

## APPENDIX E: GLOSSARY

*The material in this glossary is largely taken from the International Pedestrian Lexicon available online at: <http://user.itl.net/~wordcraft/lexicon.html#a>. Other definitions came from a variety of other sources.*

**AASHTO** – American Association of State Highway and Transportation Officials: it is a nonprofit, nonpartisan association representing highway and transportation departments of all transportation modes in the 50 states, the District of Columbia and Puerto Rico.

**ADA** – American Disabilities Act of 1991. The Act gives civil rights protections to individuals with disabilities including equal opportunities in public accommodations, employment, transportation, State and local government services, and telecommunications.

**Advance stop lines** - applies to a stop line placed prior to a crosswalk, to either prevent encroachment, or to improve visibility it plays an important safety role especially in multi-lane roads

**Alternative Transportation Network** – a connected system for travel using transportation other than private cars, such as walking, bicycling, rollerblading, carpooling and transit

**Arterial connections** – interconnected corridors designed to accommodate a large volume of through traffic

**Bargain sale** - sale of a property at less than the fair market value. The difference between a bargain sale price and fair market value often qualifies as a tax-deductible charitable contribution.

**BGMPO** – Burlington Graham Metropolitan Planning Organization

**Blank walls** – relatively large walls of empty surface that provide opportunity for vandalism with graffiti. Set backs, special lighting, and aesthetic architectural interruptions are possible blank wall treatments.

**Blighted building** – a structure whose condition within the town, neighborhood or city is detrimental to the physical, social, and/or economic well-being of that community



**Bridge culvert** - a sewer or drain crossing used for the transference of surface water from a bridge

**Buffer zone** - an area of land specifically designed to separate one zoning use from another

**Bulb-out** - extended pavement to narrow roadway, or pinch through fare, or provide space for bus stop, bench, etc.

**Concurrent signal timing** - motorists running parallel to a crosswalk are allowed to turn into and through the crosswalk (left or right) after yielding to pedestrians

**Condemnation** - the taking of private property for public use, with adequate compensation to the owner, under the right of eminent domain

**Connectivity** - the logical and physical interconnection of functionally related points so that people can move among them

**Conservation easement** - a legally binding agreement not to develop part of a property, but to leave it "natural" permanently or for some designated very long period of time regardless of ownership transfer

**Corridor** - a spatial link between two or more significant locations

**Crosswalk** - a designated point on a road at which some means are employed to assist pedestrians wishing to cross. They are designed to keep pedestrians together where they can be seen by motorists, and where they can cross most safely with the flow of vehicular traffic.

**Curb cut** - a ramp leading smoothly down from a sidewalk to an intersecting street, rather than abruptly ending with a curb

**Curb extension** - a section of sidewalk at an intersection or midblock crossing that reduces the crossing width for pedestrians and is intended to slow the speed of traffic and increase driver awareness

**Curb ramp** - interruption in the curb, as for a driveway

**Driveway apron** - the section of a driveway between the sidewalk and the curb

**Eminent domain** - interruption in the curb, as for a driveway

**EPA** - Environmental Protection Agency



**Fee simple purchase** – an outright purchase of the land by municipality

**FHWA** – Federal Highway Administration

**First right of refusal** - the right specified in an agreement to have the first opportunity to purchase or lease a given property before it is offered to others

**Fitness Trail** - a pathway upon which users jog or walk from station to station to perform various exercise tasks

**Greenway** - a linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas.

**High volume artery** – an important transportation corridor that is used by large traffic levels

**Hydrologic resources** – stream and sewer corridors and buffer zones that can be used to facilitate the building of greenways

**Incentive zoning** - a system by which zoning incentives are provided to developers on the condition that specific physical, social, or cultural benefits are provided to the community

**Intersection** - an area where two or more pathways or roadways join together

**Islands of vegetation** - a landscaping feature that is planted with flora chosen for its ability to remove pollution and toxins. These spaces manage stormwater runoff from impervious surfaces; the water is slowed down, preventing erosion and allowing water to be absorbed into the ground.

**Leaseback** - the process of selling a property and also entering into a lease to continue using that property

**Linear stream corridor** - generally consists of the stream channel, floodplain, and transitional upland fringe aligned linearly

**LPI** - Leading pedestrian interval. Pedestrians are given the signal to begin crossing before parallel traffic.

**Median** - a median is a barrier, constructed of concrete, asphalt, or landscaping, that separates two directions of traffic

**Median refuge island** - an area within an island or median that is intended for pedestrians to wait safely for an opportunity to continue crossing



**MPO** - Metropolitan Planning Organization

**MST** - Mountains-to-Sea Trail

**Multi-use path** - a designated right-of-way for simultaneous use by walkers, joggers, bike riders, in-line skaters and those using other non-motorized methods of travel

**Municipal boundary** - the limit of municipal jurisdiction

**Nature trail** - a marked trail designed to lead people through a natural environment which highlights and protects resources

**NCDOT** - North Carolina Department of Transportation

**Negotiated dedications** - a local government may ask a landowner to enter into negotiations for certain parcels of land that are deemed beneficial to the protection and preservation of specific parcel of land

**Off-road trail** - paths or trails in areas not served by the street system, such as parks and greenbelt corridors. Off-street paths are intended to serve both recreational uses and other trips, and may accommodate other non-motorized travel modes in addition to walking.

**On-road pedestrian facility** - any sidewalk, curb, or crosswalk designed for pedestrian use

**Open space** - empty or vacant land which is set aside for public or private use and will not be developed. The space may be used for passive or active recreation, or may be reserved to protect or buffer natural areas.

**Overlay zone** - a zone or district created by the local legislature for the purpose of conserving natural resources or promoting certain types of development. Overlay zones are imposed over existing zoning districts and contain provisions that are applicable in addition to those contained in the zoning law.

**Pedestrian** - a person on foot or a person on roller skates, roller blades, child's tricycle, non-motorized wheelchair, skateboard, or other non-powered vehicles (excluding bicycles)

**Pedestrian corridor** - refers to any on-road sidewalks

**Planned unit development (PUD)** - a project or subdivision that includes common property that is owned and maintained by a homeowners' association for the benefit and use of the individual PUD unit owners



**Pocket park** - a small area accessible to the general public that is often of primarily environmental, rather than recreational, importance; they can be urban, suburban or rural and often feature as part of urban regeneration plans in inner-city areas to provide areas where wild life can establish a foothold.

**Preservation easement** - a voluntary legal agreement that protects historic, archaeological, or cultural resources on a property. The easement provides assurance to the property owner that intrinsic values will be preserved through subsequent ownership. In addition, the owner may obtain substantial tax benefits.

**Public Access Easement** - a voluntary legal agreement which grants a municipality a perpetual right-of-way and easement for public access and public benefit

**Quality of life** - a measure of the standard of living which considers non-financial factors such as health, functional status and social opportunities that are influenced by disease, injury, treatment or social and political policy

**Retrofit** - the redesign and reconstruction of an existing facility or subsystem to incorporate new technology, to meet new requirements, or to otherwise provide performance not foreseen in the original design

**Right turn cut-off** - the channel created in larger intersection by a very long turning radius and the construction of a pedestrian island, to which the pedestrian must cross before being in the formal intersection that is controlled by lights. The right-turn cut-off allows continuous right turns at fairly high speeds without stopping but the drivers who are meant to but at times do not yield to pedestrians.

**Roundabout** - traffic calming device at which traffic streams circularly around a central island after first yielding to the circulating traffic

**ROW (right of way)** - an easement held by the local jurisdiction over land owned by the adjacent property owners that allows the jurisdiction to exercise control over the surface and above and below the ground of the right-of-way; usually designated for passage

**RTOR** - Right turn on red

**Shared-use path** - A bicycle and pedestrian path separated from motorized vehicular traffic by an open space, barrier or curb. Shared-Use Paths may be within the highway right-of-way (often termed "sidepath") or within an independent right-of-way, such as on an abandoned railroad bed or along a stream valley park. Shared use paths typically accommodate two-way travel and are open to pedestrians, in-line skaters, wheelchair users, joggers and other non-motorized path users



**Sidewalk** - an improved facility intended to provide for pedestrian movement; usually, but not always, located in the public right-of-way adjacent to a roadway. Typically constructed of concrete, but can be made with asphalt, bricks, stone, wood, and other materials.

**Thoroughfare** - a public road from one place to another, designed for high traffic volumes and essential connections

**TND (traditional neighborhood development)** - an area of land developed in a planned fashion for a compatible mixture of residential units for various income levels and nonresidential commercial and workplace uses, with a high priority placed on access to open spaces

**Traffic calming** - a range of measures that reduce the impact of vehicular traffic on residents, pedestrians and cyclists - most commonly on residential streets, but also now on commercial streets

**Trip attractor** - a location which, because of what it contains, generates itself as a destination for people

**Village center** - an area in a community where people naturally congregate

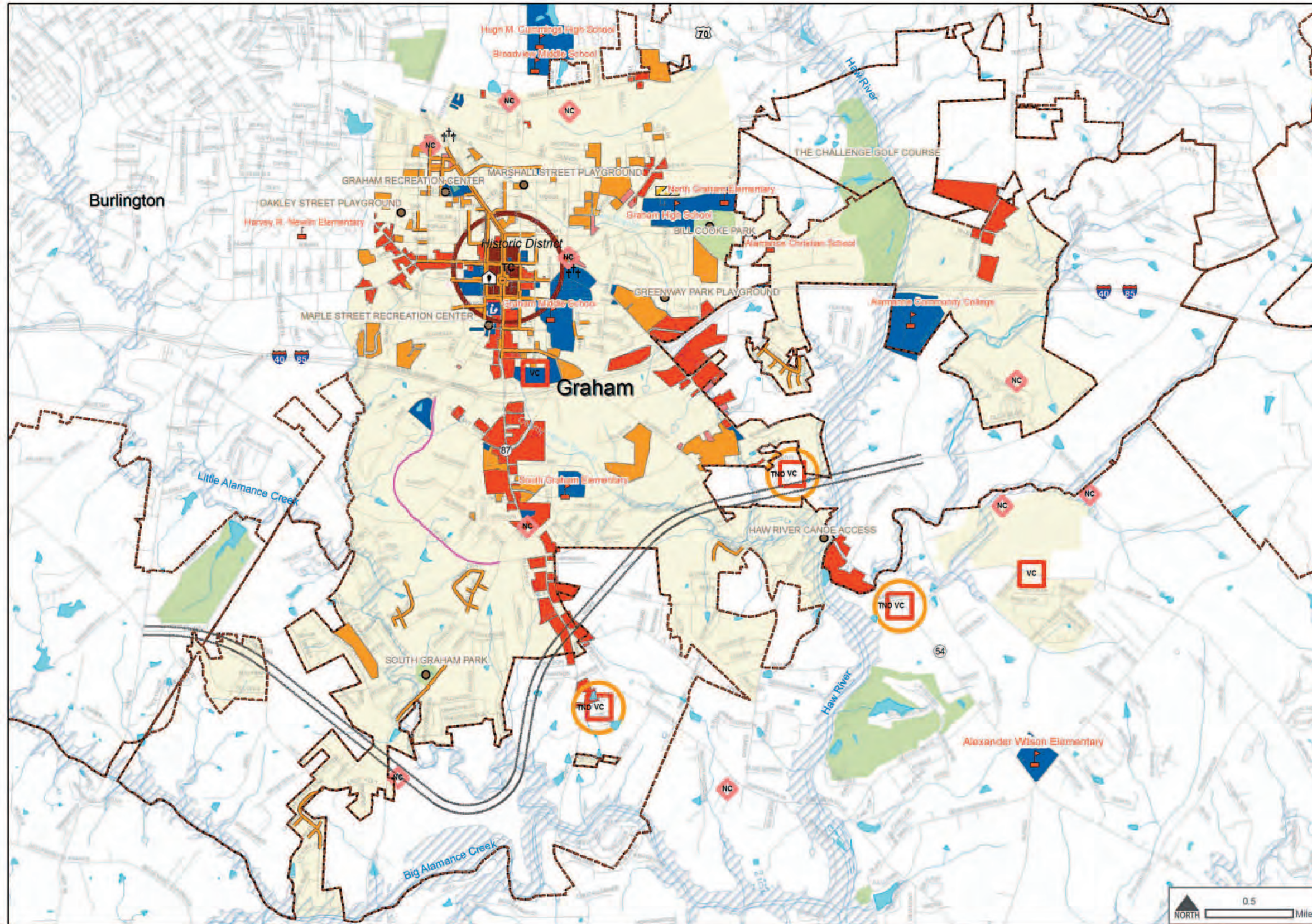
**Woonerf** - a living street (also known as a home zone, and by the Dutch name woonerf) is a street in which, unlike in most streets, the needs of car drivers are secondary to the needs of users of the street as a whole. It is a space designed to be shared by pedestrians, playing children, bicyclists, and low-speed motor vehicles

**Yield street** - a narrower 26 to 28' wide street and has one auto yield to another as they pass. Parking is parallel on both sides. This type of roadway is suitable for attached residential and mixed-use, and the 26' wide is more suitable for single family homes generally.

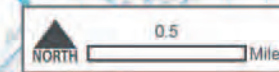




# Existing Conditions



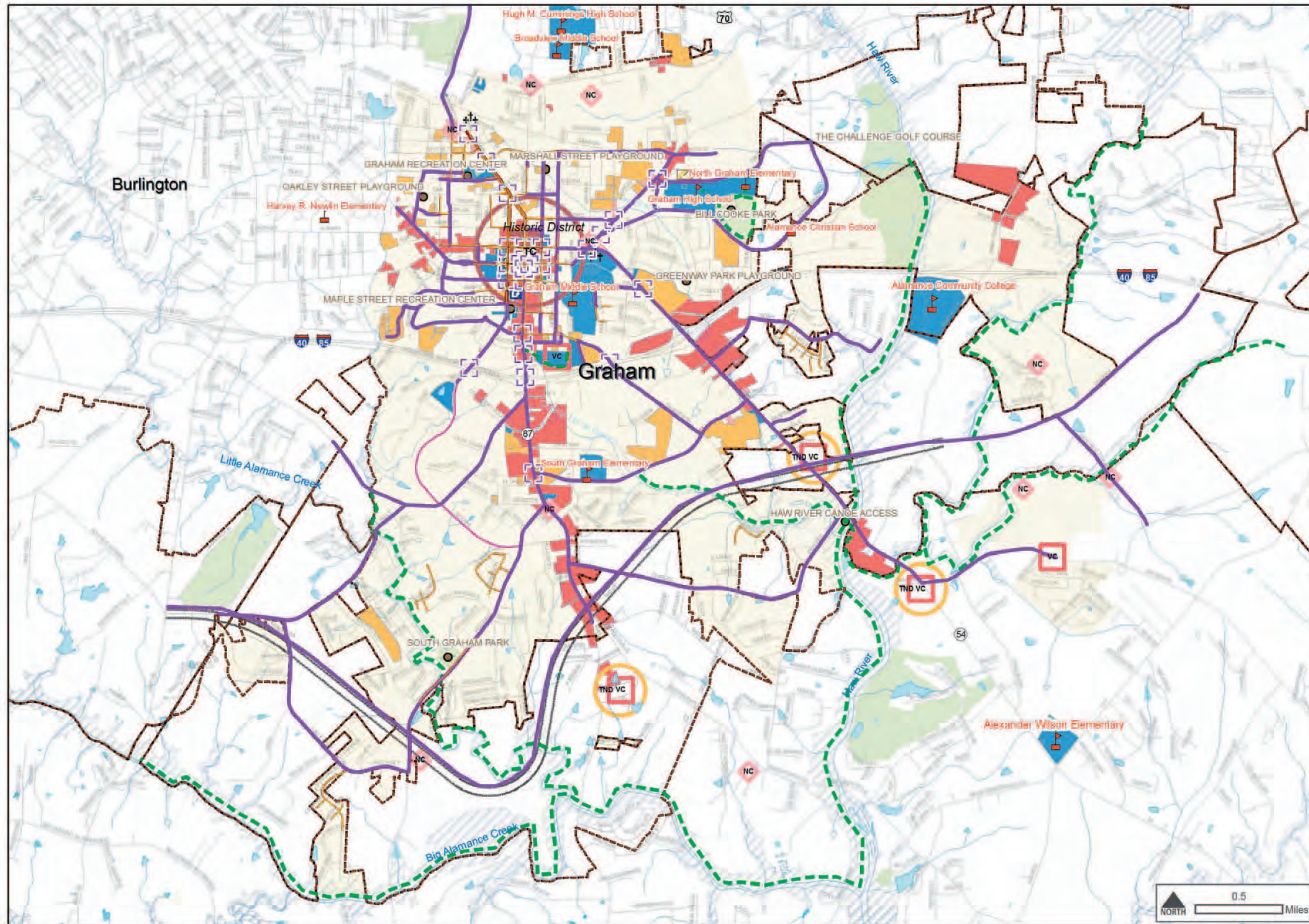
Legend	
	School Locations
	GRAHAM HISTORICAL MUSEUM
	GRAHAM PUBLIC LIBRARY
	Parks/Playgrounds
	Historic Cemeteries
	Existing Sidewalks
	Bicycle Shoulder
	Future Southern Loop
	Roads
	Hydrology
	Lakes/Ponds
	Recreation/Parks
	Future Skate Park
	Historic District
	<b>Growth Mgt. Overlay</b> Town Center
	Village Center
	Neighborhood Center
	Trad. Neighborhood Dev.
	<b>Zoning</b> Central Business
	General Business
	Neighborhood Business
	Office-Institutional
	Multi Family Residential
	City Limits
	Graham ETJ



Data Sources: City of Graham



# Recommended Network Plan



Legend	
	Intersection Improvements
	Pedestrian Corridors
	Sidewalk Improvements
	Proposed Greenways
	School Locations
	GRAHAM HISTORICAL MUSEUM
	GRAHAM PUBLIC LIBRARY
	Parks/Playgrounds
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Growth Mgt. Overlay	
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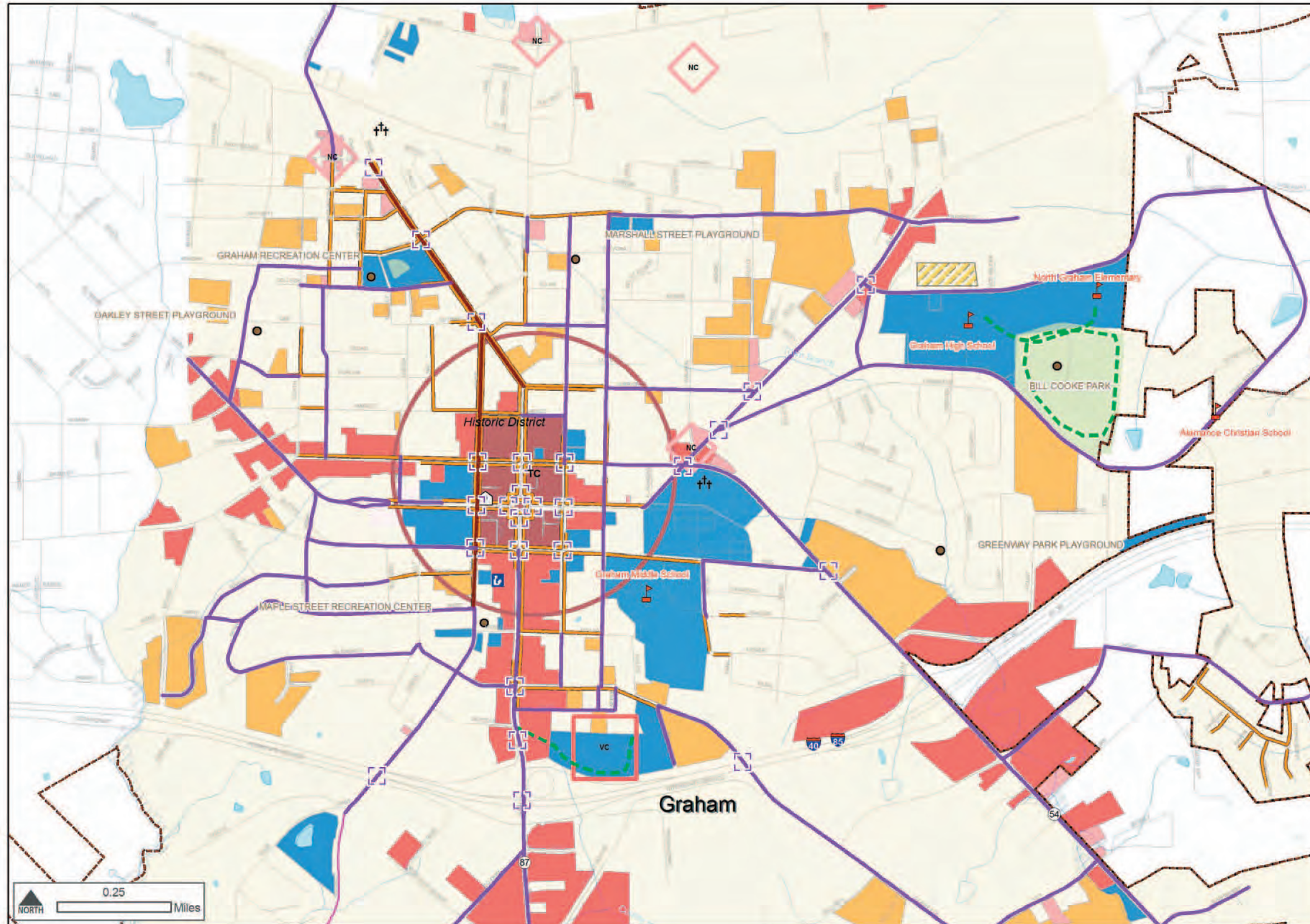
Data Sources: City of Graham



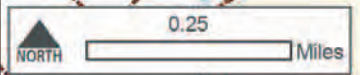


# Recommended Network Plan

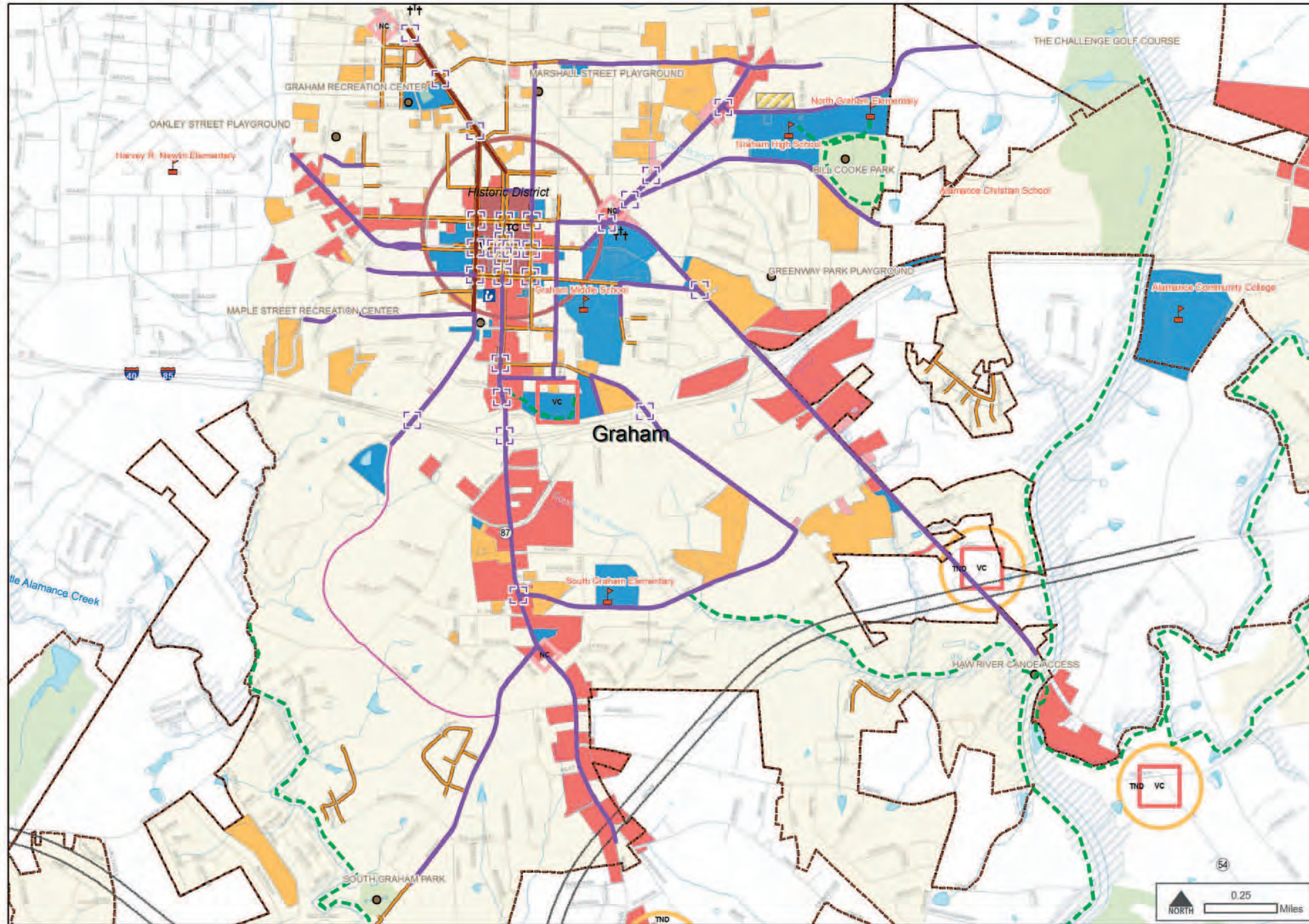
## *Downtown*



Legend	
[Square with dashed border]	Intersection Improvements
[Purple line]	Pedestrian Corridors
[Orange line]	Sidewalk Improvements
[Dashed green line]	Proposed Greenways
[School icon]	School Locations
[Museum icon]	GRAHAM HISTORICAL MUSEUM
[Library icon]	GRAHAM PUBLIC LIBRARY
[Circle with dot]	Parks/Playgrounds
[Cross icon]	Historic Cemeteries
[Orange line]	Existing Sidewalks
[Pink line]	Bicycle Shoulder
[Blue line]	Future Southern Loop
[Grey line]	Roads
[Blue area]	Lakes/Ponds
[Green area]	Recreation/Parks
[Yellow area]	Future Skate Park
[Red area]	Historic District
Growth Mgt. Overlay	
[Red outline]	Town Center
[Orange outline]	Village Center
[Light red outline]	Neighborhood Center
[Light orange outline]	Trad. Neighborhood Dev.
Zoning	
[Dark red]	Central Business
[Red]	General Business
[Light red]	Neighborhood Business
[Blue]	Office-Institutional
[Orange]	Multi Family Residential
[Yellow]	City Limits
[Black outline]	Graham ETJ



Data Sources: City of Graham



# Recommended Network Plan

## Top Priority Corridors

Legend	
	Top Priority Corridors
	Intersection Improvements
	Sidewalk Improvements
	Proposed Greenways
	School Locations
	GRAHAM HISTORICAL MUSEUM
	GRAHAM PUBLIC LIBRARY
	Parks/Playgrounds
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Zoning	
	Central Business
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Data Sources: City of Graham



# Appendix B: Pedestrian Facility Prioritization Index

Recommended pedestrian facilities (below) are prioritized according to weighted pedestrian potential criteria (right)

**[DRAFT]**

Direct Access to a School  
Elem. School Proximity (1/2 mile radius)  
Middle School Proximity (1/2 mile radius)  
High School Proximity (1/2 mile radius)  
Parks/Rec/Playgrounds (1/2 mile radius)  
Direct Access to/from a Programmed Greenway  
Direct Access to/from a Programmed Greenway  
Direct Access to/from high density Residential (R-MF Zoning)  
Direct Access to/from Future Development (GM Overlay-TND, VC)  
Direct Access to/from Central Business (B-2 Zoning)  
Direct Access to/from General Business (B-3 Zoning)  
Commercial Corridor (Main, Elm, Harden, & State Road 54)  
Point of Interest Proximity (1/2 mile radius)  
Regional & Citywide Connections\*\*  
Connections to/from Downtown (GM Overlay, TC, NC)  
Connectivity to Existing Sidewalks

Primary Pedestrian Corridors	From	To	5	4	3	3	3	3	1	2	2	3	2	2	2	2	2	3	2	Priority Score Total	Phase	
Elm	Flanigan	Parker	0	4	3	3	3	0	0	2	0	0	2	2	2	2	2	2	2	2	29	Short-Term
Town Branch	Elm	Teer	5	4	3	3	3	3	0	2	0	0	2	2	0	0	2	0	0	29	Short-Term	
Main	Rogers	Robin	0	4	3	0	3	0	1	2	0	0	2	2	2	2	2	3	2	28	Short-Term	
Melville	Robin	Harden	5	0	3	0	3	0	0	2	2	0	2	0	0	2	0	3	2	24	Short-Term	
Trollinger	Elm	Town Branch	5	4	0	3	3	3	0	0	0	0	2	2	0	0	2	0	0	24	Short-Term	
Elm	Oneida	Boone	0	4	0	0	3	0	0	2	0	0	2	0	2	2	2	3	2	22	Short-Term	
Main	Robin	Pine	0	0	3	0	3	0	1	0	0	3	2	0	2	2	0	3	2	21	Short-Term	
Pine	Home	Maple	0	0	3	0	3	0	0	0	0	3	2	0	0	2	0	3	2	18	Short-Term	
Marshall	Parker	Harden	0	0	3	0	3	0	0	2	0	3	0	0	0	2	0	3	2	18	Short-Term	
Market	Main	Marshall	0	0	3	0	3	0	0	0	0	3	2	0	0	2	0	3	2	18	Short-Term	
Harden	Pine	Melville	0	0	3	0	3	0	0	2	0	0	2	2	2	2	0	2	0	18	Short-Term	
Pine	Goley	State Road 54	5	0	3	0	3	0	0	2	0	0	0	0	0	2	0	0	2	17	Short-Term	
Main	Thompson	Rogers	0	4	0	0	0	0	0	0	2	0	2	2	2	0	2	3	0	17	Short-Term	
Gilbreath	Ivey	Ray	0	0	3	0	3	0	0	2	0	0	0	2	0	2	2	0	2	16	Short-Term	
Robin	Main	Apple	0	0	3	0	3	0	0	2	2	0	2	0	0	2	0	0	2	16	Short-Term	
State Road 54	Ivey	Pine	0	0	3	0	3	0	0	2	0	0	2	2	2	0	2	0	0	16	Short-Term	
Parker	Melville	Dead end	0	4	0	3	3	0	0	2	0	0	2	0	0	0	0	0	2	16	Short-Term	
Goley	Johnson	Pine	5	0	3	0	3	0	0	0	0	0	0	0	0	2	0	0	2	15	Short-Term	
Ray	Gilbreath	Cul-de-sac	0	0	3	0	3	0	1	2	2	0	0	0	0	2	0	0	2	15	Short-Term	
Maple	Gant	Ward	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	3	2	15	Short-Term	
Ward	Maple	Banks	0	0	3	0	3	0	0	2	0	0	0	0	0	2	0	3	2	15	Short-Term	
State Road 54	Cooper	Ivey	0	0	0	0	3	3	1	2	0	0	2	0	2	0	2	0	0	15	Short-Term	
Ivey	Main	Gilbreath	5	4	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	15	Short-Term	
Rogers	Thompson	Main	0	4	0	0	3	0	1	0	0	0	2	0	0	0	0	3	2	15	Short-Term	
Poplar	North	Elm	0	4	0	0	3	0	0	2	0	0	2	0	0	0	2	0	2	15	Short-Term	
Gilbreath	Main	Denny	0	0	3	0	3	0	0	2	0	0	2	0	0	2	0	0	2	14	Mid-Term	
Apple	Robin	Gilbreath	0	0	3	0	3	0	0	2	2	0	0	0	0	2	0	0	2	14	Mid-Term	
Marshall	Gilbreath	McAden	0	0	3	0	3	0	0	2	0	0	2	0	0	2	0	0	2	14	Mid-Term	
Carter	Trollinger	Town Branch	0	4	0	3	3	0	0	0	0	0	2	2	0	0	0	0	0	14	Mid-Term	
Washington	Harden	College	0	0	0	0	3	0	0	2	0	0	2	2	0	2	0	0	2	13	Mid-Term	
Town Branch	Teer	Trollinger	0	4	0	3	3	0	1	0	0	0	0	0	0	0	2	0	0	13	Mid-Term	
Oneida	Harden	Elm	0	0	0	0	3	0	0	0	0	0	2	0	0	2	0	3	2	12	Mid-Term	

<b>Melville</b>	Parker	Harden	0	0	3	0	3	0	0	0	0	0	0	0	0	2	0	2	2	12	Mid-Term
<b>Rogers</b>	Lacy Holt	Thompson	0	0	0	0	3	0	1	0	0	0	0	0	0	0	2	3	2	11	Mid-Term
<b>College</b>	North	Main	0	0	0	0	3	0	0	2	0	0	0	2	0	2	0	0	2	11	Mid-Term
<b>Oakley</b>	Elm	Border	0	4	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	11	Mid-Term
<b>Lacy Holt</b>	Monroe Holt	Rogers	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	3	2	10	Mid-Term
<b>Weaver Way</b>	Town Branch	Doggett	0	4	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10	Mid-Term
<b>Cooper</b>	Cheeks	State Road 54	0	0	0	0	3	3	1	0	0	0	0	0	0	0	2	0	0	9	Mid-Term
<b>Banks</b>	Wilson	McBride	0	0	0	0	3	0	0	2	0	0	0	0	0	2	0	0	2	9	Mid-Term
<b>Washington</b>	Providence	River	0	0	0	0	3	0	0	0	0	0	0	2	0	0	2	0	2	9	Mid-Term
<b>Hill</b>	Pomeroy	Melville	0	0	0	0	3	0	0	2	0	0	0	0	0	2	0	0	2	9	Mid-Term
<b>Noah</b>	Woody	Lancelot	0	0	0	0	0	3	1	0	0	0	2	0	0	0	0	0	2	8	Long-Term
<b>Providence</b>	Washington	Main	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	7	Long-Term
<b>Pomeroy</b>	Travora	Parker	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	7	Long-Term
<b>Home</b>	Ward	Elm	0	0	0	0	3	0	0	0	0	0	2	0	0	2	0	0	0	7	Long-Term
<b>Ivey</b>	Gilbreath	State Road 54	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	6	Long-Term
<b>Monroe Holt</b>	Lacy Holt	Hanford	0	0	0	0	3	0	1	0	0	0	0	0	0	0	2	0	0	6	Long-Term
<b>Border</b>	Oakley	Sideview	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5	Long-Term
<b>Cheeks</b>	Nicks/Hortense	Cooper	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	5	Long-Term
<b>Woody</b>	State Road 54	Noah	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5	Long-Term
<b>Denny</b>	Gilbreath	Ward	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5	Long-Term
<b>Hortense</b>	Main	Nicks/Cheeks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	Long-Term
<b>Auto Park/Hanford</b>	Monroe Holt	Main	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	Long-Term
<b>Hanford</b>	Old Coach	Monroe Holt	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3	Long-Term
<b>Raspberry</b>	State Road 54	Cul-de-sac	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	Long-Term

\* Points of Interest include the Graham Historical Museum and the Graham Public Library

\*\* Regional and City-wide connections represent links in and out of Graham & across 40/85)

\*\*\* If an opportunity arises (through Municipal or State Roadway Projects, Land

Development Requirements, State Highway Participation, etc.) for the completion of an identified facility improvement, that opportunity should be taken regardless of its rank in the priority matrix. For example, new roads, such as the future 'Southern Loop' should provide sidewalks, regardless of the priority index..

\*\*\*\* New pedestrian facilities should tie in seamlessly to existing facilities wherever possible.



## Pedestrian Facility Cost Estimates

Primary Pedestrian Corridors*	From	To	Phase**	Distance (ft)	Cost per square foot***	Minimum Width (ft)	Estimated cost
Elm	Flanigan	Parker	Short-Term	4500	\$3	5	\$135,000
Town Branch	Elm	Teer	Short-Term	5100	\$3	5	\$153,000
Main	Rogers	Robin	Short-Term	5000	\$3	5	\$150,000
Melville	Robin	Harden	Short-Term	2800	\$3	5	\$84,000
Trollinger	Elm	Town Branch	Short-Term	5150	\$3	5	\$154,500
Elm	Oneida	Boone	Short-Term	3500	\$3	5	\$105,000
Main	Robin	Pine	Short-Term	1850 (one side there)	\$3	5	\$27,750
Pine	Home	Maple	Short-Term	1950	\$3	5	\$58,500
Marshall	Parker	Harden	Short-Term	2800	\$3	5	\$84,000
Market	Main	Marshall	Short-Term	500	\$3	5	\$15,000
Harden	Pine	Melville	Short-Term	3000	\$3	5	\$90,000
Pine	Goley	State Road 54	Short-Term	1350	\$3	5	\$40,500
Main	Thompson	Rogers	Short-Term	4600	\$3	5	\$138,000
Gilbreath	Ivey	Ray	Short-Term	4800 (includes I-40 bridge)	\$3	5	\$144,000
Robin	Main	Apple	Short-Term	1100	\$3	5	\$33,000
State Road 54	Ivey	Pine	Short-Term	4650	\$3	5	\$139,500
Parker	Melville	Dead end	Short-Term	4650	\$3	5	\$139,500
Goley	Johnson	Pine	Short-Term	600	\$3	5	\$18,000
Ray	Gilbreath	Cul-de-sac	Short-Term	700	\$3	5	\$21,000
Maple	Gant	Ward	Short-Term	2850	\$3	5	\$85,500
Ward	Maple	Banks	Short-Term	2750	\$3	5	\$82,500
State Road 54	Cooper	Ivey	Short-Term	4500	\$3	5	\$135,000
Ivey	Main	Gilbreath	Short-Term	5550	\$3	5	\$166,500
Rogers	Thompson	Main	Short-Term	5000	\$3	5	\$150,000
Poplar	North	Elm	Short-Term	1300	\$3	5	\$39,000
Gilbreath	Main	Denny	Mid-Term	3300	\$3	5	\$99,000
Apple	Robin	Gilbreath	Mid-Term	250	\$3	5	\$7,500
Marshall	Gilbreath	McAden	Mid-Term	650	\$3	5	\$19,500
Carter	Trollinger	Town Branch	Mid-Term	950	\$3	5	\$28,500
Washington	Harden	College	Mid-Term	1950	\$3	5	\$58,500
Town Branch	Teer	Trollinger	Mid-Term	4550	\$3	5	\$136,500

Oneida	Harden	Elm	Mid-Term	500	\$3	5	\$15,000
Melville	Parker	Harden	Mid-Term	2900	\$3	5	\$87,000
Rogers	Lacy Holt	Thompson	Mid-Term	400 (2200 of existing SW on one side)	\$3	5	\$99,000
College	North	Main	Mid-Term	1700	\$3	5	\$51,000
Oakley	Elm	Border	Mid-Term	1650	\$3	5	\$49,500
Lacy Holt	Monroe Holt	Rogers	Mid-Term	7100	\$3	5	\$213,000
Weaver Way	Town Branch	Doggett	Mid-Term	500	\$3	5	\$15,000
Cooper	Cheeks	State Road 54	Mid-Term	2890	\$3	5	\$86,700
Banks	Wilson	McBride	Mid-Term	3550	\$3	5	\$106,500
Washington	Providence	River	Mid-Term	1000	\$3	5	\$30,000
Hill	Pomeroy	Melville	Mid-Term	900	\$3	5	\$27,000
Noah	Woody	Lancelot	Long-Term	4450	\$3	5	\$133,500
Providence	Washington	Main	Long-Term	450	\$3	5	\$13,500
Pomeroy	Travora	Parker	Long-Term	400	\$3	5	\$12,000
Home	Ward	Elm	Long-Term	1400	\$3	5	\$42,000
Ivey	Gilbreath	State Road 54	Long-Term	1750	\$3	5	\$52,500
Monroe Holt	Lacy Holt	Hanford	Long-Term	5300	\$3	5	\$159,000
Border	Oakley	Sideview	Long-Term	1150	\$3	5	\$34,500
Cheeks	Nicks/Hortense	Cooper	Long-Term	6800	\$3	5	\$204,000
Woody	State Road 54	Noah	Long-Term	1800	\$3	5	\$54,000
Denny	Gilbreath	Ward	Long-Term	700	\$3	5	\$21,000
Hortense	Main	Nicks/Cheeks	Long-Term	250	\$3	5	\$7,500
Auto Park/Hanford	Monroe Holt	Main	Long-Term	5250	\$3	5	\$157,500
Hanford	Old Coach	Monroe Holt	Long-Term	3000	\$3	5	\$90,000
Raspberry	State Road 54	Cul-de-sac	Long-Term	1150 (one side)	\$3	5	\$17,250

Greenways	Priority	Distance (miles)	Cost per mile	Minimum Width (ft)	Estimated cost
Haw River Greenway (Mountains to Sea Trail)	1	4.2	\$350,000	10	\$1,470,000
Bill Cooke Park Perimeter Trail	2	0.7	\$350,000	10	\$245,000
N. Graham Elem. - Graham High School - Bill Cooke Park Connector	3	0.25	\$350,000	10	\$87,500
Little Alamance Creek Greenway	4	3.6	\$350,000	10	\$1,260,000
Main St. to Ray St. Corridor	5	0.35	\$350,000	10	\$122,500
Big Alamance Creek Greenway	6	5.3	\$350,000	10	\$1,855,000

\* Methods in which funding and payment occurs may vary based on whether the road is State or local.

\*\* If an opportunity arises to develop sidewalk as part of a road construction project or piggybacked into another project, a sidewalk should be constructed regardless of its phasing. This will be more cost-efficient.

\*\*\* Only an estimate; this can vary based on many factors