

Community Connectivity Plan



Photo courtesy of Nancy Espersen

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Community Connectivity Plan Contributors

2009 Parks and Recreation Board

Bryant Warren, *Chair*

Robb English

Nancy Espersen

Wendy Novicenskie

Jennifer Weaver

Stephen Whitlow (*Planning Board*)

Mike Gering (*Town Board*)

2013 Parks and Recreation Board

Robb English, *Chair*

Mary Donegan (*Planning Board*)

Michael Gering (*Town Board*)

Kevin McKenna

Emily McNally

Todd Stabley

Jennifer Weaver

Kim Woodell

Other Contributors

David Cook, *Eno River State Park*

Bill Crowther, *Classical American Homes Preservation Trust*

Holly Reid, *Walkable Hillsborough Coalition*

Staff

Stephanie Trueblood, *Town Planner*

Aspen Price, *Town Planner*

A special thanks is due to all of the community members who contributed their time, energy, and ideas during the public input sessions.

Executive Summary

In September 2007, the Parks and Recreation Board embarked on an extensive planning process to create a community connectivity plan that would provide specific recommendations to improve the pedestrian and bicycle environment in Hillsborough. Over the next 12 months, the board reviewed related elements of existing plans, evaluated existing resources, identified key destinations, and considered safety issues. Public input was solicited through a connectivity survey, three separate design charrettes, and a public input session. The board inventoried existing pedestrian and bicycle routes and amenities and identified sidewalk repair and maintenance issues. Based on the information gathered along with comments from the public input sessions, the board identified new infrastructure projects and amenities that are key to creating a safe, accessible, and cohesive pedestrian and bicycle network.

A series of recommendations are proposed for new infrastructure and amenities and an implementation schedule is presented in this plan. The recommendations include improvements to existing resources as well as the installation of new infrastructure, such as repair and maintenance to sidewalks in the Historic District, new sidewalk construction, bike lane striping, and greenway construction. Regional connections and connectivity barriers were considered when making route recommendations. The recommendations also propose design policies to create a cohesive aesthetic, enhance pedestrian and bicycle amenities, and coordinate signage. In addition, the board looked at funding opportunities and partnerships with local organizations to provide education and outreach about pedestrian and bicycle resources and community events. The implementation plan presented in this plan outlines specific tasks and sets priorities for accomplishing the recommendations.

In 2013, the Parks and Recreation Board conducted an update to include new infrastructure and amenities and review recommendations. With the implementation of the new Unified Development Ordinance, the pending construction of Riverwalk, and several sidewalk projects a number of the plan's recommendations have been accomplished since 2009. In addition, much of the needed sidewalk repairs and maintenance in the Historic District have been completed, and pedestrian and bicycle amenities have been added throughout town. The new park districts established in the 2009 Parks & Recreation Plan update were inventoried for existing pedestrian and bicycle amenities and areas where repairs or improvements are needed. Many of the recommendations introduced in the first plan are still relevant and important. In addition to these, the Board recommended that the Churton Street Corridor Strategic Plan and the Historic District be evaluated for specific pedestrian and bicycle improvements.

The Parks and Recreation Board recommends regular updates to the Connectivity Plan in order to ensure the plan's relevancy.

Table of Contents

Chapter 1: Plan Development

Introduction and Guiding Principles	6
Public Input in the Planning Process	9
Pedestrian and Bike Safety	16
Identifying Key Destinations	19
Map: Destinations in Hillsborough Area	21
Identifying Barriers to Connectivity	22
Map: Barriers to Connectivity	23
Review of Existing Plans	24

Chapter 2: Existing and Planned Pedestrian Routes and Amenities

Existing Inventory	30
Park District Inventory	33
Planned Pedestrian Improvements and Existing Pedestrian Ordinances	40
Map: Existing and Planned Sidewalks	42
Map: Existing and Planned Trails and Greenways	43
Existing Pedestrian Amenities	44

Chapter 3: Existing and Planned Bike Routes and Amenities

Existing Inventory and Planned Improvements	46
Existing Bike Amenities	47

Chapter 4: Design Policies

Design Policies for Pedestrian Paths	48
Design Policies for Bike Paths	57

Chapter 5: Recommendations

Recommendations	59
Map: Sidewalk Recommendations	71
Map: Greenway and Trail Recommendations	72
Map: Bike Lane and Route Recommendations	73
Map: Orange County Bike Plan	74
Map: Hillsborough Pedestrian Recommendations	75
Map: Future Pedestrian Map	76
Map: Comprehensive Pedestrian Plan	77

Chapter 6: Implementation and Beyond

Implementation Plan	78
Funding	81
Education and Outreach	88
Partnerships	90

Chapter 1: Plan Development

Introduction and Guiding Principles

Having a walkable, pedestrian-friendly community has long been an interest of Hillsborough residents. The 2007 Parks and Recreation Master Plan Update included a recommendation that a connectivity plan be created to advance the planning and implementation of safe, convenient, and efficient routes of travel for non motorized traffic. The general public interest purposes implicit in the Hillsborough Community Connectivity Plan are to promote public health and safety and enhance access to community facilities and destinations for all citizens and visitors.

Community Connectivity Plan Vision Statement

Hillsborough is a vibrant community, committed to connectivity, in which the growing population's needs for recreation, health, and wellness is supported by a network of safe and convenient options for alternative modes of travel between home, work, and area destinations via sidewalks, greenways, trails, and bike lanes.

Community Connectivity Plan Mission Statement

The Hillsborough Community Connectivity Plan inventories and analyzes existing pedestrian and bicycle resources in the town in order to make recommendations for infrastructure improvements to encourage safe and convenient bicycle and pedestrian travel between Hillsborough's neighborhoods and area destinations.

Goals of the Plan

- **Enhance Local and Regional Connectivity:** Develop an integrated, interconnected, comprehensive walkway, bikeway and shared-use path between neighborhoods and area destinations.
- **Increase Safety and Functionality:** Provide safe and functional pedestrian and bicycle routes throughout the connectivity network.
- **Promote Education and Outreach:** Educate public officials, business and community leaders, and the general public on the benefits of walking and bicycling by developing and distributing educational materials.
- **Identify Funding Opportunities:** Identify potential opportunities for funding the recommended physical improvements and educational materials.
- **Enact an Implementation Plan:** Develop an implementation plan for the recommendations outlined in the Connectivity Plan.

Scope of Work

1. Create an inventory of connectivity needs.
2. Review and coordinate existing plans that address connectivity.
3. Create an inventory of existing conditions and planned improvements. Identify repair and maintenance issues.
4. Develop a pedestrian and bike network.
5. Develop design policies for pedestrian and biking routes and amenities.
6. Explore funding and partnership opportunities
7. Recommend adjustments to existing plans, policy changes, ordinance amendments, and maintenance and management strategies.
8. Recommend new infrastructure, design policies, amenities, and education and outreach strategies.

Project Schedule

The table below shows the schedule of topics discussed by the Parks and Recreation Board at the monthly meetings.

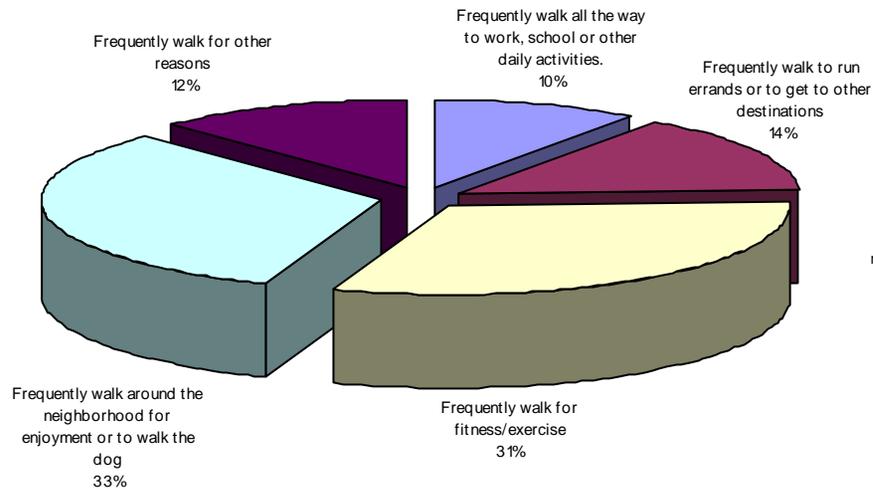
<i>Date</i>	<i>Activity/Focus</i>
September 2007	Develop Vision Statement, Develop Mission Statement, Develop Scope of Work
October 2007	Set Goals and Objectives
November 2007	No Meeting
December 2007	No Meeting
January 2008	Create a Needs Inventory (Design Charette)
February 2008	Review Existing Plans Relating to Connectivity
March 2008	Review Existing Plans Relating to Connectivity
April 2008	Inventory of Existing Conditions and Planned Improvements
May 2008	Development of Pedestrian and Bike Network (Design Charette): Gaps and Barriers
June 2008	Development of Pedestrian and Bike Network (Design Charette): Regional Connections
July 2008	Identify Design Policies
August 2008	Development of Bike Network (Design Charette): Bike Routes and Lanes Amenities
September 2008	Discuss Funding Opportunities
October 2008	Continue Funding Discussion and the Role of the Parks and Recreation Board
November 2008	Identify Education and Outreach Opportunities
January 2009	Develop Implementation Plan
February 2009	Review Draft Document
March 2009	Approve Final Document and Make Recommendation to Town Board
November 2013	Comprehensive Plan Update

Public Input in the Planning Process

Several means of public input were solicited during the planning process including design charettes and a community survey. Design charettes are collaborative design sessions in which town officials, town staff, and residents work in small groups to come up with a design solution that integrates all of their interests and ideas. An extensive community survey on walking and biking allowed residents to describe their current walking and biking patterns, and express how they would like to see the pedestrian and biking environment develop. The survey was completed by 135 residents and visitors. Below are graphics that represent the responses. The results are explored further in the next section.

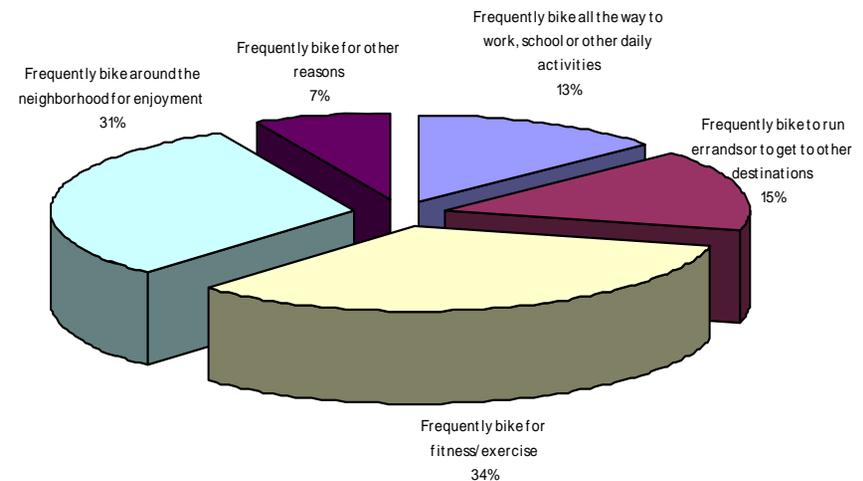
Pedestrian Activity

135 Total Responses



Bike Activity

135 Total Responses



In addition, a public comment period and public hearing were carried out before the plan was reviewed by the Planning Board and Town Board.

Design Charettes

The Parks and Recreation Board conducted three design charettes in January, May, and June of 2008 in which the board members and citizens were able to add their input to the planning process. Each meeting was open to the public and the agendas were posted on the town Web site. The January charette focused on identifying the major pedestrian and bike routes and corridors. In May, the participants worked on identifying gaps and necessary connections, as well as barriers to connectivity. Existing sewer easements that are in strategic locations for pedestrian easements were identified. In June, the Parks and Recreation Board invited representatives from organizations with a key interest in regional connectivity. As a result of the three charettes, local pedestrian and bike networks were developed. Both networks were analyzed in a regional context, and key connections to the existing and planned regional systems were added where appropriate. General comments and ideas from these sessions are listed below.

Comments on Pedestrian Connectivity:

Gaps and Needed Connections

- Connect US 70A (Tuscarora) to the Triangle SportsPlex
- Connect Corbinton Commons to downtown
- Connect West Hillsborough to downtown
- Connect each park district to downtown
- Connect perimeter green spaces to downtown
- Connect Classical American Homes properties and Occoneechee State Natural Area with downtown

Sewer Easements That Are Strategic Walking Easement Sites

- Gateway Center to Wake Street
- Central Elementary School to the Eno River
- Historic Occoneechee Speedway Trails to the Triangle SportsPlex

Regional Context

- Eno River Association: 4,000-5,000 acres. Most likely will be connected with the Mountains to Sea trail.
- Eno River State Park: 4,000 acres. Master Plan calls for 7,000+ acres. An opportunity exists to connect to Falls Lake with a greenway.
- Occoneechee Mountain State Natural Area: Currently has 3 miles of trails. Will be connected to the Mountains-to-Sea Trail corridor and Riverwalk greenway.

Comments on Bicycle Connectivity:Gaps and Needed Connections

- Install bike lanes (striping) on heavily trafficked streets in Town, such as South Churton Street.
- Install bike lanes to the SportsPlex and Hampton Pointe, as NC 86 doesn't have wide shoulders, and frequently has heavy traffic volumes at high speeds.
- Install a bike path or bike lane that connects the neighborhoods south of I-85 such as Waterstone, Beckett's Ridge, and Cornwallis Hills to downtown.
- Install additional bike racks around town.
- Install signs to mark recommended bicycle routes.
- Conduct public education and outreach campaigns about bicycle safety and rules of the road.

Regional Context

There are many rural roads around Hillsborough that are used by cyclists for longer rides, particularly on weekends. Very few of these roads have bike lanes or even wide shoulders. Work with Orange County to develop comprehensive plan for bicycling.

Barriers

- Highways and Interstates: they have large traffic volumes moving at high speeds and are not designed to be considerate towards bicyclists.
- Bridges: it is hard to install bike lanes if there isn't a preexisting wide shoulder.

Community Connectivity Survey

The Community Connectivity Survey was given to residents at various community events-such as the weekly Farmers Market, Walkable Hillsborough Day, Fairview Live, and Last Friday- as well as given out to the Kiwanis Club and two neighborhood associations, and posted on the town website. The survey responses were collected over a period of two months.

The survey results clarified that while the majority of Hillsborough residents have means of transportation other than walking or biking, they want to be able to walk and bike around town safely. Hillsborough residents mostly use walking and biking for fitness or enjoyment. Approximately half of the 135 respondents never walk all the way to work, school, or other activities, but 75 percent frequently walk for fitness or exercise, and 78 percent frequently walk for enjoyment or to walk a dog. Residents were less likely to bike around town, with only 25 percent frequently biking for fitness or exercise and 24 percent frequently biking for enjoyment.

To further analyze the pedestrian and biking habits, the responses were separated by location into either “Live in Central Hillsborough,” (referred to as “inside”), “Live Outside of Central Hillsborough,” (referred to as “outside”) or “Location Unknown.” Central Hillsborough was defined as the area south of US 70, north of I-85, and to the west of where Elizabeth Brady Road would meet US 70 if it was extended north. A western boundary wasn’t defined because there is a clear town limit to the west of Hillsborough and there were no survey respondents beyond it. These boundaries were chosen because they are major impediments to pedestrian connectivity.

Respondents that live in central Hillsborough are more likely to walk to commute or to run errands than respondents that live outside of central Hillsborough.

- Frequently walk all the way to work, school or other daily activities: 44% inside, 12% outside.
- Frequently walk to run errands or to get to other destinations: 56% inside, 22% outside.

The majority of respondents regularly walk for fitness or exercise no matter where they live.

- Frequently walk for fitness/exercise: 79% inside, 75% outside.
- Frequently walk around the neighborhood for enjoyment or to walk the dog: 79% inside, 73% outside.

Residents within central Hillsborough are much more likely to bike to commute or to run errands than those that live outside central Hillsborough.

- Frequently bike all the way to work, school or other daily activities: 24% inside, 2% outside.
- Frequently bike to run errands or to get to other destinations: 24% inside, 2% outside.

Similarly to walking, residents bike regularly for fitness or exercise no matter where they live.

- Frequently bike for fitness/exercise: 24% inside, 23% outside.
- Frequently bike around the neighborhood for enjoyment: 24% inside, 21% outside.

The survey asked what would have the greatest impact on improving the pedestrian and bicycling environment in Hillsborough. The ranking of the six pedestrian and bicycle environment improvements is below, with the first one having the greatest impact.

- | | |
|---|--|
| 1. More and better sidewalks. | 4. Drivers better obeying the rules of the road. |
| 2. More and better bike lanes, routes, and signage for bicycling. | 5. Pedestrian and Bicyclists better obeying the rules of the road. |
| 3. More recreational paths and trails. | 6. More and better lighting along streets and paths. |

- More respondents in central Hillsborough cited more and better sidewalks as the greatest improvement: 49% inside, 37% outside.
- More respondents outside of central Hillsborough cited more and better bike lanes, routes, and signage for bicycling as the greatest improvement: 21% inside, 34% outside.
- Respondents outside of central Hillsborough were more likely to say pedestrians and bicyclists should better obey the rules of the road: 0% inside, 6% outside.
- Respondents in central Hillsborough were more likely to say drivers should better obey the rules of the road: 7% inside, 2% outside.

When asked what would encourage them to walk or bike more frequently, 47% of respondents combined chose 'More off-road paths for walking or biking,' and 'More places I want to go within walking distance.' The responses are listed below, with the first one believed by respondents.

- | | |
|--|---|
| 1. More off-road paths for walking or biking. | 6. Less traffic. |
| 2. More places I want to go within walking distance. | 7. Drivers following the rules of the road. |
| 3. Better sidewalk surface quality. | 8. Safer intersections. |
| 4. Fewer physical barriers when going to my destination. | 9. Improved public safety. |
| 5. Wider sidewalks. | 10. Nothing, I prefer to or need to drive. |
| | 11. Better facilities for people with mobility limitations. |

- Respondents in central Hillsborough were more likely to choose 'More off-road paths for walking or biking' (38% inside, 20% outside), and 'Fewer physical barriers when going to my destination' (8% inside, 7% outside).
- Respondents that live outside of central Hillsborough cited 'More places I want to go within walking distance' (20% inside, 24% outside), 'Less traffic' (4% inside, 7% outside), and 'Improved public safety' (1% inside, 5% outside) as improvements most encouraging to pedestrian activity.

Most residents listed downtown Hillsborough, government offices, local parks and recreation facilities, and commercial developments as the most desired destinations, and many wanted to have access to downtown from neighborhoods on the outskirts of town, such as along South Churton Street or U.S. 70. The majority of returned surveys stressed a need for access to common destinations along well-maintained routes from neighborhoods and communities that are not immediately downtown. Other comments from the survey included concerns about safety for children and pedestrians and listed a desire for improvements like listed more attractive entranceways into downtown Hillsborough, building a higher-density community, more public art, benches, and bike racks, and regional connections to places like Chapel Hill.



Photo courtesy of Nancy Espersen

“Encouraging walking and biking is critical to the health of our community in so many ways -physically, environmentally, mentally, emotionally, as well as to our safety and our cohesion as a community. Let's help Hillsborough grow in such a way that maintains a focus on the close-knit community that we have here!”

Survey Respondent

Some of the comments from the Community Connectivity Survey are listed below:

- Hillsborough needs public art and more benches.
- Hillsborough is a beautiful and friendly town. I'd like the chance to interact with my neighbors and not always have to use my car. Our children need safe paths to navigate the town, visit their friends and practice some independence.
- Need paved - not mountain bike - bike trails off of the street.
- You need to encourage density and preserve open space so the walking distances are shorter, speeds are slower, and there are more destinations.
- There should be more natural areas for people to walk.
- I would love a trail from Chapel Hill to Hillsborough
- Please install bike racks downtown, at least one at the TTA bus stop at the police office so I can bike to catch the bus to Chapel Hill. And prioritize building sidewalks on through streets like West King and West Hill.
- A sidewalk is seriously needed along South Churton Street for pedestrian safety and public safety. The walkers along that section of public highway are doing so out of necessity, not for recreation.
- More cycling education for drivers about right-of-ways and signs to remind drivers to share the roads.
- The Town hasn't made walking or biking for children and seniors a top priority. If the seniors could walk to the SportsPlex or the nursing home that is there could push a senior down to Weaver Street for lunch, what a benefit for the senior and their health as well as the health of our town by having people spend their money in the town of Hillsborough. Seniors don't have a lot to spend on gas and many don't drive. Walking through Hillsborough with connecting sidewalks to major sections of town would benefit all concerned as well as our health.
- I realize that in all likelihood pedestrian and bike paths will focus on recreational needs, but it would mean so much to the future of Hillsborough if we could consider having bike paths and sidewalks that went where people need to go. There are so many areas that are basically pedestrian/bike friendly the problem is connecting them together into a viable transportation system, which would actually be a somewhat realistic goal that could benefit the town enormously.
- Direct sidewalk and bike lane from St. Mary's Road to town.
- Bike routes on the current roads.
- More things to walk to – more options would be all I'd need.
- I think Hillsborough could greatly benefit from connective walkways and bike paths that lead to an outdoor community. It would also help alleviate some of the traffic issues projecting from the ongoing growth.

Pedestrian and Bike Safety

Safety is a priority when designing pedestrian and bike networks. A safe travel route encourages citizens to use walking and biking as a primary means of travel. When people don't feel that the route to their destination is accessible and safe they are more likely to drive there. Key to facilitating pedestrian and bike activity is the creation of safe routes for pedestrians and bikes through reaping and installing sidewalks, employing traffic calming strategies, and providing proper signage. The following are statistics on pedestrian and bike crashes in Orange County. Crashes are counted where at least one of the parties involved is a pedestrian or bicyclist.

Pedestrian Crashes by Location															
Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
Rural	6	4	5	1	0	5	7	5	3	2	5	7	2	7	59
Urban	27	31	31	31	38	26	31	36	33	44	39	23	25	33	448
Totals	33	35	36	32	38	31	38	41	36	46	44	30	27	40	507

Pedestrian Crashes by Speed Limit															
Speed Limit	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
5–15 mph	5	7	3	6	5	2	6	3	7	5	4	6	6	6	71
20–25 mph	12	15	16	12	15	10	17	21	16	21	19	11	9	14	208
30–35 mph	5	5	9	10	6	5	4	5	6	11	10	3	4	8	91
40–45 mph	5	3	2	2	3	6	3	3	1	4	9	3	4	5	53
50–55 mph	4	1	2	0	0	0	3	2	1	1	1	5	1	2	23
60–75 mph	0	1	1	1	0	2	3	1	0	1	0	1	0	1	12
Unknown	2	3	3	1	9	6	2	6	5	3	1	1	3	4	49
Total	33	35	36	32	38	31	38	41	36	46	44	30	27	40	507

Source: NCDOT, Division of Bicycle and Pedestrian Transportation; University of North Carolina Highway Safety Research Center

Bicycle Crashes by Location															
Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
Rural	3	6	7	3	0	2	3	4	8	3	5	4	3	4	55
Urban	24	21	27	30	25	13	16	12	32	19	8	30	18	19	293
Total	27	27	34	33	25	15	19	16	40	22	13	34	21	23	348

Bicycle Crashes by Speed Limit															
Speed Limit	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
5–15 mph	1	2	1	6	2	0	1	0	2	0	1	2	1	0	19
20–25 mph	10	12	11	10	9	5	8	10	18	11	5	14	11	12	146
30–35 mph	6	9	11	11	13	7	2	2	7	7	2	10	6	5	98
40–45 mph	7	1	7	1	0	2	6	2	9	3	4	5	1	4	52
50–55 mph	1	3	1	3	9	1	9	2	3	9	1	1	1	1	18
Unknown	2	0	3	1	1	0	2	0	1	1	0	2	1	1	15
Total	27	27	34	32	25	15	19	16	40	22	13	34	21	23	348

Source: NCDOT, Division of Bicycle and Pedestrian Transportation; University of North Carolina Highway Safety Research Center

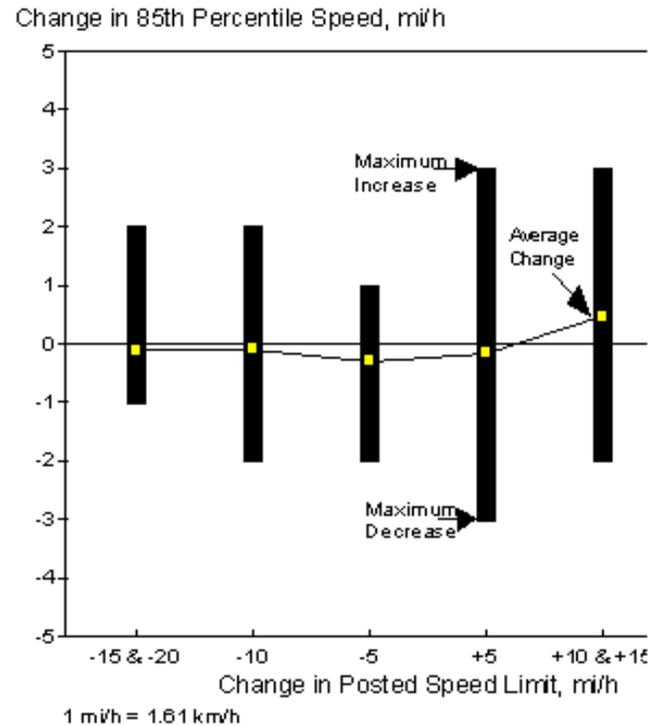
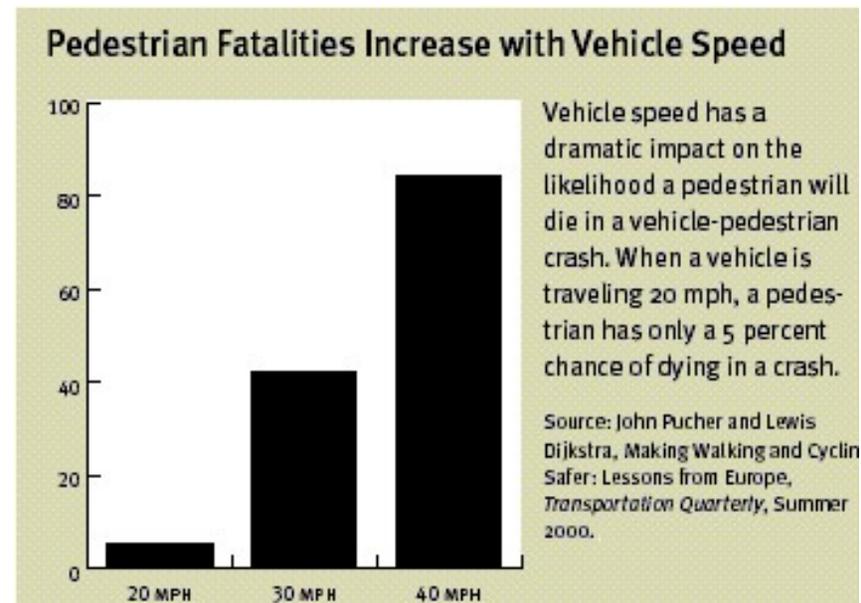


Figure 7. Effects of altering speed limits by various amounts on non-freeways (Parker, 1997).

Source: <http://www.dot.state.oh.us/dist1/planning/TrafficStudies/2hj01%21.pdf>

While these crash numbers indicate that safety for both pedestrians and bicyclists is greater at a posted speed limit of 20 mph as opposed to 25 mph, this difference in crash rates may be due to the fact that 25 mph zones are more prevalent than 20 mph. However, street design experts acknowledge that while lower speed limits reduce the chances of severe injury, lower speed limits do not necessarily reduce driver speed. The most effective way to change driver speed and increase pedestrian safety is to employ traffic calming measures that alter the driving environment, forcing drivers to slow down and be more aware of their surroundings. Traffic calming measures are discussed further beginning on Page 54.



Identifying Key Destinations

Common destinations are an integral consideration in determining important routes and connections for pedestrian and bikes. Key destinations in Hillsborough include parks, public services, commercial venues, schools, and tourist attractions. The Parks and Recreation Board identified the following key destinations in Hillsborough. The map of destinations on Page 21 shows their spatial orientation.

Parks

- Exchange Club Park
- Fairview Park
- Gold Park
- Hillsborough Heights Park
- Historic Ocooneechee Speedway Trails
- HYAA ball fields
- Murray Street Park
- Ocooneechee Mountain State Natural Area
- Poet's Walk at Ayr Mount Historic Site
- Riverwalk / MST Primary Route
- Turnip Patch Park
- Cates Creek Park and Greenway

Public Services

- Central Orange Senior Center/Orange County SportsPlex
- Central Recreation Center
- Future transit station locations
- Gateway Center
- Hillsborough/Orange County Chamber of Commerce
- Hillsborough Visitors' Center

- Historic Orange County Courthouse
- Government Services Center & Annex
- Orange Congregations in Mission
- Orange County Department of Social Services
- Orange County Environmental and Agricultural Center
- Orange County Historical Museum
- Orange County Justice Facility
- Orange County West Campus
- Post Office
- Police Station
- Public Library
- Town Hall
- Town Hall Annex
- TTA/OPT public transit stops
- UNC Hospital
- Whitted Human Services Center Complex

Retail / Restaurant

- Churton Grove Shopping Center
- Daniel Boone Village
- Downtown Restaurants & Retail
- Farmers' Market at the Public Market House
- Grocery Stores
- Hampton Pointe Shopping Center
- Historic Eno River Mill
- North Hills Shopping Center
- South Churton Street Restaurants & Retail
- Waterstone Commercial District
- Weaver Street Market
- West End Commercial District

Schools

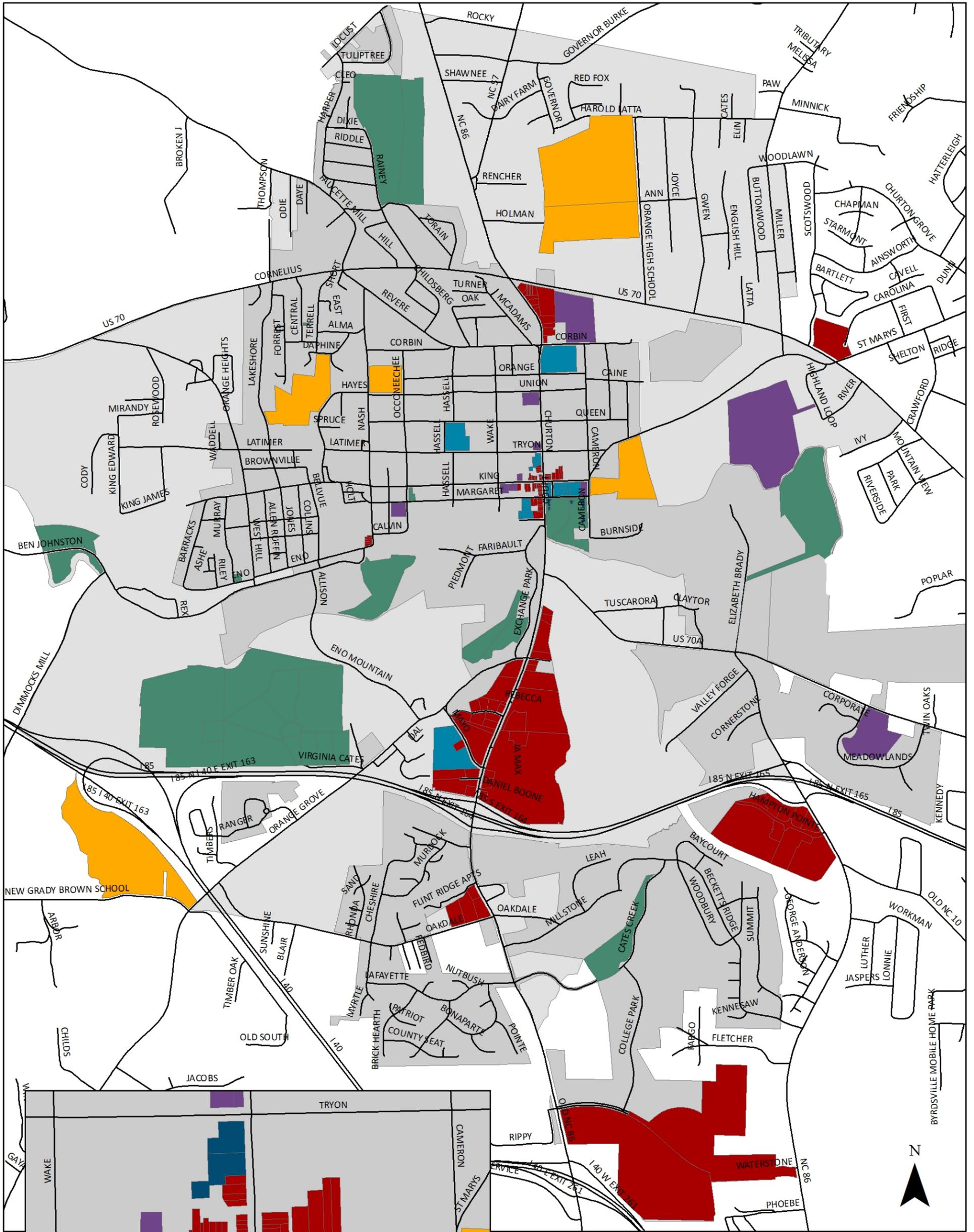
- Cameron Park Elementary School
- Cedar Ridge High School
- Central Elementary School
- Durham Technical Community College
- Grady Brown Elementary School
- Hillsborough Elementary School
- Orange High School
- Stanford Middle School

Tourist Attractions

- Ayr Mount Historic Site
- Burwell School Historic Site
- Colonial Inn
- Eagle Lodge Masonic Hall
- Inn at Teardrops
- Occaneechee Golf Club
- Occaneechi Indian Village
- Orange County Historical Museum
- The Regulator Monument
- Webb House

Cemeteries

- Margaret Lane Cemetery
- Old Town Cemetery
- Town Cemetery



Destinations in Hillsborough

- Commercial
- Parks
- Public Services
- Schools
- Tourist Attractions
- Town Limits
- Extra Territorial Jurisdiction



Detail of Downtown Destinations

Identifying Barriers to Connectivity

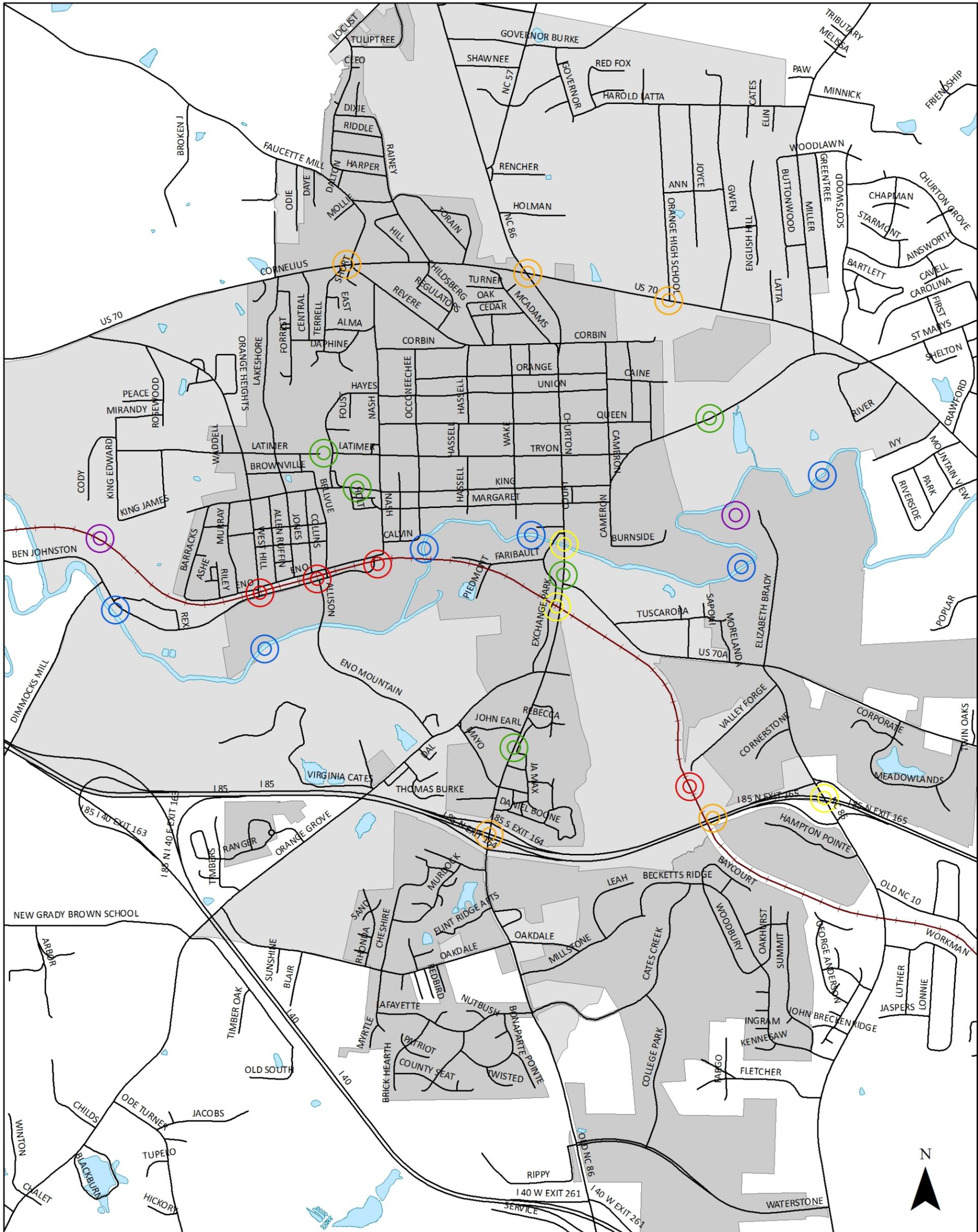
The Parks and Recreation Board spent some time identifying barriers that inhibit connectivity. Most of these barriers are not easily overcome, and so should be taken into consideration when making infrastructure improvements. The barriers identified are listed in the chart below and to the right.

Property owners can also be a barrier to connectivity as they may refuse to grant easements to part of their property, thus restricting access in key locations. In cases such as this, the town may want to consider acquisition of lands rather than deeded easements.

The Barriers to Connectivity map on the next page displays the locations of these barriers.

BARRIER	SOLUTION
River Crossing	
Eno River near Occoneechee Street	Construct a pedestrian bridge
Eno River near the Occoneechee Speedway	

BARRIER	SOLUTION
Bridge/Trestle Crossings	
Old N.C.86 over Interstate 85	Coordinate with NCDOT to install sidewalks
N.C. 86 over Interstate 85	Coordinate with NCDOT to install sidewalks
Eno River Bridge on Churton Street	
Railroad Trestle—S. Churton Street	Coordinate with NCRR to improve pedestrian infrastructure
Railroad Trestle—Dimmocks Mill Road	Coordinate with NCRR to improve pedestrian infrastructure
Federal Regulations	
Water Treatment Plant	Engage Engineering Department in discussion about pedestrian access
Wastewater Treatment Plant	
High Traffic Roadway	
Interstate 85	Evaluate a pedestrian bridge or pedestrian tunnel to cross the interstate.
N.C. U.S. 70	Coordinate with NCDOT to install crosswalks and/or pedestrian crossing signals.
Cornelius Street	
Topography Challenge	
West King Street	Conduct feasibility study to analyze conditions and identify options for sidewalks
Latimer Street	
St. Mary's Road	



Barriers to Connectivity

-  Bridge Crossing
-  Federal Regulations
-  High Traffic Roadway
-  Railroad Crossing
-  River Crossing
-  Topography Challenge
-  Railroad Corridor
-  Waterbodies
-  Town Limits
-  Extra Territorial Jurisdiction

Review of Existing Plans

Several existing plans incorporate elements related to pedestrian and bicycle connectivity. However, these plans don't directly address connectivity within Hillsborough as their scopes are targeted to other planning issues. The existing plans were evaluated to determine whether the recommendations could be carried forward in the Community Connectivity Plan. The pedestrian and bike-related aspects of existing plans are summarized below:

Vision 2030 Comprehensive Plan—Draft

The Vision 2030 planning process started in January 2013, and the document is still in draft form. The resulting policy document will recommend objectives and action items to achieve outcomes within five component parts of the Town's vision statement - Character, Community, Heritage, Prosperity, and Vitality. In addition, the final document will include a snapshot of Town demographics, land use, resources, and history. Upon completion, this Plan should be reviewed for connectivity-related recommendations. The Vision 2030 Comprehensive Plan replaces the previous Vision 2010 Comprehensive Plan, which was adopted by the Town Board in 1991, and revised in 1998, and provided a set of objectives, policies, and guidelines for the development of the town.

Downtown Streetscapes Plan

The Downtown Streetscapes Plan, adopted in July 2001, provides recommendations to enhance the aesthetic beauty of downtown—primarily Churton Street and West King Street- in order to help promote tourism. The recommendations listed here are from the plan's section on crosswalks and sidewalks repaving.

1. Crosswalks are recommended for the Churton St. intersections at King and Tryon streets, across West King St. at Mayo Park, at Margaret Lane at the Visitor's center, and across Churton St. at the alley.
2. Alternative paving materials of a contrasting color are recommended for crosswalks. (Stamped asphalt that looks like red brick is recommended.)
3. Maintenance/repaving of the existing sidewalks is recommended.
4. Local flagstone is recommended as a paving accent for use in the historic district.

The Parks and Recreation Board reviewed the Downtown Streetscapes Plan and incorporated these recommendations.

Churton Street Corridor Strategic Plan

The 2006 Churton Street Corridor Strategic Plan was conceived make the corridor more attractive, functional, and inviting. The plan used design to improve the economic vitality, complement the historic character of downtown, promote environmental stewardship, and encourage and support an active lifestyle. Like the Vision 2010 plan, the Churton Street Corridor Plan provides a framework for development and infrastructure improvements. The pedestrian improvements are listed below.

1. Pursue roadway improvements along the corridor that will manage traffic flow, incorporate pedestrian and bicycle traffic, and provide an attractive streetscape.
2. Plan includes striped bicycle lanes throughout the majority of the corridor with the exception of the Eno River Bridge. Instead bicycle lanes are added and bike traffic is diverted there to Exchange Club Park Lane.
3. Sidewalks are recommended for the corridor's entire length.
4. Sidewalks will be at least 5 feet wide and separated from road traffic by 4-to 5- foot planted medians.
5. Bike lanes are 4 feet wide and run beside the vehicle traffic lanes.
6. Pedestrian amenities- including seating areas, decorative lighting, benches, and trash receptacles- are recommended in commercial areas.
7. Alternative paving materials of a contrasting color are recommended for crosswalks. (Red brick pavers are shown in the plan)

The Parks and Recreation Board reviewed the Churton Street Corridor Strategic Plan and incorporated the pedestrian recommendations. The board expressed reservations about planning a shared use path along Exchange Club Park Lane due to access problems and safety issues related to the design of the railroad trestle. A preferred route was identified along South Churton Street.

The board also recommends revisiting the Churton Street Corridor Plan to study its feasibility from an engineering perspective and update the recommendations based on the findings.

Downtown Access Improvement Project

In 2012, the town initiated a project to review and synthesize relevant recommendations from previous plans relating to streetscape and transportation improvements in downtown Hillsborough. The study included evaluating the conditions of the downtown area in relation to pedestrian and vehicular mobility to generate a comprehensive set of prioritized recommendations. A key element of the study and resulting recommendations included consideration for handicap accessibility and pedestrian safety. The project plans are complete and being reviewed by the North Carolina Department of Transportation. Once the plans are approved funding will be identified. The recommended improvements are listed on the following page.

Downtown Access Improvement Project Recommendations

1. Create a continuous turn lane on N. Churton Street from King Street to Tryon Street to enhance traffic flow.
2. Remove strategic on street parking spaces on the north and south blocks of Churton Street downtown in order to provide wider sidewalks for pedestrian safety and handicap accessibility.
3. Install compliant handicap ramps at the corners of major intersections.
4. Install durable red brick-patterned asphalt crosswalks for higher visibility and traffic calming at all downtown intersections and key mid block crossings.
5. Install landscaping at strategic locations that do not impede visibility and safety.
6. Identify opportunities to provide loading zones for delivery vehicles.
7. Identify opportunities to reduce visual clutter and impediments to pedestrian and handicap accessibility.

U.S. 70 / Cornelius Street Corridor Strategic Plan

The U.S. 70 / Cornelius Street Corridor Plan, developed in 2007, is a strategic plan for future development and redevelopment within the corridor. The plan addresses land uses, transportation, crime and code enforcement, as well as site plan and design issues. Pedestrian safety and connectivity is key in this plan, as it aims to expand and improve commercial developments, while complimenting the nearby residential areas. The planned shared-use path and pedestrian improvements from this plan are described below.

1. Four-lane divided highway with a central planted median and shared-use paths on either side.
2. The shared–use paths are 8 feet wide, made of asphalt, and are separated from the road way by 8 foot planted medians.
3. Crosswalks are recommended at key intersections.
4. Traffic-calming strategies are recommended for internal streets in new developments
5. Bike racks and pedestrian amenities are recommended at commercial and multi-family developments.

The board incorporated all of the pedestrian and bike recommendations of the U.S. 70 Corridor/Cornelius Street plan.

Riverwalk Greenway

Riverwalk is a planned and funded greenway that will run alongside the Eno River from Allison Street through downtown Hillsborough to the Historic Oconeechee Speedway Trail system. It is the primary route for the statewide Mountains-to-Sea Trail. It is an 8-foot wide, 1.8-mile trail that will be paved for bicycle, stroller, and handicap accessibility. The greenway is under construction and will be maintained by the Town of Hillsborough. The first phase of Riverwalk, 0.3 miles in length, opened in Gold Park in May 2009. Phases II and III of Riverwalk are expected to open for use in Fall 2014.

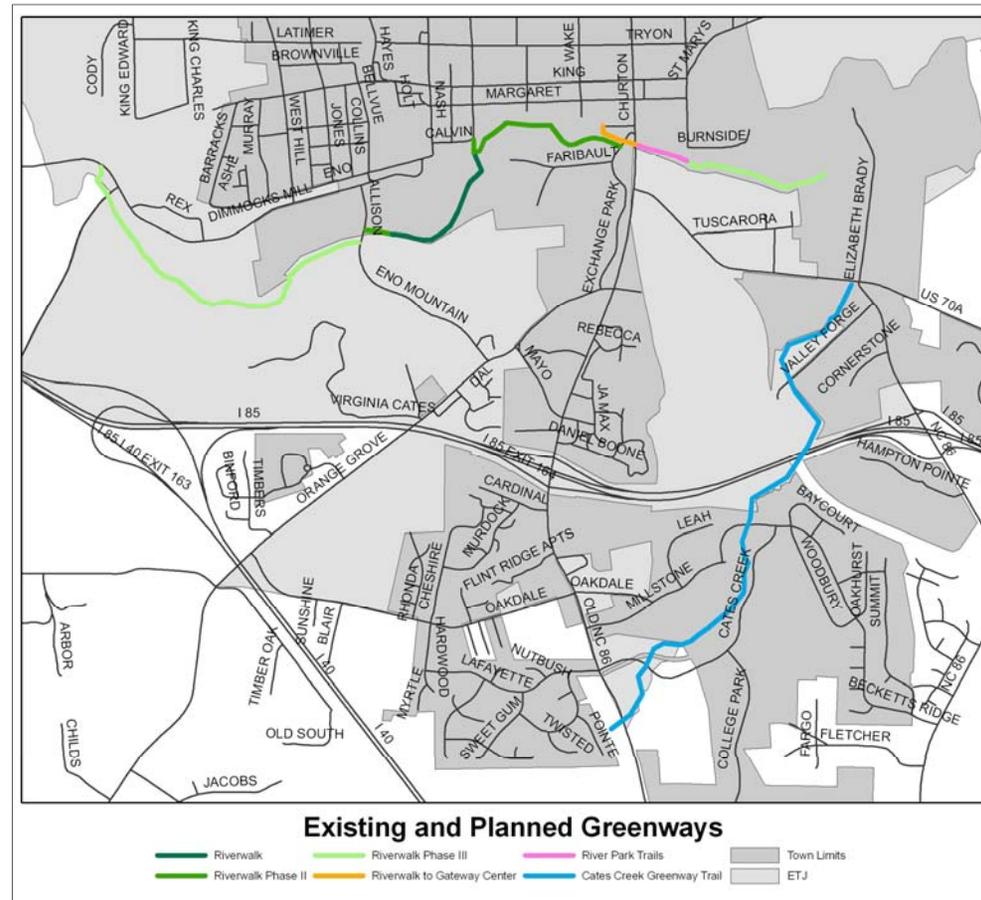
CMAQ Sidewalk Connections Project

In 2012, the Town received a Congestion Mitigation and Air Quality, CMAQ, grant to fund various sidewalk connection projects in West Hillsborough. The project includes safety improvements to sidewalks and crosswalks in the commercial area of South Nash Street as well as completion of sidewalk segments along Alison Street and Calvin Street that will link the nearby neighborhoods to the Riverwalk greenway system. A short section of Riverwalk adjacent to Alison Street is also included in the project. Plans and Engineering are underway with construction slated for 2014.

Proposed Cates Creek Greenway

Cates Creek Greenway is a proposed, unfunded greenway. The path placement has not been determined. As proposed, the greenway will run from Oconeechee Speedway to Cates Creek Park, and will terminate in Cornwallis Hills subdivision. It will be approximately 2.6 miles in length. A feasibility study is needed to determine the exact route.

The greenway plans are key elements of the Community Connectivity Plan recommendations.

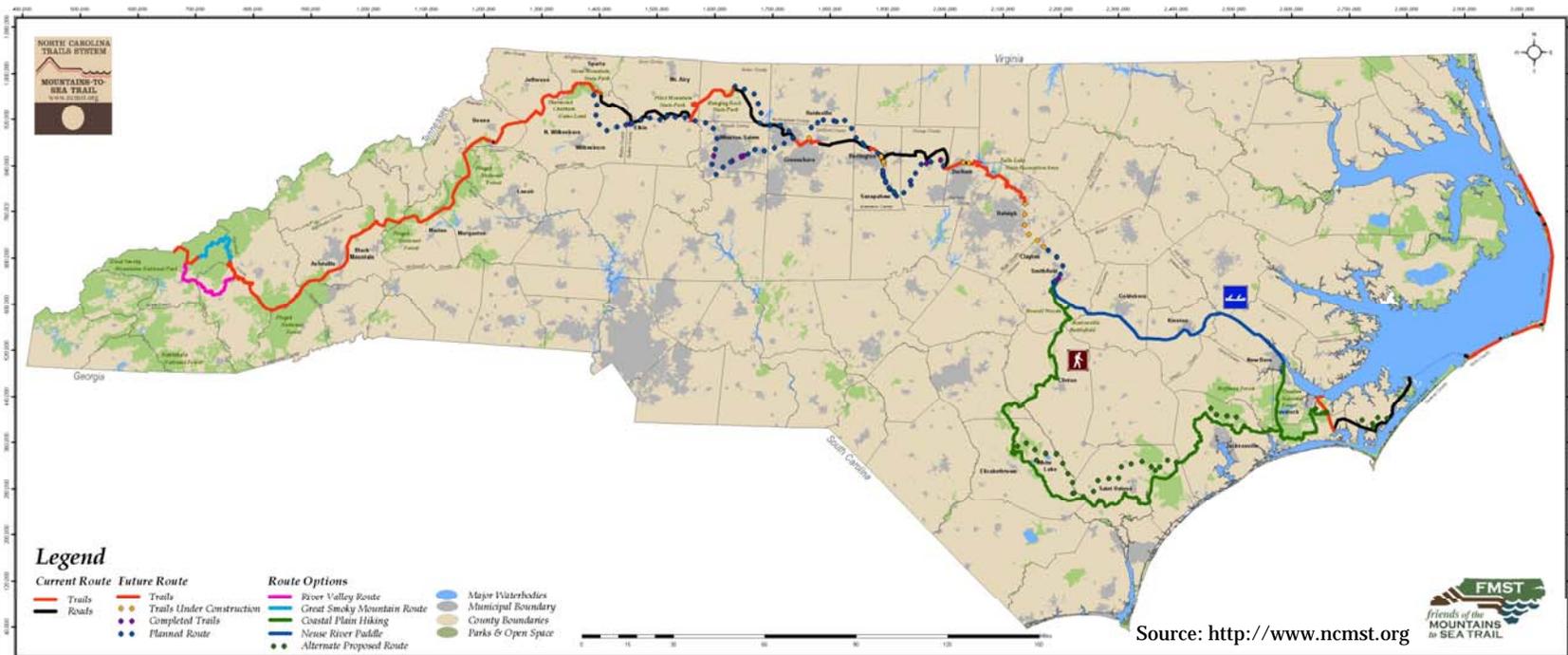


Mountains-to-Sea Trail

The Mountains-to-Sea Trail is a concept of connecting existing trails throughout the state to provide one continuous trail from Clingman's Dome in the Great Smokey Mountains National Park to Jockey's Ridge State Park on the coast. No oversight committee exists to create the trail. Instead the trail is constructed through the cooperation of various municipalities and private land-owners throughout the state. The Parks and Recreation Board incorporated the concept of the Mountains-to-Sea Trail into discussions and recommendations in the Community Connectivity Plan.

- In this region, Section 25 is a 57-mile trail from Bryan Park in Greensboro to West Point on the Eno in Durham.
- In Hillsborough, Riverwalk will be part of the primary route of the Mountains-to-Sea Trail, and most likely will connect to the Cane Creek Corridor to the west and Eno River State Park to the east.

*Current Trail/Road Route and Future All Trail Route
April 01, 2013*



FMST acknowledges the following data providers: United States Census Bureau, Protected Areas Database of the US (PAD-US), NC Division of Parks and Recreation, North Carolina Corporate Geographic Database, NC Center for Geographic Information and Analysis, Piedmont Triad Council of Governments, Alamance County, Guilford County, Johnston County, Iredell County, Jones County, Wayne County, The Southern North Carolina Planning and Economic Development Commission, Town of Hillsborough, Town of Clarendon, New River Trail (NRT) also provided by Glen Walker, Lee Allen and Caroline Woodson Clark, Falls Line (FL) also provided by Glen Walker, Mountain Trail also provided by John Landrum, Coastal Plain Alternative routes provided by Holly Duffin. Map updated April 01, 2013 by Curtis Beeson.

Orange County Bicycling Routes

Orange County has two dedicated and signed bicycle routes that come through Hillsborough, the East-West and North-South, both of which connect into the Perimeter Route.

- The East-West Route runs from St. Mary's Road to W. King Street to S. Nash Street to Dimmocks Mill Road to Ben Johnston Road.
- The North-South Route runs from Faucette Mill Road to Revere Road to S. Nash Street to Dimmocks Mill Road.

Within the Hillsborough vicinity the Orange County Comprehensive Transportation Plan recommends bicycle improvements on the above roads as well as Old NC 86, NC 86, Old NC 10, US 70, and Lawrence Road.

The Parks and Recreation Board reviewed these routes and discussed bicycle improvements within town limits that could tie into Orange County's dedicated routes. The board expressed reservations about routing bicyclists down St. Mary's Road due to the narrow width of the right-of-way and poor visibility. A preferred route was identified from E. King Street along Cameron and Corbin Streets to US 70.

The board recommends continued coordination with Orange County to identify partnership and co-planning opportunities.



Chapter 2: Existing and Planned Pedestrian Routes and Amenities

Existing Inventory

Existing Sidewalk Conditions in the Historic District

The historic district is considered pedestrian-friendly due to its compact size and the availability of sidewalks and low-traffic streets as well as the many downtown destinations. However, many streets in the district don't have connecting sidewalks or the existing sidewalks are in disrepair. Additionally, many of the older sidewalks have stairs at the street corners to connect to the street level. Some of the stairs lack handrails and the steps are deteriorated. However, even stairs in good condition inhibit the accessibility of handicapped, disabled, elderly people, and those using strollers.

The infrastructure problems that recur throughout the historic district can be categorized into four types of sidewalk improvements that are needed.

Sidewalk Repair

- Loose or missing bricks on brick sidewalks
- Cracked, broken, and uneven surfaces on concrete sidewalks
- Crooked or leaning stairs, often without handrails

Curb Ramps Needed

- Steps, curbs, or uneven surfaces at sidewalk corners

Sidewalk Maintenance

- Shrubbery or trees growing over the sidewalk
- Utility poles or cables in the pedestrian right-of-way
- Gravel or mud spilling onto the sidewalk

Crosswalks Needed

- Marked pedestrian crossings are not present at most of the busy intersections in town.

The Parks and Recreation Board identified the two sets of stairs at the corners of West King and Wake streets as an area that needs immediate attention. All maintenance and repair issues will be shared with the Public Works Department so that improvements may be made as funds are available. All improvements will be ADA compliant and will correspond with N.C.DOT design standards. A comprehensive list of maintenance and repair items is in the appendix.

The following pages show maps of the historic district of the existing conditions, organized by type of repair needed.

Recommended Existing Sidewalk Improvements



Park District Inventory

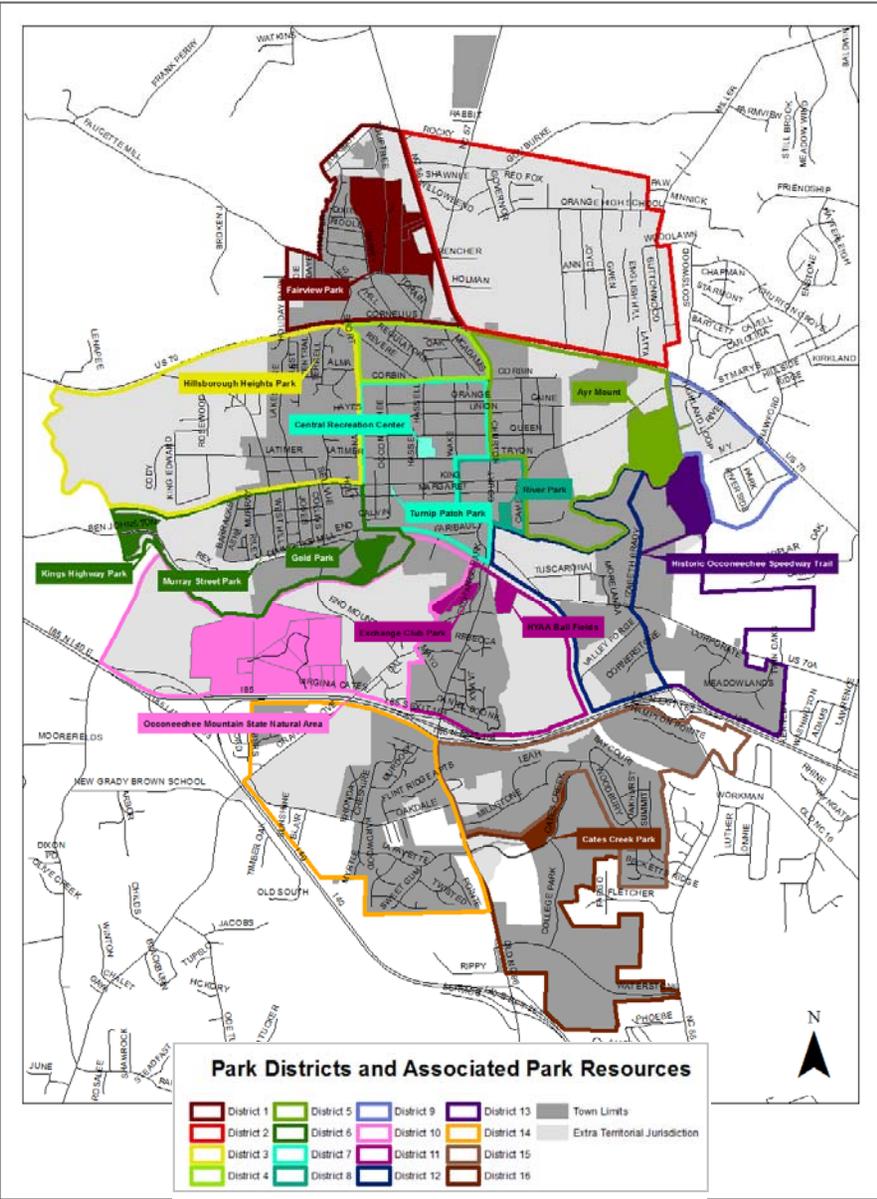
Hillsborough has sixteen park districts, which increased from fourteen districts with the 2009 Parks & Recreation Master Plan update. The districts provide an easy way to analyze and evaluate existing pedestrian networks. In the spring of 2008, Parks and Recreation Board members walked the park districts and took an inventory of existing sidewalk and footpath locations and conditions. Most of these districts have a pedestrian or bike network within them to some extent. The following lists include the findings from the district inventories.

Park Districts 1 :

- Fairview Park has recreational resources; basketball, tennis, baseball, walking track, and playground equipment
- There is a sidewalk along Faucette Mill Road
- Crosswalks are present at Faucette Mill Road and US 70
- Sidewalk segments are present along Torain Street
- Community gardens are present on Tulip Tree Road
- Opportunity exists for connections to Fairview Park
- Opportunities exists for sidewalk connections across NC 86/57 to Orange High School and Stanford Middle School
- A sidewalk along US 70 is greatly needed

Park District 2:

- The Willowbend subdivision has sidewalks on both sides of the street.
- There is a stretch of sidewalk in front of Stanford Middle School.



- Streets generally have wide grassy shoulders that allow walking, but are not stroller- or handicap-accessible.
- Sections of Orange High School Road, Buttonwood Drive, Apple Lane, and Holman Drive have narrow shoulders that are not suitable for walking.
- All or portions of Joyce Road, Ann Road, and Cates Street are gravel or dirt, and thus not stroller– or handicap-accessible.
- There is a half-mile wooded trail from Burkes Meadow subdivision to Orange High School.

Park Districts 3:

- Nash Street sidewalk provide north-south connectivity
- The district should be studied for crosswalks needed
- Streets in this neighborhood are mostly residential and easy to navigate
- West Hill, Latimer, and West King have high volumes of vehicular traffic and high speeds and are dangerous for pedestrians
- A trail system exists behind Central Elementary School
- Footpaths from Hillsborough heights connect to the back side of Central Elementary School
- An opportunity for pedestrian connectivity exists along the creek south of Central Elementary School
- Latimer Street dead ends but could provide an opportunity for connectivity if a footbridge was built

Park District 4:

- There are several dead-end roads, but right-of-way exists so connections may be possible.
- Sidewalk segments are present in the Kenion Grove subdivision.
- A footpath from McAdams Street crosses private property to U.S. 70.
- Most roads have narrow shoulders with elevation changes that are not suitable for pedestrian traffic.

Park District 5:

- Roads are in good shape, but there are several areas with steep shoulders.
- Paved trails are present in River Park.

- A steep shoulder is present along the sidewalk segment on St. Mary's Road.
- Curb ramps and crosswalks are needed at each intersection with Churton Street.
- Five sidewalk segments are in this district mostly around the justice facility and commercial area.
- St. Mary's is often traveled by bicyclists coming into downtown because it is relatively quiet; however narrow shoulders, high speeds, and low visibility due to topographic changes and vegetation make it dangerous for both bicyclists and pedestrians.



Connectivity issues in Park District 6: Blind curves, vehicle-pedestrian conflicts, and incomplete trail connections.

Park District 6:

- Nash Street sidewalk provides a north-south pedestrian network.
- Access to Gold Park is under the trestle on Dimmocks Mill and is very dangerous. Calvin Street Greenway project is imperative.
- A permanent walking easement and sidewalk should be included in any redevelopment plan for Bellevue Mill.
- A sewer easement on West Hill Avenue crosses the railroad tracks, runs along the north side of the Eno River, and connects to Allison Street up to the water treatment plant. It is a possible location for a pedestrian easement.
- Eno Street needs a sidewalk but may present challenges as part of it falls with the NCRB operating corridor.
- West King Street needs a sidewalk but presents engineering challenges.
- Hillsborough Business Center is becoming more of a pedestrian destination but needs connectivity to nearby neighborhoods.
- The commercial area at the south end of Nash Street needs additional crosswalks with controlled access and a sidewalk by the parking area. The CMAQ sidewalk connections project is imperative.

Park District 7:

- Five sets of stairs along pedestrian routes present access challenges.
- Crosswalks are needed at the intersections of Churton with Queen, Union, Orange Streets, and Corbin Streets.
- Traffic calming measures and consistent speed limits would help slow motorists on the residential streets, especially West Margaret lane.

Park District 8:

- Physical clutter like newspaper boxes, non conforming signs, and merchandise create pedestrian access issues in downtown.
- The Margaret Lane sidewalk connects the library and government offices to downtown.
- Benches and bicycle racks are present throughout downtown.
- Mid block crosswalks are needed on east and West Margaret Lane at the courthouse and library.
- Wider sidewalks would benefit pedestrian congestion in the heart of downtown.

- New sidewalk exists along Allison Street/Eno Mountain Road but a sidewalk extension to the pedestrian easement into Occonee Mountain is needed.
- Exchange Club lane should be studied as an alternate pedestrian connector between downtown and S. Churton Street and the future rail station site.
- Multi-family neighborhoods along Orange Grove Road have internal but no external connectivity.

Park District 9:

- Riverside Drive, Park Lane, and Mt. View Court have grassy shoulders that are wide enough for pedestrian travel.
- River Drive, Highland Loop, and Ivy Drive are single-lane, much of which is gravel. Their narrow width and elevation changes make pedestrian travel difficult.
- Only a few foot paths exist on the road shoulders, and are most likely for mailbox access.
- No obvious foot traffic exists along U.S. 70.
- The district has no easy pedestrian access to downtown or other key destinations.

Park District 10:

- Many trails exist throughout Occonee Mountain State Natural Area, but there is no improved pedestrian connection between downtown and Occonee Mountain.
- Bridge crossing on Hwy 86 at I-85 needs better sidewalks and bike lanes.
- Sidewalks along US 70 A are needed.
- Connectivity in the future to the rail station site will be necessary.
- Most of downtown has sidewalks, but elevation changes make accessibility difficult in some areas.
- On the north side of E. King Street telephone poles and supporting tension wires limit passing space on the sidewalk.
- No curb cut exists at the southwest corner of King and Churton Streets and at the southwest corner of Margaret Lane and S. Cameron Street.
- The south side of King Street by the Colonial Inn has many missing and broken flagstones, although the steps there do have a railing.
- Two sets of stairs are in this district at the intersection of W. King Street and Wake Street.

Park District 11:

- Sidewalk segments exist along S Churton Street adjacent to recently developed parcels.
- Shoulders are generally wide and grassy, but the high level of traffic makes it unsafe for pedestrian travel.
- Obvious footpaths are along South Churton Street and under the Interstate 85 overpass.
- Old Dogwood Street has curb and gutter along one side but no sidewalk. The shoulders are mostly wide and grassy, although they narrow towards S. Churton Street, and there is a steep dropoff at the Auto Zone retaining wall.
- John Earl Street has a sidewalk along the north side of the road.
- Mayo Street has large grassy shoulders suitable for foot traffic on the section near the Orange County Social Services building, but they narrow as it approaches the intersection with Orange Grove Road.
- Orange Grove Road has some sections with shoulders wide enough for foot traffic, but is mostly narrow and not suitable for pedestrian travel.
- Exchange Park Lane is walkable but not highly traveled because it is out of the way. Crossing beneath the railroad trestle is dangerous because the road narrows to one lane.

Park District 12:

- One sidewalk segment is present adjacent to Eurosport but does not connect to downtown.
- The shoulder along U.S. 70A is narrow and unsafe for pedestrians.
- The Tuscarora neighborhood has walkable streets but no sidewalks.
- The Riverbend neighborhood has sidewalks that terminate at Saponi Drive and US 70A.
- Both Riverwalk and the future Cates Creek Greenway will benefit this neighborhood in terms of external connectivity.

Park District 13:

- Gravel and mulch foot trails exist at the Historic Occoneechee Speedway Trail and near the Eno River.
- A pedestrian easement and path cross the Vietri site and connect with the Historic Occoneechee Speedway Trail.
- A sidewalk section extends from Eno Haven on US 70A along the back of the Orange Charter School parcel, but it does not connect to the Meadowlands development to the east or to Elizabeth Brady Road/NC 86 to the west.

- Meadowlands has sidewalk sections in front of some parcels but not all, and none of them connect to provide a full length of sidewalk.

Park District 14:

- Sidewalks are present at the Oakdale Village development and along the upper portion of Leah Drive.
- Residents report that additional street lights are needed for safety of pedestrians at night.
- Connectivity to downtown and other key destinations is needed especially along Old 86 and Oakdale.

Park District 15:

- Footpaths behind the Beckett's Ridge neighborhood cross the railroad tracks to access Hampton Pointe shopping center.
- Beckett's Ridge has one sidewalk along Beckett's Ridge Drive, Summit Drive, and a portion of Cates Creek Parkway; other streets do not have sidewalks but appear to be safe for walking.
- Future Cates Creek Greenway will benefit this neighborhood in terms of external connectivity.
- Future Cates Creek Park will provide recreational resources to this district.

Park District 16:

- Sidewalks exist from Old NC 86 S up Waterstone Drive to Durham Tech campus, and around the campus and park-and-ride lot. There are also sidewalks along Waterstone Drive in front of the UNC Hospital campus, but they do not connect to the sidewalks to the west, or extend east past the campus to NC 86 S.
- At the corner of College Park Road and Cates Creek Parkway part of the sidewalk is depressed, causing mud to accumulate and cover a large portion of the sidewalk on a regular basis.
- A crosswalk pattern could be installed at the College Park Road/Cates Creek Parkway roundabout to make it more clear that pedestrians have the right of way.

Planned Pedestrian Improvements and Existing Ordinances

Trails and Greenways

The only fully funded greenways in Hillsborough are Riverwalk and Calvin Street Greenway. Riverwalk will be an 8-foot wide asphalt path aligned with the Eno River through Hillsborough. Construction is planned in three phases; the first phase opened within Gold Park in 2009. Phase II connects Gold Park to Downtown Hillsborough. Phase III connects from Cameron Street to the Classical American Homes Preservation Trust property. A future phase will connect Allison Street to Occoneechee Mountain State Natural Area. When complete the primary greenway corridor will be 1.8 miles long and will comprise the part of the Mountains-to-Sea trail that goes through Hillsborough. Phase II is under construction and expected to open in Fall 2014. Phase III is being engineered and is expected to be constructed simultaneously to Phase II.

Planned Regional Improvements

Local organizations have planned projects that will increase connectivity in the Hillsborough area. The Classical American Homes Preservation Trust currently has 265 acres of land in preservation and more than four miles of trails available for public use. Bill Crowther, caretaker of the Ayr Mount Historic Site and Historic Occoneechee Speedway Trails properties, plans to extend the Trust's trail system to connect to Riverwalk. The Eno River State Park includes approximately 4,200 acres, and is working on land acquisitions to reach the 7,000 acre goal set out in its Master Plan. The Mountains-to-Sea Trail will connect through the Eno River State Park, providing a continuous trail section between Falls Lake and Hillsborough. The Occoneechee Mountain State Natural Area has two miles of hiking trails and another mile of trail is now under construction. The state hopes to help connect to the Mountains-to-Sea trail and Riverwalk by way of the existing trail system.

Sidewalk Ordinance

The Town of Hillsborough Unified Development Ordinance, Section 6.17 *Sidewalks and Walkways*, lays out requirements for sidewalk construction within new developments, which can include commercial, multi-family, and subdivisions, among other development types. The requirements include the construction and continued maintenance of concrete sidewalks, at least 5-wide and ADA compliant, along all street segments designated as a high priority in this Plan. In the case where a development is on a low priority sidewalk segment the developer can make a payment-in-lieu to the Town.

This along with the sidewalk and subdivision ordinances in the previous Zoning Ordinance have affected more than twenty developments and created approximately 6.5 miles of sidewalk segments. One challenge is connecting these sidewalk segments to provide a continuous pedestrian network.

Evidence of Historic Sidewalks

An inventory of sidewalks in the historic district led the Parks and Recreation Board to investigate the historic sidewalks in town. Roadside grades indicate the original location of historic stone sidewalks. Few of these sidewalks remain in material form. In some places, “Cornwallis” curbstones are buried vertically in the ground alongside the modern sidewalk. According to local legend, some of the downtown is said to have been paved with stone by British troops under the command of General Cornwallis during their stay in town near the end of the Revolutionary War. Some of the historic sidewalks may have been removed during the grading and paving of modern roads in the 1940s. Townspeople also have suggested that some of the historic sidewalks are buried and simply need to be uncovered. Town staff visited locations and systematically probed the ground looking for flat flagstone remnants. Although several small and broken remnants of flagstone were found, no flat slabs were discovered. The presence of several neatly stacked flagstone walls nearby suggest that during road paving project, the historic flagstone sidewalks may have been pulled up and used for walls on private property. This preliminary research indicates that the original sidewalks are removed, but closer study by professional archeologists is recommended. Regardless of whether the historic stone is in place, these areas may be prime candidates for preservation projects to rebuild and/or restore the original walkways as well as key areas of archeological importance.



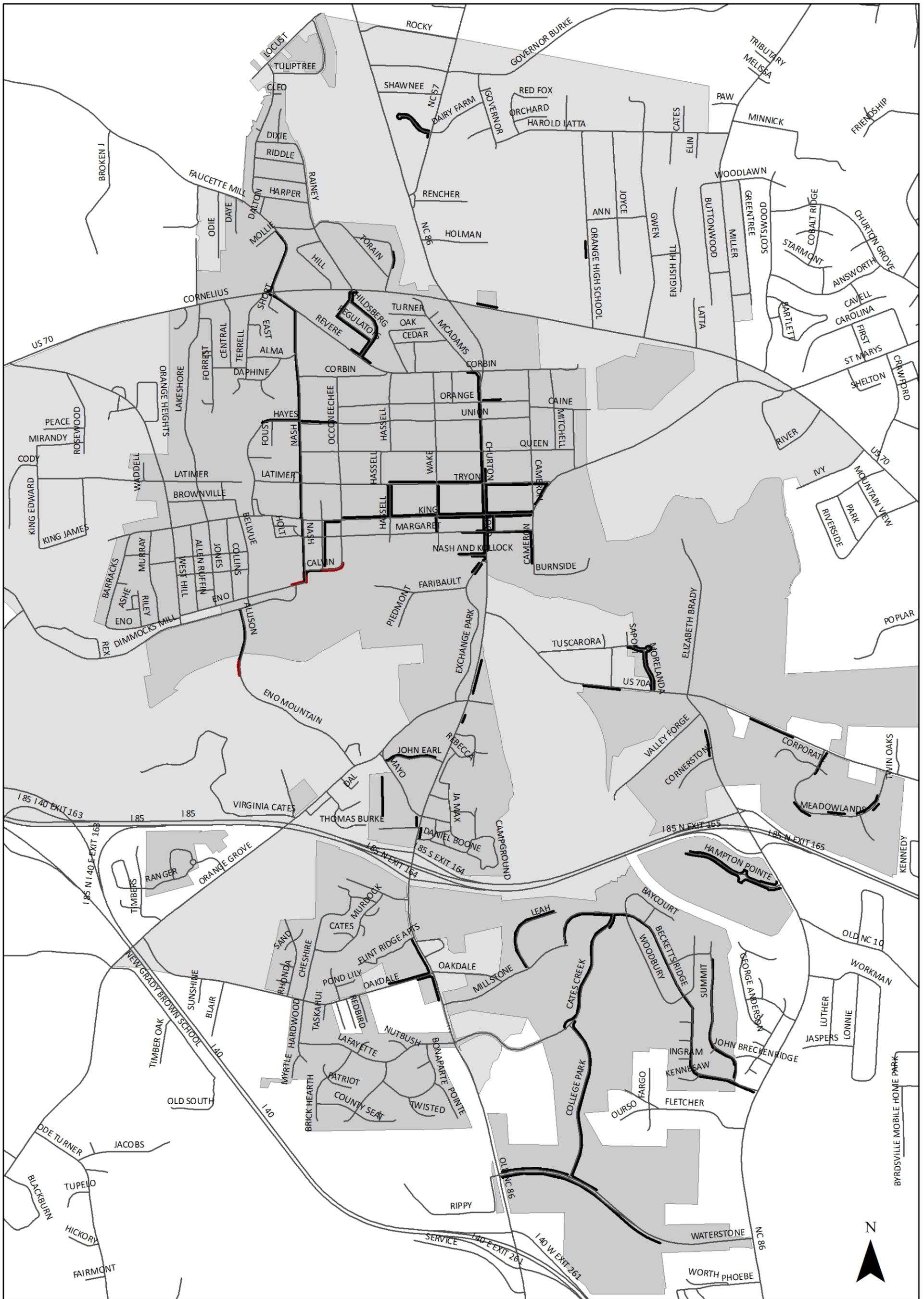
Possible original sidewalk grade along Wake Street



“Cornwallis” curbstones

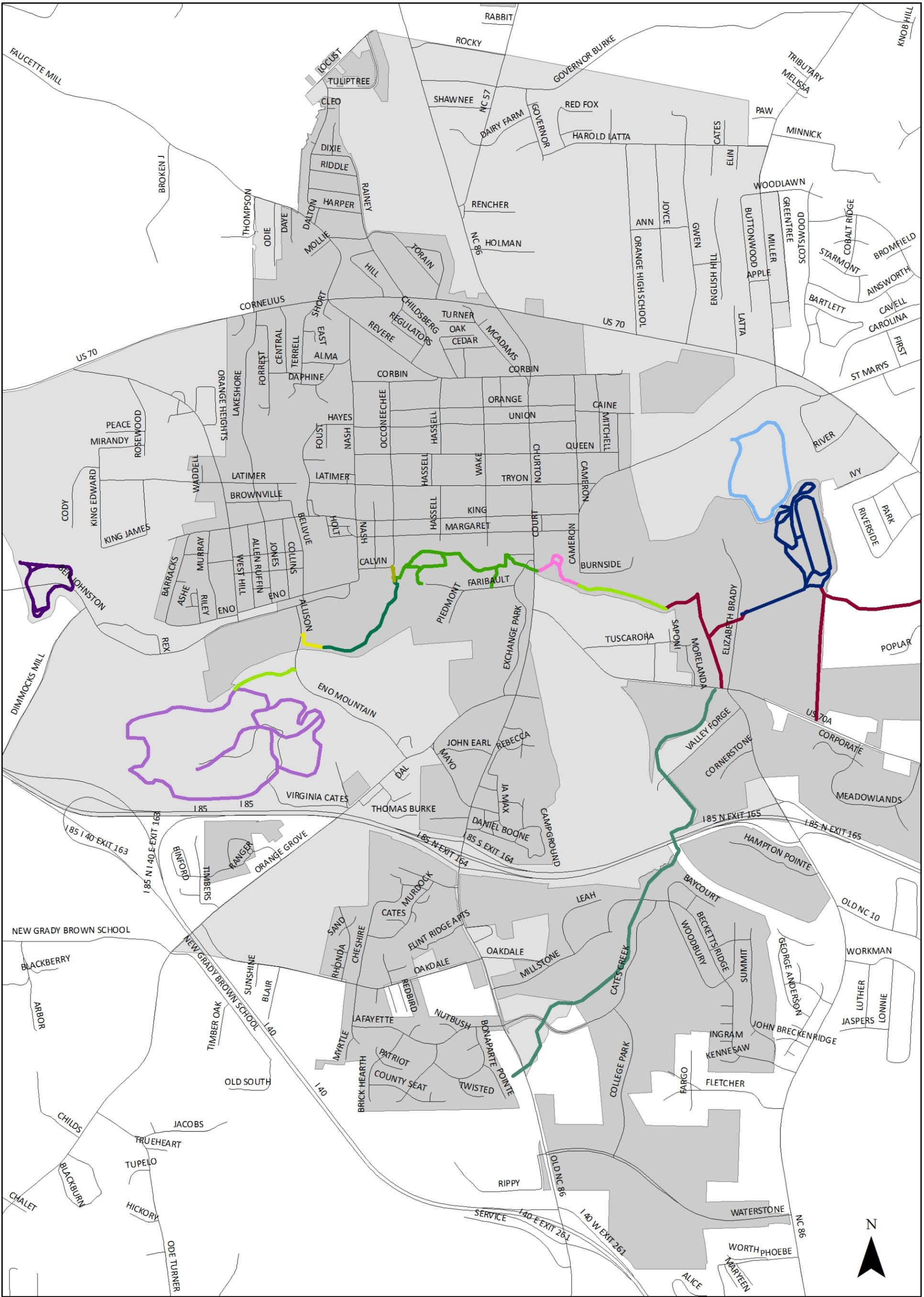


Loose flagstone wall on private property

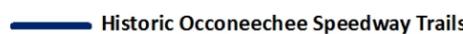
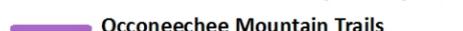
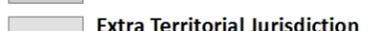
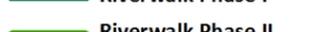
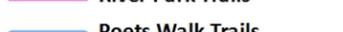
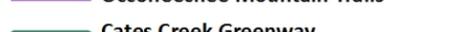
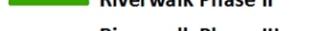
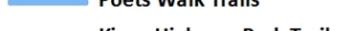
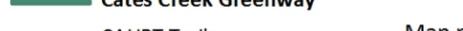


Existing and Planned Sidewalks

- Existing Sidewalks
- Planned CMAQ Sidewalk Connections
- Town Limits
- Extra Territorial Jurisdiction



Existing and Planned Trails and Greenways

- | | | | |
|--|---|--|--|
|  Calvin Street Greenway |  CMAQ Greenway Segment |  Historic Occonechee Speedway Trails |  Town Limits |
|  Riverwalk Phase I |  River Park Trails |  Occonechee Mountain Trails |  Extra Territorial Jurisdiction |
|  Riverwalk Phase II |  Poets Walk Trails |  Cates Creek Greenway | |
|  Riverwalk Phase III |  Kings Highway Park Trails |  CAHPT Trails | |

Map prepared by Hillsborough Planning Department 9/2013
Data provided by Orange County Land Records

Existing Pedestrian Amenities

Pedestrian amenities such as benches, trash cans, water fountains, and dog waste containers provide a more pleasant experience for pedestrians and visitors. Benches encourage people to sit outside and interact with their community. Trash cans and dog waste containers help keep the pedestrian environment clean. Landscaping is also an important part of the pedestrian environment.

The Parks and Recreation Board reviewed the existing pedestrian amenities and found various styles in place. Some of the existing amenities, due to deterioration, are in need of repair or replacement. No cohesive design theme exists that shows off the character of Hillsborough.

Existing Benches:

Several benches of varying colors, materials, and styles are around Hillsborough.

In order to enhance the streetscape existing downtown benches were replaced with black Urbanscape Butler benches in 2013.

Also, several low rock walls in downtown can serve as a place to sit, such as in front of the Orange County Historical Museum.



Police Station / TTA Stop



Turnip Patch Park



Hillsborough Heights Park



Murray Street Park

Existing Trashcans:

Trashcans in downtown Hillsborough in two basic styles: metal or wood vertical slats. As trash cans are added downtown and in town parks, they are being replaced with the recommended Butler trashcan by Urbanscape.



Dog Waste Containers:

The Aluminum Complete Dog Waste Station, (shown right) is used in River Park and Gold Park.



Existing Water Fountains:

Turnip Patch Park and Gold Park both have water fountains.

Existing Landscaping and Policies:

Several well-maintained flower beds are in the public right-of-way. The Triangle Transit Authority bus stop downtown has a shade tree and potted plants that make the area pleasant. The Hillsborough Tree Board is the body responsible for selecting the locations and species of trees planted in the right-of-way. The board plans to increase the number of street trees in Hillsborough. The Hillsborough Garden Club, a group of local volunteers, plants flowers and maintains flowerbeds in town.

Chapter 3: Existing and Planned Bike Routes and Amenities

Existing Inventory and Planned Improvements for Bicycle Resources

The following section outlines bicycle paths, routes, and amenities that currently exist, as well as planned improvements. This inventory provides a comprehensive list of the existing infrastructure from which a connected network can be developed.

Bike Lanes and Wide Shoulders

Currently, no striped bike lanes or marked bike routes are within Hillsborough's jurisdiction. Bike lanes are recommended along S. Churton Street/Old NC Hwy. 86 in the Churton Street Corridor Plan and along U.S. 70 Bypass, configured as a shared use path, in the Cornelius Street plan and have been included in the recommendation section of this plan as well. In addition, bike lanes are recommended along U.S. 70A and NC Hwy. 86 in the town limits as well as along North Churton Street from Corbin Street to U.S. 70 Bypass.

Greenways, Trails, and Footpaths

The primary corridor of Riverwalk will be 1.8 miles long with several paved loop trails as well. The central part of the trail from Allison Street to Cameron Street will be accessible to bicyclists. See Chapter 2, Section 1 for more information on Riverwalk.

Some members of the biking community are interested in off-road mountain biking trails. Nine miles of off-road trails exist outside of town at Seven Mile Creek in Little River Park. No existing or planned off-road trails are open to bikers within the Hillsborough Town Limits.

Existing Bike Amenities

Existing Bike Racks:

Several bike racks exist in Hillsborough. One is at the Visitor's Center and was donated by Tarwheels, a local bike club that organizes social bike rides in Orange, Durham, Wake, Alamance, and Chatham counties. Tarwheels also donated a bike rack to be placed at the Public Market House. A bike rack exists at the Whitted Human Services Center and Orange County Library, both of which were installed by Orange County. At the Gateway Center, a bike rack was installed by Weaver Street Market and The Depot recently installed the first public bike rack in West Hillsborough. Bike racks are installed at Gold Park near the playground area.



Bike Rack donated by Tarwheels at the Visitor's Center



Chapter 4: Design Policies

Design Policies for Pedestrian Paths

The following section outlines design standards and available material types for sidewalks, greenways, shared-use paths, trails, crosswalks, and traffic calming devices. Some of these path types, such as greenways and shared-use paths, can be used by pedestrians and bicyclists. The Parks and Recreation Board considered the main types of available materials for path construction. These materials and their general applications, maintenance requirements, and compliance with N.C.DOT and ADA standards also are listed. These design standards will be used for new infrastructure.

Sidewalk Design Ordinance

Under the current sidewalk ordinance, Town Code Chapter 18 Section 5.25, sidewalks will be provided by the developer along existing and proposed public streets. Sidewalks must be built to N.C.DOT standards on state maintained roads, which include U.S. 70, U.S. 70A, N.C. 86, Churton, King, Nash, West Hill, and West Corbin streets and Revere Road. Sidewalks must include a curb and gutter, and be compliant with the Accessible Design Standards set by the Americans with Disabilities Act. They must be 5 feet wide and constructed of concrete with expansion joints located every 30 feet. Other paving materials may be allowed if they are as durable as concrete and are more environmentally appropriate.

ADA Requirements for Sidewalks

The ADA Standards for Accessible Design list the following requirements, which apply to sidewalks, greenways, shared-use paths, and curb cuts.

- Surfaces along accessible routes shall be stable, firm, and slip-resistant.
- The maximum slope for an ADA sidewalk is 1:20; any part of an accessible route with a slope greater than 1:20 shall be considered a ramp.
- The least possible slope shall be used for any ramp. The maximum slope of a ramp in new construction shall be 1:12. The maximum rise for any run shall be 30 inches.
- Curb ramps and interior or exterior ramps to be constructed on sites or in existing buildings or facilities where space limitations prohibit the use of a 1:12 slope or less may have slopes and rises as follows:
 - A slope between 1:10 and 1:12 is allowed for a maximum rise of 6 inches.
 - A slope between 1:8 and 1:10 is allowed for a maximum rise of 3 inches.

- If a ramp run has a rise greater than 6 inches or a horizontal projection greater than 72 inches, then it shall have handrails on both sides. Handrails are not required on curb ramps. Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback or dogleg ramps shall always be continuous.
- Curb ramps shall be provided wherever an accessible route crosses a curb.
- The minimum width of a curb ramp shall be 36 inches, exclusive of flared sides.
- If a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides; the maximum slope of the flare shall be 1:10.
- Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1:20.
- Curb ramps at marked crossings shall be wholly contained within the markings.
- Fan shaped curb ramped are encouraged to retrofit existing intersections in order to align crosswalks.

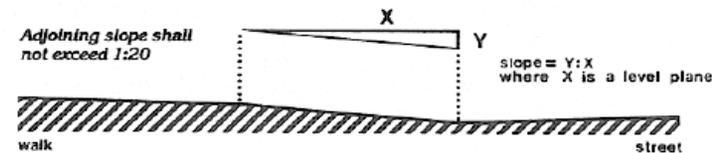
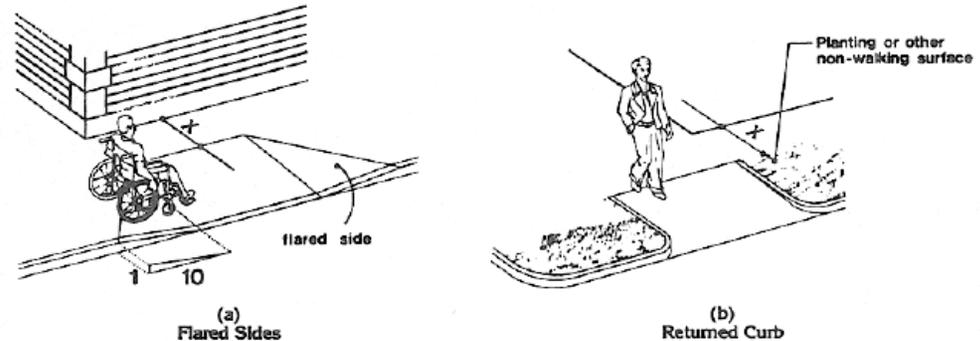


Fig. 11
Measurement of Curb Ramp Slopes



If X is less than 48 in,
then the slope of the flared side
shall not exceed 1:12.

Fig. 12
Sides of Curb Ramps

These diagrams illustrate ADA requirements:

Existing Sidewalk Design

Sidewalks in Hillsborough are generally 4 to 8 feet wide with at least 80 inches of headroom clearance. A variety of materials are used for the sidewalk surfaces in Hillsborough. Many of the newer sidewalks are concrete. Some of the historic sidewalks, such as at the Old Orange County Courthouse and along West King Street are flagstone or fieldstone. Portions of the historic district have brick sidewalks, such as along North Churton Street in front of the Orange County Historical Museum. The recently completed Gateway Center and the Orange County Public Library have brick pavers. Examples of these various sidewalk materials can be seen below.



Churton Street, northbound



Old Courthouse



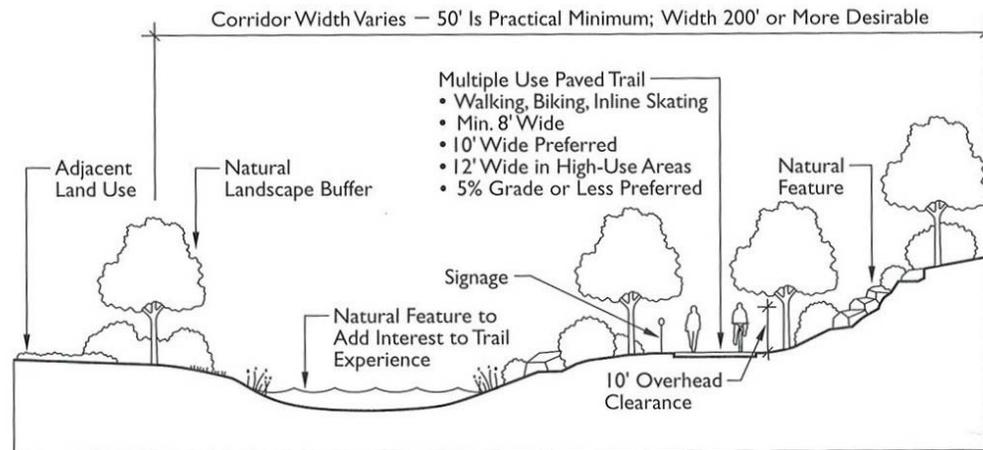
West King Street



Gateway Center

Greenway Design

Greenways or destination trails usually have a 50 to 100-foot-wide corridor, with an 8-foot-wide path at a minimum on primary corridors. Secondary corridors and loop trails may have 5-foot-wide paved paths. Paths can be surfaced with a variety of materials, but asphalt is preferred because it is ADA compliant and accessible for wheeled vehicles, provides a soft surface for runners, and is lower maintenance and lower cost over the long-term. These general rules for greenway design are being applied to Riverwalk and likely will be utilized for Cates Creek Greenway.



Destination trails emphasize recreational experience in a natural open space or parklike setting. They are located within a greenway, natural area, parkway, or designated trail corridor and typically accommodate walkers, bicyclists, and inline skaters.

DESTINATION TRAIL

Source: Brauer & Associates, Ltd.



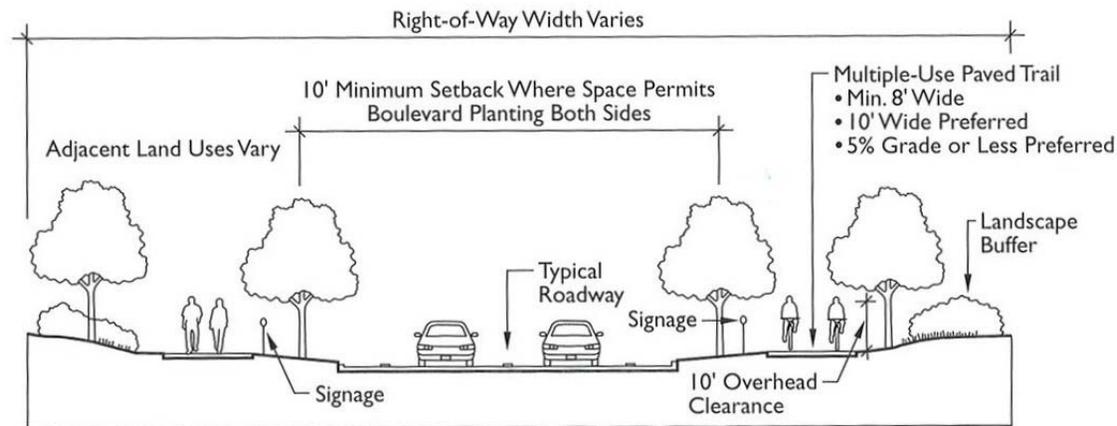
Riverwalk has an 8-foot wide asphalt path through a 100-foot-wide greenway corridor along the Eno River.

Shared-use paths

Shared-use paths are another greenway-type option that work well in existing high-traffic corridors, providing off-road access for pedestrians and bicyclists. Shared-use paths can be placed in an existing right of way, require a minimum path width of 8-foot, and usually are asphalt or concrete. These paths can have different lanes for pedestrians and bikers and usually are separated from the roadway by a planting strip or median that contains shade trees, shrubs, and other plantings.

Phase 1 of the U.S. 70/Cornelius Street Corridor Strategic Plan recommends 8-foot-wide asphalt shared-use paths along the far edge of the right of way on both sides of the road from the western Town limits to the N.C. 86/N.C.57 intersection. Phase II likely will recommend continuing the paths east at least to Orange High School Road.

The Churton Street Corridor Strategic Plan recommends 8-foot-wide asphalt paths along the far edge of the right of way along Exchange Club Park Lane. However, the railroad trestle located along Exchange Club Park Lane makes it difficult to construct a shared-use path in this area.



Linking trails emphasize safe travel for pedestrians to and from parks and around the community. They are generally located within road right-of-ways or utility easements, but can also be through parkland.

LINKING TRAIL

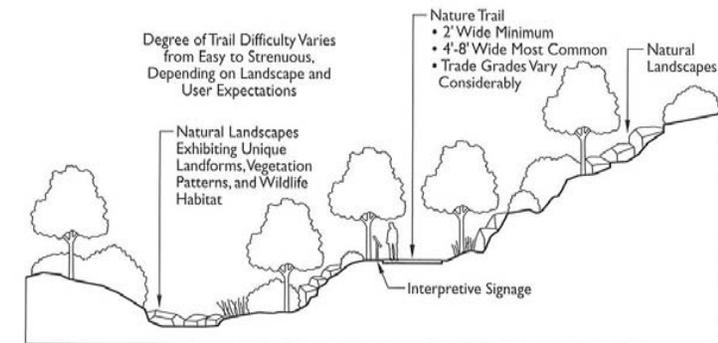
Source: Brauer & Associates, Ltd.

Trail and Footpath Design

Trails and footpaths usually are located within parks and have paths at a minimum of 2-feet-wide, and usually no wider than 6-feet. They generally consist of dirt, mulch, or grass, typically are used by pedestrians and mountain bikers, and aren't necessarily ADA compliant. Existing pedestrian trails include Occoneechee Mountain State Natural Area, Historic Occoneechee Speedway Trails, and Poet's Walk at Ayr Mount Historic Site, as well as the nature trails behind Central Elementary School.

Available Materials for Sidewalks, Greenways, and Trails

- Concrete is durable and requires low maintenance. It can be installed in a variety of colors and textures, and provides a non-slip surface. Concrete is the required sidewalk material along N.C.DOT-maintained roads.
- Asphalt is low cost and low maintenance. It works well for different modes of transportation such as strollers and bikes and is also ADA compliant. The path system at Gold Park is surfaced with asphalt. Semi-porous asphalt also is available and can help reduce stream pollution by allowing water to seep back into the ground where it falls.
- Brick pavers are aesthetically beautiful, durable, and easily maintained. They provide a non-slip surface, and come in a variety of colors and textures.
- Flagstone and stone pavers are durable but can be expensive. Several sidewalks in the historic district are made of flagstone, and they have become one of the historic features of downtown Hillsborough.
- Gravel is low cost and easy to install. It has a natural look and feel but requires regular maintenance due to erosion and weed growth. Maintenance issues can be diminished with proper installation but this material is not suited for slopes.
- Mulch has a natural look and feel and is well-suited for low-traffic areas in natural settings. Organic hardwood mulches will decompose over time and add nutrients back to the soil. Although there is a low initial cost for using mulch, it requires regular maintenance over time. Mulch has limited accessibility to some vehicles such as strollers and not all types of mulch are ADA compliant.
- Grass and turf pavers are relatively inexpensive and work best in low-traffic areas. They are environmentally friendly in that they increase the ground absorption of water runoff. However, the paver frames are not always durable and can require levels of high levels of maintenance.



Nature trails are located in greenways or natural resource-based parks and open spaces where experiencing the natural environment is the primary objective, along with exercise and quiet space. They are typically unpaved.

NATURE TRAIL

Source: Brauer & Associates, Ltd.

Traffic-Calming Devices

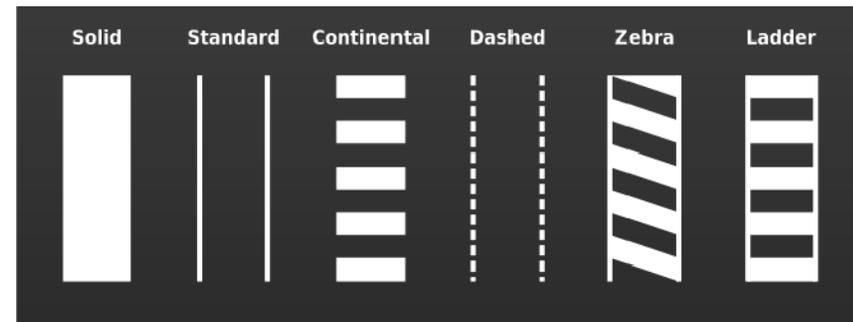
Traffic-calming devices can be used in areas with high traffic volumes to help improve the quality of the pedestrian environment. Traffic-calming devices work to lower motorist speeds, reduce traffic accidents, increase safety and convenience for non-motorists, create more space for children's play, eliminate noise and pollution, and contribute to neighborhood revitalization and stability. Although it can be difficult to obtain approval to install traffic-calming devices on state roads, some of the current state roads could revert to town-maintained roads, such as Nash, King, and Corbin streets. The town's traffic calming policy allows residents to petition the town to incorporate these types of measures into their neighborhood to help alleviate traffic problems. The following list includes the most common traffic-calming devices.

Crosswalks are generally 6 to 10-feet wide and can act as traffic-calming devices especially if they have raised or textured surfaces. The N.C.DOT recommends that crosswalks be located on every side of a traffic intersection. They must be clearly marked and signed. As noted below, various paint patterns are used as crosswalk indicators. Several different paint patterns currently are used in Hillsborough. The Downtown Streetscape Plan recommends using a raised surface, such as brick pavers or pressed asphalt for the crosswalks downtown and in the historic district.

Stamped asphalt crosswalks in brick herringbone pattern with high-visibility thermoplastic striping at the edges are proposed at major intersections in the commercial core as part of the Downtown Access Improvements Project.



Stamped Asphalt Crosswalks



Crosswalk Striping

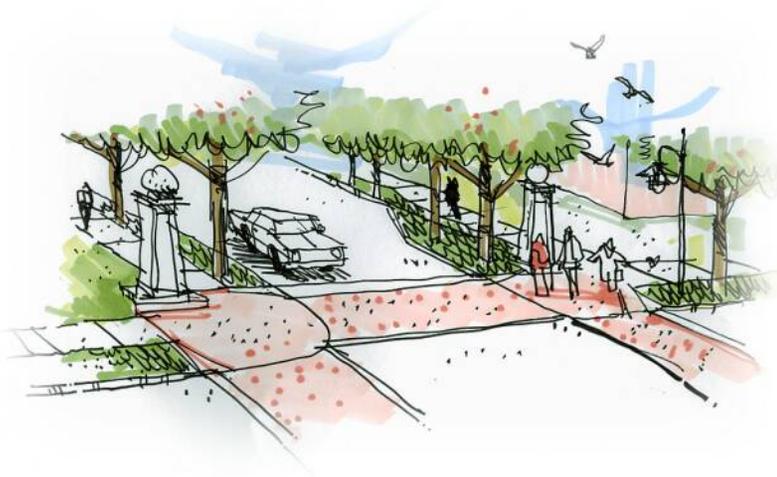
- **Roundabouts** are located in high-traffic intersections and take the place of traffic signals. They allow for a steady flow of traffic, create less points of conflict than a traditional intersection, and allow for greater pedestrian mobility.
- **On-street parking** serves to slow drivers down around parking areas.
- **Speed humps** stretch the width of the road and are at least 3 to 4-inches high. They are ideal for lower-volume traffic areas and are designed to slow traffic down to 15 to 20 mph.
- **Raised crosswalks** are crosswalks raised to the level of the sidewalk, often with a textured surface.
- **Chokers** are expansions of the sidewalk or a planted strip that serves to narrow the street and thus slows traffic.
- **Chicanes and neckdowns** are curb extensions that narrow the street width and alter the turning radius, slowing drivers.
- **Speed limits** can be lowered to force drivers to slow down. For neighborhood streets, a posted speed limit of 20 mph is recommended for pedestrian safety.
- **Stop bars** can be painted at signed intersections to increase driver awareness of stop signs.



A Raised Crosswalk



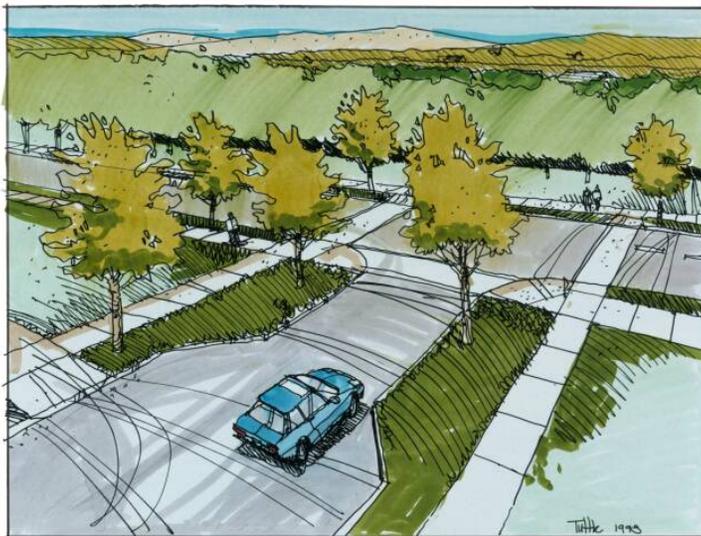
A Roundabout



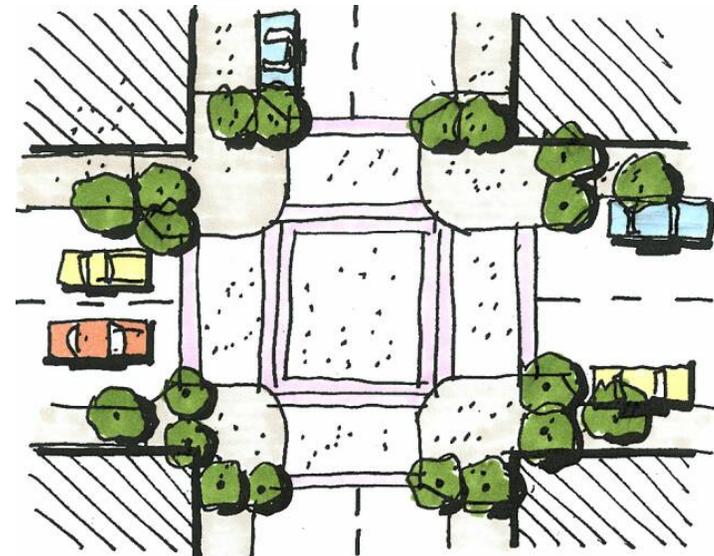
Raised Crosswalks



Chicanes



Chokers



Neckdowns

Design Policies for Bike Paths

Orange County Jurisdiction

Orange County does not build or maintain bike lanes within Hillsborough's extraterritorial jurisdiction: therefore the town should take responsibility for improving bike connectivity by making recommendations for bike lanes within the ETJ as well as within town limits.

Bike Lane Design

Bike lanes usually are striped on the road to the right of the vehicle travel lanes. They are 4 to 5 -feet-wide at a minimum, separated from traffic by a 6-inch stripe of paint and marked with a bike symbol. Unmarked wide shoulders are unofficial bicycle lanes and can be separated from the street by a stripe of paint. It generally is believed that striping leads to greater visibility and safety for cyclists.



Bike Lane

Greenways, Trails, and Footpaths

Bicyclists use greenways and unpaved trails for off-road biking. See the pedestrian design policies section for information on greenways, trails, and footpaths design policies.

Traffic-Calming Devices

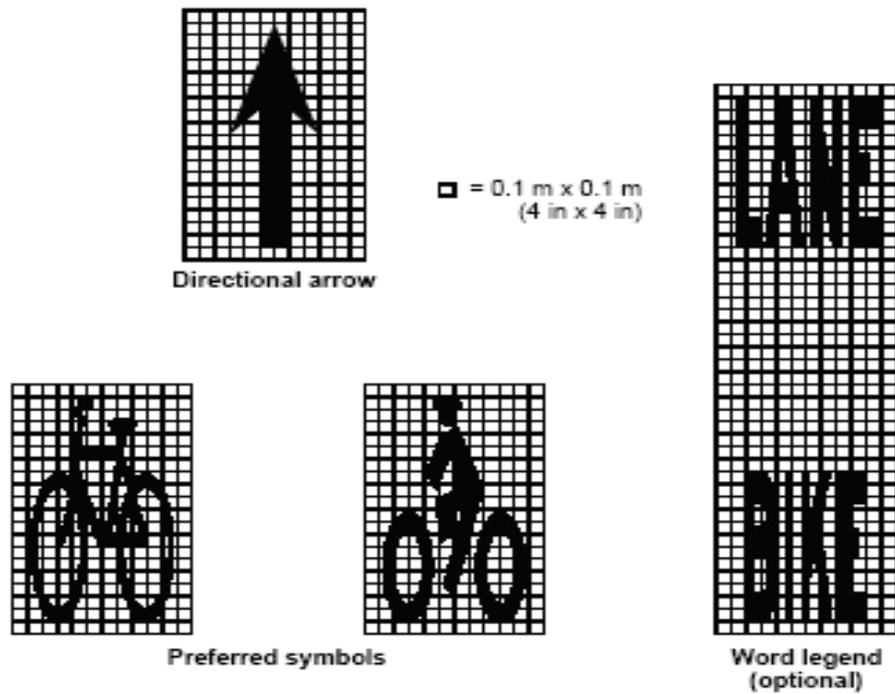
Slower speeds and other traffic-calming devices enhance bike safety as they increase the visibility of bicyclists and cause motorists to slow down. See the pedestrian design policies section for information on design policies for traffic-calming devices on page 54.



Wide Shoulder

Bike Lane Signage

Recognized bike routes that do not have striped bike lanes can have route signs to help direct bicyclists to safe routes and remind drivers to share the road.



Route Signage

Chapter 5: Recommendations and Implementation Plan

Recommendations

The following section provides a comprehensive list of recommendations for improvements to pedestrian and bike infrastructure and amenities in the Town of Hillsborough, the town's extra territorial jurisdiction, and to some extent Orange County. All of these recommendations work in tandem to foster connectivity and promote pedestrian and bicycle safety in and around Hillsborough.

1. State and County Agency Requests

- 1.1 Petition N.C.DOT to either relinquish King, Nash, and Corbin streets, and Revere Road to the town so that the town may install traffic-calming-devices on these streets, or
 - 1.1a Petition N.C.DOT to lower the speed limits on King, Nash, West Hill, and Corbin streets, and Revere Road.
 - 1.1b Petition N.C.DOT to install crosswalks on West King, Churton, and Nash streets, and St. Mary's Road as detailed on the map on Page 39 .
 - 1.1c Petition N.C.DOT to investigate the feasibility of installing traffic-calming-devices on West King and Nash streets.

- 1.2 Petition Orange County to update the Orange County Bike Plan to incorporate additional bike lanes and routes as specified below and as shown on the map on page 82. These recommendations provide connections between planned segments of the Orange County Bike Plan to provide greater connectivity in the area immediately around Hillsborough.
 - Coleman Loop Road from Frank Perry Road to N.C. 86
 - N.C. 86 from Coleman Loop Road to Rocky Lane
 - Walker Road from Miller Road to New Sharon Church Road
 - Miller Road from Walker Road to Harold Latta Road
 - Baldwin Road from Miller Road to St. Mary's Road
 - U.S. 70 from Ben Johnston Road to Lenapee Trail
 - U.S. 70A from Twin Oaks Drive to Lawrence Road
 - Orange Grove Road from I-40 overpass to Crossroads Chapel Cemetery Road
 - Ode Turner Road/Davis Drive from Orange Grove Road to Old N.C. 86

2. Town Board and Text Amendment Requests

- 2.1 Update the Metropolitan Planning Organization's Long Range Transportation Plan to reflect the recommended locations for new sidewalks, greenways, and bike lanes.
- 2.2 Replace all existing plans for sidewalk and bike infrastructure with the Community Connectivity Plan recommendations.
- 2.3 Request that the Public Works Department repair and maintain existing pedestrian resources as outlined in the existing resources inventory.
 - 2.3a Request that the Public Works Department develop a maintenance schedule for recurring issues such as gravel spills, stormwater runoff problems, and vegetation trimming.
- 2.4 Lower speed limits on town-owned residential roads to 20 mph.
- 2.5 Adopt a Public Art Ordinance that encourages developers and Public Works to purchase and install artistic amenities to enhance the pedestrian environment.
- 2.7 Amend the sidewalk ordinance to include the following:
 - 2.7a Update the design standards to include a reasonable width for planting strips that would allow small shade trees and other vegetation to flourish.
 - 2.7b Require sidewalks to connect with one another. For instance, when a property is developed next to an existing sidewalk, the two must connect.
 - 2.7c Adopt a set of sidewalk design guidelines so that new sidewalks are coordinated and material choices are appropriate per location.
 - 2.7d For safety and shade, encourage planting strips on sidewalks along roads with a high traffic volume . The ordinance should encourage developers to locate a planting strip between the sidewalk and the curb and to plant landscaping trees or other vegetation within the planting strip. It is important to specify who will be responsible for long-term maintenance of the plantings.
- 2.8 Direct Planning staff to reevaluate the Churton Street Corridor Strategic Plan and develop engineered plans for pedestrian & bicycle improvements as well as traffic improvements along S. Churton Street.

3. New Infrastructure: Build infrastructure including the following lists of new sidewalks, greenways, trails, bike lanes, bike routes, curb ramps, and crosswalks.

Detailed maps showing all of the infrastructure recommendations are on the following pages:

Sidewalk Recommendations	71
Greenway and Trail Recommendations	72
Bike Lane and Route Recommendations	73
Orange County Bike Plan	74
Hillsborough Pedestrian Recommendations	75
Future Pedestrian Map	76
Comprehensive Pedestrian Plan	77

3.1 **High-Priority Sidewalks:** The high priority sidewalk recommendations provide essential connections between existing sidewalks and Hillsborough neighborhoods and should be implemented with expediency.

- Rainey Avenue from Dixie Avenue to Cornelius Street
- Torain Street from Fairview Park to Mollie Court
- U.S. 70 / Cornelius Street from Holiday Park Drive to Riverside Drive
- Revere Road and West and East Corbin streets
- St. Mary's Road from Tryon Street to town limit
- South Cameron Street from East King Street to Margaret Lane
- Dimmocks Mill Road from Eno Street to South Bellevue Street
- South Churton Street/Old N.C. 86 from Exchange Park Lane to Lafayette Drive
- Mayo Street from Orange Grove Road to South Churton Street
- Oakdale Drive from Oakdale Village to Rhonda Road
- U.S. 70A from Tuscarora Drive to the town limits just past Cornerstone Court
- NC 86 from I-85 off-ramp to Old NC 10
- Waterstone Drive, College Park Drive, and Cates Creek Parkway

3.2 Low Priority Sidewalks: The low priority sidewalk recommendations provide greater accessibility within neighborhoods and are integral to creating a pedestrian-friendly environment but do not constitute immediate safety concerns .

These sidewalk segments include:

- Dixie Avenue to Mollie Court, via Harper Street and Dalton and Faucette Mill roads
- Lakeshore Drive from Cornelius to West King streets
- West King from West Hill to Nash Street
- Eno Street from West Hill to Nash Street
- Forrest Street from Lakeshore Drive to Freeland Drive
- Central Avenue from Cornelius Street to Freeland Drive
- Terrell Road from Cornelius Street to Freeland Drive
- Latimer Street from Lakeshore Drive to Durham Street
- West Corbin Street from Nash to North Hassell streets
- East Corbin Street from Mitchell Street to U.S. 70 at Gwen Road
- Cedar Grove Road from West Corbin to Cedar streets
- Maplewood Drive from West Corbin to Cedar streets
- Cedar Street from Cedar Grove Road to McAdams Street
- McAdams Street from Cedar to West Corbin streets
- Hayes Street from the Nash Street to Central Elementary
- U.S. 70A from Elizabeth Brady Road to Meadowland Drive
- Meadowland Drive
- Cardinal Drive from Old N.C. 86 to Murdock Drive
- Murdock Drive from Cardinal Drive to Cheshire Drive
- Cheshire Drive / Hardwood Drive from Murdock Drive to Lafayette Drive
- Lafayette Drive from Hardwood Drive to College Park Drive
- Millstone Drive from Old N.C. 86 to Beckett's Ridge Road

3.3 Greenway and Trail Recommendations: In addition to the existing and planned trails including all phases of Riverwalk and Cates Creek Greenway, the following three segments of new trails are recommended:

- Kings Highway Park to West King Street
- Central Elementary School trails crossing Latimer and West King streets connecting with Eno Street behind the Bellevue Mill
- Latimer Street across the ravine to the east side of Latimer Street. This connection will require a pedestrian bridge

3.4 Pedestrian Easements: Negotiate with property owners for pedestrian easements at the following sites:

- Along the sewer easement from the Gateway Center to Wake Street.
- From the Central Elementary School trails south to Riverwalk
- Along the Cates Creek Greenway adjacent to the Beckett's Ridge subdivision
- Between West Latimer and East Latimer streets
- Along the sewer easements from the south end of West Hill Street to Riverwalk Phase III
- Across the Bellevue Mill property

3.5 Curb Cut Recommendations: Install curb cuts as outlined in the existing resources inventory.

3.6 Bike Lane Recommendations: These lanes shall include marked and paved bike lanes measuring at least 4-feet wide and separated from the vehicle traffic lane by a 6-inch striping as outlined in the Design Policies section Chapter 4.

- U.S. 70/Cornelius Street
- North Churton Street from U.S. 70 Bypass to Corbin Street
- South Churton Street from U.S.70A to Waterstone Drive
- U.S. 70A from Old N.C. 86 to Meadowlands Drive
- N.C. 86 to Old N.C. 10

3.7 Marked Bike Route Recommendations: The recommendations are for bike routes in which route markers will be placed along the road to establish an acknowledged bike route and remind drivers to share the road with bikers. A striped lane will not be installed along marked routes. Recommended bike routes are on Page 73.

4. Historic District Recommendations: No new infrastructure, except crosswalks and a sidewalk along Corbin Street, are recommended in the historic district for multiple reasons. First, the historic district is considered for the most part pedestrian and bicycle friendly and second, any changes to the existing infrastructure and streetscape could affect the character of the district and should include planning and input from the various stakeholders including the Historic District Commission, the Alliance for Historic Hillsborough, and historic district residents. Recommendations for expanding connectivity and pedestrian improvements in the Historic District is beyond the scope of this plan.

- 4.1 Repair and improve existing pedestrian infrastructure in the historic district as detailed in the inventory and listed in the Appendix.
- 4.2 Evaluate handicap accessibility of existing pedestrian infrastructure. Coordinate with historic district stakeholders to develop a plan for new pedestrian and bicycle improvements in the historic district.
- 4.3 Investigate the feasibility of locating and restoring historic sidewalks within the historic district by working in coordination with partners like the Alliance for Historic Hillsborough, the Historic District Commission, and the Trading Path Association.
- 4.4 Install new crosswalks in the Historic District as proposed on Page 32.

5. Design Standards for Path Systems: Implement the following recommended design policies for all new sidewalks, greenways, shared-use paths, trails, crosswalks, bike lanes, and bike route markers.

- 5.1 Sidewalks will be at least 4-feet wide and include a 4-foot planting strip and landscape plantings where possible and will be made of concrete. Alternative materials such as brick, fieldstone, and pavers shall be considered when appropriate.
- 5.2 Primary routes of greenways will be at least 8-feet wide and paved with asphalt or another ADA complaint material, and will be located in a corridor that is 50 to 100-feet hundred feet wide. Secondary routes may be 5-feet wide.
- 5.3 Shared-use paths will be at least 8-feet wide and paved with asphalt, and separated from the roadway by a planting strip at least 4-feet wide but preferably 10-feet wide.
- 5.4 Trails will be mulched or surfaced with an ADA compliant material.
- 5.5 Crosswalks will be stamped asphalt and will be 8-feet wide at a minimum.
- 5.6 Bike Lanes will be at least 4-feet wide, separated from the traffic lane by a 6-inch stripe of paint, and marked with a painted bike symbol.
- 5.7 Signage such as bike route signs and pedestrian kiosks will be coordinated with the wayfinding signage plan.

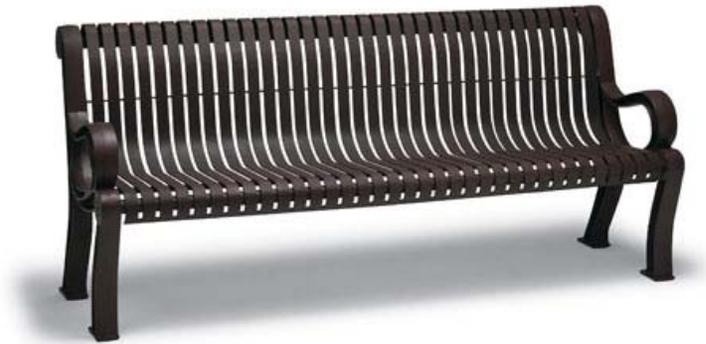
6. Design Standards for Amenities: Replace existing pedestrian amenities and install new amenities such as benches, trash cans, bike racks, dog waste containers, signage, and landscaping in accordance with the following recommended styles as funding is available. Incorporate public art into amenities in high visibility and appropriate locations.

6.1 Benches and Trashcans:

High quality, historically appropriate materials are recommended. Plastic and resins should be avoided because they are not in keeping with the historic character of the town. Functional and low-maintenance materials are also a priority.

The Butler bench by Urbanscape in a black or brown vertical-metal slat is recommended as the standard bench for downtown Hillsborough, town-owned parks, and highly visible locations. The Butler trashcan is recommended as the standard trashcan for downtown Hillsborough and town-owned parks and highly visible locations.

Old or deteriorated benches and trashcans shall be replaced with the Butler line to provide a consistent look. Older benches that are still in good condition can be moved to low visibility locations.



6' Black or Brown
Metal Bench
153 lbs.



Matching Metal
Trashcan
111 lbs.

- 6.2 Picnic Tables: The Parks and Recreation Board recommends the Arbor style picnic table by Timberform, which is a sturdy, solid wood, A-frame table that is available in a handicap accessible model.



Arbor Picnic Table
solid wood
500 pounds

- 6.3 Dog Waste Containers:

The Parks and Recreation Board recommends that all new dog waste containers be coordinated with the existing ones installed in River Park and Gold Park. The existing containers are called the Aluminum Complete Dog Waste Station, are made of dark green metal and are available from multiple retailers.



10 gallons
46 pounds

Functional Public Art: Benches

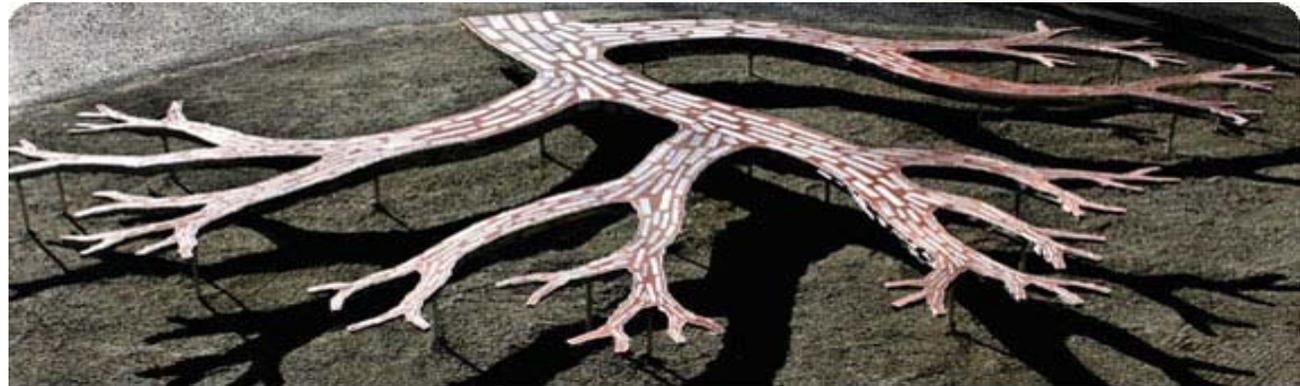
Public art can be incorporated into functional amenities in key locations. The installation of artistic benches is encouraged to help promote the unique character and history of Hillsborough. This goal can be achieved through partnership with the Hillsborough Arts Council. Public art is especially suited to places like Riverwalk. Some examples of public art found in other localities are shown below.



Phoenix, Arizona



Northern Ireland



Seattle, Washington

6.4 Bike Racks:

U-style bike racks are recommended for use around town because they are well-suited for a variety of bike-lock styles.

Plymouth Vintage
U-style Rack
33 pounds



Functional Public Art: Bike Racks

As with benches and trash cans, the use of public art bike racks is encouraged. Several examples from other localities are seen below.



"InOut" Bike Rack



Parliament in Edinburgh



San Francisco City Hall, California

7. Funding New Infrastructure and Amenities: Explore funding opportunities for recommended infrastructure improvements. A comprehensive list of funding opportunities is included in Chapter 6.

8. Partnering on New Infrastructure Projects and Amenities: Coordinate and partner with local, regional, state, and federal agencies and organizations to promote and improve the pedestrian and bike environment. A comprehensive list of organizations that may be future partners is included in Chapter 6.

8.1 Provide public with access to partner information through the Town Web site.

8.2 Encourage public awareness about bike and pedestrian campaigns such as Walkable Hillsborough Day and Carolina Tarwheels Bikefest.

9. Education and Outreach: Provide education and outreach to the community. A comprehensive list of education and outreach opportunities is provided in Chapter 6.

9.1 Develop and distribute pedestrian and bike maps, safety pamphlets, and event information.

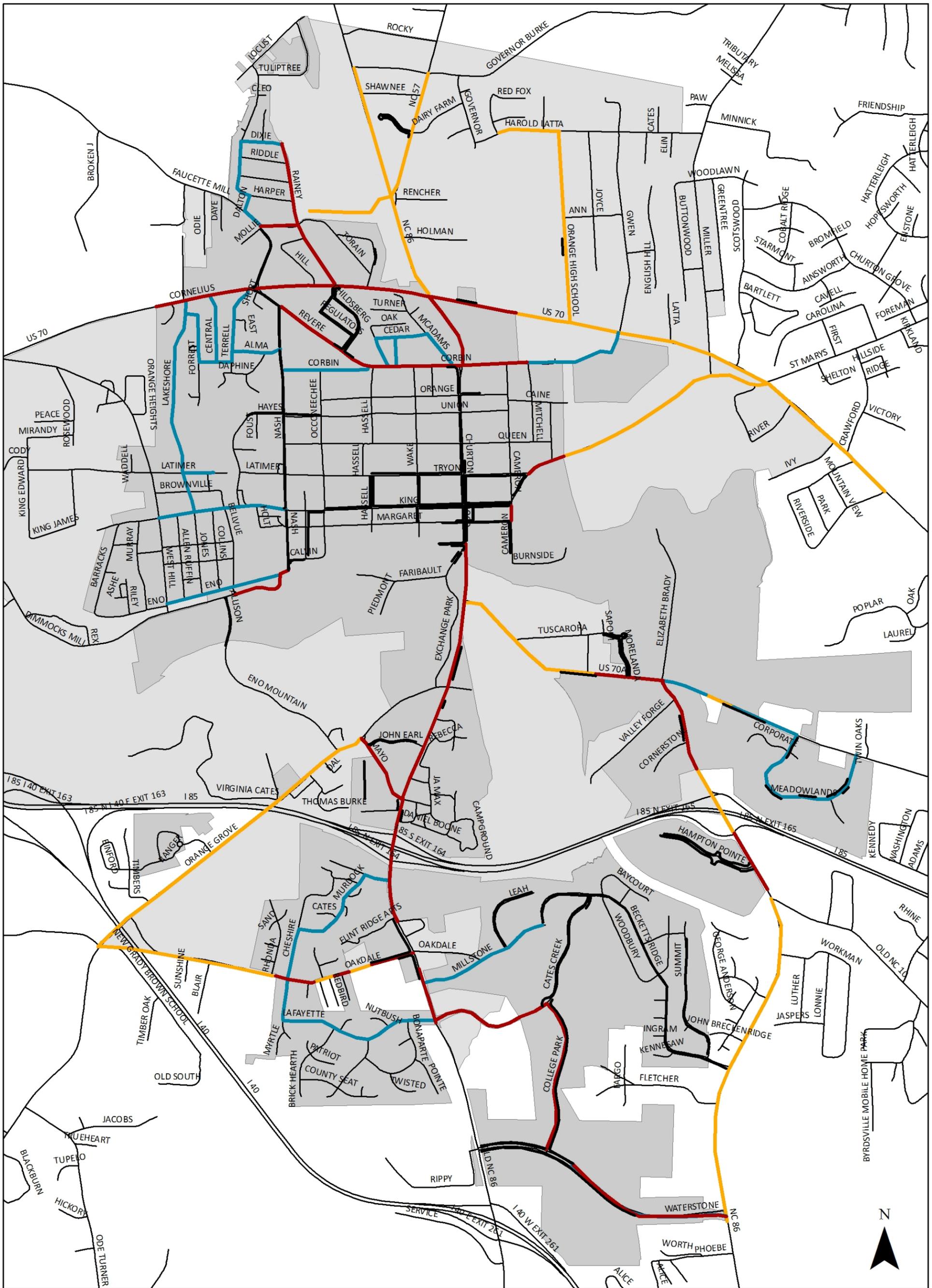
9.2 Provide information about pedestrian and bike events, routes, and safety on the town Web site in a efficient manner.

9.3 Send representatives to public events to raise awareness in the community about pedestrian and bike events and Resources.

9.4 Notify community members about pedestrian and bike events and resources through press releases and website advertising.

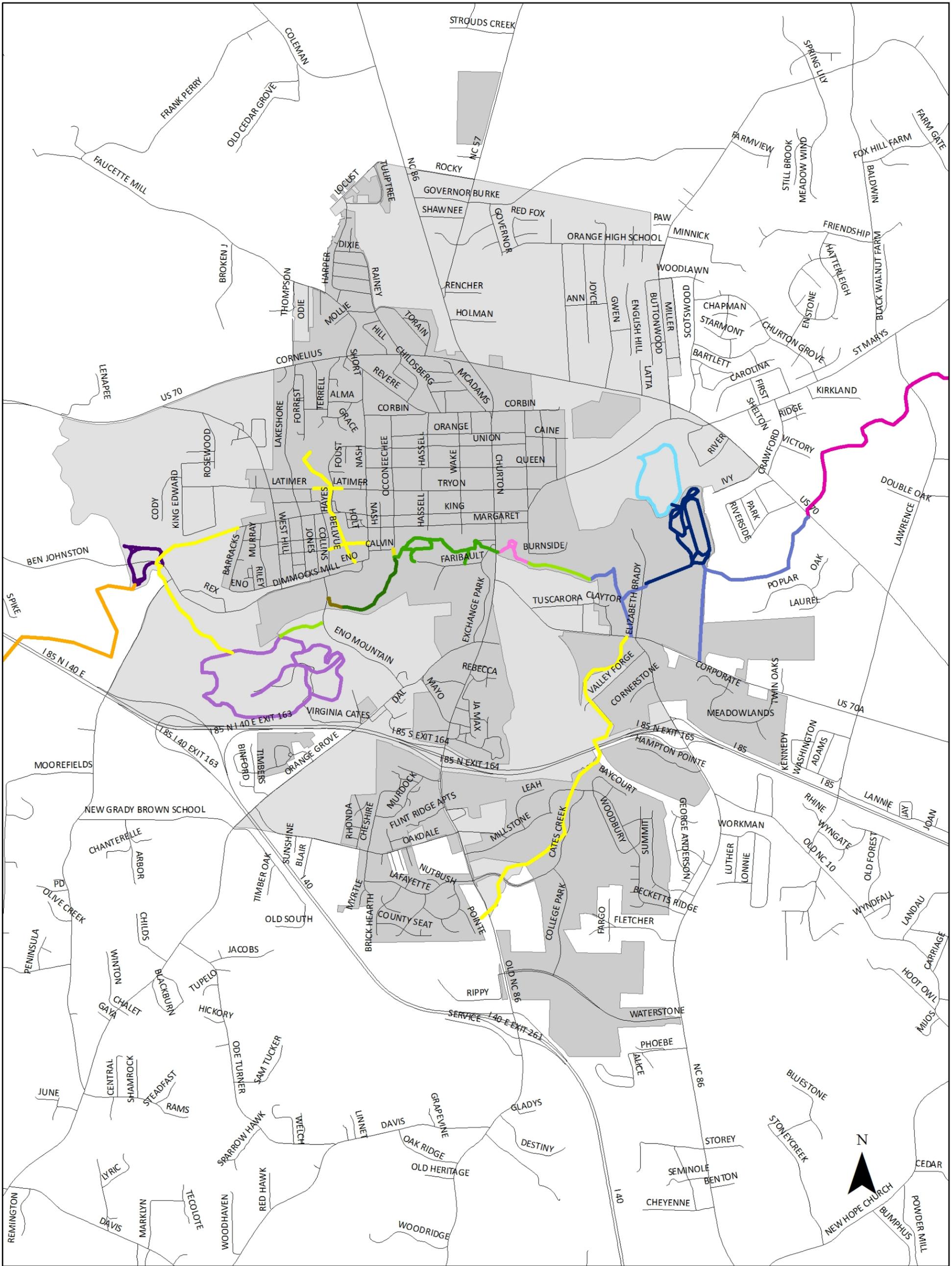
The following pages include detailed maps showing the recommendations for new infrastructure.

Sidewalk Recommendations Map	71
Greenway and Trail Recommendations Map	72
Bike Lane and Route Recommendations Map	73
Orange County Bike Plan Map	74
Hillsborough Pedestrian Recommendations Map	75
Future Pedestrian Map	76
Comprehensive Pedestrian Plan Map	77



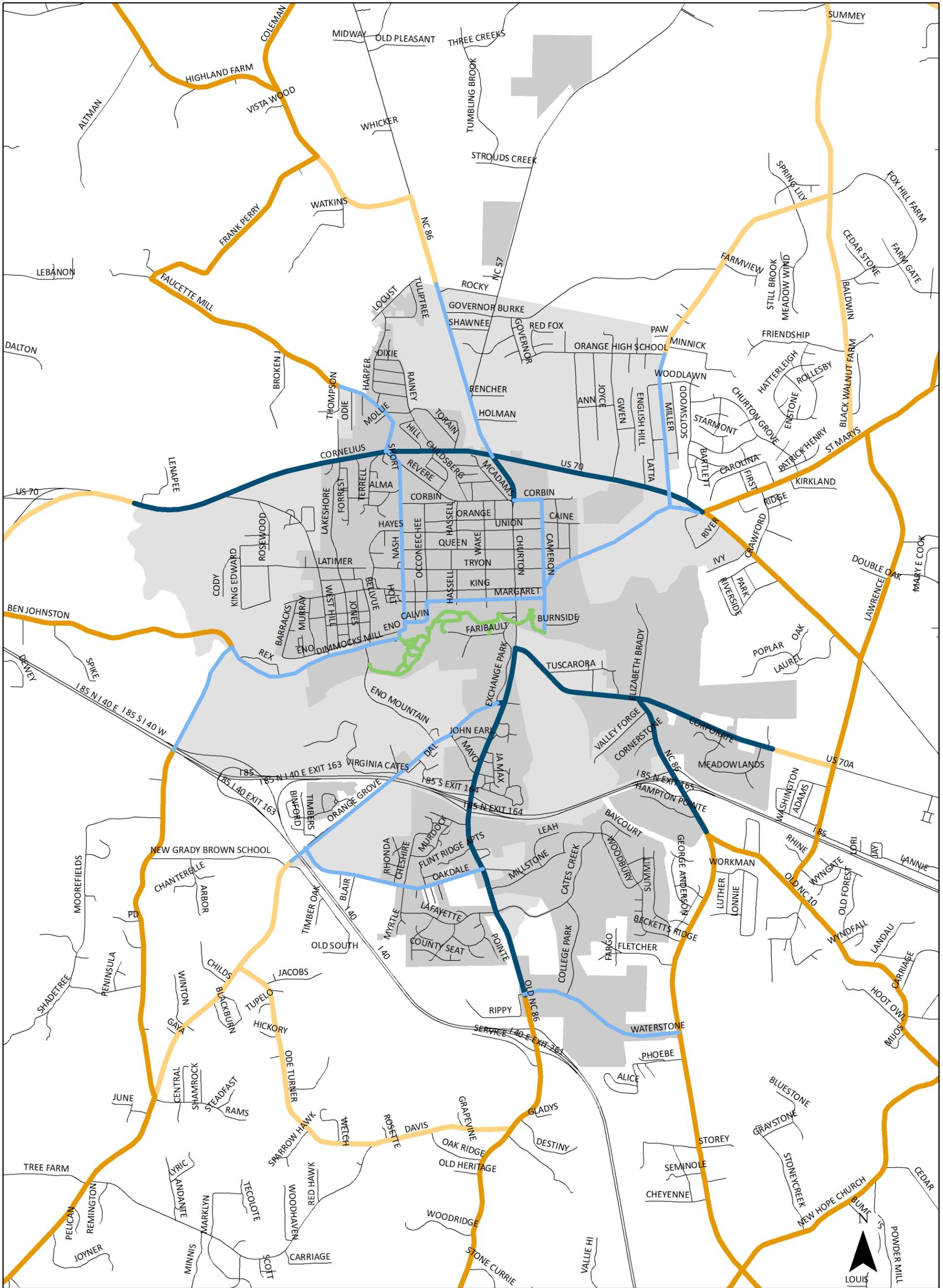
Sidewalk Recommendations

- Existing Sidewalks
- High Priority Sidewalk Recommendations
- Low Priority Sidewalk Recommendations
- Orange County Sidewalk Recommendations
- Town Limits
- Extra Territorial Jurisdiction



Greenway and Trail Recommendations

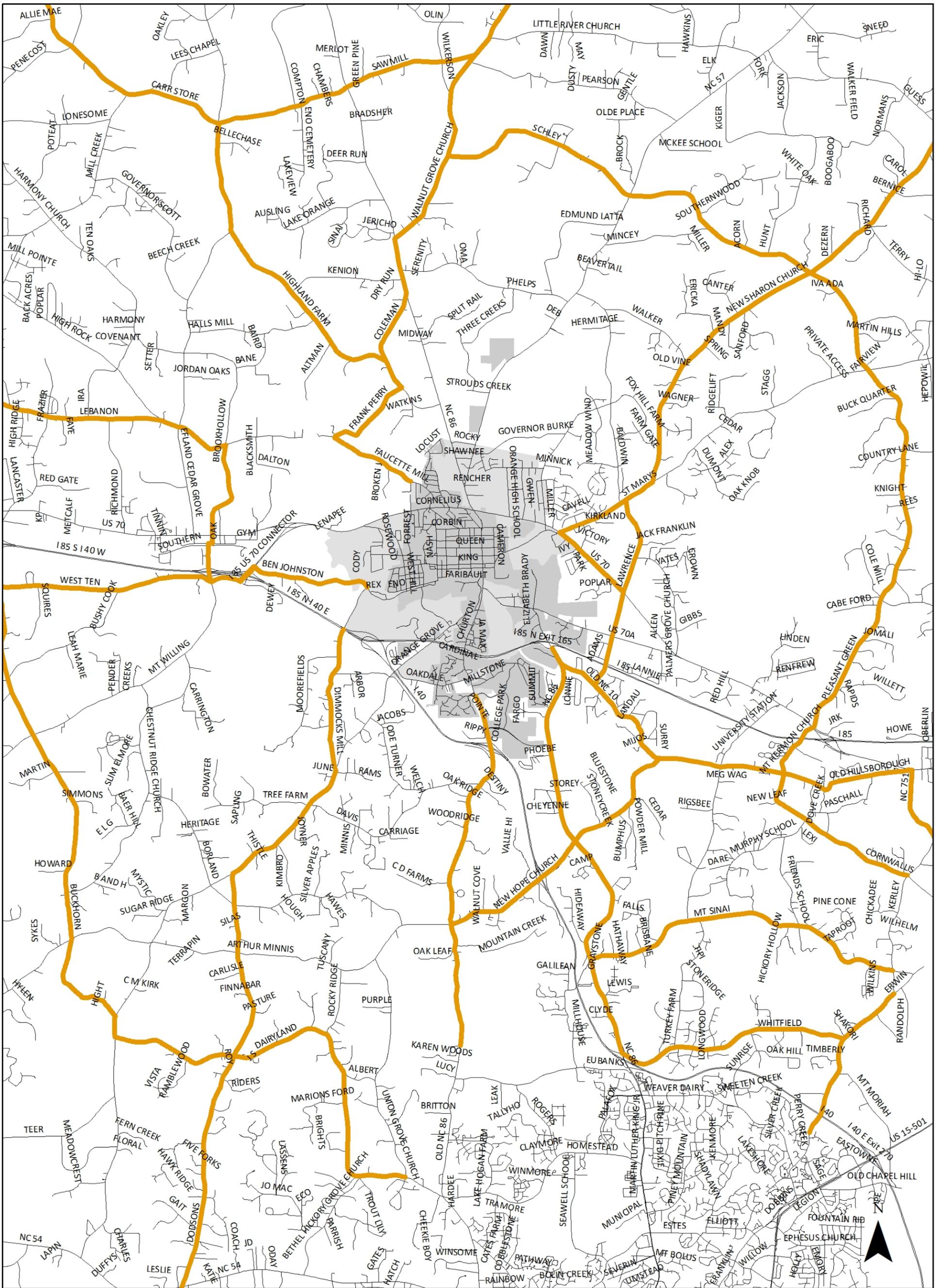
- | | | | | | | | | | |
|--|---------------------|--|----------------------------------|--|--------------------------------------|--|--|--|--------------------------------|
| | Riverwalk Phase I | | Calvin Street Greenway | | OC Cane Creek Connector-MST (West) | | River Park Trails | | Town Limits |
| | Riverwalk Phase II | | CMAQ Greenway | | Kings Highway Park Trails | | Occaneechee Mountain State natural Area Trails | | Extra Territorial Jurisdiction |
| | Riverwalk Phase III | | Additional Trail Recommendations | | Historic Occaneechee Speedway Trails | | Poets Walk Trails | | |
| | | | | | CAHPT Planned Trails | | To Eno River State Park- MST(East) | | |



Bike Lane and Route Recommendations

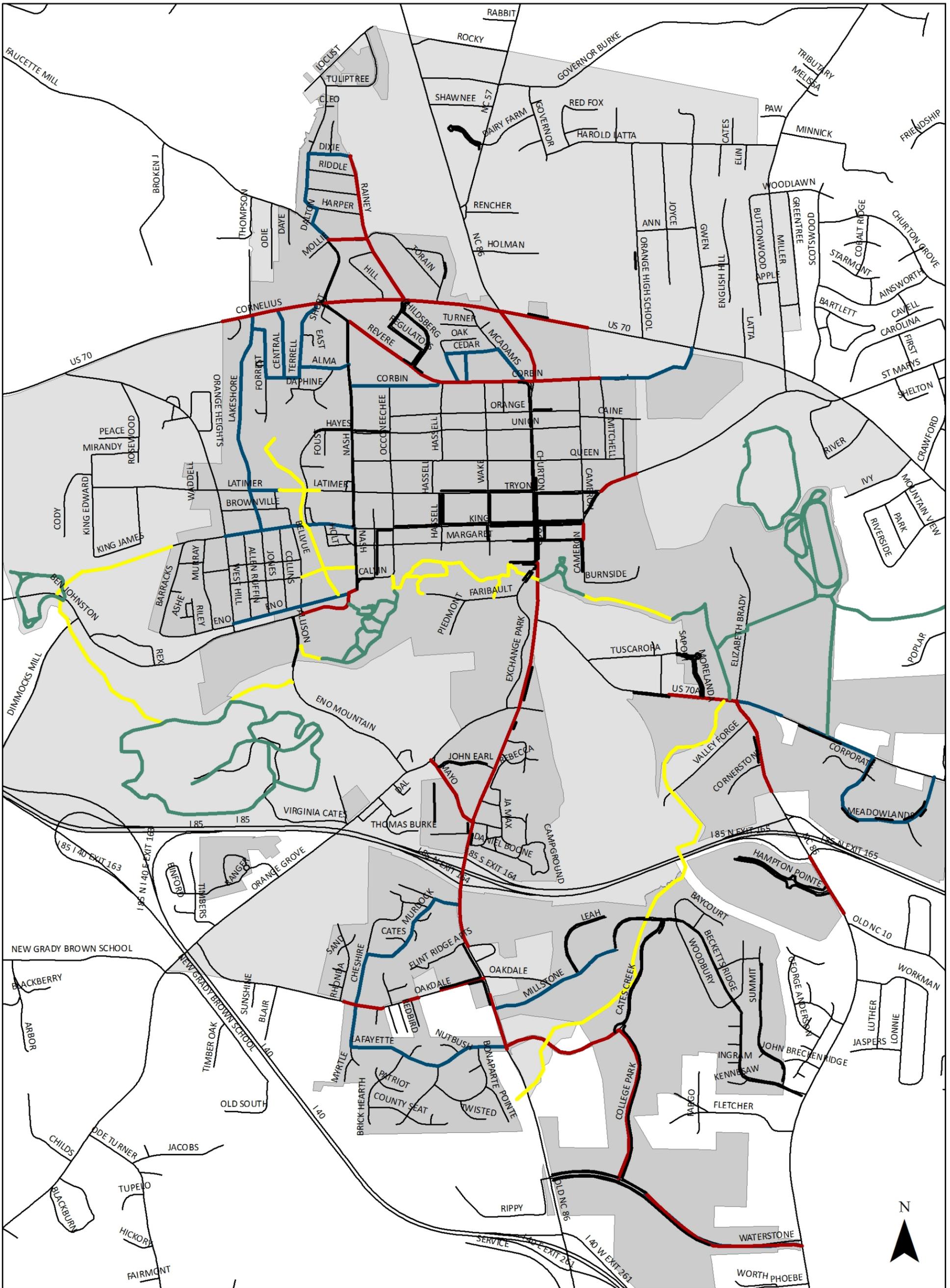
- Bike Friendly Greenways
- Orange County Planned Bike Lanes
- Town Limits
- Hillsborough Marked Bike Route Recommendations
- Recommended Additions to Orange County Bike Plan
- Extra Territorial Jurisdiction
- Hillsborough Bike Lane Recommendations

Map prepared by Hillsborough Planning Department 9/2013
 Data provided by Orange County Land Records



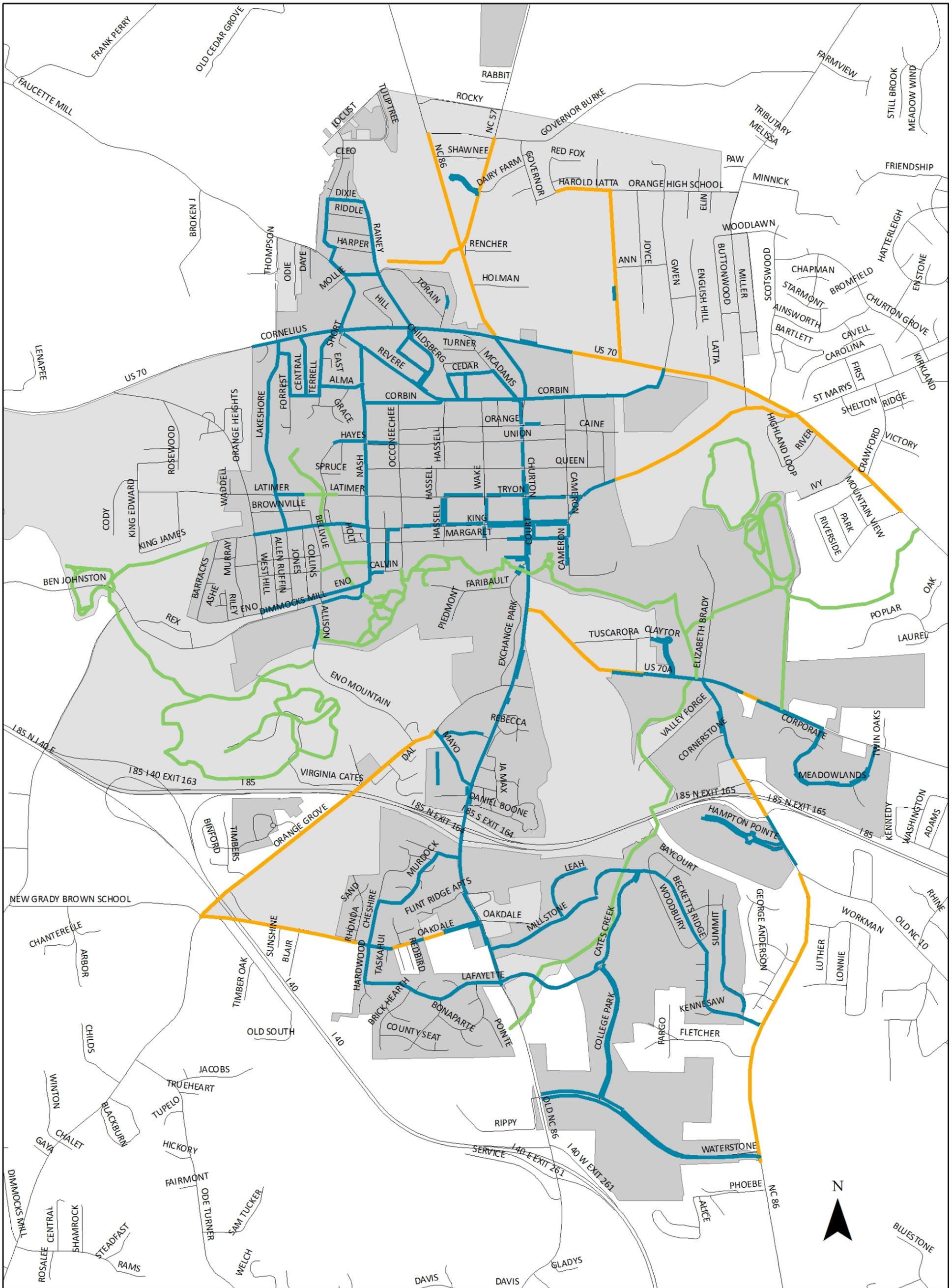
Orange County Bike Plan

Orange County Planned Bike Lanes
 Town Limits
 Extra Territorial Jurisdiction



Town of Hillsborough Pedestrian Recommendations

- Existing Sidewalks
- Greenways/Trails Recommendations
- High Priority Sidewalk Recommendations
- Existing Trails
- Low Priority Sidewalk Recommendations
- Town Limits
- Extra Territorial Jurisdiction



Future Pedestrian Map

- Greenways and Trails
- Sidewalks
- Orange County Sidewalks
- Town Limits
- Extra Territorial Jurisdiction

Chapter 6: Implementation and Beyond

Implementation Plan

The Parks and Recreation Board has included the following schedule for implementing the recommendations of this plan. However, the board recognizes that implementation is dependent on a variety of factors, not the least of which is budget constraints. Therefore, the schedule outlined in the following pages is intended to be used as a guide but will most likely need to be adjusted to meet the budget demands of the town as well as meet changing demands in the community. The Parks and Recreation Board suggests revisiting the implementation schedule annually to update the time frames prior to the beginning of each budget cycle.

Recommendations	Department or Group Responsible	Time frame
Petition N.C.DOT to relinquish ownership and maintenance responsibility of King, Nash, and Corbin streets, West Hill Avenue, and Revere Road so that the Town may install traffic-calming-devices and lower speeds on these streets or	Town Board, Public Works	3-5 years
<ul style="list-style-type: none"> Petition N.C.DOT to lower the speed limit on King, Nash, and Corbin streets, West Hill Avenue, and Revere Road. 	Town Board, Public Works	3-5 years
<ul style="list-style-type: none"> Petition N.C.DOT to install crosswalks on West King, Churton, and Nash streets, and St. Mary's Road as detailed on the map on Page 39 and as listed in the Appendix. 	Town Board, Public Works	3-5 years
<ul style="list-style-type: none"> Petition N.C.DOT to investigate the feasibility of installing traffic-calming-devices on West King and Nash Street. 	Town Board, Public Works	3-5 years
Lower speed limits on all town-owned residential roads to at least 20 mph.	Town Board	1-2 years
Petition Orange County to update the Orange County Bike Plan to incorporate additional bike lanes as specified below and as shown on the Bike Lane and Route Recommendations Map.	Town Board, Planning	1-2 years
Update the MPO's Long Range Transportation Plan to reflect the recommended locations for new sidewalks, greenways, shared-use paths, and bike lanes.	Town Board, Planning	1-2 years
Request that the Public Works Department develop a maintenance schedule for recurring issues such as gravel spills, stormwater runoff problems and vegetation trimming.	Town Board, Public Works	1-2 years

Recommendations	Department of Group Responsible	Time frame
Develop and adopt a public art ordinance that encourages the purchase and installation of artistic amenities to enhance the pedestrian and bike environment.	Town Board, Planning	1-2 years
Conduct a feasibility study for Cates Creek Greenway.	Planning	3-5 years
Acquire the land and implement plans for Cates Creek Greenway.	Town Board, Planning	5-10 years
Construct new high-priority sidewalks as detailed in the Recommendations section.	Town Board, Public Works	Ongoing
Construct new low-priority sidewalks as detailed in the Recommendations section.	Town Board, Public Works	Ongoing
Construct new greenways, bike lanes, bike routes, curb ramps, and crosswalks as detailed on the Pedestrian Recommendation Map.	Town Board, Planning	Ongoing
Coordinate with historic district stakeholders to develop a plan for new pedestrian and bicycle infrastructure in the historic district, such as new sidewalks, stairs, and planting strips.	Parks and Rec. Board, Historic District Commission	3-5 years
Investigate the feasibility of locating and restoring historic sidewalks within the historic district by working in coordination with partners like the Alliance for Historic Hillsborough, the Historic District Commission, and the Trading Path Association.	Parks and Rec. Board, Historic District Commission	3-5 years
Install new crosswalks in the historic district as proposed in the Inventory and listed in the Appendix.	Public Works	1-2 years
Replace existing pedestrian amenities and install new amenities-such as benches, trash cans, bike racks, dog waste containers, signage, and landscaping-in accordance with the following recommended styles as funding is available. (Bench: Urbanscape Butler bench, 6-foot vertical slat, Trashcan: Urbanscape Butler container with dome lid, Picnic Table: Timberform: Arbor Picnic Table, Dogwaste container dark green metal on post as installed in Gold Park, Bike racks as installed at the Visitors Center or a U-style rack, Signage coordinated with the Wayfinding Signage Plan)	Public Works	Ongoing

Recommendations	Department or Group Responsible	Time frame
Incorporate artistic amenities in high visibility locations such as downtown and town-owned parks.	Planning, Public Works	Ongoing
Investigate opportunities to support the to creation a “Friends of Hillsborough Parks” or-organization for fundraising.	Planning, Public Works, Parks and Recrea- tion Board	1-2 years
Explore additional funding opportunities for recommended infrastructure improvements.	Planning, Public Works, Parks and Recrea- tion Board	Ongoing
Coordinate and partner with local, regional, state, and federal agencies and organizations to promote and improve the pedestrian and bike environment.	Planning	Ongoing
Encourage public awareness bike and pedestrian campaigns such as Walkable Hillsborough Day and Tarwheels Bikefest.	Planning, Parks and Recreation Board	Ongoing
Provide pedestrian and bike maps and safety pamphlets on the Town website in an efficient manner.	Planning, Parks and Recreation Board	1-2 years
Provide information about town sponsored pedestrian and bike events, routes, and safety on the Town website in an efficient manner.	Planning, Parks and Recreation Board	1-2 years
Send representatives to public events such as Walkable Hillsborough Day and Carolina Tarwheels BikeFest to raise awareness about town-sponsored pedestrian and bike events and resources	Planning, Parks and Recreation Board	Ongoing
Notify community members about town-sponsored bicycle and pedestrian events and re-sources through press releases and website advertising.	Planning, Parks and Recreation Board	Ongoing

Funding

A significant obstacle to implementing the Community Connectivity Plan recommendations is funding. Funding can be encumbered through the town budget process or through grants or sponsorship programs. This section provides an overview of the current budget process in Hillsborough and suggests possible funding sources for new infrastructure and projects.

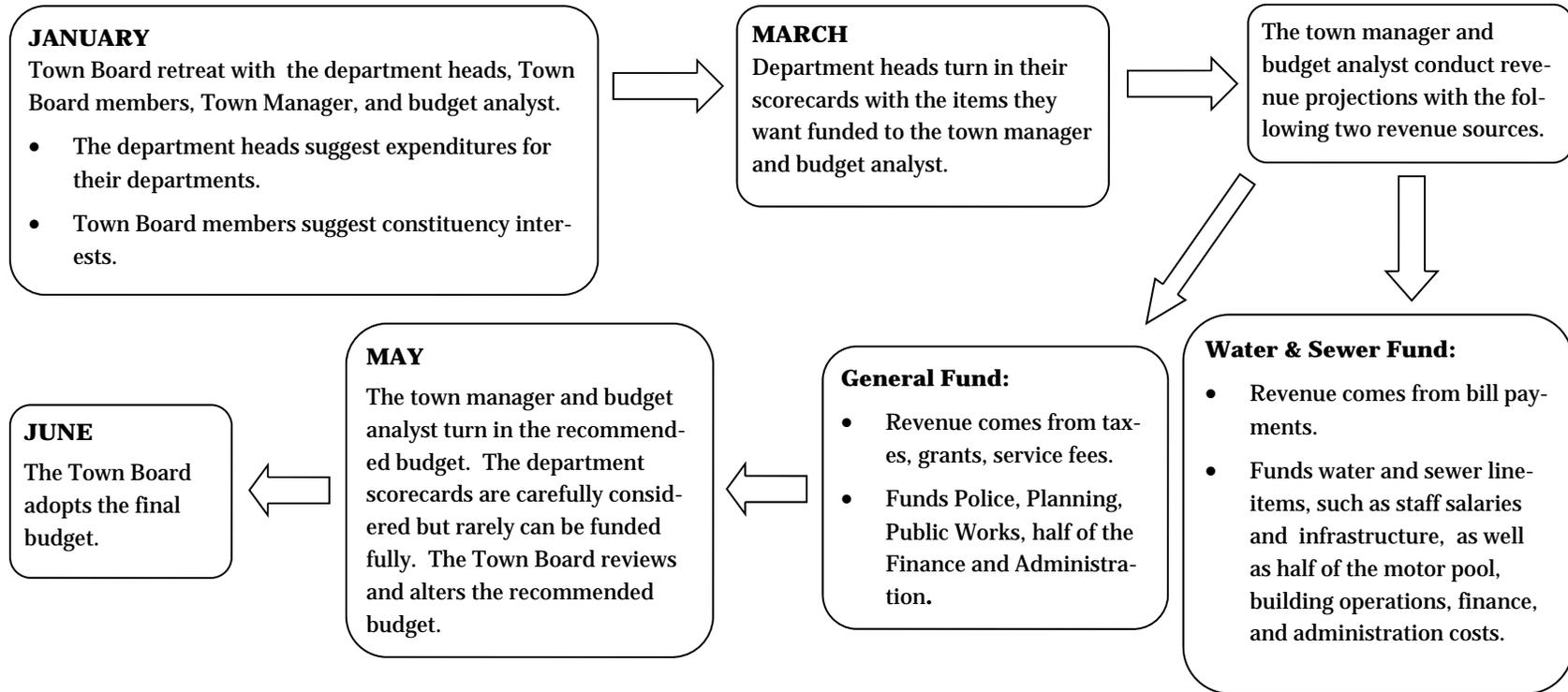
Budget Process Overview:

Each year, the Town updates the ten-year financial plan that includes big projects aimed at fulfilling the Town’s stated perspectives. The Town has four perspectives that guide its operations: Serve the Community, Run the Operations, Manage Resources, and Develop Personnel. Each perspective has a series of accompanying objectives, which are carried out through initiatives determined by each department. There are six departments, including Administration, Engineering & Utilities, Finance, Planning, Police, and Public Works. The initiatives are entered into a scorecard for each department, along with a measure to evaluate their success each year. For instance, for the objective “Expand Recreation, Walkability, & Connectivity” the Planning Department has listed the initiative to “Procure and develop land for both passive and active recreation facilities”. One of the measures of this is “Acres of developed parkland per 1,000 population.” In order to receive funding from the Town, the recommendations made in this plan have to be entered into department scorecards and moved through the budget process. The annual budget provides funding for short-term items as well as long term objectives. The objectives that follow from Town’s stated perspectives are in the table below.

The Community Connectivity Plan recommendations support four of the town’s objectives, and are highlighted in green.

PERSPECTIVES	TOWN OBJECTIVES					
Serve the Community	Strengthen Citizen Involvement & Access	Preserve Cultural & Natural Resources	Reduce Crime & Increase Citizen Safety	Enhance Community Sustainability	Expand Recreation, Walkability, & Connectivity	Improve Satisfaction with Services
Run the Operations	Enhance Emergency Preparedness	Provide Responsive & Consistent Services	Improve Communication & Collaboration	Excel at Staff & Logistical Support		
Manage Resources	Maintain Fiscal Strength	Invest in Infrastructure	Develop Long-Term Financial Plans	Deliver Efficient Services		
Develop Personnel	Develop a Skilled & Diverse Workforce	Support Training, Learning, & Growth	Enhance Relations with Other Entities			

The Annual Budget Process: A Summary



Potential Funding Sources

Friends of Hillsborough Parks (501(c)(3) Organization):

One funding option is a citizen-initiated 501(c)(3) organization that is able to accept tax-deductible contributions from individuals, organizations, and corporations. As a government entity the Town does not accept donations from community members towards parks and recreation facilities. Hillsborough is a very active community and its unique small-town identity is built upon interaction and recreation among residents. The maintenance and promotion of Hillsborough's many recreational facilities is integral to maintaining the community feel. An immensely valuable asset would be an organization that can accept and raise funding, coordinate volunteers and community events, advocate for the local and regional connections and uses, and provide information on recreation resources. In the past, the Alliance for Historic Hillsborough has served this function for preservation projects. It may be possible to utilize the alliance again in this manner or it may be more appropriate for another non-profit with a mission specific to parks and recreation to be formed for this purpose.

Potential Grant Sources

Active Living by Design: Fit Community Grant Program

Active Living by Design grants are provided to North Carolina communities with the goal of increasing routine physical activity and healthy eating through diverse partnerships, promotions, programs, policies, and physical projects. Up to eight grants will be awarded. The grants will last for two years and will provide up to \$30,000 annually to communities that have demonstrated need, proven capacity, and opportunity to address physical activity and/or healthy eating behaviors, with heavy emphasis placed on policy and environmental change strategies. Health and Wellness Trust Fund is committed to selecting a portfolio of grantee communities that represent a broad geographic range, diversity of needs, and range of strategies used to address those needs. All grant applicants also must apply for the Fit Community designation. Both applications are due in January each year. However, communities need not receive a Fit Community designation in order to receive a grant. Communities receiving the designation do not automatically receive a grant.

Successful grant applicants will demonstrate: a clearly stated need or rationale for increasing support for physical activity and/or healthy eating among a narrowly defined target settings and target populations in the community; an integrated strategy plan with practical goals and specific tactics, emphasis placed upon opportunity for policy and environmental change; an interdisciplinary partnership; strong organizational capacity; an ability to generate resources to sustain the project; citizen participation and input into the project; openness to receiving feedback and technical assistance; and willingness to enter into a two-year relationship with Active Living by Design as technical assistance provider.

<http://www.fitcommunitync.org/applicationprocess.aspx>

Bikes Belong

Bikes Belong Coalition is sponsored by the American bicycle industry. The grant program is a national discretionary program with a small budget, to help communities build Transportation Equity Act for the 21st Century. The coalition likes to fund high-profile projects and regional coalitions. An application must be supported by the local bicycle dealers; letters of support should be attached. Bikes Belong also offers advice and information on how to get more people on bikes. Government and non-profit agencies are eligible and no match is required. The maximum amount for a grant proposal is \$10,000. Applications may be submitted at any time and are reviewed as they are received.

<http://www.bikesbelong.org/node/42>

The Conservation Fund

Conservation Fund grant recipients are selected according to criteria that include: importance of the project to local greenway development efforts: demonstrated community support for the project: extent to which the grant will result in matching funds or other support from public or private sources: likelihood of tangible results: and capacity of the organization to complete the project. Grants may be used for activities such as: mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; and hiring consultants, incorporating land trusts, building a foot bridge, planning a bike path, or other creative projects. In general, grants can be used for all appropriate expenses needed to complete, expand or improve a greenway project including planning, technical assistance, legal and other costs. Grants MAY NOT be used for academic research, general institutional support, lobbying, or political activities. Awards will be made primarily to local, regional, or statewide nonprofit organizations. Public agencies also may apply, however, community, non-profits and organizations will receive preference. Most grants range from \$500 to \$1,000. The maximum grant is \$2,500. Applications may be submitted from March 31 through June 30 of each calendar year. Applications are due June 30.

http://www.conservationfund.org/kodak_awards

Fit Together

In 2005, five communities across North Carolina were awarded Fit Together grants from the Blue Cross and Blue Shield of North Carolina Foundation to promote physical activity, and to improve access and remove barriers to active lifestyles in rural communities. Fit Together community partnerships utilize Active Living by Design's comprehensive approach and "5P" strategies to increase routine physical activity. Grant recipients received three years of funding, up to \$40,000 per year. Active Living by Design worked closely with the Blue Cross Blue Shield of North Carolina Foundation to design and implement the grant program, and provides ongoing consultation and technical assistance to the grantees. The aim is to help grantees strengthen their projects, succeed when barriers arise, and connect with helpful information sources.

<http://www.activelivingbydesign.org/index.php?id=501>

NC Adopt-a-Trail Grant Program

The Adopt-a-Trail grant program awards \$108,000 annually to government agencies, nonprofit organizations and private trail groups for trails projects. The funds can be used for trail building, trail signage and facilities, trail maintenance, trail brochures and maps, and other related uses. The maximum grant award is \$5,000 per project application. Applicants may request funding for any or all of the following: new construction of trails; repair/renovation of trails; trail head or trail side facilities items included: horse tie-racks, bike racks, off-road vehicle loading ramps, canoe access points, and trail-head parking facilities.

http://www.ncparks.gov/About/grants/trails_grant.php

N.C.DOT Highway Division Funds:

A portion of Safe Routes to School funds have been allocated to each of N.C.DOT's 14 highway divisions to fund infrastructure projects on state-maintained roads. To be eligible projects must be within 2 miles of a school serving grades K-8. These funds are primarily intended for safety improvements ranging from \$10,000 to \$50,000, and must improve conditions for walking and biking to school. Projects that only improve motor vehicle or bus access are not eligible for this or Infrastructure Grant funding. Contact the local Division of Highways office to request a potential project.

<http://www.ncdot.org/transit/bicycle/saferoutes/funding/highway.html>

N.C. Parks and Recreation Trust Fund

Applicants may buy land to use as recreational projects for the public or to protect the natural or scenic resources of the property. Applicants may also request money to build or renovate recreational and support facilities. This is a matching-funds grant. The project must be located on a single site.

http://www.ncparks.gov/About/grants/partf_eligibility.php

N.C. Recreational Trails Program

The Recreational Trails Program is a \$1.3 million grant program funded by Congress with money from the federal gas taxes paid on fuel used by off-highway vehicles. The program's intent is to meet the trail and trail-related recreational needs identified by the Statewide Comprehensive Outdoor Recreation Plan. Grant applicants must be able to contribute 20 percent of the project cost with cash or in-kind contributions.

http://www.ncparks.gov/About/grants/trails_grant.php

REI Grants

REI dedicates a portion of its operating profits to help protect and restore the environment, increase access to outdoor activities, and encourage involvement in responsible outdoor recreation. REI employees nominate organizations, projects, and programs in which they are involved to receive funding or gear donations.

<http://www.rei.com/aboutrei/grants02.html>

Safe Routes to School: Infrastructure Grant Reimbursement Program

Infrastructure grants are offered as a part of N.C. DOT's Safe Routes to Schools Program. These grants will provide funding for engineering projects within two miles of a school serving grades K-8. The funding cap is \$250,000 per project proposal.

<http://www.ncdot.org/transit/bicycle/saferoutes/funding/infrastructure.html>

Safe Routes to School: Non-Infrastructure Grant Reimbursement Program

The non-infrastructure grants of N.C.DOT's Safe Routes to School Program will provide funds for education, encouragement, enforcement, and evaluation programs and activities. Any state, local or regional agency, tribal government, school or school district, or non-profit organization is eligible to apply. Funding requests may range from \$10,000 to \$50,000. This program has set aside \$400,000 fund non-infrastructure projects.

<http://www.ncdot.org/transit/bicycle/saferoutes/funding/noninfrastructure.html>

Town of Hillsborough Tourism Board: Tourism Grants

The Hillsborough Tourism Board was established by the Hillsborough Board of Commissioners in 1994 to: Promote travel, tourism and visitor services, preserve, enhance and program our historic built and natural environment, and sponsor programs and activities designed to improve Hillsborough's attraction to visitors.

To further these objectives, the Tourism Board has the specific mission to solicit individuals and groups to visit and stay in Hillsborough; to assist these individuals and groups with visitor services during their stay; to encourage visitors to enjoy Hillsborough's historic built and natural environment and its cultural, entertainment and recreational opportunities; and to preserve, enhance and program our non-revenue producing historic built and natural environment and attractions to entice such individuals and groups to visit our town. Tourism grants are offered annually and are funded by the Town's 1% tax on prepared foods and beverages.

<http://www.ci.hillsborough.nc.us/content/tourism-board>

Potential Sponsorship Sources:

"Buy-a-Foot" Programs

"Buy-a-Foot" programs have been successful in raising funds and awareness for trail and greenway projects within North Carolina. Under local initiatives, citizens are encouraged to purchase one linear foot of the greenway by donating the cost of construction. An excellent example of a successful endeavor is the High Point Greenway "Buy-a-Foot" campaign, in which linear greenway "feet" were sold at a cost of \$25 per foot. Those who donated were given a greenway T-shirt and a certificate. The project provided more than \$5,000 in funds.

Greenway Sponsors

A sponsorship program for greenway amenities allows for smaller donations to be received from individuals and businesses. The program must be well planned and organized, with design standards and associated costs established for each amenity. Project elements that may be funded can include mile markers, call boxes, benches, trash receptacles, entry signage and bollards, and picnic areas.

Education and Outreach

Educating the community about safety information, available park facilities, and recreational events in Hillsborough is critical to community connectivity. Working on outreach to get the community involved and using the available resources is a key task of the Parks and Recreation Board as outlined in the Town Code of Ordinances. The following methods for education and outreach can help create greater community awareness about existing and planned pedestrian and bicycle resources.

Town website

The town website is an excellent tool for public communication and has been increasingly used to share plans with the public during the past few years. However, the website contains a large amount of information, which can be difficult to navigate. It needs to be better utilized as a promotion tool for Parks and Recreation-related items. One possible solution is to add a link to Parks and Recreation information from the homepage. Additionally, the Parks and Recreation Board home page information needs to be better organized and more concise. The easier it is to find the relevant information, the more usable and successful the website will be. This can be accomplished by reducing to the number of clicks to the smallest possible amount. The information on the website should include the Master Parks and Recreation Plan Update, the Community Connectivity Plan, park locations and amenities, bike and pedestrian safety, links to relevant organizations, as well as information about the Parks and Recreation Board. Updates should be carried out regularly to make sure that the information is current and pertinent.

<http://www.ci.hillsborough.nc.us/>

Attendance at Community Events

Often, the best way to reach out to the public is to attend events in which direct access is possible. Residents and visitors have questions about park resources and plans that they would like to ask board members and staff. Excellent opportunities for community outreach and education can be found at events such as Last Fridays, the Farmers Market at the Public Market House, as well as special events like Walkable Hillsborough Day or events at the Orange County Historical Museum. The Parks and Recreation Board can set up a booth to provide information about the parks, pedestrian and bike routes, fundraising campaigns, pedestrian and bike safety, and board vacancies. A visible presence at town events will go a long way toward raising community awareness.

Mailings

Sending out inserts in regular water bill mailings is a good way to publicize events and disseminate information to the entire community. Inserts can advertise events like park grand openings, board vacancies, or bicycle safety tips. Other mailing options include the town newsletter or a future town listserv.

Visible Event Information

For special events such as grand openings, the banner spots at the Town of Hillsborough 'Welcome' sign and at the Old Orange County Courthouse can be utilized. Press releases in the local media and on the Web site would provide more detailed information about the events.

Board Member Initiative

The Parks and Recreation Board's members must take initiative to reach out and educate the community. This is one of the primary responsibilities for board members, as outlined in the Town Code. A rolling schedule of outreach material deadlines, such as for newsletters and local media, should be implemented to create a constant stream of relevant information to the community. Creating special events like a bike safety ride can inform the public in a fun and interactive setting. Staffing booths at local events provides a more visible front to the Parks and Recreation initiatives discussed and adopted by the board.

Partnerships

The following organizations are active in Hillsborough or the surrounding region. All share an interest in promoting connectivity, recreational activity, and community building. It is recommended that partnerships be created and supported by the town with like-minded organizations such as the ones listed in this section.

Active Living by Design

Active Living by Design is a national program of the Robert Wood Johnson Foundation and is a part of the North Carolina Institute for Public Health at the UNC Gillings School of Global Public Health in Chapel Hill. The program establishes innovative approaches to increase physical activity and healthy eating through community design, public policies and communications strategies. Active Living by Design is working with 25 community partnerships across the country to demonstrate how changing community design will impact physical activity.

<http://www.activelivingbydesign.org/>

The Alliance for Historic Hillsborough

The Alliance for Historic Hillsborough is an umbrella organization that brings together people and organizations who love and support Hillsborough. The mission of the Alliance is to preserve, promote, and enhance the historical, cultural, and natural environment of Hillsborough for residents and visitors and to support a vibrant and sustainable economy throughout the Hillsborough area.

It's member organizations are:

- Hillsborough Arts Council
- Historical Foundation of Hillsborough and Orange County (Orange County Historical Museum)
- Hillsborough/Orange County Chamber of Commerce
- Historic District Commission
- Historic Hillsborough Commission (Burwell School Historic Site)
- Preservation Fund of Hillsborough
- Downtown Merchants of Historic Hillsborough

<http://www.visithillsboroughnc.com>

Boy Scouts / Girl Scouts

The local Boy Scouts Council is the Occoneechee Council. It aims to provide extraordinary youth development programs that strengthen values, develop leadership skills, provide lifelong learning and instill the habit of service to others. The Boy Scouts endeavor to be widely acknowledged as a community and national leader in serving youth, families, and neighborhoods through the partnership of children and families, strong community organizations, committed and trained volunteers, and districts, boards, and staff. Locally the trails at King's Highway Park were cleared by Boy Scouts, and several Eagle Scouts have built amenities for the park, such as benches and information kiosks.

<http://www.ocscouts.org/home.html>

The Girl Scouts organization promotes teamwork and confidence building to help girls build leadership skills. The North Carolina Coastal Pines Council oversees the Girl Scout troops in 41 counties in North Carolina. The program enables girls through sports skill-building clinics, career mentoring, world travel and cultural exchanges, local community service projects, environmental stewardships, and financial literacy.

<http://www.nccoastalpines.org/>

Hillsborough/Orange County Chamber of Commerce

The Hillsborough/Orange County Chamber of Commerce provides local access to information about its members, businesses, and government agencies. It functions as a marketing agency for its members and for the area, promoting special events and day-to-day activities that attract visitors and businesses.

<http://www.hillsboroughchamber.com/>

Classical American Homes Preservation Trust

The Classical American Homes Preservation Trust owns and/or operates six classical American homes on the East Coast. It's mission is to preserve, protect and open to the public selected examples of classical American architecture, antique furniture, and other decorative arts from the 19th century's first half. In Hillsborough, the trust is the caretaker of the Historic Occoneechee Speedway Trail and Ayr Mount Historic Site, both of which have walking trails that are open to the public. Their long-range plan includes the construction of additional trails that will connect into Riverwalk and Cates Creek Greenway.

<http://www.classicalamerican.org/>

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. It is involved in projects such as the Long Range Transportation Plan, greenhouse gas emissions inventories, transit projects, and bicycle pedestrian projects.

<http://www.dchcmpo.org>

Hillsborough Arts Council

The Hillsborough Arts Council is the official arts council for Hillsborough endorsed by The Town of Hillsborough and the N.C. Arts Council. It is incorporated in the state of North Carolina as a 501(c)(3) non-profit organization. For more than twenty years, the primarily volunteer has served the arts and cultural needs of the Hillsborough community through a diversity of initiatives and services. It supports the arts and enhances the community through education and by organizing events that feature local artists for the enjoyment and education of the general public.

<http://www.hillsboroughartscouncil.org/>

Hillsborough Tourism Board

Chapter 449 of the N.C. General Assembly's 1993-1994 legislative session provided for funds from a prepared food and beverage tax to be used for visitor services and for facilities, programs, and services designed to attract tourists to Hillsborough. In 1994, the Hillsborough Tourism Board was established by the Hillsborough Board of Commissioners to promote travel, tourism and visitor services; preserve, enhance and program our historic built and natural environment; and sponsor programs and activities designed to improve Hillsborough's attraction to visitors. To achieve these objectives, the Tourism Board seeks to solicit individuals and groups to visit and stay in Hillsborough; to assist these individuals and groups with visitor services during their stay; to encourage visitors to enjoy Hillsborough's historic built and natural environment, as well as its cultural, entertainment, and recreational opportunities; and to preserve enhance, and program the town's non-revenue producing historic built and natural environment and attractions.

www.historichillsborough.org

Hillsborough Garden Club

The Hillsborough Garden Club is open to all residents in the Orange County Area. The club maintains the community garden, installs plantings in town, and hosts community activities such as the Colonial Christmas Tour, and the biannual Spring Garden Tour.

Eno River Association

The Eno River Association is a 501(c)(3) non-profit conservation organization whose mission is to conserve and protect the natural, cultural and historic resources of the Eno River basin. The association controls almost 5,500 acres of protected lands, which largely are contained within five public parks: the Eno River State Park, the Occoneechee Mountain State Natural Area, West Point on the Eno, Durham City Park, Penny's Bend Nature Preserve, and the Little River Regional Park. The Eno River Association also engages in a variety of other activities, from environmental education to advocacy. They host both a winter and spring hike series along the Eno River to educate the community on the flora, fauna and history of the river. The association also produces the fun and amazing Festival for the Eno.

<http://www.enoriver.org/index.htm>

Eno River State Park

The Eno River travels for 33 miles from Northwest Orange County into Durham County. The State Park has 3,900 acres of natural resources, with five access points: Cabe Lands, Cole Mill, Few's Ford, Pleasant Green, and Pump Station.

<http://www.ncparks.gov/Visit/parks/enri/main.php>

N.C.DOT Division of Bicycle and Pedestrian Transportation

The Division of Bicycle and pedestrian Transportation plays a role in revising DOT policies, guidelines and manuals that impact bicycle and pedestrian accommodations; participates in resolving complex bicycle and pedestrian design issues on major highway projects; and provides training and technical support to other DOT planning and design units. The division provide safety and event information on their website, such as the 2008 NC Calendar of Bicycling Events that compiles more than 200 bicycling events in communities all across North Carolina.

<http://www.ncdot.org/transit/bicycle/default.html>

N.C.DOT Safe Routes to Schools

Safe Routes to School is a national and international movement to enable and encourage children, including those with disabilities, to walk and bicycle to school. The programs consider infrastructure enhancements to provide a safe physical environment for bicycling and walking. These programs also emphasize non-infrastructure approaches to educate and encourage communities on how to safely take advantage of walking and bicycling opportunities in their neighborhoods. One-day community workshops help communities develop sound programs, based on their unique situations, by providing information on best practices, and useful strategies and resources to consider as they identify the next steps to take to improve conditions for students who wish to walk or bicycle to school while reinforcing positive behaviors. Safe Routes to Schools also promote Walk to School

events, which are a fun way for communities to take a first step towards changing community culture and creating an environment that is more inviting for everyone, young and old, to walk and bike.

<http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html>

Occoneechee Mountain State Natural Area

This is the highest point in Orange County at 867 feet. The Natural Area covers 190 acres of land, and has about 3 miles of trails.

<http://www.ncparks.gov/Visit/parks/ocmo/main.php>

Orange County Department on Aging

The Department on Aging operates four senior centers throughout the county. Each center offers programs such as community support groups, senior games, health screenings, classes, wellness programs, trips, and lunches.

Robert and Pearl Seymour Center

<http://www.co.orange.nc.us/aging/SeniorCenters.asp>

Orange County Health Department

The Health Promotion and Education Services section of the Orange County Health Department is a team of health professionals who aim to educate, facilitate, advocate, and collaborate to motivate all citizens to have safe and healthy lifestyles. They conduct assessments and collect data, plan health programs, engage the community, and provide counseling to community members, among other things.

<http://www.co.orange.nc.us/health/index.asp>

Orange County Parks and Recreation

The Orange County Parks and Recreation Department is dedicated to the purpose of enriching the physical, social and emotional quality of life of people in Orange County. It coordinates athletic teams and classes for people of all ages. It also own and operate seven parks and community centers within Orange County that are open for public use, and rented the facilities to community members. In addition, the department host special events, a performance series, and music festivals throughout the year.

<http://www.co.orange.nc.us/RecParks/index.asp>

Carolina Tarwheels

The Carolina Tarwheels is a group of bicycle enthusiasts who organize social rides in Orange, Durham, Wake, Alamance, and Chatham counties of North Carolina. It promotes the fun and challenge of cycling and advocate for cycling safety and bike-friendly policies in our communities. Carolina Tarwheels is affiliated with the League of American Bicyclists. It offers club rides for all levels of cyclists, in the Triangle Region and sometimes at remote sites such as the Blue Ridge Parkway. Members can rent club equipment and receive discounts at local bike shops. Every summer Tarwheels sponsors Bikefest, which draws 800 cyclists to Hillsborough.

<http://www.tarwheels.org/>

Trading Path Association

The Trading Path Association is a local nonprofit with a mission to preserve, study, and promote the remnants of the historic Trading Path which once connected the Chesapeake country with towns in the Carolinas and Georgia. As part of its goals, the association wants to integrate local Trading Path preservation initiatives into a linked matrix of heritage sites that would be suitable for adoption by the National Park Service as a non-contiguous national park, historic transportation corridor, heritage corridor, heritage trail or a heritage area.

<http://www.tradingpath.org/>

Triangle Greenways Council

The Triangle Greenways Council is an advocacy group and land trust for the expansion of excellent greenways in the Triangle region.

<http://www.trianglegreenways.org/>

Triangle Trailblazers Volkssport Club

The Triangle Trailblazers Volkssport Club organizes volkssports events, which are non-competitive walking, biking, swimming, or cross country skiing events design to appeal to everyone. Triangle Trailblazers usually hosts walking events, which take place on pre-marked trails with a measured distance. The events allow participants to exercise at their own pace. Volkssports encourage outdoor physical activity for people of all ages and physical condition.

<http://www.triangletrailblazers.org>

Triangle Transit Association

The Triangle Transit Association improves the Triangle region's quality of life by connecting people and places with reliable, safe, and easy-to-use travel choices that reduce congestion and energy use, save money, and promote sustainability, healthier lifestyles, and a more environmentally responsible community. It has partnered with Orange Public Transportation to provide the 420 route that runs from the Maxway Shopping Center in Hillsborough to the UNC Hospital in Chapel Hill.

<http://www.triangletransit.org>

Triangle Community Foundation

Founded in 1983, Triangle Community Foundation connects philanthropic resources with community needs, creates opportunity for enlightened change and encourages philanthropy as a way of life. The foundation manages nearly 700 funds, ranging in size from \$10,000 to \$10 million, primarily for the benefit of Wake, Durham, Orange and Chatham counties. With \$140 million in assets, Triangle Community Foundation gave more than \$13 million in grants to nonprofits, schools and community efforts last year, raising the total value of grants made since the foundation's inception to more than \$120 million.

<http://www.trianglecf.org>

Village Project

Through advocacy, design and education the Village Project seeks to transform this region into a network of walkable communities interlinked by quality transit services. The coalition places equity, affordability and diversity alongside environmental protection as essential ingredients of the intimacy and vitality of its communities.

<http://thevillageproject.com>

Walkable Hillsborough Coalition

The Walkable Hillsborough Coalition is an organization that works to promote pedestrian safety improvements and general walkability in Hillsborough. It hosts several events throughout the year, including the annual Walkable Hillsborough Day which leads group walks through downtown Hillsborough.

Private Businesses

Private Businesses that share a goal of community connectivity should also be approached for partnerships. Sports Endeavors and Weaver Street Market are examples of businesses that have already contributed to community connectivity.