



CITY OF MEBANE

Bicycle & Pedestrian Transportation Plan

Adopted March 4, 2024



ACKNOWLEDGMENTS

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Special Thanks

The City appreciates the Mebane community members that participated in the development of the plan by taking the survey and attending the public meetings.

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STEWART



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Bicycle and Pedestrian Plan

EXECUTIVE SUMMARY

Overview

Since 2015 the City of Mebane has utilized the goals and recommendations of the original Bicycle and Pedestrian Transportation Plan to guide development and investment in a community that has grown from approximately 13,000 residents in 2015 to more than 19,000 residents in 2022. The purpose of this updated plan is to build upon the accomplishments of the last eight years and to continue to move Mebane forward to a connected and active future.

One of the most significant implementation steps taken so far has been the establishment of the Mebane Bicycle and Pedestrian Advisory Commission (BPAC), which was created by the City Council in September 2017. Their role is to advise the City staff and the City Council on bicycle and pedestrian issues and to engage with and educate the public on bicycle and pedestrian opportunities and safety. As a result of their advocacy, the City of Mebane adopted a Complete Streets Resolution in December 2018, in which the City commits to following the NCDOT Complete Streets Planning and Design Guidelines for new transportation projects and reconstruction of existing roadways.

Additional implementation steps accomplished as a result of the 2015 plan include community bike events such as the children's bike rodeo, educational campaigns for National Bike Month, and completed and planned projects that increase safety and improve traffic conditions for cyclists and pedestrians.

The 2015 Bicycle and Pedestrian Transportation Plan included many suggested updates to the Mebane Unified Development Ordinance (UDO), several of which were approved and implemented in the June 2022 amendments to the UDO, including the creation of a minimum bike parking requirement. All developments that are required to provide ADA parking spaces are also required to provide bike racks, at a rate of one bicycle space for every ADA space required.

Vision and Goals

This plan update includes project recommendations for a variety of project types pertaining to bicyclists and pedestrians, including sidewalks, multi-use paths, on-road bicycle facilities, and intersection improvements. The project recommendations presented in this plan update will expand Mebane's bicycle and pedestrian infrastructure to serve the growing community and provide enhanced opportunities for multi-modal transportation.

Vision

“A clean, connected, healthy, and active community where residents and visitors can experience nature, enjoy exercising, and travel safely by foot or by bicycle to local businesses, services, and schools.”

- **Goal #1: Build high-priority bicycle and pedestrian facilities** as part of a comprehensive network to better connect neighborhoods to the downtown, public spaces, and other important destinations.
- **Goal #2: Increase pedestrian and bicyclist safety** by reducing the number of bicycle and pedestrian-related accidents each year.
- **Goal #3: Improve pedestrian connectivity** by filling sidewalk gaps and providing crosswalks at intersections.
- **Goal #4: Continue and enhance community events to educate and encourage residents** to bike and walk to school, to local businesses and services.
- **Goal #5: Raise awareness and educate** decision-makers, stakeholders, interest groups, and the public on the benefits of bikeways, walkways, greenway trails, and active, healthy lifestyles.

As in the original 2015 plan, the vision of the updated plan remains to strive to create a connected, healthy, and active community. The goals remain largely the same, but have been updated to reflect the ongoing nature of the work to improve the City’s bicycle and pedestrian network.

Engagement

Public engagement efforts for the Bicycle and Pedestrian Transportation Plan were coordinated with the Recreation and Parks Comprehensive Master Plan. Collectively, these long-range planning efforts were branded as one effort: Together, Moving Mebane Forward. Engagement began with a three-day, in-person kickoff from August 15 – 17, 2022. At the conclusion of the three-day effort, a public meeting was held to report on the focus groups and interviews conducted, as well as to gather feedback from members of the Mebane community. A total of 90 individuals attended focus groups and the public meeting and 23 stakeholders participated in interviews.



Additional public engagement efforts included developing a survey, Social Pinpoint site, and attending the Hometown Holiday Celebration event.

Over 7,000 postcard invitations were mailed in October, 2022 to a random selection of residents for the purposes of completing the statistically valid survey. The survey was also available online and open to the public. The survey ran for two months and a total of 311 surveys were completed between the invitation surveys and open link surveys.

The Social Pinpoint site provided a community engagement hub for the plan and allowed over 150 individuals to use an interactive mapping tool and ideas board to provide feedback about the Bicycle and Pedestrian Transportation Plan Update.

Top Three Priorities from Survey Respondents

- 1. Improve sidewalk connectivity**
- 2. Better connections to destinations (parks, shops, schools, and employment centers)**
- 3. Off-street paths (greenways and multi-use paths)**

Process

The project team reviewed information gathered during the engagement period, presented results to the BPAC, and used the public input to develop a comprehensive list of projects. BPAC members and City staff ranked projects appearing on the list through a prioritization process. The project prioritization process included:

- Stakeholders ranking their top 10 bicycle and top 10 pedestrian priority projects from the comprehensive list of projects
- Project team compiling the top 20 projects from stakeholder scoring
- Project team evaluating the top 20 stakeholder-ranked projects using 13 different scoring criteria listed on page 82 in the Appendix
- Resulting top 10 project list described in the Project Information Cut Sheets on page 50 in Chapter 4

Recommendations

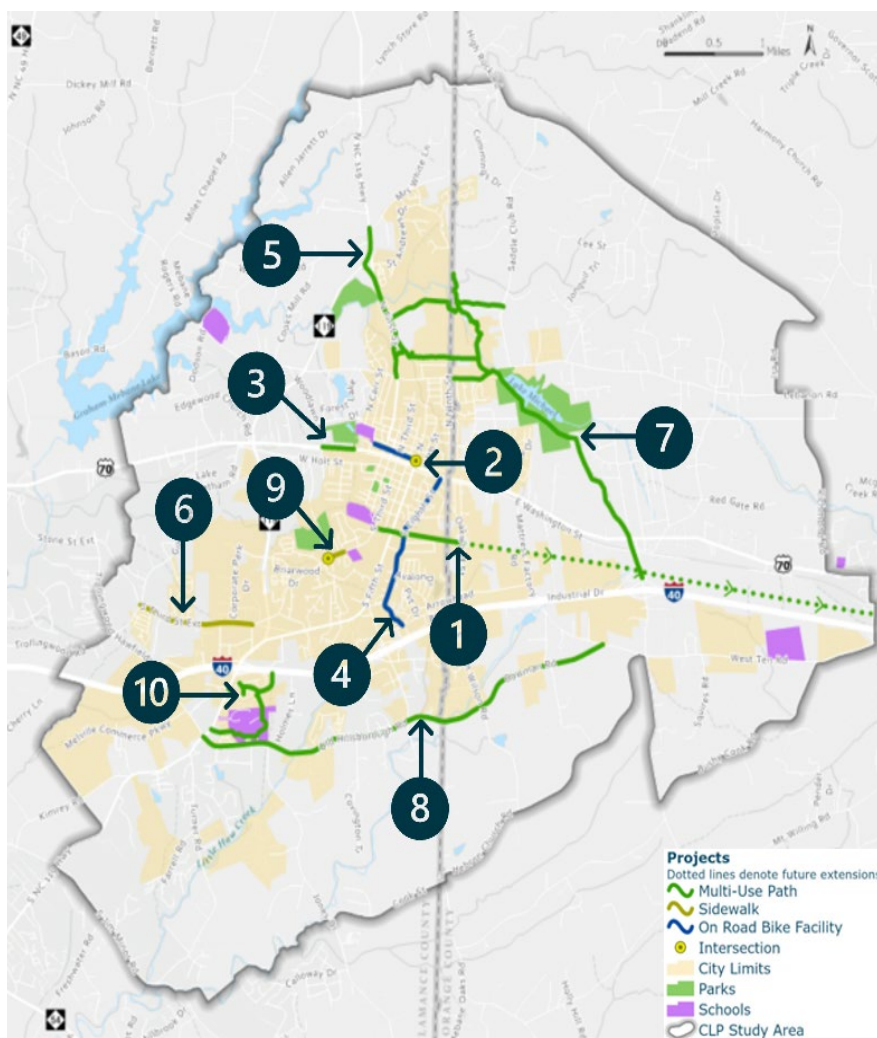
The project recommendations were developed based on public feedback and input from the BPAC and City staff. The prioritization process included a quantitative scoring criteria with 13 inputs including connections to existing facilities, demographics, land use context, public priorities, and stakeholder priorities. These recommendations also include implementation strategies and suggestions related to policies, standards, education, and public engagement.

Policies and Strategies

The implementation strategies are broken out into three sections, including Overall Strategies, Policies and Standards, and Education and Encouragement. The Overall Strategies section provides recommended improvements such as completing priority projects, addressing network connectivity gaps, and identifying funding opportunities for bicycle and pedestrian facility maintenance and improvement projects. The Policies and Standards section provides recommendations such as continuing to implement the Complete Streets Policy, coordinating with private development to implement bicycle and pedestrian infrastructure, and ensuring review and compliance with the Americans with Disabilities Act (ADA). The Education and Encouragement section provides recommendations such as continuing to build upon the existing community events and encouraging sponsorship of bicycle and pedestrian initiatives and events from local businesses.

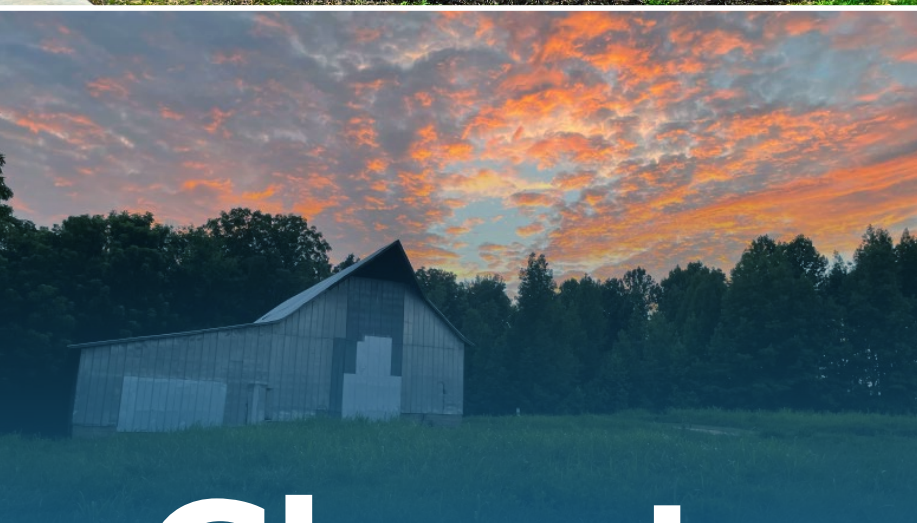
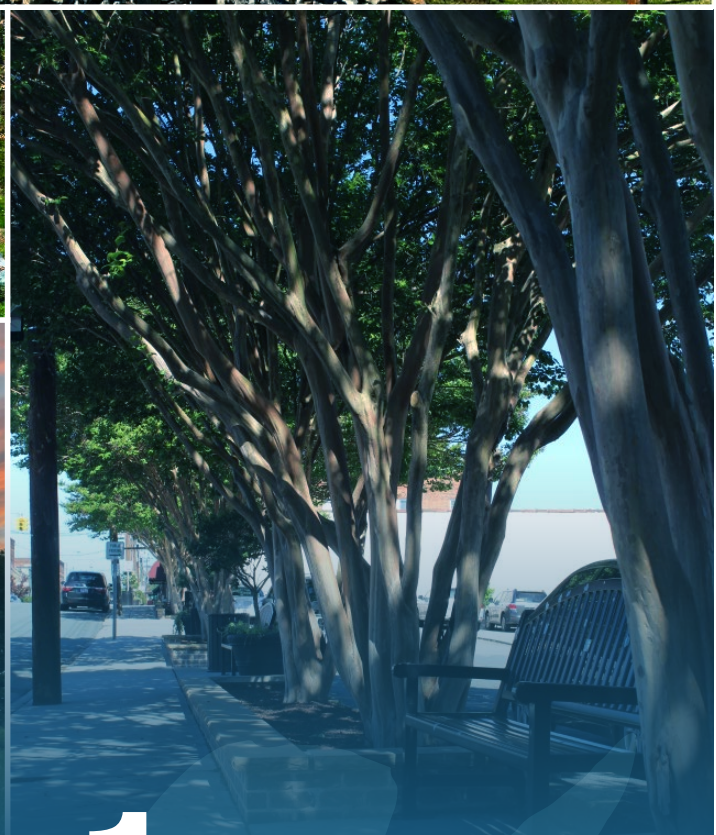
Top Ten Projects

The top ten priority projects identified in the Bicycle and Pedestrian Transportation Plan Update are listed below and can be seen in further detail in Chapter 4: Project Information Cut Sheets, which includes description details, existing conditions, and cost estimates.



Priority Projects

1. **Central Mebane East-West Greenway** - multi-use path
2. **Clay Street** - intersection improvements and on-road bike facility
3. **U.S 70 (Center Street)** - multi-use path
4. **Eighth Street Bike Boulevard** - on-road bike facility
5. **North First Street** - multi-use path
6. **Third Street Extension** - sidewalk
7. **Lake Michael Trail Connections** - multi-use path
8. **Old Hillsborough Road and Bowman Road Connections** - multi-use path
9. **South Third Street** - intersection improvements and sidewalk
10. **Hawfields Greenway** - multi-use path



Chapter 1

Introduction

INTRODUCTION

Background

In 2015, the City of Mebane adopted a bicycle and pedestrian plan that envisioned “a clean, connected, healthy, and active community where residents and visitors can experience nature, enjoy exercising, and travel safely by foot or by bicycle to local businesses, services, and schools.” Over the last eight years, the City of Mebane has utilized the goals and recommendations of the 2015 plan to guide development and investment in a community that has grown from approximately 13,000 residents in 2015 to more than 19,000 residents in 2022. The purpose of this update is to build upon the accomplishments of the last eight years and continue to move Mebane forward to a connected and active future.

Progress

There have been many accomplishments since the adoption of the original bicycle and pedestrian plan. The following section describes important policies, programming, and projects that have been completed as a result of the recommendations outlined in the 2015 plan.

Programming and Policies

The Mebane Bicycle and Pedestrian Advisory Commission (BPAC) was created by City Council in September 2017. Their role is to advise the City staff and the City Council on bicycle and pedestrian issues and to engage with and educate the public on bicycle and pedestrian opportunities and safety. As a result of their advocacy, the City of Mebane adopted a Complete Streets Resolution in December 2018, in which the City commits to following the NCDOT Complete Streets Planning and Design Guidelines for new transportation projects and reconstruction of existing roadways.

The BPAC has also worked with the Mebane Police Department to hold a bike rodeo for local children. This event helps children learn to ride, teaches them about bike safety, and provides them with free helmets in partnership with Mebane on the Move, a local organization that helps encourage physical activity in the community. Bike rodeos have been held in 2018, 2019, 2021, and 2023. The bike rodeo is anticipated to continue as an annual or biannual event. The BPAC has also promoted public education campaigns for National Bike Month and organized the Mebane Activity Challenge, a summer campaign which encourages local residents to use and explore the City’s parks and trails.

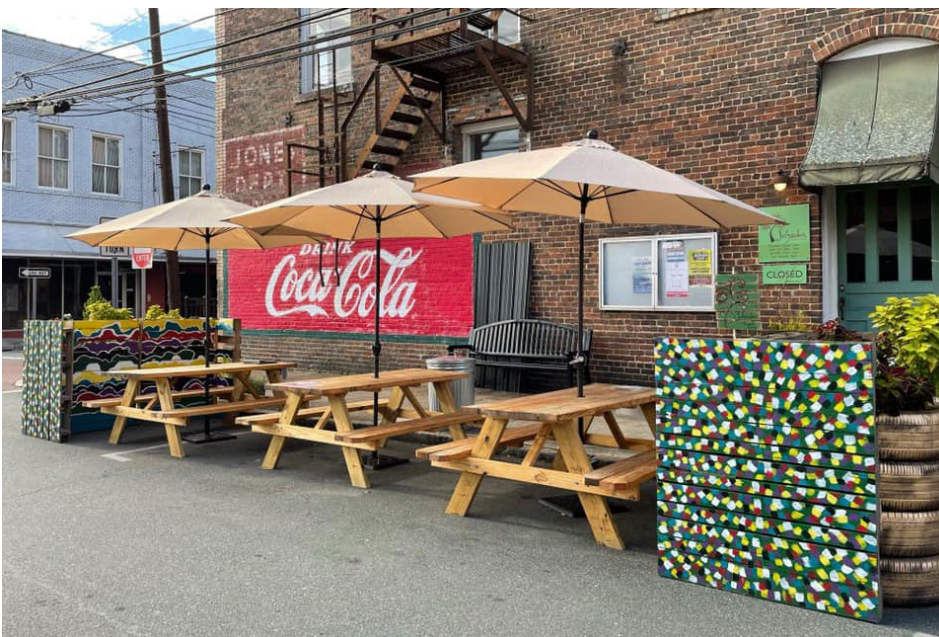
Additionally, the BPAC has worked to research and develop innovative ideas to address road safety and improve traffic conditions for cyclists and pedestrians. In 2021, the Mebane BPAC participated in the Better Block Trailer program, a shared resource available to all communities in Alamance County. The trailer contains materials like chalk, paint, traffic cones, and barricades to “test-drive” ideas on streets and in public

spaces before pursuing permanent projects. One project involved the use of an on-street parking space on Clay Street for picnic tables and a bike rack to test the idea of a downtown parklet. Another project installed temporary crosswalks and stop signs in the Ashbury neighborhood to test possible traffic calming strategies. The Ashbury traffic calming project led to the City contracting with a consultant to conduct a hot spot analysis of intersections in the Ashbury neighborhood, studying speeding and analyzing possible traffic calming methods. The study has resulted in project recommendations for crosswalk improvements at the intersection of Ashbury Boulevard and Mockingbird Lane and allowed City staff to develop a traffic calming toolbox.

Unified Development Ordinance Amendments

The 2015 Bicycle and Pedestrian Transportation Plan included many suggested updates to the Mebane Unified Development Ordinance (UDO). Several of those suggestions were approved and implemented in the June 2022 amendments to the UDO, which included the creation of a minimum bike parking requirement. All developments that are required to provide ADA parking spaces are also required to provide bike racks, at a rate of one bicycle space for every ADA space required.

The City updated the UDO in 2019 to require a traffic impact analysis for all preliminary plat or rezoning requests that are anticipated to generate 100 or more undisturbed peak hour vehicle trips or 1,000 or more undisturbed average daily trips. Recommendations resulting from these analyses often include multi-modal improvements.



Bicycle and Pedestrian Improvements

The 2015 Bicycle and Pedestrian Transportation Plan listed multiple recommended projects to support pedestrian and bicyclist facilities. The following tables show the projects that have been completed so far and those approved for construction as a City project or by private development.

Table 1: Completed Bicycle and Pedestrian Improvement Projects

Name	Facility Type	Extent	Details/Distance
Arrowhead Blvd	Sidewalk	Existing sidewalk east of Tanger Outlets to E Oakwood St	919 Feet
N Charles Street	Bike Boulevard	W Stagecoach Road to W Carr Street	Pavement Markings and Signage
W Clay Street	Bike Boulevard	N Charles Street to N Fifth Street	Pavement Markings and Signage
W Clay Street	Sidewalk	N Charles Street to the Community Park	1,150 Feet
E Center Street	Sidewalk	N Ninth Street west to existing sidewalk	450 Feet
N Fifth Street	Bike Boulevard	E Center Street to E Stagecoach Rd	Pavement Markings and Signage
S Fifth St	Sidewalk	E Dogwood Drive west to existing sidewalk	341 Feet
W Jackson Street	Sidewalk	S Third Street east to existing sidewalk	96 Feet
W Jackson Street	Sidewalk	S First Street to S Third Street	539 Feet
W Jackson Street	Sidewalk	S First Street to Holt S Park	549 Feet
N 119	Sidewalk	S Fifth Street to S Third Street	1,317 Feet
S N 119	Sidewalk	Lowes Blvd to Holmes Road	2,189 Feet
S N 119	Sidewalk	I-40 Ramp to Holmes Road	1,574 Feet
S Second Street	Sidewalk	W Holt Street to W Lee Street	846 Feet

Table 2: Completed Intersection Improvements

Road 1	Road 2	Facility
W Carr Street	N Charles Street	Sidewalk, curb ramps, and crosswalk
W Clay Street	N Charles Street	High-visibility crosswalk
N Fifth Street	Kit Lane and Kit Court	Crosswalk and curb ramps
S Fifth Street	Mebane Oaks Road and Falcon Lane	Crosswalks, curb ramps, pedestrian signals
S Fifth Street	East Roosevelt Street	Crosswalk across Fifth, signage
Fourth Street	US-70 / Center Street	All way countdown timers and crosswalks
W Ruffin Street	N Charles Street	High-visibility crosswalk, signage, and curb ramps
N Third Street	W Crawford Street	Crosswalk and curb ramps
N Third Street	US-70 / Center Street	Crosswalk and pedestrian countdown, all-way
S Third Street	W Roosevelt Street	Crosswalk and curb ramps – 3-way
S Third Street	Corregidor Street	High-visibility crosswalk and signage
S N 119	Sidewalk	Lowes Blvd to Holmes Road
S N 119	Sidewalk	I-40 Ramp to Holmes Road
S Second Street	Sidewalk	W Holt Street to W Lee Street

Table 3: Approved and Under Construction Bicycle and Pedestrian Projects

Name	Facility Type	Extent	Details/Distance
S Eleventh Street	Sidewalk	Frontage of 11th Street Apartments	470 Feet
N First Street	Multi-Use Path	E Stagecoach Road to Eastside Creek	1,300 Feet
Holt Street Greenway	Multi-Use Path	Corregidor Drive to S Third Street	4,285 Feet
Lebanon Road	Multi-use path	Heartpine Drive to E Stagecoach Road	0.8 Mile

Table 3: Approved and Under Construction Bicycle and Pedestrian Projects (Continued)

Name	Facility Type	Extent	Details/Distance
N Ninth Street	Sidewalk	E Stagecoach Road to E Laramie Drive	560 Feet
Oakwood Street	Multi-use path	Abbott Street to Pryor Street	1,000 Feet
Oakwood Street	Multi-use path	Frontage of Oakwood subdivision	400 Feet
Old Hillsborough Road	Multi-use path	Fairhaven Drive to Brockton Drive	1,500 Feet
Old Hillsborough Road	Multi-use path	Mebane Oaks Road to Summit Church Drive-way	390 Feet
E Stagecoach Road	Multi-use path	Lebanon Road to N Ninth Street	1,500 Feet
Wilson Road	Sidewalk	Frontage of McKay's Bookstore	290 Feet

As illustrated by these tables, the City of Mebane has made significant improvements to the bicycle and pedestrian network over the last eight years. While many of the project recommendations from the 2015 plan have been successfully accomplished, others were later determined by City staff to be infeasible or not compatible with new development and other planned projects. The purpose of this update to the Bicycle and Pedestrian Transportation Plan is to evaluate the City's current and future needs and to recommend new projects that will better address those needs.

Purpose, Vision and Goals

The overarching purpose of this plan is to continue to enhance the quality of life within the City of Mebane by improving mobility, health, and safety. This plan update includes project recommendations for a variety of project types pertaining to bicyclists and pedestrians, including sidewalks, multi-use paths, on-road bicycle facilities, and intersection improvements. The project recommendations presented in this plan update will expand Mebane's bicycle and pedestrian infrastructure to serve the growing community and provide enhanced opportunities for multi-modal transportation. Policy and programming recommendations are also included to maximize funding of priority projects and to educate and encourage Mebane community members to make biking and walking a part of daily life. See Chapter 3 for recommendations.

As in the original 2015 plan, the vision of the updated plan is still to strive to create a connected, healthy, and active community. The goals remain largely the same, but have been updated to reflect the ongoing nature of the work to improve the City's bicycle and pedestrian network.

Vision

"a clean, connected, healthy, and active community where residents and visitors can experience nature, enjoy exercising, and travel safely by foot or by bicycle to local businesses, services, and schools."

- **Goal #1: Build high-priority bicycle and pedestrian facilities** as part of a comprehensive network to better connect neighborhoods to the downtown, public spaces, and other important destinations.
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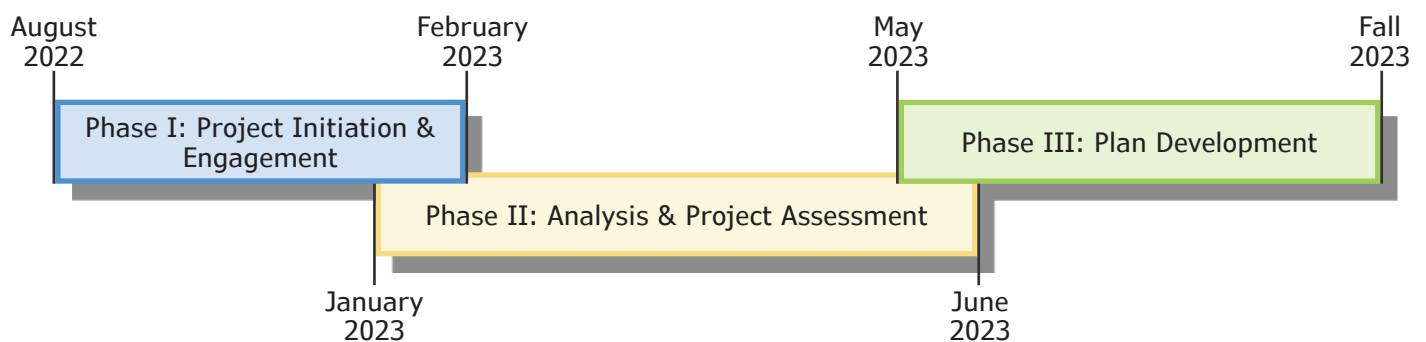
Planning Process

The Bicycle and Pedestrian Plan Update process began by reviewing the 2015 plan and other local area plans, collecting data on projects and recommendations completed to date, and documenting the existing conditions in the project area via site visits. Multiple public input sessions were held, including focus groups with local officials and the Mebane Bicycle and Pedestrian Advisory Commission (BPAC), stakeholder interviews with City officials and regional partners, and a public meeting to gather information. A public survey was also available online and members of the project team attended community events to promote the bicycle and pedestrian plan update and to solicit additional public input. More detailed information on the public engagement process is included in Chapter 2.

The project team reviewed information gathered during the engagement period, presented results to the BPAC, and used the public input to develop a comprehensive list of projects. BPAC members and City staff ranked projects appearing on the list through a prioritization process. The project prioritization process included:

- Stakeholders ranking their top 10 bicycle and top 10 pedestrian priority projects from the comprehensive list of projects
- Project team compiling the top 20 projects from stakeholder scoring
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General Project Schedule



Study Area

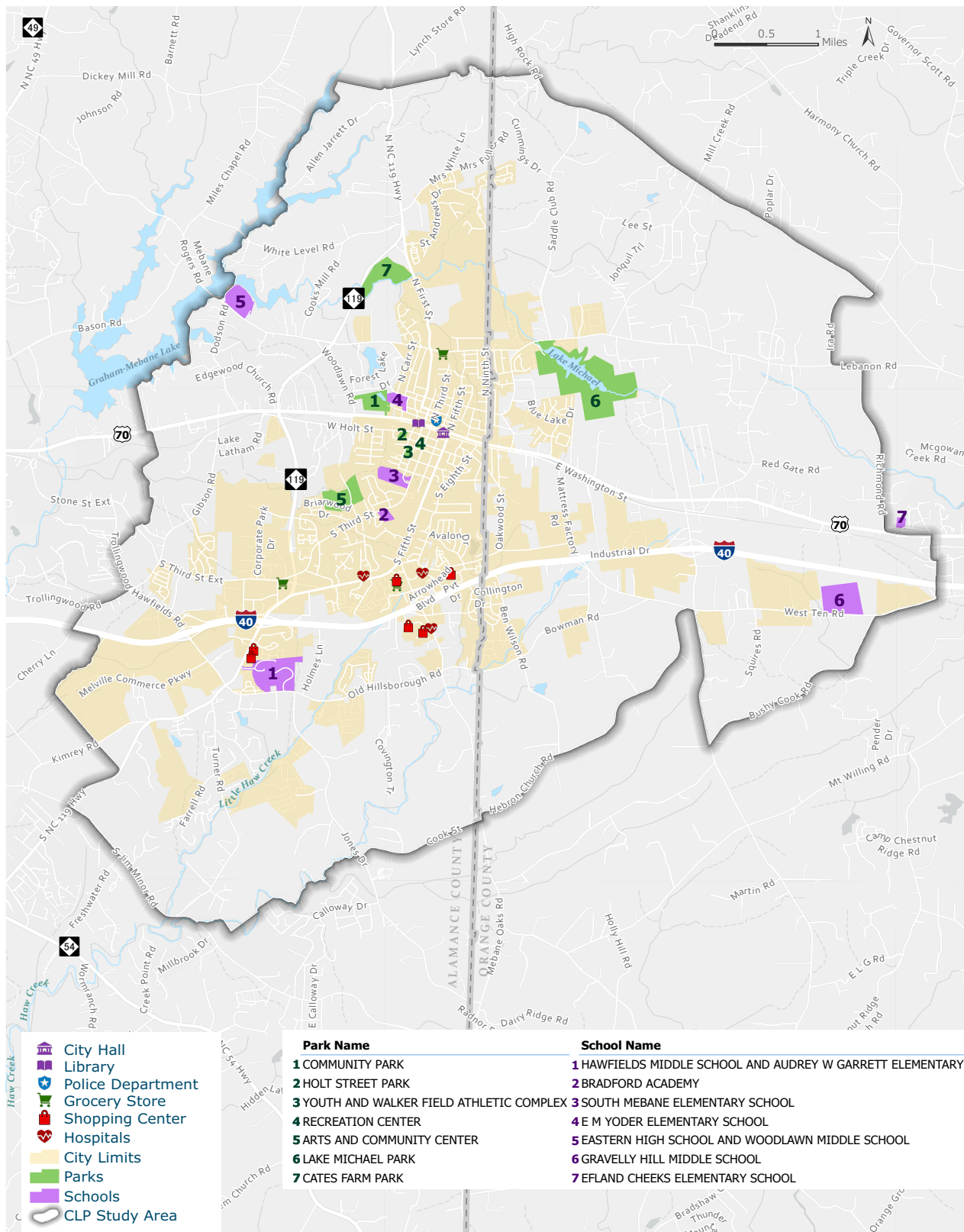
The City of Mebane is located between the Triangle and Triad, north and south of Interstate 40/85. It is the easternmost city in Alamance County and westernmost in Orange County. Mebane's population has grown immensely, and the City is now home to over 19,000 residents, according to the State Demographer. The City expects continued population growth, projecting the addition of approximately 400 new dwelling units annually for the next five years, which is expected to lead to a population over 26,000 by 2030.

The City's economy is also experiencing rapid growth. Mebane benefits from a historic downtown core, commercial development along the Interstate and an increasing number of industrial partners. There are currently more than 3 million square feet of approved industrial space under plan review or actively being constructed in Mebane.

The study area expands upon the 2015 study area to align with the focus areas and future growth areas as determined by a new long-range utility plan, which has been in progress during this plan update. The study area now includes all areas within the Mebane City limits, as well as future growth areas. A range of different land uses are present within the study area, including Downtown business, industrial centers, residential developments, and recreational and agricultural properties.



Study Area Map





Chapter 2

Existing Conditions & Engagement

EXISTING CONDITIONS

Overview

Mebane has an expansive network of over 70 miles of sidewalk. However, there are some obstacles that may deter pedestrian activity, such as gaps in the sidewalk network and high traffic speed or volume on some streets. Many of the sidewalk gaps are located between the historic areas of Mebane and newer developments. During the public engagement process, the historic downtown core was identified as a critical area with high levels of pedestrian activity and where improvements are needed. While most of the downtown area has sidewalks, many of them are narrow and some of the intersections are in need of crosswalks and other improvements. During the public engagement process, a number of areas on U.S 70 (Center Street), Fifth Street, Third Street, and Mebane Oaks Road were identified by residents as streets with areas that are difficult or unsafe to cross.

Existing transportation facilities and safety concerns within the City of Mebane are illustrated and described in the following sections. Topics covered include bicycle and pedestrian facilities, bicycle and pedestrian crashes, and factors that contribute to safety and comfort including speed limits, and daily traffic.

Existing Bicycle and Pedestrian Facilities

Many roads in Mebane have sidewalks on at least one side of the street. There is a strong network of existing sidewalks in Downtown Mebane and along major streets north to Stagecoach Road and south along Third Street, Fifth Street and Eighth Street. The four Mebane on the Move Urban Trails identify looped routes of existing sidewalks and extend both north and south of Downtown. New subdivisions are required to have sidewalks, and new developments in the southern and eastern portion of the City have added many miles to the sidewalk network.

There are shared lane markings on sections of North Fifth Street, Clay Street, and Charles Street. Roads that are well connected in a grid pattern with low traffic volumes and speeds tend to be more bicycle friendly. This type of network is most prevalent near Downtown.

There are paved and natural surface trails in many parks including:

- *Community Park Loop (0.5 miles of paved trail)*
- *Holt Street Park (0.2 miles of paved trail)*
- *Mini Mebane Loop at Mebane Arts and Community Center (1.0 Mile of paved trail and sidewalk)*
- *Cates Farm Park (2.0 miles of natural surface trail; bicycles not permitted)*
- *Lake Michael Park (2.3 miles of natural surface trail)*
- *An off-road greenway connecting Corregidor Street to S Third Street is under construction and expected to open in 2024.*

Regional and Statewide Routes and Plans

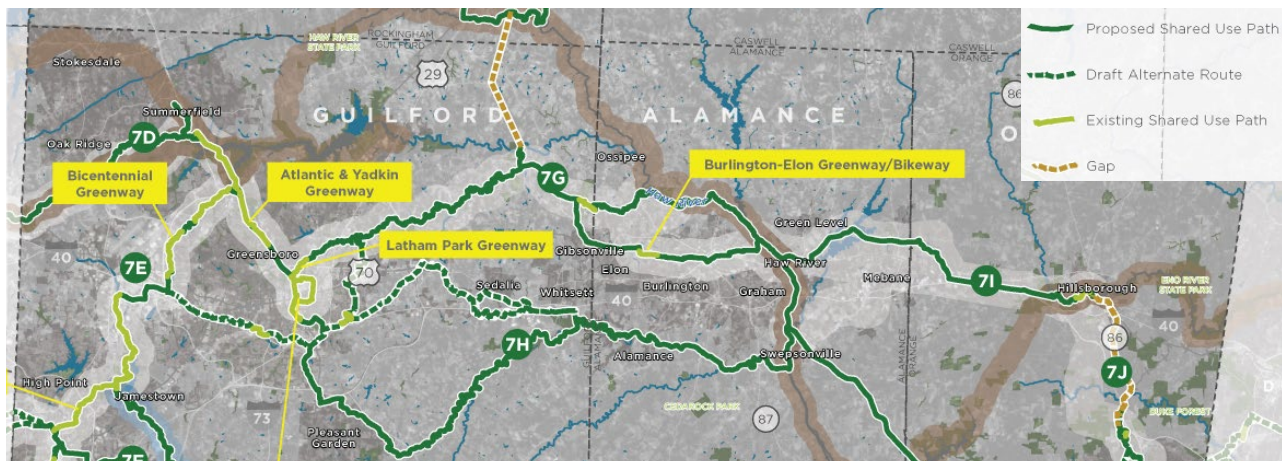
The Mountains-to-Sea Trail, a North Carolina State Trail, traverses through the center of Mebane's historic downtown. This 1,175 mile trail stretches from the Great Smokey Mountains to the Outer Banks and is a part of the North Carolina State Park System. In Mebane, the trail's route connects the Mebane Community Park to the historic downtown core and to Lake Michael Park. An alternative route for the Mountains to Sea Trail also exists that goes to Saxapahaw along the Haw River to the south of Mebane and then north to Hillsborough.

Trail and Greenway Plans

The Alamance County Greenway Plan (2014) shows a planned priority greenway extending up Little Haw Creek and Old Hillsborough Road from the Haw River Trail to Hawfields Middle School in Mebane.

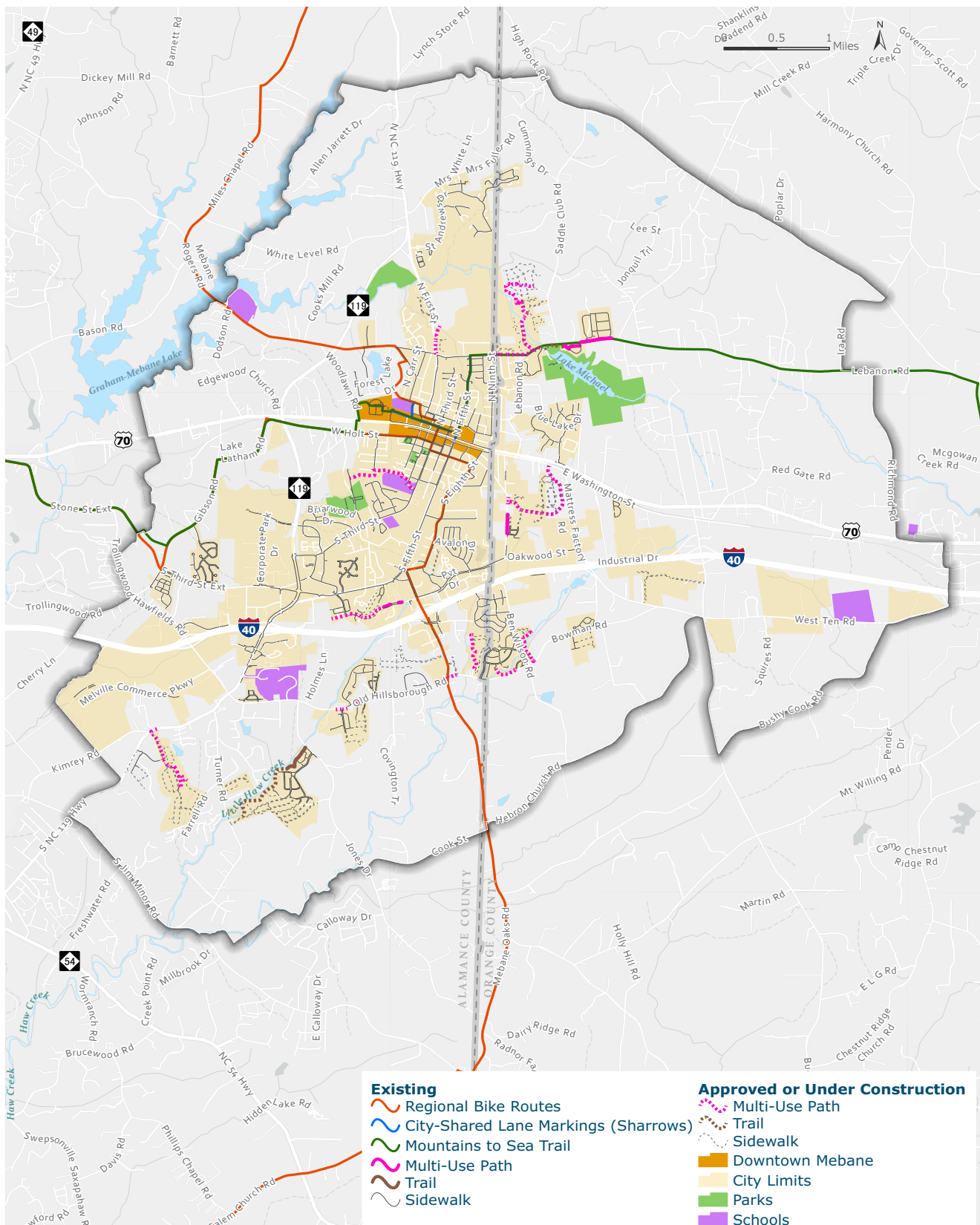
The Great Trail State Plan

A recent statewide trail plan completed by the North Carolina Department of Transportation's Integrated Mobility Division included a recommended trail network of shared use paths that connects every county and many major destinations in North Carolina. A section of the recommended priority trail network traverses Mebane in an east-west direction. It is anticipated that the exact alignment would be determined through further study by the City.



Great Trails State Network Map - Division 7

Existing Bicycle and Pedestrian Facilities Map



SAFETY AND ENJOYMENT

Crash History

The bicyclist and pedestrian crash data collected by the North Carolina Department of Transportation (NCDOT) reflects trends of minor and major crash incidents on and adjacent to the roadways with higher traffic volumes and speed limits, especially in the vicinity of the I-40/I-85 interchanges. Common pedestrian crash types were related to crossing an expressway (I-40) and failure to yield. Bicycle crashes were primarily on more rural roadways, nearly all state secondary routes or N.C. routes where motorists overtook a cyclist. The Bicycle and Pedestrian Crash Map represents crashes that occurred in North Carolina between 2007 and 2022. There were 27 pedestrian crashes and 10 bicycle crashes within the study area, including five pedestrian fatalities and one bicycle fatality. Various roadways in the City of Mebane have been identified as High Injury Network Roads in the Burlington-Graham MPO Transportation Safety Plan, including US 70, I-40, Trollingwood-Hawfields Road, N.C. 119, Mebane Rogers Road and N Fifth Street. The plan recommends implementation of complete streets, signing, traffic calming, education and enforcement to address high crash routes.

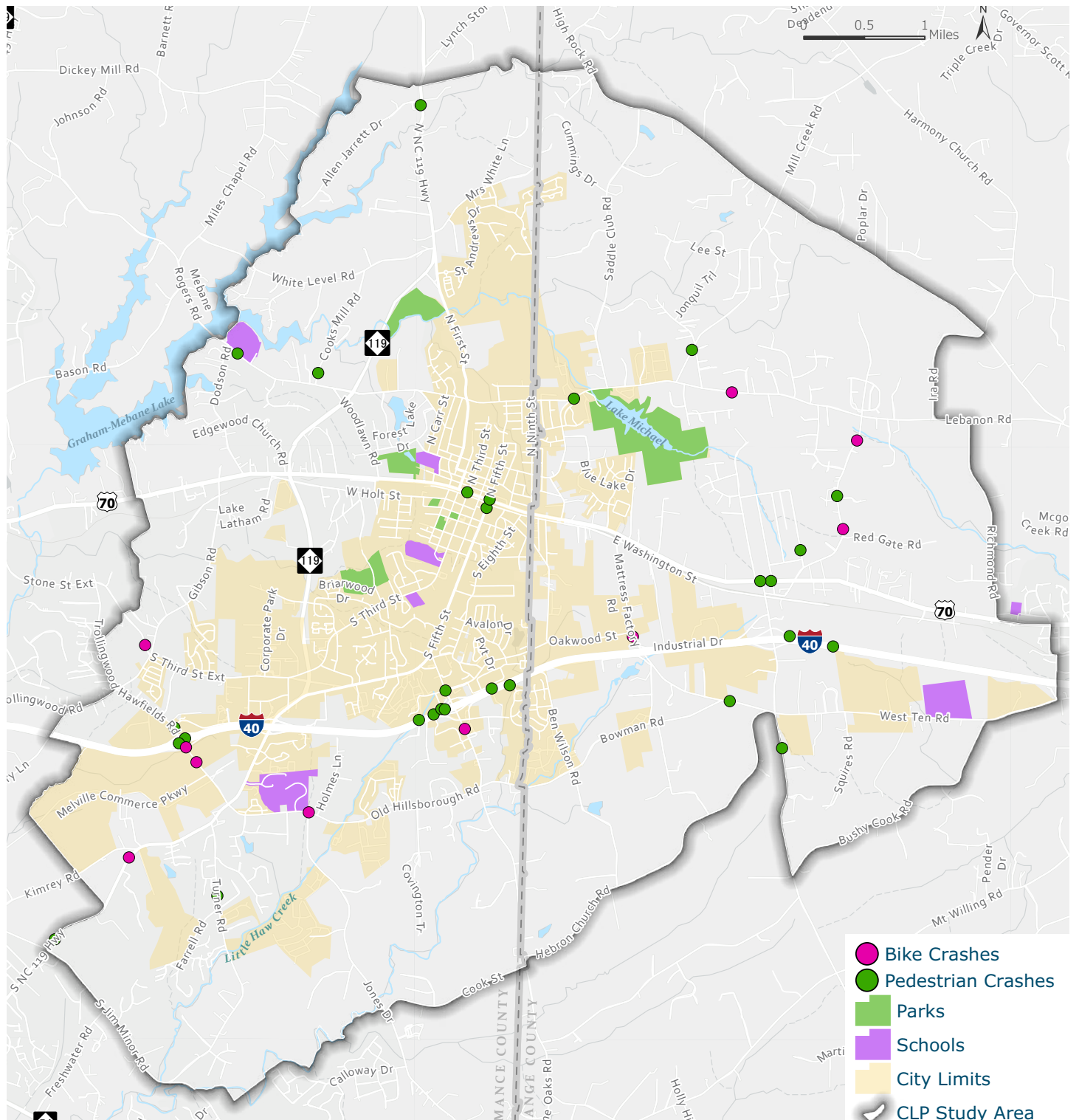
Speed Limits

The study area includes a range of primary roadways with varying speed limits, as high as 65 mph (I-40/I-85), down to 45 mph (segments of U.S 70), and as low as 35 mph (Lebanon Road, Stagecoach Road, or N First Street); smaller facilities in residential areas, subdivisions, business parks include speed limits 25 mph or lower. High speed roadways without alternative adjacent roadways to accommodate vehicular traffic are prime candidates for pedestrian and bicycle improvements in order to increase the safety and mobility throughout a congested corridor, such as separated multi-use paths.

Daily Traffic

Annual average daily traffic (AADT) generally corresponds to higher posted speed limits. Larger facilities such as interstates and U.S or State highways tend to have a larger capacity to allow for more daily vehicles to travel through the corridor. Corridors with high traffic volumes and high speeds can pose a significant risk to bicyclist and pedestrian safety. However, some of Mebane's highest trafficked roads, such as S Fifth Street and Mebane Oaks Road, have more moderate speed limits of 35 mph. As these roadways approach or exceed designed traffic capacity, they may also pose risks to bicycle and pedestrian safety. Therefore, it is important to plan for parallel facilities or adjacent bicycle and pedestrian accommodations that can provide safer alternative routes. Off-road facilities such as greenways or multi-use paths are preferred to maximize both the safety and recreational enjoyment for bicyclists and pedestrians. The AADT map shows many of the roads in and adjacent to Downtown Mebane have low traffic volumes (10-2,000 AADT) and low speeds that support on-road or adjacent bicyclist and pedestrian facilities. Roadways with relatively low AADT and higher speeds are candidates for separated facilities, including segments of N.C. 119 and U.S 70 (5,001-10,000 AADT), as well as Old Hillsborough Road and Lebanon Road (2,001-5,000 AADT).

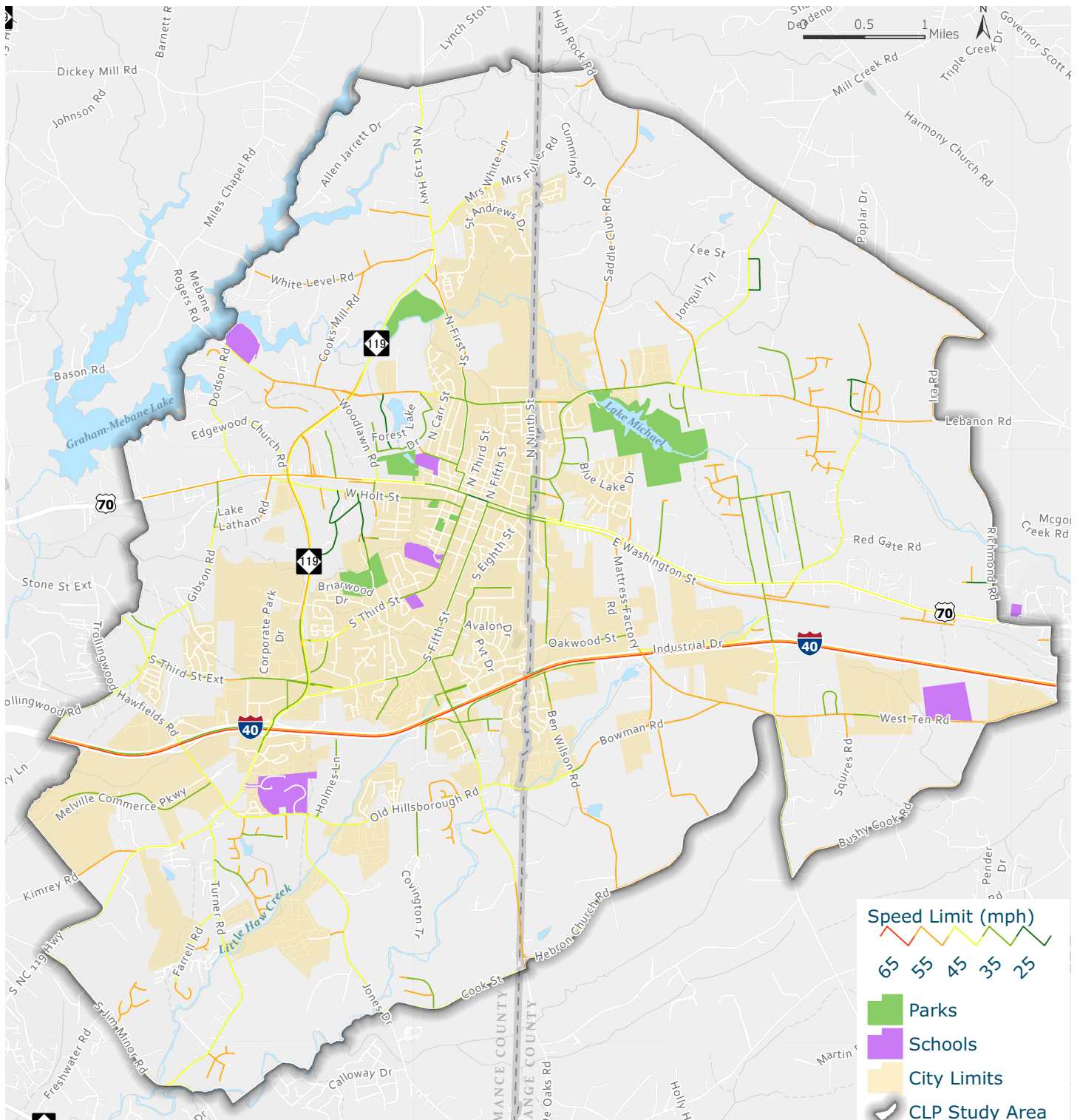
Bicycle and Pedestrian Crash Map (2007-2022)



Note:

The map above shows bicycle and pedestrian crash data counts on NCDOT roadways only.

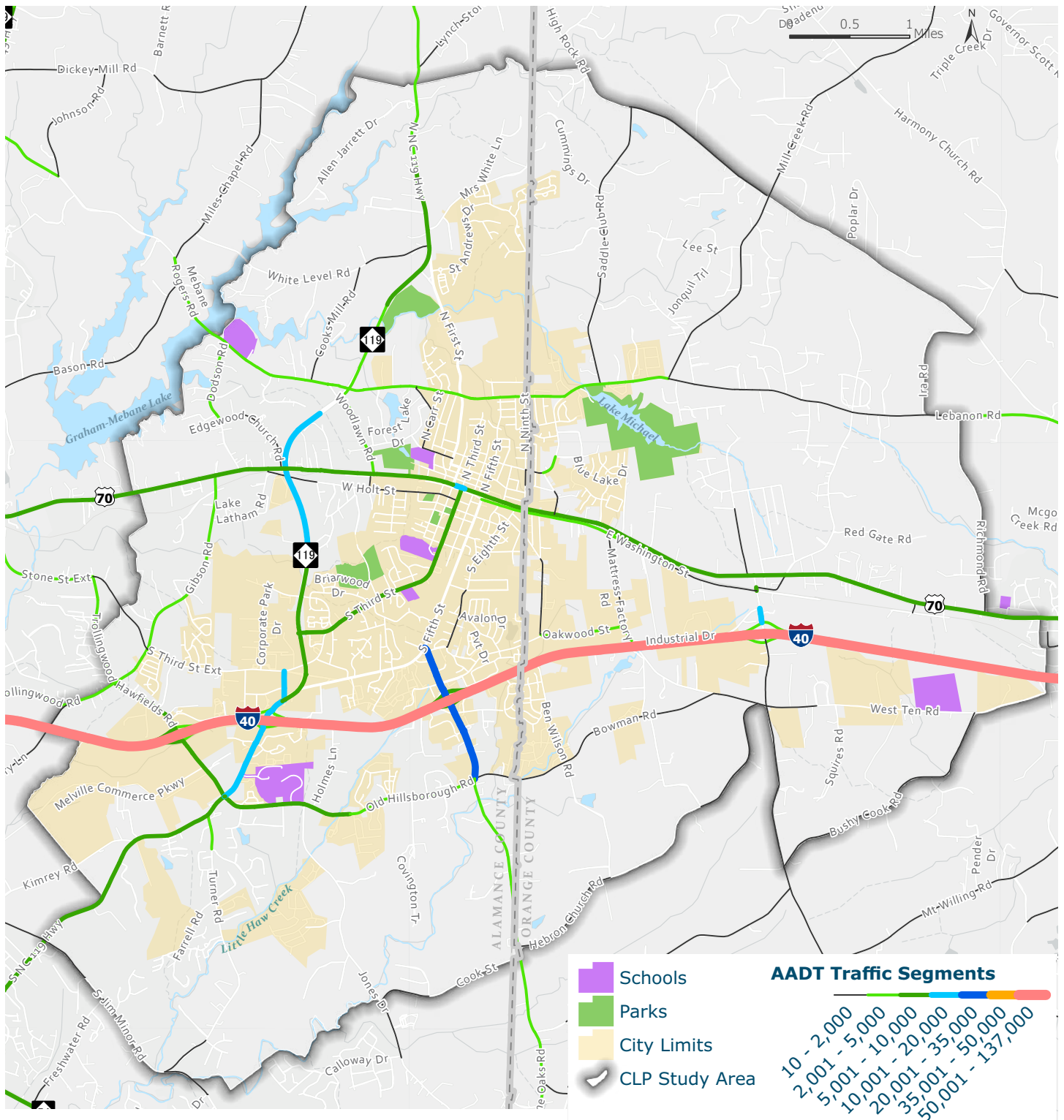
Speed Limit Map (2023)



Note:

This map represents the speed limits of NCDOT roadways. Speed limits are controlled by general statutes as well as local and state ordinances. Within incorporated municipalities, the statutory speed limit is 35 miles per hour (MPH) unless otherwise posted. The statutory speed limit on roads outside incorporated municipalities is 55 MPH unless otherwise posted. Therefore, smaller roads on this map may appear to have higher speed limits if they are located outside an incorporated area or have not otherwise been posted, but that may not reflect the actual speed limit of that particular road.

Average Daily Traffic (2022)



Note:
Data sourced from NCDOT's 2023 Q4 Road Characteristics GIS shapefile.

PUBLIC ENGAGEMENT

Public Engagement Process

Public engagement efforts for the Bicycle and Pedestrian Transportation Plan were coordinated with the Recreation and Parks Comprehensive Master Plan. Collectively, these long range planning efforts were branded as one effort: Together, Moving Mebane Forward. Engagement began with a three day in-person kickoff from August 15 – 17, 2022. The project team hosted six focus groups with the Recreation & Parks Advisory Commission (RPAC) and Bicycle and Pedestrian Advisory Commission (BPAC), community members, civic groups, and regional partners (BGMPO, DCHC MPO, Orange County Schools, Alamance County Schools, NCDOT, Orange County, Alamance County). The project team also interviewed seven stakeholder groups including representatives from the Downtown Mebane Development Corporation (DMDC), Mebane City Council, City Leadership, Racial Equity Advisory Commission (REAC), and City Departments. At the conclusion of the three-day effort, a public meeting was held to report on the focus groups and interviews conducted, as well as to gather feedback from members of the Mebane community. A total of 90 individuals attended focus groups and the public meeting and 23 stakeholders participated in interviews.

Additional public engagement efforts included developing a survey, Social Pinpoint site, and attending the Hometown Holiday Celebration event. Over 7,000 postcard invitations were mailed on in October, 2022 to a random selection of residents for the purposes of completing the statistically valid survey. The survey was also available online and open to the public. The survey ran from October to December 9, 2022. A total of 311 surveys were completed between the invitation surveys and open link surveys.

The Social Pinpoint site provided a community engagement hub for the plan and allowed over 150 individuals to use an interactive mapping tool and ideas board to provide feedback about the Bicycle and Pedestrian Transportation Plan Update.

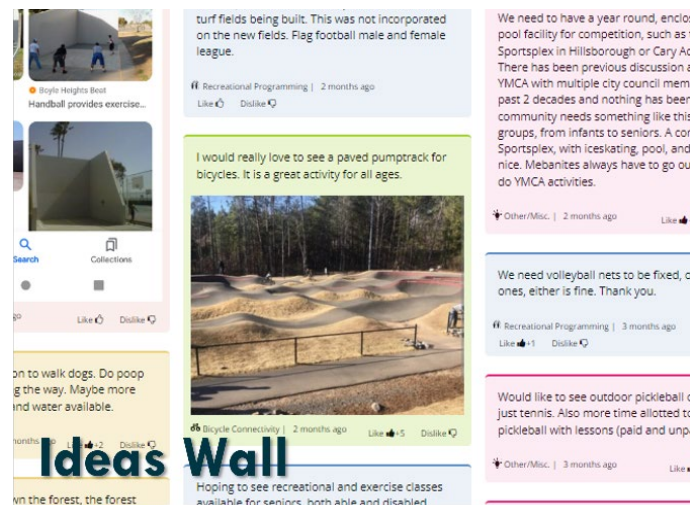
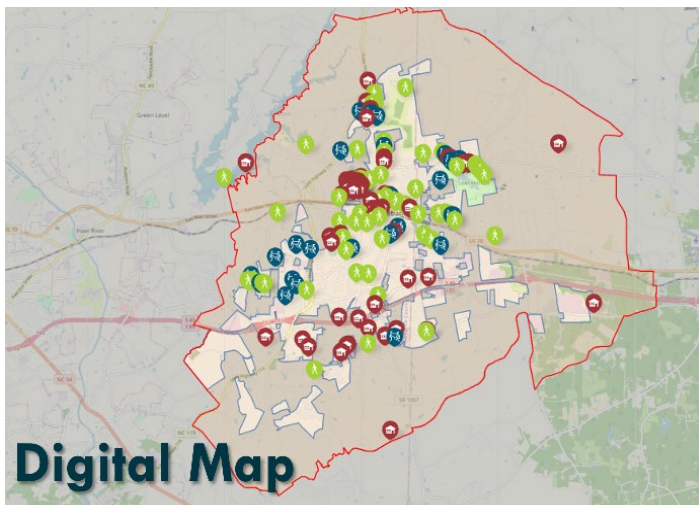
Staff from the project team attended the Hometown Holiday Celebration event on



November 19, 2022 to gather additional public comments and promote the plan update.

The BPAC received an update on the plan's progress and the results of the public engagement process at its November 28, 2022 meeting. After the BPAC presentation meeting, the project team incorporated comments received and summarized public engagement efforts to present at a public meeting held on January 31, 2023.

The project team reviewed and analyzed all engagement data, which was used to develop a comprehensive list of projects that were then presented to BPAC members and City staff for ranking of the projects, ultimately determining the priority projects for the plan update.



Social Pinpoint, a community engagement hub for the plan, provided individuals an interactive mapping tool and ideas board to provide input about the Bicycle and Pedestrian Plan Update.

Public Engagement Statistics

311

Statistically Valid Surveys & Open Link Surveys completed

153

Bicycle and Pedestrian Comments on the Digital Map & Ideas Wall

90

Focus Group and Public Meeting Attendees

75

In-person Mapping Exercise Points

23

Stakeholders Interviewed

Public Engagement Findings

Across all of the bicycle and pedestrian improvement categories, the top three priorities selected by survey respondents were:

1. **Improve sidewalk connectivity**
2. **Better connections to destinations (parks, shops, schools, and employment centers)**
3. **Off-street paths (greenways and multi-use paths)**

Results from the survey and other public engagement activities are highlighted in the graphics below and on the following page. More detailed survey results can be found in the Appendix. Overall, the survey results revealed that most Mebane community members who participated in the survey engage in a higher level of pedestrian activity than bicycling. Two-thirds of respondents indicated that they walk/roll at least once a week but rarely bike. A comparison of the conditions for walking/rolling versus biking yielded similar responses. 69% of respondents rated walking/rolling conditions in Mebane as good or excellent and 66% of respondents rated bicycling conditions as poor or fair.



Public Engagement Themes

Enhance the sidewalk network.

- Most residents are interested in walking or “rolling” more than biking.
- Sidewalk construction is tied to new development.
- Sidewalk gaps exist between new developments and older areas of Mebane. The downtown area also has many sidewalks that are narrow or in need of repair.

Crosswalk improvements or crosswalk installations.

- Pedestrians find crossing difficult in areas including Third Street & Corregidor Street, US 70 (Center Street), Fifth Street, and Mebane Oaks Road.

Walking, biking, and rolling* to parks is important to Mebanites.

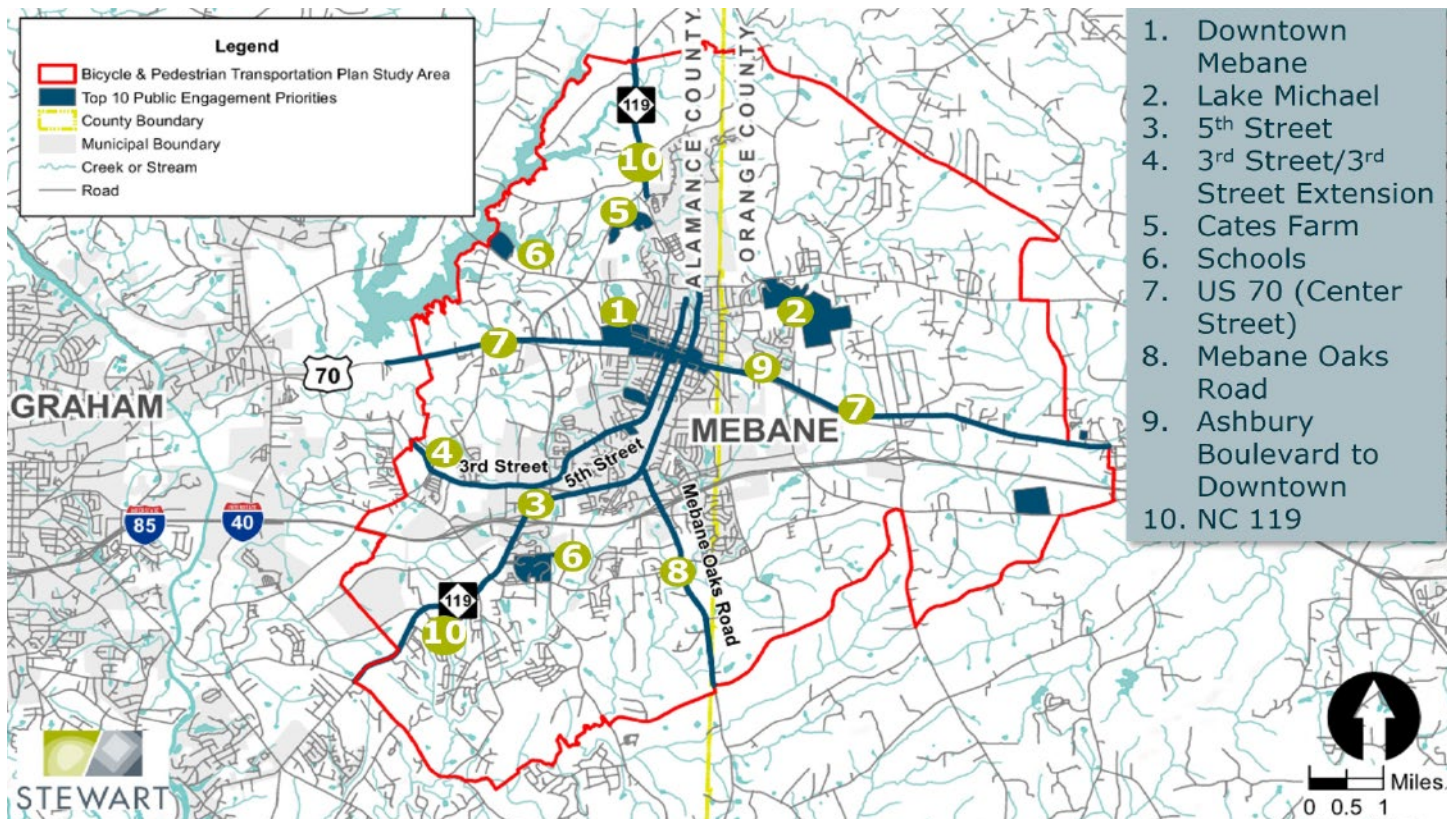
- Mebanites primarily walk, roll, or bike for recreation purposes.
- Connecting neighborhoods within a 10-minute walking radius (0.5 miles) to locations such as Lake Michael Park and Cates Farm Park was considered a high priority.

Existing bicycle facilities are insufficient.

- Public engagement participants do not feel comfortable riding their bike on streets and prefer off-road facilities
- Participants indicated a high level of interest in creating separate biking trails at Lake Michael Park.

**Rolling includes the use of strollers, scooters, skateboards and mobility devices (e.g. wheelchairs).*

Priority Improvement Areas



Top 10 Focus Areas for Walking, Rolling and Biking in Mebane

1. Connectivity around/to Downtown Mebane
2. Improve bicycle and pedestrian facilities from neighborhoods to Lake Michael Park and improving the existing trail system at Lake Michael Park
3. Improve bicycle and pedestrian facilities on Fifth Street
4. Improve bicycle and pedestrian facilities on Third Street and Third Street Extension
5. Improve bicycle and pedestrian facilities from neighborhoods to Cates Farm Park
6. Improve bicycle and pedestrian connectivity from surrounding neighborhoods to schools
7. Improve bicycle and pedestrian facilities on US 70 (Center Street)
8. Improve bicycle and pedestrian facilities on Mebane Oaks Road
9. Sidewalk connectivity from Ashbury Boulevard to Downtown Mebane
10. Improve bicycle and pedestrian facilities on N 119



Chapter 3

Recommendations

PROJECT RECOMMENDATIONS

Overview

This chapter details bicycle and pedestrian improvement recommendations. The project recommendations were developed based on public feedback and input from the BPAC and City staff. The prioritization process included a quantitative scoring criteria with 13 inputs including connections to existing facilities, demographics, land use context, public priorities, and stakeholder priorities. These recommendations also include implementation strategies and suggestions related to policies, standards, education, and public engagement.

Project Types



Multi-Use Path or Greenway

A multi-use path, also known as a shared-use path or greenway, is a pathway that is physically separated from motor vehicle traffic. Multi-use paths are typically 10-12 feet wide and have a 2 foot clear zone on either side free of obstructions.



Sidepath

Sidepaths are multi-use paths that run parallel to roadways. Sidepaths are typically 10-12 feet and are separated from vehicular traffic by a curb and planted buffer.

Project Types Continued



Sidewalk

Sidewalks are concrete pedestrian facilities typically at least five feet in width and significantly wider in areas with high levels of pedestrian traffic. Ideally facilities are buffered from roadway traffic by a planting strip.



Intersection Improvement

Marked crosswalks, curb ramps, curb extensions and/or pedestrian signals can be added to intersections to make crossings more safe and comfortable for pedestrians.



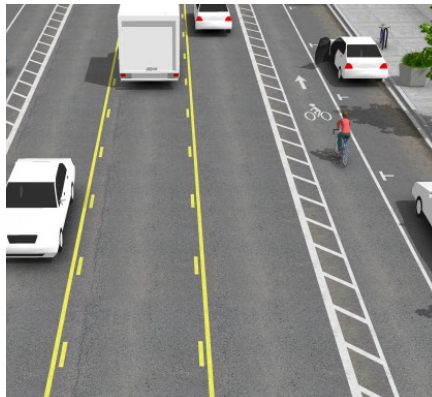
Bicycle Boulevard

A bicycle boulevard is a low-stress roadway with shared lane markings and design features that slow motor vehicle traffic.



Shared Lane Marking

Shared Lane Markings or "sharrows" are pavement markings that indicate a shared lane for motorists and cyclists. The location of the marking can help align cyclists properly.



Bike Lane

Dedicated bicycle lanes visually distinguish bicycle-only travel lanes from motor vehicle lanes. Depending on traffic speed and volume a painted or physical buffer may be needed to increase safety.

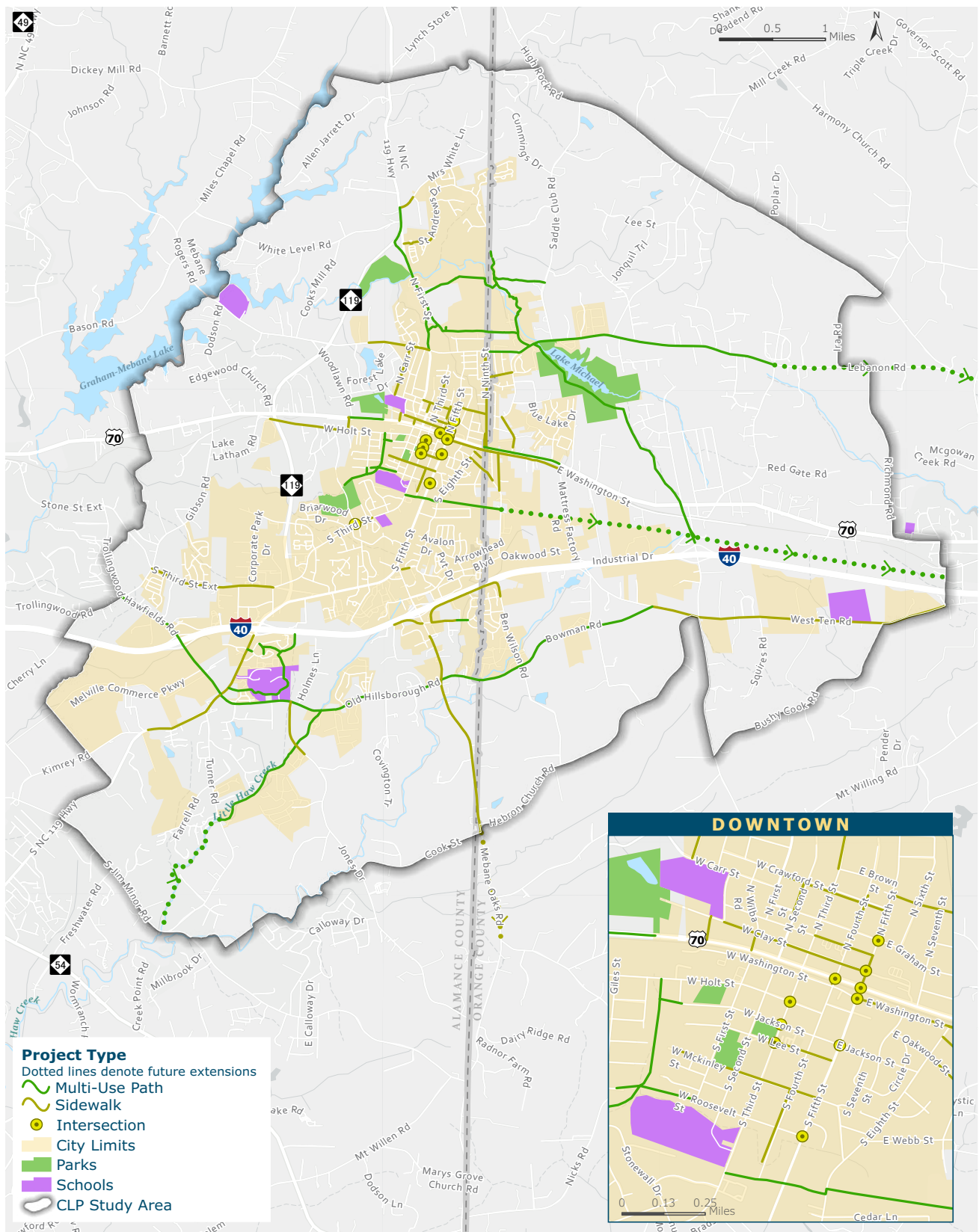


Signage

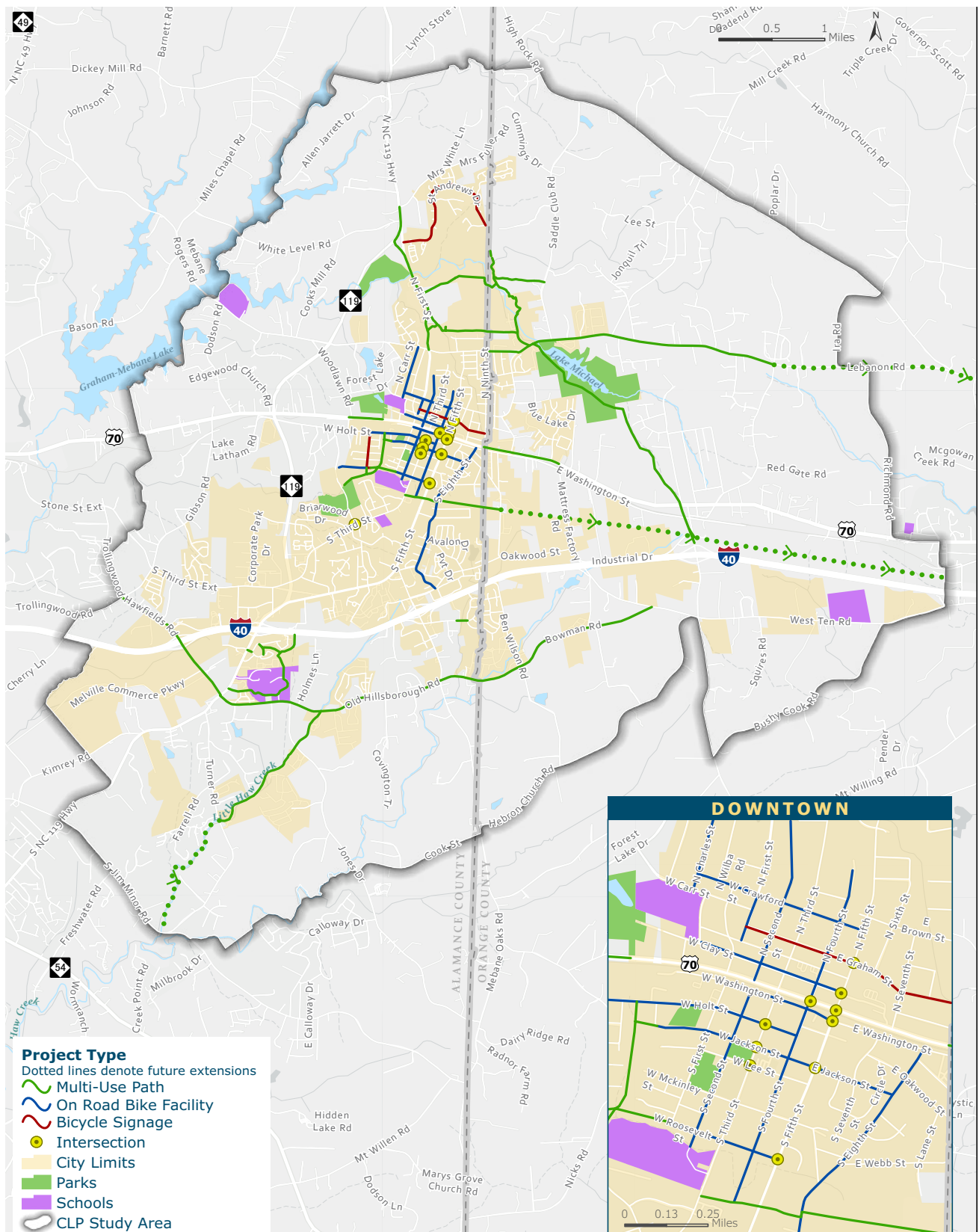
Share the Road signage can assist with bicycle safety by alerting motorists of potential bicycle traffic. Signed bike routes can aid in wayfinding and mark routes for local, regional or state bike routes.

**Image source for shared lane marking and bike lane: National Association of City Transportation Officials (Nacto.org)
Image source for bicycle boulevard: ruraldesignguide.com, Adam Fukushima*

Pedestrian Improvements Map



Bicycle Improvements Map



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OVERALL PROJECTS TABLE

The table below includes details on proposed bicycle and pedestrian projects.

Table 4: Recommended Bicycle and Pedestrian Projects

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
ASHLAND DRIVE								
*E Ashland Drive	Priority 2 - Lake Michael	City	City Limits	Sidewalk	from Lebanon Road to N Ninth Street	0.25	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to parks. Neighborhood support is required and will be assessed before the project is pursued.
BROWN STREET								
E Brown Street	Priority 2 - Lake Michael	Various segments NCDOT or City	City Limits	Sidewalk, Sidepath	from N Fifth Street to N Ninth Street at Alamance/ Orange Line	0.27	Bicycle, Pedestrian	Construct sidewalk to improve network connectivity.
BRUNDAGE LANE								
Brundage Lane	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	ETJ	Sidewalk	Broadwood Acres Road to Garrett Crossing and Garrett Crossing to existing sidewalk (Cookout)	0.28	Pedestrian	Construct sidewalk to improve network connectivity.
CARR STREET								
N Carr Street	Priority 1 - Downtown	City	City Limits	Sidewalk	W Carr Street to W Stagecoach Road	0.49	Pedestrian	Construct sidewalk to improve network connectivity.
CENTRAL MEBANE EAST-WEST GREENWAY								
Central Mebane East-West Greenway	Priority 6 - Schools	City	City Limits	Multi-use path	from S Third Street to Oakwood Street (via the Duke Energy power transmission easement)	0.91	Bicycle, Pedestrian	Construct multi-use path to improve network connectivity and safe connections to schools. Ultimate goal for greenway to continue the full length of the Duke Energy easement.
CHARLES STREET								
N Charles Street	Priority 1 - Downtown, Priority 6 - Schools	City	City Limits	Sidewalk	from US 70 (Center Street) to W Clay Street	0.08	Pedestrian	Construct sidewalk to improve network connectivity. Project would be driven by redevelopment in the area.
N Charles Street	Priority 1 - Downtown	City	City Limits	Bike Boulevard	W Carr Street to W Stagecoach Road	0.51	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
CLAY STREET								
Clay Street (East & West)	Priority 1 - Downtown	City	City Limits	Sidewalk	from North Charles Street to North Fifth Street	0.46	Pedestrian	Modernize sidewalk to ensure minimum width, slope, and cross slope standards throughout the corridor.
E Clay Street	Priority 1 - Downtown	City	City Limits	Intersection	N Fifth Street and E Clay Street	0.00	Pedestrian	Install pedestrian warning signal head with push buttons to alert vehicles of pedestrian crossing.
Clay Street (East & West)	Priority 1 - Downtown	City	City Limits	Sharrows	from N Charles Street to N Fifth Street	0.45	Bicycle	Repaint sharrows on roadway to establish cyclist visibility throughout the corridor

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
CRAWFORD STREET								
*W Crawford Street / Crawford Street	Priority 1 - Downtown	City	City Limits	Sidewalk	From N First Street to N Fifth Street	0.33	Pedestrian	Construct sidewalk to improve network connectivity. Contingent on support of neighboring property owners.
W Crawford Street / Crawford Street	Priority 1 - Downtown	City	City Limits	Bike Boulevard	N Charles Street to N Fifth Street	0.52	Bicycle	Marking, Signage, Traffic Calming
EIGHTH STREET								
S Eighth Street	Priority 1 - Downtown, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	North - City, South - Various segments NCDOT or City	City Limits	Sharrows	from E Washington Street to Arrowhead Boulevard (extension of Eighth Street into Pear Tree Road)	1.60	Bicycle	Provide multimodal connection from Downtown Mebane to Tanger Outlets via planned bicycle improvements. Incorporate traffic calming designs as appropriate. Sharrows with Share the Road.
S Eighth Street	Priority 1 - Downtown, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	City Limits	Sidewalk	Mebane Oaks Road east to existing sidewalk	0.07	Pedestrian	Construct sidewalk to improve network connectivity.
FIFTH STREET								
S Fifth Street	Priority 3 - Fifth Street	NCDOT	City Limits	Intersection	S Fifth Street and W Roosevelt Street	0.00	Pedestrian	Install pedestrian warning signal head with push buttons to alert vehicles of pedestrian crossing.
S Fifth Street	Priority 1 - Downtown, Priority 3 - Fifth Street	NCDOT	City Limits	Sidewalk, Sidepath, Intersection	at grade Railroad Crossing between rail corridor and US 70 (Center Street)	0.02	Pedestrian	Construct sidewalk to improve network connectivity and modernize crossing for pedestrian safety.
N Fifth Street	Priority 1 - Downtown, Priority 3 - Fifth Street	City	City Limits	Sidewalk, Sidepath, Intersection	from E Ruffin Street to Railroad Crossing between rail corridor and US 70 (Center Street)	0.02	Pedestrian	Construct sidewalk to improve network connectivity and modernize crossing for pedestrian safety.
N Fifth Street	Priority 1 - Downtown, Priority 3 - Fifth Street	City	City Limits	Intersection	E Graham Street and N Fifth Street	0.00	Pedestrian	Crosswalk on south side of E Graham Street and west side of N Fifth Street
S Fifth Street	Priority 1 - Downtown, Priority 3 - Fifth Street	NCDOT	City Limits	Intersection	E Washington Street and S Fifth Street	0.00	Pedestrian	Crosswalks
S Fifth Street	Priority 1 - Downtown, Priority 3 - Fifth Street	NCDOT	City Limits	Intersection	E Jackson Street and S Fifth Street	0.00	Pedestrian	Ped Head/Improvements
FIRST STREET								
N First Street	Priority 1 - Downtown, Priority 5 - Cates Farm, Priority 6 - Schools	NCDOT	City Limits	Multi-Use Path	from N First Street/W Stagecoach Road to N 119/ Mrs White Lane	1.48	Bicycle, Pedestrian	Construct multi-use path to connect to existing sidewalk along east side of N First St. New developments have contributed towards the need for a multi-use path.
N First Street	Priority 1 - Downtown	NCDOT and City	City Limits	Shared Lane Markings	W Ruffin S to W Crawford St	0.15	Bicycle	

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
FOREST OAKS LANE								
Forest Oaks Lane	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	City	City Limits, ETJ	Multi-Use Path	from Sutton Place to Forest Oaks Lane	0.10	Bicycle, Pedestrian	Multi-use path to include creek crossing connecting Collington Farms to Mebane Oaks Road via Forest Oaks Lane
Forest Oaks Lane	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	City Limits / ETJ	Sidewalk	Wilson Road to Collington Farms	0.24	Pedestrian	Construct sidewalk to improve network connectivity.
FOREST STREET								
E Forest Street	Priority 1 - Downtown	City	City Limits	Sidewalk	S Eighth Street to Oakwood Street	0.08	Pedestrian	Construct sidewalk to improve network connectivity.
FOURTH STREET								
*N Fourth Street	Priority 1 - Downtown	City	City Limits	Sidewalk	from E Graham Street to existing sidewalk between Crawford Street and W Brown Street	0.12	Pedestrian	Construct sidewalk to improve network connectivity. Neighborhood support is required and will be assessed before the project is pursued.
S Fourth Street	Priority 1 - Downtown	NCDOT	City Limits	Sidewalk, Sidepath, Intersection	at grade Railroad Crossing between rail corridor and US 70 (Center Street)	0.01	Pedestrian	Construct sidewalk to improve network connectivity and modernize crossing for pedestrian safety.
Fourth Street (North & South)	Priority 1 - Downtown, Priority 6 - Schools	City	City Limits	Bike Boulevard	Full Length	1.08	Bicycle	
S Fourth Street	Priority 6 - Schools	City	City Limits	Sidewalk	W McKinley Street to Cul-de-sac	0.24	Pedestrian	Construct sidewalk to improve network connectivity.
GILES STREET								
Giles Street	Priority 6 - Schools	City	City Limits	Signage	W Holt Street to W Roosevelt Street	0.38	Bicycle	
GRAHAM STREET								
Graham Street (East & West)	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4 - Third Street and Third Street Extension	NCDOT and City	City Limits	Signage	N First S to N Ninth St	0.67	Bicycle	
HAWFIELDS GREENWAY								
Hawfields Greenway	Priority 6 - Schools	City	City Limits	Multi-use path	from N 119 to Spring Forest Drive	0.05	Bicycle, Pedestrian	Construct multi-use path to improve network connectivity and safe connections to schools. The multi-use path would connect to the school campus from N 119 and Spring Forest Drive. Coordination required with Alamance-Burlington Schools.
HOLT STREET								
Holt Street Greenway	Priority 1 - Downtown	City	City Limits	Multi-Use Path	Corregidor Street connecting to W Roosevelt Street and W Jackson Street, up to W Holt Street	1.09	Bicycle, Pedestrian	Construct multi-use path to improve network connectivity.

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
W Holt Street	Priority 1 - Downtown	Various segments NCDOT or City	City Limits, ETJ, Study Area	Sidewalk, Sidepath	from existing sidewalk near North Street to 1268 W Holt St. (Cambro Manufacturing building)	0.80	Pedestrian	Construct sidewalk to improve network connectivity. Sidewalk extension would likely require annexation.
W Holt Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension	NCDOT and City	City Limits	Shared Lane Markings	S Fourth S to Giles St	0.63	Bicycle	
JACKSON STREET								
Jackson Street (East & West)	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4 - Third Street and Third Street Extension	City	City Limits	Bike Boulevard	Madison S to S Eighth St	0.74	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
JONES DRIVE								
Jones Drive	Priority 6 - Schools	NCDOT	ETJ	Sidewalk	from Old Hillsborough Road to Abington Drive (Cambridge Park)	0.56	Pedestrian	Construct sidewalk to improve network connectivity.
LAKE MICHAEL - MASON HILL - BUCKHORN GREENWAY: MEBANE - HILLSBOROUGH GREENWAY CONNECTOR								
Lake Michael - Mason Hill - Buckhorn Greenway: Mebane - Hillsborough Greenway Connector	Priority 2 - Lake Michael, Priority 6 - Schools	Various segments NCDOT or City	City Limits, ETJ, Study Area	Multi-Use Path	from E Stagecoach Road / N Ninth Street to Eastern BGMPO Boundary	3.07	Bicycle, Pedestrian	Modernize on-road segments to improve mobility. Construct multi-use path from Lake Michael Park to US 70/Buckhorn Road as part of the Great State Trails Plan network (Mountains to Sea Trail Segment). Multi-use path from Stagecoach Road and Buckhorn Road. Path extends to Eno River in Hillsborough.
Lake Michael - Cates Farm Greenway	Priority 2 - Lake Michael	City	City Limits, ETJ	Multi-Use Path	Lake Michael Park to Tupelo Junction to N First Street at Mill Creek	2.46	Bicycle, Pedestrian	Multi-use path network through proposed and approved developments that provides a connection from Lake Michael Park to Cates Farm Park using both on- and off-road paths.
LEBANON ROAD								
Lebanon Road	Priority 2 - Lake Michael	NCDOT	City Limits, ETJ, Study Area	Multi-Use Path	from E Stagecoach Road (S 1376) to Frazier Road (S 1310)	2.48	Bicycle, Pedestrian	Construct multi-use path and sidewalk connections to improve network connectivity. Multi-use path is already constructed along the frontage of the Havenstone subdivision. The City is actively working on project to construct a connection along the frontage of Lake Michael Park.
Lebanon Road	Priority 2 - Lake Michael	NCDOT	City Limits, ETJ, Study Area	Multi-Use Path	Frazier Road (S 1310) to Panther Branch Natural Area	3.83	Bicycle, Pedestrian	Construct multi-use path or sidewalk as applicable to create separated bike/pedestrian facility connection between Lake Michael Park and Panther Branch Natural Area, extending east beyond proposed sidewalk project from Stagecoach Road (S 1376) to Frazier Road (S 1310). Staff would need to first explore feasibility/cost of constructing such facilities, then further coordination with Orange County and other stakeholders would be required. Likely a future CIP project.

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
LEE STREET								
Lee Street (East & West)	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4 - Third Street and Third Street Extension, Priority 6 - Schools	City	City Limits	Sidewalk	S Third Street to S Fifth Street	0.17	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to downtown.
MCKINLEY STREET								
McKinley Street (East & West)	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4 - Third Street and Third Street Extension, Priority 6 - Schools	City	City Limits	Sidewalk	S First Street to S Fifth Street	0.46	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to downtown.
MEBANE CONNECTOR - HAW RIVER TRAIL EXTENSION								
Haw River Trail Extension	Priority 6 - Schools	City	City Limits, ETJ, Study Area	Multi-use path	from Old Hillsborough Road to the southwest along the Little Haw Creek	2.33	Bicycle, Pedestrian	Proposed trail alignment connects Mebane with rest of Haw River Trail network. Construct the start of the Haw River Trail Extension along the Little Haw Creek beginning along Old Hillsborough Road to the southwest. Coordinate with Alamance County. Coordination required with Alamance County. Mulched trail being constructed in Cambridge Park Subdivision with public easements.
MEBANE OAKS ROAD								
Mebane Oaks Road	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	City Limits, ETJ	Sidewalk	from Existing Sidewalk (Verizon Store) to Old Hillsborough Road	0.44	Pedestrian	Construct sidewalk to improve network connectivity.
Mebane Oaks Road	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	Study Area	Sidewalk, Sidepath, Bike Lanes	from Old Hillsborough Road to Alamance/Orange Line	1.07	Bicycle, Pedestrian	Modernize roadway to improve mobility. Construct bike lanes and sidewalk/sidepath from Old Hillsborough Road to Orange County line. Coordinate with Orange County. This project would only be pursued if the area were annexed into the City.
Mebane Oaks Road	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	Study Area	Sidewalk, Sidepath, Bike Lanes	from Alamance/Orange Line to Oak Grove Church Road	1.56	Bicycle, Pedestrian	Construct sidepath to improve network connectivity. Coordinate with Orange County. This project would only be pursued if a new park were located in the area. Pedestrian connectivity would be prioritized around the proposed park location.
MOORE STREET								
Moore Street	Priority 1 - Downtown, Priority 7 - US 70 (Center Street),	NCDOT	City Limits	Sidewalk	W Holt Street to U.S 70 (Center Street)	0.12	Pedestrian	Construct sidewalk along west side of street to improve network connectivity. Further coordination will be needed with the Railroad related to at-grade pedestrian crossing across railroad tracks.
MRS. WHITE LANE								
Mrs. White Lane	Priority 5 - Cates Farm	City	City Limits, ETJ, Study Area	Sidewalk	from N 119 to Rutlege Trail	0.17	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to parks.
N.C. 119								

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
N.C. 119	Priority 6 - Schools, Priority 10 - N.C. 119	NCDOT	City Limits	Sidewalk, Sidepath	Trollingwood-Hawfields Rd to interchange	0.67	Bicycle, Pedestrian	This is in preliminary design by NCDOT.
S N.C. 119	Priority 6 - Schools, Priority 10 - N.C. 119	NCDOT and City	ETJ, Study Area	Sidewalk	Rowland Estates Drive to Trollingwood Hawfields Road	0.80	Bicycle, Pedestrian	Construct sidewalk to improve network connectivity and safe connections to schools.
NINTH STREET								
*N Ninth Street	Priority 2 - Lake Michael	City	City Limits	Sidewalk	from E Ashland Drive to E Stagecoach Road	0.25	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to parks. Neighborhood support is required and will be assessed before the project is pursued.
N Ninth Street	Priority 1 - Downtown, Priority 7 - U.S 70 (Center Street)	NCDOT	City Limits	Sidewalk	E Center S to E Graham St	0.12	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to downtown.
N Ninth Street	Priority 1 - Downtown, Priority 7 - U.S 70 (Center Street)	NCDOT and City	City Limits	Bike Boulevard	E Center Street to End	1.09	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
OAKWOOD STREET								
E Oakwood Street	Priority 1 - Downtown	City	City Limits	Sidewalk	S Eighth Street to S Tenth Street	0.31	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to downtown.
OLD HILLSBOROUGH ROAD/BOWMAN ROAD								
Old Hillsborough Road	Priority 6 - Schools, Priority 16 - Connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	City Limits, ETJ	Multi-use path	from N 119 to Mebane Oaks Road (S 1007)	2.19	Bicycle, Pedestrian	Modernize roadway to improve mobility. Construct multi-use path to improve network connectivity.
Bowman Road	Priority 6 - Schools, Priority 16 - Connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	NCDOT	City Limits, ETJ, Study Area	Multi-use path	from Mebane Oaks Road (S 1007) to West Ten Road (S 1146)	2.21	Bicycle, Pedestrian	Modernize roadway to improve mobility. Construct multi-use path to improve network connectivity.
ROOSEVELT STREET								
W Roosevelt Street	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4 - Third Street and Third Street Extension, Priority 6 - Schools	City	City Limits	Bike Boulevard	S First Street to S Fifth Street	0.34	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
Roosevelt Street	Priority 1 - Downtown, Priority 6 - Schools	NCDOT and City	City Limits	Bike Boulevard	Giles Street to Corregidor Street	0.26	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
RUFFIN STREET								
*Ruffin Street (East & West)	Priority 1 - Downtown	City	City Limits	Sidewalk	N Third Street to N Fifth Street	0.18	Pedestrian	Construct sidewalk to improve network connectivity and connections to downtown. Neighborhood support is required and will be assessed before the project is pursued.
SECOND STREET								
*N Second Street	Priority 1 - Downtown	City	City Limits	Sidewalk	W Graham Street to W Crawford Street	0.10	Pedestrian	Construct sidewalk to improve network connectivity and connections to downtown. Neighborhood support is required and will be assessed before the project is pursued.

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
S Second Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension, Priority 6 - Schools	City	City Limits	Bike Boulevard	W Washington S to South Mebane Elementary School	0.51	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
N Second Street	Priority 1 - Downtown	City	City Limits	Bike Boulevard	W Center S to End	0.51	Bicycle	Project will include pavement marking, signage, and traffic calming devices, as needed.
ST. ANDREWS DRIVE								
St. Andrews Drive	Priority 5 - Cates Farm	City	City Limits	Sidewalk	N First Street to Mill Creek Golf Club	0.32	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to parks.
St. Andrews Drive	Priority 5 - Cates Farm, Priority 10 - N.C. 119	City	City Limits	Signage	N First S to Colonial Way	1.52	Bicycle	
SUPPER CLUB ROAD								
Supper Club Road	Priority 1 - Downtown, Priority 7 - U.S 70 (Center Street)	NCDOT	ETJ	Sidewalk	Lebanon Road to E Center Street	0.33	Pedestrian	
THIRD STREET								
S Third Street	Priority 4 - Third Street and Third Street Extension	NCDOT	City Limits	Intersection	S Third Street and Corregidor Street	0.00	Pedestrian	Install pedestrian warning signal head with push buttons to alert vehicles of pedestrian crossing.
*N Third Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension	City	City Limits	Sidewalk	W Brown Street to Belle Court	0.22	Pedestrian	Construct sidewalk to improve network connectivity. This project would only be pursued with full support from all applicable property owners. Neighborhood support is required and will be assessed before the project is pursued.
S Third Street	Priority 6 - Schools	City	City Limits	Sidewalk	Peppertree Drive to Corregidor Street	0.17	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to schools by connecting the neighborhoods on the south side of Third Street to the existing crosswalk at the intersection with Corregidor Street.
Third Street Extension	Priority 4 - Third Street and Third Street Extension	NCDOT	City Limits, ETJ, Study Area	Sidewalk, Sidepath	from Stone Street (S 1936) to Holmes Road (S 1980)	1.18	Bicycle, Pedestrian	Modernize roadway to improve mobility. Construct sidewalk.
S Third Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension	NCDOT	City Limits	Intersection	W Holt Street and S Third Street	0.00	Pedestrian	All Way Crosswalks. Hi-Vis Crossing to be provided by Kingsdown. Intersection will become 4-way stop (NCDOT Project)
S Third Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension	NCDOT	City Limits	Intersection	W Jackson Street and S Third Street	0.00	Pedestrian	Crosswalks
S Third Street	Priority 1 - Downtown, Priority 4 - Third Street and Third Street Extension	NCDOT	City Limits	Intersection	W Lee Street and S Third Street	0.00	Pedestrian	Crosswalks
TROLLINGWOOD-HAWFIELDS								
Trollingwood-Hawfields	Priority 6 - Schools, Priority 10 - N.C. 119	City	City Limits, ETJ, Study Area	Multi-Use Path	from Trollingwood/Gibson Road intersection to N.C. 119	1.30	Bicycle, Pedestrian	Construct sidewalk to improve network connectivity.
U.S 70 (CENTER STREET)								

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

Street Name	Public Engagement Priority	Maint. Agency	Location	Facility Type	Limits	Length (miles)	Travel Mode	Description
U.S 70 (Center Street)	Priority 1 - Downtown, Priority 7 - US 70 (Center Street), Priority 9 - Ashbury Boulevard to Downtown	NCDOT	City Limits	Multi-Use Path	N Ninth Street to the Railroad Crossing at Mattress Factory Road	0.73	Bicycle, Pedestrian	Construct multi-use path on north side throughout corridor. The U.S 70 Multimodal Corridor Study process will inform the potential opportunities and constraints along the corridor. Recommendation to evaluate feasibility of extending sidewalk construction along U.S 70, from N Ninth St. to Mattress Factory.
U.S 70 (Center Street)	Priority 1 - Downtown, Priority 7 - US 70 (Center Street),	NCDOT	City Limits	Multi-Use Path	from Community Park US 70 (Center Street) entrance to Woodlawn Road/Moore Street Railroad Crossing	0.32	Bicycle, Pedestrian	Construct multi-use path on north side throughout corridor. The U.S 70 Multimodal Corridor Study process will inform the potential opportunities and constraints along the corridor. Further coordination will be needed with the Railroad related to at-grade pedestrian crossing across railroad tracks.
WASHINGTON STREET								
E Washington Street	Priority 1 - Downtown	City	City Limits	Sidewalk	S Fifth Street to S Tenth Street	0.44	Pedestrian	Spot modifications to improve sidewalk safety as needed.
Washington Street (East & West)	Priority 1 - Downtown, Priority 3 - Fifth Street, Priority 4, Third Street and Third Street Extension, Priority 7 - U.S 70 (Center Street)	City	City Limits	Shared Lane Markings	S First S to S Fifth St	0.34	Bicycle	
E Washington Street	Priority 1 - Downtown, Priority 7 - U.S 70 (Center Street)	NCDOT	ETJ	Sidewalk	Oakwood Cemetery to Mattress Factory Rd	0.81	Pedestrian	Construct sidewalk to improve network connectivity.
WEST STAGECOACH ROAD								
West Stagecoach Road	Priority 5 - Cates Farm Park	NCDOT	City Limits, ETJ	Sidewalk	from North First Street (SR 2050) to existing sidewalk at Woodlawn Estates	0.6	Pedestrian	Construct sidewalk to improve network connectivity and improve safe connections to parks and shopping centers.
WEST TEN ROAD								
West Ten Road	Priority 6 - Schools	NCDOT	City Limits, ETJ, Study Area	Sidewalk	from Bowman Road (S 1142) to Mt. Willing Road (S 1120)	2.80	Pedestrian	Construct sidewalk to improve network connectivity, particularly to school and recreation on West Ten Road. This project would only be pursued if areas are annexed into the City.
WILBA ROAD								
*N Wilba Road	Priority 1 - Downtown	City	City Limits	Sidewalk	from US 70 (Center Street) to W Clay Street	0.05	Pedestrian	Construct sidewalk to improve network connectivity. Neighborhood support is required and will be assessed before the project is pursued.
WILSON ROAD								
Wilson Road	Priority 8 - Mebane Oaks Road, Priority 16 - connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers	City	City Limits, ETJ, Study Area	Sidewalk	from Forest Oaks Lane (S 2210) to Alamance/Orange Line Continue to Collington Farms	0.93	Pedestrian	Construct sidewalk to improve network connectivity and safe connections to shopping centers.

* - Streets labeled with (*) indicate projects where neighborhood support is required and will be assessed before the project is pursued.

IMPLEMENTATION

Overall Strategies

Strategy 1: Address sidewalk gaps and need for improved pedestrian crossings in downtown and other priority locations.

- Priority locations identified during the planning process include high traffic or high speed areas near major walking destinations such as downtown, schools, parks and commercial and retail areas.

Strategy 2: Continue to coordinate recommendations from other adopted plans.

- The project recommendations in this chapter focus on priority projects to improve safety and connectivity in the City. Additional recommendations and details related to roadway, sidewalk, greenway and intersection improvements are included in the 2040 Comprehensive Transportation Plan, Mebane Downtown Vision Plan and the Comprehensive Land Development Plan. These should be factored in during development review and project design and prioritization.

Strategy 3: Complete priority bicycle and pedestrian projects identified in this plan and track and identify funding for bicycle and pedestrian facility maintenance.

- Pursue local funding, state and federal grants and funding and private funding for planning, design and construction of priority projects.
- Consider budget allocations on an annual basis to be used for sidewalk maintenance and new projects, feasibility studies and design, and/or local matches for federal and state funded projects.
- Consistently track funding expenditures related to bicycle and pedestrian facility maintenance, design and construction. Coordination with Public Works and Engineering departments will be needed.

Potential Funding Sources for Design and Construction of Priority Projects

Federal and State

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grants)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program (TAP)
- Safe Routes to Schools (SRTS Program)
- North Carolina Department of Transportation (NCDOT) Strategic Transportation Investments (STI)
- Safe Streets and Roads for All

- N Highway Safety Improvement Program
- Surface Transportation Block Grant (STBG) Program
- North Carolina Division of Parks and Recreation Trails Program Grant
- N Parks and Recreation Trust Fund (PARTF)
- Clean Water Management Trust Fund
- N Complete the Trails Fund (CTF)

Local

- Capital Improvement Program (CIP)
- Local and/or non-profit foundations

Strategy 4: Consider pilot projects to test out roadway retrofits to improve bicycle and pedestrian safety.

- These could include testing improved pedestrian crossings or bicycle friendly treatments at key intersections or along roadways. The “test” could include using cones, hay bales, plastic bollards and/or paint to delineate potential improvements prior to finalizing designs.

Strategy 5: Support staff capacity and education on active transportation planning issues and design standards.

- Consider expanding responsibilities to an existing staff person or hiring all or part of a new position to assist with active transportation planning at the City.
- This position could assist with local and regional planning and design efforts and identify funding sources, submit project applications, write grants and coordinate education and encouragement activities.

Strategy 6: Adopt performance measures to track the City’s progress on addressing the issues outlined in this plan.

- Consider a timeline for when a new plan update will be needed (i.e. in five years).

Strategy 7: Continue to support local and regional bicycle and pedestrian planning efforts.

- Continue to provide City staff support to regular meetings of the Bicycle and Pedestrian Advisory Commission (BPAC).
- Coordinate with the Burlington Graham MPO, Orange County MPO, NCDOT, local schools, and other stakeholders on local priorities and opportunities for facility development that coincide with other capital or major maintenance projects.
- Participate in local and regional Vision Zero planning efforts.
- Coordinate with the Mebane Police Department on enforcement issues and potential traffic safety improvements.

Policies and Standards

Strategy 8: Continue implementing the Complete Streets policy adopted in December of 2018.

- This policy commits the City, wherever practical, to following the NCDOT Complete Streets Planning and Design Guidelines when developing new multimodal transportation options, reconstructing or retrofitting existing roadways; and leveraging existing infrastructure to increase connectivity and universal access to all citizens.

Strategy 9: Utilize the development review and approval process and coordinate with private development to improve bicycle and pedestrian connectivity and safety.

- Utilize the development review and approval process to implement recommendations for bicycle and pedestrian facilities.

- Continue to review and revise the Mebane Unified Development Ordinance (UDO) to enhance site design and requirements related to bicycle and pedestrian transportation.
- Ensure new greenways, sidewalks and bicycle facilities are built to defined standards (see Greenway Typical Cross Section and Standard Detail on page 48).

Strategy 10: Plan for routine, annual and remedial management and maintenance of bicycle and pedestrian infrastructure.

- Maintain adequate capacity for general maintenance tasks includes mowing, litter clean up, drainage cleaning, signage and amenity maintenance and minor repairs.
- Regularly inspect facilities and plan for remedial costs associated with wear and tear from normal usage.

Strategy 11: Ensure adherence to the Americans with Disabilities Act (ADA).

- Maintain and enforce design standards for buildings, sidewalks, parking lots and other infrastructure.
- Plan and budget for an ADA Transition Plan that documents physical barriers that limit accessibility and priority improvements.

Education and Encouragement

Strategy 12: Continue and build on current activities including the Annual Bike Rodeo and Bike Month promotion and events.

- Coordinate with the Mebane Police Department and local schools to provide more bicycle education events to children.
- Consider open street or play street events.

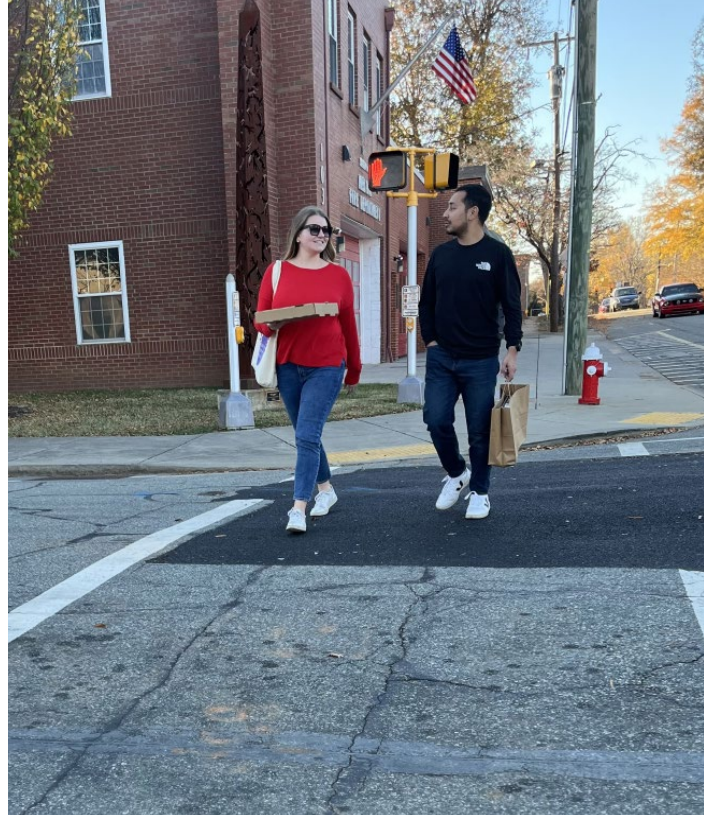
Strategy 13: Support local bicycle and pedestrian centered organizations and events, such as run clubs and walking groups.

Strategy 14: Encourage support and sponsorship from local businesses for bicycle and pedestrian events.

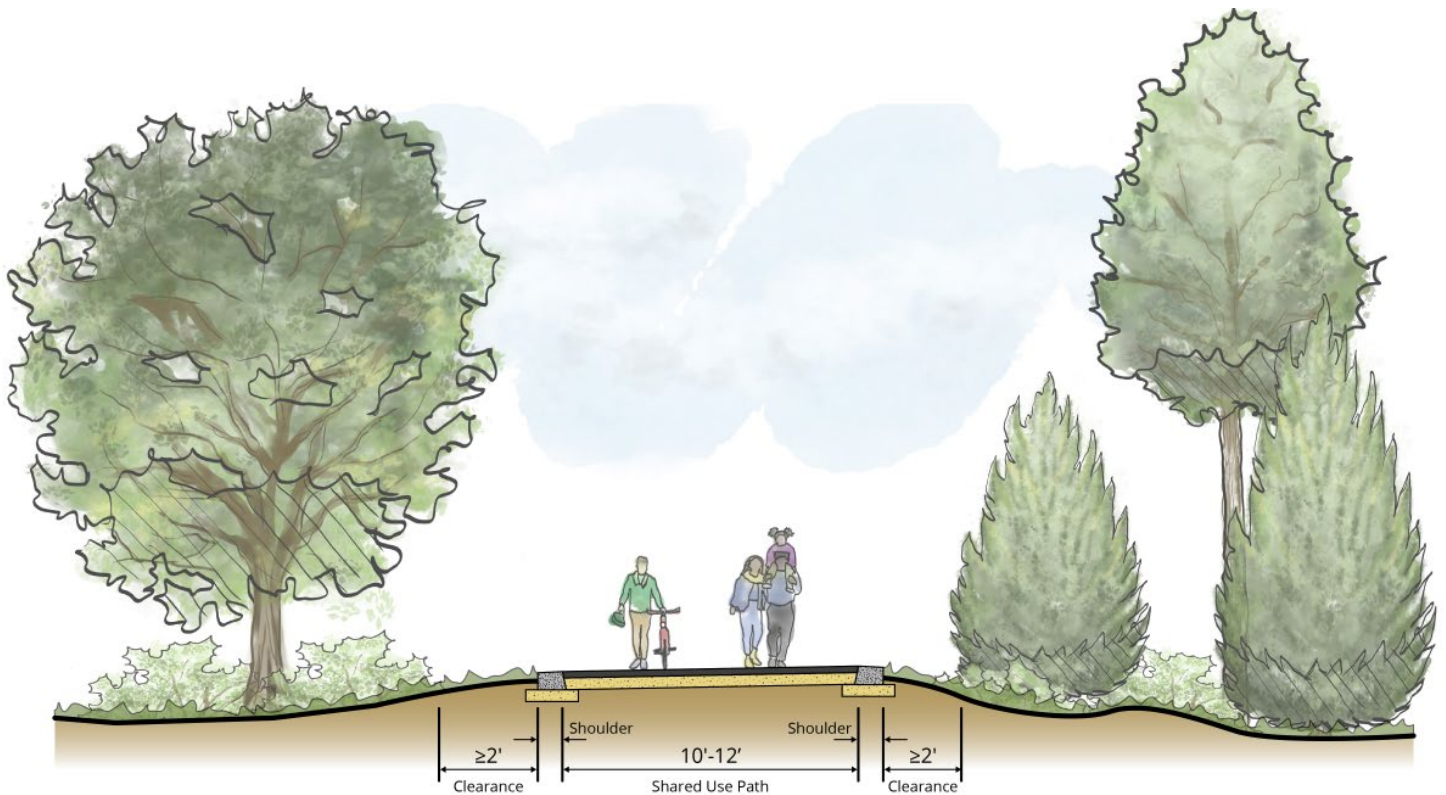
- Collect data and market how improvements to bicycle and pedestrian facilities can help businesses, encourage foot traffic and increase tourism.
- Work with Mebane Main Street to increase local support for bicycle and pedestrian facilities and events in the downtown area.

Strategy 15: Coordinate with the BPAC and Mebane Public Information Officer (PIO) to increase public education and engagement around walking and bicycling. Make sure successes and project updates are publicly announced.

Strategy 16: Promote use of bicycle and pedestrian facilities through more health-directed education related to the benefits of cardiovascular activity and wellness. Create literature and initiatives to educate community members on the benefits of active transportation and recreation.

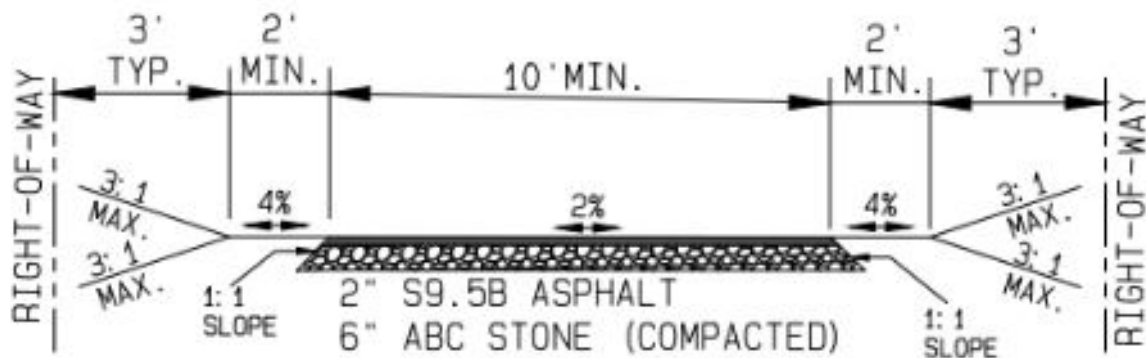


Greenway Typical Cross Section



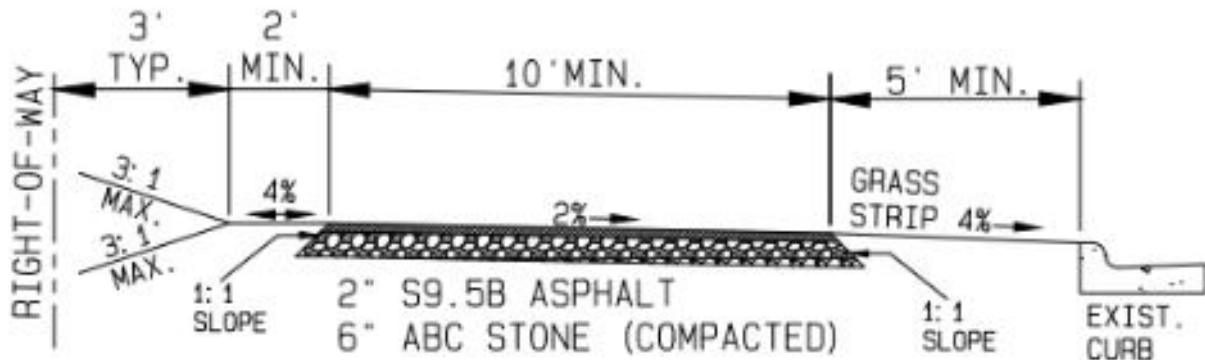
Greenways should be constructed to meet standards including a 10' minimum width, adequate shoulder and at least a 2-foot clear zone on each side.

Greenway Standard Detail



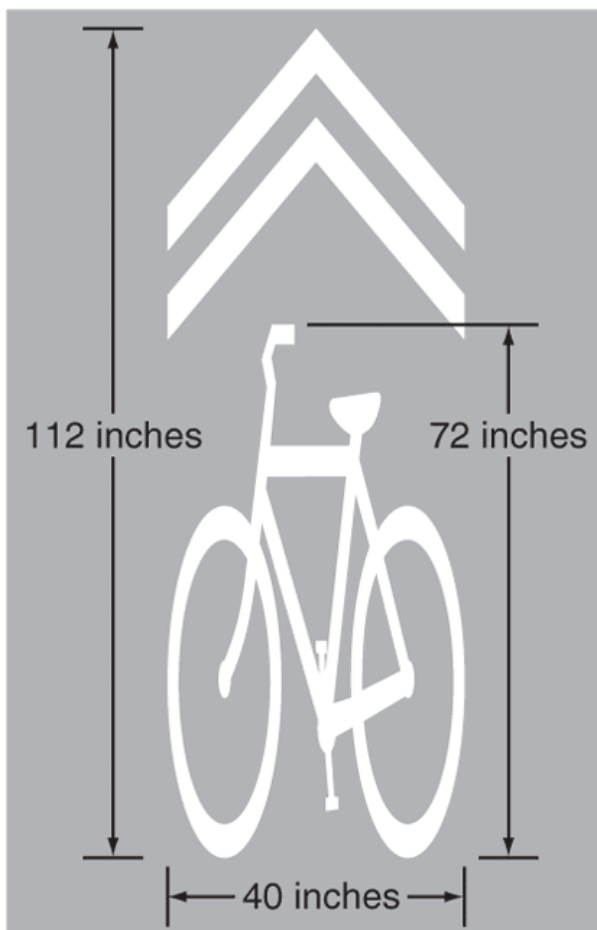
The greenway typical will be comprised of a 10-12-foot wide asphalt path with 2-foot grass shoulders on each side. Maximum cut and fill slopes will be determined by geotechnical investigation. Standard ditches will be provided where needed to assist with drainage in cut sections with a 2-foot front slope width.

Sidepath Standard Detail



Sidepaths should be constructed to meet standards including a 10' minimum width, 2-foot clear zone and a curb and grass strip separating the path from motor vehicle traffic.

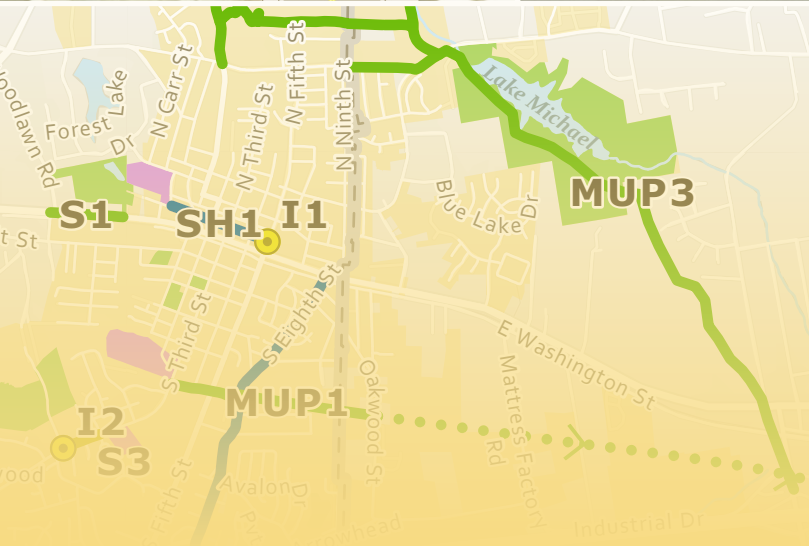
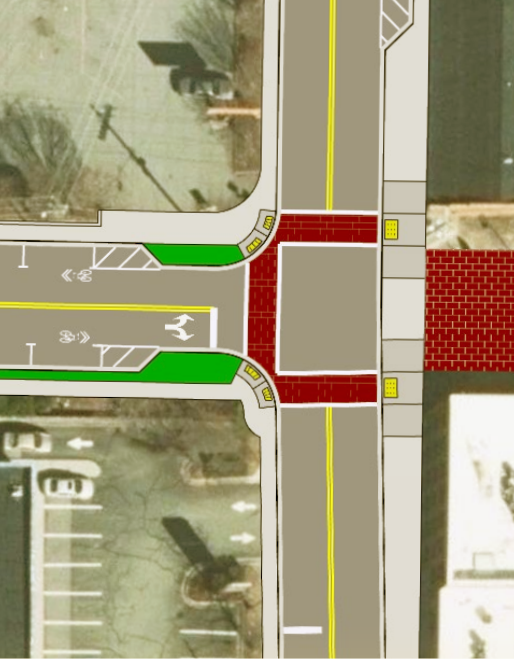
Shared Lane Marking



The figure to the left should be used for Shared Lane Markings. The frequency of markings should correspond to the difficulty bicyclists experience along a roadway. More frequent placement is recommended for busier streets and less frequent placement can be used along lower volume roads. Image source: MUTCD Figure 9C-9.

Additional design guidance can be found at:

- Manual on Uniform Traffic Control Devices (MUTCD): <https://mutcd.fhwa.dot.gov/>
- National Association of City Transportation Officials (NACTO): <https://nacto.org/>

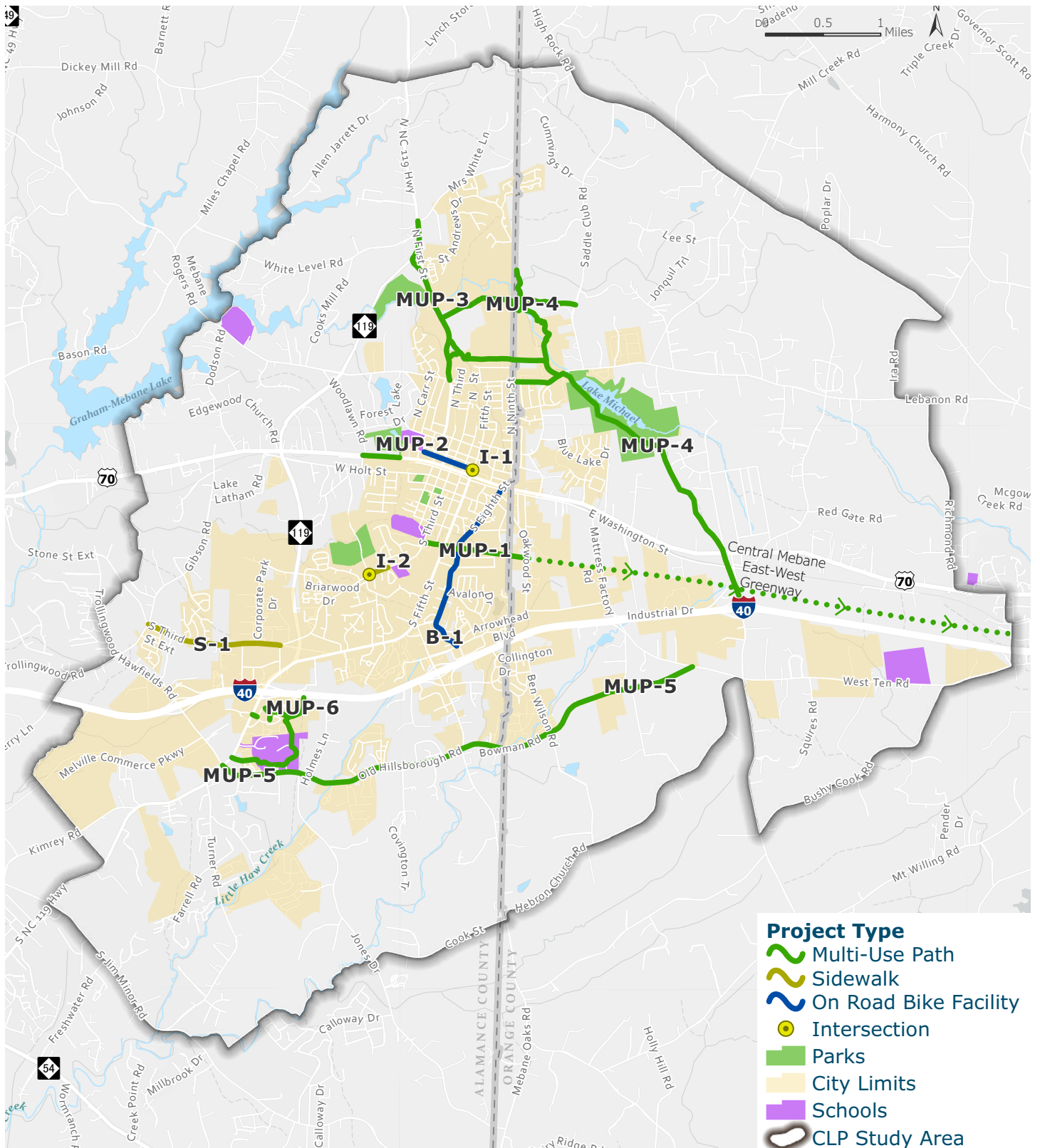


Chapter 4

Project Information Cut Sheets

PROJECT INFORMATION CUT SHEETS

Top Ten Projects Map





PROJECT NAME: Central Mebane East-West Greenway

PROJECT #: MUP-1

DESCRIPTION:

This trail encompasses various segments, stretching east from S Third Street to S Fifth Street, S Eighth Street, and E Oakwood Street. The proposed project expands upon the connection from Corregidor St. to Roosevelt St., which is expected to be constructed by the end of 2024. The ultimate goal is for this trail to extend through the entirety of the Duke Energy power transmission easement to the Mebane municipal limits. Further coordination will be required to determine the feasibility of extending the greenway. This project will expand east-west connections in the central part of Mebane and around South Mebane Elementary School.

EXTENT: S Third Street to E Oakwood Street (via the Duke Energy power transmission easement)

PROJECT TYPE Multi-use path

LENGTH: 0.91 miles

PURPOSE AND NEED: Construct multi-use path to improve network connectivity and safe connections to schools.

PUBLIC ENGAGEMENT PRIORITY CATEGORY: Priority 6 – Schools

EXISTING CONDITIONS

- Functional Classification:
 - S Third Street (Major Collector)
 - S Fifth Street (Minor Arterial)
 - S Eighth Street (Local)
 - E Oakwood Street (Local)
- Maintenance Agency (City, NCDOT, County): City of Mebane
- Travel Lanes: 2 (S Third Street and S Eighth Street)
- Volume (2021): n/a through Duke Energy easement, 4,300 (S Third Street), 13,500 (S Fifth Street)
- Right-of-Way: majority of project contained within Duke Energy power transmission easement, 60 Feet on S Eighth Street.

COST ESTIMATE

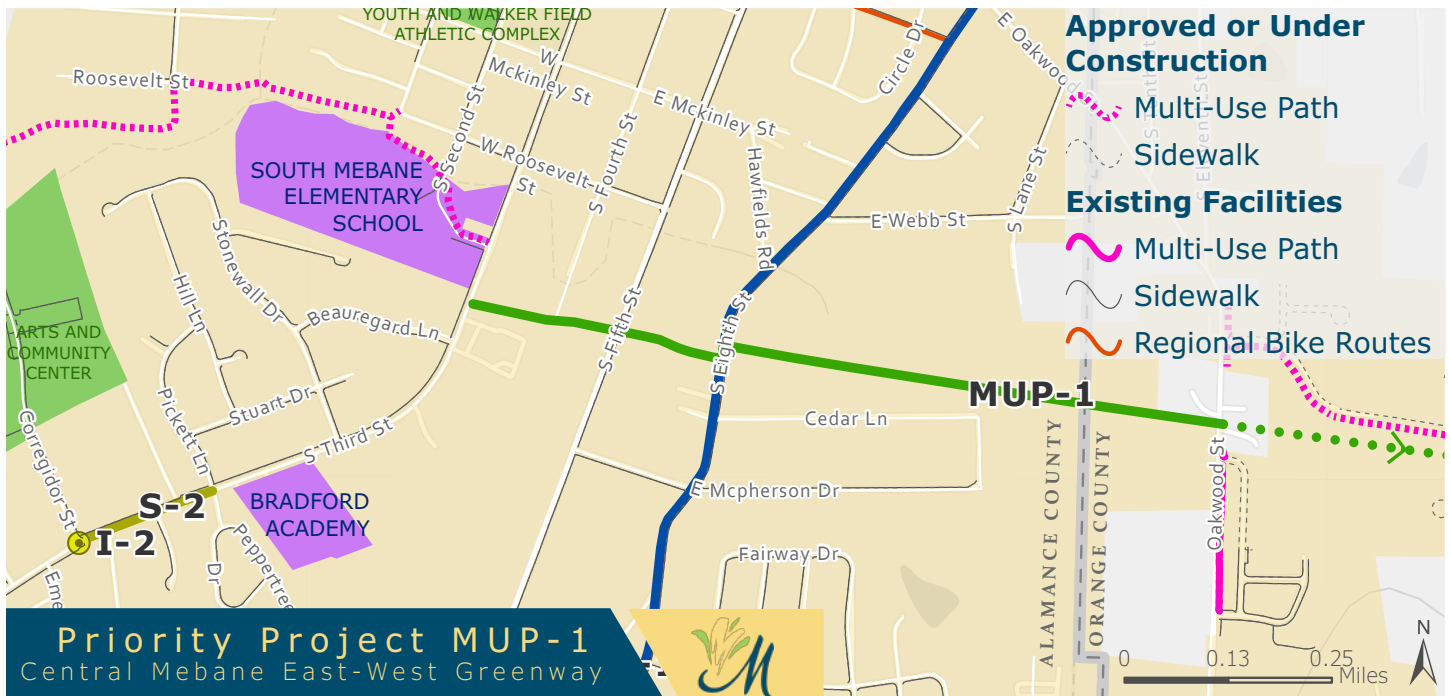
- S Third Street to E Oakwood Street – 0.91 miles
 - Cost Estimate for this portion: \$1,538,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

****Cost estimate assumes cost per mile of \$1,690,000 for MUP facility. Feasibility / conceptual plan recommended to refine cost estimates.*

Project Map: Central Mebane East-West Greenway (MUP-1)





PROJECT NAME: Clay Street

PROJECT #: I-1 & SH-1

DESCRIPTION:

Improvements to Clay street are identified in the Mebane Downtown Vision Plan and they were also identified as top priorities during the public engagement process for this plan update. This project consists of two planned improvements. Rectangular rapid flashing beacon (RRFB) signals are recommended northbound and southbound on N Fifth Street to aide pedestrians crossing Fifth Street. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers. The project also includes the repainting of shared lane markings (sharrows) on the existing Clay Street travel lanes from N Fifth Street to N Charles Street. Sharrows are a pavement marking or series of markings that offer guidance to bicyclists on where to ride while alerting motorists to the presence of bicyclists within a lane shared by both bicyclists and drivers. Additional signage and pavement markings may be included to support the sharrows. This area also holds the potential for a future plaza or pocket park pedestrian area on the east side of the intersection adjacent to the brick buildings.

EXTENT: E Clay Street and N Fifth Street (intersection), N Fifth Street to N Charles Street (sharrows)

PROJECT TYPE Intersection improvement, on-road bike facility (sharrows)

LENGTH: 0.45 miles (sharrows)

PURPOSE AND NEED: Intersection improvements will increase bicyclist and pedestrian safety by alerting drivers to potential crossings. The addition of sharrows along Clay Street will similarly alert drivers to the presence of bicyclists.

PUBLIC ENGAGEMENT PRIORITY CATEGORY: Priority 1 – Downtown

EXISTING CONDITIONS

- Functional Classification:
 - E Clay Street (Local)
 - N Fifth Street (Local)
- Maintenance Agency (City, NCDOT, County): City of Mebane
- Travel Lanes: 2
- Volume (2021): unavailable
- Right-of-Way: 60 Feet

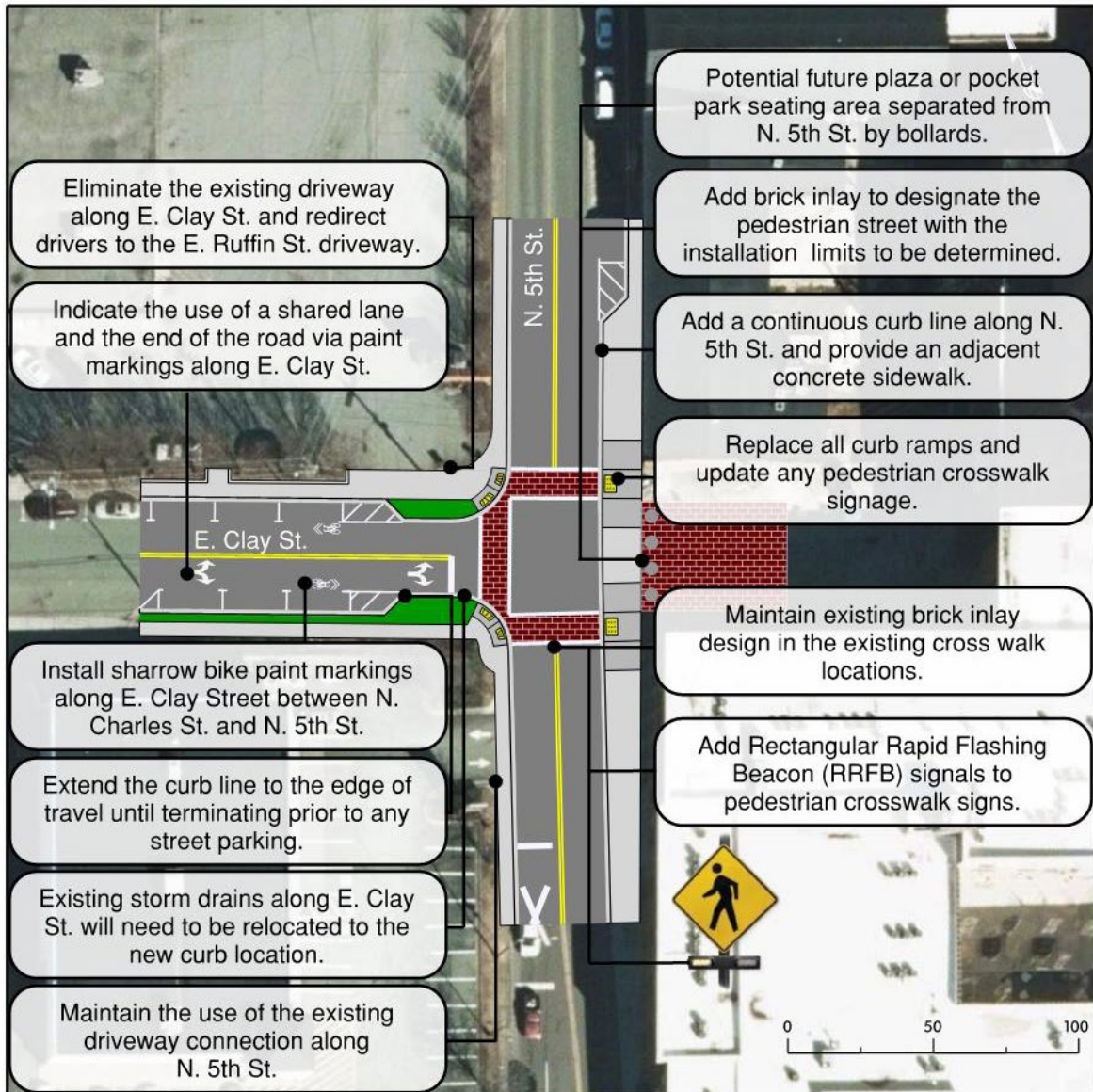
COST ESTIMATE

- N Fifth Street to N Charles Street (sharrows) – 0.45 miles
 - Cost Estimate for this portion: \$9,000
- E Clay Street and N Fifth Street (intersection)
 - Cost Estimate for this portion: \$180,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

Clay Street Improvements



**E. CLAY STREET & N. FIFTH STREET
INTERSECTION**



PROJECT NAME: U.S 70 (Center Street) PROJECT #: MUP-2

DESCRIPTION:

This project will construct a multi-use path on the north side of U.S 70 (Center St.) to connect from the Mebane Community Park to the intersections with Woodlawn Rd. and Moore St. Include crosswalks as appropriate after coordination with applicable stakeholders. Sidewalk could be utilized if constructibility constraints of a multi-use path emerge. The U.S 70 Multimodal Corridor Study will inform potential opportunities and constraints along the corridor.

EXTENT: Mebane Community Park entrance to Moore St. / Woodlawn Rd. rail crossing.

PROJECT TYPE Multi-use path

LENGTH: 0.32 miles

PURPOSE AND NEED: The addition of a multi-use path and crosswalk(s) will improve network connectivity, particularly for users of the Mountains-to-Sea Trail, which crosses U.S 70 at the Moore St. and Woodlawn Rd. intersection. The proposed improvements will also increase the safety and visibility for bicyclists and pedestrians currently using the paved shoulder.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 1 – Downtown
- Priority 7 – U.S 70 (Center Street)

EXISTING CONDITIONS

- Functional Classification: Minor Arterial
- Maintenance Agency (City, NCDOT, County): NCDOT
- Travel Lanes: 2
- Volume (2021): 8,600
- Right-of-Way: 100 Feet

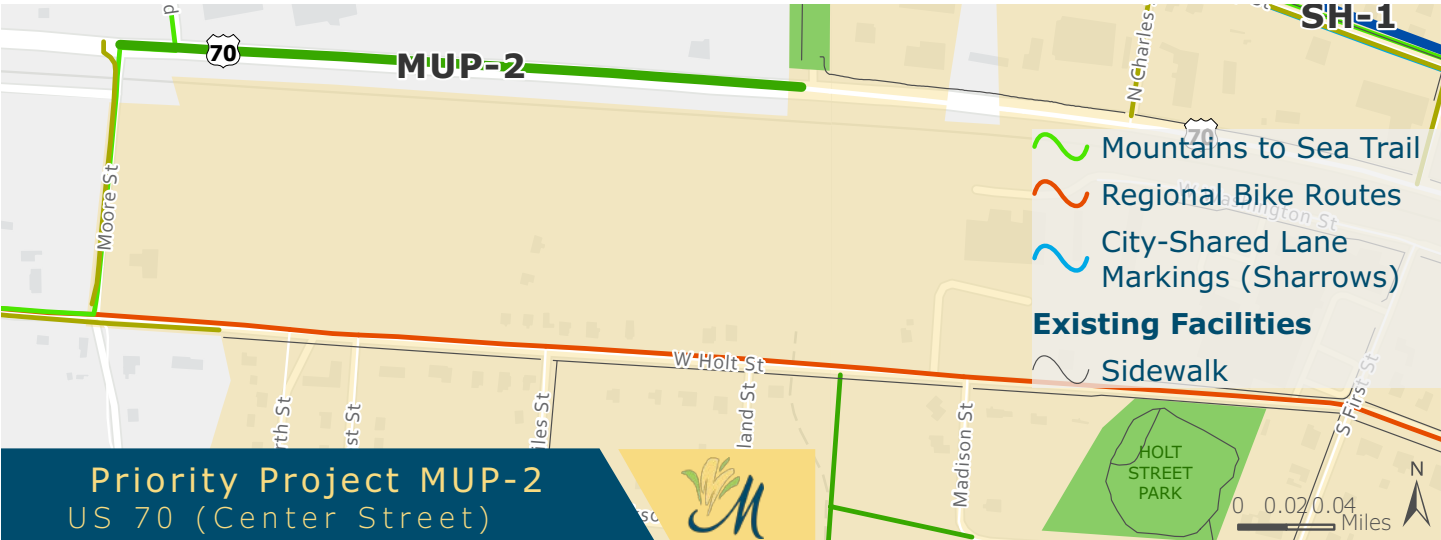
COST ESTIMATE

- Mebane Community Park entrance to Moore St. / Woodlawn Rd. rail crossing – 0.32 miles
 - Cost Estimate for this portion: \$636,000

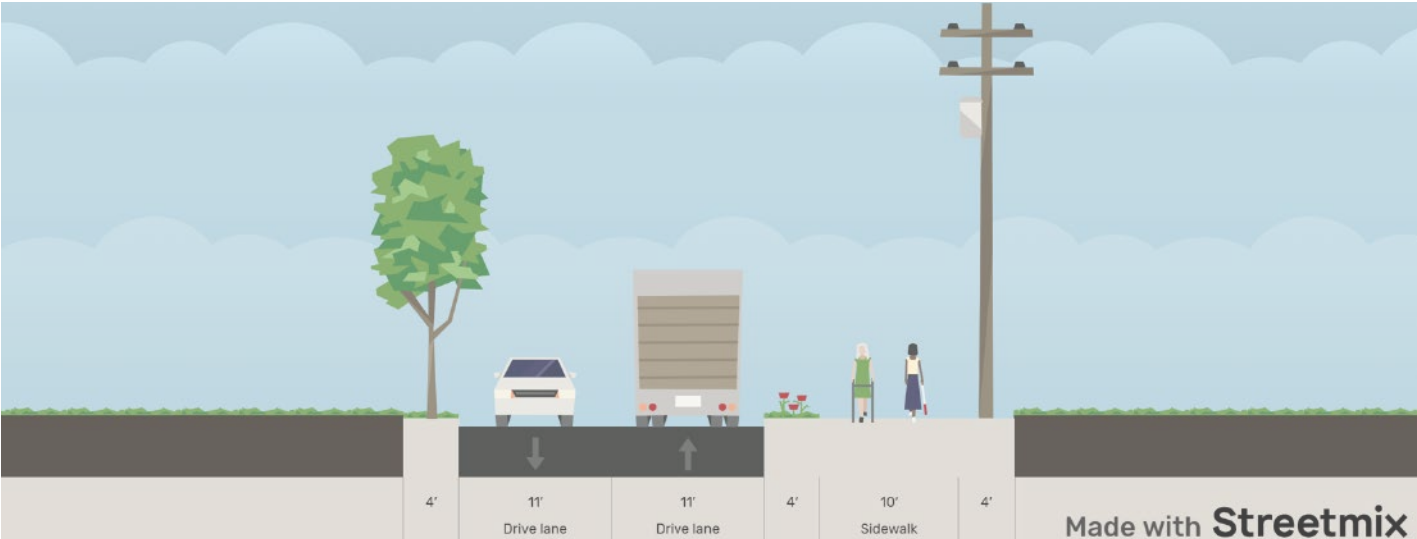
**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

Project Map: U.S 70 (Center Street) (MUP-2)



Existing Conditions Photo





PROJECT NAME: Eighth Street Bike Boulevard

PROJECT #: B-1

DESCRIPTION:

This project will create a bike boulevard on S Eighth Street to provide connectivity from Downtown Mebane to the Tanger Outlets and Cone Health Medical Center. Incorporate traffic calming designs as appropriate, which could include chicanes, curb extensions, or other improvements. Provide wayfinding signage to significant destinations including Downtown and the Tanger Outlets. Coordination with NCDOT and phasing of the construction may be necessary. A feasibility study is likely needed to explore the most practical options.

EXTENT: S Eighth Street, from E Washington Street to Arrowhead Boulevard (via Pear Tree Rd.)

PROJECT TYPE Bike Boulevard

LENGTH: 1.60 miles

PURPOSE AND NEED: The proposed project would improve overall network connectivity and increase the safety of bicyclists by introducing traffic calming measures along S Eighth Street, while also providing crucial connections to Downtown and the Tanger Outlets. This route provides an alternative north-south route for bicyclists, avoiding impacts to the historic property boundary on N Fifth Street.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 1 – Downtown
- Priority 16 – Connectivity near the Tanger Outlets, Mebane Oaks Village, and Garrett Crossing

EXISTING CONDITIONS

- Functional Classification: Local
- Maintenance Agency (City, NCDOT, County): North - City of Mebane, South - Various segments NCDOT or City of Mebane
- Travel Lanes: 2
- Volume (2021): 2,100
- Right-of-Way: 60 Feet

COST ESTIMATE

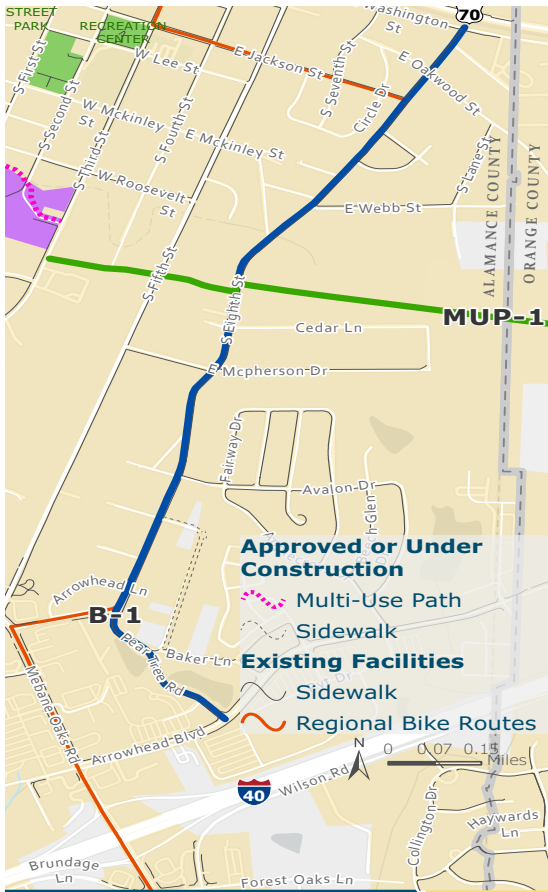
- S Eighth Street, from E Washington Street to Arrowhead Boulevard (via extension of Eighth St. into Pear Tree Rd. connecting to the Arrowhead Boulevard intersection) – 1.60 miles
 - Potential Cost Estimate for this portion: \$221,500 plus the cost of any additional features selected during project development and design of bike boulevard.
 - Add Crosswalks (14) = \$14,000
 - Add Stop Bars (14) = \$3,500
 - Add Detectable Warnings (28) = \$28,000
 - Curb Ramp Construction/Reconstruction/Replacement (28) = \$112,000
 - Pedestrian Safety Rail (300 linear feet) = \$36,000
 - Reconstruct Ramp Landing (28) = \$28,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

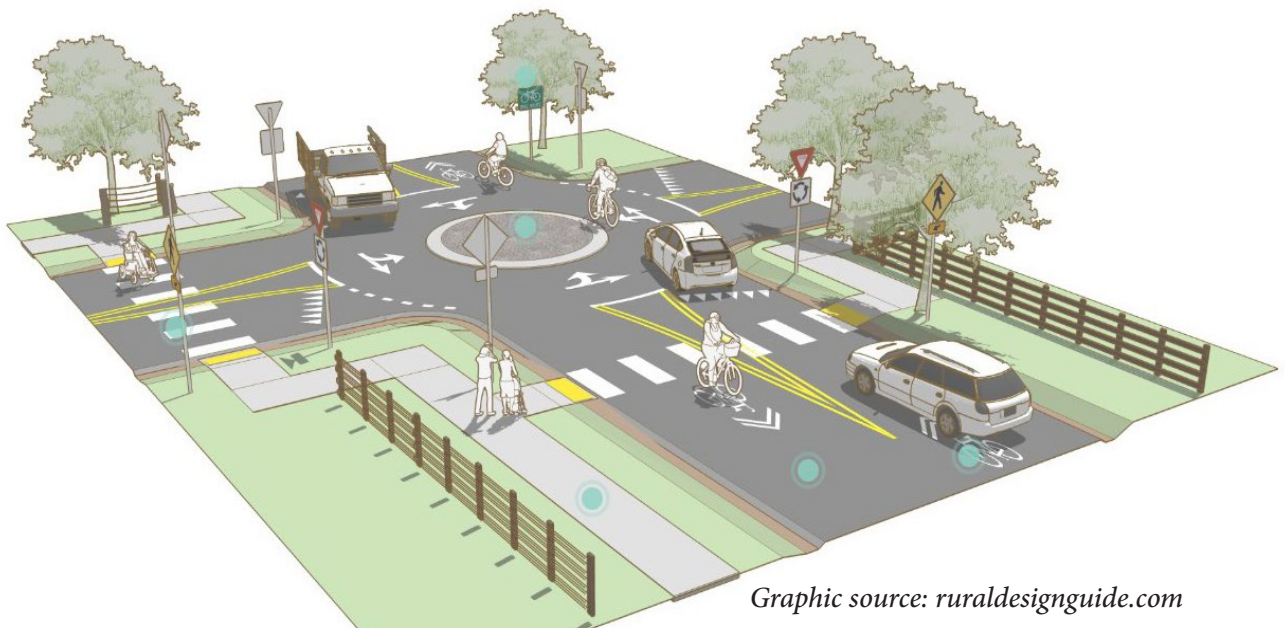
****Bike Boulevard costs will vary based on components included in final bike boulevard design.*

Project Map: Eighth Street Bike Boulevard (B-1)



MIXED TRAFFIC
Bicycle Boulevard

A **bicycle boulevard** is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.



Graphic source: ruraldesignguide.com



PROJECT NAME: North First Street Multi-use Path

PROJECT #: MUP-3

DESCRIPTION:

This project will provide connections between W Stagecoach Road and Mrs. White Lane by constructing a multi-use path along the east side of N First Street. The project will provide access to Cates Farm Park for existing neighborhoods and new developments along N First Street, including improvements such as a new boardwalk over Mill Creek, pedestrian crosswalks and sidewalk on N First Street and N.C. 119. These facilities will connect to grit trails within the Cates Farm property. Coordination with NCDOT will be necessary for segments of project along N.C. 119 and N First Street.

EXTENT: N First Street and Stagecoach Road intersection to the N.C. 119 and Mrs. White Lane intersection.

PROJECT TYPE Multi-use path, sidewalk

LENGTH: 1.5 miles

PURPOSE AND NEED: Construct multi-use path and sidewalk to improve network connectivity and increased access to Cates Farm Park.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 1 – Downtown
- Priority 5 – Cates Farm Park
- Priority 6 – Schools

EXISTING CONDITIONS

- Functional Classification:
 - N First Street (Minor Arterial)
 - N.C. 119 (Minor Arterial)
- Maintenance Agency (City, NCDOT, County):
 - NCDOT
- Travel Lanes: 2
- Volume (2021): 6,900
- Right-of-Way: 60 Feet

COST ESTIMATE

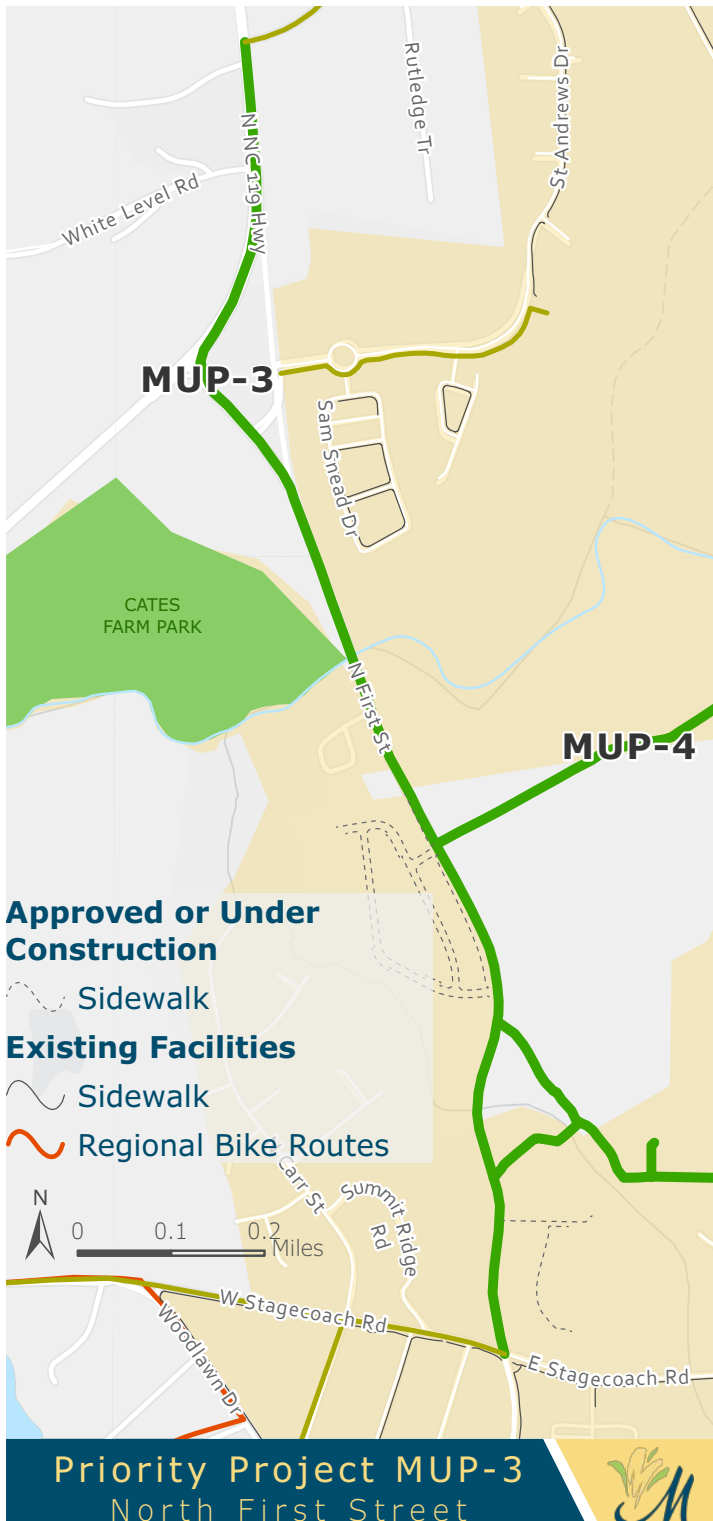
- N First Street and Stagecoach Road intersection to the N.C. 119 and Mrs. White Ln. intersection - 1.50 miles
 - Cost Estimate for this portion: \$2,535,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

****Cost estimate assumes cost per mile of \$1,690,000 for MUP facility. Feasibility / conceptual plan recommended to refine cost estimates.*

Project Map: North First Street Multi-use Path (MUP-3)





PROJECT NAME: Third Street Extension PROJECT #: S-1

DESCRIPTION:

This project will install additional sidewalk on S Third Street Extension to connect to existing facilities. Sidewalk currently exists adjacent to the Copperstone and Governor's Green subdivisions, as well as in front of several commercial buildings at Corporate Park Dr. and Holmes Rd. intersections.

EXTENT: Stone St. (S 1936) to Holmes Rd. (S 1980)

PROJECT TYPE Sidewalk

LENGTH: 1.2 miles

PURPOSE AND NEED: The purpose of this project is to connect sections of existing sidewalk and to improve pedestrian safety and mobility along S Third Street Extension for those currently using the paved shoulder.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 4 – Third Street and Third Street Extension

EXISTING CONDITIONS

- Functional Classification: Major Collector
- Maintenance Agency (City, NCDOT, County): NCDOT
- Travel Lanes: 2
- Volume (2021): 5,700
- Right-of-Way: 60 - 90 Feet

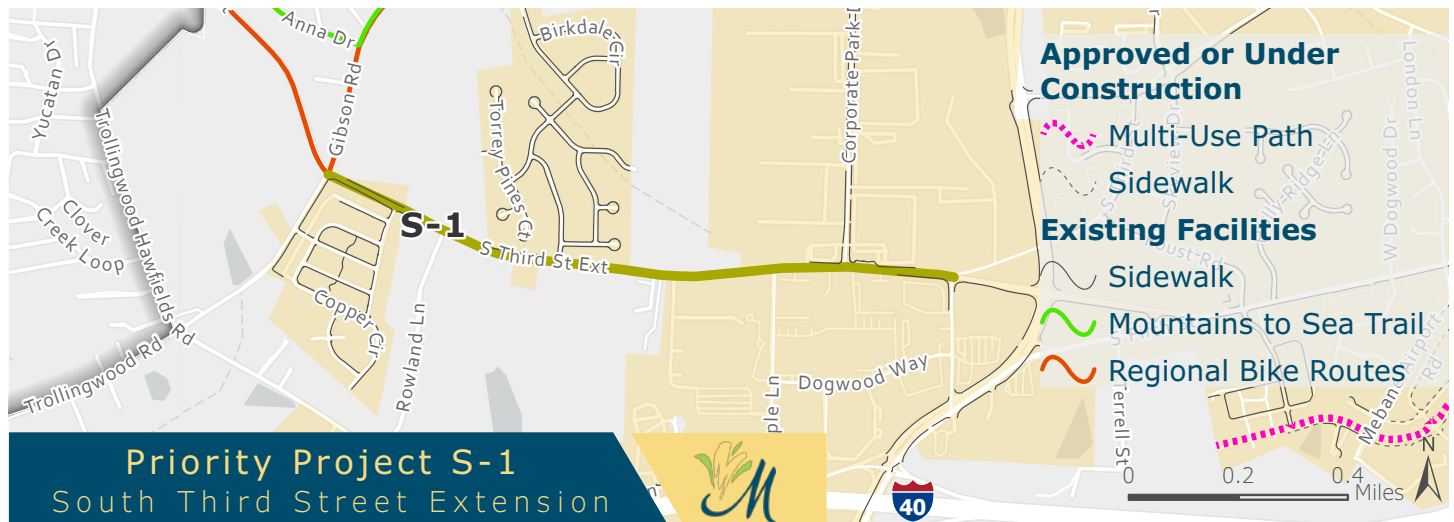
COST ESTIMATE

- Stone St. (S 1936) to Holmes Rd. (S 1980) – 1.20 miles
 - Cost Estimate for this portion: \$1,523,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

Project Map: Third Street Extension (S-1)





PROJECT NAME: Lake Michael Trail Connections PROJECT #: MUP-4

DESCRIPTION:

Two projects comprise the Lake Michael Trail Connections. The first is known as the Lake Michael to Cates Farm Greenway, which extends the multi-use path network through proposed and approved developments and provides a connection from Lake Michael Park to Cates Farm Park using both on- and off-road paths. The second project is known as the Mebane to Hillsborough Greenway, which extends from Lake Michael through natural off-road areas before it connects with Buckhorn Rd. north of the I-40 interchange. This project includes a multi-use path from E Stagecoach Road and Buckhorn Road, with the path extending to the Eno River in Hillsborough. Providing an uninterrupted bicycle and pedestrian route from Mebane to Hillsborough aligns with feedback received during stakeholder engagement with local officials.

EXTENT:

- Lake Michael Park to Tupelo Junction to N First Street at Mill Creek (Lake Michael – Cates Farm)
- E Stagecoach Road / N Ninth Street to Eastern BGMPO Boundary (Mebane – Hillsborough)

PROJECT TYPE Multi-use path

LENGTH:

- 2.46 miles (Lake Michael – Cates Farm Greenway)
- 3.07 miles (Mebane – Hillsborough Greenway Connector)

PURPOSE AND NEED: Construct multi-use path to improve network connectivity and safe connections to schools. Modernize on-road segments to improve mobility as applicable.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 2 – Lake Michael, Priority 6 – Schools

EXISTING CONDITIONS

- Functional Classification:
 - Lebanon Rd. – Minor Collector (Lake Michael – Cates Farm Greenway)
 - N First St. – Minor Arterial (Lake Michael – Cates Farm Greenway)
 - U.S 70 – Minor Arterial (Hillsborough-Mebane Greenway Connector)
- Maintenance Agency (City, NCDOT, County):
 - City of Mebane (Lake Michael – Cates Farm Greenway)
 - Various segments NCDOT or City (Mebane – Hillsborough Greenway Connector)
- Travel Lanes: 2
- Volume (2021): 3,800 (Lebanon Rd), 6,900 (N First St.)
- Right-of-Way: 60 Feet

COST ESTIMATE

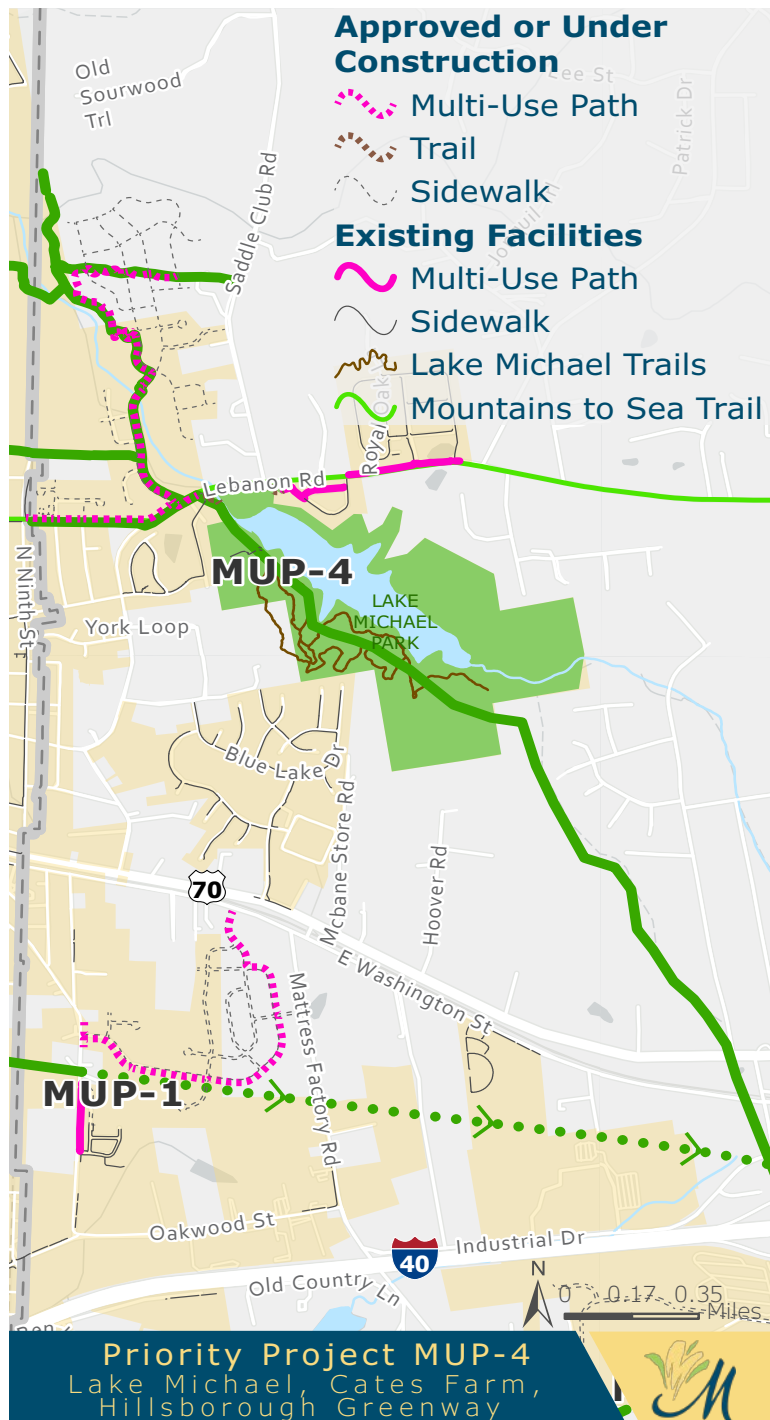
- Lake Michael Park to Tupelo Junction to N First Street at Mill Creek (Lake Michael – Cates Farm Greenway) – 2.46 miles
 - Cost Estimate for this portion: \$4,158,000
- E Stagecoach Road / N Ninth Street to Eastern BGMPO Boundary (Mebane – Hillsborough Greenway Connector) – 3.07 miles
 - Cost Estimate for this portion: \$5,189,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

****Cost estimate assumes cost per mile of \$1,690,000 for MUP facility. Feasibility / conceptual plan recommended to refine cost estimates.*

Project Map: Lake Michael Trail Connections (MUP-4)





PROJECT NAME: Old Hillsborough Road and Bowman Road Connections

PROJECT #: MUP-5

DESCRIPTION:

This project consists of two segments: one on Old Hillsborough Road and one on Bowman Road. It includes a multi-use path, to be constructed both on and off road, which will bridge the gaps between existing neighborhoods and new developments. Providing connections to local schools and to shopping centers on Mebane Oaks Road were identified as top priorities during the public engagement process. Coordination with, and potential funding by, NCDOT will be necessary due to road ownership.

EXTENT:

- N.C. 119 to Mebane Oaks Rd. (S 1007) – (Old Hillsborough Road)
- Mebane Oaks Rd. (S 1007) to West Ten Rd. (S 1146) – (Bowman Road)

PROJECT TYPE Multi-use path

LENGTH:

- 2.19 miles (Old Hillsborough Road)
- 2.21 miles (Bowman Road)

PURPOSE AND NEED: Construct multi-use path to improve network connectivity and safe connections to schools. Modernize on-road segments to improve mobility as applicable.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 6 – Schools
- Priority 16 - Connectivity near the Tanger Outlets, Mebane Oaks Village and Garrett Crossing Shopping Centers

EXISTING CONDITIONS

- Functional Classification:
 - Major Collector (Old Hillsborough Road)
 - Minor Collector (Bowman Road)
- Maintenance Agency (City, NCDOT, County): NCDOT
- Travel Lanes: 2
- Volume (2021): 4,900 (Old Hillsborough Rd.), 1,700 (Bowman Rd.)
- Right-of-Way: 60 Feet

COST ESTIMATE

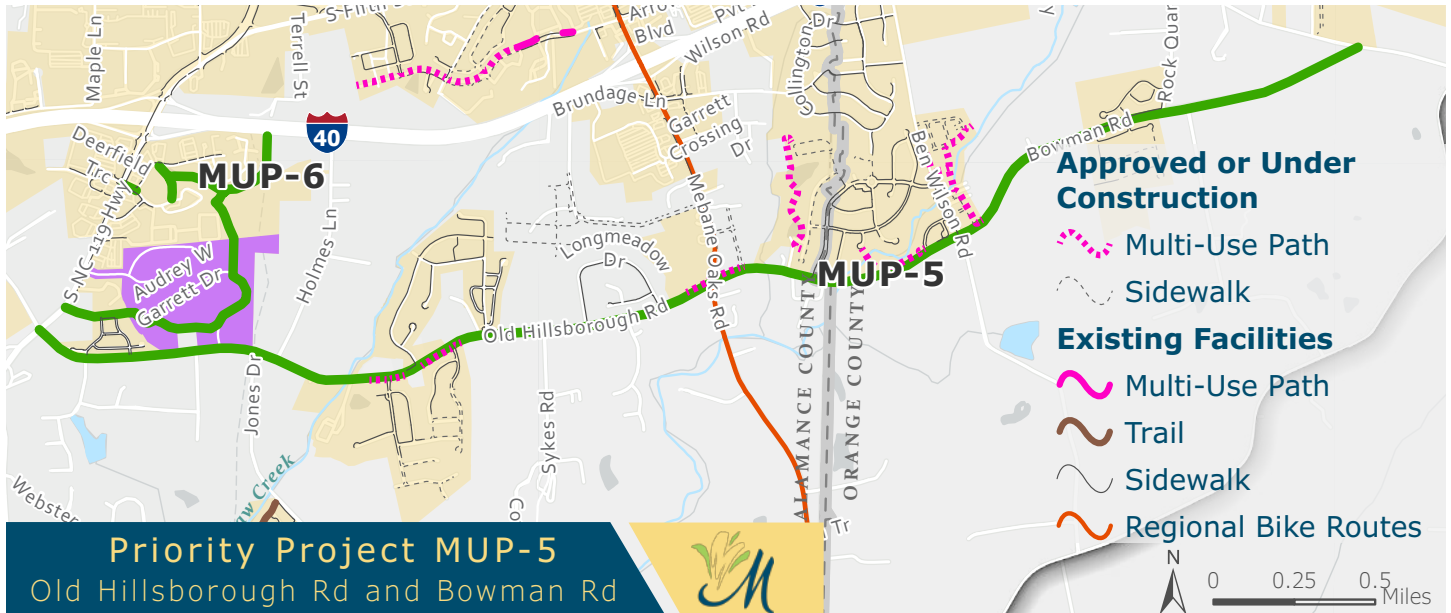
- N.C. 119 to Mebane Oaks Rd. (S 1007) – (Old Hillsborough Road) – 2.19 miles
 - Cost Estimate for this portion: \$3,702,000
- Mebane Oaks Rd. (S 1007) to West Ten Rd. (S 1146) – (Bowman Road) – 2.21 miles
 - Cost Estimate for this portion: \$3,735,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

****Cost estimate assumes cost per mile of \$1,690,000 for MUP facility. Feasibility / conceptual plan recommended to refine cost estimates.*

Project Map: Old Hillsborough Road and Bowman Road (MUP-5)





PROJECT NAME: S Third Street PROJECT #: I-2 & S-2

DESCRIPTION:

This project includes improvements at the intersection of S Third Street with Corregidor Street. Pedestrian warning signal heads with push buttons are recommended as part of the intersection improvements to facilitate safer bicycle and pedestrian movements across the intersection and to provide a safer connection to the Mebane Arts and Community Center. The future extension of sidewalk to Peppertree Drive and on the south side of S Third Street would require additional improvements to address the existing drainage, right-of-way, and utility constraints.

EXTENT:

- S Third Street and Corregidor Street (intersection)
- Peppertree Drive to Corregidor Street (sidewalk)

PROJECT TYPE Intersection, Sidewalk

LENGTH:

- 0.17 miles (sidewalk)

PURPOSE AND NEED: Improvements at the intersection of Corregidor Street and S Third Street will increase bicyclist and pedestrian safety by alerting drivers to the active crosswalk. The addition of sidewalk on the south side of S Third Street will help to connect the neighborhoods in that area to the existing sidewalk on Corregidor Street and the north side of S Third Street. This will also improve access to the Mebane Arts and Community Center and South Mebane Elementary School.

PUBLIC ENGAGEMENT PRIORITY CATEGORY:

- Priority 4 – Third Street and Third Street Extension (intersection)
- Priority 6 – Schools (sidewalk)

EXISTING CONDITIONS

- Functional Classification:
 - S Third Street (Major Collector)
 - Corregidor Street (Local)
- Maintenance Agency (City, NCDOT, County): NCDOT
- Travel Lanes: 2
- Volume (2021): 8,200
- Right-of-Way: 70 Feet

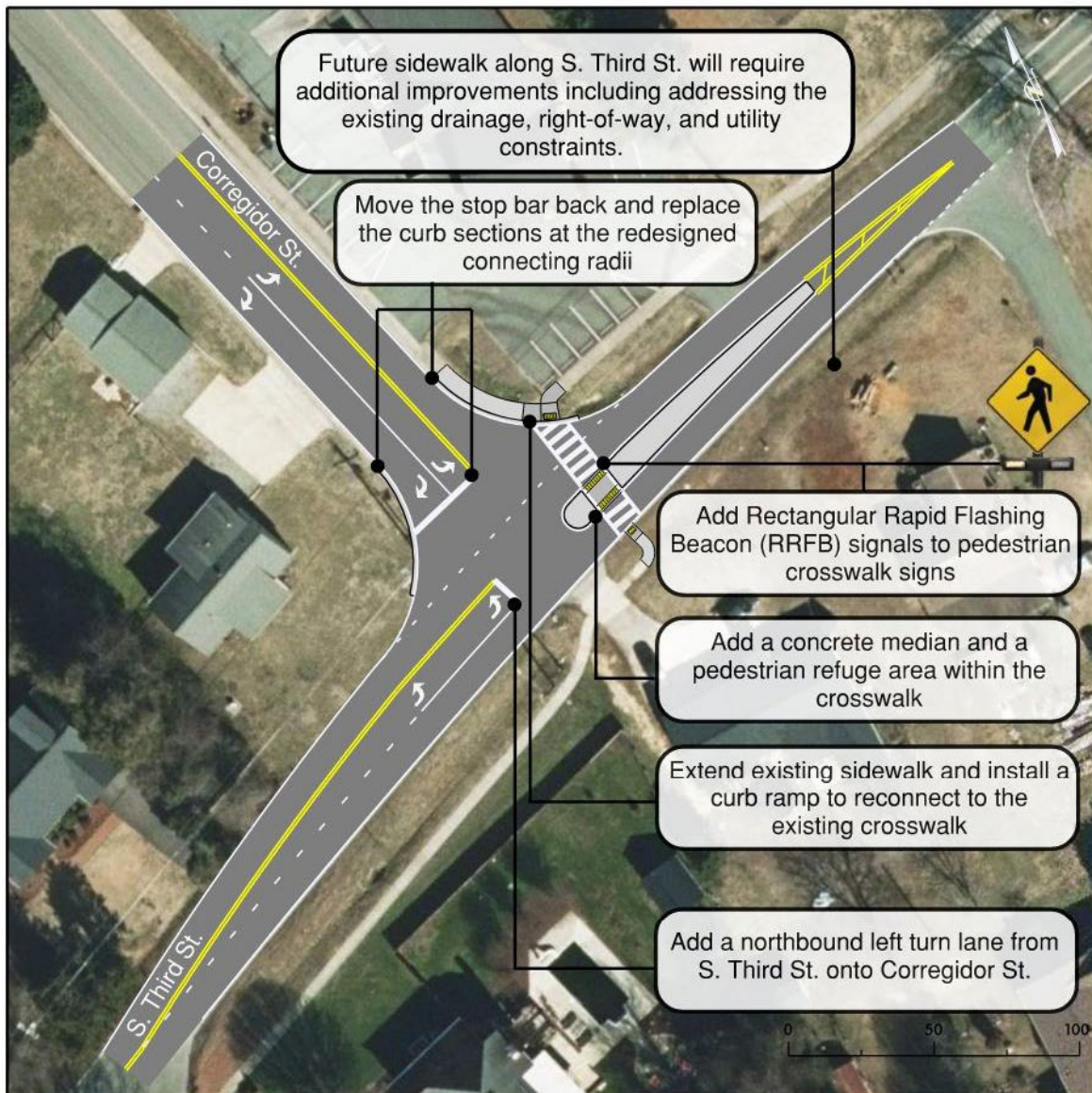
COST ESTIMATE

- S Third Street and Corregidor Street (intersection)
 - Cost Estimate for this portion: \$105,000
- Peppertree Drive to Corregidor Street (sidewalk) – 0.17 miles
 - Cost Estimate for this portion: \$288,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

S Third Street and Corregidor Street Improvements



**S. THIRD STREET & CORREGIDOR STREET
INTERSECTION**



PROJECT NAME: Hawfields Greenway

PROJECT #: MUP-6

DESCRIPTION:

This project will create a multi-use path to improve network connectivity and safe connections to schools. The recommended route connects to the Hawfields Middle School and Audrey Garrett Elementary School from N 119 and Spring Forest Dr. Coordination will be required with Alamance-Burlington Schools.

EXTENT: N.C. 119 to Spring Forest Dr.

PROJECT TYPE Multi-use path

LENGTH: 1.58 miles

PURPOSE AND NEED: Construct multi-use path to improve network connectivity and safe connections to schools.

PUBLIC ENGAGEMENT PRIORITY CATEGORY: Priority 6 – Schools

EXISTING CONDITIONS

- Functional Classification:
 - N.C. 119 (Minor Arterial)
 - Spring Forest Dr. (Local)
- Maintenance Agency (City, NCDOT, County): City of Mebane
- Travel Lanes: 2
- Volume (2021): 18,000 (N.C. 119)
- Right-of-Way: 70 - 100 Feet

COST ESTIMATE

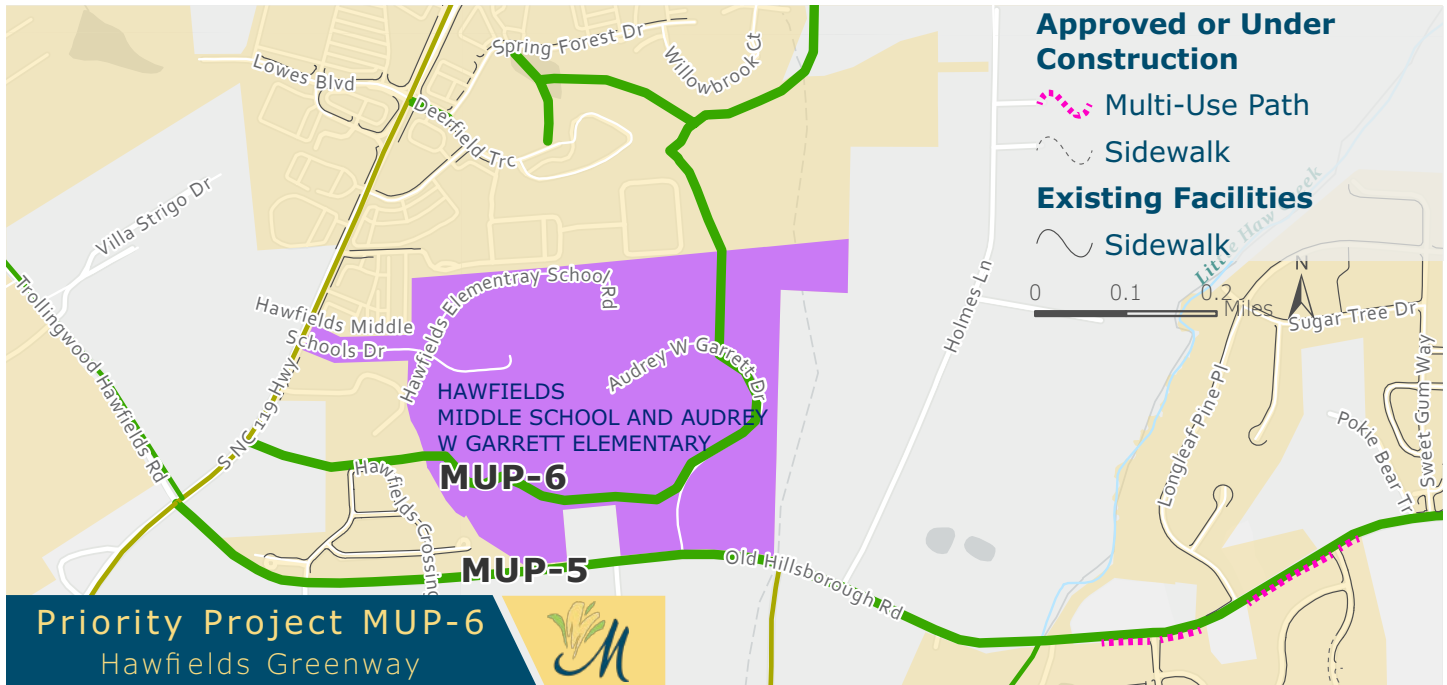
- N.C. 119 to Spring Forest Dr. – 1.58 miles
 - Cost Estimate for this portion: \$2,671,000

**Right of Way data pulled from N OneMap's NCDOT Road Characteristics online map, and available Orange County and Alamance County GIS data.*

***Cost estimates do not include utility relocation costs or future right of way acquisition costs.*

****Cost estimate assumes cost per mile of \$1,690,000 for MUP facility. Feasibility / conceptual plan recommended to refine cost estimates.*

Project Map: Hawfields Greenway (MUP-6)





Appendix

APPENDIX CONTENTS

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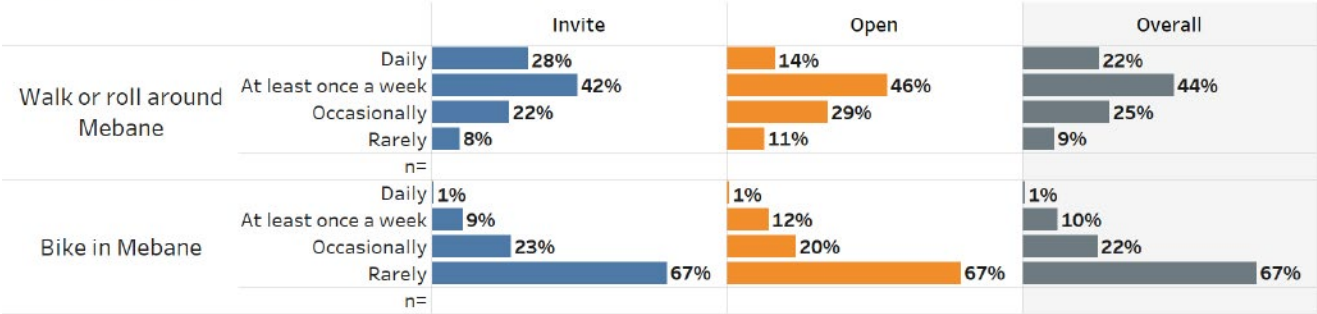
Project Scoring Results 84

SURVEY RESULTS

Frequency of Walking/Rolling & Biking

Walking or rolling is common around Mebane, with 70% of Invite respondents and 60% of Open link respondents reporting that they walk or roll at least once a week or daily. Biking is less common; a total of 67% of both samples say they rarely bike.

How often do you:

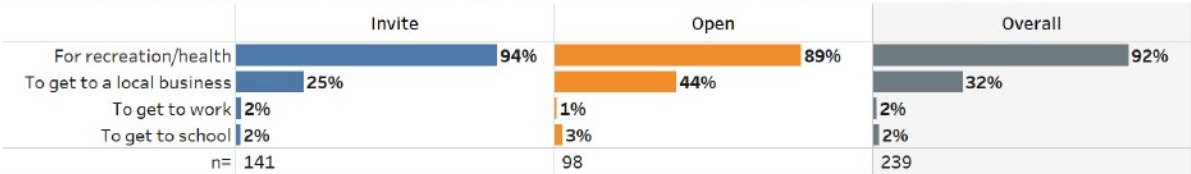


Source: RRC Associates

Reasons for Walking/Rolling & Biking

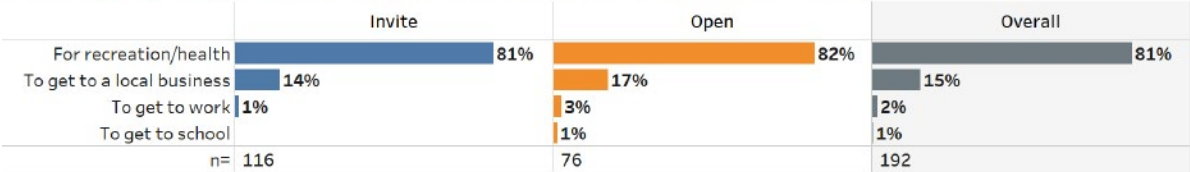
Most respondents who walk/roll or bike around Mebane do so for recreation/health. Walking/rolling or biking as a method for commuting to work or school is less common.

What are your primary reasons for walking/rolling in and around Mebane? (CHECK ALL THAT APPLY)



Source: RRC Associates

What are your primary reasons for biking in and around Mebane? (CHECK ALL THAT APPLY)

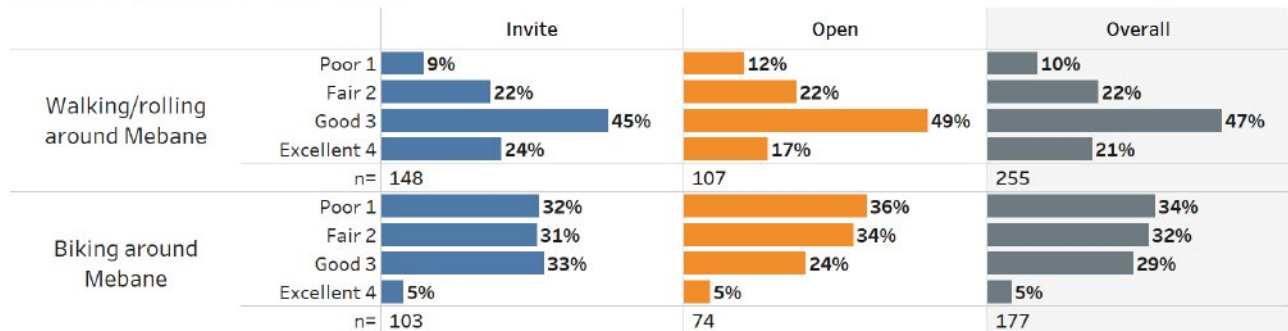


Source: RRC Associates

Walking/Rolling & Biking Conditions

A majority of Invite respondents (69%) rated the conditions of walking/rolling around Mebane to be good or excellent, while 63% of respondents said conditions for biking are poor or fair.

How would you rate the conditions for:



Source: RRC Associates

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Locations Most in Need of Pedestrian or Biking Improvements

Open-ended Comments

Respondents were given an opportunity to provide details on roads, locations or neighborhood that are in most need of pedestrian or biking improvements. A total of 167 comments were collected from both samples and the full list of responses is include in the Appendix. Common areas include:

- 3rd Street
- 5th Street
- Downtown area
- Lebanon Road
- Mebane Oaks Road
- Mill Creek Road
- Old Hillsborough Road
- Stage Coach Road



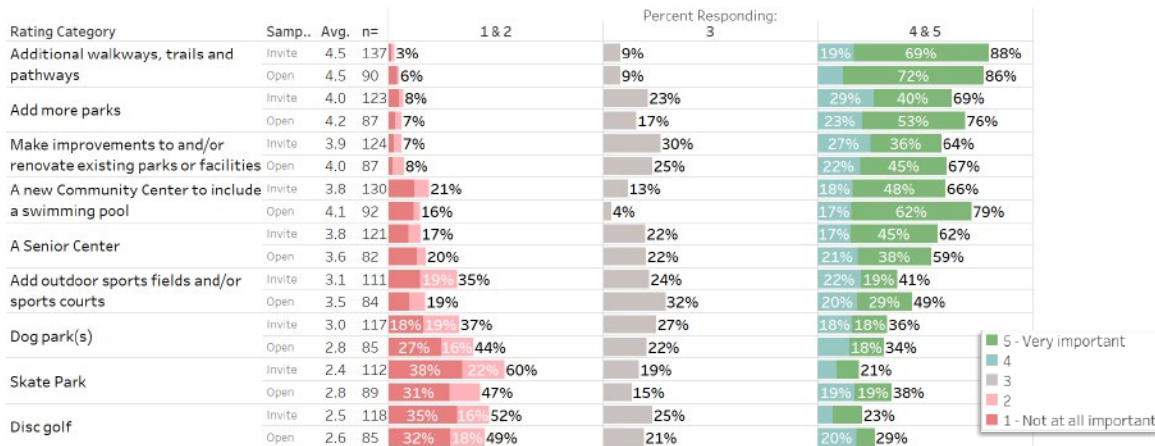
35 

Future Improvements- Facilities

Additional walkways, trails and pathways and adding more parks are the top-rated facilities that need improvement among respondents. The least important needs for improvement among respondents are Disc Golf and a Skate Park.

Q 21: What are the most important needs for improvement in Mebane over the next 5 to 10 years? Please select the circle for how important each of the following future facilities, programs, and services in Mebane are to you and/or your household.

Facilities



*Ratings categories are sorted in descending order by the average rating
Source: RRC Associates

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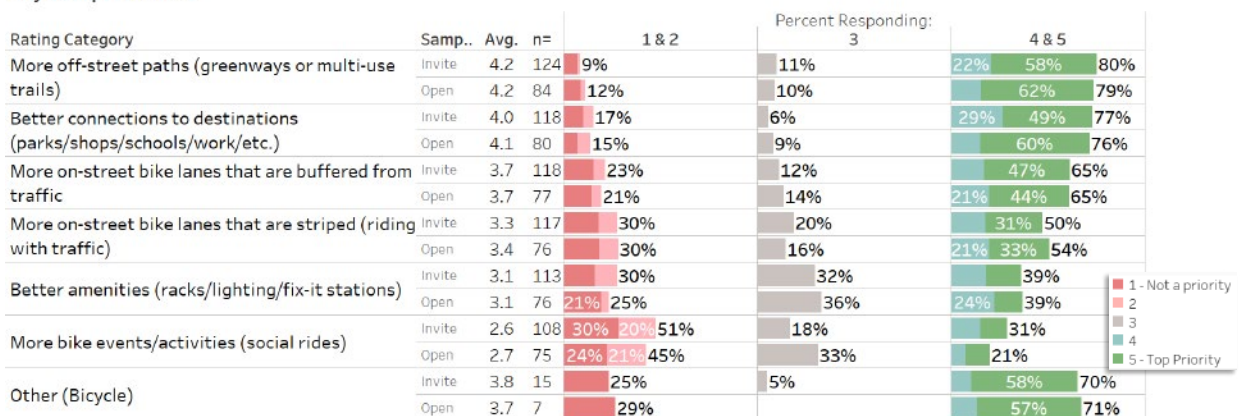


Bicycle Improvement - Importance

More off-street paths and better connections to destinations are ranked as the highest priority for future bicycle improvements among both samples.

Q 23: As the city plans for future bicycle and pedestrian improvements, please indicate the level of priority that should be given to the following improvements or enhancements in Mebane over the next 5 to 10 years:

Bicycle Improvements



*Ratings categories are sorted in descending order by the average rating
Source: RRC Associates

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Pedestrian Improvement - Importance

Q 23: As the city plans for future bicycle and pedestrian improvements, please indicate the level of priority that should be given to the following improvements or enhancements in Mebane over the next 5 to 10 years:

Pedestrian Improvements

Rating Category		Samp..	Avg.	n=		1 & 2		Percent Responding:	3		4 & 5	
More trails/greenways	Invite	4.4	122		5%			12%		22%	61%	83%
	Open	4.3	86		6%			13%			62%	81%
Improved sidewalk connectivity across highways, interstates, and railroads	Invite	4.3	128		9%			8%		23%	60%	83%
	Open	4.3	84		6%			14%		21%	58%	80%
Safer pedestrian crossings	Invite	4.2	121		8%			13%		27%	52%	79%
	Open	4.3	82		6%			15%		23%	56%	79%
Better connections to destinations (parks/shops/schools/work/etc.)	Invite	4.1	123		10%			11%		32%	47%	78%
	Open	4.2	86		8%			15%		22%	55%	77%
Fix gaps in sidewalks	Invite	4.1	120		6%			21%		25%	48%	73%
	Open	4.2	81		7%			19%			56%	74%
Ensure sidewalks and crosswalks meet or exceed Americans with Disabilities Act (ADA standards)	Invite	4.0	124		11%			15%		30%	44%	75%
	Open	4.1	79		11%			20%			52%	68%
Working cooperatively with school districts on a Safe Routes to School Program	Invite	3.9	114		14%			18%		26%	41%	67%
Better amenities (street lighting/benches/wayfinding/signage)	Open	3.9	76		14%			17%			49%	68%
	Invite	3.7	127		14%			27%		28%	30%	58%
Other (Pedestrian)	Open	3.6	84		15%			30%		27%	27%	55%
	Invite	3.8	15		21%			6%		25%	48%	73%
	Open	3.5	8		25%	38%		13%			50%	

*Ratings categories are sorted in descending order by the average rating
Source: RRC Associates

- All pedestrian improvements scored with high importance (3.6 and above).
- The top priorities are more trails/greenways, improved sidewalk connectivity across highways, interstates and railroads and safer pedestrian crossings.



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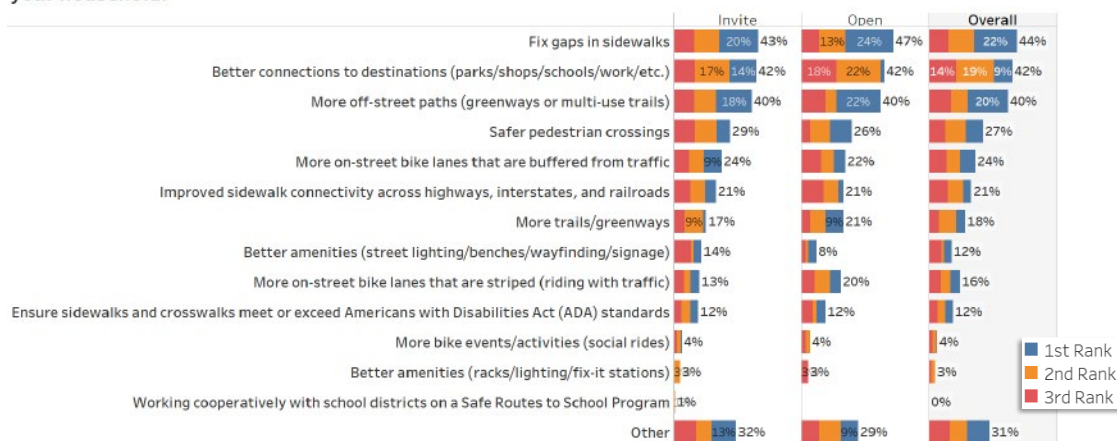


Bicycle and Pedestrian Improvement - Importance

Top 3

Fixing gaps in sidewalks, better connections to destinations and more off-street paths are the highest ranked priorities for the future among Invite respondents.

Q 24: From the list in the previous question, please select the top three highest priority items for you and your household.



Source: RRC Associates
*Responses are sorted in descending order by the Invite sample

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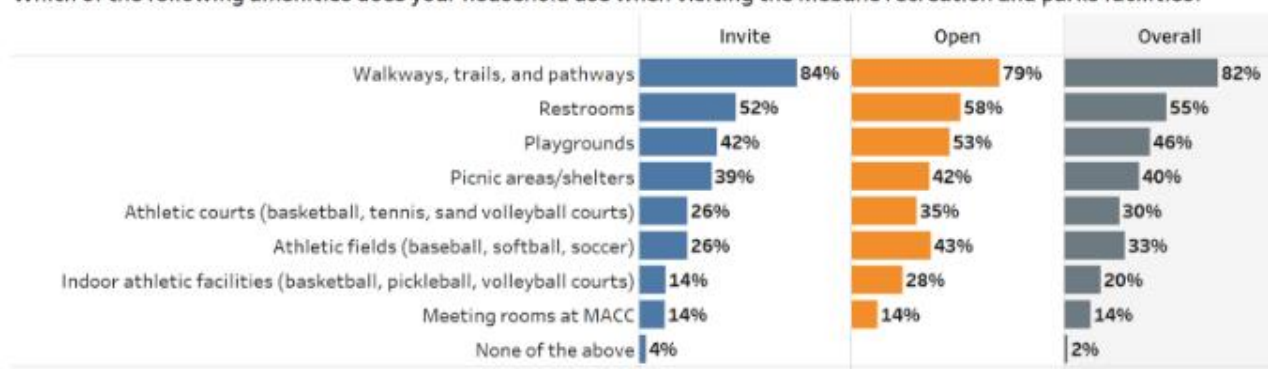


Statistically Valid Survey Findings



Walkways, trails, and pathways are the most frequently used amenity of the City of Mebane's Parks and Recreation facilities.

Which of the following amenities does your household use when visiting the Mebane recreation and parks facilities?

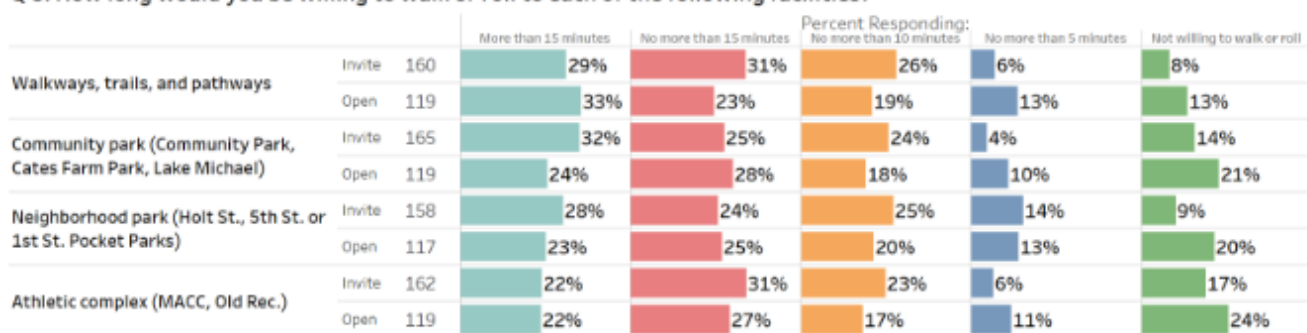


Statistically Valid Survey Findings



Generally, respondents were willing to **walk no more than 10 minutes (approximately 0.5 miles) to Parks and Recreation Facilities.**

Q 8: How long would you be willing to walk or roll to each of the following facilities?

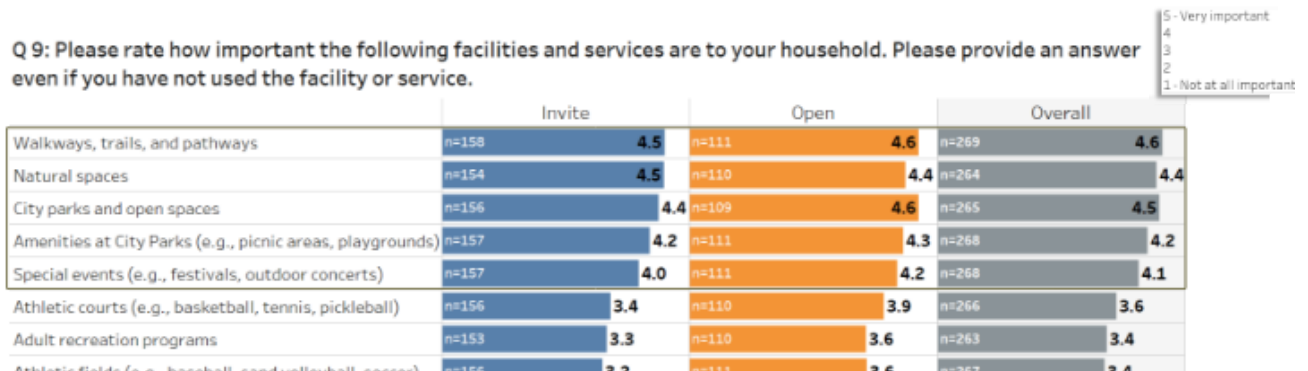


Source: RRC Associates

Statistically Valid Survey Findings



Walkways, trails, and pathways ranked as the highest facility and service. 72% of the Invite survey sample rated walkways, trails, and pathways as a 5 out of 5 importance.

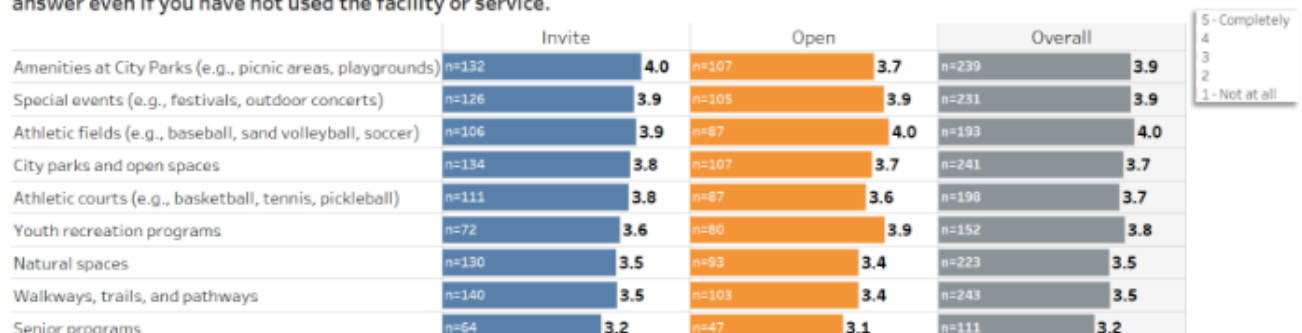


Statistically Valid Survey Findings



Although ranked as the most important to most households, **walkways, trails, and pathways could use improvement** with an **average ranking of 3.5 out of 5 regarding meeting the needs of the community**. **Off-road biking ranks lower in meeting the needs of the community, with an average ranking of 2.6 out of 5.**

Q 10: Please rate how the following facilities and services are meeting the needs of your community. Please provide an answer even if you have not used the facility or service.

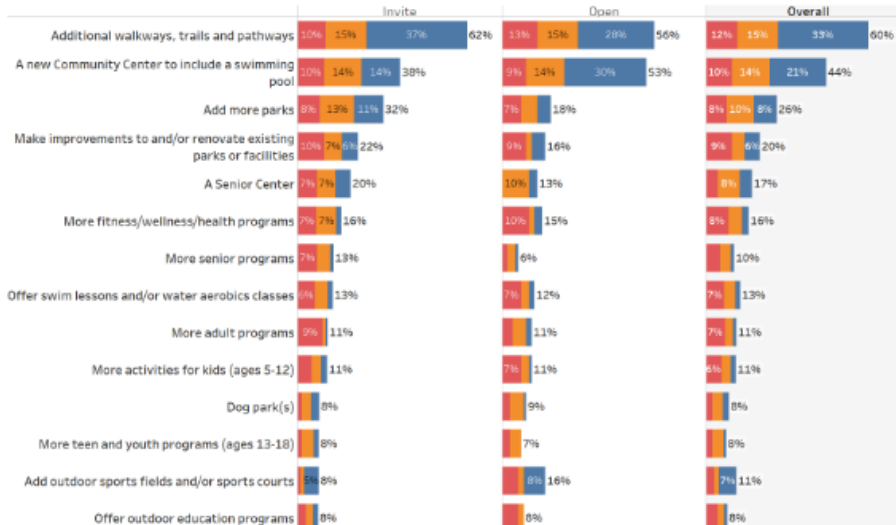


Statistically Valid Survey Findings



■ 1st Rank
■ 2nd Rank
■ 3rd Rank

Q 22: From the list in the previous question, please select the top three highest priority items for you and your household.



Adding walkways, trails and pathways was indicated as the top priority for survey respondents. Open-ended responses indicated adding bike parks and mountain bike

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PROJECT PRIORITIZATION INPUTS

Inputs

The following categories represent the criteria used to evaluate the list of top projects determined by public engagement and stakeholder feedback. The scoring criteria were used to determine a total prioritization score that resulted in the top ten priority projects. The table used for project prioritization scoring is included in the following section. Details of the top ten priority projects can be seen in Chapter 4: Project Information Cut Sheets.

Project located in an existing Plan (City of Mebane 2015 BPTP, Downtown Vision Plan, NCDOT Great Trails State Plan, MS Plan, Alamance County Trails Plan)

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project is located on a statewide trail or plan (MS or GTP); 3 - project is included in a local plan; 1 - project is not in an existing plan.

Project connects to Park or Recreation Facility

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project located at park or recreation facility; 3 - project located 0.5 mile from park or recreation facility; 1 - project not located near or at a park or recreation facility.

Project located in Downtown Mebane District

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project located in Downtown Mebane; 3 - project located 0.5 miles from Downtown Mebane; 1 - project not located near or in Downtown Mebane.

Project connects to School

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project connects neighborhood to school 0.5 miles away; 3 - connects neighborhood to school 0.75 miles away; 1 - project located more than 0.75 miles away from a school.

Project connects to shopping center

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project connects to shopping center 0.5 miles away; 3 - connects to shopping center 0.75 miles away; 1 - project located more than 0.75 miles away from a shopping center.

Project on a bike or trail route

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project identified as a state bike or trail route or within 0.5 miles; 3 - project located between 0.5 and 0.75 miles away from a State bike or trail route; 1 - project located more than 0.75 miles away from a State bike or trail route.

Project connects to multi-family homes or in a high density area

- Scoring Method: Calculated point density of all residential points in the ETJ. Classified by natural breaks into three classes: 5 points if majority of project is located in highest class; 3 points for middle class; 1 point for lowest class.

Project connects to existing bus route or future planned transit corridor

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project at or adjacent to an existing bus route or future planned transit corridor; 3 - project located 0.5 and 0.75 miles away from an existing bus route or future planned transit corridor; 1 - project located 0.75 miles away or more from an existing bus route or future planned transit corridor.

Transportation Disadvantaged Index (TDI)

- Scoring Method: Go!N TDI Statewide Map; 5 = >12; 3 = 10-12; 1 = <10. Score of Highest block group.

Project addresses gaps in sidewalk network

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project addresses a 0.25 mile gap or more in the connected sidewalk network; 3 - project addresses a 0.25 mile gap or less in the connected sidewalk network; 1 - project does not address a sidewalk gap.

Project located in an area with Bicycle and Pedestrian Crashes on the corridor

- Scoring Method: 1 (lowest) - 5 (highest); 5 - project contains recorded bike/pedestrian crash; 3 - project within 0.5 miles of recorded bike/pedestrian crash; 1 - project located more than 0.5 miles of recorded bike/pedestrian crash.

Project located in a Public Engagement Top 5 Areas Category

- Scoring Method: 1 (lowest) - 5 (highest); 5 - Project connects to (within a 0.5 mile radius) or is located in Downtown, Lake Michael, Fifth Street, Third Street or Third Street Extension, or Cates Farm; 3 - Project connects to (within a 0.75 mile radius of) Downtown, Lake Michael, Fifth Street, Third Street or Third Street Extension, or Cates Farm; 1 - Project does not connect to top priority area.

Local Stakeholder Input

- Scoring Method: 1 (lowest) - 5 (highest); 5 - Project received more than 15 stakeholder votes; 3 - Project received 10-15 stakeholder votes; 1 - Project received fewer than 10 stakeholder votes.

PROJECT SCORING RESULTS

Ranking Category		Examples of Metrics		Central Mebane East-West Greenway	Lake Michael - Cates Farm Greenway	First Street	Clay Street	Haw River Trail Extension	US 70 (Center Street)	Ninth Street	Third Street Extension	Eighth Street	Hawfields Greenway	Lebanon Road	Bowman Road* (City priority south of I-40/85)	Mebane - Hillsborough Greenway Connector	US 70 (Center Street)	Lebanon Road	Old Hillsborough Road* (City priority south of I-40/85)	Clay Street	S Third Street	S Fifth Street
FACILITY TYPE:				Multi-Use Path	Multi-Use Path	Multi-Use Path	Intersection	Multi-Use Path	Multi-Use Path	Sidewalk, Intersection	Sidewalk, Sidepath	Sharrows	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Sidewalk, Sidepath	Multi-Use Path	Multi-Use Path	Sharrows	Intersection	Intersection
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Project located in an existing Plan (City of Mebane 2015 BPTP, Downtown Vision Plan, NCDOT Great Trails State Plan, MS Plan, Alamance Co Trails Plan)	1 (lowest) - 5 (highest); 5 - project is located on a statewide trail or plan (MS or GTP); 3 - project is included in a local plan; 1 - project is not in an existing plan.			5	5	1	3	3	5	5	3	3	3	5	1	5	5	5	3	3	3	3
Project connects to Park or Recreation Facility	1 (lowest) - 5 (highest); 5 - project located at park or recreation facility; 3 - project located 0.5 mile from park or recreation facility; 1 - project not located near or at a park or recreation facility.			5	5	3	3	5	3	3	1	3	5	3	1	5	3	1	1	3	3	3
Project located in Downtown Mebane District	1 (lowest) - 5 (highest); 5 - project located in Downtown Mebane; 3 - project located 0.5 miles from Downtown Mebane; 1 - project not located near or in Downtown Mebane.			3	1	1	5	1	3	1	1	5	1	1	1	1	5	1	1	5	1	3
Project connects to School	1 (lowest) - 5 (highest); 5 - project connects neighborhood to school 0.5 miles away; 3 - connects neighborhood to school 0.75 miles away; 1- project located more than 0.75 miles away from a school.			5	1	3	5	5	1	1	1	5	5	1	1	1	5	1	5	5	5	5
Project connects to shopping center	1 (lowest) - 5 (highest); 5 - project connects to shopping center 0.5 miles away; 3 - connects to shopping center 0.75 miles away; 1 - project located more than 0.75 miles away from a shopping center.			1	1	5	3	1	1	5	5	5	5	3	5	5	1	1	5	3	1	1
Project on a bike or trail route	1 (lowest) - 5 (highest); 5 - project identified as a state bike or trail route or within 0.5 miles; 3 - project located between 0.5 and 0.75 miles away from a State bike or trail route; 1 - project located more than 0.75 miles away from a State bike or trail route.			5	5	5	5	1	5	5	5	5	1	5	5	5	5	5	5	5	3	5
Project connects to multi-family homes or in a high density area	Calculated point density of all residential points in the ETJ. Classified by natural breaks into three classes: 5 points if majority of project is located in highest class; 3 points for middle class; 1 point for lowest class.			3	3	5	5	3	3	3	3	5	3	3	3	1	5	1	3	5	5	5

Ranking Category		Examples of Metrics		Central Mebane East-West Greenway	Lake Michael - Cates Farm Greenway	First Street	Clay Street	Haw River Trail Extension	US 70 (Center Street)	Ninth Street	Third Street Extension	Eighth Street	Hawfields Greenway	Lebanon Road	Bowman Road* (City priority south of I-40/85)	Mebane - Hillsborough Greenway Connector	US 70 (Center Street)	Lebanon Road	Old Hillsborough Road* (City priority south of I-40/85)	Clay Street	S Third Street	S Fifth Street
FACILITY TYPE:		Multi-Use Path	Multi-Use Path	Multi-Use Path	Intersection	Multi-Use Path	Multi-Use Path	Sidewalk, Intersection	Sidewalk, Sidepath	Sharrows	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Sidewalk, Sidepath	Multi-Use Path	Multi-Use Path	Sharrows	Intersection	Intersection		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
Project connects to existing bus route or future planned transit corridor	1 (lowest) - 5 (highest); 5 - project at or adjacent to an existing bus route or future planned transit corridor; 3 - project located 0.5 and 0.75 miles away from an existing bus route or future planned transit corridor; 1 - project located 0.75 miles away or more from an existing bus route or future planned transit corridor.	5	3	5	5	5	3	3	5	5	5	3	5	3	3	1	5	3	5	3		
Transportation Disadvantaged Index (TDI)	Go!N TDI Statewide Map; 5 = >12; 3 = 10-12; 1 = <10. Score of Highest block group.	5	3	3	3	1	3	3	5	3	3	1	3	5	3	5	3	3	3	3		
Project addresses gaps in sidewalk network	1 (lowest) - 5 (highest); 5 - project addresses a 0.25 mile gap or more in the connected sidewalk network; 3 - project addresses a 0.25 mile gap or less in the connected sidewalk network; 1 - project does not address a sidewalk gap.	3	3	5	1	1	5	3	5	1	5	5	5	3	5	1	5	1	1	1		
Project located in an area with Bicycle and Pedestrian Crashes on the corridor	1 (lowest) - 5 (highest); 5 - project contains recorded bike/ped crash; 3 - project within 0.5 miles of recorded bike/ped crash; 1 - project located more than 0.5 miles of recorded bike/ped crash.	3	3	1	3	3	3	3	3	3	3	5	3	3	3	3	5	3	1	3		
Project located in a Public Engagement Top 5 Areas Category (Typically Top Priority)	1 (lowest) - 5 (highest); 5 - Project connects to (within a 0.5 mile radius) or is located in Downtown, Lake Michael, Fifth Street, Third Street or Third Street Extension, or Cates Farm; 3 - Project connects to (within a 0.75 mile radius of) Downtown, Lake Michael, Fifth Street, Third Street or Third Street Extension, or Cates Farm; 1 - Project does not connect to top priority area.	5	5	5	5	1	3	5	5	5	1	5	1	5	5	1	1	5	5	5		
Local Stakeholder Input	1 (lowest) - 5 (highest); 5 - Project received more than 15 stakeholder votes; 3 - Project received 10-15 stakeholder votes; 1 - Project received fewer than 10 stakeholder votes.	5	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Total Prioritization Score		53	41	45	49	33	39	41	43	49	41	41	35	43	49	27	43	45	37	41		
Project Ranking		1	8	5	2	17	14	10	7	4	12	11	16	8	3	11	9	6	15	13		