

VILLAGE OF PINEHURST



Multi-modal Transportation Implementation Plan FY26-FY30

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MULTI-MODAL TRANSPORTATION IMPLEMENTATION PLAN

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SECTION 1: INTRODUCTION

1.1 VISION STATEMENT

The Village of Pinehurst envisions a community where pedestrians, cyclists, and golf carts coexist harmoniously within a well-connected, safe, and accessible transportation network. By integrating multi-modal transportation options, we aim to enhance mobility, reduce traffic congestion, and promote a healthier, more sustainable lifestyle for all residents and visitors.

1.2 HISTORY

Pinehurst, founded in 1895, has a rich history as a golf resort town, which has shaped its unique character and infrastructure. Over the years, Pinehurst has evolved from a leisure destination into a vibrant community. Historically, transportation in Pinehurst has been vehicle-centric, but there has been increasing interest in expanding options to include pedestrian, cyclist and golf cart infrastructure to support a more inclusive transportation network.

Historic and current municipal multi-modal efforts:

Village Greenway Master Plan

The Village Greenway Master Plan encompasses the existing Greenway trail, which spans approximately six miles and represents the first three phases of the broader Village Greenway Plan. The original plan envisioned a total of twenty-four miles of trail. An integral part of the Greenway Project is the Village Greenway Habitat Committee. This committee is dedicated to enhancing the Greenway as an educational resource for learning about native plants and wildlife. The Committee regularly surveys the Greenway to document its diverse flora and fauna.

The Greenway Master Plan features a network of loops and endpoints that traverse a suburban landscape, including parks, residential areas, open spaces, recreational facilities, and wooded regions. The trail supports activities such as running, walking, and cycling. Currently, golf carts are not permitted on the trail, though there has been public interest in exploring the possibility of allowing golf carts to be used on certain sections of this multi-modal pathway system.

Village of Pinehurst Engineering Standards and Specifications Manual

In August 2004, the Pinehurst Village Council adopted the Engineering Standards and Specifications Manual (ESSM), which sets the minimum design standards for all new development within the Village. Section 4.0 of this Manual outlines technical specifications for sidewalks (minimum thickness of four inches and minimum clear width of five feet) and greenways (minimum six inches of compacted stone screenings and minimum clear width of six feet). The Manual also includes standard details for Concrete Sidewalks, Brick Sidewalks, and Greenways. It has been amended several times since its adoption and the Village is currently under contract with the design firm Kimley Horn to review and update the ESSM.

Pinehurst Development Ordinance (PDO)

The Pinehurst Development Ordinance (PDO) was updated and adopted by the Village Council in October 2014. This ordinance establishes rules and regulations for development within the Village, including requirements for sidewalks and greenways. According to the current PDO, sidewalks

must be installed on one side of all new streets in residential developments with eight or more dwelling units and on both sides of all new streets in non-residential developments. The PDO defines a greenway as “a linear open space, either privately owned or owned by the Village or another government unit, which may include a trail for walking, bicycling, horseback riding, or other passive recreation, but not for vehicular use other than greenway maintenance.” The PDO is also under review by Kimley Horn, including sections regarding sidewalks and greenway trails.

Historic District Standards and Guidelines

The Historic District Standards and Guidelines, originally adopted by the Village Council in September 2006, provide design principles and standards for structures and landscaping within the local historic district. These guidelines are used by the Village’s Historic Preservation Commission (HPC) when reviewing proposed changes and new constructions within the district. While the guidelines do not include design standards for sidewalks or walkways, they do acknowledge that “original sand-clay and patterned brick sidewalks contribute to the character of some streetscapes in the District.” Projects within the public right-of-way do not require HPC approval according to these Standards and Guidelines.

1.3 OVERALL GOALS

1. Enhance connectivity for pedestrians, cyclists, and golf carts.
2. Improve “walkability” in the Village of Pinehurst.
3. Improve safety for all users of the transportation network.
4. Promote alternative and active transportation options.
5. Integrate transportation improvements with Pinehurst's long-term development plans.

1.4 SCOPE AND PURPOSE OF PLAN

This Multi-Modal Implementation Plan covers the fiscal years FY26 through FY30. The scope includes an assessment of current conditions, identification of needs, and development of strategies to improve transportation options for pedestrians, cyclists, and golf carts. The purpose of this plan is to provide a comprehensive framework for enhancing multi-modal transportation, ensuring that the Village is supported by a functional and inclusive transportation network.

SECTION TWO: CURRENT CONDITIONS

2.1 OVERVIEW

Pinehurst's transportation network currently includes a mix of roadways, sidewalks, pathways and bike paths. However, there are gaps in connectivity, and certain areas lack adequate infrastructure to support safe and convenient multi-modal travel.

2.2 INVENTORY AND ASSESSMENT OF EXISTING FACILITIES

- **Pedestrian Facilities:** The Village has 9 miles of walkways (including brick sidewalks, historic sand/clay paths, concrete sidewalks, stone screenings, asphalt trail, greenway trail, etc.). A map of Village walkways is included in Appendix A.

Overall, most sidewalks in Pinehurst are in good condition. However, there are several key issues affecting the pedestrian system:

- **ADA Accessibility:** Some sand/clay paths and sections of the Greenway do not meet Federal/State accessibility standards. Enhancements such as curb ramps, tactile detection pads, and paved paths would significantly improve accessibility.
 - **Lack of Sidewalks:** While many residential areas near Downtown have pedestrian pathways, most areas within the Village lack sidewalks entirely.
 - **Insufficient Connectors:** Many neighborhoods and popular destinations lack sidewalks that connect them to adjacent residential or commercial areas.
 - **Poor Repair:** Several sand/clay paths require repairs to fix problems like rilling, erosion, and root intrusion. Additionally, some intersections need curb ramp upgrades to comply with ADA standards.
 - **Pedestrian Intersections:** The Village has several busy intersections serving both vehicles and pedestrians. While some areas, such as Downtown, offer safe pedestrian facilities, many other intersections need safety upgrades. Improvements such as pedestrian signals, marked crosswalks, refuge areas, tactile warning devices, curb ramps, and paved paths are necessary to enhance pedestrian safety near vehicular traffic.
- **Cycling Facilities:** Bicycles are permitted on the greenway paths. There are no dedicated bike lanes on roads. Residents are interested in bicycling within Pinehurst, but safety concerns are preventing many from regularly riding a bike. Many also feel that there is a lack of connectivity to common destinations within the Village and that not enough biking facilities exist to safely access these destinations. Cycling facilities are included on the map in Appendix B.
 - **Golf Cart Facilities:** There are no golf cart-specific paths in the Village Rights of Way (ROW). Golf carts are permitted on Village roads, but not on state-maintained roads. Additional information can be found in the Village Ordinance § 71.17 OPERATION OF GOLF CARTS ON PUBLIC STREETS AND ROADS. Additionally, a map of approved state road crossings can be found [here](#).

SECTION THREE: EDUCATION AND ENCOURAGEMENT

The following options for education and encouraging use of multi-modal facilities will be spearheaded by the Bicycle and Pedestrian Advisory Committee (BPAC) with staff support as needed.

3.1 EDUCATION

- **Bike Safety Information:** Implement regular workshops or other methods to assist in safe cycling practices for all age groups.
- **School Programs:** Integrate bicycle safety education into school curriculums. Encourage walking school bus programs.
- **Public Awareness Campaigns:** Initiate campaigns to educate residents about the benefits and safety of cycling, as well as the proper ownership and operation of golf carts within the Village and on Village streets.

3.2 ENCOURAGING ALTERNATIVE TRANSPORTATION USE

- **Bike-to-Work Initiatives:** Promote programs that encourage commuting by bike, including incentives for businesses.
- **Community Events:** Host bike rides and events to promote cycling as a recreational activity.
- **Golf Cart Parking:** Promote the use of golf carts for transportation to events, highlighting their convenience and ease of parking compared to regular vehicles.

SECTION FOUR: SAFETY AND ENFORCEMENT

4.1 SAFETY AND MAINTENANCE

The Village plans to conduct regular audits and inspections to identify and address safety hazards, such as inadequate crosswalk markings and faulty pedestrian signals. By integrating these enforcement actions with ongoing maintenance and infrastructure improvements, the Village aims to create a safer and more efficient multi-modal transportation system for all users. These infrastructure improvements may include:

1. **Repairing Sidewalks:** Addressing issues such as cracks, uneven surfaces, and obstacles to ensure safe and accessible pedestrian pathways.
2. **Installing and Enhancing Crosswalks:** Adding or refreshing crosswalk markings at key intersections and mid-block crossings to improve visibility and pedestrian safety. This includes the addition of high-visibility paint and reflective materials.
3. **Adding Curb Ramps:** Installing or upgrading curb ramps at intersections and crosswalks to ensure compliance with ADA standards and facilitate easier access for individuals with disabilities.
4. **Improving Signage:** Installing clear and effective pedestrian signage to guide and alert both drivers and pedestrians. This includes adding directional signs, pedestrian warning signs, and markers to highlight safe crossing points.
5. **Enhancing Lighting:** Installing or upgrading street and pathway lighting in poorly lit areas to improve visibility for both pedestrians and drivers during nighttime or low-light conditions.
6. **Clearing Debris:** Regularly removing obstacles such as trash cans, vegetation, and other debris that can block pedestrian pathways and create hazards.
7. **Maintaining Safe Drainage:** Ensuring that stormwater drains and ditches are properly maintained to prevent flooding and potential hazards on pedestrian paths.

By implementing these small-scale improvements, the Village aims to create a safer and more user-friendly multi-modal transportation network for all residents and visitors.

4.2 BICYCLIST AND PEDESTRIAN CRASH ANALYSIS

- **Crash Data Analysis:** The Village will review and analyze data on accidents involving pedestrians, cyclists, and golf carts to identify high-risk areas and trends on an ongoing basis.
- **Risk Assessment:** The Bicycle, Pedestrian Advisory Committee will evaluate the safety of current infrastructure and propose improvements based on identified risks.

4.3 ENFORCEMENT ACTIONS FOR INCREASED SAFETY

The Village of Pinehurst will undertake a series of enforcement actions designed to enhance pedestrian and vehicular safety. Key measures will include strict enforcement of parking regulations to prevent obstructions on sidewalks and pedestrian pathways, ensuring that these

areas remain clear and accessible. The Village will also implement targeted enforcement of speed limits and traffic rules, particularly in high-traffic and school zones, to reduce accidents and improve overall safety.

SECTION FIVE: IMPLEMENTATION

This section details the necessary action steps for implementing multi-modal transportation improvements, establishes project priorities, and outlines a schedule for completing these projects over the next five years.

5.1 PRIORITY AREAS

Sites that currently generate or have the potential to generate multi-modal traffic include:

- **FirstHealth Moore Regional Hospital & Fitness Center:** This facility is connected to nearby greenways and local streets that are suitable for cycling.
- **Sandhills Community College:** Although there are no existing bicycle facilities along Airport Road leading to the college, this Plan suggests the addition of a sidepath or bikeable shoulders to connect the college with the Southern Pines greenway.
- **Rassie Wicker Park:** Pathways connect this park to the Village Hall and the Arboretum. On-street shared-lane bicycle routes could link the Village Green area to the park.
- **Village Arboretum:** This park features both paved and unpaved paths and is accessible from the Village Hall.
- **Village Hall:** Pathways from Rassie Wicker Park provide nearby access.
- **Harness Track/Fair Barn:** Currently, there are no bicycle routes leading to these locations.
- **Pinehurst Greenway:** This greenway links to Rassie Wicker Park, Cannon Park, Given Memorial Park, Highway 211, and extends beyond the FirstHealth campus to adjacent residential areas.
- **Given Memorial Library:** Accessible via several residential streets that offer a pleasant biking environment. Enhanced on-street pavement markings or route signage could improve cyclist safety and provide clear wayfinding.
- **Pinehurst Elementary School:** A recently updated sand/clay path connects the school to the adjacent residential community.
- **Various Resorts within the Village:** Some resorts are connected to the Greenway system, while others are on the periphery, accessible via low-speed, low-volume routes. Some resorts are not accessible via on-street bike routes and may require crossing high-speed, high-volume streets.
- **Chinquapin/Market Square Retail Areas:** This central shopping area in Pinehurst features sidewalks in fair to good condition extending from the center of the square to nearby residential areas. The paved sidewalks often connect to historic sand/clay paths.
- **Olmsted Village:** Although this popular destination is outside the Village limits, it is frequently visited by Pinehurst residents. The recent widening of Highway 211 included new concrete sidewalks on both sides of the road, terminating at Olmsted Village near the intersection of Highway 211, NC Hwy 5, and Central Park Avenue.
- **Established Neighborhoods to Village Center:** We want to make it easier for residents in established neighborhoods (e.g. Doral Woods, Pinewild, etc.) to access the Village Center without needing a car.

5.2 PRIORITIZED SIDEWALK PROJECTS

1. Ensure updates to the PDO include sidewalks in new developments
2. Ensure updates to the ESSM addresses sidewalk construction controls
3. Juniper Creek Boulevard concrete sidewalks from Deerwood to North entrance.
4. Morganton Road concrete sidewalks from Hwy 5 to 15-501.
5. Burning Tree Road concrete sidewalks from Pine Vista to Lake Forest Drive.
6. Lake Forest Drive concrete sidewalks from Burning Tree Road to Lost Tree Rd.
7. Lost Tree Road concrete sidewalks from Lake Forest Drive to McKenzie Road.
8. Monticello Road concrete sidewalks from Hwy 5 to Morganton Road.
9. East/West pedestrian crossing through the traffic circle area.

5.3 PRIORITIZED BICYCLE PROJECTS

1. Coordinate with NCDOT to develop an 8-foot-wide multi-use path along Airport Road from Forest Creek in Southern Pines to McKinnon Road. We have received partial funding through the Carbon Reduction Program via the SMPO.
2. Coordinate with NCDOT to develop an 8-foot-wide colored asphalt multi-use path along Highway 5 from the southern Village limits to Hwy 2/Pinehurst Resort/USGA. Coordinate with Aberdeen to extend further south if possible.
3. Create an 8-foot-wide multi-use asphalt path along the railroad tracks from Linden Road near Pinewild to Hwy 5.
4. Create an 8-foot-wide multi-use asphalt path under the powerlines from Linden Road at Pine Vista Drive to the Pinehurst Resort Beach

5.4 PRIORITIZED GOLF CART PROJECTS

NCDOT has made it clear that a shared path for pedestrians, bicycles, and golf carts is not permitted. Golf cart lanes must be physically separated, which makes the concept impractical—especially if the goal is to build two-way paths wide enough for safe travel. Given these constraints and considering the Village’s existing efforts to support golf cart accessibility, the list of additional opportunities is relatively limited.

1. Establish a legal golf cart crossing over NC 15-501 at the north entrance to Pinehurst No. 6. This would require constructing a 400-foot golf cart path along the west side of 15-501, extending north from Spring Lake Drive, to align with Spring Lake Road and facilitate a safe, direct crossing.
2. Consider additional permanent golf cart parking and temporary golf cart parking and special events.

5.5 FUNDING

- **Federal and State Funding:** The Village will collaborate closely with the Sandhills Metropolitan Planning Organization (SMPO) to secure federal and state funding for multi-modal improvement projects. A key focus will be advocating for these projects to be prioritized and incorporated into the State Transportation Improvement Plan (STIP).

- **Federal and State Grants:** The Village will apply for transportation and infrastructure grants as they are identified in which the Village is likely to receive grant funding.
- **Local Funding:** The Village will allocate \$460,000 annually from the general fund budget for multi-modal transportation improvements.
- **Partnerships and Sponsorships:** To the extent possible, the Village will collaborate with businesses and organizations for additional funding opportunities.

5.6 PRIORITIZATION AND IMPLEMENTATION TABLE

Fiscal Year	Type	Project Description	Material	Cost Estimate	Linear Feet
2026				\$1,797,023	18,225
2026	Historic Walkway	TBD	Chapel Hill Grit	\$53,813	700
2026	Bicycle	Coordinate with NCDOT to develop an 8-foot-wide multi-use path along Airport Road from Forest Creek in Southern Pines to McKinnon Road.	Screenings	\$420,000	7,000
2026	Walkway	Rattlesnake Trail to connect Village Place to new library location	Brick	\$345,938	2,500
2026	Walkway	Construction of Juniper Creek Boulevard concrete sidewalks from Deerwood to North entrance.	Concrete	\$934,800	7,600
2026	Multi-Modal	Establish a legal golf cart crossing over NC 15-501 at the north entrance to Pinehurst No. 6.	Asphalt	\$42,473	425
2027				\$1,419,920	79,750
2027	Walkway	Lost Tree Road concrete sidewalks from Lake Forest Drive to McKenzie Road.	Concrete	\$252,150	2,000
2027	Multi-Modal	Coordinate with NCDOT to develop sidewalks along Morganton Road from Hwy 5 to Hwy 15-501.	Asphalt	\$1,167,770	11,400
2028				\$1,609,682	56,250
2028	Multi-Modal	Create an 8-foot-wide multi-use asphalt path along the railroad tracks from Linden Road near Pinewild to Hwy 5.	Asphalt	\$1,060,468	10,100
2028	Walkway	Lake Forest Drive concrete sidewalks from Burning Tree Road to Lost Tree Rd.	Concrete	\$549,214	4,250
2029				\$1,708,702	23,900
2029	Walkway	Burning Tree Road concrete sidewalks from Pine Vista to Lake Forest Drive.	Concrete	\$556,322	4,200
2029	Walkway	Monticello Road concrete sidewalks from Hwy 5 to Morganton Road.	Concrete	\$1,152,381	8,700
2030				\$1,804,773	15,200
2030	Multi-Modal	Create an 8-foot-wide multi-use asphalt path under the powerlines from Linden Road at Pine Vista Drive to the Pinehurst Resort Beach.	Asphalt	\$802,798	7,100
2030	Multi-Modal	Coordinate with NCDOT to develop an 8-foot-wide colored asphalt multi-use path along Highway 5 from the southern Village limits to Hwy 2/Pinehurst Resort/USGA.	Asphalt	\$542,737	4,800
2030	Walkway	Coordinate with NCDOT to develop a sidewalk from the Airport Rd/McKinnon St intersection around the northeast corner of the traffic circle up to Memorial Drive. This will provide pedestrian east/west traversability through the traffic circle.	Concrete	\$459,239	3,300
			GRAND TOTAL:	\$8,340,101	

5.7 NCDOT PROJECTS WITHIN VILLAGE JURISDICTION

The Village will continue working closely with NCDOT to ensure the projects below are implemented effectively. Some of the projects listed in section 5.5 above may also be incorporated into the State Transportation Improvement Plan or other state initiatives, at which point they will transition to this NCDOT project section.

Fiscal Year	Type	Project Description	Status	NCDOT Cost Estimate	NCDOT Project Number
Ongoing NCDOT Coordination					
Ongoing	Walkway	Coordinate with NCDOT on R-5892 Modernization of Hwy 5 to include sidewalks	Funded for Engineering Only	\$53,492,000	R-5892
Ongoing	Walkway	Coordinate with NCDOT for Rattlesnake Trail & NC 211 Intersection Improvements	Not funded in P-7.0	\$6,899,000	H1921131
Ongoing	Bicycle	Request NCDOT pave bikeable shoulders on state roads when the roadways are repaved.	Requested	NA	

SECTION 6: MAINTENANCE

Ongoing maintenance is crucial for keeping the pedestrian network functional and ensuring its effective use. Village staff will perform quarterly inspections of all multi-modal facilities to address existing maintenance issues and identify new ones as they arise. The upkeep of these facilities is managed by both the Streets and Grounds Division of Public Services and the Building and Grounds Division of Parks and Recreation. Appendix C includes a map detailing which division maintains which facilities.

A full-time position was included in the FY26 budget to help address walkway maintenance needs. As new facilities are developed, maintenance responsibilities will be reassessed to ensure adequate coverage. When prioritizing and planning projects, long-term maintenance considerations will be factored in. Common materials used for these facilities—such as concrete, asphalt, screenings, and sand/clay—will be evaluated not only for functionality but also for maintenance costs, listed from least to most expensive to maintain..

CONCLUSION

By following this Multi-Modal Implementation Plan, the Village of Pinehurst will be better equipped to enhance its transportation network, making it more inclusive, safe, and efficient for all modes of travel.

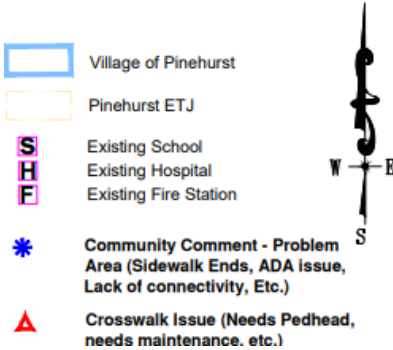
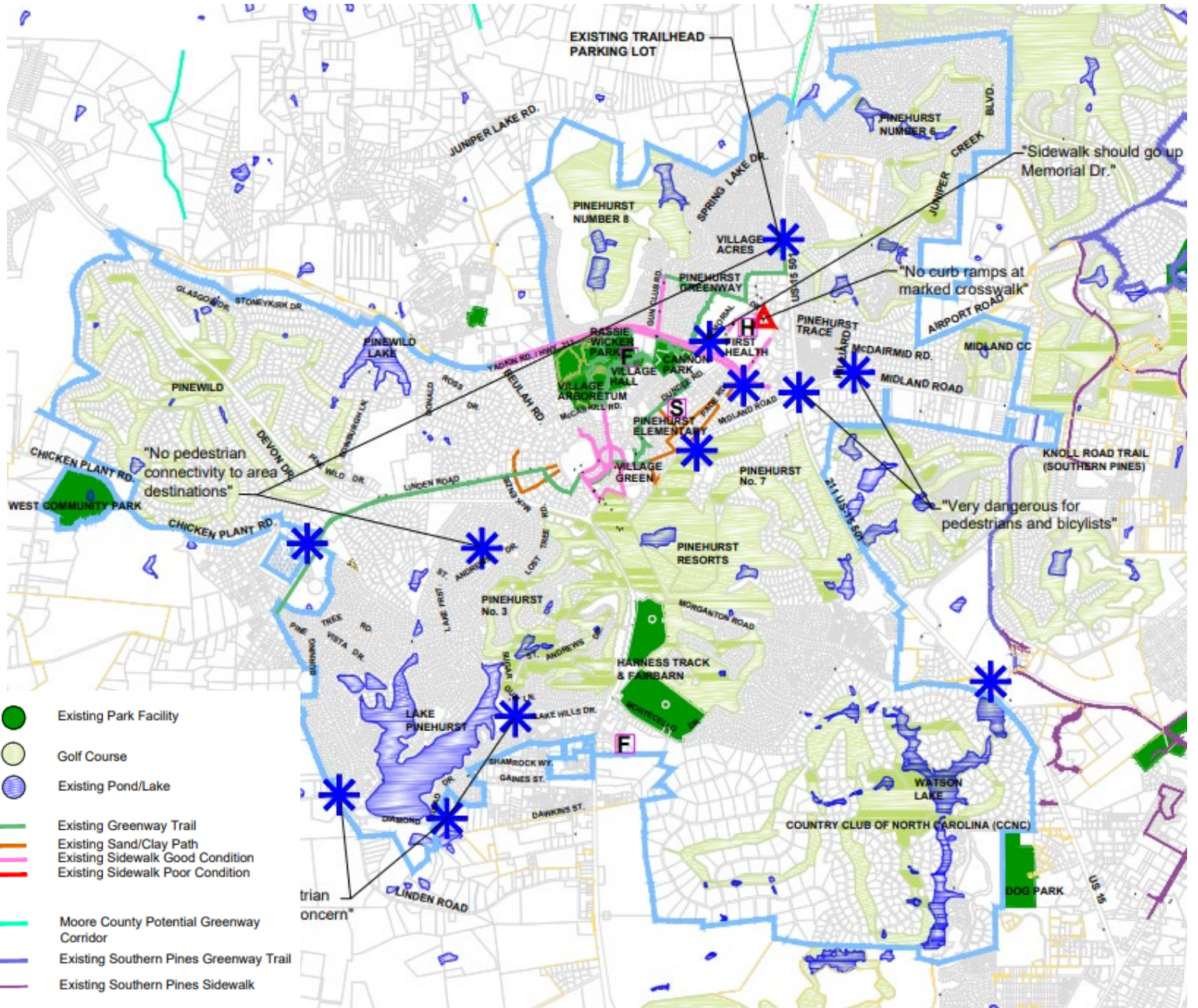
APPENDICIES

Appendix A: Existing Pedestrian Facilities

Appendix B: Existing Bicycle Facilities

Appendix C: Pathway Maintenance

Appendix A: Existing Pedestrian Facilities



Appendix C: Pathway Maintenance

[Interactive link](#)

