

## APPENDIX B: PRIORITIZATION MATRIX

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### B.1 Overview

he prioritization of the pedestrian network and methodology behind it is described in detail in Chapter 3. Recommended sidewalks were prioritized and divided into phases based on a ranking and scoring system derived by Greenways Incorporated with feedback from the Steering Committee. Short-term projects should be completed within 0-3 years; medium-term within 4-7 years; long-term within 8-15 years. It should be emphasized that all projects (sidewalks, sidewalk improvements, intersection improvements, and greenway corridors) should be implemented and constructed whenever there is opportunity. The ranking of pedestrian corridors simply shows the ideal order based on a measure of many factors.

### B.2 Sidewalk Prioritization Matrix

The prioritization matrix is an essential tool that provides the City of Graham with a detailed breakdown of priority scores by roadway segment in the sidewalk portion of the Pedestrian Network. Road segments were broken into logical geographic segments when a specific road segment extended across a significant distance, such as Main St. Seventeen categories, with weighted values ranging from 1-5 points, allowed for the highest possible score of 29. Along with the overall evaluation and monitoring of the Plan's implementation described in Chapter 5, this prioritization matrix should be evaluated every 3-5 years to ensure its proper and most effective usage and results.

### B.3 Greenway Prioritization

Greenways were prioritized largely based on opportunity, future need, and goals of the Recreation and Parks Department. The list is in order of priority presented in Chapter 3 and below:

- The Haw River Greenway (MST Trail)
- Bill Cooke Park Perimeter Trail
- N. Graham Elementary and Graham High School connection to Bill Cooke Park (Mountain Bike Trail)
- The Little Alamance Creek Greenway
- Corridor from Main St. to Ray St. (Board of Education site and future Village Center) (Follows easement of County Home Branch, sewer, and I-40)
- The Big Alamance Creek Greenway



## B.4 Intersection Facility Prioritization

Recommended intersection improvements were recommended at significant roadway intersections, especially those with close proximity to Downtown, schools, significant residential/commercial development, and along recommended sidewalk corridors. All intersections are of critical priority for immediate improvements, especially the relatively inexpensive task of painting or restriping of crosswalks. For advanced, more expensive treatments recommended in Chapter 3, the Immediate Downtown and School Route intersections are of the highest priority for improvements within the next 0-3 years.

