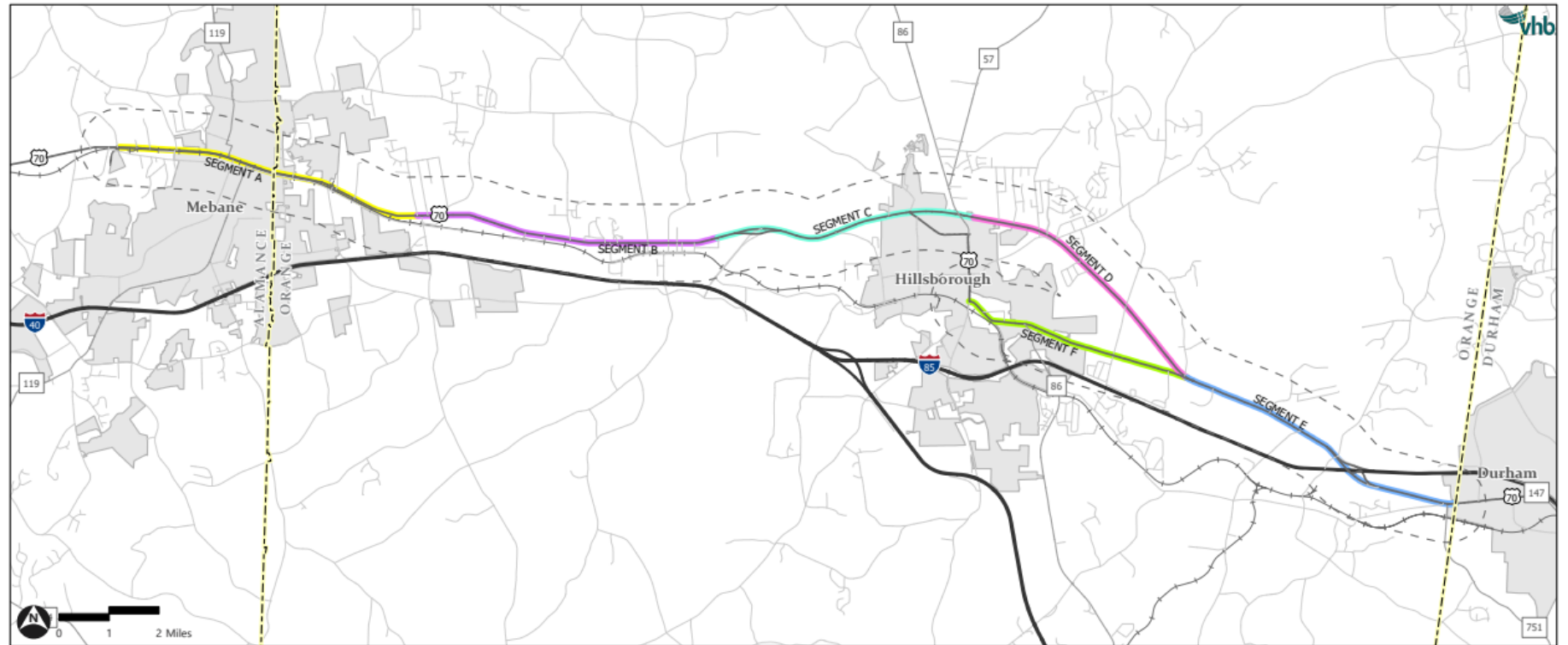




Policy Recommendations for the US 70 Corridor

US 70 Multimodal Corridor Study - Segment Map

US 70 from NC 119 in Mebane to the Orange / Durham County Line



Legend

- | | | | |
|-----------|-----------|-----------------------------|--------------------|
| Segment A | Segment D | US 70 Corridor Study Buffer | Railroad Track |
| Segment B | Segment E | County Boundary | Municipal Boundary |
| Segment C | Segment F | | |

- Segment A - US 70 from NC 119 to Mace Road
- Segment B - US 70 from Mace Road to Lloyds Dairy Road
- Segment C - US 70 from Lloyds Dairy Road to east of NC 86 (Churton Street)
- Segment D - US 70 from east of NC 86 (Churton Street) to US 70 Business
- Segment E - US 70 from US 70 Business to the Orange / Durham County Line
- Segment F - US 70 Business from NC 86 (Churton Street) to US 70



POLICY RECOMMENDATIONS FOR THE US 70 CORRIDOR

Segment A: From NC 119, through Mebane, to Buckhorn Road



If properties facing US 70 are redeveloped:

- Require new developments to build sidewalk OR
- Require new developments to dedicate space on the front of their property for a future sidewalk and pay a fee for the sidewalk to be constructed by another party.

*** A maintenance agreement between NCDOT and Orange County will likely be needed to support this policy long-term.*



POLICY RECOMMENDATIONS FOR THE US 70 CORRIDOR

Segment B: From Buckhorn Road, through Efland, to east of Lloyd's Dairy Road



- Support adherence to and regular updates for the Efland-Buckhorn-Mebane Access Management Plan (2011, rev. 2019).
 - Proper management of increased freight, transit, and other multimodal traffic through the commercial/industrial zone south of US 70 will improve mobility and safety for all users on US 70 that may be accessing I-85 via Mt. Willing Road or the I-85 Connector.
- Develop Travel Demand Management policies for incoming development associated with the Efland-Buckhorn-Mebane economic development area:
 - Update the Efland-Buckhorn-Mebane Access Management Plan to include pedestrian, bicycle, and transit connectivity recommendations.
 - Require new developments to build sidewalk or shared-use path or dedicate ROW for future construction along their frontage of the new roadways, and/or pay in lieu for future construction by others. A maintenance agreement between NCDOT and Orange County will likely be needed to support this long-term implementation.

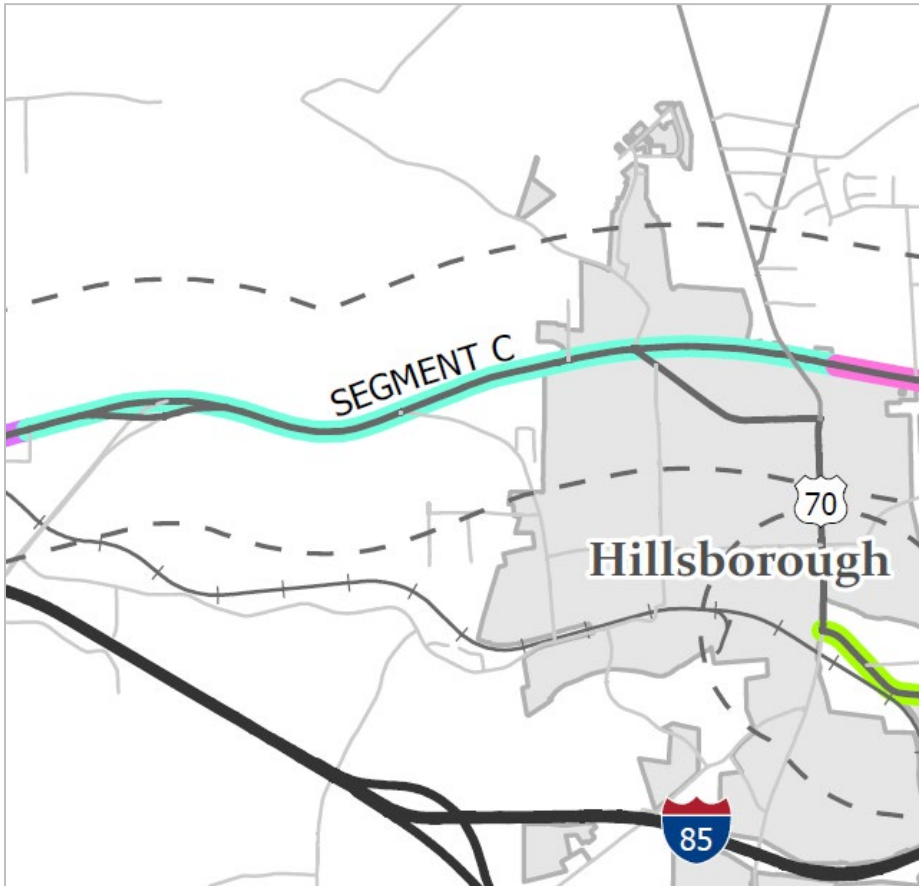
If properties facing US 70 are redeveloped:

- Require new developments to build sidewalk OR
- Require new developments to dedicate space on the front of their property for a future sidewalk and pay a fee for the sidewalk to be constructed by another party.

*** A maintenance agreement between NCDOT and Orange County will likely be needed to support this policy long-term.*



Segment C: From east of Lloyd's Dairy Road through NC 86 (N. Churton Street) intersection



If properties facing US 70 are redeveloped:

- Require new developments to build sidewalk OR
- Require new developments to dedicate space on the front of their property for a future sidewalk and pay a fee for the sidewalk to be constructed by another party.

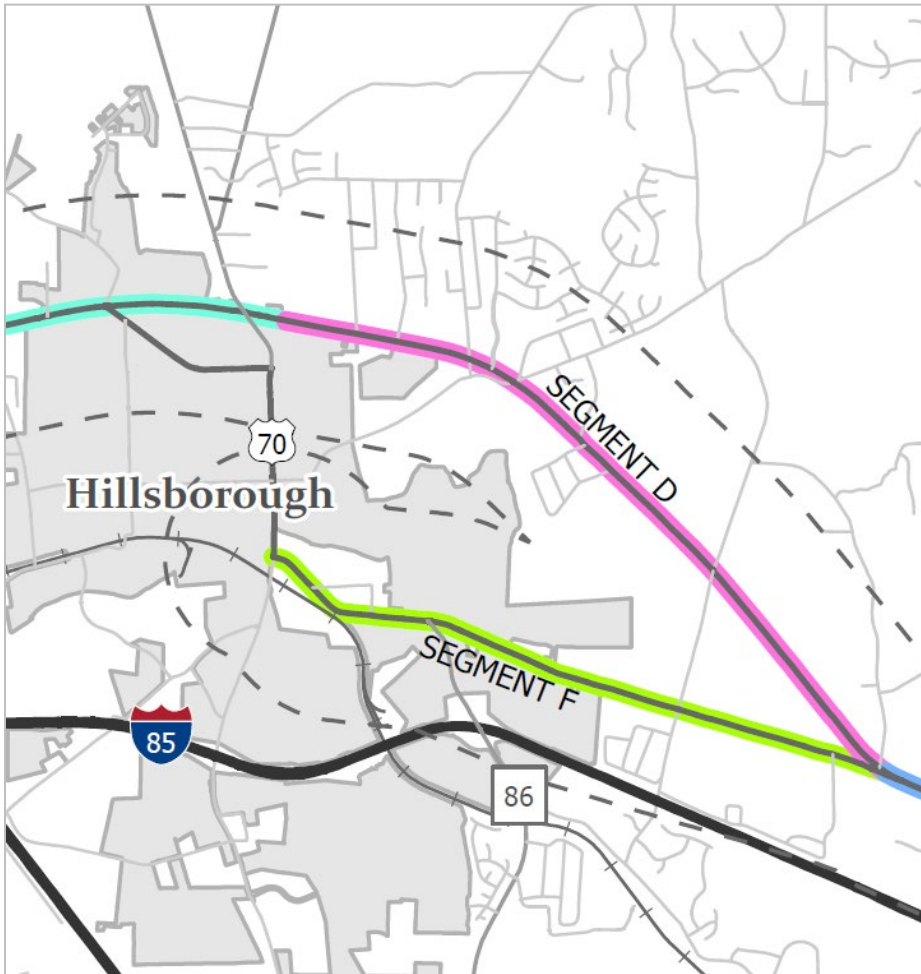
*** A maintenance agreement between NCDOT and Orange County will likely be needed to support this policy long-term for portions of the corridor outside of Hillsborough Town limits, until such development is voluntarily annexed into Hillsborough.*

- Reduce posted speed limit to 35 mph along the US 70 corridor within town limits.



POLICY RECOMMENDATIONS FOR THE US 70 CORRIDOR

Segment D: From just east of NC 86 (N. Churton Street) intersection to US 70 Bus/Palmers Grove Church Road



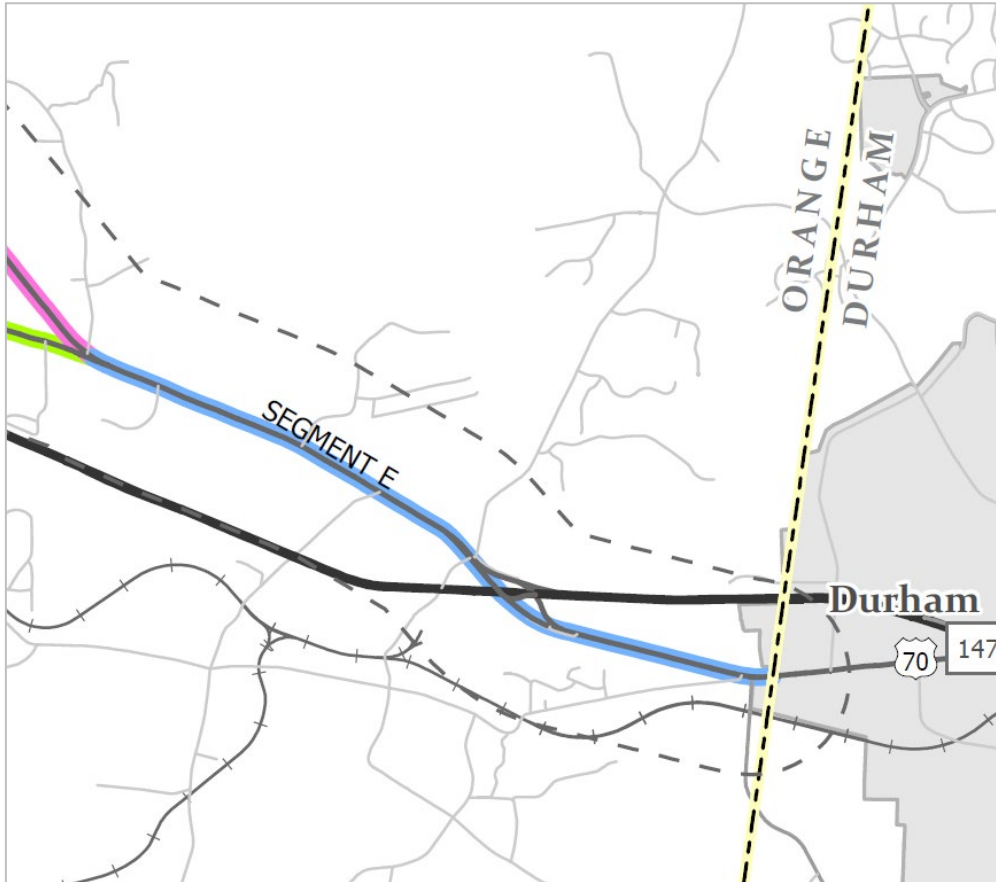
- Conduct NCDOT Municipal School Transportation Assistance (MSTA) school study to address circulation, queuing, and storage needs specific to Orange High and Middle School complex that impact US 70.
- If properties facing US 70 are redeveloped:
 - Require new developments to build sidewalk OR
 - Require new developments to dedicate space on the front of their property for a future sidewalk and pay a fee for the sidewalk to be constructed by another party.
- Reduce posted speed limit to 35 mph along the US 70 corridor within town limits.

*** A maintenance agreement between NCDOT and Orange County will likely be needed to support this policy long-term.*



POLICY RECOMMENDATIONS FOR THE US 70 CORRIDOR

Segment E: From US 70 Bus/Palmers Grove Church Road to NC 751



If properties facing US 70 are redeveloped:

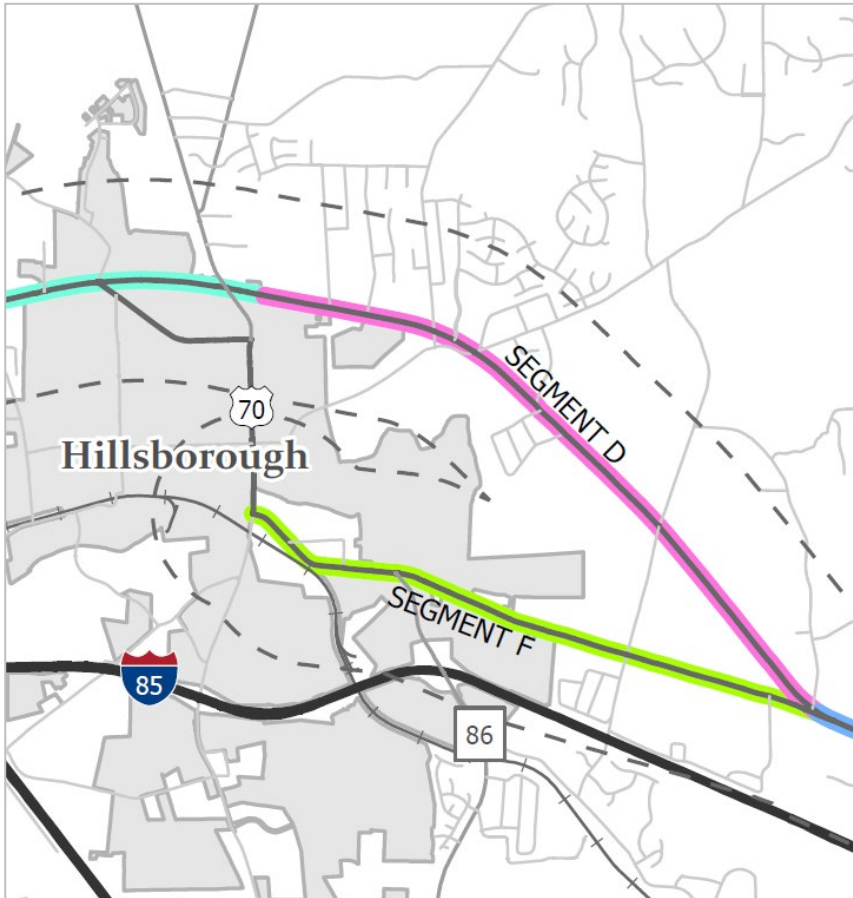
- Require new developments to build sidewalk OR
- Require new developments to dedicate space on the front of their property for a future sidewalk and pay a fee for the sidewalk to be constructed by another party.

*** A maintenance agreement between NCDOT and Orange County will likely be needed to support this policy long-term.*

- Collaborate with Eno River State Park on introducing park and ride services.



Segment F: US 70 Business from Old NC 86 (N. Churton Street) to US 70



- To accomplish the wide shoulder and 5' sidewalk recommendations for the segment, require new development to widen the shoulder and construct sidewalks along their frontage; alternatively, require them to dedicate space for future construction along their frontage, and/or pay a fee for future construction by others. A maintenance agreement between NCDOT and Orange County may be needed to support this long-term implementation for portions of the segment outside of Hillsborough Town limits.
- Prioritize the implementation of the recommended corridor typical section, completing gaps in connectivity between existing facilities and future facilities that may be put in place by new development.