

**FY 2025 Unified Planning Work Program
Section #104 PL Funding Request**

Submission Deadline – December 1, 2024

Submitted by: Alamance County

Agency/Municipality: Alamance County Planning Department/
Alamance County Commissioners

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A. TASK TITLE: Saxapahaw Integrated Accessibility and Mobility Plan
or Saxapahaw Pedestrian and Bicycle Transportation Plan

B. PROJECT LOCATION:

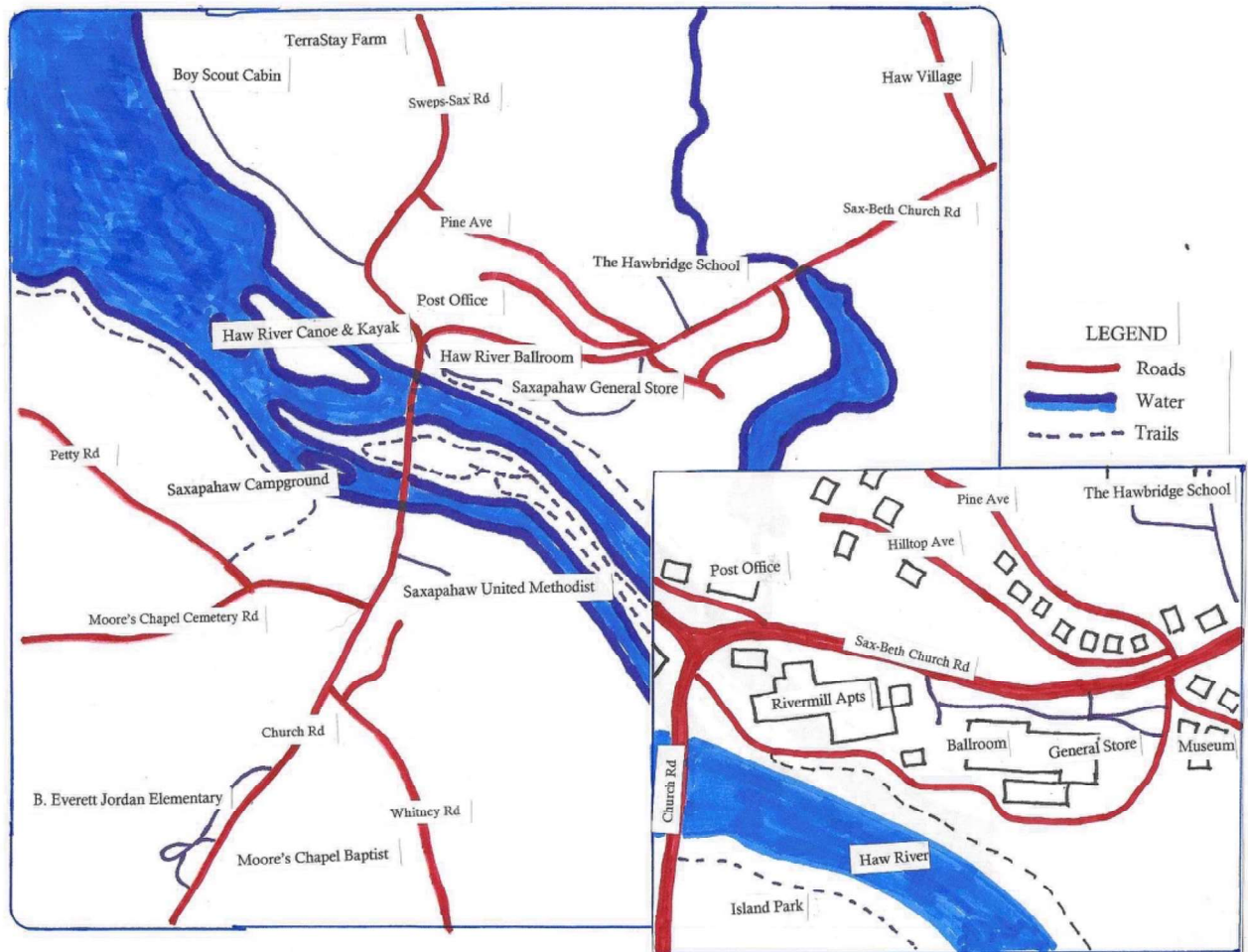
The village of Saxapahaw is an unincorporated community in Alamance County, North Carolina, located along the Haw River. It's about 15 miles south-southwest of Burlington and 20 miles west of Chapel Hill. Situated in the Piedmont region of North Carolina, Saxapahaw sits within a relatively rural and scenic area characterized by rolling hills, historic mill buildings, and natural landscapes. Today Saxapahaw is a charming, revitalized mill town with a mix of rural beauty, cultural vibrancy, and historical charm. It is a popular destination for those seeking a blend of outdoor activities, live music, artisan shops, and local food.

The main road in and out of the community is Saxapahaw-Bethlehem Church Road / Church Road, which connects NC Highway 54 and NC Highway 87.

The map below provides an overview of the project location with key landmarks included. See objective / task description for details of project.

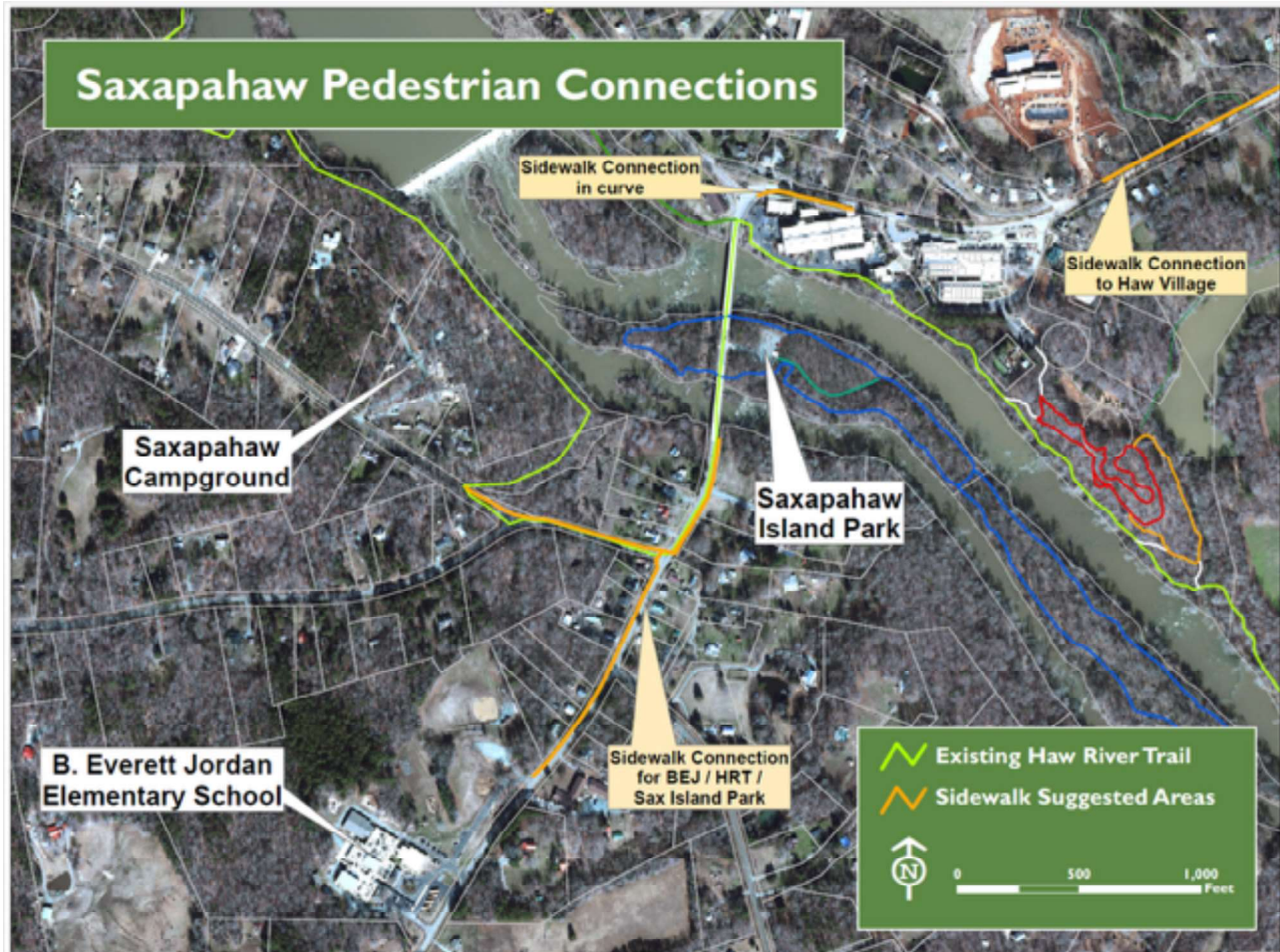


The map below, used during May 2024 community meeting, highlights some of the many places and spaces where people connect in Saxapahaw. Those who participated in the community meeting highlighted various other places and spaces (in addition to the ones shown below) where they connect with others, with nature, and with the various cultural opportunities and places to eat.



For more information about this map and the data collected during the 2024 community meeting, see Appendix D. It includes both the places and spaces where people connect and recommendations for improvements that would make it easier to connect with the places and spaces people love.

Alamance Parks & Recreation has been a vital partner in helping Saxapahaw become a destination for hiking and outdoor activities. Recognizing the challenges of accessing the various trails and the soon to be revitalized ball field at B. Everett Jordan Elementary School, this unofficial pedestrian connections map was created. It is evident that Alamance Parks & Recreation is generally in agreement with the community of Saxapahaw on the needs for pedestrian connections.



Title of Map: "UNOFFICIAL Saxapahaw Pedestrian Connections Map"

Disclaimer: "This map is simply a draft of hypothetical pedestrian connections and is not part of the Alamance County Trail Plan, the Alamance County Land Use Plan, or any other officially adopted plans. No funding is associated with this map. This map was designed primarily for internal use by the Alamance County Parks and Recreation and Planning Departments. Please do not copy, share, or reproduce this map."

C. OBJECTIVE / TASK DESCRIPTION:

The overarching objective of the community of Saxapahaw is to cultivate, sustain, and enhance the unique village identity of Saxapahaw, ensuring that the big spirit of this rural community thrives for generations to come.

Community members envision a connected, healthy, and active community where both residents and visitors can travel safely by foot or by bicycle to local businesses, schools, trails, and community events.

Both the objective and vision are the results of more than 14 years of work by various groups within the community of Saxapahaw as the community has changed and grown. A brief review the history of this community points to the dramatic change:

- 1994 – The mill closed. The post office and B Everett Jordan Elementary School remain open.
- 2006 – The Rivermill Apartments opened. These apartments are the result of a \$20M HUD renovation project aimed at preserving the historic mill and reimagining a sustainable village.
- 2008 – The Upper Mill renovation began through a \$17M adaptive reuse renovation to the second mill building to include 29 residences and 9 commercial condos for seeing out the vision of sustainable community living.
- 2010-2020 –
 - **Saxapahaw witnessed a Business Boom:** The Eddy Pub, Left Bank Butchery, Saxapahaw General Store, Haw River Ballroom/Cup 22, Haw River Farmhouse Ales, Paperhand Puppet, Haw River Canoe & Kayak, many local farms, and subsequent surrounding businesses all opened – together generating local and national attention and becoming a tourist designation for the benefit of the wider community. In addition, several nonprofits have opened, including the Culture Mill (fostering a creative ecosystem for art and education) and SAFE Food Ministry (currently the largest food pantry in Alamance County).
 - **New Schools Opened:** The Hawbridge School (a charter school established in 1998) opened in the Upper Mill. A major expansion was completed in 2022 on land across from the original school, making Hawbridge a K-12 school with more than 600 students. In 2013 Saxapahaw Village Kids Preschool & Daycare opened at Saxapahaw United Methodist Church. And B. Everett Jordan Elementary School, part of the ABSS, continues to serve the community.
 - **New Parks Opened:** There were no public trails in Saxapahaw in 2010. Over the past 14 years the Saxapahaw Island Park, sections of the Haw River Trail and Mountains to Sea Trail, and various other Saxapahaw trails have opened providing opportunities for more than 10 miles of hiking.
 - **Rise in Number of Homes and Housing Developments:** Beyond the Rivermill Apartments and Sissipahaw Lofts, new homes have been built in Haw Village (the first ones were completed around 2008), the Timberlake Community just north of Saxapahaw, and more.

More people now reside in Saxapahaw's center and surrounding areas than ever before. In addition, there are a significant number of visitors who come daily for the dining, entertainment, and the many recreational activities the river and parks offer. On a Saturday in the summer there are between 2,000 and 4,000 visitors.

Over the years various community members have worked with the DOT to add two crosswalks, and to reduce the speed limit to 30 mph. Based on DOT traffic counts, this has been helpful, but insufficient. In 2002, the DOT counted 3,100 vehicles on Church Road, just south of the bridge. Twenty years later, in 2022, the DOT counted 4,700 vehicles (see Appendix A for more details). This dramatic increase is the result of both the dramatic growth in Saxapahaw and the reality that the smart phone and mapping applications have made Saxapahaw a shortcut for a large number of trucks.

In 2020, a small group of community members organized to collect stories and sign petitions (see Appendix B). More than 275 local residents signed the petition, identifying safety and noise concerns, and recommending various traffic calming measures. Steps were taken to plan for two roundabouts, but nothing came of that. In the past two years community members have come to realize that the dramatic change needed to cultivate, sustain, and enhance the unique village identity of Saxapahaw will require a more organized effort.

To this end, the village of Saxapahaw proposes to achieve our vision for a connected, healthy and active community as follows:

1. Sidewalks:

- a. from Haw Village to the Village
- b. through the Village
- c. from the Village to BEJ Elementary School
- d. up Moore's Chapel Cemetery Rd and Petty Road at least to the Campground
- e. from the Village to Timberlake

2. Crosswalks:

- a. improve safety of crosswalk at Hawbridge/General Store
- b. add crosswalk at Paperhand up to the Post Office
- c. add crosswalk for better access to The Hill / Post Office from the Mill
- d. add crosswalks across Church Rd toward Campground and across Moore's Chapel Cemetery toward BEJ Elementary School and the Ball Park

3. Bike Lanes:

- a. from 54 to 87
- b. up Swepsonville-Saxapahaw Rd

4. Traffic Calming Measures:

- a. improve entrance/exit to/from Island Park
- b. create a safer way to cross river on foot
- c. add roundabout in front of Paperhand
- d. install better School Zone markings for the Hawbridge School

These specific proposals are the result of two community meetings and several smaller stakeholder meetings. The first community meeting was held in May of 2023 with approximately 80 community members participating (see Appendix C for details) and the second was held in May of 2024 with approximately 100 community members participating (see Appendix D for details). The smaller group

of stakeholders have now formed a nonprofit called Saxapahaw Forward, Inc. to advance the overarching objectives and vision for this community.

In order to refine these objectives, we propose hiring a consultant/engineer to assist with planning, engineering, design, and evaluation of the above proposals, translating our vision into a plan that can be implemented.

D. ALIGNMENT WITH NATIONAL PLANNING FACTORS AND TRANSPORTATION LONG RANGE PLANS:

National Planning Factors exist for both metropolitan and non-metropolitan areas. The objectives of the community of Saxapahaw are clearly aligned with four of the National Planning Factors, as follows, and somewhat aligned with several other National Planning Factors.

Planning Factors ¹	Alignment?
Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	
Increasing the safety of the transportation system for motorized and non-motorized users	Yes
Increasing the security of the transportation system for motorized and non-motorized users	
Increasing the accessibility and mobility of people and freight	Yes
Protecting and enhancing the environment, promoting energy conservation, improving quality of life, and promoting consistency between transportation improvements and state and local planned growth and economic development patterns	Yes
Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight	
Promoting efficient system management and operation	
Emphasizing the preservation of the existing transportation system	
Improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation	
Enhancing travel and tourism	Yes

¹ Planning Factors located at US Code §135 (<https://www.law.cornell.edu/uscode/text/23/135>) and “Draft_BGMPPO_FY24_UPWP_1.pdf” (<https://bgmpo.org/Programs/Unified-Planning-Work-Program>).

The **BGMPO 2045 Metropolitan Transportation Plan**² identifies historic preservation sites and districts as a source of community pride, preserving local landmarks and a sense of place and heritage. Furthermore, when it comes to transportation projects, it is important to avoid negative impacts to historic districts and places. Historic districts and landmarks are common throughout the Burlington-Graham region, including the following districts and places:

- James Monroe Thompson House (Saxapahaw vicinity)
- Saxapahaw Spinning Mill (Saxapahaw)

Clearly the objectives of this proposal are aligned with four of the national planning factors (safety and accessibility and mobility for both motorized and non-motorized users, protecting and enhancing the environment, and enhancing travel and tourism), and will facilitate historic preservation of the Saxapahaw Spinning Mill.

E. PARTICIPANTS:

The primary participants are:

1. Alamance County
2. Saxapahaw Forward
3. The NC Department of Transportation
4. Burlington Graham Metropolitan Planning Organization

Other stakeholders include:

1. Alamance County Parks and Recreation
2. Saxapahaw Business Association
3. Saxapahaw Collaborative
4. The residents of Saxapahaw and the surround area

F. BUDGET, SCOPE OF WORK AND PROJECT SCHEDULE:

The budget for this proposal is straight-forward: \$45,000 to hire a consultant/engineer to plan, engineer and design a Pedestrian and Bicycle Transportation Plan for Saxapahaw.

The scope of the work will include reviewing the data already collected from the community, exploring and understanding the “on the ground” situation (including additional public engagement), and creating a plan that can be submitted to the NCDOT by Fiscal Year 2027.

G. EXPECTED DELIVERABLES:

A clear Integrated Accessibility and Mobility Plan (or Bicycle and Pedestrian Transportation Plan) that can be submitted to the NCDOT by FY 2027.

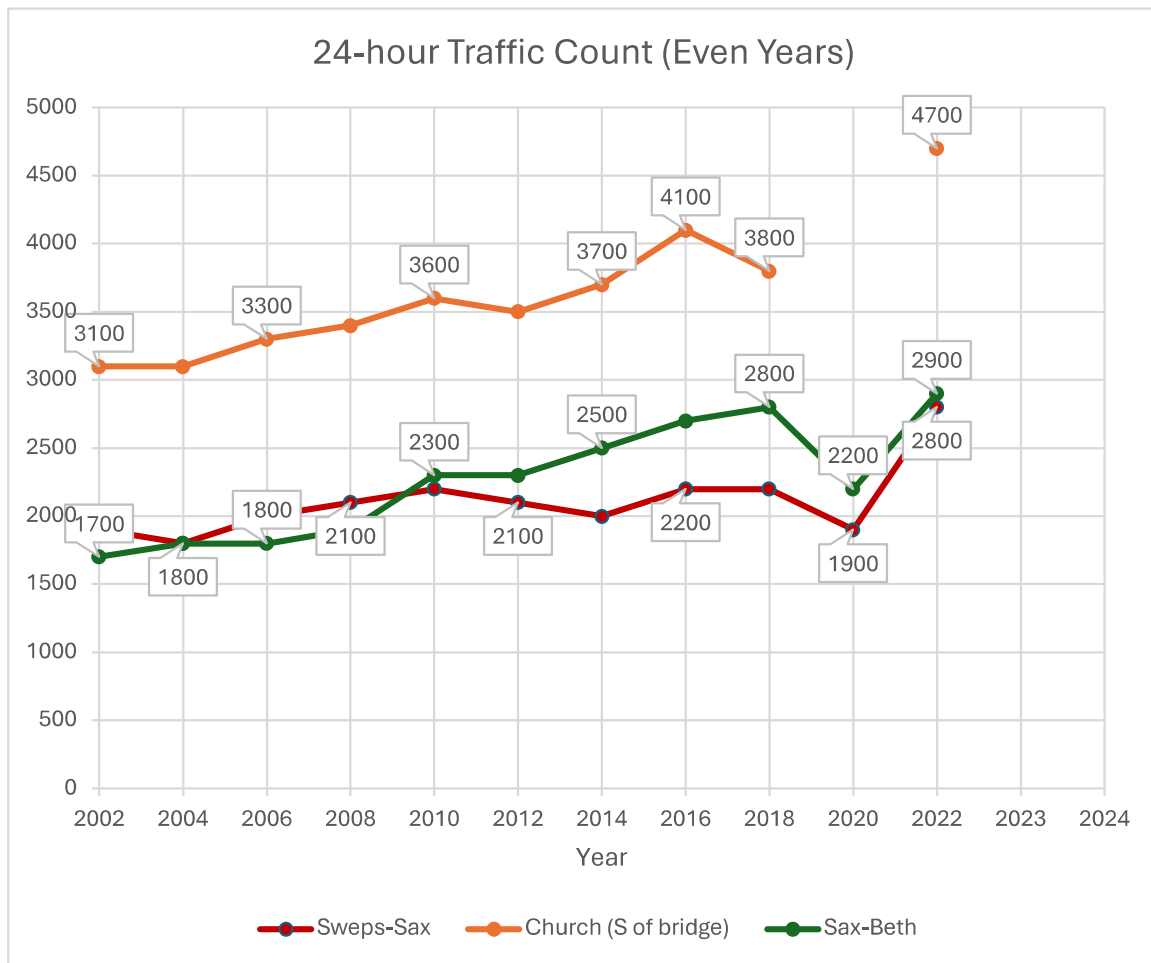
H. PROJECT MATCH REQUIREMENT:

It is expected that 80% of the funds will be provided by the grant and 20% will be provided by local funds.

² See page 29 of the Final Plan Document (<https://bgmpo.org/Projects-Plans/MPO-Plans/Metropolitan-Transportation-Plan>).

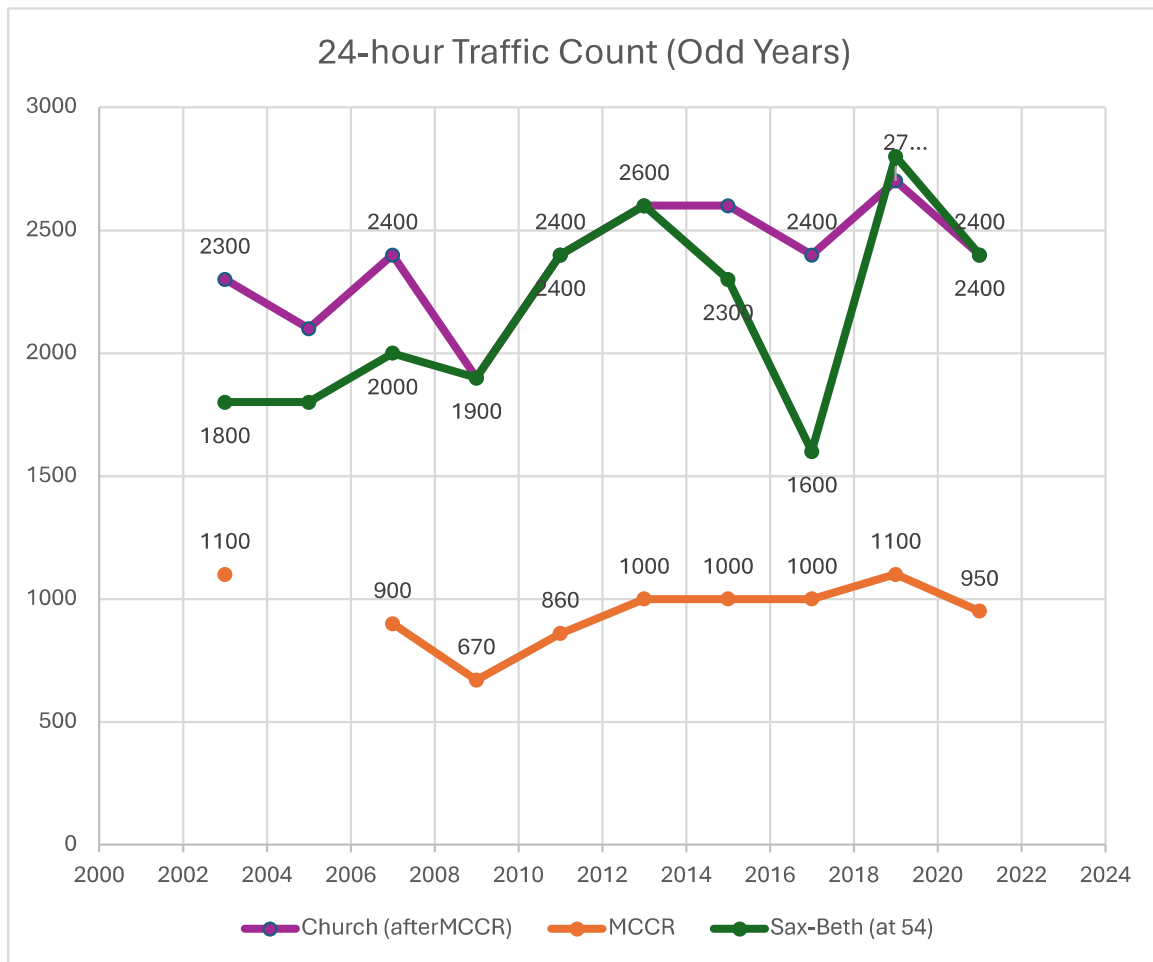
Appendix A

NC DOT Annual Average Daily Traffic Mapping Application (arcgis.com)



The following changes are clearly significant:

1. **Sweeps-Sax:** Swepsonville-Saxapahaw Road just north of the big curve (Location 0010000281, see map below): In 2002 the count was 1900 and in 2022 it was 2800. This is an increase of 47% in 20 years.
2. **Church:** Church Road just south of the bridge (Location 0010000032): In 2002 the count was 3100 and in 2022 it was 4700. This is an increase of 52% in 20 years.
3. **Sax-Beth:** Saxapahaw Bethlehem Church Road just east of Mineral Springs (Location 0010000304): In 2002 the count was 1700 and in 2022 it was 2900. This is an increase of 71% in 20 years.

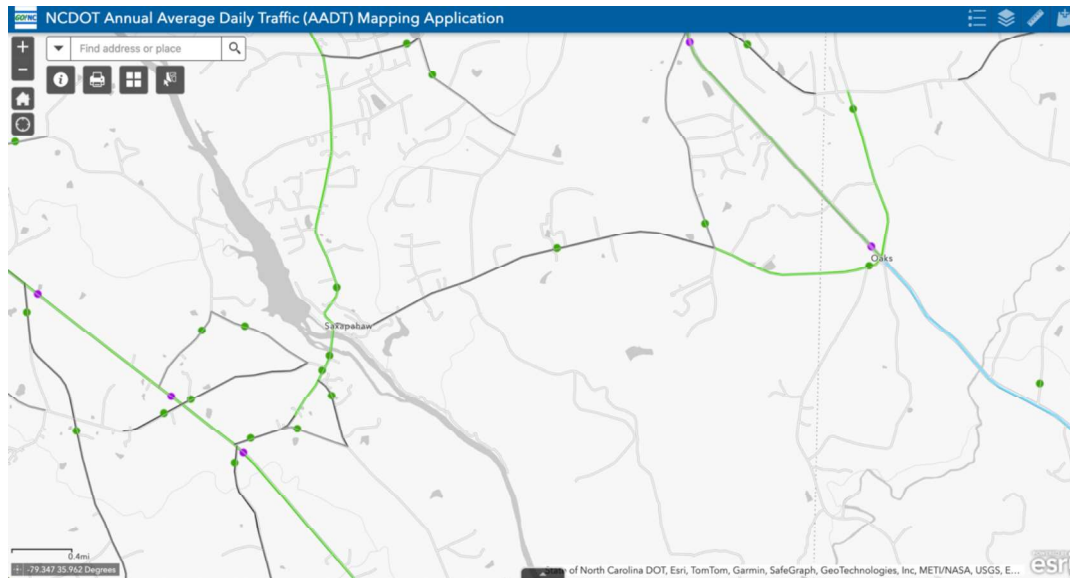


The data collected in odd years is less statistically significant:

1. **Sax-Beth (at 54):** Saxapahaw Bethlehem Church Road at 54 (Location 0680000024). In 2003 the count was 1800 and in 2021 it was 2400. This is a 33% increase over 18 years.
2. **Church (after MCCR):** Church Road after Moore's Chapel Cemetery Road (Location 0010000280). In 2003 the count was 2300 and in 2021 it was 2400.
3. **MCCR:** Moore's Chapel Cemetery Road (Location 0010000284). In 2003 the count was 1100 and in 2021 it was 950.

It is worth noting that all of the traffic that goes across the bridge was counted during the even years on Church Road (Location 0010000032). Once over the bridge, going South, traffic can divide, either staying on Church Road to 87, turning right onto Moore's Chapel Cemetery Road and/or Petty Road, or turning left onto Whitney Road (or Lane). Once over the bridge going North, traffic can divide, either staying on Saxapahaw Bethlehem Church Road, or turning left onto Swepsonville Saxapahaw Road. And further up Swepsonville Saxapahaw Road, traffic turns left onto Mineral Springs Road or Thom Road. Thus the data for Church Road (Location 0010000032), where we see a 52% increase in traffic in 20 years, provides a good representation of the increase residents have experienced leading to this project.

This is a screen shot of the NCDOT Annual Daily Traffic Mapping Application. Click on the link below to view the actual locations (marked with green dots on the map).



Data from:

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

The community of Saxapahaw is grateful to Chuck Edwards, DOT District Engineer, for his support in retrieving this data.

Appendix B

Petition and Community Meeting (2020)

In 2020 the Saxapahaw Traffic Committee was formed. Its members included Elizabeth McCue, Lorraine McNamara, Larry Childress, Amy Beth Kessinger, Claire Haslam, and Frankie Blackburn. They created a simple petition, asking residents to provide name, email address, street address, and a story or experience the resident may have had with truck traffic that felt unsafe or scary.

Two hundred and seventy eight (278) residents signed the petition. The stories shared in the petition reflect deep concerns among Saxapahaw residents over the impact of heavy truck traffic, particularly logging trucks, on community safety, quality of life, and the local environment. Residents describe the trucks as frequently speeding on narrow, winding roads, which creates hazardous conditions for pedestrians, cyclists, and children, particularly near schools and residential areas.

The main issues highlighted include:

1. **Pedestrian and Cyclist Safety:** Numerous reports of close calls and forced evasive actions reveal the high-risk environment trucks create for pedestrians, cyclists, and pet owners. Parents and residents fear for their children's safety near schools and playgrounds, with many describing walking or biking as unsafe.
2. **Excessive Speeding and Reckless Driving:** The trucks often exceed speed limits and occupy multiple lanes around curves, creating frequent near-misses and even forcing some drivers and pedestrians off the road. Residents describe logging trucks "barreling" through the area, disregarding the 30 mph limit and tailgating, which they feel makes serious accidents inevitable.
3. **Noise Disturbance and Environmental Impact:** Early morning traffic, engine braking, and loud truck noise disturb residents' sleep and quality of life. The noise, especially from "Jake brakes," exacerbates health conditions for some, while contributing to air and noise pollution that mars Saxapahaw's rural, peaceful character.
4. **Community Disruption and Tourist Impact:** The trucks affect daily activities, limiting residents' comfort in walking, biking, or gathering at local landmarks. Saxapahaw, a small historic village that attracts tourists, now feels "unwelcoming" and "hazardous," with local businesses reporting a negative impact on visitor experience.
5. **Suggested Solutions:** Residents propose measures to curb truck traffic, including rerouting large trucks, installing speed bumps, enforcing speed limits, and adding signage or traffic lights at key intersections. There is a strong call to establish Saxapahaw as a "No Through Trucks" zone to preserve the village's quality of life.

In summary, the petition reveals a unified community voice seeking urgent interventions to reduce the risk posed by large trucks and restore safety and peace in the area.

All of the data from this petition is available upon request, as are the details of the community meeting.

Appendix C

Traffic Safety Meeting, May 18, 2023

Brandon White led this meeting to review progress so far by the traffic committee as well as new ideas. Our roads are for everybody; how can we make them safe for pedestrians? As a regular walker in this community, Brandon shared that a lot of us who have used the existing sidewalks, especially on the bridge, have experienced that moment of existential dread. While the speed limit is 30 mph, we are seeing traffic going much faster. The traffic is clearly getting worse, even as we become a trail town with many more visitors.

Brandon led a panel discussion:

- Elizabeth McCue, resident, described the early work by the committee and a recent break to work on water issues before getting the traffic committee working again. Steve Carter, County Commissioner, and John Jordan are present. Representative Dennis Ridell worked with the committee earlier; after receiving a petition and stories from residents, he contacted DOT for help. We are an unincorporated but strong community. We're waiting for a roundabout, but need other ideas and solutions.
- Andrew Sam, crew leader for Haw River and MST trails, says trails are happening. There were 88,000 people last year at Island Park (tracked by Alamance Parks & Rec). We need to slow the traffic down.
- Kathryn Brown, resident, current Saxapahaw Village Kids board chair and former Hawbridge School board member, commented that the addition of the Hawbridge Upper School created a big change in community traffic. There will be 620 kids at Hawbridge next year. She says BEJ School wants to be involved. She read a statement from Sax Village Kids director, Renee Lynch, about ensuring the safety of our youngest learners.
- Wright Archer, the Division Engineer with the DOT, says community involvement is important. DOT did 2019, 2021, and 2023 traffic studies. Traffic doubled from 2021 to 2023. DOT wheels move slowly; traffic calming is the goal. Funding and permitting are challenges. We are waiting for a roundabout.

Table Talks

People volunteered topics for Table Talk groups; everyone chose a topic to join (topics listed below). The following data was recorded from these groups.

Crosswalks:

- Install state law signs: State Law to Stop for Pedestrian in Crosswalk
- Repaint crosswalks (done in 2024)
- Put up flashing lights at crosswalk, perhaps with a push button to cross
- Alternatively, install a flag system on both sides of crosswalks
- Add more crosswalks – one near mill, going to the post office across Sax-Beth Road, and one on Church Road crossing to Moore's Chapel Cemetery Road.



Slow Down Traffic:

- Add speed bumps – there was much discussion about emergency vehicles and speed bumps, and turning cross walks into speed tables.
- Reduce speed to 25 mph or even 20 mph in the school zone and add flashing lights and school zone signs

Sidewalks:

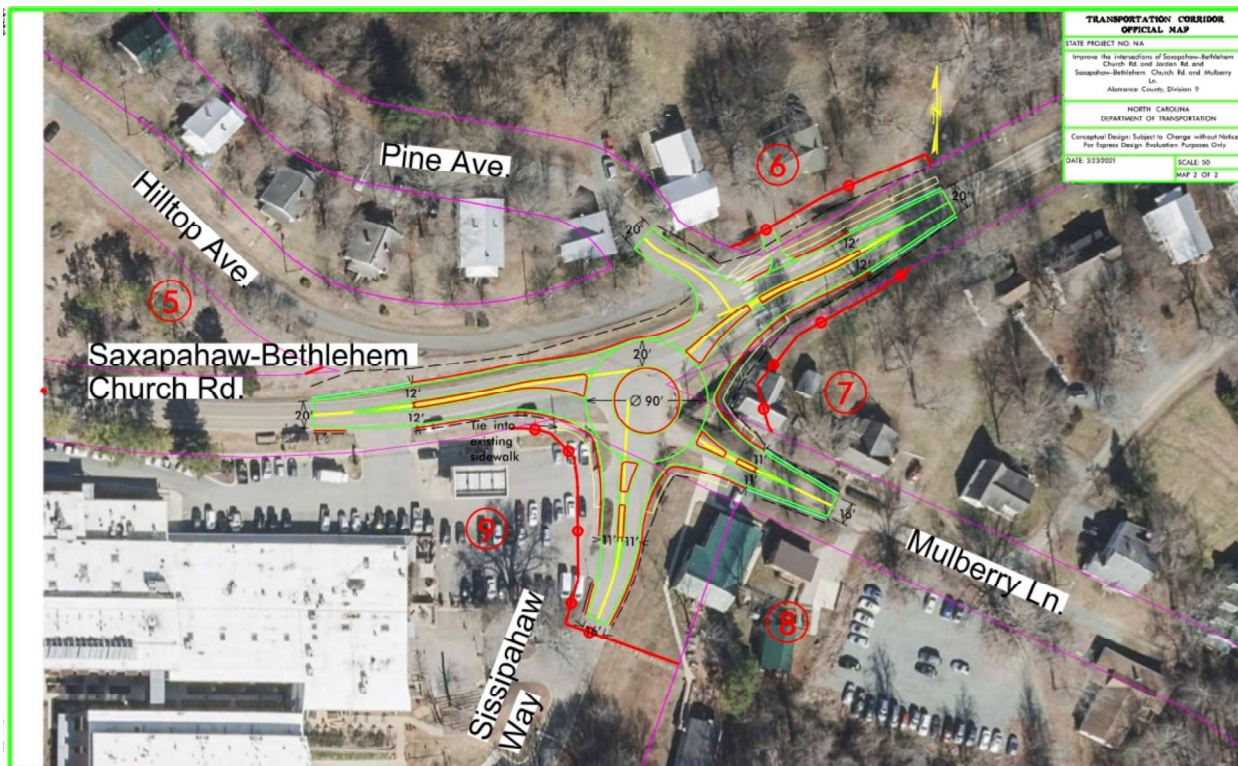
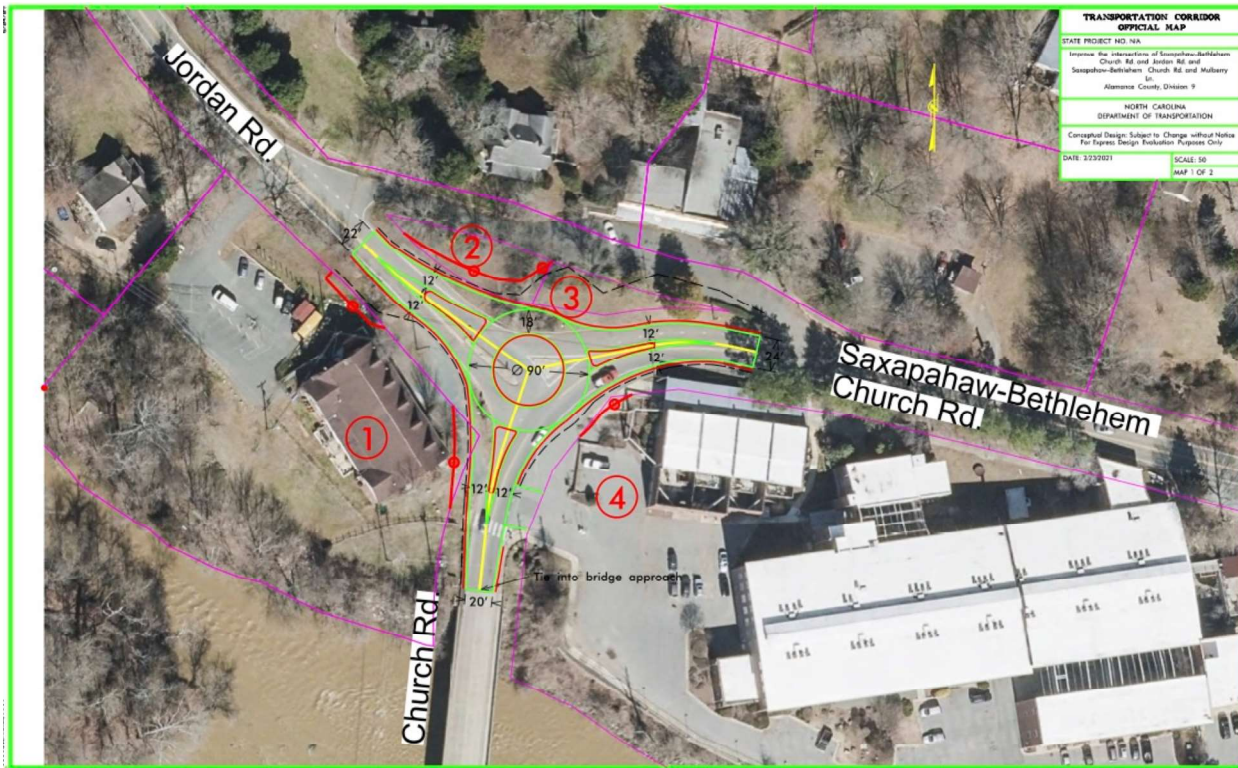
- Ideally from Highway 87 to Austin Quarter Rd and up Swepsonville-Saxapahaw Road, at least to Terrastay Farm.
- With the new trail off of Petty Road, sidewalks and cross walks are needed from the bridge to the trail head.
- Can sidewalks be part of the trail system?
- Can there be a pedestrian bridge over the Haw River?
- Can there be a path from Haw Village to town that is wide enough for strollers and cyclists?

Roundabouts (see images below):

- The group reviewed the designs already created for roundabouts: One at the intersection of Sax-Beth Rd, Sissipahaw Way, Mulberry Lane, and Pine Avenue, the other at the intersection of Sax-Beth Rd and Swepts-Sax Rd.
- Wright Archer explained that roundabouts are expensive (~\$4 million each). There might be an option for a mini-roundabout.
- There were questions about creating three-way stops instead. Or finding some other way to slow down the traffic.

Bypass:

- Carter Jordan proposed a bypass around Saxapahaw. We are the only bridge directly connecting highways 54 and 87. Adding another bridge would limit traffic through Saxapahaw.
- His suggestion would start the bypass near the intersections of Sax-Beth Rd, Mineral Springs Rd, and Austin Quarter Rd, and cut diagonally south-west across the river to highway 87.



Sharing

Spokespeople from each Table Talk group reported back to the whole group after 20 min. Discussion ranged broadly! Points made were:

- Speed bumps would be the quickest and cheapest traffic calming measures. Crosswalks could be built high to BE speedbumps. What are the barriers to speed tables as crosswalks?
- Jazz up pedestrian walkways – have buckets of flags that pedestrians carry across with them, put in bucket on other side.
- A turn lane is needed at the Upper School.
- The massive warehouse construction in Mebane is creating a lot of our truck traffic. In the end, we will need a bypass, a way around Sax. Carter Jordan has a proposed route, which would include a new bridge over the Haw.
- We need sidewalks. They are part of the trail system. Would it be possible to have sidewalks from 87 to Austin Quarter, and up Sax-Beth to Terra Stay?
- A pedestrian bridge over the Haw River is needed – architectural, for people & bikes & strollers, part of the trail. Very expensive.
- How can we use landscape plants to slow traffic and show that this is a residential community?
- A small, modular roundabout costs ~\$200,000. There's a new modular, composite model that DOT is trying first elsewhere in Alamance – there have been delays, but hopefully this summer.
- Crosswalks need repainted immediately. (DOT says may not be possible until whenever repaving is scheduled). We need to add 2 more crosswalks. Flashing lights (solar?) are needed by crosswalks, and more signs that pedestrians have right of way. People coming from the campground need a crosswalk at the corner of Moore's Chapel and Church.
- There is no visible daytime speed enforcement in Sax.

Two final thoughts:

- What can we do ourselves and what is considered DOT? What do we need to ask permission for, and what can we just do?
- Is there anything we can do about airbrakes on trucks? Can they be banned in town?

Appendix D

Community Meeting, May 30, 2024

This community meeting was the first meeting after the formation of Saxapahaw Forward, a nonprofit formed by community members for community members. The purpose of Saxapahaw Forward is to play a vital role in cultivating, sustaining, and enhancing the unique village identity of Saxapahaw to ensure that the big spirit of our rural community thrives for generations to come.

Saxapahaw Forward works towards multiple interconnected goals:

- **COMMUNITY:** Nurture a resilient and livable rural community that encourages social interaction, cultural expression, and a sense of belonging among community members.
- **NATURAL ENVIRONMENT:** Enhance access to and connections with Saxapahaw's landscape and riverscape, inviting appreciation and interdependent relationships among residents, visitors, and our natural environment.
- **SPACES:** Cultivate spaces and opportunities for meaningful interchanges between community members, businesses, visitors, and all who care for our village.

Saxapahaw Forward recognizes that change takes time. Between 2023 and 2024 much progress has been made. When the community gathered in 2023, participants identified a dozen projects to improve Saxapahaw. After this community meeting, several small action groups were formed. These action groups have taken a number of important steps forward:

1. Several people met with Chuck Edwards from the **Department of Transportation** multiple times. Among other things, he has helped Saxapahaw Forward recognize the many challenges we face. And he has emphasized the need for clear priorities, and for accurate maps and drawings to facilitate change.
2. Several people met with Wannetta Marlette, from the **Burlington Graham Metropolitan Planning Organization**. She shared her wealth of wisdom and highlighted the importance of hiring an engineer or consultant to create a comprehensive plan.
3. Matthew Hoagland, the **Alamance County Planning Director**, graciously visited Saxapahaw, walking around the village with community members and discussing concerns directly. He introduced Saxapahaw Forward members to the concept of traffic calming and the types of comprehensive plans we might consider. He is doing everything he can to support us.
4. The **Alamance County Department of Parks and Recreation** and the **Haw River Trail** folks have worked closely with community members as Saxapahaw actively becomes a trail town.
5. Steve Carter, our **County Commissioner**, has been a constant source of support for our community, and we are grateful for his dedication to Saxapahaw.

Saxapahaw Forward is continuing to strengthen these valuable relationships.

In addition to these efforts, two teams have been very active:

1. **The Landscaping and Beautification Team**, led by Harry Philips, has worked tirelessly to enhance the beauty of our community. This team has opened up overgrown spaces, added native plants, and made Saxapahaw more visually appealing.
2. And, most recently, a small team of community members, led by Lorraine McNamara, took steps to form a **nonprofit called Saxapahaw Forward**. Our hope is to be the driving force

behind hiring an engineer and creating a comprehensive plan for our community so we can take active steps toward making Saxapahaw safer and more pedestrian friendly for all.

The community meeting reviewed the work of the previous year and invited participants to answer three questions:

What is one word you would use to describe what you love most about this community?



The words most often shared were Community, Nature, Trails, and River. Many other words, shown above, were also shared.

Where are the places and spaces you connect to in Saxapahaw?

These are roughly in order of frequency with trails and the village center showing up on every activity sheet we collected.

- Trails
- Village Center (Ballroom to Gen Store and everything in between)
- Sellers Bldg / Post Office / Culture Mill
- Saturdays in Sax / The Hill
- Hawbridge School (Upper and Lower)
- Lake Access / Boy Scout Cabin
- Community Garden (Sax Patch)
- Amphitheater
- The Bridge / Gym / Yoga
- Dog Park
- Mote's Creek

- Farm Loop
- Campground
- Haw Village
- B Everett Jordan Elementary School
- Saxapahaw Village Kids Preschool
- Ballfield
- Farms
- Methodist Church
- Terra Stay
- Timberlake

What would make it easier for you to connect to the places and spaces you love in Saxapahaw?

Across the board, the community members who attended the meeting agreed that the community needs safer access to the places and spaces we love. It appears that 19 table groups formed and turned in data. While this data needs to be more closely analyzed for accuracy, an initial review of the data suggests the following (with the number of groups mentioning that specific topic in parentheses).

Sidewalks: (19 out of 19 groups)

- from Haw Village to the Village (6 out of 19)
- through the Village (19 out of 19, often identified as increased safety)
- from the Village to BEJ Elementary School (2 out of 19)
- up Moore's Chapel Cemetery Rd at least to the Campground (8 out of 19, often identified as connecting trails)
- from the Village to Timberlake (1 out of 19)

Crosswalks: (14 out of 19 groups)

- improve safety of crosswalk at Hawbridge/General Store (9 out of 19, listed in various ways)
- add crosswalk at Paperhand up to Post Office (1 out of 19)
- add crosswalk for better access to The Hill / Post Office (8 out of 19)
- add crosswalk across Church Rd toward Campground (8 out of 19)

Bike Lanes: (9 out of 19)

- from 54 to 87
- up Sweeps-Sax Rd

Improve entrance/exit to/from Island Park (2 out of 19)

Safer way to cross river on foot (7 out of 19, often listed as a pedestrian bridge across the river)

Add roundabout in front of Paperhand (1 out of 19)

Traffic calming measures everywhere! (8 out of 19)

Better School Zone markings for Hawbridge (1 out of 19)

Better signage coming into the Village (from all directions, 1 out of 19)

Public Parking / Parking Deck (5 out of 19)

Improve handicap accessibility (3 out of 19)

Pedestrian bridge over Mote's Creek on Sax-Beth Ch Rd (1 out of 19)

A directory for visitors (1 out of 19)

Adding a trail from the Boy Scout Cabin to the Farm Loop / Motes Creek (1 out of 19)

The objectives in this grant are primarily drawn from the list above, although it is clear that these various objectives have been raised again and again by members of this community.

