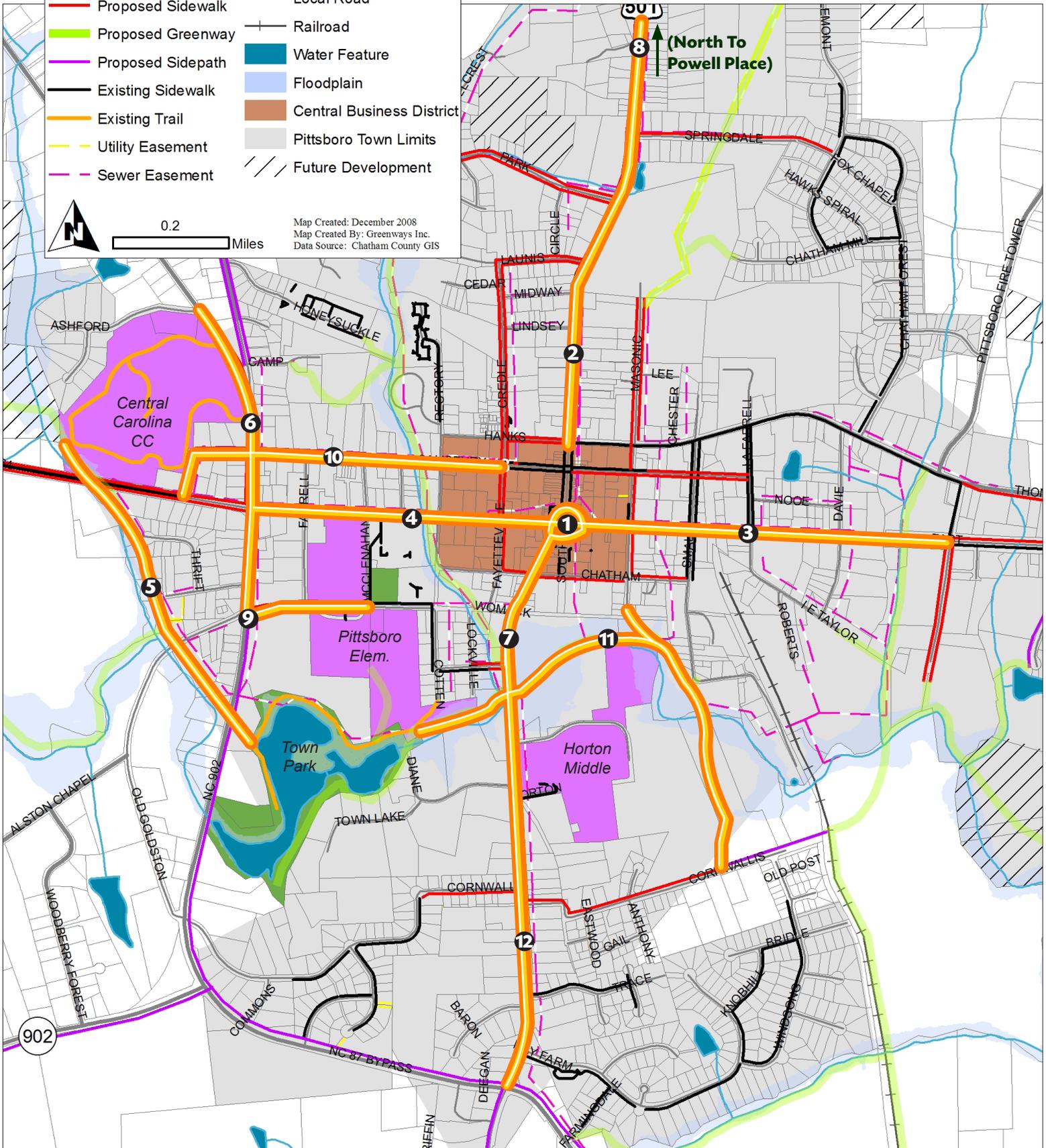
Legend

-  Top Priority Labels (match to table on p. E-5)
-  Top Priority Segments
-  Proposed Sidewalk
-  Proposed Greenway
-  Proposed Sidepath
-  Existing Sidewalk
-  Existing Trail
-  Utility Easement
-  Sewer Easement
-  Federal Highway
-  State Road
-  Local Road
-  Railroad
-  Water Feature
-  Floodplain
-  Central Business District
-  Pittsboro Town Limits
-  Future Development



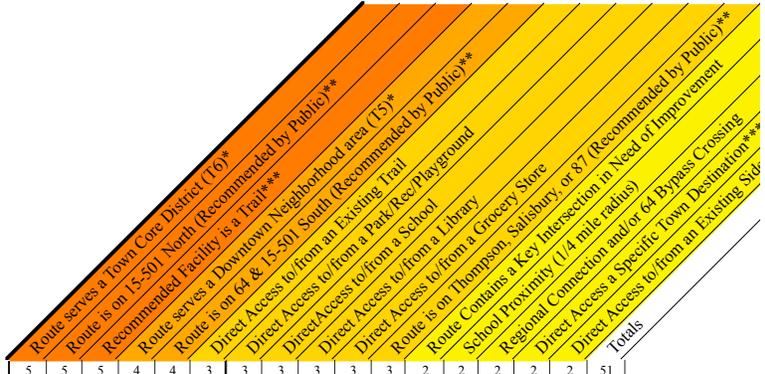
0.2 Miles

Map Created: December 2008  
Map Created By: Greenways Inc.  
Data Source: Chatham County GIS



**Pedestrian Facility Prioritization**

Recommended facilities (below) are prioritized according to weighted criteria (right)



Pedestrian Route	From	To	Facility Type	5	5	5	4	4	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2	51
1 Courthouse Roundabout	East & West (US 64)	Hillsboro & Sanford (15-501)	Crosswalk & Refuge Island Improvements	5	5	0	0	4	0	0	0	0	0	0	0	8	4	0	6	8					40
2 Hillsboro (15-501)	East & West (US 64)	Launis	New Sidewalk & Crosswalk, Plus Improvements	5	5	0	0	0	0	0	0	0	3	0	8	4	0	2	10						37
3 East (US 64)	Hillsboro & Sanford (15-501)	Martin Luther King Jr	New Sidewalk & Crosswalks	5	0	0	0	4	0	0	0	0	6	0	4	4	0	6	6						35
4 West (US 64)	NC 87	Hillsboro & Sanford (15-501)	Crosswalk Improvements	5	0	0	0	4	0	0	0	3	0	0	4	6	0	6	4						32
5 Creek Corridor	Chatham County Community College	Town Lake Park	Multi-Use Trail/Greenway	0	0	5	4	0	6	6	3	0	0	0	0	6	0	2	0						32
6 Graham Rd (NC 87)	West (US 64)	Cooper Farm Rd	New Sidewalk & Crosswalks	0	0	0	4	0	3	3	3	3	0	3	6	4	0	0	2						31
7 Sanford (15-501)	East & West (US 64)	Horton	New Sidewalk & Crosswalks	5	0	0	0	4	0	0	3	0	0	0	4	4	0	6	4						30
8 Hillsboro (15-501)	Powell Place/Lowes	Launis	New Sidewalk & Crosswalks	5	5	0	0	0	0	0	0	0	3	0	4	0	0	8	4						29
9 Goldston (NC 87)/Pitts. Elem. School Rd	West (US 64)	McClenahan	New Sidewalk & Crosswalks	0	0	0	4	0	0	3	3	0	0	3	4	6	0	0	4						27
10 Salisbury	Credle	CCCC & West (US 64)	New Sidewalk & Crosswalks	0	0	0	4	0	3	3	3	3	0	3	2	4	0	0	2						27
11 Sewer Easement	Town Lake Park	Cornwallis	Multi-Use Trail/Greenway	0	0	5	4	0	3	0	6	0	0	0	0	4	0	2	2						26
12 Sanford (15-501)	Horton	Moncure-Pittsboro & Goldston (NC 87)	New Sidewalk & Crosswalks	0	0	0	4	4	0	0	3	0	0	0	2	4	0	4	4						25
15-501 North	Haw River/ETJ Limits	Powell Place/Lowes	Sidewalk	5	5	0	0	0	0	0	3	0	0	0	2	2	2	4	2						25
East (US 64)	Martin Luther King Jr	Industrial Park East (US 64) & County	New Sidewalk & Crosswalks	5	0	0	0	4	0	3	0	0	0	0	2	0	0	4	6						24
Sewer Easement	Cornwallis	Fairgrounds	Multi-Use Trail/Greenway & Sidewalk	0	0	5	4	0	0	0	0	0	6	0	0	0	0	8	0						23
Old Plank Road	Chatham County Community College	New development west of CCCC	Multi-Use Trail/Greenway	5	0	5	0	0	3	3	3	0	0	0	2	0	2	0	0						23
West (US 64)	Future Development (west of CCCC)	Goldston & Old Graham (NC 87)	New Sidewalk & Crosswalks	5	0	0	0	4	0	0	3	0	0	0	2	4	0	2	2						22
Credle/Hanks	West (US 64)	Hillsboro (15-501)	New Sidewalk & Crosswalks	5	0	0	0	0	0	3	0	0	0	0	2	4	0	2	6						22
Sewer Easement	West (US 64)	Pittsboro Elem. School Rd	Multi-Use Trail/Greenway	0	0	5	4	0	0	0	3	0	0	0	6	0	0	4	2						22
Camp	Old Graham	Dead end/Future Greenway	Sidewalk	0	0	0	4	0	3	3	3	3	0	0	2	4	0	0	0						22
Goldston (NC 87)	Pittsboro Elem. School Rd	Old Goldston	Sidewalk	0	0	0	4	0	0	3	0	0	0	3	2	6	0	2	0						20

Top 12

Top 13-20

\*According to Planning Areas from the Town of Pittsboro Future Land Use Plan

\*\* First, second, and third "Most in Need of Improvement" from question #10 in the Online Comment Form (15-501 was #1, East 64, West 64, and 15-501 were tied for 2nd, and Thompson, Salisbury and Hwy 87 were the only other corridors with significant mention)

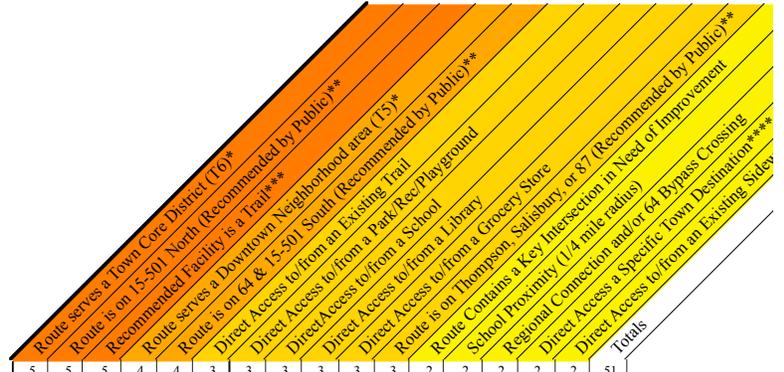
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\*\*\*\* Other than a park, school, library or grocery store, all which were scored separately. Town Destinations were identified through input from the Project Steering Committee, public workshops, and Town staff. They are shown on Map 2.8: Existing Pedestrian Conditions.

THE TOWN OF PITTSBORO, NORTH CAROLINA

**Pedestrian Facility Prioritization**

Recommended facilities (below) are prioritized according to weighted criteria (right)



Pedestrian Route	From	To	Facility Type	5	5	5	4	4	3	3	3	3	3	3	2	2	2	2	2	2	51
<b>Goldston (NC 87)</b>	Old Goldston	Farmingdale	Sidewalk	0	0	0	4	0	0	0	0	0	0	3	2	2	0	4	4	19	
<b>Town Lake Park Trail (south side)</b>	Existing west side of Town Lake Park Trail	Existing east side of Town Lake Park Trail	Multi-Use Trail/Greenway	0	0	5	4	0	3	3	0	0	0	0	0	4	0	0	0	19	
<b>Sewer Easement</b>	East (US 64)	Thompson	Multi-Use Trail/Greenway	5	0	5	0	0	0	0	0	0	3	0	0	0	0	2	4	19	
<b>Salisbury</b>	Hillsboro (15-501)	J A Farrell	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	3	2	2	0	0	6	18	
<b>Sewer Easement</b>	Oakwood	West (US 64)	Multi-Use Trail/Greenway	0	0	5	4	0	0	0	0	3	0	0	0	4	0	0	2	18	
<b>Creek Corridor</b>	Camp and Honey Suckle	Creekside Circle	Multi-Use Trail/Greenway	0	0	5	4	0	0	3	0	0	0	0	4	0	0	2	18		
<b>Fayetteville/Chatham</b>	West (US 64)	Sanford (15-501)	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	0	4	0	4	4	17		
<b>Unpaved Trail</b>	Chatham Mill	Chatham Marketplace	Multi-Use Trail/Greenway	0	0	5	4	0	3	0	0	3	0	0	0	0	2	0	17		
<b>Sewer Easement</b>	East (US 64) & County Fairgrounds	Chatham Business & Piedmont Biofuels	Multi-Use Trail/Greenway	5	0	5	0	0	0	0	0	0	0	0	0	0	6	0	16		
<b>Pitts. Elem. School Rd</b>	Lockville	Sanford (15-501)	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	2	4	0	0	4	15		
<b>Chatham</b>	Sanford (15-501)	Small	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	0	4	0	2	4	15		
<b>MLK</b>	County Fairgrounds	East (US 64)	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	2	0	0	6	2	15		
<b>Utility Corridor</b>	Masonic	Springdale	Multi-Use Trail/Greenway	0	0	5	4	0	3	0	0	0	3	0	0	0	0	0	15		
<b>Creek Corridor</b>	Farmingdale	Piedmont Biofuels	Multi-Use Trail/Greenway	0	0	5	4	0	0	0	0	0	0	0	0	4	2	0	15		
<b>Creek Corridor</b>	Old Goldstein	Area east of Mitchells Chapel	Multi-Use Trail/Greenway	0	0	5	4	0	0	0	0	0	0	4	2	0	0	15			
<b>Cornwallis</b>	Proposed sidepath in Potterstone Village	Existing sidewalk in Willow Springs	New Sidewalk & Crosswalks	0	0	0	4	0	0	0	0	0	0	4	0	4	2	14			
<b>Masonic</b>	Future Gwy at Chatham Marketplace	East (US 64)	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	3	0	0	0	0	6	14			
<b>Creek Corridor</b>	Robeson Creek Corridor	Lowes	Multi-Use Trail/Greenway	5	0	5	0	0	0	0	0	0	0	0	0	4	0	14			
<b>Rail Corridor</b>	Cornwallis	Charlie Brooks/ETJ Limits	Multi-Use Trail/Greenway	0	0	5	4	0	0	0	0	0	0	0	2	2	0	13			
<b>Robeson Creek Corridor</b>	Piedmont Biofuels	Jordan Lake	Multi-Use Trail/Greenway	0	0	5	0	0	3	0	0	0	0	0	2	2	0	12			
<b>Thompson</b>	Fairgrounds Road	East (US 64)	Sidewalk	5	0	0	0	0	0	0	0	0	3	0	0	0	4	12			
<b>Credle/Launis</b>	Hanks	Hillsboro (15-501)	New Sidewalk & Crosswalks	0	0	0	4	0	0	0	0	3	0	0	2	0	2	11			
<b>Masonic</b>	East (US 64)	Past Chatham, to dead end	New Sidewalk & Crosswalks	5	0	0	0	0	0	0	0	0	0	4	0	0	2	11			
<b>Old Graham (Old NC 87)</b>	Camp	Oakwood	Sidewalk	0	0	0	0	0	3	0	0	0	0	2	4	0	2	11			
<b>Utility Corridor</b>	Springdale	Lowes	Multi-Use Trail/Greenway	0	0	5	0	0	0	0	0	0	0	0	6	0	11				
<b>15-501 South</b>	Goldston (NC 87)	Park/ETJ Limits	Sidewalk	0	0	0	0	4	0	3	0	0	0	2	0	2	0	11			
<b>Industrial Park Dr</b>	East (US 64)	Future Greenway	Sidewalk	5	0	0	0	0	3	0	0	0	0	0	0	2	0	10			
<b>Creek Corridor</b>	Powell Place	Oakwood	Multi-Use Trail/Greenway	0	0	5	0	0	3	0	0	0	0	0	0	2	0	10			
<b>Haw River Corridor</b>	Jordan Lake	Bynum Beach	Multi-Use Trail/Greenway	0	0	5	0	0	3	0	0	0	0	0	2	0	0	10			
<b>Moncure-Pittsboro</b>	Farmingdale	Rail Corridor	Sidewalk	0	0	0	4	0	0	0	0	0	0	2	0	2	2	10			
<b>Chatham Business Dr</b>	East (US 64)	Future Greenway	Sidewalk	5	0	0	0	0	0	0	0	0	0	0	2	2	9				
<b>Cornwallis</b>	Rail-Trail	Future Greenway	Sidewalk	0	0	0	4	0	0	0	0	0	0	2	0	2	0	8			
<b>East (US 64)</b>	Industrial Park	Hanks Chapel	Sidewalk	0	0	0	4	4	0	0	0	0	0	0	0	0	0	8			
<b>Unpaved Trail</b>	Mt. Zion	Lorax	Multi-Use Trail/Greenway	0	0	5	0	0	0	0	0	0	0	0	2	0	7				
<b>NC 902</b>	Goldston (NC 87)	Possum	Sidewalk	0	0	0	4	0	0	0	0	0	0	0	2	0	6				
<b>Fox Chapel/Springdale</b>	Hillsboro (15-501)	Bellmont	New Sidewalk & Crosswalks	0	0	0	0	0	0	0	0	0	0	0	2	2	4				
<b>Oakwood/Park</b>	Old Graham	Hillsboro (15-501)	New Sidewalk & Crosswalks	0	0	0	0	0	0	0	0	3	0	0	0	0	3				

Additional Projects

\*According to Planning Areas from the Town of Pittsboro Future Land Use Plan  
 \*\* First, second, and third "Most in Need of Improvement" from question #10 in the Online Comment Form (15-501 was #1, East 64, West 64, and 15-501 were tied for 2nd, and Thompson, Salisbury and Hwy 87 were the only other corridors with significant mention)  
 \*\*\* Public input from both the Pittsboro Pedestrian Plan and the Chatham County Parks and Recreation Plan shows very strong public interest in walking and biking trails.  
 \*\*\*\* Other than a park, school, library or grocery store, all which were scored separately. Town Destinations were identified through input from the Project Steering Committee, public workshops, and Town staff. They are shown on Map 2.8: Existing Pedestrian Conditions.