

Community Connectivity Plan



Photo courtesy of Nancy Espersen

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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 created the Community Connectivity Plan to provide specific recommendations to improve the pedestrian and bicycle environment and accessibility in Hillsborough. Throughout the planning process 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 design charettes, and a public input session. The board inventoried existing pedestrian and bicycle routes and amenities and identified sidewalk repair and maintenance items. Based on the information gathered and 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.

Presented in this plan are a series of recommendations for new policies, infrastructure and amenities and an implementation schedule. The recommendations include improvements to existing resources, such as repair and maintenance to sidewalks in the historic district, new sidewalk construction, bicycle lane striping, and greenway and trail construction. Regional connections and barriers were considered when making route recommendations. The recommendations also propose design policies to create a cohesive aesthetic, enhance the pedestrian and bicycle environment, 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 schedule presented in this plan outlines specific tasks and sets priorities for accomplishing the recommendations.

In 2013 and 2016, the Parks and Recreation Board conducted updates to include new infrastructure and amenities and to review recommendations. With the implementation of the Unified Development Ordinance and the 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 and Recreation Master 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 original plan are still relevant and important but as the town continues to grow, new needs and improvements must be identified and prioritized.

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

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Chapter 1: Plan Development

Introduction and Guiding Principles

Creating a walkable, pedestrian-friendly community is a top priority for Hillsborough residents. The Parks and Recreation Master Plan includes recommendation that a connectivity plan be created to advance the planning and implementation of safe, convenient, and efficient routes of travel for nonmotorized traffic. The general public interest purposes that area implicit in the Hillsborough Community Connectivity Plan are to promote public health and safety and to 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 are supported by a network of safe, accessible and convenient options for alternative modes of travel between home, work, and area destinations via sidewalks, greenways, trails, and bicycle lanes.

Community Connectivity Plan Mission Statement

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

Goals of the Community Connectivity Plan

- Enhance Local and Regional Connectivity- Develop a comprehensive interconnected network of walkways, bikeways and shared-use paths between neighborhoods and area destinations.
- Increase Safety, Accessibility and Functionality- Provide safe, accessible and functional pedestrian and bicycle routes throughout the town.
- Promote Education and Outreach- Educate public officials, business and community leaders, and the general public on the benefits of walking and bicycling through promotional materials and awareness campaigns.
- Identify Funding Opportunities- Identify potential opportunities for funding the recommended physical improvements and educational materials.
- Enact an Implementation Plan- Develop an implementation plan for Community Connectivity plan recommendations.

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 bicycle network.
5. Develop design policies for pedestrian and bicycling 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.
9. Conduct updates to the plan and plan recommendations every three to five years.

Project Schedule

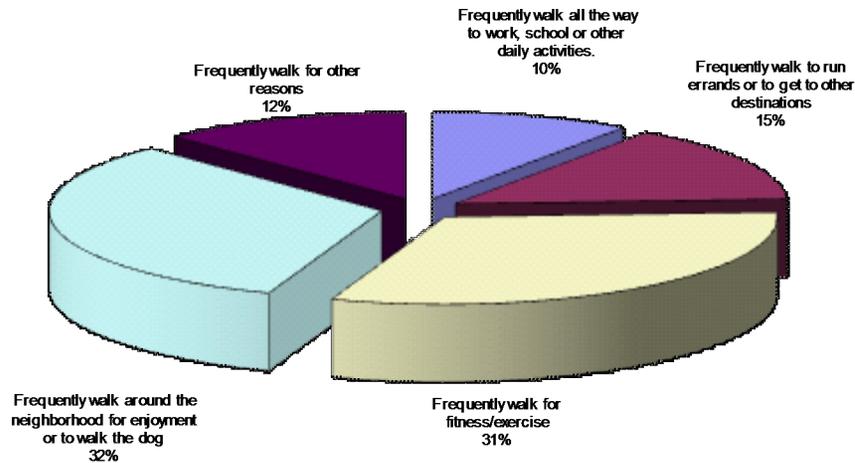
The table below shows the schedule of topics discussed by the Parks and Recreation Board at the monthly meetings.

<i>Date</i>	<i>Activity/Focus</i>
September 2007	Vision Statement, Mission Statement, and 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 Board of Commissioners
May 2013-March 2014	Comprehensive Plan Update
May 2016-March 2017	Comprehensive Plan Update

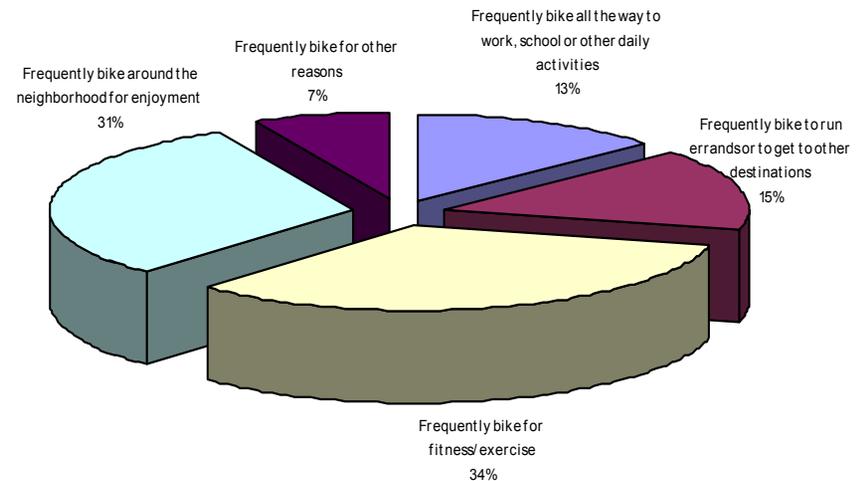
Public Input in the Planning Process

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 to 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



Public comment periods and a public hearing are conducted before recommendation and adoption of this plan and before any plan updates by the Planning Board and Board of Commissioners.

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 website. The January charette focused on identifying the major pedestrian and bicycle 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 bicycle 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

- U.S. 70-A (Tuscarora Drive) to the Orange County Sportsplex
- Corbinton Commons to downtown
- West Hillsborough to downtown
- Park districts to downtown
- Parks to downtown
- Ayr Mount, Historic Occoneechee Speedway Trail and Occoneechee Mountain State Natural Area to downtown

Sewer Easements That Are Strategic Walking Easement Sites

- Central Elementary School to the Eno River
- Historic Occoneechee Speedway Trail to the Orange County Sportsplex

Regional Context

- Downtown to Eno River State Park and Falls Lake via the Mountains-to-Sea Trail
- Occoneechee Mountain to Cane Creek Reservoir via the Mountains-to-Sea Trail

Comments on Bicycle Connectivity:

Gaps and Needed Connections

- Stripe bicycle lanes on heavily trafficked streets, such as South Churton Street and Cornelius Street.
- Stripe bicycle lanes to key destinations like Orange County Sportsplex and Hampton Pointe shopping center.
- Provide a bicycle path or bicycle lane that connects the neighborhoods south of Interstate 85 such as Waterstone, Beckett's Ridge, and Cornwallis Hills, to downtown.
- Install additional bicycle racks at key destinations 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

Many rural roads around Hillsborough are used by cyclists for longer rides, particularly on weekends. Few of these roads have bicycle lanes or even wide shoulders. Coordinate with Orange County to develop comprehensive plan for bicycling in the areas surrounding Hillsborough.

Barriers

- Highways and Interstates have large traffic volumes and high speeds and are not designed for bicyclists.
- The Eno River and small streams and waterways present connectivity challenges.
- Bridges are often too narrow for bicycle lanes and are expensive to retrofit.
- The North Carolina Railroad Corridor presents a barrier to connectivity.
- Topographic challenges add costs to infrastructure projects and are a barrier to connectivity.

Community Connectivity Survey

In 2009, 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 Fridays. It also was 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 “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 because no survey respondents lived beyond it. These boundaries were chosen because they are major impediments to pedestrian connectivity.

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

- Frequently walk all the way to work, school or other daily activities: 44% inside, 12% outside.
- Frequently walk to perform 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 or 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 perform errands than those who live outside central Hillsborough.

- Frequently bike all the way to work, school or other daily activities: 24% inside, 2% outside.
- Frequently bike to perform 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 or 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 bicycle 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 bicycle 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 to be most encouraging.

- | | |
|--|---|
| 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 who 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, commercial developments and local parks and recreation facilities as the most desired destinations. Many also 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 more attractive entranceways into downtown Hillsborough; a higher-density community; more public art, benches, and bicycle 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 are needed 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 Bicycle Safety

Safety is a priority when designing pedestrian and bicycle networks. A safe travel route encourages citizens to use walking and bicycling 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 bicycle activity is the creation of safe routes for pedestrians and bicycles through repairing and installing sidewalks, employing traffic-calming strategies, and providing proper signage. The following are statistics on pedestrian and bicycle crashes in Orange County. Crashes are counted if at least one of the parties involved is a pedestrian or bicyclist.

Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
Rural	6	4	5	1	0	5	7	5	3	2	5	7	2	7	5	7	71
Urban	27	31	31	31	38	26	31	36	33	44	39	23	25	33	29	38	515
Totals	33	35	36	32	38	31	38	41	36	46	44	30	27	40	34	45	586

Speed Limit	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
5–15 mph	5	7	3	6	5	2	6	3	7	5	4	6	6	6	7	2	80
20–25 mph	12	15	16	12	15	10	17	21	16	21	19	11	9	14	12	20	240
30–35 mph	5	5	9	10	6	5	4	5	6	11	10	3	4	8	7	10	108
40–45 mph	5	3	2	2	3	6	3	3	1	4	9	3	4	5	5	7	65
50–55 mph	4	1	2	0	0	0	3	2	1	1	1	5	1	2	1	1	25
60–75 mph	0	1	1	1	0	2	3	1	0	1	0	1	0	1	1	1	14
Unknown	2	3	3	1	9	6	2	6	5	3	1	1	3	4	1	4	54
Total	33	35	36	32	38	31	38	41	36	46	44	30	27	40	34	45	586

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

Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
Rural	3	6	7	3	0	2	3	4	8	3	5	4	3	4	3	10	68
Urban	24	21	27	30	25	13	16	12	32	19	8	30	18	19	17	20	330
Total	27	27	34	33	25	15	19	16	40	22	13	34	21	23	20	30	398

Speed Limit	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total
5–15 mph	1	2	1	6	2	0	1	0	2	0	1	2	1	0	2	1	22
20–25 mph	10	12	11	10	9	5	8	10	18	11	5	14	11	12	8	12	166
30–35 mph	6	9	11	11	13	7	2	2	7	7	2	10	6	5	6	8	112
40–45 mph	7	1	7	1	0	2	6	2	9	3	4	5	1	4	3	5	60
50–55 mph	1	3	1	3	9	1	9	2	3	9	1	1	1	1	1	4	23
Unknown	2	0	3	1	1	0	2	0	1	1	0	2	1	1	0	0	15
Total	27	27	34	32	25	15	19	16	40	22	13	34	21	23	20	30	398

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

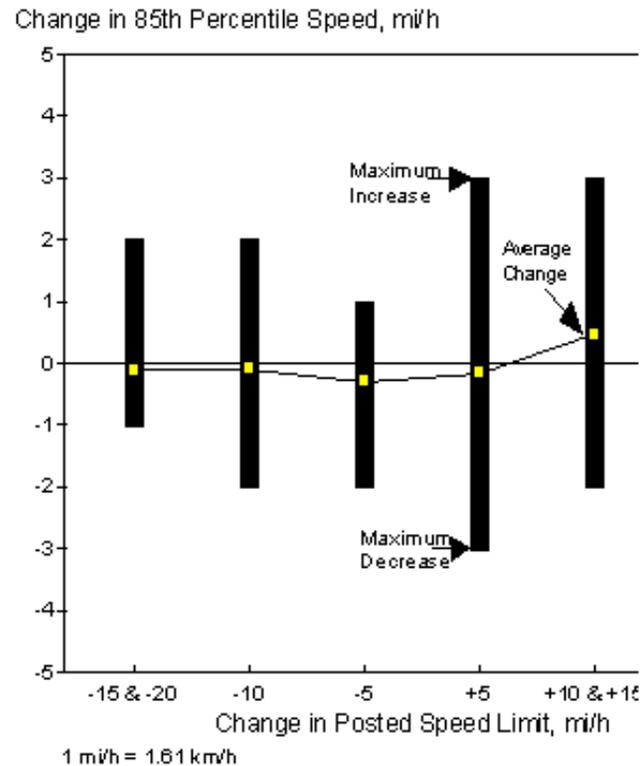
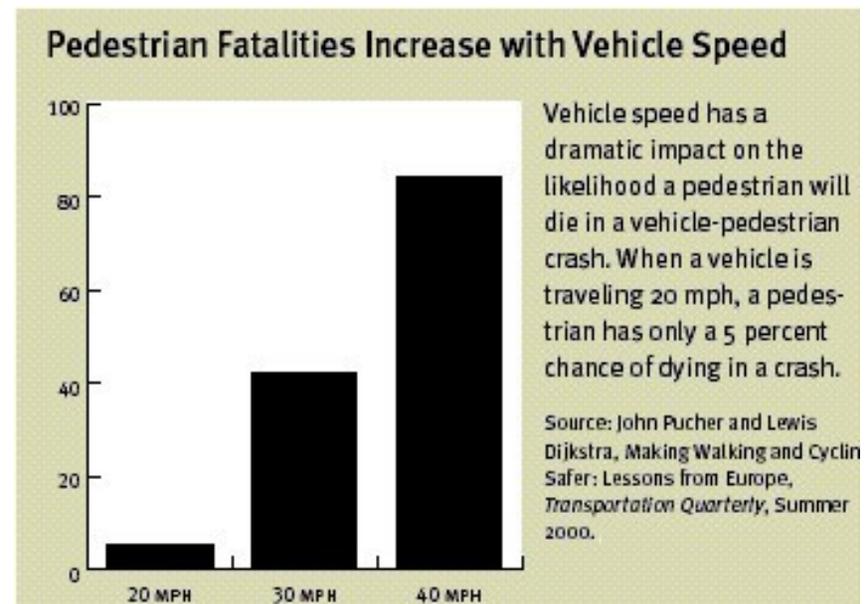


Figure 7. Effects of altering speed limits by various amounts on non-freeways (Parker, 1997).

While these crash numbers indicate that safety for 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 because 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 in Chapter 4.



Identifying Key Destinations

Common destinations are an integral consideration in determining important routes and connections for pedestrians and bicycles. 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. A map on Page 21 shows the spatial layout of key destinations in town.

Public Services

- Jerry M. Passmore Senior Center/OC Sportsplex
- Central Recreation Center
- Hillsborough/Orange County Chamber of Commerce
- Hillsborough Visitors Center
- Historic Orange County Courthouse/Justice Facility
- Orange Congregations in Mission
- Orange County Department of Social Services
- Orange County Historical Museum
- Orange County East Campus
- Orange County West Campus
- Hillsborough Post Office
- Hillsborough Police Station
- Orange County Public Library
- River Park
- Hillsborough Town Hall
- Town Hall Annex
- Train Station (future)
- Public transit stops
- UNC Hospital Hillsborough Campus
- Whitted Human Services Center Complex

Parks and Trails

- Blackwood Farm Park
- Brumley Forest Nature Preserve
- Cates Creek Park
- Confluence Nature Preserve
- Exchange Club Park
- Fairview Park
- Gold Park
- Hillsborough Heights Park
- Historic Occoneechee Speedway Trails
- Kings Highway Park
- Mountains-to-Sea Trail primary route
- Murray Street Park
- Occoneechee Mountain State Natural Area
- Poet's Walk at Ayr Mount Historic Site
- Riverwalk
- Turnip Patch Park

Retail / Restaurant

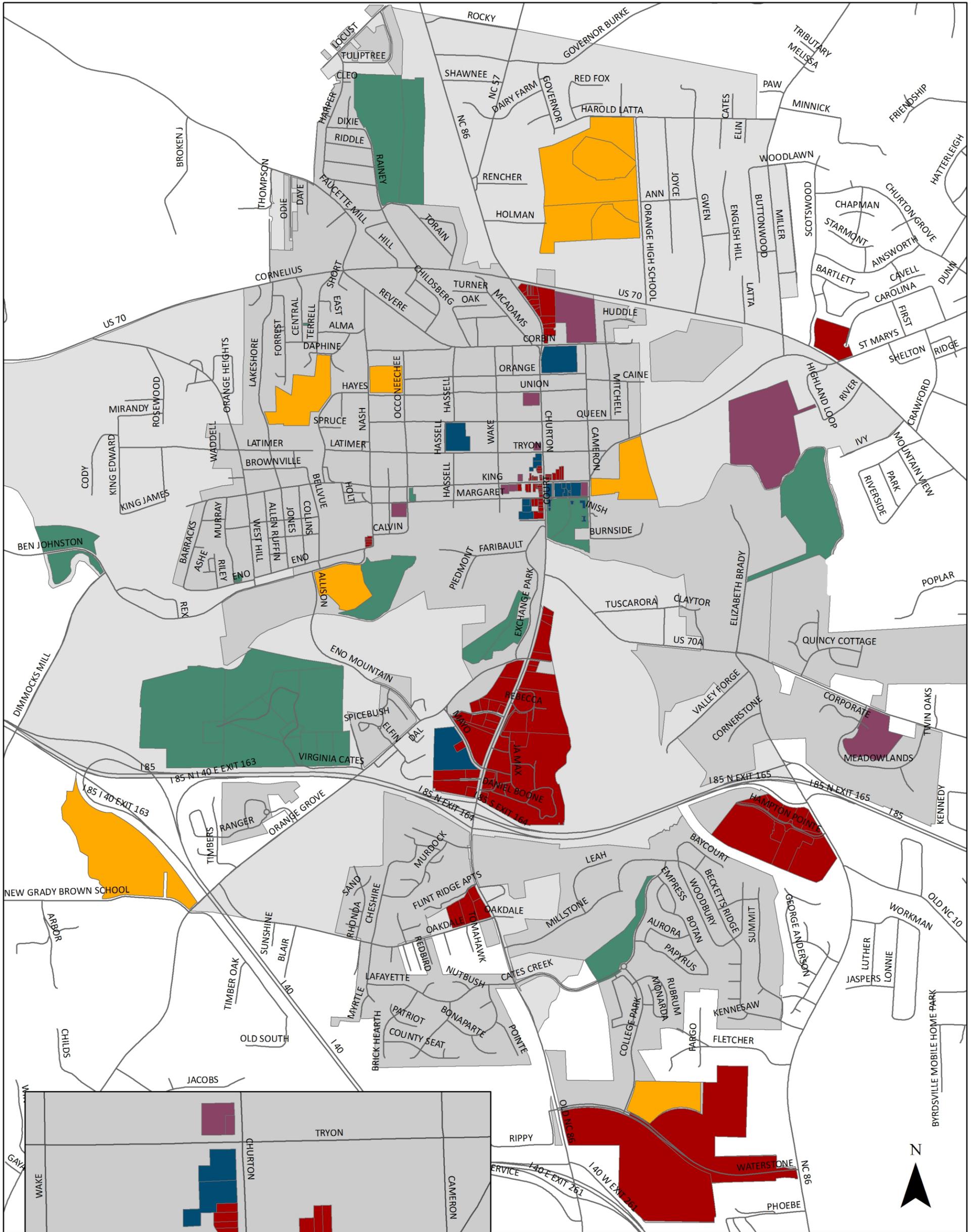
- Churton Grove Center
- Daniel Boone Village
- Downtown Hillsborough
- Farmers Market Pavilion
- Hampton Pointe shopping center
- Historic Eno River Mill
- North Hills Shopping Center
- South Churton Street restaurants and retail
- Waterstone Commercial District
- Weaver Street Market
- West End Commercial District

Schools

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

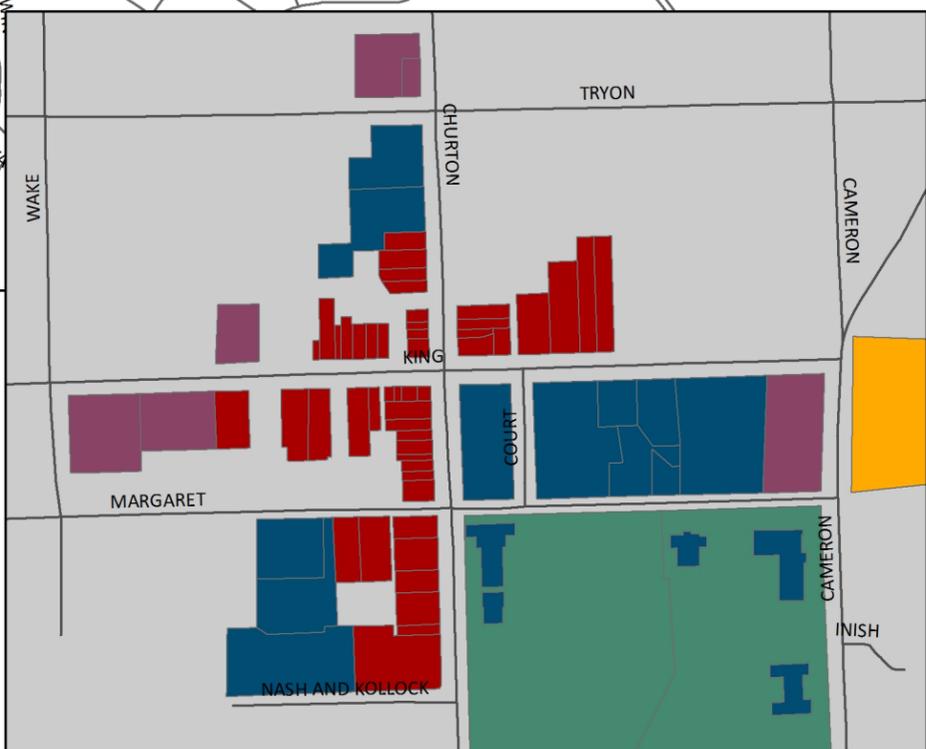
Cemeteries

- Margaret Lane Cemetery
- Old Town Cemetery
- Town Cemetery



Destinations in Hillsborough

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



Detail of Downtown Destinations

Identifying Barriers to Connectivity

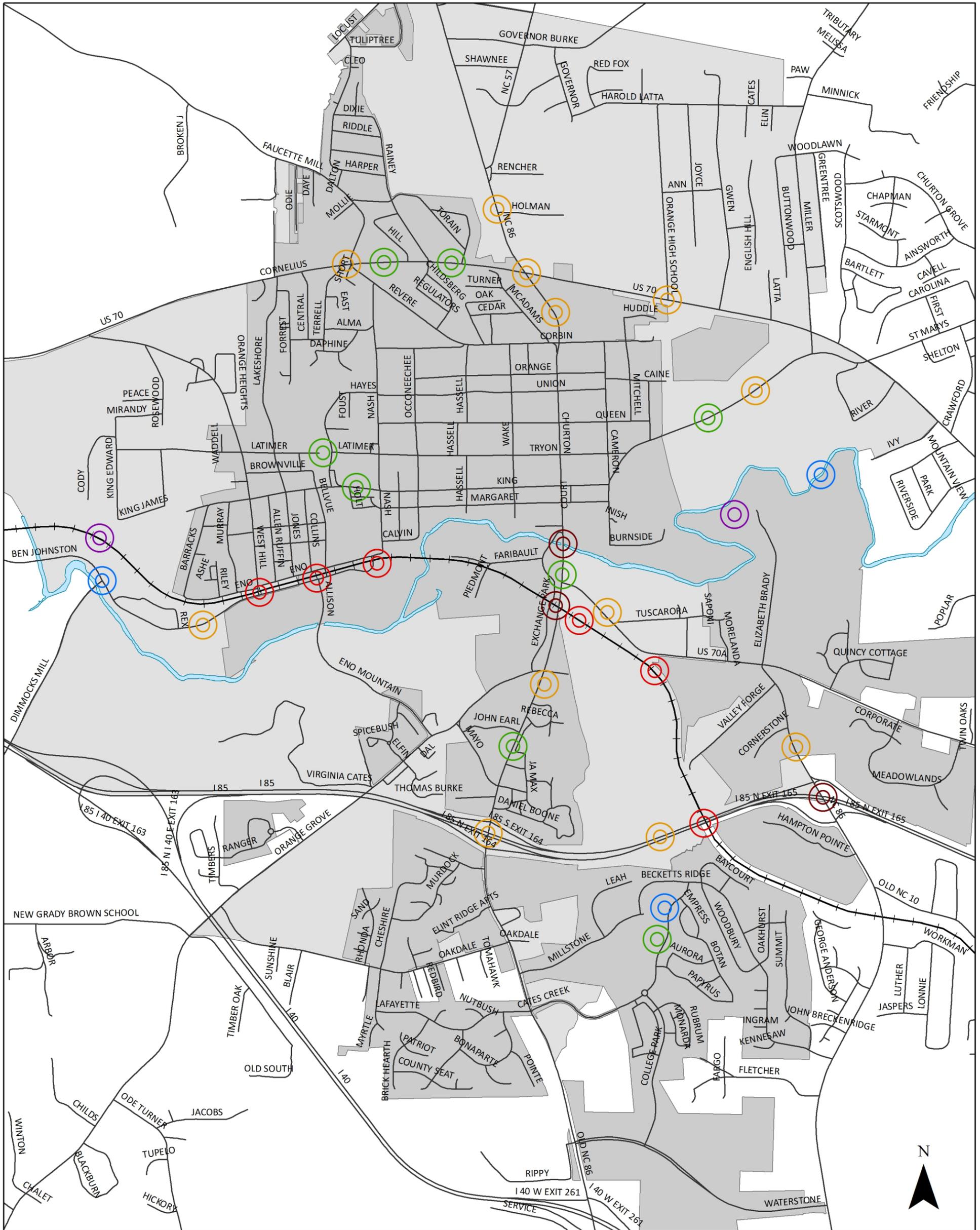
The Parks and Recreation Board spent some time identifying barriers that inhibit connectivity. Most of these barriers are not easily overcome and should be taken into consideration when making infrastructure improvements. The barriers identified are listed in the chart below and to the right.

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.

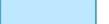
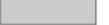
The Barriers to Connectivity map on the next page displays the locations of these barriers.

BARRIER	SOLUTION
River Crossing	
Eno River between Ayr Mount and Speedway	Construct a pedestrian bridge

BARRIER	SOLUTION
Bridge/Trestle Crossings	
South Churton Street at N.C. Railroad	Coordinate with NCDOT to install sidewalks or pedestrian bridge
South Churton Street at Eno River	Coordinate with NCDOT/N.C. Railroad to install sidewalks or pedestrian bridge
N.C. 86 at Interstate 85	Coordinate with NCDOT to install sidewalks or pedestrian bridge
Railroad Trestle—Dimmocks Mill Road	Coordinate with N.C. Railroad to install sidewalks
Federal Regulations	
Water Treatment Plant	Engage Hillsborough Engineering and Utilities Department in discussion about pedestrian access
Wastewater Treatment Plant	
High Traffic Roadway	
Interstate 85	Evaluate a pedestrian bridge to cross the interstate.
U.S. 70 Bypass	Coordinate with NCDOT to install sidewalks
Dimmocks Mill Road to Kings Highway Park	Find alternate off-road path to Kings Highway Park
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
-  Eno River
-  Town Limits
-  Extra Territorial Jurisdiction

Review of Existing Plans

A number of engineering studies and adopted plans in Hillsborough include elements and recommendations related to bicycle and pedestrian connectivity. The Parks and Recreation Board has reviewed the existing plans and studies, and many relevant recommendations are carried forward in the Community Connectivity Plan. The pedestrian- and bike-related aspects of existing plans are summarized below:

Vision Statement for Hillsborough

We envision Hillsborough as a prosperous town, filled with vitality, fostering a strong sense of community, which celebrates its unique heritage and small-town character.

Town Strategy Map

One of the strategic objectives listed under serving the community is: *Expand recreation, walkability, and connectivity.*

Vision 2030 (Comprehensive Plan)

The Vision 2030 Plan is a policy document with specific objectives and action items designed to achieve outcomes within five component parts of the town's vision statement - character, community, heritage, prosperity, and vitality.

In 1990, the town developed its first comprehensive policy document in the form of the Vision 2010 plan. This document was adopted as a component of the town's comprehensive plan and guided development and policy decisions in the coming years. The plan was updated in 2003 and shortened to only include the goals, objectives and policies.

In 2013 the town began a comprehensive update of the vision plan. An effort was made to strengthen and make more obvious the relationship among the policy document, budgeting and regular town activities. Vision 2030 builds on the vision statement included in the town budget and Strategy Map. The plan includes a briefing or "primer" on Hillsborough as well as goals, objectives, and strategies. The work plan includes an implementation schedule of short-term, middle-term, and long-term tasks.

The following list includes goals and objectives included in the Vision 2030 plan that specifically relate to connectivity.

Goal 4: Improve Community Connectivity and Connectedness

- Implement existing local plans for pedestrian connectivity and recreation improvements.
 1. Prepare feasibility studies and cost estimates for recommended projects in the Community Connectivity Plan.
 2. Prepare feasibility studies and cost estimates for recommended projects in the Parks and Recreation Master Plan.
 3. Engage in a public process to prioritize the implementation of components of the two referenced plans.
 4. Develop a comprehensive capital improvement plan for the implementation of the plan components based on the cost estimates and priority setting.

- Develop alternative transportation options best suited to the local environment.
 1. Coordinate with Orange Public Transportation and Go Triangle to provide needed public transportation options.
 2. Maintain and strengthen existing requirements for vehicle and pedestrian connectivity between neighborhoods.
 3. Develop a payment-in-lieu-of-construction equation for sidewalks as allowed by the development ordinance.
 4. Develop a method to allocate the expenditure of fee-in-lieu contributions for sidewalks.
 5. Identify and prioritize construction to fill small sidewalk gaps and address safety needs.

- Develop alternatives to congested travel routes.
 1. Identify and implement preferred alternatives to north-south traffic on Churton Street.
 2. Encourage land development patterns that maximize the diversity of land uses across town.
 3. Work with regional, state, and federal partners to reestablish Amtrak train service and commuter rail service in Hillsborough at the selected station site.

Goal 5: Take Deliberate Actions to Realize the Vision

- Identify funding in every budget cycle that supports a project, policy, or effort which advances the vision of the town.
- Leverage grant funding for public construction projects, when available.

Downtown Streetscapes Plan-2001

The Downtown Streetscapes Plan 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 below are from the plan’s section on crosswalks and sidewalks repaving and relate to bicycle and pedestrian connectivity.

1. Crosswalks are recommended at strategic locations in downtown Hillsborough.
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.

Churton Street Corridor Strategic Plan-2006 (Comprehensive Plan)

The Churton Street Corridor Strategic Plan employs transportation and design recommendations for the project area that are aimed at improving economic vitality, complementing the historic character of downtown, promoting environmental stewardship, and encouraging and supporting an active lifestyle. Some of the key pedestrian and bicycle recommendations 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 planted medians of 4 to 5 feet.
5. Bicycle 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. (Brick pavers are shown in the plan.)

In 2015, the Board of Commissioners passed a resolution indicating it would no longer pursue implementing recommendations for the Churton South District and for the transition from the Historic District to Churton South District because many of the objectives had been achieved through other means.

U.S. 70 / Cornelius Street Corridor Strategic Plan-2007 (Comprehensive Plan)

The U.S. 70 / Cornelius Street Corridor Plan is a strategic plan for redevelopment within the project area. The plan addresses land uses, transportation, crime and code enforcement, as well as planning and design issues. Pedestrian safety and connectivity are key in this plan, as it aims to expand and improve commercial developments, while complementing the nearby residential areas. Recommendations with connectivity implications are listed below:

1. Four-lane divided highway with a central planted median and shared-use paths on either side.
2. Paved shared-use paths are at least 8-feet wide and are separated from the road way by planted medians.
3. High-visibility crosswalks are recommended at key intersections.
4. Traffic-calming strategies are recommended for internal streets in new developments.
5. Bicycle racks and pedestrian amenities are recommended at commercial and multi-family developments.

Riverwalk Greenway

Riverwalk is a greenway that runs 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 paved for bicycle, stroller, and handicap accessibility. The greenway is nearly complete with construction on the final section west of Gold Park slated to begin in early 2017.

Proposed North/South Greenway, Future

The North/South Greenway is a proposed but unfunded greenway. The alignment of the greenway has not been determined. The greenway, in concept, would connect neighborhoods south of Interstate 85 and along the greenway corridor to downtown Hillsborough. It would be approximately 2 miles in length. A feasibility study is needed to determine the exact route.

Downtown Access Study-2011

The town initiated a project to review and synthesize relevant recommendations from previous plans relating to streetscape and transportation improvements in downtown Hillsborough. The Hillsborough Downtown Access Study was a collaborative process that built upon previous planning efforts and provided functional design-level detail for improvements to the Churton Street corridor. 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 bicycle and pedestrian access and safety as well as transit accommodations and vehicular circulation and parking. The key recommendations were carried over to the Churton Street Access Improvements Project.

Churton Street Access Improvements Project-2017

The town, in coordination with NCDOT, further developed the recommendations of the Downtown Access Study into permitted engineered plans for construction. Recommendations were expanded for compliance with accessibility codes and with a focus on improving safety of motorists and pedestrians. The construction project is slated to begin in early 2017 and incorporates many of the recommendations of previous planning efforts including the following:

1. Create a continuous turn lane on North Churton Street from King Street to Tryon Street to enhance traffic flow.
2. Remove on-street parking spaces in strategic locations on the north and south blocks of Churton Street in the downtown to provide wider sidewalks for pedestrian circulation and handicap accessibility.
3. Install compliant handicap ramps at the corners of all major intersections.
4. Install durable, red brick-patterned asphalt crosswalks for greater pedestrian visibility at all downtown intersections and key mid-block crossings.
5. Install landscaping at strategic locations that does not impede access, visibility and safety.
6. Identify opportunities to provide loading zones for delivery vehicles.
7. Identify opportunities to reduce visual clutter and impediments to pedestrian visibility and handicap accessibility.
8. Improve circulation pattern in off-street public parking areas.
9. Install pedestrian crossing assistance at West King and Churton streets.
10. Provide a new sidewalk adjacent to the Orange County Justice Facility and a new pedestrian entrance to River Park.

CMAQ Sidewalk Connections Project-2017

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 Allison Street and Calvin Street that will link the nearby neighborhoods to the Riverwalk greenway system. A short section of Riverwalk adjacent to Allison Street is also included in the project. Plans and engineering are underway with construction slated for 2017.

Interstate 85 Crossing Analysis-2015

The town examined the feasibility of providing an additional north-south grade-separated crossing of Interstate 85 just east of the existing Churton Street interchange. This crossing would allow vehicles to travel without utilizing Churton Street from an area north of Interstate 85 (located east of Churton Street and south and west of the North Carolina rail corridor) to the area south of Interstate 85. A need for connectivity exists given the proposed development plans for the Collins Ridge development and the continued buildout of the Waterstone development, and the future plans for a crossing of the NCR rail corridor in conjunction with the development of a future train station. The study resulted in a staff recommendation to continue pursuing a pedestrian connection across the interstate.

Pedestrian Feasibility Facility Planning-2016

The town examined the feasibility of providing pedestrian facilities along N.C. 86 (North Churton Street) from Corbin Street to the U.S. 70 Bypass and along the U.S. 70 Bypass (Cornelius Street) from Lakeshore Drive to Orange High School. The study outlines potential impacts, alternative solutions, and construction cost estimates for various configurations. The feasibility study and associated concept plans will inform the construction phasing of these projects based on the town's future funding sources.

Along U.S. 70 Bypass (Cornelius Street), the recommended alternative proposes placing a 10 foot, paved multi-use trail for pedestrians and bicyclists at the edge of the right-of-way along the corridor's north side. For North Churton Street, the recommendation is to install sidewalk behind a curb along the street's east side.

Eno River Pedestrian Crossing Feasibility Study-2016

The town seeks to improve connectivity from downtown Hillsborough to the residential and commercial sites south of the Eno River. Currently, sidewalks exist south of Nash and Kollock Street and the only pedestrian accommodations are raised concrete walkways on both sides of the South Churton Street bridge across the river. The feasibility study compares different pedestrian connection alternatives across the Eno River between Nash and Kollock Street on the north to U.S. 70-A on the south.

The recommended alternative proposes a sidewalk on the west side of South Churton Street with a new pedestrian bridge across the Eno River, adjacent to the South Churton roadway bridge. The new sidewalk is proposed to connect to Exchange Park Lane on the north (at the Nash and Kollock Street intersection) and on the south near the US 70A intersection.

The feasibility study informs future planning efforts for connecting pedestrian facilities between downtown and South Churton Street.

TIP projects

The Transportation Improvement Program is a ten-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. Every two years, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization approves its Metropolitan Transportation Improvement Program and the N.C. Department of Transportation produces the State Transportation Improvement Program.

South Churton Street Road Widening (U-5845)

This project is planned to widen the roadway to four lanes and to add sidewalks and bicycle lanes to South Churton Street from south of the Eno River to Interstate 40. The northern terminus of that project has not yet been determined, and will be chosen based on traffic needs. The project may begin at the Eno River bridge, U.S. 70-A, Orange Grove Road, or south of the railroad bridge.

Orange Grove Road Extension (U-5848)

This project is planned to extend Orange Grove Road from South Churton Street to U.S. 70-A. The project evaluates the feasibility of providing a new grade-separated railroad crossing. The U.S. 70-A designation may be shifted from the existing road to the new road, transferring ownership of the existing section of U.S. 70-A to the Town. If this takes place, the town envisions improving bicycle and pedestrian facilities on the road to provide additional multimodal east-west connectivity. The facilities' type and location would be determined in a future study.

Mountains-to-Sea Trail

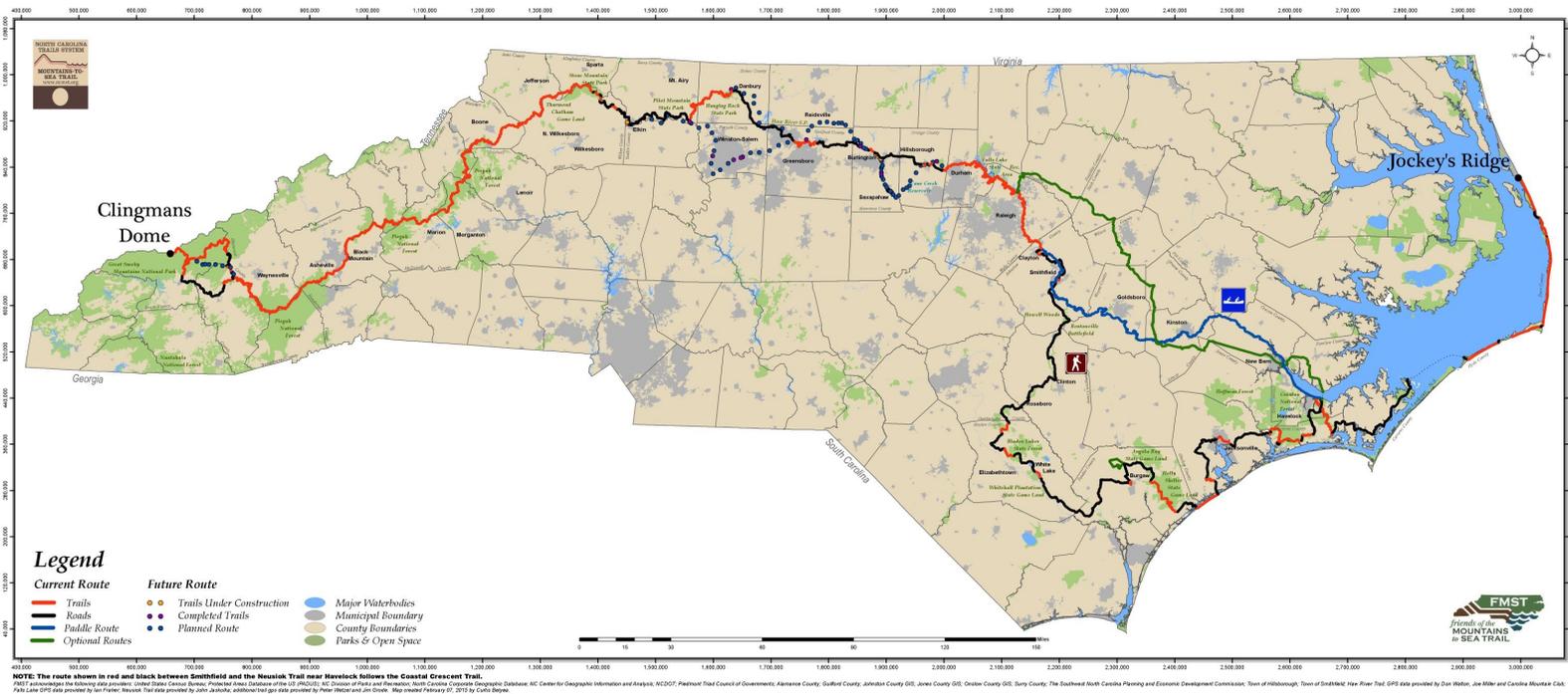
The Mountains-to-Sea Trail utilizes existing trails throughout the state to provide one continuous trail from Clingmans Dome in the Great Smoky Mountains National Park to Jockey's Ridge State Park on the coast. No oversight committee exists to build the trail. Instead the trail is constructed through the cooperation of various municipalities and private landowners throughout the state. Hillsborough's Riverwalk is the primary corridor of the Mountains-to-Sea Trail through Orange County.

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

North Carolina Mountains-to-Sea Trail

Clingmans Dome to Jockey's Ridge State Park

February 07, 2015



Source: <http://www.ncmst.org>

Orange County Bicycling Routes

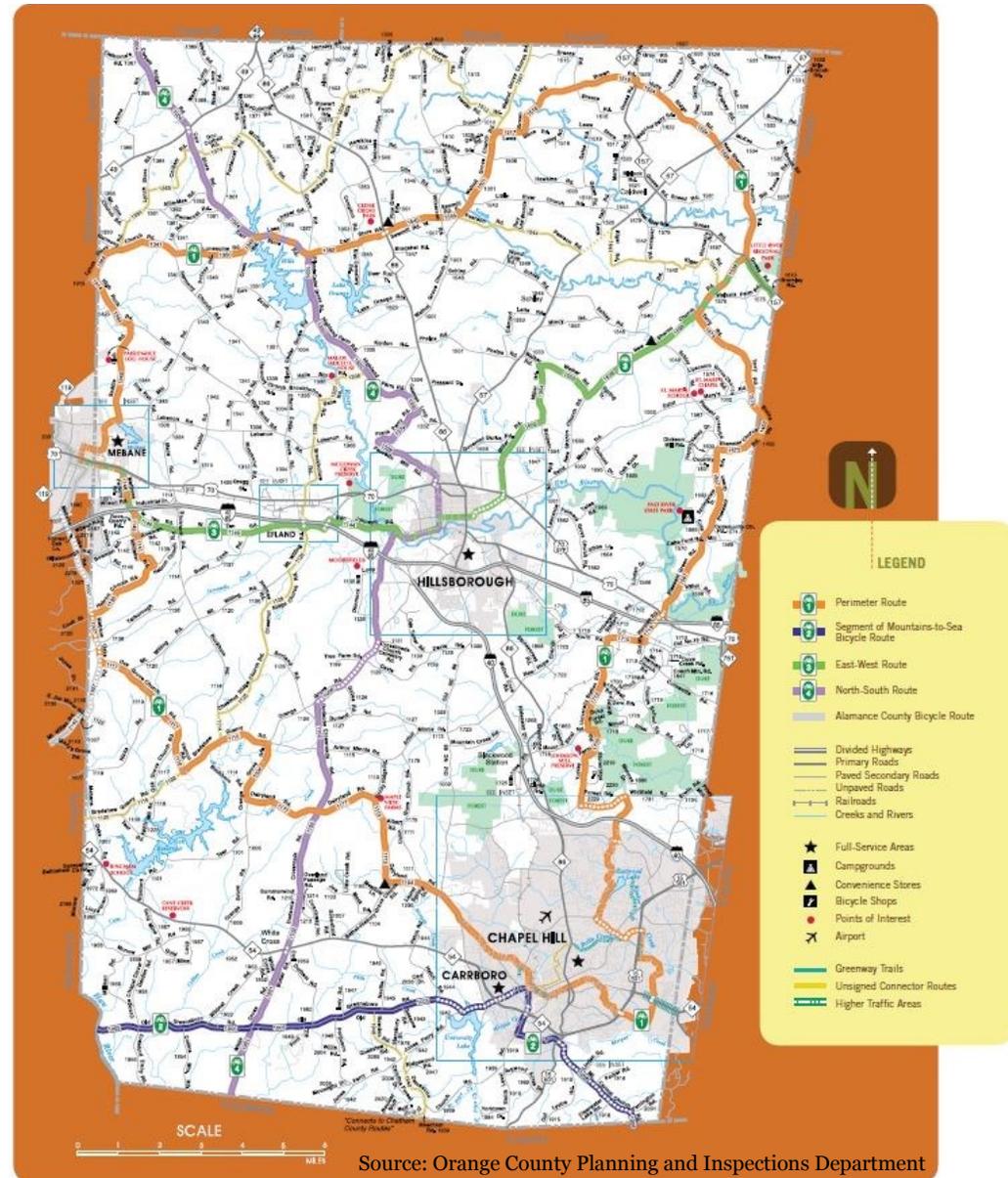
Orange County has two dedicated and signed bicycle routes—the East-West and North-South—that come through Hillsborough, and connect into the Perimeter Route.

- The East-West Route runs from St. Mary’s Road to Ben Johnston Road by way of West King Street and Dimmocks Mill Road.
- The North-South Route runs from Faucette Mill Road to Dimmocks Mill Road by way of Revere Road and South Nash Street.

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

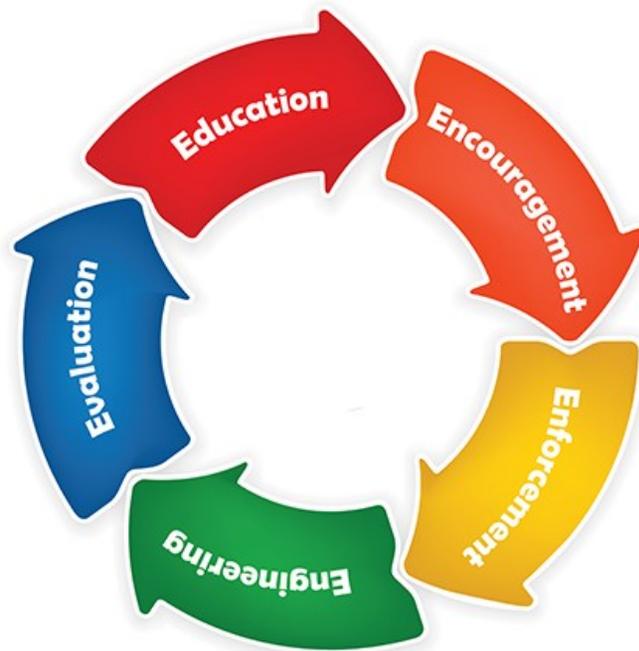
The Parks and Recreation Board reviewed these routes and discussed bicycle improvements within town limits that could tie into Orange County’s dedicated routes. The board expressed reservations about routing bicyclists down St. Mary’s Road due to the narrow width of the right-of-way and poor visibility.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

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



Safe Routes to School Plan

The Orange County Safe Routes to School Action Plan is a planning document prepared by committed citizens, parents, school administrators, and local government officials. It recognizes goals and visions for enhancing opportunities for active travel to school, and outlines ways to turn those opportunities into realities. The action plan is the best first step in a successful Safe Routes to School program and addresses three schools in the Hillsborough area: Cameron Park Elementary, Grady Brown Elementary, and C.W. Stanford Middle schools. The planning process served as an excellent tool for engaging schools and preparing them to make significant changes in their travel environments. Overall, the plan includes recommendations addressing the 5 E's of the Safe Routes to School Program, namely engineering, education, encouragement, enforcement, and evaluation, with a particular emphasis on infrastructure improvements.



Chapter 2: Existing and Planned Pedestrian Routes and Amenities

Existing Inventory

Existing Sidewalk Conditions in the Historic District

The historic district is generally considered pedestrian-friendly due to its compact size, the availability of sidewalks, low-traffic streets and the many downtown destinations. However, in some areas, key connections are lacking and deteriorated infrastructure are causing issues for accessibility. Stairs and steps also impede accessibility and pedestrian connectivity.

The infrastructure problems that recur throughout the historic district can be categorized into two types of improvements:

Repairs

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

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

Repair and maintenance items are shown on the following map, and a complete list is included in the appendix. Improvements are made as funds are available. All improvements will be ADA-compliant and will correspond with NCDOT design standards.

The Parks and Recreation Board also developed recommendations for additional crosswalks in Hillsborough and included the recommendations on the map on Page 36.

Park District Inventory

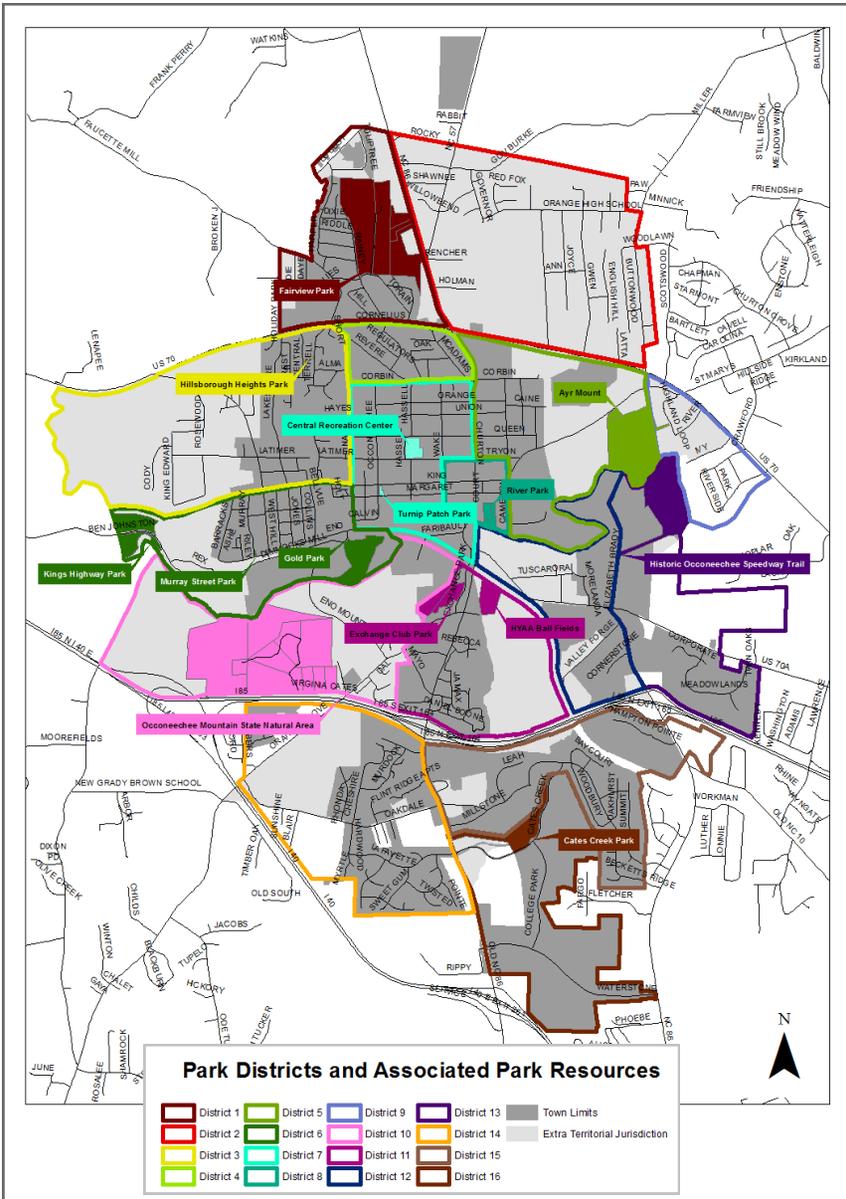
Hillsborough has sixteen park districts. The districts provide an easy way to analyze and evaluate existing pedestrian networks. In the summer of 2016, Parks and Recreation Board members inventoried the districts, recording existing conditions and noting recommendations for improvements. The following list includes the findings from the district inventories.

Park District 1:

- Fairview Park, an Orange County resource, includes a paved walking/biking trail and pedestrian amenities.
- A sidewalk exists along Faucette Mill Road.
- A sidewalk along Torain Street would connect Faucette Mill Road to Fairview Park.
- Crosswalks are present at Faucette Mill Road and U.S. 70
- A short sidewalk is present along Torain Street.
- Community gardens are present on Tuliptree Road.
- Opportunity exists for sidewalk connections to Fairview Park.
- Opportunities exist for sidewalk connections across N.C. 86/57 to Orange High School and Stanford Middle School.
- A shared-use path along U.S. 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 District 3:

- Nash Street sidewalk provides north-south connectivity.
- Streets in this neighborhood are mostly residential and safe and convenient for pedestrians.
- West Hill Avenue, Latimer, and West King streets have high volumes of vehicular traffic and high speeds and are dangerous for pedestrians.
- A trail system exists behind Central Elementary School.
- Footpaths from the Hillsborough Heights neighborhood 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.
- If a pedestrian connection is made at Latimer Street a sidewalk extension from Latimer to Central Elementary School along Hayes Street would provide a complete network.
- A pedestrian connection from West Hillsborough to Kings Highway Park is needed.

Park District 4:

- There are several dead-end roads, but right-of-way exists, so internal neighborhood connections may be possible.
- Sidewalks are present in the Kenion Grove subdivision.
- A footpath from McAdams Road crosses private property to U.S. 70.
- Corbin Street has narrow shoulders that are not suitable for pedestrian traffic. A sidewalk is needed.
- The Orange County office site may be able to support recreational uses.

Park District 5:

- Crosswalks and curb ramps are needed across Churton Street at Queen, Union, Orange and Corbin streets.
- A pedestrian connection to Corbinton Commons neighborhood is planned and needed.
- Pedestrian connections through Corbin Creek Woods are planned and needed.
- St. Mary's Road is a desired route for bicyclists; however, narrow shoulders, high vehicle speeds, and low visibility make it dangerous for bicyclists and pedestrians.
- Town Hall campus presents an opportunity for a small trail network and internal neighborhood connectivity.
- Sidewalks are planned and needed along North Churton Street from Corbin to U.S. 70/Cornelius Street.
- The Corbin Street intersection needs to be redesigned and the slip lane removed for pedestrian safety.

Park District 6:

- Nash Street sidewalk provides a north-south pedestrian network.
- Access to Gold Park is under a trestle on Dimmocks Mill Road and is very dangerous.
- Calvin Street entrance is the main pedestrian access to Gold Park and Riverwalk.
- A permanent walking easement and sidewalk is included in the redevelopment plan for Bellevue Mill.
- The west section of Eno Street needs a sidewalk but falls with the North Carolina Railroad operating corridor.
- West King Street needs a sidewalk but presents engineering challenges.
- Hillsborough Business Center is becoming more of a pedestrian destination but lacks external connectivity.
- Sidewalk and crosswalk improvements are planned for the South Nash Street business area.
- A sidewalk extension is planned to connect the existing sidewalk on Allison Street to Occoneechee Mountain.
- Traffic on Eno Mountain Road is heavy. Crosswalks and additional traffic lanes may be warranted.



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

Park District 7:

- Crosswalks are needed at Churton Street’s intersections with Queen, Union, Orange, and Corbin streets.
- Traffic-calming measures and consistent speed limits would help slow motorists on the residential streets.
- West King Street has high speed and a wide footprint.
- Stairs and steps create access challenges, and pedestrian amenities are needed along sidewalks.
- Riverwalk provides pedestrian and bicycle connectivity.
- Sidewalk improvements are planned for the sharp Calvin Street/Occoneechee Street curve

Park District 8:

- Accessibility is a priority
- Periodical boxes clutter downtown sidewalks and block visibility.
- The Margaret Lane sidewalk connects the library and government offices to downtown.
- Benches and bicycle racks are present, but more are needed.
- Improvements are planned for downtown sidewalks, crosswalks, and curb ramps.
- Pedestrian access to River Park from Weaver Street is planned.
- Street trees contribute to the streetscape.
- There is potential for public art.
- Compatible materials and designs should be used to preserve the unique character of the historic district.
- Downtown could support a bike-share program.
- Downtown sidewalks are important public spaces and should be designed and maintained for pedestrians .
- Additional parking may be necessary.
- Loading zones are necessary.



Pedestrian environment in downtown Hillsborough

Park District 9:

- Riverside Drive, Park Lane, and Mountain 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:

- Oconeechee Mountain State Natural Area has an extensive trail network, and improvements are planned to connect to the back side of the state park from Allison Street.
- Multi-family neighborhoods along Eno Mountain Road and Orange Grove Road lack external connectivity.
- A sidewalk along Eno Mountain Road would increase connectivity and pedestrian safety.

Park District 11:

- Obvious footpaths are present along South Churton Street and under the Interstate 85 overpass.
- Sidewalk segments exist along South Churton Street adjacent to recently developed parcels.
- Sidewalk, crosswalk, and bike lane improvements are planned for the length of South Churton Street.
- A new greenway is being planned to connect downtown Hillsborough to neighborhoods south of town, including this area.
- The future train station site shall be accessible by pedestrians and bicyclists.
- The shoulders of Orange Grove Road are narrow and not suitable for pedestrians.
- Exchange Park Lane is walkable. Crossing beneath the railroad trestle is dangerous because the road narrows to one lane.
- All future developments shall provide internal and external connectivity in the form of safe and accessible sidewalks, crosswalks, and greenways.
- Pedestrian amenities and accessible public spaces shall be provided.

Park District 12:

- One sidewalk segment is present adjacent to Eurosport but does not connect to downtown.
- The shoulder along U.S. Hwy. 70-A is narrow and unsafe for pedestrians. A sidewalk is needed.
- The Tuscarora neighborhood has walkable streets but no sidewalks.
- The Riverbend neighborhood has sidewalks that terminate at Saponi Drive and U.S. Hwy. 70-A.
- The pedestrian bridge of Classical American Homes Preservation Trust advances connectivity to downtown and Riverwalk.

Park District 13:

- There are extensive trails at the Historic Occoneechee Speedway Trail including the Mountains-to-Sea Trail.
- A pedestrian easement and path cross the Vietri site and connect speedway trails to Riverwalk.
- A sidewalk section extends from Eno Haven Apartments on U.S. 70-A along the back of the Eno River Academy parcel.
- Meadowlands Drive has sidewalk sections.
- Forest Ridge and Fiori Hills neighborhoods have internal sidewalks and trails.

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 the safety of pedestrians at night.
- Accessible sidewalks and crosswalks are needed especially along Old N.C. 86 and Oakdale Drive.
- Cornwallis Hills residents are crossing Old N.C. 86 for Waterstone sidewalks. A stoplight and crosswalk may be warranted.
- A new greenway is being planned to connect downtown Hillsborough to neighborhoods south of town.

Park District 15:

- Beckett's Ridge subdivision 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.
- A new greenway is being planned to connect downtown Hillsborough to neighborhoods south of town.

Park District 16:

- Sidewalks exist on Waterstone Drive from Old N.C. 86 South to the Durham Tech campus, and around the campus and park-and-ride lot. Sidewalks also are along Waterstone Drive in front of the UNC Hospital Hillsborough Campus, but they do not connect to the sidewalks to the west, or extend east past the campus to N.C. 86 South.
- 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 clearer that pedestrians have the right-of-way.
- Future development of Cates Creek Park may include trails.
- Waterstone has a complete internal sidewalk system.

Planned Pedestrian Improvements and Existing Ordinances

Trails and Greenways

Hillsborough has two existing public greenways: Riverwalk and Calvin Street Greenway. Riverwalk is primarily an 8-foot wide asphalt path that runs adjacent to the Eno River within the town limits. Future improvements are planned to connect Riverwalk 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 directly through downtown. Calvin Street Greenway is a short section of paved greenway that links Riverwalk to neighborhoods and businesses on the west side of town. Both greenways are accessible and available for bicyclists and pedestrians.

In addition, Hillsborough is home to several trail systems that contribute to connectivity and provide recreational opportunities. Classical American Homes Preservation Trust has 265 acres in preservation at the Ayr Mount and the Historic Occoneechee Speedway Trail properties and more than five miles of trails available for public use in Hillsborough. The trust's trails connect the speedway to Riverwalk, providing access to downtown Hillsborough from the east and from south of the river. Eno River State Park includes an extensive trail network on approximately 4,200 acres and plans to expand to the 7,000-acre goal set out in its master plan. Occoneechee Mountain State Natural Area has three miles of hiking trails available to the public. The Mountains-to-Sea Trail—a concept which utilizes local trails to provide a statewide connected trail corridor—connects Hillsborough to the preservation trust property, Eno River State Park and Falls Lake to the east as well as Occoneechee Mountain and Orange County to the west.

Sidewalk Ordinance

The 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 that are at least 5-feet wide and ADA compliant along all street segments designated as a high priority in this plan. If a development is sited 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.

Existing and planned sidewalks, trails, and greenways are displayed on pages 47 and 48.

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. Historic sidewalks may have been removed during the grading and paving of modern roads in the 1940s. Townspeople also have suggested that many of the historic sidewalks may be 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 a road paving project, the historic flagstone sidewalks may have been pulled up and used for perimeter 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

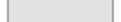


Existing and Planned Sidewalks

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



Existing Trails and Greenways

- | | | | |
|--|---|--|--|
|  Kings Highway Park |  Riverwalk to Occonechee Mtn |  CAHPT Trails |  Town Limits |
|  Occonechee Mtn |  Riverwalk |  Occonechee Speedway |  Extra Territorial Jurisdiction |
|  River Park |  Gold Park |  Ayr Mount | |

Existing Pedestrian Amenities

Amenities such as benches, waste receptacles, water fountains, and dog waste containers provide important resources for pedestrians. Benches provide a resting spot for those who need it and allow visitors to be part of the community and town life. Waste containers are necessary to encourage a clean and well-kept pedestrian environment. Street trees and landscaping are essential to a beautiful and healthy streetscape.

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.

To provide a cohesive downtown streetscape, older benches were replaced with black, Urbanscape, Butler benches in 2013.

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



Public Transit Stop



Turnip Patch Park



Hillsborough Heights Park



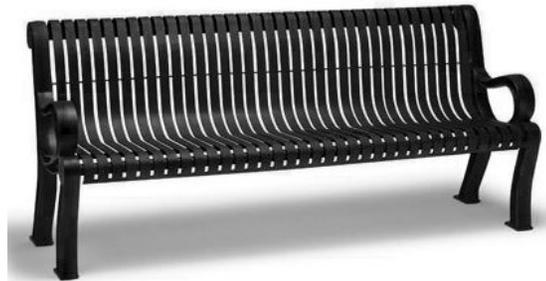
Murray Street Park

Public Space Division

The Public Space Division is tasked with developing and maintaining town facilities and grounds available to the public, including parks, greenways, sidewalks, streets and urban spaces. The division utilizes place-making strategies and sustainable principles to ensure a healthy environment while also focusing on providing beautiful and inviting spaces for citizens and visitors to explore and congregate. Healthy abundant landscaping is essential to an inviting pedestrian environment. Connectivity and accessibility are key goals. The Public Space Division also focuses on building accessible bicycle and pedestrian connections between neighborhoods and area destinations. Beauty and function are integral parts of any well-built urban landscape. The division looks for opportunities to integrate public art in the landscape. The Public Space Division staffs the Tree Board and Parks and Recreation Board and coordinates with partners such as the Hillsborough Garden Club and Arts Council.

Waste Receptacles

In 2016, the town replaced all older waste receptacles in downtown Hillsborough with double units that include trash and recycling containers. The town also added recycling containers to the entrances of Riverwalk and to town parks.



Bicycle Racks

In 2016, the town added several bicycle racks to downtown and Hillsborough parks.

Dog Waste Containers

Dog waste containers are placed on public greenways, in town parks, and in downtown Hillsborough.

Water Fountains

Water fountains are provided at Turnip Patch, Cates Creek and Gold parks.

Public Art

Creativity and beauty enhance the pedestrian environment. Public art can be easily incorporated into public spaces for aesthetics and function. The Hillsborough Arts Council is a dedicated partner to the town in promoting local artists through programs and installations. Benches, bus tops, and other amenities are excellent ways to incorporate functional art into the environment. The Sculpture Tour and permanent installations bring visual arts to Hillsborough public spaces.



Stickwork by Patrick Dougherty on Riverwalk



Joiners by Karen Ives in Turnip Patch Park



A bench in Seattle, Washington

Public art can be incorporated into bicycle racks as well. Several examples can be seen below.



Kansas City



Edinburgh



Washington D.C.

Public art can be interactive and inspirational.

The Courage Wall in Alexandria, Virginia (2015), asks pedestrians to fill in the sentence, "I wish I had the courage to..."



Chapter 3: Existing and Planned Bicycle 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.

Bicycle Lanes

Currently, no striped bicycle lanes or marked bike routes are within Hillsborough's jurisdiction with the exception of Waterstone Drive. Previous planning efforts have resulted in recommendations for bicycle lanes along N.C. 86, Old N.C. 86, South Churton Street, U.S. 70 Business and U.S. 70 Bypass. Those recommendations are carried into this plan. Additional bicycle lanes are recommended on a section of North Churton Street between Corbin Street and U.S. 70 Bypass.

Bicycle Routes

Some roads are more bicycle-friendly due to lower traffic volumes and speeds as well as better visibility. These roads are identified as recommended routes in this plan. They include Oakdale Drive, Orange Grove Road, Dimmocks Mill Road, Nash Street, Margaret Lane, Exchange Club Lane, Cameron Street, and St. Mary's Road. There are barriers on some of these roads that need to be addressed, and wider shoulders would make all of these routes safer. This plan recommends studying these routes for needed improvements and installing signage along recommended routes.

Greenways and Off-Road Bicycle Paths

The primary corridor of Riverwalk is 1.8 miles long with several paved loop trails as well. The paved portions of the trail are accessible to bicyclists. See Chapter 2 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. Triangle Land Conservancy also provides mountain biking trails at Brumley Forest Nature Preserve, located two miles southeast of Hillsborough. Mountain biking trails can be found at Carolina North in Chapel Hill as well. Currently, no off-road trails are open to mountain bikers within the Hillsborough town limits.

Existing Bicycle Amenities

Existing Bicycle Racks:

Several bike racks exist in Hillsborough. One is at the Visitor's Center and was donated by Carolina Tarwheels, a local bike club that organizes social bike rides in Orange, Durham, Wake, Alamance, and Chatham counties. Carolina Tarwheels also donated a bike rack to be placed at the Farmers Market Pavilion in River Park. Bicycle racks can be found at the Whitted Human Services Center and Orange County Public Library as well as Weaver Street Market. Gold Park playground hosts a bicycle rack, and the town provides three racks in downtown Hillsborough.



Bike Rack donated by Carolina 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 NCDOT and ADA standards also are listed. These design standards will be used for new infrastructure.

Sidewalk Ordinance

New development must construct a public sidewalk along the parcel's designated frontage if the parcel fronts a street segment designated as high priority or Orange County priority in the sidewalk recommendation map of this plan.

New development on a parcel that fronts a street segment designated as low priority in the sidewalk recommendations map of this plan must do one of the following:

1. Construct the sidewalk along the designated frontage.
2. Make a payment to the town in lieu of constructing a sidewalk.
3. Complete a combination of the first two options.

All payments received must be deposited into the town's sidewalk construction capital fund.

Sidewalks must include a curb and gutter and must 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 every 30 feet. Other paving materials may be allowed if they are as durable as concrete and are more environmentally appropriate.

New sidewalks are also required to meet NCDOT standards.

For more information, see Section 6.17.3 of the Unified Development Ordinance: Sidewalks and Walkways.

ADA Requirements for Sidewalks

Accessibility is a key priority of the Community Connectivity Plan. The ADA Standards for Accessible Design list the following requirements, which apply to sidewalks, greenways, shared-use paths, and curb cuts in Hillsborough.

- 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 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.
- To align crosswalks, fan-shaped ramps are encouraged to retrofit existing intersections.

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 Historic 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 Gateway Center and the Orange County Public Library have brick pavers. New sidewalks should be designed to be compatible in the neighborhood and environment for which they are placed. New sidewalks shall be ADA accessible and shall be scaled to provide safe passage for pedestrians. Examples of some of the materials used in existing sidewalks in Hillsborough can be seen below.



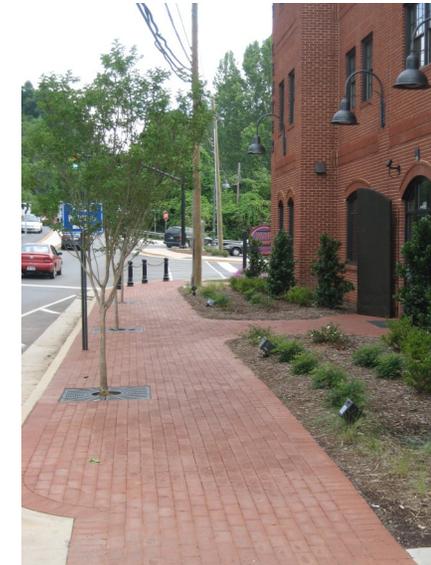
Churton Street, northbound



Historic Courthouse



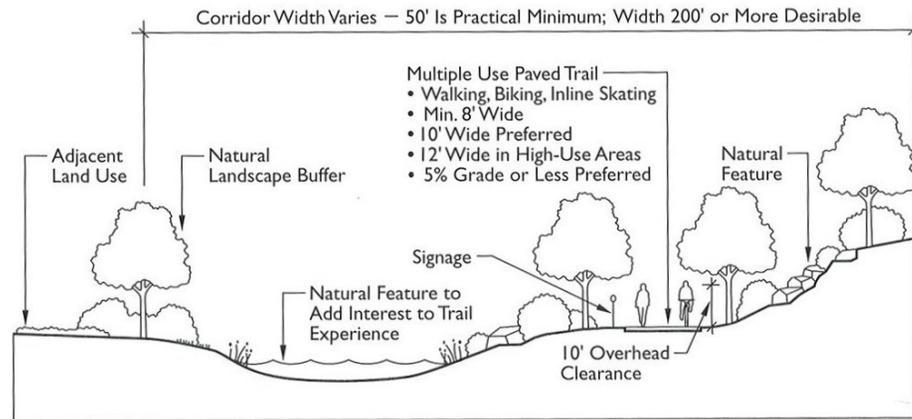
West King Street



Gateway Center

Greenway Design

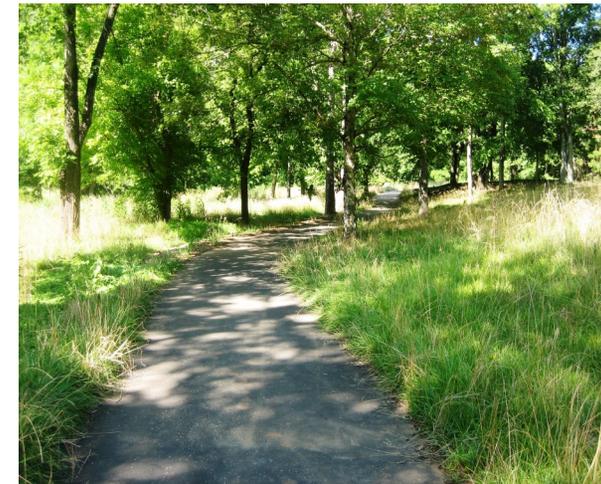
Greenways usually are placed within a 50-to 100-foot-wide corridor, with a minimum of an 8-foot-wide paved path on primary routes. Greenways built in urban areas or neighborhoods where congestion can be expected should be 10-foot-wide and may be striped for two-way traffic. Secondary paths and loop trails may have 5-foot-wide paved or unpaved paths. Greenways 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. The town refers to United States Access Board standards when designing and engineering public trails.



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.



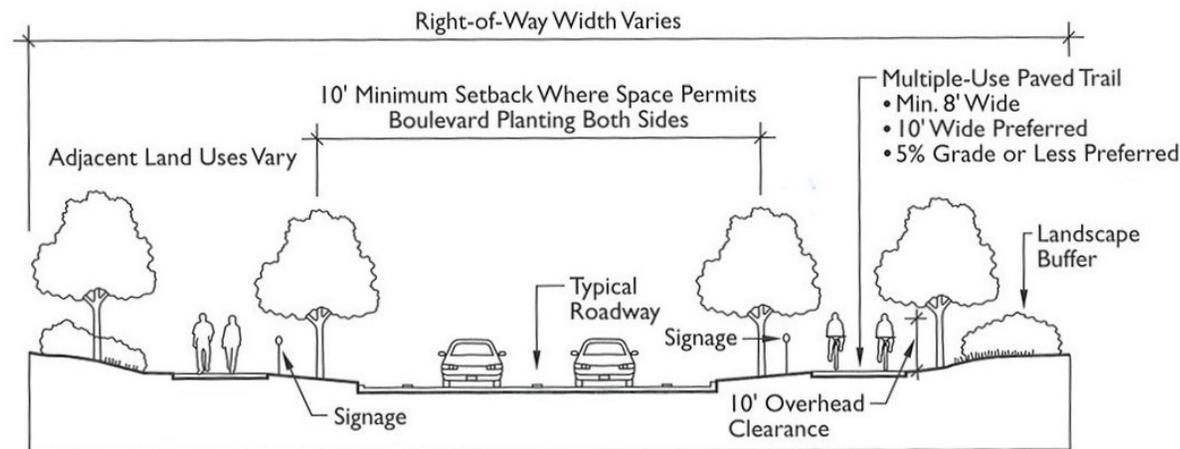
Riverwalk has bridge and boardwalk sections but is primarily an 8 foot-wide asphalt path through a 100-foot-wide greenway corridor along the Eno River.

Shared-use Paths

Shared-use paths work well in existing high-traffic corridors, providing off-road access for pedestrians and bicyclists. They can be placed in the right of way, require a minimum width of 10 feet, 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 plantings and/or guardrails.

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 Lane. However, the railroad trestle located along Exchange Club Park Lane makes it difficult to construct a shared-use path in this area.



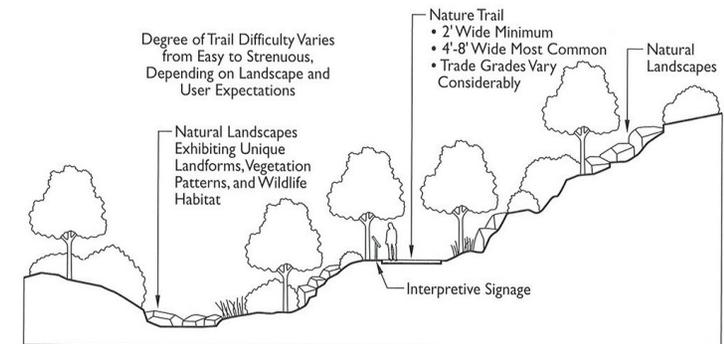
Linking trails emphasize safe travel for pedestrians to and from parks and around the community. They are generally located within road right-of-ways or utility easements, but can also be through parkland.

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 gravel, dirt, mulch, or grass; typically are used by pedestrians and sometimes mountain bikers; and aren't necessarily ADA compliant. Existing pedestrian trails include Oconeechee Mountain State Natural Area, Historic Oconeechee Speedway Trail, and Poet's Walk at Ayr Mount Historic Site, as well as the nature trails behind Central Elementary School.



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.

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 NCDOT-maintained roads.
- Asphalt is low cost and low maintenance. It works well for different modes of transportation, such as strollers and bicycles, 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 and durable. They provide a non-slip surface and come in a variety of colors and textures. Pavers can be very costly and difficult to maintain in vehicular areas.
- 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. Gravel 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. Although there is a low initial cost for using mulch, it requires regular maintenance. Mulch has limited accessibility to wheeled 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 high levels of maintenance.

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 traffic-calming measures into their neighborhood to help alleviate traffic problems. The following list includes the most common traffic-calming devices.

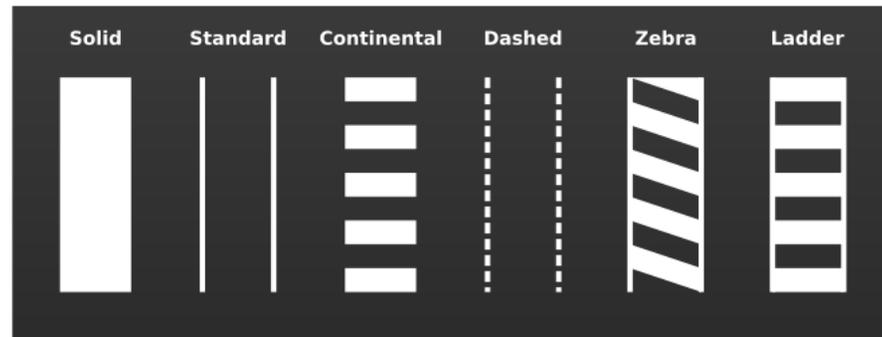
Crosswalks

Crosswalks are generally 6 to 10 feet wide and can act as traffic-calming devices, especially if they have raised or textured surfaces. The NCDOT 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.

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



Stamped Asphalt Crosswalks



Crosswalk Striping

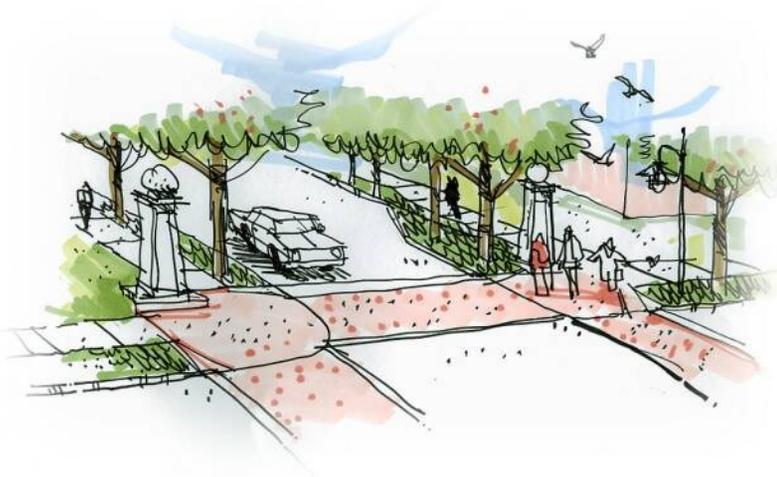
- **Roundabouts** are located in high-traffic intersections and take the place of traffic signals. They allow for a steady flow of vehicular traffic but can cause pedestrian safety issues.
- **On-street parking** serves to slow drivers down around parking areas.
- **Speed tables** stretch the width of 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 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.
- **Speed indicator signs** help drivers realize their actual speed versus posted speed.
- **Stop bars** can be painted at signed intersections to increase driver awareness of stop signs.



A Raised Crosswalk



A Roundabout



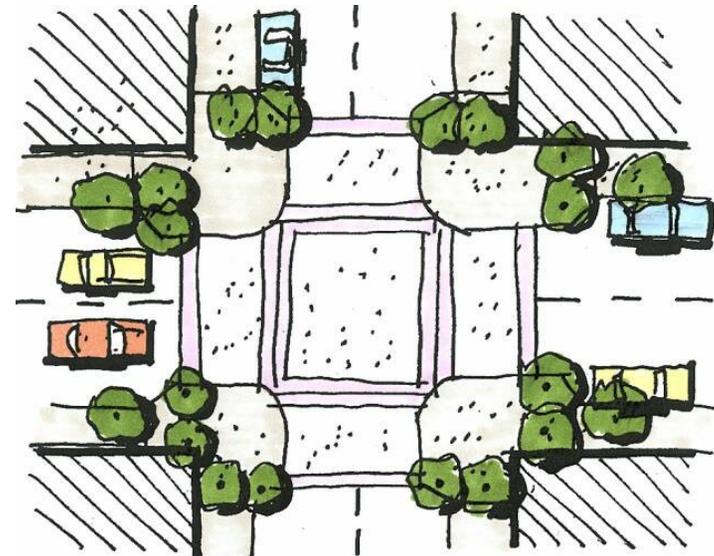
Raised Crosswalks



Chicanes



Chokers



Neckdowns

Design Policies for Bicycle Paths

Bicycle Lane Design

Bicycle lanes are usually 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 often marked with a bicycle 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.

Greenways, Trails, and Footpaths

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

Traffic-Calming Devices

Slower speeds and other traffic-calming devices enhance bicycle 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.



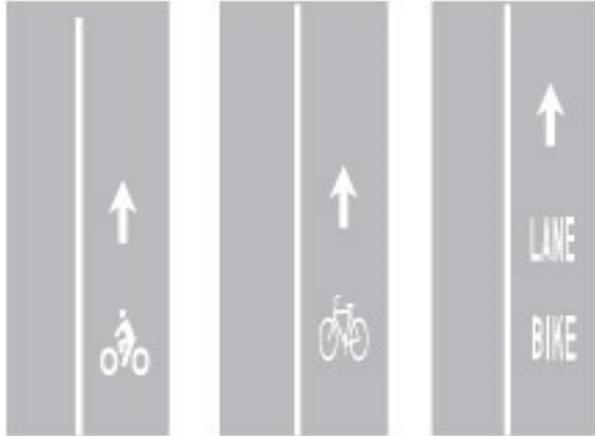
Bike Lane



Wide Shoulder

Bicycle Lane Signage

Recognized bicycle routes that do not have striped bicycle lanes can have route signs to help direct bicyclists to safe routes and remind drivers to share the road. Some towns are using green lanes to increase visibility for bicyclists.



Bicycle Lane Pavement Markings



Bicycle Route Signage



Examples of green lanes.

Chapter 5: Recommendations and Implementation Plan

Recommendations

The following section provides 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 Action Items

- 1.1 Petition NCDOT to either relinquish King Street, Nash Street and West Hill Avenue to the town so that the town may lower speeds and install traffic-calming devices on these streets or
 - 1.1a Petition NCDOT to lower the speed limits on King and Nash streets and West Hill Avenue.
 - 1.1b Petition NCDOT to install crosswalks on West King Street, North Churton Street, and St. Mary's Road as detailed on the Downtown Crosswalks Map.
 - 1.1c Petition NCDOT to study the feasibility of installing traffic-calming devices on West King and Nash streets.

- 1.2 Coordinate with NCDOT to study feasibility and set priorities for bicycle and pedestrian recommendations in this plan.

- 1.3 Petition Orange County to update the Orange County Bike Plan to incorporate additional routes on the roads listed below as shown on the Hillsborough Bicycle Lane and Route Recommendations Map.

<ul style="list-style-type: none"> • Miller Road • Walker Road • Baldwin Road • I-85/U.S. 70 Connector • U.S. 70 A 	<ul style="list-style-type: none"> • Orange Grove Road • Ode Turner Road • New Grady Brown School Road • N.C. 86 North • Coleman Loop Road
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2. Town Action Items

- 2.1 Update the Metropolitan Planning Organization's Long Range Transportation Plan to reflect recommendations and priorities in this plan.
- 2.2 Replace all existing plans for sidewalk and bicycle infrastructure with the Community Connectivity Plan recommendations.
- 2.3 Improve safety and accessibility of existing pedestrian areas.
 - 2.3a Remove obstacles and reduce clutter to improve safety in pedestrian areas.
 - 2.3b Develop a schedule for maintenance and repair items.
 - 2.3c Identify funding for repair projects.
- 2.4 Address pedestrian safety issues on high-traffic town roads.
 - 2.4a Study feasibility of installing traffic-calming devices in high speed pedestrian areas like Occoneechee Street.
 - 2.4b Study feasibility for lowering speed limits on town-owned residential roads to 20 mph.
 - 2.4c Develop plan to install stop bars and larger stop signs on town-owned residential roads.
- 2.5 Identify opportunities for advancing public art in public spaces and private developments.
- 2.6 Amend the sidewalk ordinance to include the following:
 - 2.6a Require roadside planting strips and shade plantings with new sidewalk construction where feasible.
 - 2.6b Require sidewalks to connect to adjacent sidewalks.
 - 2.6c Allow alternate materials, such as brick pavers, where appropriate to the location.
 - 2.6d Encourage all sidewalks to be ADA accessible on development sites.
- 2.7 Conduct feasibility studies for North/South Greenway and pedestrian bridge over I-85.
- 2.8 Advance smaller neighborhood connectivity projects as town budget allows.
- 2.9 Identify opportunities for pedestrian easements along existing and new water/sewer utility easements.

3. New Infrastructure: Construct sidewalks, greenways, trails, and bicycle lanes as outlined in map recommendations.

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.

- Waterstone Drive
- Churton Street from Waterstone Drive to downtown area
- Oakdale Drive (in town limits)
- Mayo Street
- Orange Grove Road from Mayo Street to Eno Mountain Road
- Orange Grove Road from Elfin Blvd to Virginia Cates Road
- U.S. 70-A (in town limits)
- N.C. Hwy. 86 (in town limits)
- Exchange Park Lane from connection to U.S. 70 A to downtown
- South Cameron Street from King Street to Margaret Lane
- St. Mary's Road from Tryon Street to Thomas Ruffin Street
- Dimmocks Mill Road from South Nash Street to Allison Street
- South Hillsborough Avenue to Calvin Street
- Hayes Street from Central Elementary School to Latimer Street
- Revere Road
- Corbin Street
- North Churton Street from Corbin Street to U.S. 70
- Cornelius Street (in town limits)
- Torain Street from Fairview Park to Faucette Mill Road
- West King Street from West Hill to Hillsborough Avenue

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.

- Millstone Drive
- U.S. 70-A from Forest Ridge to Meadowlands Drive
- Meadowlands Drive
- Orange Grove Road from Mayo Street to Churton Street
- Dimmocks Mill Road from West Hill Avenue to Allison Street
- Eno Street
- Latimer Street from West Hill to Hayes Street
- Lakeshore Drive from West King Street to Cornelius Street
- West Hill Avenue Dimmocks Mill Road to Latimer Street
- Rainey Street from Torain Street to Cornelius Street

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

- North/South Greenway
- Kings Highway Park to Eno Street
- Latimer Street pedestrian connection
- Bellevue Mill trails
- Corbin Creek trails
- Corbinton Commons to Corbin Street
- Forest Ridge trail connection to Mountains-to-Sea Trail

3.6 Bicycle Lane Recommendations: Lanes shall include marked and paved bicycle 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 of Chapter 4. These recommendations will likely be implemented as streets are widened and/or retrofitted in coordination with NCDOT.

- U.S. 70/Cornelius Street
- North Churton Street from Corbin Street to Cornelius 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 from U.S. 70A to Old N.C. 10

3.7 Bicycle Route Recommendations: Bicycle routes shall include a wide shoulder and/or signage as outlined in the Design Policies section of Chapter 4. These recommendations will likely be implemented as streets are widened and/or retrofitted in coordination with NCDOT.

- Dimmocks Mill Road
- Nash Street
- Margaret Lane
- Faucette Mill Road
- Miller Road
- St. Mary's Road
- Cameron Street

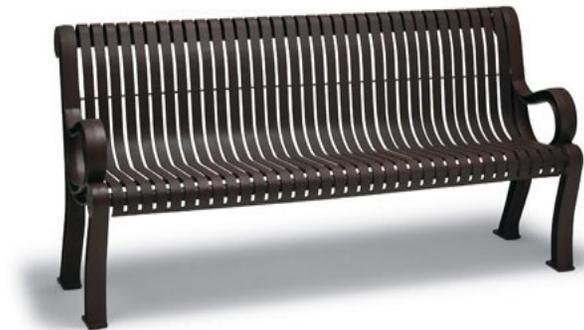
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- 4. Historic District Recommendations:** The historic district is considered pedestrian and bicycle friendly. Changes to the existing infrastructure and streetscape could detract from the character of the district and should include planning and input from the various stakeholders, including the Historic District Commission and local businesses and residents.
- 4.1 Repair and maintain existing pedestrian infrastructure in the historic district as detailed in the inventory.
 - 4.2 Evaluate handicap accessibility of existing pedestrian infrastructure.
 - 4.3 Coordinate with stakeholders to develop plans for new pedestrian and bicycle improvements in the historic district.
 - 4.3 Investigate the feasibility of restoring historic sidewalks within the historic district.
 - 4.4 Install new crosswalks in the Historic District as proposed on Downtown Crosswalks Map.
 - 4.5 Install bicycle route signage as recommended.
 - 4.6 Implement pedestrian improvements as detailed in the Churton Street Access Improvements Project, CMAQ Sidewalk Connections Project, and other pedestrian studies that include historic district recommendations.
- 5. Design Standards:** Implement the following recommended design policies for all new sidewalks, greenways, shared-use paths, trails, crosswalks, bicycle lanes, and bicycle route markers.
- 5.1 Sidewalks will be ADA compliant and at least 4 feet wide and will be made of concrete. Alternative materials such as brick, fieldstone, and pavers may be used when appropriate. New sidewalks will include planting strip and landscape plantings where possible.
 - 5.2 Primary routes of greenways will be at least 8 feet wide, but 10 feet wide in urban and/or congested areas, and paved with asphalt or another ADA-compliant material and located in a corridor that is 50 to 100 feet wide, where feasible. Secondary routes may be narrower.
 - 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 meet U.S. Access Board standards and be surfaced with an ADA compliant material where feasible.
 - 5.5 Crosswalks will be stamped asphalt or high-visibility paint and will be a minimum of 8 feet wide.
 - 5.6 Bicycle lanes will be at least 4 feet wide, separated by a 6-inch stripe of paint, and marked with a bicycle symbol.
 - 5.7 Pedestrian signage and bicycle route signage will be coordinated with Wayfinding Signage Plan.
-

- 6. Design Standards for Amenities:** Replace existing pedestrian amenities and install new amenities such as benches, when funding is available. Incorporate public art and functional art in appropriate locations.

6.1 Benches and Trashcans:

High quality, historically appropriate materials are recommended. Plastic and resins should be avoided because they are not compatible with the historic character of the town. Low-maintenance materials are recommended.

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



Butler series



Victor Stanley

Waste/Recycling Unit

6.2 Picnic Tables:

The Arbor picnic table by Timberform—which is a sturdy, solid wood, A-frame table available in a handicap accessible model—is recommended for parks and facilities.



Arbor Picnic Table
solid wood
500 pounds



Dog Waste Depot

\$362.95

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.

6.4 Bicycle Racks:

Spiral and U-style bike racks are recommended for use around town because they are well-suited for a variety of bicycle lock styles and provide stability for the bicycle frame



Spiral Rack



U-Style Rack



Bicycle racks that allow the frame of the bicycle to rest and be locked are preferred to those that only support the wheel.



7. Funding New Infrastructure and Amenities:

- 7.1 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:

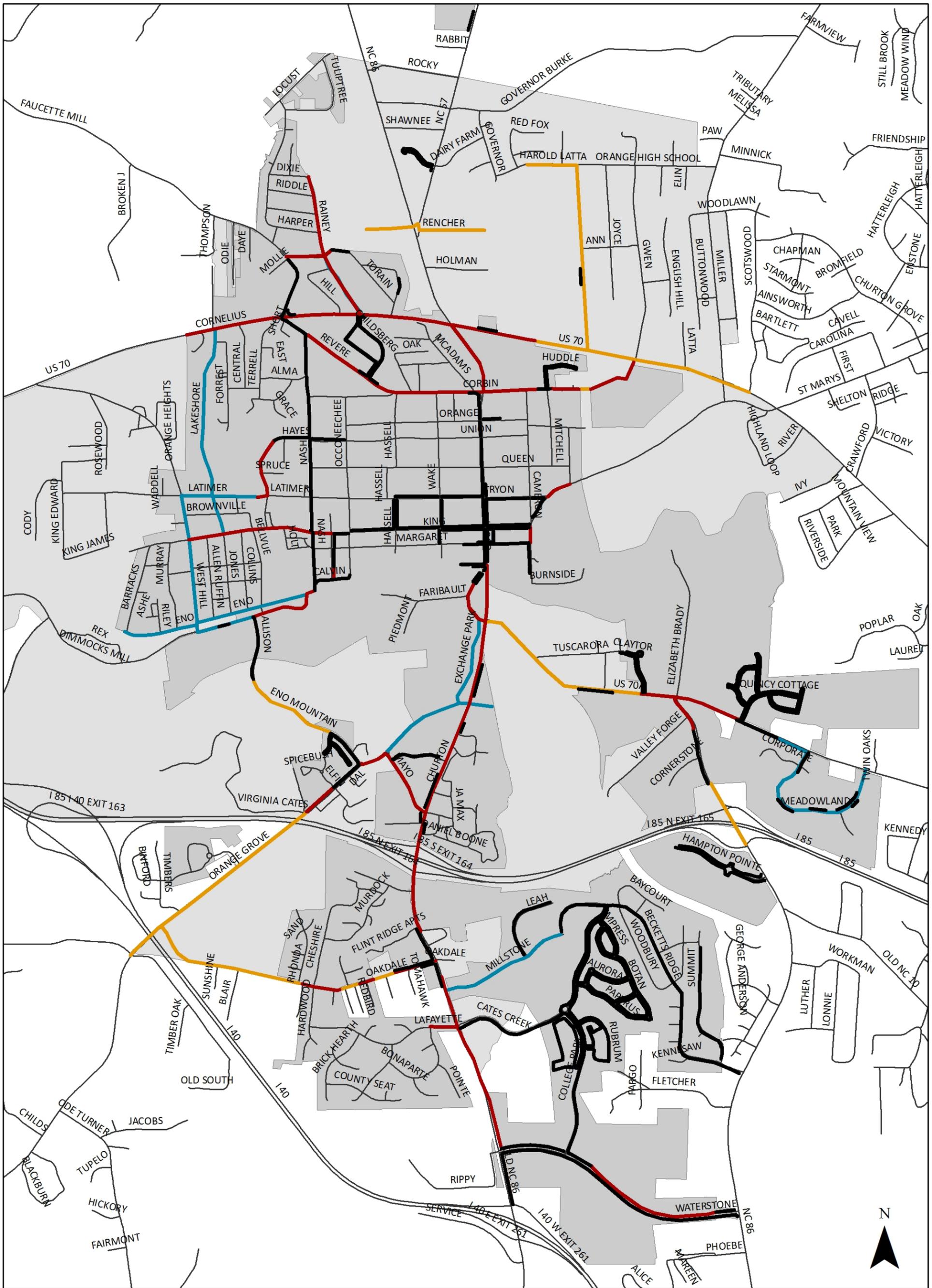
- 8.1 Coordinate and partner with local, regional, state, and federal agencies and organizations to promote and improve the pedestrian and bicycle environment. A comprehensive list of potential partners is included in Chapter 6.
- 8.2 Provide public with access to partner information through the town website.
- 8.3 Promote bicycle and pedestrian campaigns such as Walkable Hillsborough Day and Carolina Tarwheels Bikefest.

9. Education and Outreach:

- 9.1 Conduct education and outreach regarding pedestrian and bicycle connectivity and safety in the community. A comprehensive list of education and outreach opportunities is provided in Chapter 6.
- 9.2 Provide information about pedestrian and bicycle routes and safety on the town website.
- 9.3 Provide information about pedestrian and bicycle events through press releases and the town website.

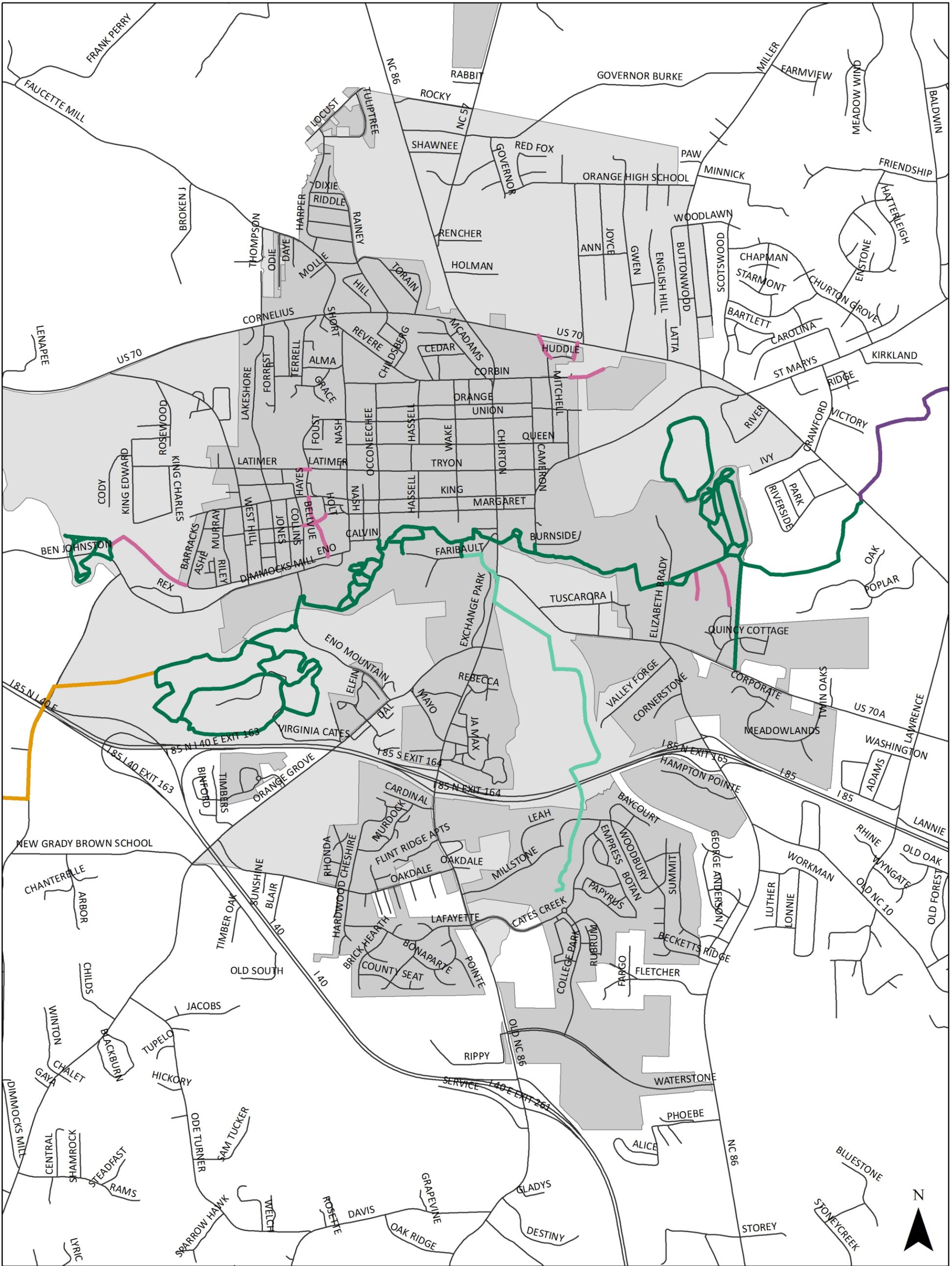
The following series of maps show the recommendations for new infrastructure:

Sidewalk Recommendations	76
Greenway and Trail Recommendations	77
Hillsborough Bicycle Lane and Route Recommendations	78
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Future Pedestrian Map	81
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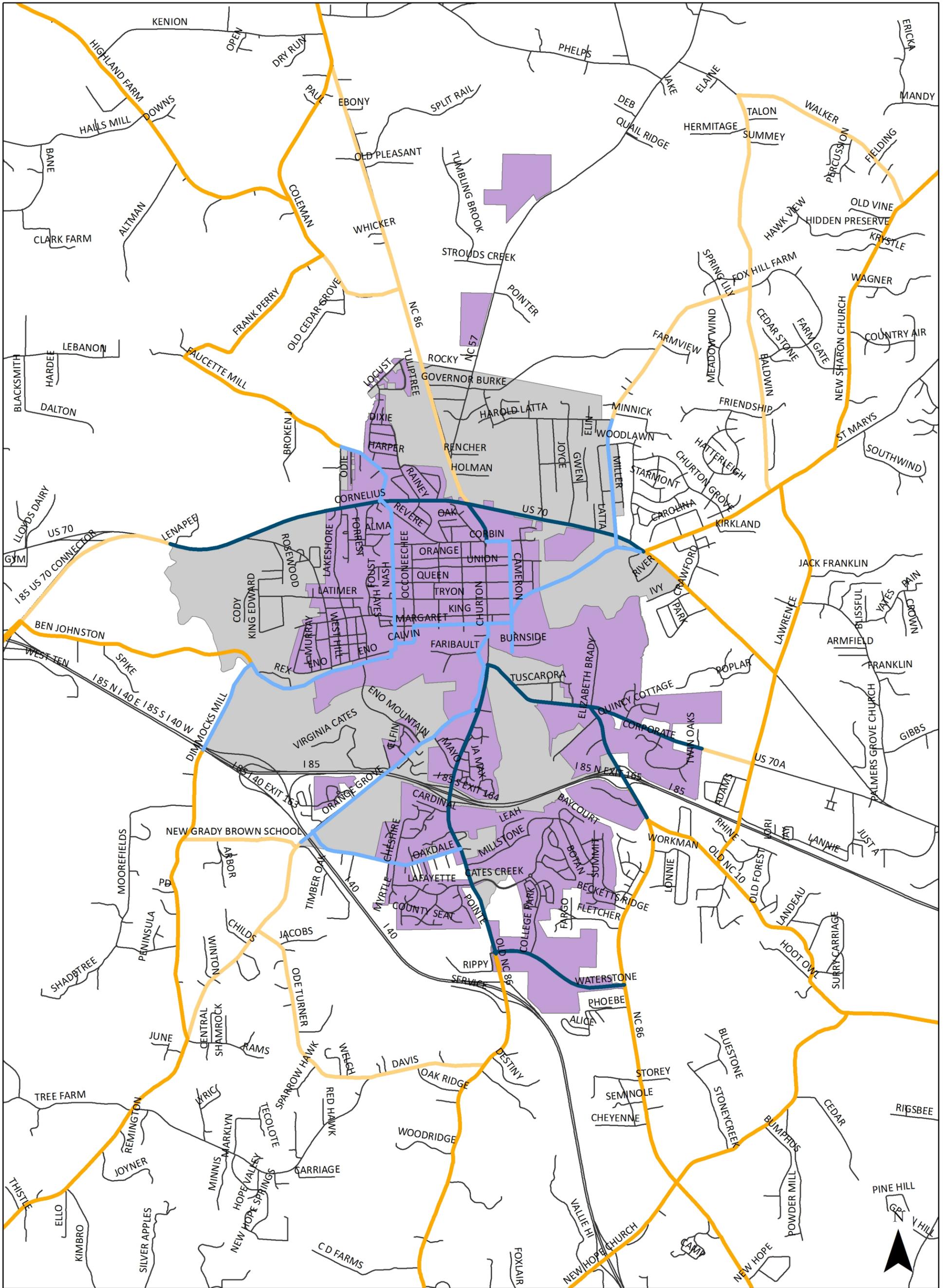
Sidewalk Recommendations

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



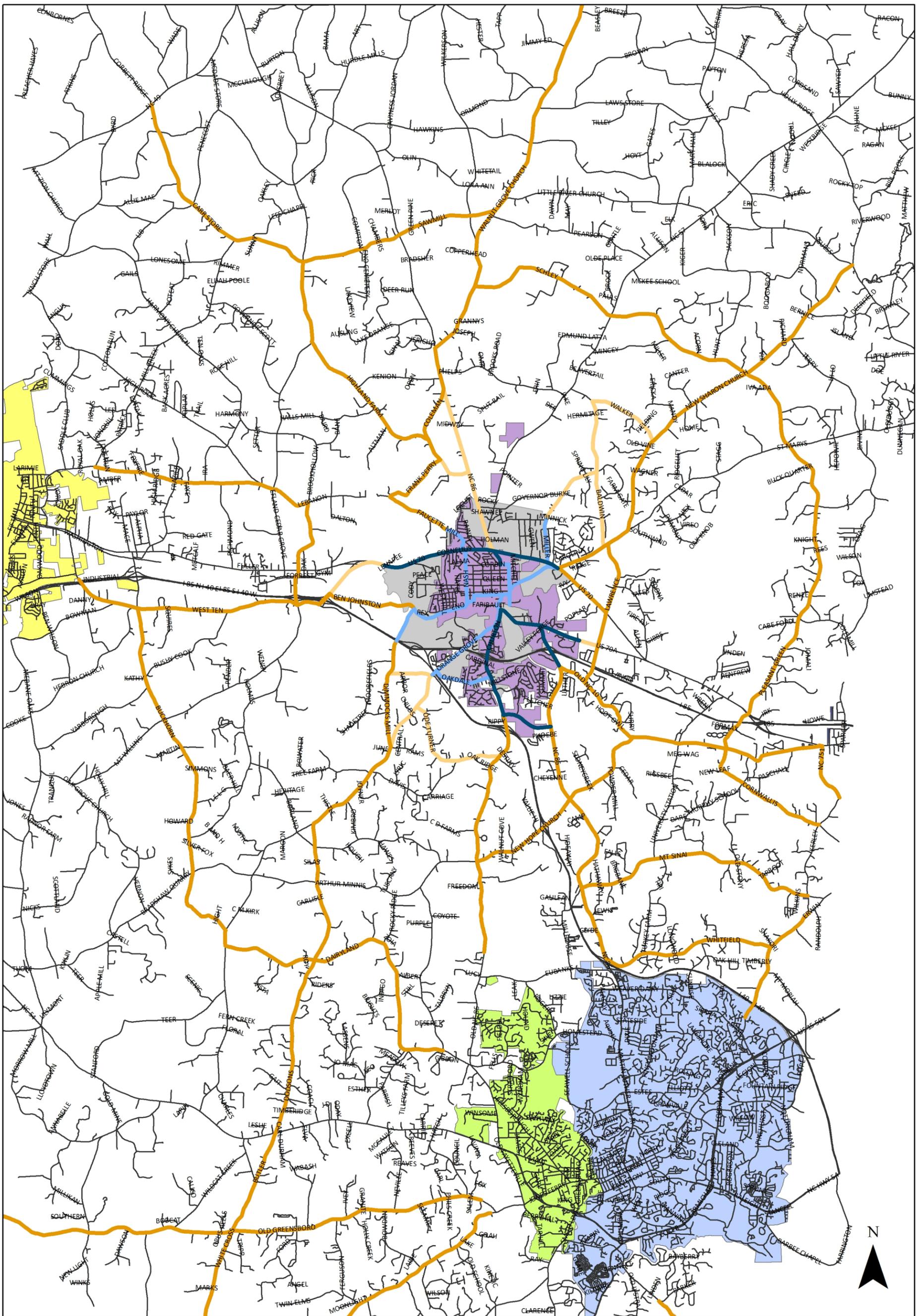
Greenway and Trail Recommendations

- Existing Trail Systems
- North/South Greenway-future trail
- Town Limits
- OC MST-future trail
- Additional Trail Recommendations
- Extra Territorial Jurisdiction
- Eno River State Park future trail



Hillsborough Bicycle Lane and Route Recommendations

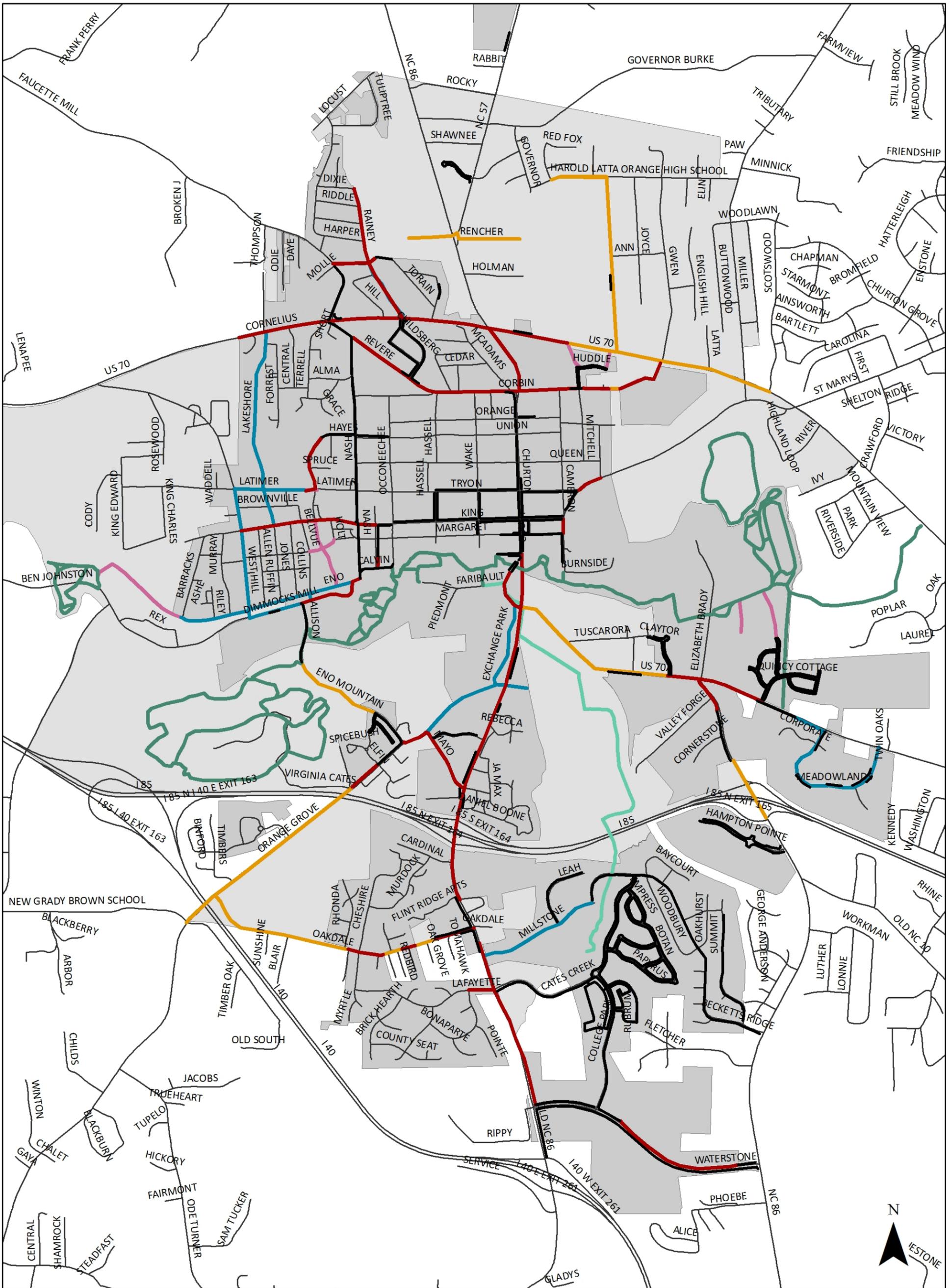
- Hillsborough/ETJ Bike Route Recommendations
- Orange County Prioritized Bike Routes
- Town Limits
- Hillsborough/ETJ Bike Lane Recommendations
- Additional OC Bike Route Recommendations
- Extra Territorial Jurisdiction



Orange County Priority Bicycle Routes and Recommendations

- Hillsborough/ETJ Bike Lanes Recommendations
- Hillsborough/ETJ Bike Route Recommendations
- Orange County Prioritized Bike Routes
- Additional OC Bike Route Recommendations
- Carrboro
- Chapel Hill
- Durham
- Hillsborough
- Mebane
- Hillsborough ETJ

Map prepared by Hillsborough Planning Department 6/2016
 Data provided by Orange County Land Records



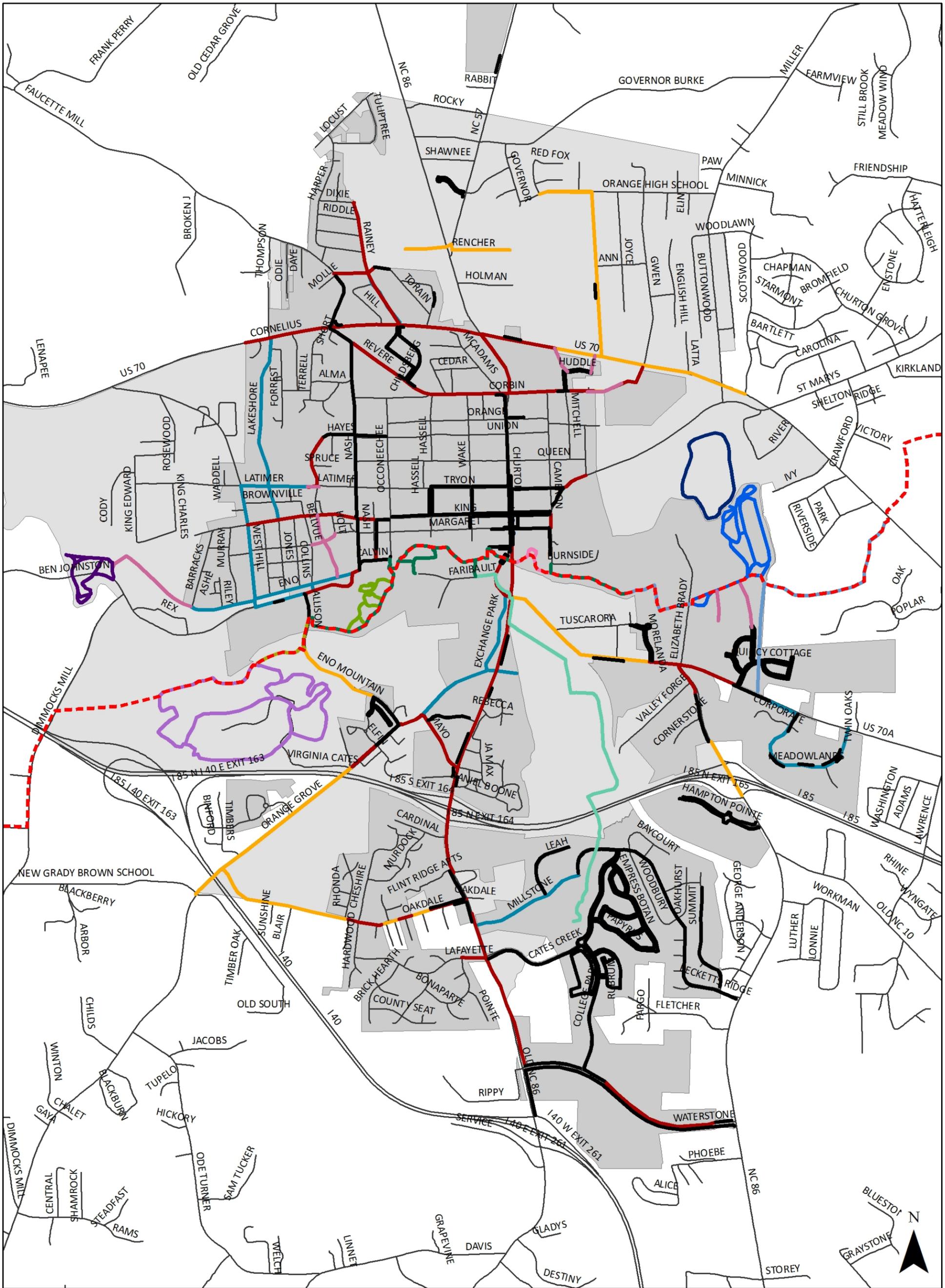
Town of Hillsborough Pedestrian Recommendations

- Existing Sidewalks
- High Priority Sidewalk Recommendations
- Orange County Sidewalk Recommendations
- Town Limits
- Existing Trails
- Low Priority Sidewalk Recommendations
- Additional Trail Recommendations
- Extra Territorial Jurisdiction
- North/South Greenway-future trail



Future Pedestrian Map

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



Comprehensive Pedestrian Plan

- | | | | | |
|------------------------|-----------------------------|------------------------------|-------------------------|--------------------------------|
| Mountains to Sea Trail | Riverwalk | Future North/South Connector | Existing Sidewalks | Town Limits |
| Kings Highway Park | Riverwalk to Occonechee Mtn | CAHPT Trails | High Priority Sidewalks | Extra Territorial Jurisdiction |
| Occonechee Mtn | Gold Park | Occonechee Speedway | Low Priority Sidewalks | |
| River Park | Additional Trails | Ayr Mount | Orange County Sidewalks | |

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 regularly to update the anticipated time frame.

Recommendations	Department or Group Responsible	Time frame
Petition NCDOT to relinquish King Street, Nash Street and West Hill Avenue so that the Town may lower speed limits and/or install traffic-calming devices on these streets or	Board of Commissioners, Planning	3-5 years
<ul style="list-style-type: none"> Petition NCDOT to lower the speed limit on King and Nash streets and West Hill Avenue. 	Board of Commissioners, Planning	3-5 years
<ul style="list-style-type: none"> Petition NCDOT to install crosswalks on West King and North Churton streets and St. Mary's Road as detailed on the Downtown Crosswalks map. 	Board of Commissioners, Public Space	3-5 years
<ul style="list-style-type: none"> Petition NCDOT to investigate the feasibility of installing traffic-calming-devices on West King and Nash streets. 	Board of Commissioners, Planning, Public Space	3-5 years
Coordinate with NCDOT to study feasibility and set priorities for bicycle and pedestrian recommendations in this plan.	Planning, Public Space	3-5 years
Petition Orange County to incorporate additional bicycle routes into the Orange County Bike Plan, as shown on the Hillsborough Bicycle Lane and Route Recommendations Map.	Planning	1-2 years
Update Metropolitan Planning Organization's Long Range Transportation Plan to reflect recommendations and priorities in this plan.	Planning	1-2 years
Replace all existing plans for sidewalk and bicycle infrastructure with the Community Connectivity Plan recommendations.	Board of Commissioners, Planning	1-2 years
Advance pedestrian and bicycle infrastructure improvements as detailed in this plan.	Board of Commissioners, Public Space	Ongoing

Recommendations (continued)	Department or Group Responsible	Time frame
Study and report on potential annexations that would help advance connectivity.	Board of Commissioners, Planning	1-2 years
Study feasibility of installing traffic-calming devices in high-speed pedestrian areas.	Board of Commissioners, Police Department	1-2 years
Study feasibility for lowering speed limits on town-owned residential roads to 20 mph.	Public Space, Police Department	3-5 years
Develop plan to install stop bars and larger stop signs on town-owned residential roads.	Public Space, Public Works	1-2 years
Develop a schedule for maintenance and repair items.	Public Space, Public Works	1-2 years
Identify opportunities for advancing public art in public spaces and private developments.	Public Space	1-2 years
Amend Sidewalk Ordinance to meet recommendations in this plan.	Board of Commissioners, Planning	1-2 years
Conduct feasibility study for North/South Greenway and pedestrian bridge over I-85.	Planning, Public Space	1-2 years
Advance smaller neighborhood connectivity projects as budget allows.	Public Space	Ongoing
Identify opportunities for pedestrian easements along existing water/sewer easements.	Public Space, Engineering	Ongoing
Remove obstacles and reduce clutter to improve safety in pedestrian areas.	Public Space	1-2 years
Coordinate with various stakeholders to advance recommendations for the historic district.	Public Space	3-5 years
Follow design standards for new pedestrian and bicycle infrastructure and amenities as outlined in this plan.	Planning, Public Space	Ongoing
Explore funding opportunities for recommended improvements.	Public Space	Ongoing
Incorporate public art in high-visibility locations such as downtown and town-owned parks.	Public Space	Ongoing
Coordinate and partner with local, regional, state, and federal agencies and organizations to promote and improve the pedestrian and bicycle environment.	Planning, Public Space	Ongoing
Provide public with access to partner information through the town website.	Public Information	1-2 years
Promote bicycle and pedestrian events and campaigns such as Walkable Hillsborough Day and Carolina Tarwheels Bikefest.	Tourism, Public Information	Ongoing
Conduct education and outreach regarding pedestrian and bicycle safety in the community.	Public Space	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: Administration, Engineering and 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, and 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." 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 the 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

The budget is the single most important document presented to the Mayor and Board of Commissioners. The budget document outlines policy direction, but it also serves the citizens by providing an understanding of the Town's operating fiscal programs. It reflects the town's commitment to maintaining necessary services, improving the quality of service, and keeping the impact of taxes to citizens at a minimum.

The Town operates under an annual budget ordinance adopted by the Board of Commissioners in accordance with the provisions of the N.C.G.S. 159 – known as the Local Government Budget and Fiscal Control Act. The town manager is required to submit a balanced budget by June 1 and the Council must adopt the budget by July 1. A budget is balanced when the sum of estimated net revenues and appropriated fund balances is equal to appropriations. The fiscal year encompasses the period between July 1 and June 30.

The Town's budget process begins in February, at which time the Board of Commissioners set goals for the upcoming fiscal year. Departments then receive their operating budget and capital improvement plan forms and instructions.

Department heads are responsible for estimating departmental expenditures. The budget director in conjunction with appropriate department heads determines revenues. When budgeting expenditures, the basic requirements are to request sufficient funding to adequately operate the department and to request funding at the lowest reasonable level in order to achieve departmental goals and objectives. The departmental requests are submitted to the budget director, then organized and analyzed.

The budget reflects the service priorities of the governing body and citizens of Hillsborough. The service needs of the community are determined by public hearings and feedback from the Board of Commissioners. The town manager and budget staff then conduct a comprehensive review of service needs in light of departmental budget requests. After final service priorities are established and decided upon, a balanced funding plan is formulated. Through careful assessment of funding requirements and financing methods, a proposed budget document is organized into final format and submitted to the Mayor and Board of Commissioners for their consideration and adoption.

The Mayor and Board of Commissioners review the recommended budget packet, including departmental performance objectives, thoroughly with the town manager and budget staff during special work sessions. A copy of the proposed budget packet with recommended changes is also filed with the town clerk for public inspection and a public hearing is scheduled prior to the formal adoption of the budget. Adoption of the budget by the Board of Commissioners establishes the legal authority to incur expenditures in the ensuing fiscal year. All annual appropriations lapse at fiscal year end.

The adopted budget document acts as a "work plan" and provides the Governing Body and management staff with a mechanism for evaluating budgetary and organizational performance.

Potential Funding Sources

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

One funding option would be 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 toward parks and recreation facilities. Hillsborough is an 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. It would be immensely valuable to have 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 for recreation purposes 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 are awarded. The grants last for two years and 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. The N.C. Health and Wellness Trust Fund seeks to select 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 to receive a grant and communities receiving the designation do not automatically receive a grant.

Successful grant applicants demonstrate: a clearly stated need or rationale for increasing support for physical activity and/or healthy eating among 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.

American Hiking Society National Trails Fund

American Hiking Society's National Trails Fund offers "hiking trail improvement" grants to active organizations of the Alliance of Hiking Organizations. Once a year, alliance members have the opportunity to apply for a grant (value between \$500 and \$5,000) in order to improve hiking access or hiker safety on a particular trail. The National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails.

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 conducting 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 bicycle 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 are made primarily to local, regional, or statewide nonprofit organizations. Public agencies may apply; however community, non-profits and organizations 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.

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.

Home Depot Community Impact Grants

The Home Depot Foundation offers grants, up to \$5,000, to IRS-registered 501c-designated organizations and tax-exempt public service agencies in the United States that are using volunteers to improve their community's physical health. Grants are given in the form of The Home Depot gift cards for the purchase of tools, materials, or services. The primary goal is to provide grants and volunteer opportunities that support the renovation, refurbishment, retrofitting, accessibility modifications, and/or weatherization of existing homes, centers, schools and other similar facilities.

National Park Service Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance program is the community assistance arm of the National Park Service. Program staff provide technical assistance to community groups and local, state, and federal government agencies that are working to protect natural areas and water resources and to enhance close-to-home outdoor recreation opportunities. The program helps communities plan, organize partnerships, and achieve on-the-ground success on projects they initiate.

N.C. 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; and trail-head or trail-side facilities items, including: horse tie-racks, bicycle racks, off-road vehicle loading ramps, canoe access points, and trail-head parking facilities.

NCDOT 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.

N.C. Parks and Recreation Trust Fund

Applicants may buy land to use as recreational projects for the public or to protect the property's natural or scenic resources. 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.

N.C. Recreational Trails Program

The Recreational Trails Program is a \$1.3 million grant program funded by Congress with money from federal gas taxes paid 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.

People for Bikes

People for Bikes Coalition is sponsored by the American bicycle industry. The grant program is a national discretionary program with a small budget, to help communities build under the Transportation Equity Act for the 21st Century. The coalition likes to fund high-profile projects and regional coalitions. An application must be supported by local bicycle dealers, and letters of support should be attached. People for Bikes also offers advice and information on how to get more people on bicycles. 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.

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.

Safe Routes to School: Infrastructure Grant Reimbursement Program

Infrastructure grants are offered as a part of NCDOT's Safe Routes to School Program. These grants provide funding for engineering projects within 2 miles of a school serving grades K-8. The funding cap is \$250,000 per project proposal.

Safe Routes to School: Non-Infrastructure Grant Reimbursement Program

The non-infrastructure grants of NCDOT's Safe Routes to School Program provides 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 for non-infrastructure projects may range from \$10,000 to \$50,000 of the available \$400,000.

Sierra Club Trails Connecting People with Nature

Trails Connecting People with Nature (Trails) is a program of the Sierra Club's Nearby Nature Initiative, in collaboration with Sierra Club Outdoors. Sierra Club's Nearby Nature Initiative broadens the conservation movement by protecting and establishing close-to-home natural communities. The Sierra Club's Trails program aims to create, restore, and maintain trails in urban areas with limited access to nature and in more remote areas on public lands. The Sierra Club Foundation awards one-year Trails project grants ranging from \$5,000 to \$20,000 toward trail creation or maintenance project proposals that engage new leaders and provide opportunities for communities to connect with nature.

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 works 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 the town's non-revenue producing historic built and natural environment and attractions to entice such individuals and groups to visit the town. Tourism grants are offered annually and are funded by the town's 1 percent tax on prepared foods and beverages.

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. Key tasks of the Parks and Recreation Board, as outlined in the Hillsborough Code of Ordinances, are working on outreach to get the community involved and using available resources. 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. Both the Master Parks and Recreation Plan and the Community Connectivity Plan are available on the town's website as are park locations and amenities, bike and pedestrian safety information, links to relevant organizations, and information about the Parks and Recreation Board. Updates should be carried out regularly to make sure that the information is current and pertinent.

Attendance at Community Events

Residents and visitors have questions about park resources and plans. Often, the best way to reach out to the public is to attend events in which direct access is possible. Excellent opportunities for community outreach and education can be found at events such as Last Fridays, and 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 informational 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. The town newsletter is sent out in water bills. Public service announcements are also sent to convey pertinent information to town residents and interested persons.

Visible Event Information

For special events such as grand openings, the banner spots at the Town of Hillsborough “Welcome” sign and at the Historic Orange County Courthouse can be utilized. Press releases in the local media and on the website 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 Hillsborough Code of Ordinances. 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.

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.

Its 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

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 Kings Highway Park were cleared by Boy Scouts, and several Eagle Scouts have built amenities for the park, such as benches and information kiosks.

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.

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.

Classical American Homes Preservation Trust

The Classical American Homes Preservation Trust owns and/or operates six classical American homes on the East Coast. Its 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. The trust also provides public pedestrian access along a trail that crosses their Oxbow property and an easement across Vietri property that connects the Occoneechee Speedway to Riverwalk.

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.

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 organization 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.

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.

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 biennial 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: Eno River State Park, Occoneechee Mountain State Natural Area, West Point on the Eno, Durham City Park, Penny's Bend Nature Preserve, and Little River Regional Park. The Eno River Association also engages in a variety of other activities, from environmental education to advocacy. It hosts 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.

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.

Go Triangle

Go Triangle 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 North Hills Shopping Center in Hillsborough to the UNC Hospital in Chapel Hill.

NCDOT 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 provides safety and event information on its website.

NCDOT Safe Routes to School

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 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 toward changing community culture and creating an environment that is more inviting for everyone, young and old, to walk and bike.

Occoneechee Mountain State Natural Area

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

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.

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 activities.

Orange County Department of Environment, Agriculture, Parks and Recreation

The Orange County Department of Environment, Agriculture, Parks and Recreation 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 owns and operates several parks and community centers within Orange County that are open for public use, and rents the facilities to community members. In addition, the department hosts special events, a performance series, and music festivals throughout the year.

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 advocates for cycling safety and bicycle-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.

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.

Triangle Greenways Council

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

Triangle Trailblazers

The Triangle Trailblazers organizes volkssports events, which are non-competitive walking, biking, swimming, or cross-country skiing events designed 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.

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.

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.

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.

