

1

## Background

- Ridgeway Feasibility Study Phase 1 was completed (2023)
- Ridgeway Feasibility Study Phase 2 and Benefits Analysis (2024)

### Goals

- Determine alternative route options with project costs in mind
- Estimate the costs of alternative routes for comparison
- Determine the potential benefits of Ridgeway

HILLSBOROUGH

2

# Benefits Analysis

Big thanks!

The benefits analysis is the result of widespread community effort. A warm thank you to all the elected officials, business leaders, community members, partner agencies, appointed board members, and town staff who contributed to the document through their support, stories, survey responses, and enthusiasm for Hillsborough and its future.



3

**RIDGEWALK  
BENEFITS  
ANALYSIS**

Scan here for the  
**Ridgewalk  
Benefits Analysis**



4

# Public Engagement

- Survey
- Stakeholder Interviews
  - Chapel-Hill / Orange County Visitors Bureau
  - Anne & Arthur Fine Arts Supply
  - Collins Ridge Neighborhood
  - Colonial Inn
  - Cornwallis Hills Property Owners Association
  - Eno River Association
  - Eno River Mill
  - Hillsborough Visitors Center / Historic Hillsborough
  - Former Hillsborough Mayors
  - Local Developers
  - Becketts Ridge Neighborhood
  - Hillsborough Invasive Species Removal Volunteers
  - Local Artists
  - Weaver Street Market
  - Whits Frozen Custard
  - Hillsborough / Orange County Chamber of Commerce



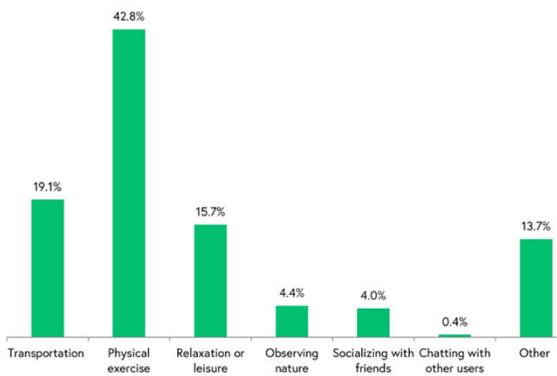
583

People responded to our survey!

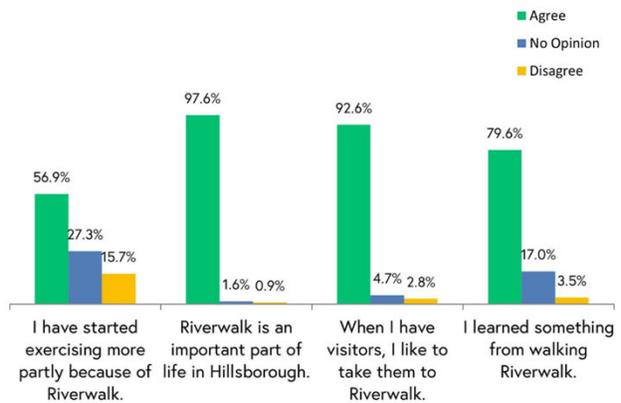


5

What would you use a new trail for?



Rate Each Statement Below with Agree, No Opinion, or Disagree.



6

“Very excited for this project and I hope it comes to fruition!”

If the Town were to implement a north-south trail (Ridgewalk) connecting downtown Hillsborough to the southern portions of the community, would you use it?

connected way downtown needs Hillsborough especially live depends goes  
 walk Yea sure Depends Definitely Possibly  
**Absolutely** Yes Absolutely **Yes** live Waterstone love  
**Probably** likely bike Absolutely Yes **Maybe** Riverwalk drive time  
 love Please use live north town

Word cloud of responses to Question 17

HILLSBOROUGH

7

# Academic Research

- Trails are associated with the greatest increase in exercise for those most at risk of inactivity.
- Trails have been shown to reduce costs associated with mental health treatment due to greater exercise availability.
- Investments in paved and unpaved trails contribute substantially to improved health, employee retention, and visitor spending.
- Trails generate cost savings due to lower rates of heart disease, diabetes, dementia, stroke, and other ailments.
- Localities have documented measurable reductions in downtown congestion after the installation of pathways and trails.

HILLSBOROUGH

8

# Economic Benefits



For every **\$1.00** Invested in Greenways Throughout NC

Greenways have **positive effects on nearby businesses** by attracting new businesses and increasing the sales of existing businesses that meet the needs of trail users.



**\$1.72** is generated through local business tax revenue, sales tax revenue, and health and transportation benefits.



# Property Values



A study of properties near bike paths in Delaware found that **homes sold, on average, 4% more than similar homes without bike paths.**



Smaller communities may see **positive, manageable increases in property values.**

# Environment



Greenway corridors preserve tree canopies and natural habitats, which in turn improves air quality and replenishes water supply.



Trails and Greenways can also mitigate floods by conserving natural areas from excess impervious surfaces.



# Health Benefits

- Public trails, shared-use paths, and greenways make exercise more accessible to a larger population, particularly low-income households.
- This translates into massive healthcare cost savings due to exercise's health benefits.



**\$225**  
Million

Annual Medical Costs that could be avoided through moderate or strenuous exercise in outdoor spaces.



# Transportation

Greenways can considerably reduce traffic congestion, as it provides safe, and efficient alternative transportation methods for residents to access their everyday needs.

A study of trails in North Carolina linked **walking, hiking, and cycling on Greenways** to be linked to **cost-related savings** as a result of:

- Less Annual Vehicle Maintenance
- Lower Vehicle Collision Costs
- Traffic Reduction

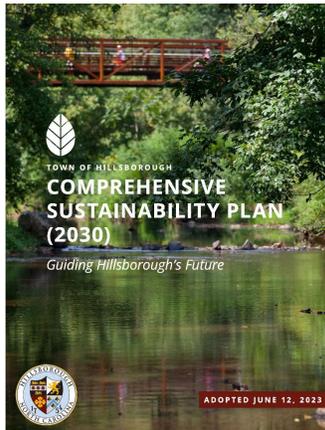
HILLSBOROUGH

13

# Alignment with Existing Plans



TOWN OF HILLSBOROUGH  
**STRATEGIC PLAN**  
FY2024-26  
Adopted 06-26-2023



TOWN OF HILLSBOROUGH  
**COMPREHENSIVE SUSTAINABILITY PLAN (2030)**  
*Guiding Hillsborough's Future*  
ADOPTED JUNE 12, 2023



**ORANGE COUNTY**  
NORTH CAROLINA  
STRATEGIC PLAN FY2025-2029

14



## Ridgewalk's Potential Benefits



Riverwalk has provided a space to **foster community and host social events** since its completion, **enriching Hillsborough's culture.**



Greenways have the added benefit of **fostering social interaction and providing the opportunity for children to play outdoors safely.**

## Wildlife Crossing and Safety

Ridgewalk can create a safe connection for animals as well as humans.

Between 2020 and 2022, there were a total of

**801**  
Animal  
Related  
Crashes

**48**  
Total  
Injuries

**\$2,55,150**  
in Property  
Damage

Giving wildlife a safe passage will reduce animal fatalities while also reducing dangerous animal-related vehicle crashes.

## Transportation Cost Burden

- According to the Census Bureau, most households in North Carolina own two or more vehicles.
- Households can cut costs by utilizing other modes of transportation.

The annual cost for owning **two vehicles** is estimated to be anywhere from **\$12,120 to \$25,114.**

## Future Train Station

- Passenger rail service
- Access to employment and area destinations
- Multimodal transportation hub



17

## Reducing Congestion

South Churton Street has an average of

**21,500**

**Trips Per Day,**

frequently leading to congestion and creating hazardous conditions for cars, pedestrians, and bicyclists.

Ridgewalk will provide a safe, reliable option for residents south of I-85 to access commercial districts and downtown Hillsborough, reducing the need to drive.



18

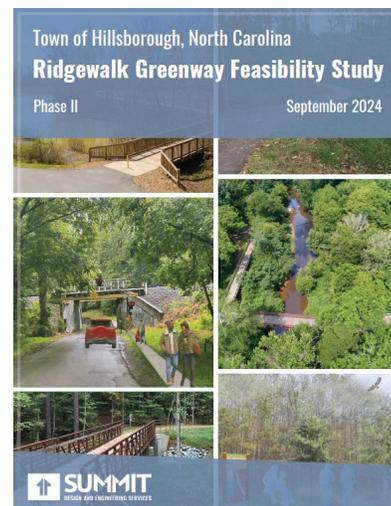
## Potential Funding Sources

- **Federal Funding Opportunities**
  - Active and alternative transportation grants
  - Wildlife crossing grants
  - Neighborhood revitalization and community change
- **State-wide funding sources**
  - Parks & Recreation grants
  - Transportation grants
  - Safety and congestion improvement grants
  - Land & Water Conservation Grants
  - Climate and Sustainability Grants
- **Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization**
  - Transportation Alternatives Program
  - Surface Transportation Block Grant
  - Congestion Mitigation and Air Quality
- **Other sources**
  - Corporate Sponsorships
  - Personal Donations
  - Naming rights
  - And many others!

## Feasibility Study Phase II

### Goals:

- Explore alternative routes
- Determine feasibility of alternatives
- Provide cross sections and quantities
- Provide cost estimates for alternatives



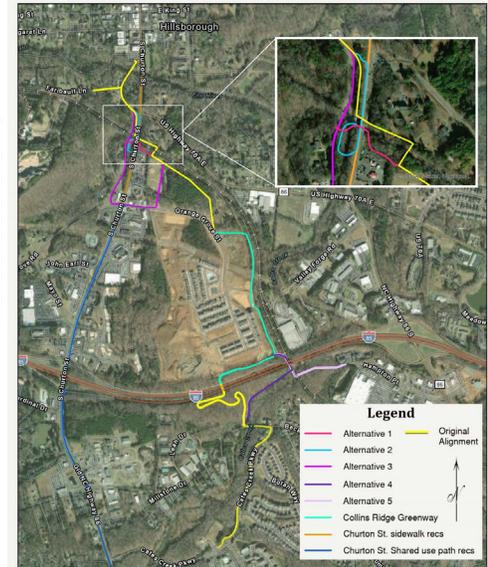
# Original Alignment

Table 1. Original Alignment Cost Estimate Summaries

Segment 1 (Original Alignment)	COST ESTIMATE (2024)	Segment 2 (Original Alignment)	COST ESTIMATE (2024)
Construction	\$6,641,265	Construction	\$5,319,637
Utilities	\$319,680	Utilities	\$79,920
Right-of-Way	\$88,300	Right-of-Way	\$4,700
Design and Engineering Fees (10%)	\$704,925	Design and Engineering Fees (10%)	\$540,426
Construction Administration (10%)	\$704,925	Construction Administration (10%)	\$540,426
Contingency (20%)	\$1,409,849	Contingency (20%)	\$1,080,851
Miscellaneous	\$387,917	Miscellaneous	\$387,917
<b>Segment 1 Total</b>	<b>\$10,256,860</b>	<b>Segment 2 Total</b>	<b>\$7,953,877</b>

Total: \$18,210,737

Figure 1  
Ridgeway Feasibility Phase 2 Planning

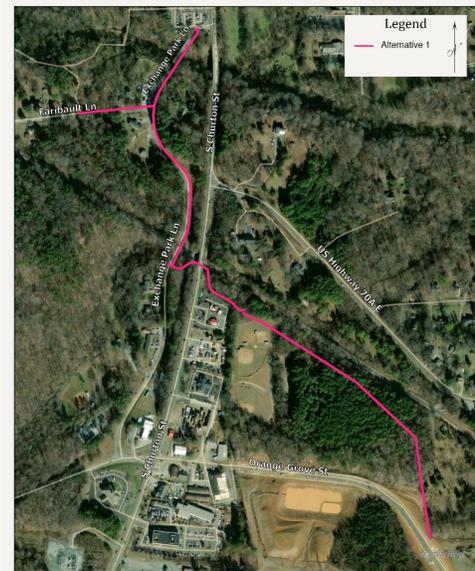


# Alternative 1

Table 2. Alternative 1 (Segment 1) Cost Estimate Summary

Alternative 1 (Segment 1)	COST ESTIMATE (2024)
Construction	\$3,136,298
Utilities	\$243,985
Right-of-Way	\$394,000
Design and Engineering Fees (10%)	\$377,428
Construction Administration (10%)	\$377,428
Contingency (20%)	\$754,857
Miscellaneous	\$387,917
<b>Alternative 1 (Segment 1) Total</b>	<b>\$5,671,913</b>

Alternative 1

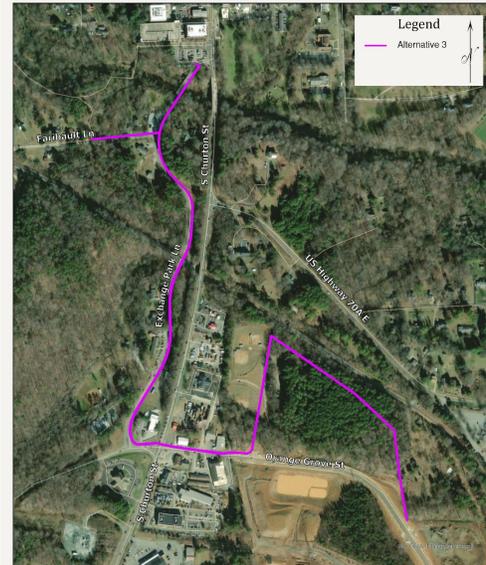


# Alternative 3

**Table 3. Alternative 3 (Segment 1) Cost Estimate Summary**

Alternative 3 (Segment 1)	COST ESTIMATE (2024)
Construction	\$2,971,740
Utilities	\$176,706
Right-of-Way	\$85,000
Design and Engineering Fees (10%)	\$323,345
Construction Administration (10%)	\$323,345
Contingency (20%)	\$646,689
Miscellaneous	\$387,917
<b>Alternative 3 (Segment 1) Total</b>	<b>\$4,914,741</b>

## Alternative 3

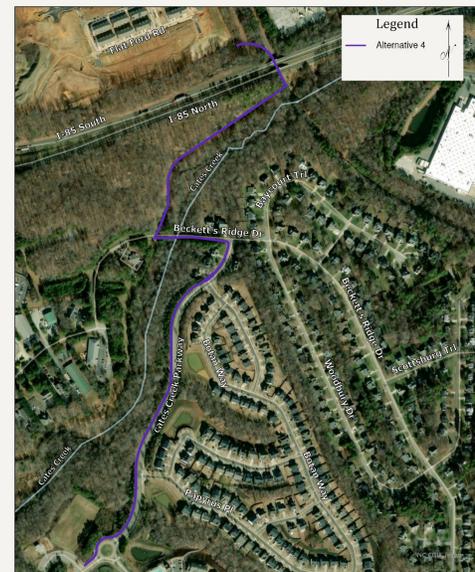


# Alternative 4

**Table 4. Alternative 4 (Segment 2) Cost Estimate Summary**

Alternative 4 (Segment 2)	COST ESTIMATE (2024)
Construction	\$1,750,720
Utilities	\$9,732
Right-of-Way	\$9,400
Design and Engineering Fees (10%)	\$176,985
Construction Administration (10%)	\$176,985
Contingency (20%)	\$353,970
Miscellaneous	\$387,917
<b>Alternative 4 (Segment 2) Total</b>	<b>\$2,865,710</b>

## Alternative 4



Alternative 2

Not feasible

HILLSBOROUGH

25

Alternative 5

Not feasible

HILLSBOROUGH

26

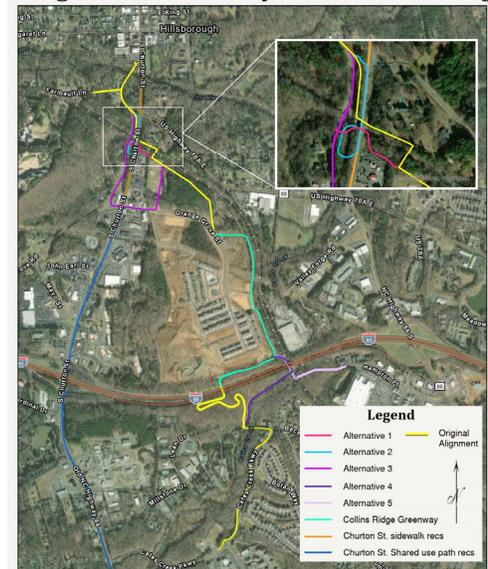
# Options

Original Alignment Segment 1	\$10,256,860
Original Alignment Segment 2	\$7,953,877
<b>Total Original Alignment</b>	<b>\$18,210,737</b>

Alternative 1 (using NCRR Corridor)	\$5,671,913
Alternative 4	\$2,865,710
<b>Total</b>	<b>\$8,537,623</b>

Alternative 3 (using sidewalks)	\$4,914,741
Alternative 4	\$2,865,710
<b>Total</b>	<b>\$7,780,451</b>

Figure 1  
Ridgewalk Feasibility Phase 2 Planning



Ridgewalk Cost Scenarios	Estimate	Annual Debt Payment	FY29 Funding Available	Surplus/ (Deficit)	Comments
<b>Option A - Original Alignment</b>					
Segment 1	10,256,860	(\$922,513)	533,000	(\$389,513)	
Segment 2	7,953,877	(\$715,380)	-	(\$715,380)	
<b>TOTAL</b>	<b>18,210,737</b>	<b>(\$1,637,894)</b>		<b>(\$1,104,894)</b>	Equals 6.9 cents on tax rate
<b>Option B</b>					
Segment 1 - Alt. 1 (using NCRR Corridor)	5,671,913	(\$510,138)	533,000	\$22,862	
Segment 2 - Alt. 4	2,865,710	(\$257,745)		(\$257,745)	
<b>TOTAL</b>	<b>8,537,623</b>	<b>(\$767,883)</b>		<b>(\$234,883)</b>	Equals 1.5 cents on tax rate. Can be funded by continuing annual \$50,000 "ramp-up" through FY34 Grants or other revenue sources could reduce this amount and/or decrease length of "ramp-up"
<b>Option C</b>					
Segment 1 - Alt. 3 (using sidewalks)	4,914,741	(\$442,037)	533,000	\$90,963	
Segment 2 - Alt. 4	2,865,710	(\$257,745)		(\$257,745)	
<b>TOTAL</b>	<b>7,780,451</b>	<b>(\$699,782)</b>		<b>(\$166,782)</b>	Equals 1.04 cents on tax rate. Can be funded by continuing annual \$50,000 "ramp-up" through FY32 Grants or other revenue sources could reduce this amount and/or decrease length of "ramp-up"
<b>Key Assumptions</b>					
1) Segment 1 construction begins January 2028, debt payment starts FY29					
2) Loans: 15 years @ 4.0% interest					
a. Reducing the loan to 10-12 years is an option to consider.					
b. Modeling a 15-year loan for Segment 1 provides more flexibility. Grants/other funding could lower the cost that a second financing may not be needed for Segment 2.					
3) No grants. This is done to be conservative in the model. Staff will pursue various grant opportunities.					
4) No naming rights funds. This is done to be conservative. Staff would need direction from the board to pursue this at an appropriate time.					
5) Debt capacity + ramp-up funds = \$1.3M by the end of FY28 to pay engineering/design up front, borrow less, and/or absorb cost escalations, etc.					
6) Yellow highlight = annual dollars needed to fund Segments 1 and 2					
7) Current "ramp-up" savings plan provides sufficient funding to cover annual debt service for Options B & C, plus additional surpluses in FY29.					

