

# CITY OF WILSON PEDESTRIAN PLAN



*Working to create a more Walkable Wilson*

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# EXECUTIVE SUMMARY

## INTRODUCTION & PURPOSE

Walking is a part of just about every journey and trip made each day. The City of Wilson Comprehensive Pedestrian Plan is the first of this kind in Wilson. The Plan's purpose is to improve and encourage pedestrian transportation throughout the community. The process began in July of 2005 with field surveys of pedestrian facilities. Throughout the planning process an advisory committee made up of City staff members, representatives from the business and development communities and citizens of Wilson provided guidance and input that served the needs of the entire community.

The Plan focuses on creating a safe walking environment for all ages and abilities that is interconnected and provides an alternative means of transportation as well as recreational opportunities. The Plan is composed of several sections that detail an inventory of existing facilities and programs, identification of existing gaps and future needs, provide a set of goals and tangible objectives to meet those goals, recommendations for safety improvements as well as education and encouragement programs and policies. By encouraging walking as an alternative mode of transportation the City hopes to provide for a better quality of life in the community through reduced congestion, better air quality, continue ongoing beautification effort and improved health.

## PURPOSE

The Wilson Comprehensive Pedestrian Plan will help increase pedestrian activity over time by providing a convenient, interconnected, safe and inviting environment. Though the plan is not intended to solve every problem at the moment, the plan will serve as a framework for implementing new city policies that include the importance of the pedestrian in planning. Goals of the plan include: Funding, Education, Connectivity, Policy, Maintenance, and Priority Projects. In support of these goals, the Plan creates a community-wide pedestrian network; recommends pedestrian friendly policies and identifies pedestrian projects.



## DEVELOPING POLICIES, PROGRAMS & PROJECTS

An advisory team was formed to guide the development of the pedestrian plan. This team consisted of City staff from Engineering, Development Services, Parks and Recreation, Transportation Services, staff from the Upper Coastal Plain Council of Governments, and citizen advisors. Throughout the process, pedestrian and other related experts were consulted, including representatives from the

North Carolina Department of Transportation Division of Bicycle & Pedestrian Transportation and the United States Access Board.

The advisory team began the planning process by reviewing existing city plans to identify previously documented pedestrian issues and recommendations. Through a citywide inventory of existing pedestrian facilities and areas of pedestrian related crashes, gaps and needs were identified in the pedestrian system. A community survey gathered information from the public concerning pedestrian issues. Once this information was gathered, two public workshops were held to collect additional input from the public and to identify the most critical pedestrian issues in the community. Priority pedestrian corridors and future focus pedestrian corridors were identified that provide safe, convenient connectivity to the transit network and major destinations. These corridors provide the backbone for the pedestrian network and allow for connections and expansion to meet future development. Section 5 contains the full pedestrian network plan.



#### FUNDING

This plan identifies and proposes to study the use of several funding mechanisms to fund pedestrian projects and programs. Currently there is no annual construction and maintenance program to handle ongoing pedestrian projects. Establishing an annual maintenance program for community pedestrian facilities would provide a source of funds to maintain existing facilities and complete improvements to the pedestrian network that are identified in the plan. Grants from the state and the federal governments, incorporation of pedestrian facilities in TIP and widening or resurfacing projects can also assist in construction and maintenance costs. New policies such as requirements for pedestrian accommodation in new developments can also assist the City in meeting improvement needs identified in the pedestrian network as well. Other options such as fee in lieu, citywide sidewalk fees or property owner requirements can also assist in funding improvements and maintenance of the pedestrian transportation network.

#### IMPLEMENTATION

Successful implementation of the Pedestrian Plan is dependent on the steps identified below:

- Establish partnerships with federal, state, municipal, and community groups that can assist the City in development and maintenance of pedestrian facilities and programs.
- Allocate City resources to develop and ensure the consistent application of standards that are pedestrian friendly.
- Support the creation and development of a citizen led pedestrian advocacy group.
- Actively pursue alternative funding mechanisms to help finance sidewalk and pedestrian infrastructure.

## CONCLUSION

Wilson is a wonderful city that has the potential to be one of the great walkable cities in North Carolina. However, after many years of planning for the automobile, improvements are necessary to reclaim sidewalks and re-validate walking as a viable mode of transportation.

The Wilson Comprehensive Pedestrian Plan is an important document because it enables city staff to make consistent decisions that affect the pedestrian mode of transportation in positive ways. By setting the state for pedestrian policy discussions it promotes efficient use of resources that provide a well connected pedestrian network that increases safety and encourages the community to live a healthy and active lifestyle while meeting the needs of all members of the community. This plan is the beginning of the process and through continued updates the City will be able to monitor improvements to pedestrian opportunities in the community. Wilson should be committed to the periodic review and update of the Wilson Comprehensive Pedestrian Plan to review the policies, assess the accomplishments and identify new improvement projects. The continued implementation of the recommendations made in this and subsequent updates will require partnerships, funding, and a shared vision that walking is an easy, safe, necessary, enjoyable and viable transportation choice.



# SECTION 1: INTRODUCTION & GOALS

## INTRODUCTION AND GOALS

### Introduction

The City of Wilson Comprehensive Pedestrian Plan is the first of this kind in Wilson. The Plan's purpose is to improve and encourage pedestrian transportation throughout the community. The process began in July of 2005 with field surveys of pedestrian facilities. Throughout the planning process an advisory committee made up of City staff members, representatives from the business and development communities and citizens of Wilson provided guidance and input that served the needs of the entire community.

The Plan focuses on creating a safe walking environment for all ages and abilities that is interconnected and provides an alternative means of transportation as well as recreational opportunities. The Plan is composed of several sections that detail an inventory of existing facilities and programs, identification of gaps and future needs, provide a set of goals and tangible objectives to meet those goals, recommendations for safety improvements as well as education and encouragement programs and policies. By encouraging walking as an alternative mode of transportation the City hopes to provide for a better quality of life in the community through reduced congestion, better air quality, continue ongoing beautification effort and improved health.

### Goals and Objectives

Goals should be optimistic in nature yet anchored in a practical assessment of future resources and expectations. The Advisory Committee created several goals and objectives to assist in focusing the Plan on the needs of the community.

### GOAL 1: FUNDING

Identification of adequate funding for existing and future pedestrian improvements, programs and projects.

*Objective 1A: Establish a continual process for identifying grants and other outside funding sources and applying for those sources for new facilities and programs.*

*Objective 1B: Create a yearly budget to maintain existing facilities and improve the pedestrian network in existing development areas*

## GOAL 2: EDUCATION

Educate pedestrians, motorists and bicyclists about pedestrian safety and the benefits of walking through a variety of communication formats and other activities sponsored by the City as well as civic groups.

*Objective 2A: Create public education program that includes creation and distribution of educational brochures, posters, public service announcements, a website and other communication tools that focus on pedestrian safety issues and the healthful benefits of walking.*

*Objective 2B: Establish a Safe Routes to School program within the next 2 years.*

*Objective 2C: Establish pedestrian safety programs in Wilson County Schools, the Wilson Parks & Recreation Department and the Wilson Police Department within 5 years*

*Objective 2D: Increase police enforcement of parking violations on pedestrian facilities by 25% over the next 5 years.*

## GOAL 3: CONNECTIVITY

Create an interconnected network of pedestrian facilities that is accessible by all members of the community that links pedestrians with destinations throughout the City and other modes of transportation.

*Objective 3A: Connect pedestrian attractors, such as schools, shopping centers, health care facilities, parks and public places to pedestrian generators.*

*Objective 3B: Link different types of pedestrian facilities (e.g. sidewalks, bike lanes, greenways) together and with other modes of transportation, in particular transit.*

*Objective 3C: Define the primary pedestrian uses and needs on existing & proposed pedestrian facilities.*

#### GOAL 4: POLICY

Establish development and construction policies to ensure pedestrian facilities are included in all new public and private projects in Wilson.

*Objective 4A: Design development policies for all new public and private construction to accommodate pedestrian safety and accessibility.*

*Objective 4B: Broaden the use of existing and future utility easements to include appropriate pedestrian facilities.*

*Objective 4C: Request NCDOT provide pedestrian facilities on all new state maintained roadways.*

#### GOAL 5: MAINTENANCE

Keep a well-maintained pedestrian network through sound program and project development

*Objective 5A: Establish a regular maintenance program of existing public facilities within 5 years.*

*Objective 5B: Establish public/private partnerships such as an “Adopt a Trail” or “Adopt a sidewalk” program within 5 years.*

#### GOAL 6: PRIORITY PROJECTS

Identify and plan for the construction of top priority pedestrian projects that can be implemented in the short-term and throughout the life of the plan.

*Objective 6A: Develop a map of existing and future facilities to serve as a guide for future construction*

*Objective 6B: Outline a feasible timeline for top priority projects that includes cost estimates.*

## **SECTION 2: EXISTING CONDITIONS**

## CONTEXT FOR PEDESTRIAN PLANNING IN WILSON

Section 2 identifies Wilson's current pedestrian needs and establishes a context for the Wilson Pedestrian Plan. This section will describe the City and its residents. An analysis the community's demographics, socio-economic traits, travel behaviors and other characteristics that indicate the likelihood that an individual will choose to walk as a means of transportation is also included. Current conditions in Wilson will be evaluated and existing and proposed pedestrian facilities will be analyzed as well as land use, transit routes, schools and recreation facilities. Pedestrian involved crash statistics will be analyzed to better understand pedestrian safety needs in Wilson.

## THE CITY OF WILSON

In January 1849, the State Assembly joined together the villages of Toisnot Junction and Hickory Grove to create the Town of Wilson along the Wilmington-Weldon Railroad, at the time the longest railroad in the world. Six years later Wilson County was created and the Town of Wilson was designated at the county seat. From the beginning of Wilson, transportation has had an important role in the development of the community and along with a police contingent an Overseer of Streets, the precursor to the Streets Department, was designated to maintain transportation corridors in the Town. Over the years Wilson continued to develop and by 1900 the population had grown to over 3,500 and the first city park, Gold Park, was opened in 1929. In 1972 and again in 2003, the City of Wilson was named an All-American City.

The citizens of Wilson have played an important role in the development of the City over the last 150 years. From Alpheus Branch who came from Halifax County to form a new business, and in the process, founded Branch Banking and Trust Company which became one of the top five banks in the state and now one of the majors in the Southeastern United States to Charles L. Coon, who just after World War I, brought a modern school system with new buildings and thorough academics to Wilson and Wilson County. He created one of the early rural public school bus systems and got children out of the rain and mud on the way to school. Dr. G. K. Butterfield, a dentist, made it possible for members of the minority community in Wilson to move into the leadership mainstream. He was the first African American elected to the City Council. Jim Hunt, Jr. practiced law in Wilson only a short time, but he went on to a political career that made him North Carolina's longest serving Governor, the nation's number one voice for public education, and brought to this community and county many rewards during his long and distinguished career.

Today the City of Wilson is a vibrant and dynamic community of nearly 50,000 located in central Wilson County where I-95, US-264 and US-301 meet and it encompasses 27.05 square miles of land area. Roughly half way between New York and Florida, motorists traveling up and down I-95 pass the familiar site of the rooster atop a water tower and know they are in Wilson. Visitors to downtown can find several whirligigs on display, a unique art experience located throughout downtown Wilson. Wilson is also known for its manufacturing base that includes tires and rubber goods, telecommunications, banking, pharmaceuticals, chemicals, paper product manufacturing, furniture manufacturing, food processing, tobacco, textiles, transportation and aerospace fire protection equipment. Wilson continues to grow and change with the times. New businesses are opening or relocating and existing operations are expanding everyday. Along with this economic development the community can expect as many as 3,000 additional residents by 2010 (ESRI Estimates).

#### DEMOGRAPHICS

The City of Wilson had a population of 44,405 in 2000 (2000 US Census) and a 2005 estimated population of 46,997 (ESRI Estimates). Between 2000 and 2004 it is estimated that the City of Wilson experienced a growth rate of 6.8 percent, making it the fastest growing city in Wilson County and the 17<sup>th</sup> fastest growing municipality in North Carolina (NC State Data Center). Wilson is the largest city in Wilson County as well as the county seat and is a regional hub of commerce and community activities. Below is a summary of some of the demographic trends that are relevant to addressing pedestrian needs in Wilson.

#### Demographic Highlights:

- The Median Resident Age is 36.7 which is slightly higher than the median for North Carolina and the overall median age in the United States.
- A markedly higher percentage of the population consists of minorities (52.8%) when compared to North Carolina (29.1%) and the United States (26.7%).
- 15% of households in Wilson do not have a readily accessible vehicle. When compared to North Carolina (7.5%) and the U.S. (10.3%), this is a much higher portion of the population than the state or national averages.
- The majority of the working population in Wilson has an average commute time of 5 to 19 minutes.

### Population

Data compiled from the US Census Bureau for the 1990 and 2000 Census as well as estimates based on the 2000 Census indicate that 39,779 people lived in the City of Wilson in 1990. By 2000 the population had grown by over 11 percent to 44,405. In 2005 Wilson is estimated to have a population of 46,997. This growth trend is expected to continue resulting in an estimated population of 49,187 by 2010 as illustrated in Table 2-1.

| <b>Table 2-1 Population</b> |               |           |             |
|-----------------------------|---------------|-----------|-------------|
|                             | <b>Wilson</b> | <b>NC</b> | <b>US</b>   |
| <b>2000</b>                 | 44,405        | 8,049,313 | 281,421,906 |
| <b>2005</b>                 | 46,997        | 8,732,955 | 298,727,898 |
| <b>2010</b>                 | 49,187        | 9,408,689 | 317,430,845 |

*(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)*

### Age of the Population

With a median age of 36.7 the population of Wilson is slightly older than the median age of North Carolina (36.6) and the country (36.3). The portion of the population under the age of 15 is also marginally higher in Wilson (21.1%) than the state (20%) under 15 population or the national under 15 population (20.7%). This age group is typically the age group of children who walk or ride bicycles to school and recreational activities. Wilson's working age groups, those between the ages of 15 and 64 years is slightly lower than the state and national averages as shown in Table 2-2.

**Table 2-2 2005 Population by Age**

|                 | <b>Wilson</b> | <b>NC</b> | <b>US</b>  |
|-----------------|---------------|-----------|------------|
| <b>Under 15</b> | 9,916         | 1,746,601 | 61,879,546 |
| <b>15-19</b>    | 3,297         | 580,239   | 21,232,647 |
| <b>20-24</b>    | 3,095         | 606,200   | 21,478,165 |
| <b>25-34</b>    | 6,152         | 1,225,054 | 39,333,411 |
| <b>35-44</b>    | 6,518         | 1,358,821 | 44,836,907 |
| <b>45-54</b>    | 6,920         | 1,237,447 | 42,478,515 |
| <b>55-64</b>    | 4,669         | 912,410   | 29,967,155 |
| <b>65-74</b>    | 3,231         | 569,623   | 18,836,951 |
| <b>Over 75</b>  | 3,211         | 496,560   | 18,684,601 |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

**Population by Race**

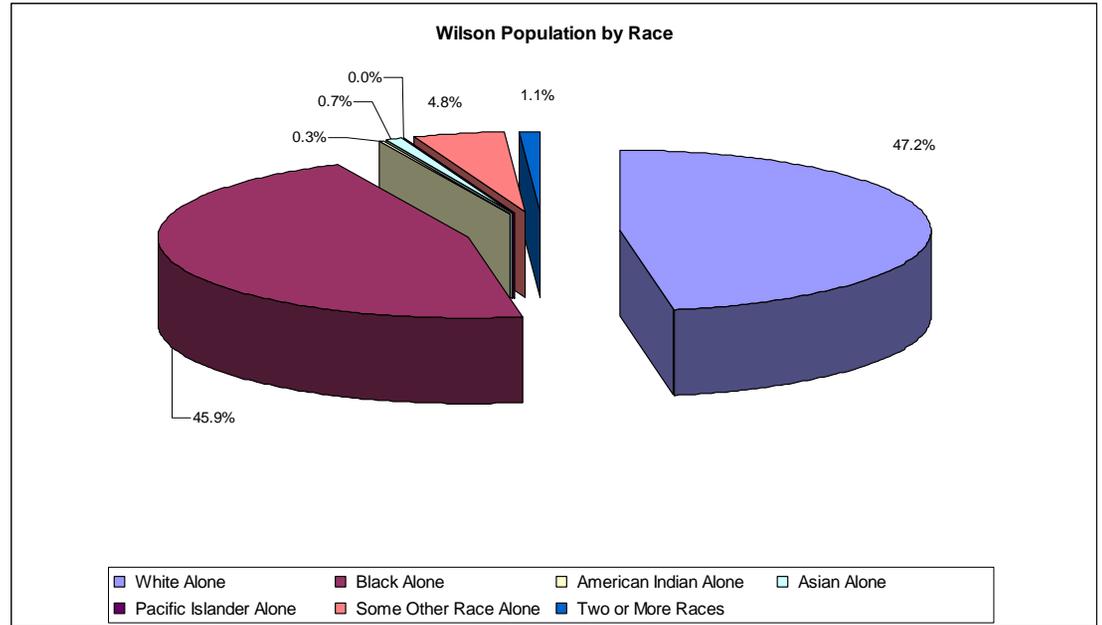
Minorities constitute 52.8 percent of the overall population in Wilson, making it home to a very diverse community, especially when compared to minority population at the state and national levels. Black residents make up the largest minority group in Wilson with 42.3 percent of the population. Almost 5 percent of the population in Wilson identifies itself as a race other than Black, American Indian, Asian, or Pacific Islander alone. Approximately 8.5 percent of the population identify themselves ethnically as Hispanic which is higher than the state average but 6 percent lower than the national average (see Table 2-3).

| <b>Table 2-3 2005 Race and Ethnicity</b> |               |             |                  |             |                    |             |
|--|---------------|-------------|------------------|-------------|--------------------|-------------|
|  | <b>Wilson</b> | <b>%</b>    | <b>NC</b>        | <b>%</b>    | <b>US</b>          | <b>%</b>    |
| White Alone                              | 22,183        | 47.2%       | 6,191,665        | 70.9%       | 218,967,549        | 73.3%       |
| Black Alone                              | 21,572        | 45.9%       | 1,877,585        | 21.5%       | 37,340,987         | 12.5%       |
| American Indian Alone                    | 141           | 0.3%        | 104,795          | 1.2%        | 2,688,551          | 0.9%        |
| Asian Alone                              | 329           | 0.7%        | 157,193          | 1.8%        | 12,546,572         | 4.2%        |
| Pacific Islander Alone                   | 0             | 0.0%        | 8,733            | 0.1%        | 298,728            | 0.1%        |
| Some Other Race Alone                    | 2,256         | 4.8%        | 261,989          | 3.0%        | 18,819,858         | 6.3%        |
| Two or More Races                        | 517           | 1.1%        | 130,994          | 1.5%        | 8,065,653          | 2.7%        |
| Hispanic Origin (Any Race)*              | 3,995         | 8.5%        | 506,511          | 5.8%        | 43,315,545         | 14.5%       |
| <b>Total</b>                             | <b>46,997</b> | <b>100%</b> | <b>8,732,955</b> | <b>100%</b> | <b>298,727,898</b> | <b>100%</b> |

*\*It should be noted that Hispanic is an ethnicity with a separate analysis.*

*(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)*

**Figure 2-1 Wilson Population by Race**



(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

**Educational Attainment**

While Wilson has a lower level of educational attainment than the state and national attainment levels, nearly a quarter of the population over the age of 25 has an associates degree or higher and almost a fifth of the population has some college education. Table 2-4 below compares the educational attainment of Wilson’s over 25 population with North Carolina and the United States.

**Table 2-4 2000 Population 25+ by Educational Attainment**

|                                     | Wilson | North Carolina | United States |
|-------------------------------------|--------|----------------|---------------|
| Total Population 25 years and older | 28,196 | 5,282,994      | 182,211,639   |
| Less than 9th Grade                 | 12.3%  | 7.8%           | 7.6%          |
| 9th - 12th Grade, No Diploma        | 18.4%  | 14.0%          | 12.1%         |
| High School Graduate                | 27.1%  | 28.5%          | 28.6%         |
| Some College, No Degree             | 17.9%  | 20.5%          | 21.1%         |
| Associate Degree                    | 5.1%   | 6.8%           | 6.3%          |
| Bachelor's Degree                   | 14.0%  | 15.3%          | 15.5%         |
| Master's/Prof/Doctorate Degree      | 5.1%   | 7.2%           | 8.7%          |

*(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)*

**Housing**

There are over 20,000 housing units in Wilson with 48 percent occupied by owners and 41 percent occupied on a rental basis. Just less than 10 percent of the housing stock is vacant (see Table 2-5 below).

**Table 2-5  
2005 Housing Units**

|             |        |       |
|-------------|--------|-------|
| Total Units | 20,473 | 100%  |
| Owner       | 9,965  | 48.7% |
| Rental      | 8,561  | 41.8% |
| Vacant      | 1,947  | 9.5%  |

*(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)*

The 2005 median housing value in Wilson is estimated to be \$90,902. When compared statewide and nationally, housing in Wilson is more affordable than many other areas as show in Table 2-6.

**Table 2-6  
2005 Median Housing Value**

| Wilson   | NC        | US        |
|----------|-----------|-----------|
| \$90,902 | \$119,818 | \$163,247 |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

**Income**

The 2005 estimated median household income in Wilson was \$36,406. This is an estimated increase of \$5,130 from 2000. It is estimated that by 2010 this figure will increase by \$5,441 to \$41,847. For 2005 the estimated median household income in Wilson is less than North Carolina and the nation (see Table 2-7).

**Table 2-7 Median Household Income**

|      | Wilson   | NC       | US       |
|------|----------|----------|----------|
| 2000 | \$31,276 | \$39,190 | \$42,164 |
| 2005 | \$36,406 | \$44,845 | \$49,747 |
| 2010 | \$41,847 | \$51,350 | \$58,384 |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

Wilson's poverty levels are also higher than North Carolina's rate and the national rate. Wilson reported an overall poverty level of 21.6 percent as of 1999 while the state reported 12.3 percent and the country reported 12.4 percent (see Tables 2-8 & 2-9 below).

**Table 2-8 Poverty Rate (1999)**

| Wilson | NC    | US    |
|--------|-------|-------|
| 21.6%  | 12.3% | 12.4% |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

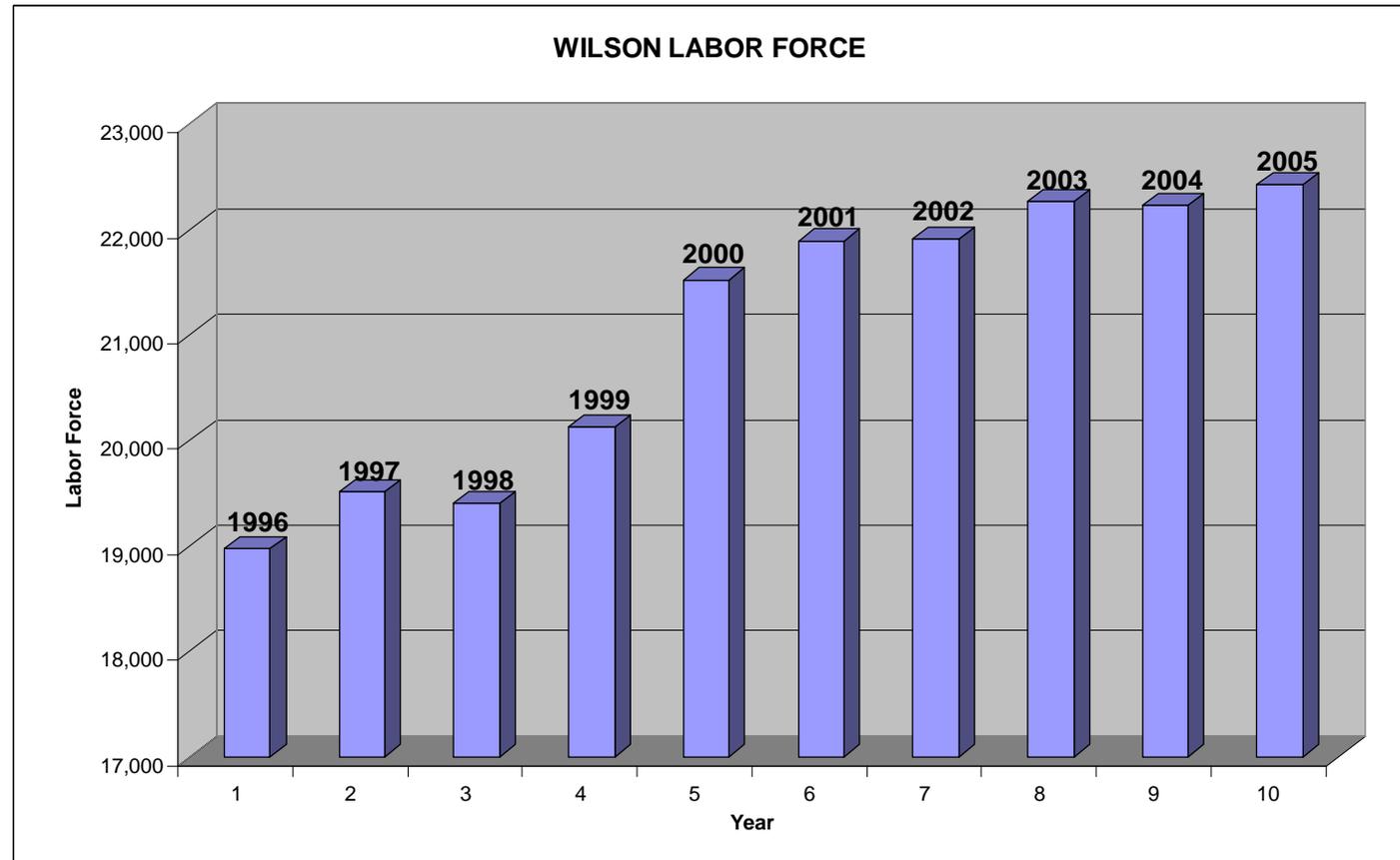
| <b>Table 2-9 Wilson Poverty Rates (1999)</b> |        |      |         |      |            |      |
|--|--------|------|---------|------|------------|------|
|  | Wilson | %    | NC      | %    | US         | %    |
| Total Individuals living in Poverty          | 9,264  | 21.6 | 958,667 | 12.3 | 33,899,812 | 12.4 |
| 18 years and over                            | 5,858  | 18.6 | 647,614 | 11   | 22,152,954 | 10.9 |
| 65 years and over                            | 1,074  | 20.4 | 122,248 | 13.2 | 3,287,774  | 9.9  |
| Related children under 18 years              | 3,334  | 29.5 | 301,899 | 15.7 | 11,386,031 | 16.1 |
| Related children 5 to 17 years               | 2,304  | 28.3 | 207,269 | 14.9 | 7,974,006  | 15.4 |
| Unrelated individuals 15 years and over      | 2,926  | 36   | 320,479 | 24.2 | 10,721,935 | 22.7 |

*(Source: US Census Bureau, 2000 Census of Population & Housing SF3 & ESRI Forecasts for 2005 & 2010)*

#### Labor Force

Wilson's labor force has increased over the past decade according to the North Carolina Employment Security Commission. Figure 2-2 illustrates the labor force trend over during the past 10 years. The labor force in Wilson has increased over the last decade as unemployment rates have decreased from a high of 11.3 percent in 1996 to 7.4 percent in 2005.

**FIGURE 2-2 Wilson Labor Force Trend**



*(Source: North Carolina Employment Security Commission; s : Reflects 2000 Census-based geography and new model-based controls at the state level, d : Reflects revised inputs, reestimation and new statewide controls through 2005, q : Reflects 2000-based geography, new model controls, 2000 Census inputs and methodological changes)*

### Major Employers

The economic base of Wilson consists of a variety of industries both large and small. The business community consists of everything from tires and rubber goods, telecommunications, banking,

pharmaceuticals, chemicals, paper product manufacturing, furniture manufacturing, food processing, tobacco, textiles, transportation and aerospace fire protection equipment. Table 2-10 shows the major employers in Wilson and their number of employees.

**Table 2-10 MAJOR EMPLOYERS**

| <b>Manufacturers Employing 100+</b> |  |                               |
|-------------------------------------|--|-------------------------------|
| <b>Name</b>                         | <b>Product</b>                               | <b>Jobs*</b>                  |
| Alliance One Tobacco USA            | tobacco processing                           | 190 (full), 700 (peak season) |
| Bridgestone/Firestone               | tires  | 2,200                         |
| Bruce Foods                         | canned vegetables                            | 100 (full), 250 (part)        |
| Carolina Cabinet Company            | custom store fixtures                        | 100                           |
| Carolina Classic Manufacturing      | fiberglass tubs and showers                  | 100                           |
| Carolina Forge Company              | bearing components                           | 170                           |
| Cott Beverage USA                   | bottled soft drinks                          | 100                           |
| Cox Target Media                    | direct mail advertising                      | 450                           |
| Kidde Aerospace                     | aerospace fire protection equipment          | 400                           |
| Leiner Health Products              | OTC private label drugs                      | 135                           |
| Merck Manufacturing Division        | prescription pharmaceuticals                 | 400                           |
| Microbac Southern Testing Division  | product testing for pharmaceutical companies | 115                           |
| Nexans Berk-Tec                     | high performance wire & cable                | 150                           |
| Parker Techseal Corporation         | mechanical rubber goods                      | 130                           |
| Purdue Pharmaceuticals, L.P.        | pharmaceuticals                              | 119                           |
| Saint Gobain Containers             | glass containers                             | 350                           |
| Sandoz                              | generic prescription drugs                   | 305                           |
| Smithfield Packing Company          | pork products                                | 500                           |
| Smurfit-Stone Corporation           | corrugated containers                        | 140                           |
| Stephenson Millwork Company         | architectural millwork                       | 115                           |
| Stock Window & Door                 | stock doors & windows                        | 100                           |
| Voith Fabrics                       | papermaker's press fabrics                   | 198                           |

|  |                         |                     |
|--|-------------------------|---------------------|
| White's Tire Service                           | rubber & retread tires  | 140                 |
| Wilson Daily Times                             | newspaper               | 100                 |
| <b>Ten Largest Non-Manufacturing Employers</b> |                         |                     |
| <b>Name</b>                                    | <b>Product/Service</b>  | <b>Jobs*</b>        |
| BB&T   | banking                 | 2,000               |
| City of Wilson                                 | government              | 650                 |
| Eastern NC School for the Deaf                 | education               | 187                 |
| NC Special Care Center                         | hospital/government     | 385                 |
| ST Wooten                                      | construction            | 670                 |
| Watson Electrical Construction Company         | electrical construction | 250 (full), 5(part) |
| Wilson County                                  | government              | 655                 |
| Wilson County Schools                          | education               | 1,500               |
| Wilson Medical Center                          | hospital                | 1,250               |
| Wilson Technical Community College             | education               | 400                 |
| <i>*denotes local employment</i>               |                         |                     |

(Source: Wilson Economic Development Council)

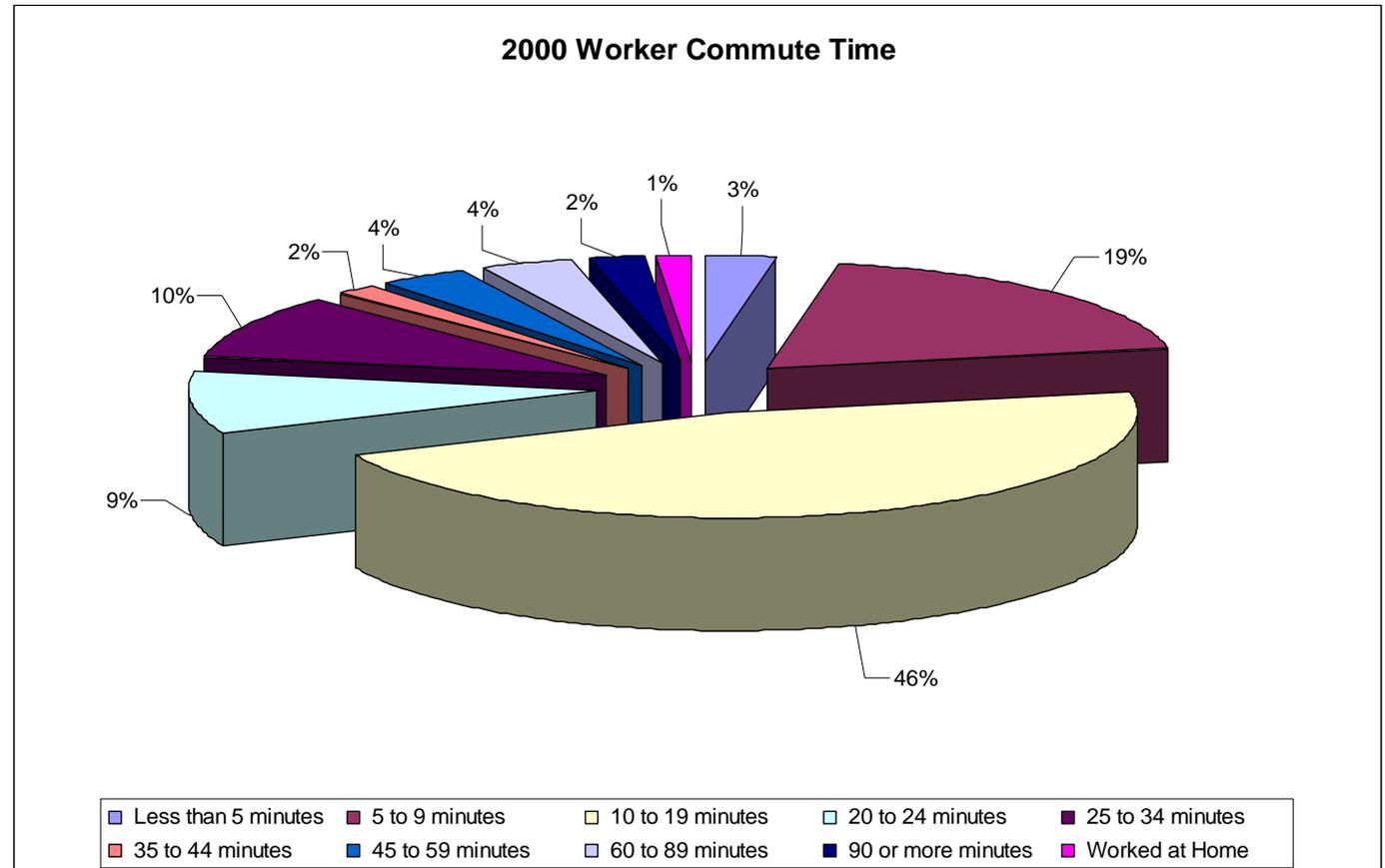
#### Work Commute

The daily work commute in Wilson for the majority of those 16 years or older is less than 20 minutes across all modes of transportation. Table 2-11 below compares Wilson commute times with North Carolina and the rest of the United States. This is further illustrated in Figure 2-3 below.

| <b>Table 2-11 2000 Workers 16+ by Travel Time to Work</b> |               |             |           |           |             |             |
|---|---------------|-------------|-----------|-----------|-------------|-------------|
|   | <b>Wilson</b> | <b>%</b>    | <b>NC</b> | <b>%</b>  | <b>US</b>   | <b>%</b>    |
| <b>Total</b>  | 18,932        |             | 3,837,773 |           | 128,279,228 |             |
| Did Not Work at Home                                      | 18,686        | 98.7%       | 3,734,153 | 97.3%     | 124,046,013 | 96.7%       |
| Less than 5 minutes                                       | 530           | 2.8%        | 111,295   | 2.9%      | 4,233,215   | 3.3%        |
| 5 to 9 minutes  | 3,597         | 19.0%       | 391,453   | 10.2%     | 13,725,877  | 10.7%       |
| 10 to 19 minutes  | 8,803         | 46.5%       | 1,274,141 | 33.2%     | 38,227,210  | 29.8%       |
| 20 to 24 minutes  | 1,761         | 9.3%        | 594,855   | 15.5%     | 17,959,092  | 14.0%       |
| 25 to 34 minutes  | 1,836         | 9.7%        | 721,501   | 18.8%     | 23,603,378  | 18.4%       |
| 35 to 44 minutes  | 341           | 1.8%        | 191,889   | 5.0%      | 7,311,916   | 5.7%        |
| 45 to 59 minutes  | 700           | 3.7%        | 234,104   | 6.1%      | 9,236,104   | 7.2%        |
| 60 to 89 minutes  | 682           | 3.6%        | 130,484   | 3.4%      | 6,413,961   | 5.0%        |
| 90 or more minutes  | 417           | 2.2%        | 84,431    | 2.2%      | 3,463,539   | 2.7%        |
| Worked at Home  | 246           | 1.3%        | 103,620   | 2.7%      | 4,233,215   | 3.3%        |
| <b>Average Travel Time to Work (in min)</b>               |               | <b>19.5</b> |           | <b>24</b> |             | <b>25.5</b> |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

**Figure 2-3 Worker Commute**



(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

**Vehicle Availability**

More than 2,500 households in Wilson or nearly 15 percent of all Wilson households do not have a vehicle readily available when needed. This is twice as many households as the state overall (7.5%) and almost 5 percent higher than the National percentage (see Table 2-12 below).

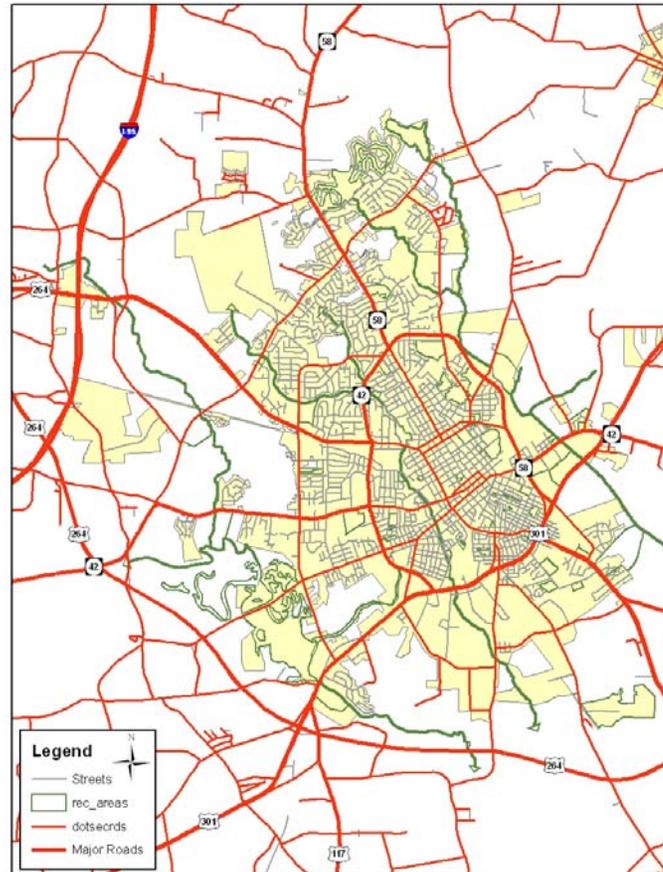
| <b>Table 2-12 2000 Households Vehicles Availability</b> |               |          |           |          |             |          |
|---|---------------|----------|-----------|----------|-------------|----------|
|   | <b>Wilson</b> | <b>%</b> | <b>NC</b> | <b>%</b> | <b>US</b>   | <b>%</b> |
| <b>Total</b>  | 17,250        | 100.0%   | 3,132,013 | 100%     | 105,480,101 | 100%     |
| None  | 2,573         | 14.9%    | 234,901   | 7.5%     | 10,864,450  | 10.3%    |
| 1   | 6,433         | 37.3%    | 1,011,640 | 32.3%    | 36,074,195  | 34.2%    |
| 2   | 5,337         | 30.9%    | 1,249,673 | 39.9%    | 40,504,359  | 38.4%    |
| 3   | 2,184         | 12.7%    | 466,670   | 14.9%    | 13,185,013  | 12.5%    |
| 4   | 554           | 3.2%     | 125,281   | 4.0%     | 3,586,323   | 3.4%     |
| 5+  | 169           | 1.0%     | 43,848    | 1.4%     | 1,371,241   | 1.3%     |
| <b>Average Number of Vehicles Available</b>             | 1.6           | -        | 1.8       | -        | 1.7         | -        |

(Source: US Census Bureau, 2000 Census of Population & Housing & ESRI Forecasts for 2005 & 2010)

## EXISTING CONDITIONS

### Road Network

Wilson is an interconnected city with access from Rocky Mount and points to the north or Smithfield and points to the south from Interstate 95, US Highway 301 and NC Highway 58. US Highway 264 and NC Highway 42 provide access from Raleigh to the west and Greenville to the east. Within the City of Wilson US Highway 301 and NC Highway 58 are major north-south corridors. Alt-264/Raleigh Road is a major east-west route through the City. Other key roads include Ward Boulevard a loop road running through all quadrants of the City, Nash and Goldsboro Streets (see Figure 2-4 below).

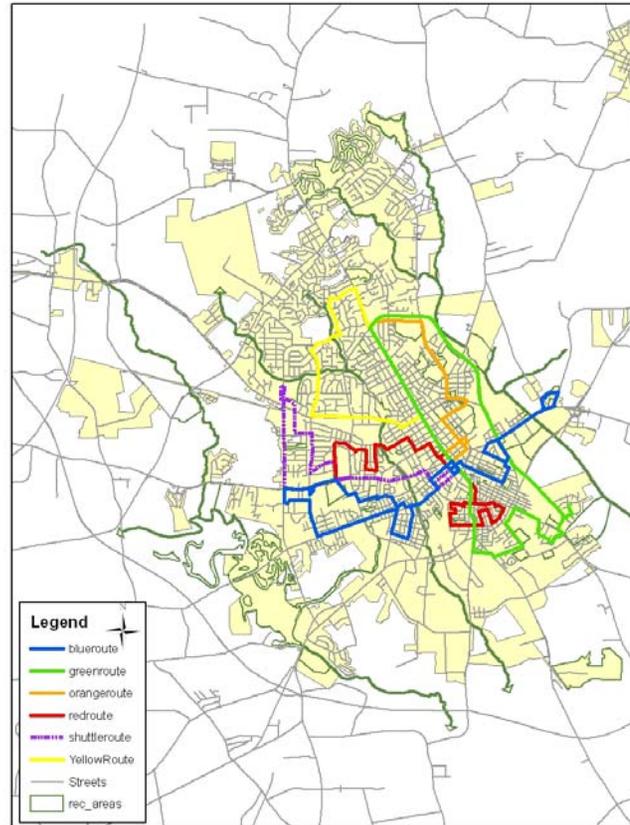


Road Network in Wilson (Figure 2-4)

#### Existing Transit Network

The City of Wilson operates the Wilson Transit System (WTS), a fixed-route bus system with five routes. The City also provides taxicab shuttle service within the city of Wilson. These services are provided between 6:30 a.m. to 6:30 p.m., Monday through Friday. There is a reduced service schedule on Saturdays. Gaps exist in pedestrian access to the transit network. All transit riders are pedestrians at various points during their journey. Good pedestrian access to the transit

network can encourage ridership while reducing traffic congestion and increasing intermodal connectivity.

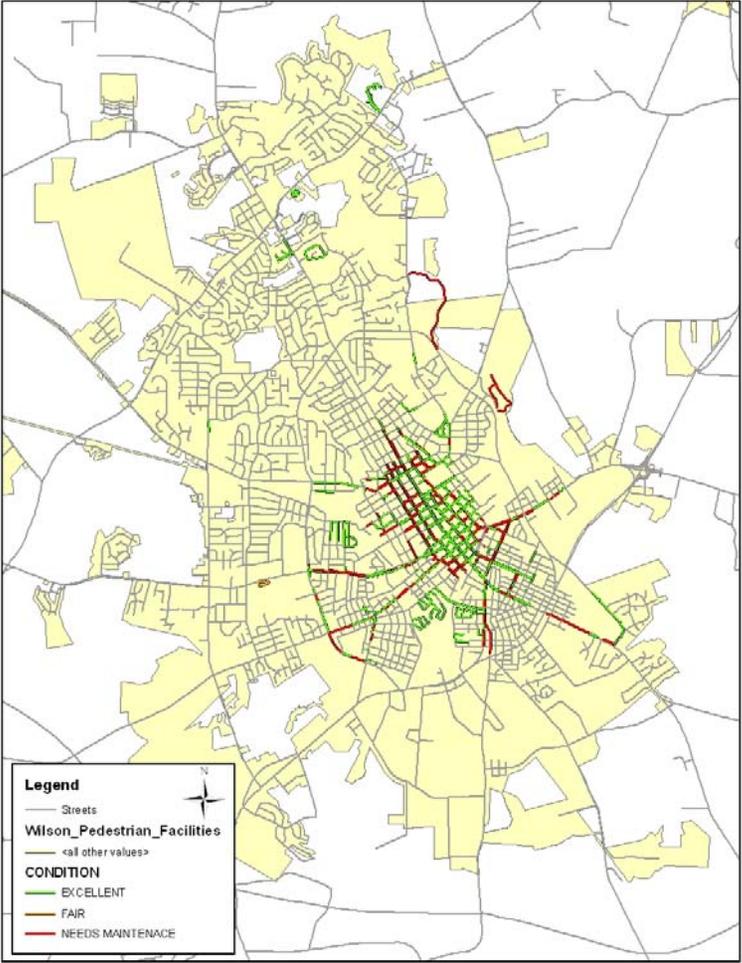


Existing Transit Network (Figure 2-5)

#### Existing & Proposed Pedestrian Network

Wilson's existing pedestrian facilities are most concentrated within and in close proximity to the downtown area. The majority of the existing pedestrian network consists of sidewalks of varying widths, age and condition. This network provides access to downtown businesses, intermittent access to transit services, and access to many city and county services. As distance from the

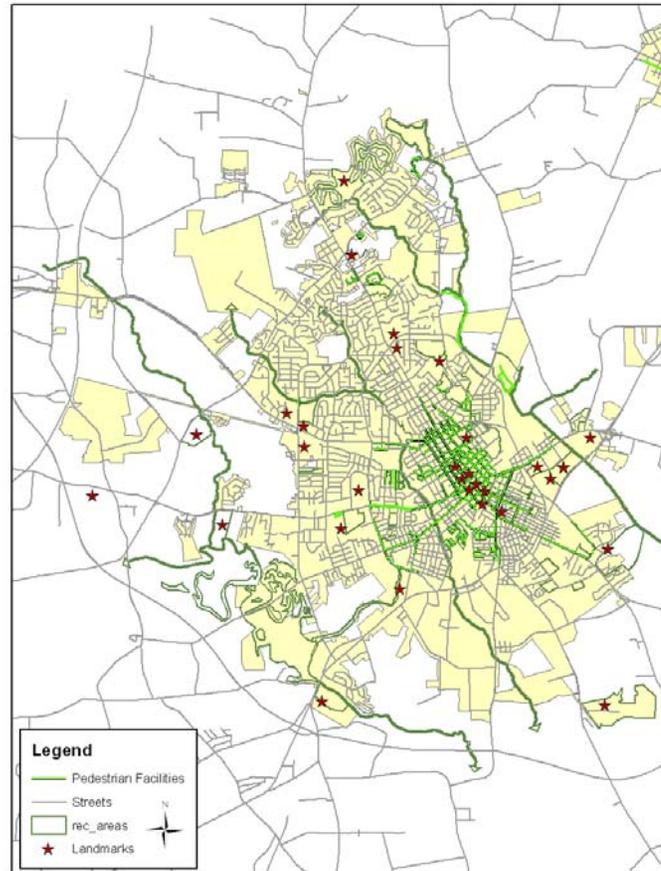
downtown area increases pedestrian network coverage begins to decrease, thus outlying areas of the city are provided notably less pedestrian access. Residential areas are of particular note as these areas have the highest rate of pedestrian related crashes with vehicles. Older residential areas such as those in historic districts or close to downtown have pedestrian facilities. Overall the pedestrian network in these areas is well established, with some portions in need of maintenance or upgrade. In contrast many contemporary residential areas have little access to safe pedestrian facilities (see Figure 2-6 below)



City of Wilson Existing Pedestrian Facilities by Condition (Figure 2-6)

Major Destinations (post office, City Hall, Mall, Library, Hospital...)  
 From the businesses and municipal attractions downtown to the many shopping and activity centers throughout the rest of the community the City of Wilson offers many major destinations and attractions to citizens and visitors. Destinations located in the downtown area are well served by

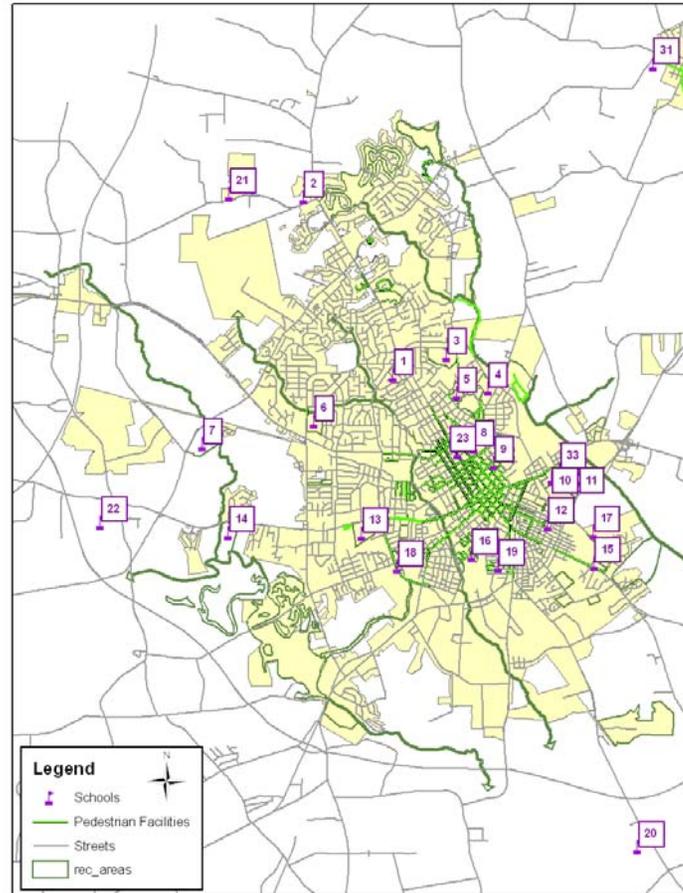
the pedestrian network. Other attractions such as shopping centers, medical facilities, historic sites and major employers should eventually be tied into the pedestrian network. Doing so will not only increase their accessibility, especially to those members of the community with little or no access to personal vehicles, but will contribute to a reduction in traffic congestion and improvements in air quality and overall public health (see Figure 2-7 below).



Major Destinations (post office, City Hall, Mall, Library, Hospital...) Figure 2-7

### Schools

The Wilson County School System consists of 12,541 students and 860 teachers. Within the City of Wilson there are 12 public schools with 646 teachers that serve 9,359 students as well as one charter school with 646 students and 165 teachers. There are also 5 non-public schools located in Wilson with 907 students and 107 staff members. Barton College and Wilson Technical Community College with enrollments of 1,300 and 3,300 respectively are located in Wilson and offer higher education opportunities to the community (see Table 2-13 below). Currently pedestrian network access to education facilities is intermittent or incomplete resulting in students walking across private property, on dirt paths along arterials or on city streets. Providing readily accessible pedestrian network opportunities will reduce erosion and pedestrian related crashes in these areas (see Figure 2-8 below).



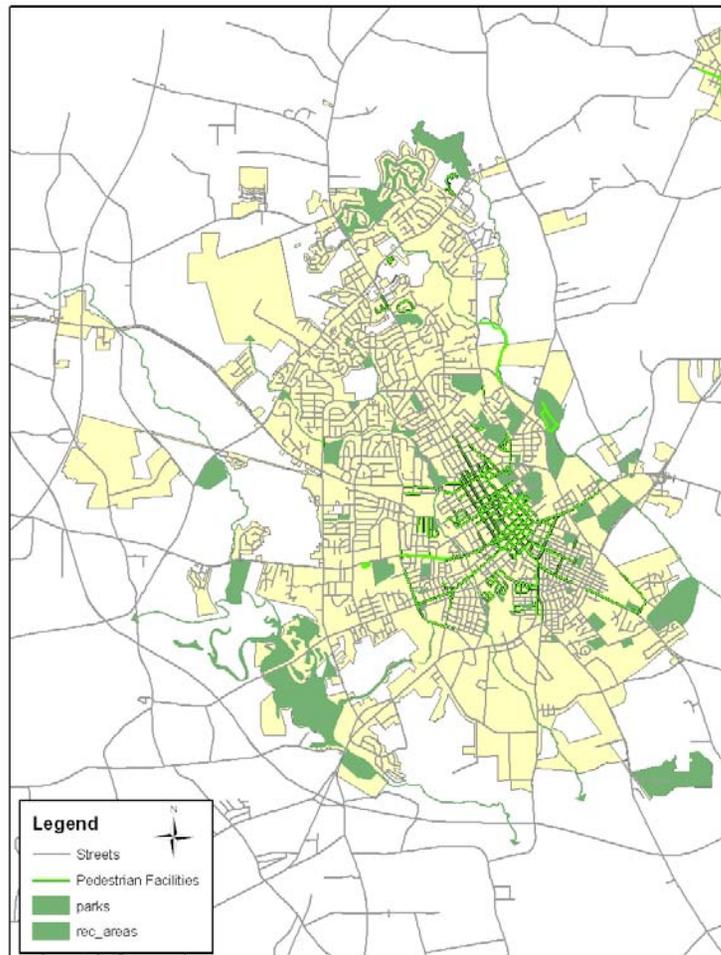
Schools Serving the City of Wilson (Figure 2-8)

| <b>Table 2-13 City of Wilson Public Schools</b> |                                    |              |            |
|---|------------------------------------|--------------|------------|
| Type  | School                             | Enrollment   | Teachers   |
| Traditional                                     | Adams Learning Center School       | 88           | 15         |
| Traditional                                     | B O Barnes Elementary School       | 572          | 43         |
| Traditional                                     | Beddingfield High                  | 1,038        | 71         |
| Traditional                                     | Darden-Vick Middle School          | 379          | 34         |
| Traditional                                     | Fike High                          | 1,158        | 78         |
| Traditional                                     | Forest Hills Middle School         | 551          | 38         |
| Traditional                                     | James Hunt High                    | 1,249        | 81         |
| Traditional                                     | Margaret Hearne Elementary School  | 464          | 32         |
| Traditional                                     | Milton M Daniels Elementary School | 277          | 26         |
| Traditional                                     | New Hope Elementary School         | 681          | 37         |
| Traditional                                     | Rock Ridge Elementary School       | 474          | 34         |
| Traditional                                     | Toisnot Middle School              | 596          | 40         |
| Traditional                                     | Vinson-Bynum Elementary School     | 683          | 39         |
| Traditional                                     | Wells Elementary School            | 595          | 38         |
| Traditional                                     | Winstead Elementary School         | 554          | 40         |
| Charter   | Sallie B. Howard                   | 646          | 165        |
|   | <i>Public Schools Totals</i>       | <i>10005</i> | <i>811</i> |
| <b>City of Wilson Non-Public Schools</b>        |                                    |              |            |
| Religious                                       | Community Christian School         | 224          | 29         |
| Independent                                     | Greenfield School                  | 239          | 33         |
| Religious                                       | Mount Hebron SDA School            | 9            | 2          |
| Religious                                       | St. Therese Catholic School        | 47           | 14         |
| Religious                                       | Wilson Christian Academy           | 388          | 29         |
|   | <i>Non-Public Schools Totals</i>   | <i>907</i>   | <i>107</i> |

(Source: NC Department of Public Instruction, Barton College, Wake Technical Community College)

### Recreation Facilities

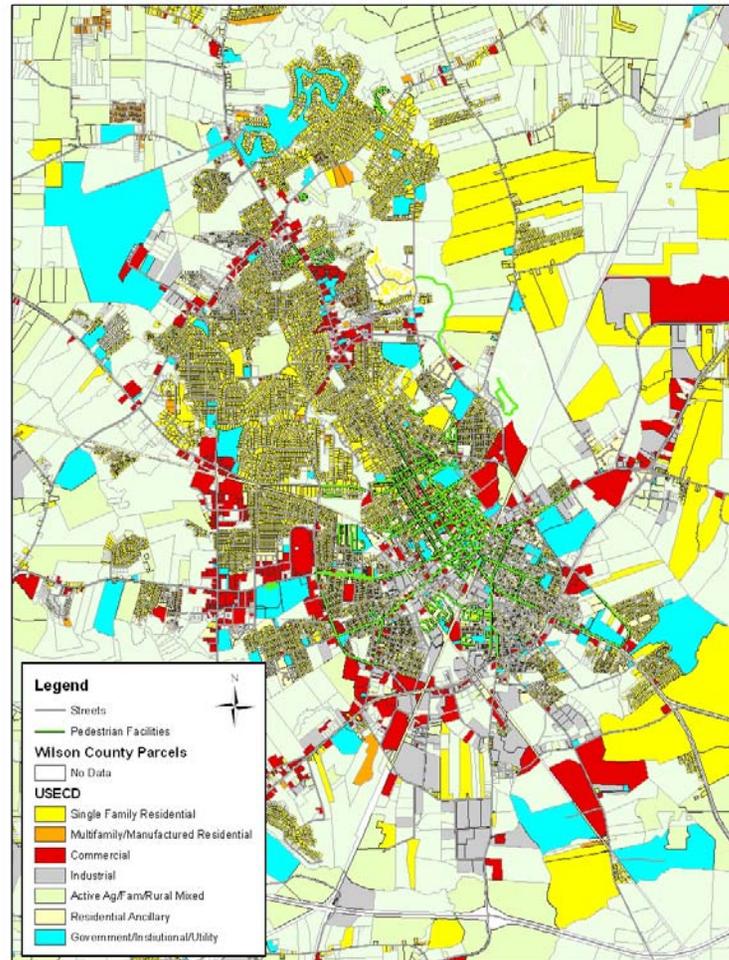
The Wilson Parks and Recreation Department operates 46 recreational facilities throughout the community as shown in Figure 2-9 below. Many of these locations have pedestrian facilities associated with them. By comprehensively tying these facilities into the pedestrian network and promoting pedestrian friendly education and encouragement programs the community can reduce traffic congestion, improve transportation safety and promote community health and wellness.



Parks & Recreation Facilities serving the City of Wilson (Figure 2-9)

### Existing Land Use

A variety of land uses can be found throughout the City of Wilson. These range from intensive commercial developments and industrial locations to single family residential subdivisions and community facilities. General land use is show in Figure 2-10 below.



Existing Land Use in the City of Wilson (Figure 2-10)

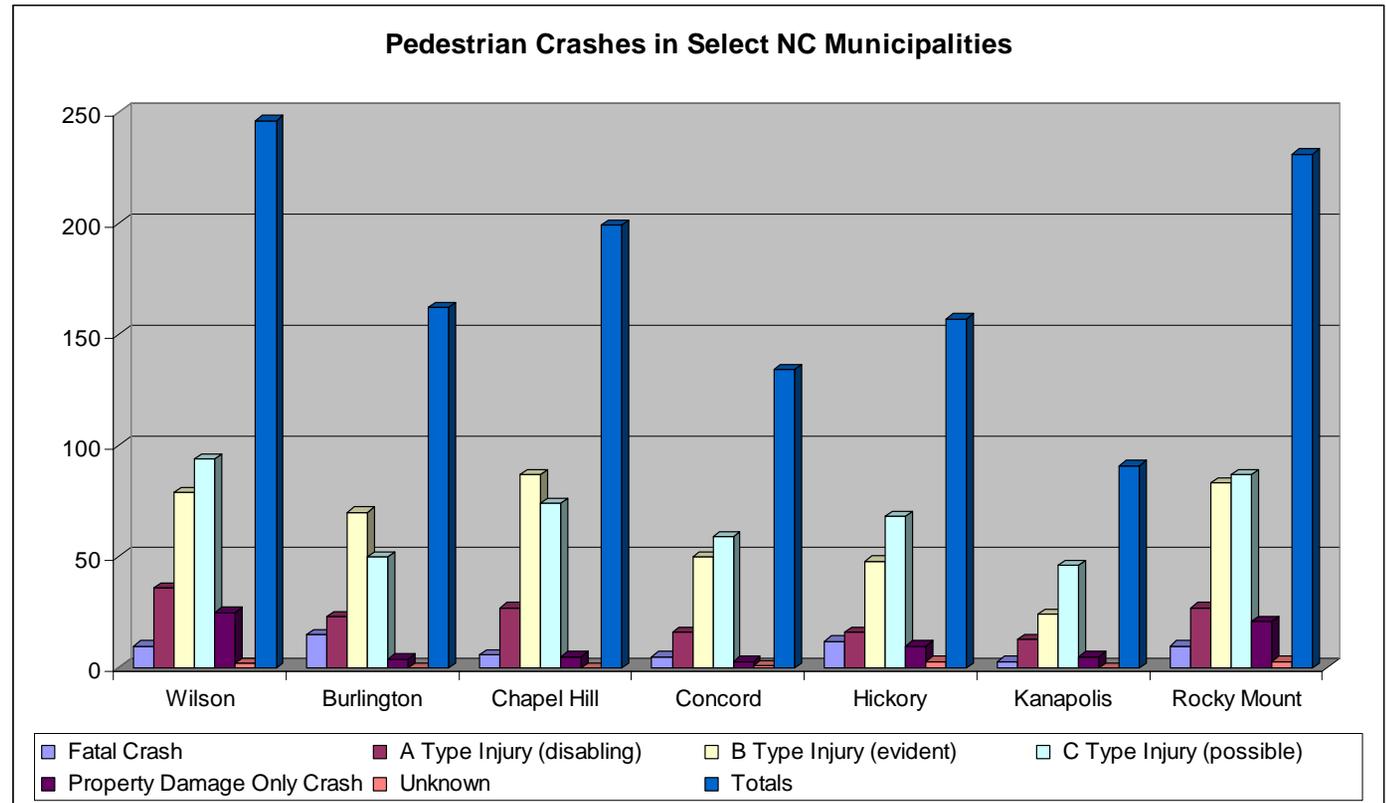
### CRASH DATA ANALYSIS

The City of Wilson experienced 246 pedestrian-vehicle related crashes between 1997 and 2004. Ninety-four crashes were Type C (possible injury). Seventy-nine crashes were Type B (injury evident) and 36 crashes were Type A (injury disabling). Between 1997 and 2004 Wilson saw 10 pedestrian crash related deaths (see Table 2-13 below). Figure 2-11 compares pedestrian related crashes in Wilson to other North Carolina communities that are similar in size. These results indicate Wilson has a higher pedestrian related crash rate than communities of similar size in North Carolina. Wilson also experienced more disabling (type A) and possible injury (type C) crashes than other similar municipalities.

| <b>Table 2-13 Wilson Pedestrian Crash Data - Crash Severity Table</b> |             |             |             |             |             |             |             |             |               |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b>Crash Severity</b>   | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>2002</b> | <b>2003</b> | <b>2004</b> | <b>Totals</b> |
| Fatal Crash   | 2           | 2           | 3           | 2           | 1           | 0           | 0           | 0           | 10            |
| A Type Injury (disabling)   | 8           | 11          | 4           | 5           | 4           | 1           | 1           | 2           | 36            |
| B Type Injury (evident)   | 10          | 11          | 13          | 6           | 9           | 10          | 11          | 9           | 79            |
| C Type Injury (possible)  | 18          | 11          | 13          | 7           | 14          | 10          | 11          | 10          | 94            |
| Property Damage Only Crash  | 0           | 0           | 0           | 3           | 3           | 6           | 7           | 6           | 25            |
| Unknown   | 0           | 0           | 0           | 1           | 0           | 0           | 0           | 1           | 2             |
| <b>Totals</b>   | <b>38</b>   | <b>35</b>   | <b>33</b>   | <b>24</b>   | <b>31</b>   | <b>27</b>   | <b>30</b>   | <b>28</b>   | <b>246</b>    |

(Source: <http://www.pedbikeinfo.org/pbcat/index.htm>)

**Figure 2-11 Select NC Municipal Pedestrian Crashes**



(Source: <http://www.pedbikeinfo.org/pbcat/index.htm>)

### Crash Location

While it is possible for pedestrian involved crashes to occur anywhere pedestrians travel, there was a notably high incidence of pedestrian related crashes in residential areas along local streets (see Table 2-14 below). These locations had a much higher crash rate than any other location type in Wilson. These areas experienced 126 pedestrian crashes, more than twice the number of crashes occurring along local streets in commercial areas, the next highest category. This suggests

that many pedestrians are walking on the street in residential subdivisions. This could be due to a lack of adequate pedestrian facilities, existing pedestrian facilities that are in need of maintenance or an increased need for education and encouragement programs.

| <b>Table 2-14 Wilson - Wilson County, North Carolina Pedestrian Crash Data<br/>( Development) ( Road Type (Classification)) (1997-2004)</b> |   |                    |                   |                      |                   |                |              |
|---|---|--------------------|-------------------|----------------------|-------------------|----------------|--------------|
| <b>Road Type (Classification)</b>   | <b>FARMS -<br/>WOODS -<br/>PASTURES</b> | <b>RESIDENTIAL</b> | <b>COMMERCIAL</b> | <b>INSTITUTIONAL</b> | <b>INDUSTRIAL</b> | <b>UNKNOWN</b> | <b>TOTAL</b> |
|   | 0                                       | 0                  | 0                 | 0                    | 0                 | 0              | 0            |
| <b>Interstate Route</b>   | 0                                       | 0                  | 0                 | 0                    | 0                 | 0              | 0            |
| <b>United States Route</b>  | 0                                       | 0                  | 7                 | 0                    | 0                 | 0              | 7            |
| <b>North Carolina Route</b>   | 1                                       | 0                  | 0                 | 0                    | 0                 | 0              | 1            |
| <b>State Secondary Route</b>  | 1                                       | 0                  | 0                 | 0                    | 0                 | 0              | 1            |
| <b>Local City Street</b>  | 2                                       | 126                | 60                | 1                    | 0                 | 2              | 191          |
| <b>Public Vehicular Area (ex. Parking lot)</b>  | 0                                       | 5                  | 38                | 1                    | 1                 | 0              | 45           |
| <b>Private Property</b>   | 0                                       | 1                  | 0                 | 0                    | 0                 | 0              | 1            |
| <b>Total</b>  | <b>4</b>                                | <b>132</b>         | <b>105</b>        | <b>2</b>             | <b>1</b>          | <b>2</b>       | <b>246</b>   |

(Source: <http://www.pedbikeinfo.org/pbcat/index.htm>)

## **SECTION 3: EXISTING PLANS, POLICIES & PROGRAMS**

## EXISTING PLANS, POLICIES, AND PROGRAMS

A review of information contained in other planning documents, plans, policies, ordinances, laws and manuals is needed to identify existing applicable programs, policies and project development as well as form recommendations for new initiatives. This section contains information about those documents and briefly examines their compatibility with pedestrian friendliness. A number of items were reviewed at the local level, including the following:

- *City of Wilson Growth Plan, 1990, updated in 1999*
- *City of Wilson Subdivision Regulations & Zoning Ordinance*
- *Resolution for Pedestrian Plan, adopted November ##, 2005*
- *City of Wilson Thoroughfare Plan, 1996*
- *City of Wilson Code of Ordinances*

### Wilson Growth Plan (WGP)

The WGP does an excellent job of setting policy for guiding growth that is consistent with the concept of organizing land use in the City in a series of tiered development zones of increasing intensity and varied character. The WGP communicates pedestrian access policy more strongly in terms of overall transportation accessibility than in terms of basic pedestrian purposes.

### Recommendations

- A detailed definition of pedestrian-oriented development should be included in the plan.
- A Safe-Routes-To-School program should be developed, particularly in light of federal funding available through SAFETEA-LU, the federal transportation reauthorization that was passed by Congress and has recently been incorporated at the state level with NCDOT establishing a statewide coordinator to oversee the program in North Carolina.
- The relationship to redevelopment of existing areas, including residential neighborhoods, and how sidewalks should be provided.
- The WGP does not specifically address the issue of walking on road shoulders in suburban and rural settings and/or where no sidewalks are available.
- The policy for crosswalks and other in-road pedestrian safety features should be explicitly discussed including policy details of these elements.

- Pedestrian amenities are important where sidewalks are provided in suburban settings for respite along long stretches, or safety treatments such as lighting, signage, or hand rails for areas with more extreme slopes.
- The WGP should include a map of the existing pedestrian network and a map of desired future improvements including sidewalks, trails, and recommended roadway walking routes.

#### City of Wilson Zoning Ordinance

The City of Wilson Zoning Ordinance does not specifically address pedestrian access as a distinct element of any site development plan or requirement of any provision in the zoning ordinance. Recommendations to clarify and strengthen the Subdivision Regulations & Zoning Ordinance for pedestrian access include:

#### Recommendations

- *Definitions:* The Definitions section of the regulations should include pedestrian-related terms.
- *Organization:* Consideration could be given to putting all pedestrian facility requirements in one comprehensive section with cross references in other, related sections.
- *Applications and Permits:* Consideration should be given to including the overall connectivity and convenience of pedestrian network as an application review factor.
- *Schedule of District Regulations:* Pedestrian facilities should be more comprehensively addressed within residential and commercial developments. This will acknowledge the need for safe pedestrian travel and safe roadway crossings as well as reduce short vehicle trips. The section should emphasize a continuous internal pedestrian network. This could also be strengthened by placing strong emphasis on connectivity outside a development boundary.
- *Design standards:* Additional pedestrian network standards (in addition to those for open space design and how trails may be included in required open space calculations should be provided or direction on where to locate such standards) are recommended. A pedestrian Level of Service standard should be adopted to ensure the efficient use of the pedestrian network.

- *Infrastructure and public improvements:* Focus on sidewalk design might be strengthened by detailed requirements for other pedestrian circulation elements such as safe crosswalks, shade for sidewalks, and lighting. In addition, consideration should be given to linking sidewalk location and design requirements to the functional classification of streets which they border. This would allow sidewalk design to be tailored to the intensity of vehicle activity on the adjacent roadways and the level of pedestrian/vehicle interaction.
- *Off-street parking requirements:* This section would benefit from much more detail on how pedestrian access must be incorporated into parking lot design.

#### City of Wilson Subdivision Regulations

The City of Wilson Subdivision Regulations does not specifically identify pedestrian facilities in design requirements or recommendations. However, the regulations do discuss adequate transportation system improvements.

#### Recommendations

- *Design Considerations:* Pedestrian facilities where appropriate with consideration given to sidewalks on one or both sides of any street.
- *Exemptions:* The regulations could ask for an easement across new lots where a connection to any existing or future sidewalks or trails is desirable. Consideration should also be given to establishing some mechanism for tracking small subdivisions over time and planning for the City to provide connecting sidewalk or trail segments as needed within them.
- *Site Plan Checklist:* The City should develop a subdivision site plan checklist that includes pedestrian facilities to facilitate this process.
- *Preliminary and final plats:* Expanding existing as well as proposed conditions information to be shown on plans to include any sidewalk/trail elements contiguous with or near to the proposed development.
- *Cluster Development:* This section should be expanded to include showing information on convenient and safe pedestrian connectivity between new set-asides of open space and residences as well as other existing open space.

- *Construction Standards:* A single source of design standards should be referenced.
- *Design Review Board:* Consideration should be given to including a representative of the Pedestrian Advisory Committee and the Parks & Recreation Department to this group.
- *Fee in Lieu:* Establish a process by which a developer can pay a fee in lieu of construction of sidewalks in a development. The description of the circumstances under which this is permissible should be clear and concise.

*City of Wilson Thoroughfare Plan, 1996*

The State of North Carolina has been producing Thoroughfare Plans as a part of its mission since the late 1950's. The North Carolina General Assembly (NCGS §136-66.2) established that the "coordinated transportation system" plan require that municipalities have an adopted transportation plan prior to receiving state transportation funds. Wilson's Thoroughfare Plan, adopted in 1996, provides for a hierarchical, functional road network and promotes the proper arrangement of land patterns by managing state and local roadways.

Recommendations

Develop an up to date multi-modal Comprehensive Transportation Plan (the descendant of Thoroughfare Plan) that specifically incorporate the recommendations contained in the Pedestrian Plan including addressing the pedestrian network in terms of existing conditions, future needs, current and future access, and interconnectivity with other transportation modes. This will fulfill the NCGS requirement that "consideration shall be given to all transportation modes including, but not limited to, the street system, transit alternatives, bicycle, pedestrian, and operating strategies." Within in a rural planning organization (RPO), the RPO long-range transportation plan may provide guidance and coordination for any town within the RPO boundary. This will help to ensure the status of pedestrian planning recommendations in future transportation projects and applying to the state, federal and other funding sources for funds or other resources needed to construct or maintain such facilities.

### State and Federal Guidance

The Federal Highway Administration (FHWA) of the United State Department of Transportation (USDOTO has released policy-level guidance concerning pedestrian and bicycle facilities (<http://www.fhwa.dot.gov/environment/bikeped/design.htm#d14>), which was last updated in 2003. This general document includes a statement that safe and convenient pedestrian facility considerations in future roadway improvements should be the norm, not the exception. Of particular value is the reference section, containing several valuable design references for pedestrian facilities as well as bicycle facilities.

The State of North Carolina (NCDOT) adopted a policy on the provision of pedestrian facilities in 1993, and has provided guidance on the department's website ([http://www.ncdot.org/transit/bicycle/laws/laws\\_pedpolicy.html](http://www.ncdot.org/transit/bicycle/laws/laws_pedpolicy.html)). This guidance discusses incidental projects that are included as part of a roadway project. Notable features of the NCDOT policy include:

- NCDOT will pay 100% of the cost to replace existing sidewalk that is removed to facilitate the widening of a road.
- A sliding funding scale for sidewalk construction (Wilson, being under 50,000 but over 10,000 in population, is required to match 30% of the construction costs).
- Requirement to have right-of-way in fee simple ownership or in easement if not already within the berm width of the roadway.
- Bridges of less than 200' in length scheduled to be built or replaced will have sidewalk on both sides funded by NCDOT; bridges over 200' will have sidewalk on at least one side of the structure. This is true only if curb-and-gutter is present on both approaches leading to the bridge.
- There is no funding cap on the project cost, although "betterment" costs (e.g., decorative pavers) will be borne by the municipality.

### *NCDOT Greenway Administrative Process.*

Adopted in 1994, the principal purpose of this policy is to ensure that, "where possible, within the policies of the Department," greenway access occurs during highway development and design, if the greenway is part of a locally-adopted plan. Justifications

of highway crossings shall be made in priority order in the local planning document. It is important to note the transportation use of the facility as opposed to simply a recreational use to help justify future crossings of roadways that are widened or placed on new location across the greenway alignment. The complete Greenway Administrative Process is located at: [www.ncdot.org/transit/bicycle/laws/laws\\_greenway\\_admin.html](http://www.ncdot.org/transit/bicycle/laws/laws_greenway_admin.html).

### Recommendations

- The federal (USDOT) pedestrian guidance should better define what a “convenience” to a pedestrian is. While the guidance needs to respect the individuality of all state departments of transportation, it should also recognize the authority of metropolitan and rural planning organizations in the identification and local policies pertaining to pedestrian facility programming and development.
- The unwritten policy of maintaining the continuity of an adopted greenway through the provision of grade separated crossings at intersections with major roadway facilities should be spelled out in the policy.
- There is room to improve pedestrian policy to include rural, unincorporated areas. Since counties are not generally allowed under existing North Carolina State Statute to hold road rights-of-way, they typically do not participate in any transportation construction or maintenance activities, including sidewalk maintenance. Cooperation such as a collective agreement by municipal, county, and state officials to arrive at a satisfactory conclusion on issues such as construction specifications outside of municipal extra-territorial jurisdiction (ETJ); and construction and maintenance of facilities in rural areas.
- The justifications for sidewalk construction on bridges should be clearly indicated, and some flexibility on the need for curb-and-guttering on bridge approaches should also be added and defined in the State’s policy.
- Consolidating project selection criteria and TIP funding process documentation into a single source document would help people locate this information.

FHWA as well as AASHTO and the Institute of Transportation Engineers have developed meaningful national pedestrian guidance documents. These resources provide valuable resources on pedestrian practices and research and are used by the planning, design and engineering communities.

- *Federal Highway Administration, United States Department of Transportation (<http://www.fhwa.dot.gov/Environment/bikeped/>). This website offers links to valuable Internet-based resources as well as specific federal guidance on programming and designing pedestrian project, including the 1999 FHWA Memorandum, *Transmittal of Guidance on Bicycle and Pedestrian Provisions of the Federal-aid Program*.*
- *Institute of Transportation Engineers, *Transportation Planning Handbook**
- *American Association of State Highway and Transportation Officials, *Guide for the Development of Pedestrian Facilities*.*

#### Installing Sidewalks in Existing Neighborhoods

Currently the City of Wilson works to replace and install sidewalks in areas of existing development as safety requirements, budgetary constraints and other resources allow. A standardize policy with clear fiscal connections to the annual budget and a designated program coordinator is recommended. Many municipalities across North Carolina and throughout the United States have established similar programs. Some examples are below:

#### Cary, North Carolina

Each year the Town Council establishes a priority list of locations for annual sidewalk projects that have been requested by the Police Department and the community. The annual sidewalk priority list considers a number of factors including safety, use, need, and constructability. At least 70 percent of homeowners within the "area of influence" must sign a petition for requests to be considered.

#### Fayetteville, North Carolina

Property owners are assessed \$5/linear foot of sidewalk but in the six years of the program no one has taken advantage of this program. This may be due in part to the requirement that 51% of adjoining property owners sign a petition in support of the project. Many developers feel the payment-in-lieu fees of \$22/linear foot are more expensive than what they can install sidewalks for at the time of development.

#### Winston-Salem, NC

The City has been able to construct sidewalks at no cost to the residents as result of recent bond programs. There is no requirement for private developers to construct sidewalks as part of new

development currently. However, the City is working on making ordinance revisions to change this. Winston-Salem has also raised the vehicle tax rate by \$10, half of which is to be used to fund new pedestrian projects (est. \$600,000 - \$1,000,000 annually).

#### Charlotte, North Carolina

To facilitate sidewalk projects, Charlotte has a new sidewalk policy in effect with four categories of ranking. A two-step process with a nomination and a petition are necessary for areas with traffic volume under 3,000 vehicles per day (vpd). If the location is near a school or a park in this category, then neither is required to initiate the process; 25% of the lots fronting the street on either side need to petition, in order to process the ranking, which the City does. When the project reaches the top of the ranking list, then meetings are held in the community for the top 10 projects. A second petition of 60% of the lots is required to get on the funding list (this is the same percentage that the City uses with their traffic calming program). If the residents choose to fund the project themselves, then the petition requires 51% of the property owners abutting the street to sign. A public hearing is also required for approval. If approved, then ALL property owners are assessed on both sides of the streets. Curb-and-gutter is not required for retrofitted sidewalk construction, but instead is determined on a case-by-case basis. Assessments for retrofitting sidewalk typically fall into the \$100-\$200 range, with the assessment determined on a case-by-case basis.

#### Existing Programs

Pedestrian education, encouragement, and enforcement programs can come from a wide range of sources in a community. Parks and recreation departments, police departments, schools, health care providers and civic groups are all common sources of the programs. The following existing pedestrian-related programs were identified in Wilson.

#### Wilson Parks & Recreation Department

The Parks & Recreation Department provides walking trails at several locations and encourages the community to walk as a form of physical activity and recreational past-time. The City of Wilson and Wilson County developed a joint parks and recreation master plan in 1993. This plan made several recommendations for improvements and additions to the parks and recreation opportunities in the greater Wilson community. Recommendation six called for the establishment of six additional miles of greenway in the greater Wilson urban area. These greenway facilities

range in design from slightly cleared natural paths to paved pathways that offer universal accessibility.

#### Wilson County School District

Pedestrian programs, which seek to educate, enforce, or encourage walking generally found in North Carolina's more rural communities where resources for programs are small and dispersed. Programs that do exist tend to focus on school children and use the school system for outreach. Traditionally, crossing guards are utilized at busing roadway crossing points. More recently walking has begun to be encouraged as form of physical activity. However, currently programs such as "walking busses" and more formal walker safety programs do not exist.

#### Healthcare Providers

Wilson Memorial Hospital provides a crushed gravel walking trail on site for exercise and patient recovery/rehabilitation. Programs that encourage healthy diets and physical activity are on-going. The Wilson County aging program and the Area Agency on Aging are developing Senior Friendly Community programs that include walkability surveys of the transportation network as well as public facilities and private businesses. Organizations can be recognized as being "senior-friendly" after meeting certain criteria including accessibility and walkability standards. Several programs also exist to encourage walking groups.

#### Wilson Police Department

The Wilson Police Department is responsible for enforcement of all laws in the community including those pedestrian related laws as established by the City Council and the North Carolina General Assembly. The Wilson Police Department has also continually promoted safe pedestrian behavior such as proper street crossing techniques and personal safety tips to citizens. Wilson PD has issued warnings and tickets to people that do not follow existing pedestrian laws.

#### Civic Groups

Several non-governmental organizations provide programs that encourage and promote pedestrian activity and a health lifestyle. While not an exhaustive list, below are some of the groups that are active in the Wilson community.

- American Cancer Society- The ACS sponsors events such as the Breast Cancer 3 Day, a 60 mile walk that raises awareness and funding support for the fight against breast cancer.

- American Heart Association- This organization promotes active lifestyles that increase and maintain cardio-vascular health. A major event sponsored by this group to raise awareness and funding is the annual Heart Walk.

## **SECTION 4: PUBLIC INVOLVEMENT**

## PUBLIC INVOLEMENT

Throughout the planning process a number of methods were used to identify community preference and interest in pedestrian facilities and programs including the formation of an advisory committee for the plan, a community survey, a public workshop and advertising and outreach communication efforts through the City website, the community cable access channel (Channel 8), material postings in public places and work of mouth. A summary of the results from the Wilson Pedestrian Survey will be included. This survey was conducted during May 2006 and gives more insight into the facility and program needs of the Wilson community that will help address current and future pedestrian needs of Wilson.

### Advisory Committee

The Wilson Pedestrian Plan Advisory Committee was established to serve as a sounding board and to provide input throughout the planning process. The Advisory Committee included a cross-section of the community with representatives from government, the business community, the development community and private citizens. Advisory Committee membership included:

| <b>Pedestrian Plan Advisory Committee Members</b>         |
|---|
| <b>Citizens and Representatives</b>                       |
| Ron Gay (Planning Board)                                  |
| Jack Wiggins III (Chairperson of Sidewalk Advisory Group) |
| Tom Corbett (Developer)                                   |
| Charles King (Planning Board)                             |
| Leroy Barnes (Recreation Commission)                      |
| Randy Marshburn (Recreation Commission)                   |
| Johnny Hackney (Citizen)                                  |
| James Reid (Citizen)                                      |
| Richard Herring (Engineer)                                |
| Ed Etheridge (Developer)                                  |
| Debbie Raper (Senior Citizen Affairs)                     |
| Will Koster   |
| Bill Bass (DOT)   |

|                                      |
|--------------------------------------|
| Chuck Whitley (Citizen)              |
| Bruce Beasley (Chamber)              |
|                                      |
| <b>Staff Support</b>                 |
| Gronna Jones (City Transit)          |
| Mike Webster (City Recreation)       |
| Jimmy Taylor (Engineering)           |
| Bryant Bunn (Engineering)            |
| Arnold Raynor (Development Services) |
| Janet Batten (Development Services)  |

### Survey

The following is a summary of the results of the Community Pedestrian Survey conducted during the planning process. The survey respondents do not represent a statistically-correct random sampling of the Wilson population. However, the results of the survey are still useful for identifying the general needs of the Wilson community. A complete summary of survey results can be seen in the Appendix. The survey was distributed during May, via the City of Wilson website and city facilities. The survey was advertised on Channel 8, the City website, and through word of mouth. Overall, we received a total of 105 responses.

Some of the notable results include:

- *When and Why people walk:* Nineteen respondents listed walking as their preferred choice of transportation. Nine listed public transportation as their preferred choice. This is notable because public transit riders generally walk to and from public transit stops. Fifteen indicated bicycling as their ideal mode of transportation. All respondents indicated at least one walking/running trip per week. The top location respondents indicated they currently walk or run is in their neighborhood. This was followed by walking or running for exercise and walking or running in the downtown area.
- *Barriers to Walking:* The number one barrier respondents reported to walking or running in Wilson was lack of sidewalks. The second and third highest responses were lack of safe sidewalks and lack of signalized crosswalks.

- *Pedestrians would walk more if:* A large majority of respondents indicated they would walk more if improvements were made to the pedestrian facility network. Many of the respondents noted the need for more pedestrian facilities in residential subdivision in addition to major pedestrian connectors.

Major conclusions that were made from the survey results are as follows:

- *The Plan should focus on constructing more pedestrian facilities.* New pedestrian facilities will allow for safe access to more locations, which may result in more pedestrian trips. These new pedestrian facilities should focus on not only major destinations such as schools, libraries, and parks but also on residential subdivisions and neighborhoods to provide safe opportunities for walking or running.
- *The Plan should include the creation of programs to promote pedestrian safety and awareness.* A pedestrian safety program would foster greater awareness for citizens of all ages and encourage better motorist/pedestrian relations.
- *The Plan should contain provisions for maintenance and upkeep programs.* Increased efforts to maintain existing facilities through city staff and partnerships with other organizations may also encourage pedestrian travel throughout the community.

This survey was not a true random sampling of Wilson residents. As such, some of the results may be skewed. In particular, it should be noted that although many respondents walk or run for recreation, there still may be a large portion of pedestrian community who walk for primary transportation or utilitarian reasons that may have gone unrepresented in the survey.

As a result, it should be important to keep in mind the different types of needs of those people who walk for utilitarian purposes as well as recreation purposes. In addition, the majority of the respondents for this survey are within the 18 – 49 years old age range. This indicates that the survey results may not represent adequately the needs of school aged pedestrians and the senior members of the community that walk. Respondents' feelings of safety and regularity pedestrian trips may be skewed towards an adult perspective – someone who may feel safer, and may walk less because they can drive a car. The needs of younger pedestrians, safety zones near schools

and better access to schools, libraries, and other youth centers as well as the needs of seniors or those who cannot afford personal vehicles or public transit should still be considered strongly in the Plan.

#### Workshops/Open Houses

A series of workshops were held in July, 2006 to solicit input from the public on pedestrian issues in Wilson. These workshops were held on July 22<sup>nd</sup>, 2006 at the Wilson Mall from 10 a.m. until 1 p.m. and on July 24<sup>th</sup>, 2006 at the Wilson Technical Community College Auditorium from 5 p.m. until 7:30 p.m. During these workshops the public was encouraged to comment on the pedestrian improvements proposed in this Plan. Workshop participants completed surveys and identified areas of interest on maps of the City. This information was then compiled and incorporated into information collected from the community survey, comments from the advisory committee, the inventory and other researched data.

Overall participation from the public in the workshops was good. Comments from the public on the proposed top priority and future focus pedestrian corridors were supportive and indicated some additional areas to be considered for inclusion in these two categories.

#### Advertising/Outreach Efforts

Advertising and other outreach efforts were made to inform the community about the development of the pedestrian plan, the deployment of the public survey and scheduling of public workshops. The following were several of the ways in which outreach was accomplished:

- Channel 8- the community cable access channel ran informational notices on meetings and directed the public to the City of Wilson website as well as the various locations around the city where public surveys were available.
- Website- in addition to several community locations, the City of Wilson website ([www.wilsonnc.org](http://www.wilsonnc.org)) was utilized to deploy the public survey. The website also provides information on pedestrian related activities and programs currently offered by the City of Wilson.
- Postings in public places- public notices were posted and copies of the public survey were available at various public places throughout the community during the development of this plan including city hall, various park & recreation facilities, the bus station, and libraries.

- Word of Mouth-city employees and advisory committee members were encouraged to “pass the word” about the pedestrian plan development and solicit opinions from the community. While anecdotal in many cases, this one on one form of contact can provide information not attainable through other public solicitation methods.

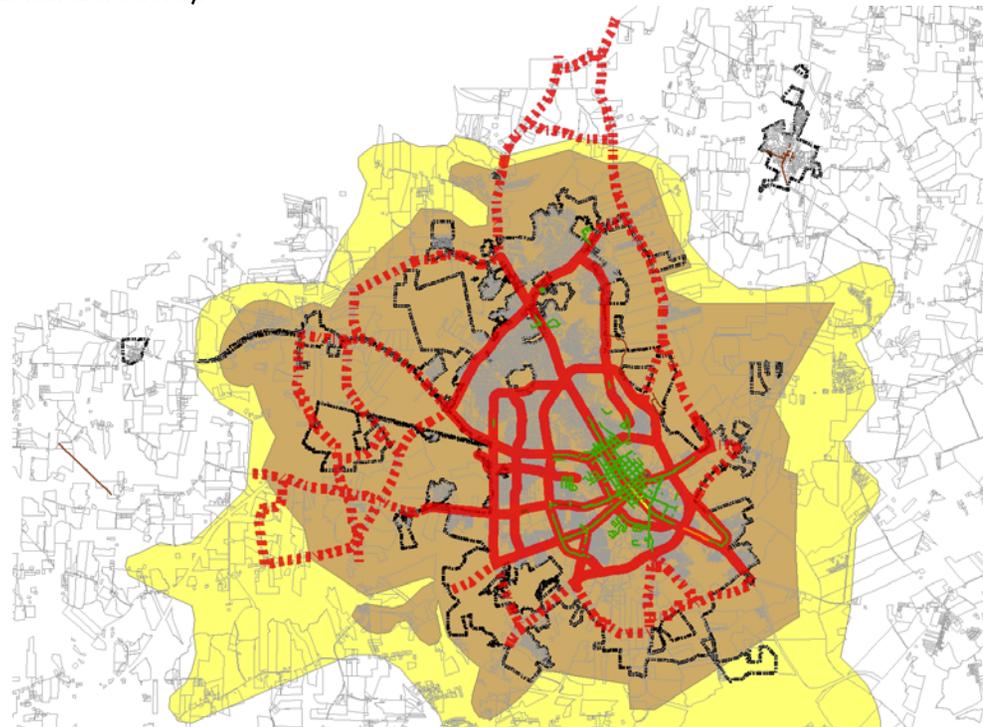
## **SECTION 5: PEDESTRIAN NETWORK PLAN**

## PEDESTRIAN NETWORK PLAN

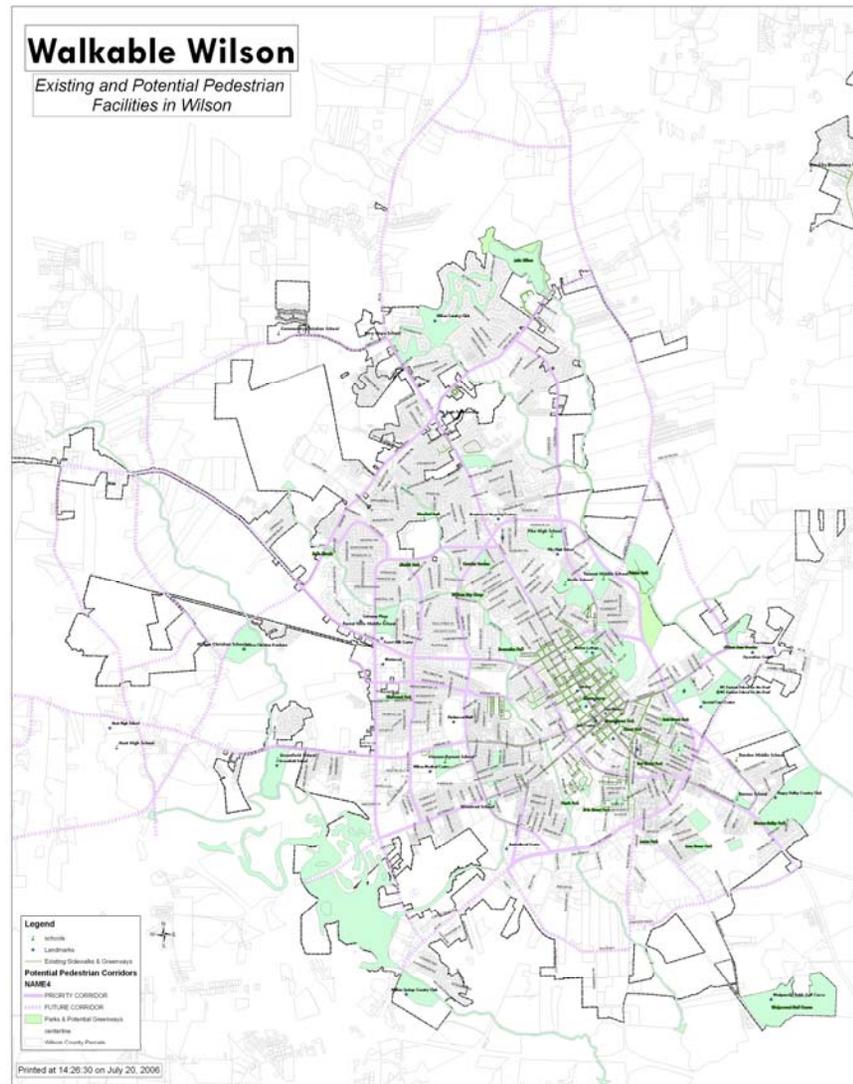
This section examines future pedestrian-related projects in the City of Wilson. A discussion of how they were identified and prioritized and a listing of proposed projects of a variety of types are included.

### Gap & Needs Analysis

An initial gap and needs analysis was conducted on existing pedestrian facilities that identified areas where breaks exist in the pedestrian network and accounted for future growth of major corridors and connectors. The results of this initial analysis were compared to the transit network in Wilson as well as major destinations. Below in Figure 5-1 top priority (solid lines) and future focus (hashed lines) pedestrian corridors were identified (note the green lines depict existing pedestrian infrastructure).



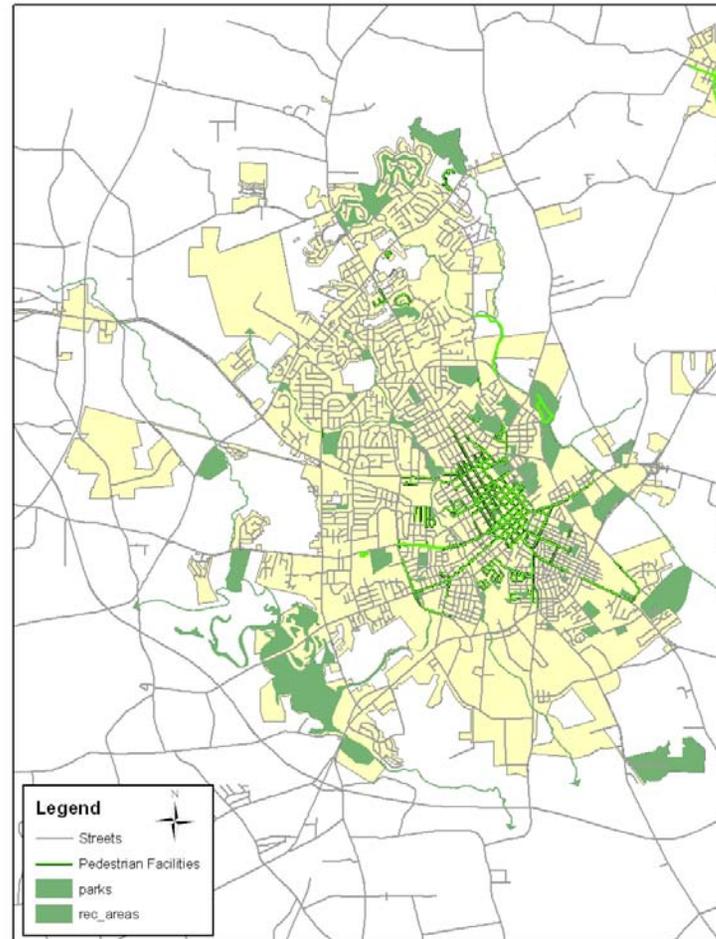
Wilson Growth Boundaries and Top Priority & Future Focus Pedestrian Corridors



Walkable Wilson: Top Priority & Future Focus Pedestrian Corridors

### Greenways

The City of Wilson established a Greenways Potential Plan under the Master Plan for Parks and Recreation. The Greenways Potential Plan identified near-term potential projects such as the Deerfield Subdivision Greenway Trail between Ward Boulevard and Tilghman Road and over three miles of city sewer easement bordering Toisnot Creek that could be improved for use as a greenway. Below is a map of the Greenway Potential Plan (including other parks & recreation facilities).



### Project Development

Pedestrian projects of all types were developed based on input from the public, the advisory committee, City of Wilson staff and the consultant analysis. The criteria were used to identify potential network improvements:

Demand: Level of demand was measured through the amount of public comment, City staff input and advisory committee recommendations.

Need: A particular need may not receive the highest level of public notice or comment. However, the need may still exist. Destinations and connections as well as safety issues also increase the need for a particular project:

- *Safety Issues*: The level of pedestrian related crashes in areas of the City is an indicator of the need for improvements to the pedestrian network to address a particular deficiency and also serve to express the use of the pedestrian transportation network.
- *Connections/Destinations*: Pedestrian facilities may be needed in a location to provide increased connectivity within the pedestrian network as well as to other modes of transportation such as the transit network. Improvements may also be needed to connect major destinations into the pedestrian network, especially those destinations that are or have the potential to be a major pedestrian attractor such as schools, parks & recreation facilities, libraries, historic landmarks and districts, shopping centers and downtown.

### Project Prioritization

Prioritization of potential pedestrian projects was analyzed and a two tier prioritization was developed. Prioritization was based on several factors including location and condition of the existing pedestrian network, interconnectivity with the transit network, proximity to schools and major destinations, crash and safety data, and input provided through the public involvement process. Pedestrian projects identified as a priority were designated as *Future Focus Corridors*. Those projects identified as being of a higher priority were designated as *Top Priority Corridors*. At public workshops citizens were able to provide input on these corridors and make suggestions for improvements. A complete listing of the *Top Priority* and *Future Focus Corridors* is contained in Appendix B.

## **SECTION 6: PROGRAM & POLICY RECOMMENDATIONS**

## PROGRAM & POLICY RECOMMENDATIONS

A walkable community is more than just sidewalks on every street and greenways that are intertwined throughout the community. A walkable community must also be a community that recognizes the importance of walking for transportation purposes, recreation purposes and healthy living in general. A walkable community is one that emphasizes walking considerations across the transportation spectrum. Thus, programs and policies are an important component to implement a walkable community both in physical infrastructure and in spirit. Several policy and program recommendations were identified. All of these can fall within the “three E’s” of pedestrian friendliness, education, encouragement and enforcement.

### **Policy Recommendations**

#### *Construction and Maintenance*

The following recommendations address the City of Wilson’s internal project development, construction and maintenance policies related to these items.

#### **Pedestrian facilities considerations in all road construction and road maintenance projects-**

Commitment to encouraging pedestrian use must extend to construction and infrastructure projects. Wilson should always consider the construction of new pedestrian facilities on new roads and in any maintenance or other roadway project. Wilson should also require other construction entities, such as NCDOT or developers, to consider pedestrian facilities on new roads. This will expedite the construction process for new pedestrian facilities and guarantee the preservation of existing pedestrian facilities.

*Responsible Parties: City of Wilson Development Department, City of Wilson Engineering Department, NCDOT, Wilson development community.*

**Pedestrian accommodation consultation during the development process-** The City should consult with the development community throughout the development process to encourage inclusion of pedestrian facilities. This may include but is not limited to sidewalks on new roads and greenways or multi-use paths. This will stress to the private sector Wilson’s desire to create a livable community that is walkable and encourages more pedestrian considerations. *Responsible Parties: City of Wilson Development Department, Wilson development community.*

**Funding opportunity pursuit-** The City of Wilson should commit to identifying and pursuing funding opportunities for pedestrian facilities at every opportunity. There are many funding sources that Wilson can consider. These are discussed in the Implementation Section of this plan.  
*Responsible Parties: City of Wilson Development Department, City of Wilson Engineering Department, City of Wilson Parks and Recreation, Civic Groups.*

**Consistent pedestrian facilities maintenance.** Once pedestrian facilities are in place, proper maintenance is required to ensure continued safe use. Wilson should establish pedestrian facilities maintenance programs that include:

- On-road facilities such as sidewalks to be regularly kept clear and repaved as necessary.  
*Responsible Parties: Wilson Public Works and Parks and Recreation Departments, NCDOT, Community Groups, Property Owners.*
- Off-road facilities such as greenways and trails: regular sweeping, resurfacing as needed  
*Responsible Parties: Wilson Public Works and Parks and Recreation Departments, NCDOT, Community Groups.*

#### *Encouragement*

Policies that encourage walking through active and passive support. Recommendations include:

**Create standing pedestrian advisory committee.** A pedestrian committee can serve as a guiding group for new pedestrian facilities, coordinating facility maintenance, and advocating for pedestrian issues – locally, regionally, state-wide or nationally. This committee could ensure that the City continues to receive community input on new projects and community support for any programs or activities.  
*Responsible Parties: City of Wilson Development Department.*

**Promote walking for municipal employees.** Wilson should encourage walking by city and other municipal employees. To accomplish this, Wilson should establish employee policies that allow for flexible commuting times and habits that may be necessary for walking commuters. These policies should be promoted within the municipal staff and included in new employee information packets. City facilities should have safe, secure, convenient and adequate facilities such as showers for pedestrian commuters. An emergency ride home program for pedestrian commuters would also be appropriate.

*Responsible Parties: City of Wilson Administration*

**Coordinate with other community pedestrian activities.** Wilson should consider coordinating with nearby communities, Wilson County as well as surrounding counties, neighboring towns, the state, and local recreation and pedestrian advocacy groups to establish new pedestrian facilities, create promotional opportunities, and facilitate community and regional pedestrian events. Organizations that have expressed interest in pedestrian activities include Wilson County, the Towns of Elm City and Black Creek, NCDOT, the Upper Coastal Plain Rural Transportation Planning Organization, and the Upper Coastal Plain Area Agency on Aging. A further discussion of potential partners is listed in the Implementation Section.

*Responsible Parties: City of Wilson departments of Development Services and Parks & Recreation, Wilson Chamber of Commerce, NCDOT, UCRPO.*

### ***Program Recommendations***

Just as policies can be used, so can programs to promote pedestrian use and address the “three E’s”, education, encouragement and enforcement. Below are listed pedestrian related programs that have been identified by Wilson to implement through the planning process.

#### *Encouragement*

**Safe Routes to School Program.** The Safe Routes to School Program is a federally funded program that passes money to state governments which in turn select candidate programs for funding. Eligible funding activities include infrastructure projects such as sidewalk or greenway construction as well as non-capital such as safety or educational programs. The goal of Safe-Routes-to-School initiative is to encourage students to have more active lifestyles by establishing safe and accessible facilities and programs that ensure students and safely enjoy walking as a transportation option to get between school and home. Wilson should consider establishing a Safe-Routes-to-School program with Wilson County Public Schools and the various private schools in the community which will emphasize safe and efficient walking and bicycling practices. Frequently these programs may include Walk-to-School days or Walking School Buses during which students and their parents will walk together to make sure students arrive at school safely. The Safe-Routes-to-School program could also include educational classes that will teach students about the benefits of walking, such as better health, reduced air pollution, and less traffic congestion as well as classes on safe walking practices.

*Responsible Parties: City of Wilson Development Department, City of Wilson Engineering Department, Wilson County public and private schools.*

**Walking brochures for residents and visitors.** Wilson should create a walking brochure that educates visitors and residents about the benefits of walking and walking opportunities in Wilson. This brochure could include maps of Wilson’s pedestrian network and specific walking routes and tours which would include major attractions such as Wilson’s downtown, recreation centers, historic sites, schools, and libraries. In addition to promoting walking these brochures would be useful for promoting the community and assisting in attracting new residents and visitors alike. Brochures could be made available at:

- Town Hall
- Libraries
- Schools
- Recreation Centers
- The Wilson Chamber of Commerce
- Medical facilities
- City of Wilson events such as the Whirligig Festival

*Responsible Parties: City of Wilson Administration, City of Wilson Development Department, Wilson Chamber of Commerce, Wilson Economic Development, Wilson Visitors Bureau.*

**Annual Walking Events.** Walking events would promote walking for public health and better lifestyles, educate citizens about pedestrian and motorist safety, and attract visitors who may be interested in pedestrian events. The events could be held independently or in conjunction with other events such as the Whirligig Festival. Major contributors could include the City Administration and Parks and Recreation Departments, Wilson Police Department, schools, and public health groups.

*Responsible Parties: Wilson Administration, Wilson Development Department, Parks & Recreation Department, Wilson Chamber of Commerce, Wilson Visitors Bureau.*

#### *Education*

**Pedestrian Education and Safety Classes.** Educational classes could be considered as part of driver’s licensing requirements or through physical education or after school programs.

*Responsible Parties: Wilson County Public Schools, private schools, City of Wilson Police Department, Barton College, Wilson Technical Community College, community businesses.*

**Public Education & Encouragement Programs.** A series of media including broadcast public service announcements, website content and brochures that would focus pedestrian safety tips for the Wilson community. These communication tools would be developed in a way to easily reach a broad spectrum of the community. This media content would go to go on Channel 8, local radio, newspapers, into schools, libraries, health care facilities, senior centers, and other public places. *Responsible Parties: City of Wilson Development Department, City of Wilson Police Department, NCDOT, community groups.*

## **SECTION 7: IMPLEMENTATION**

## IMPLEMENTATION

This section discusses the financing and partnerships that are available to the City of Wilson to plan, design, schedule, acquire right-of-way for, and construct the various pedestrian projects and programs contained in this Plan. While many of these funding sources and partnerships are still evolving, identifying a reasonable schedule for assessing progress made in implementing the Wilson Pedestrian Plan in future years is necessary. It is this periodic, annual assessment that is the most important part of developing an effective plan and planning process.

### Financing

Major roadway enhancement projects in Wilson are dependant on the State of North Carolina Department of Transportation for funding. The Wilson CIP (Capital Improvement Program) is limited in fiscal resources that can be spent on new projects in any one year and the City of Wilson strives to keep the tax burden of its citizens and costs to developers at a minimum. No one source of funding will be able to meet the pedestrian needs of the community. Thus it will become increasingly important to pool resources and coordinate activities with community partners to create a future Wilson that is pedestrian friendly and continues to provide enhanced active living opportunities.

### Partnerships

By working with other municipal governments and government agencies, non-profit organizations, chambers of commerce and economic development agencies, the school district, and private developers the City of Wilson can accomplish a greater level of plan implementation both in new pedestrian oriented infrastructure as well as encouragement and education programs.

| <b>Table 8-1 Potential Partners</b>    |   |
|--|---|
| <b>Partnering Agency</b>               | <b>Role</b>   |
| Wilson County                          | Coordination with the county will be crucial to developing the most effective use of resources and ensuring a well connected pedestrian transportation network. |
| North Carolina Dept. of Transportation | Although already discussed extensively, NCDOT will be an integral partner in facility and program development/operations  |

|   |   |
|---|---|
|   | as well as funding (TIP, Enhancement Grants, Highway Safety Grants, etc.)   |
| Wilson Visitors Bureau                  | This organization has a community historic walking tour in operation and may be a good source for furthering program opportunities  |
| Wilson Economic Development Corporation | Good source of potential new partners from the private sector   |
| Wilson Community College                | Colleges are an excellent source of volunteer resources, and the Community College's health-based education programs could be tied into supporting walking-related health events.                       |
| Barton College                          | Another excellent source of volunteer resources and a good education and encouragement partner  |
| Wilson Memorial Hospital                | Wilson Memorial Hospital has a direct interest in helping people become more active and maintain a healthy lifestyles. Good source of volunteer effort and coordination.                                |
| Wilson Chamber of Commerce              | The Chamber is quite active in Wilson has a very active Chamber of Commerce with a membership roster that includes a readily accessible supply of potential donation, in-kind, and volunteer resources. |
| NAACP, Wilson County Chapter            | Another active group in the City and county, members that may be helpful with facility maintenance and outreach/educational efforts.  |
| Wilson Area Developers                  | The development community is an excellent resource for all aspects of implementation.   |
| Arts Council Downtown                   | This group may be useful for program coordination and volunteer development.  |
| Kiwanis Club                            | Existing club service project could be used to enhance volunteer redevelopment and maintenance opportunities.   |
| Rotary Club                             | Both the Rotary and Kiwanis Clubs are active in Wilson, and may be helpful in securing volunteers for programs and maintenance of greenways/multi-use trails.   |

Below is a listing of other organizations that can provide not only funding but also technical advice and partnering opportunities for operation and maintenance of facilities and programs:

- North Carolina State Government, including Parks and Recreation (Parks & Recreation Trust Fund, Trails Programs); Wildlife
- Resources Commission; Division of Water Resources; Division of Community Assistance (facilitation)
- National Park Service (Land and Water Conservation Fund Grants)
- Conservation trusts, such as the Tar River Land Conservancy, N.C. Conservation Trust Fund
- Fitness and health-based initiatives, including the Senior Friendly Community program,
- Fit Together program and Fit Community grants.

#### Priority Projects

Priority projects identified in this Plan will only come to fruition through the cooperation of partner organizations. Prioritization was based on several factors including location and condition of the existing pedestrian network, interconnectivity with the transit network, proximity to schools and major destinations, crash and safety data, and input provided through the public involvement process. Pedestrian projects identified as a priority were designated as *Future Focus Corridors*. Those projects identified as being of a higher priority were designated as *Top Priority Corridors*. At public workshops citizens were able to provide input on these corridors and make suggestions for improvements. A complete listing of the *Top Priority* and *Future Focus Corridors* is contained in Appendix B.

Working locally with the existing partners in the community to develop a program may produce faster results than pursuing traditional grant sources alone.

Once a project has been started the group, agency or individual who will spearhead the process and coordinate with all partners involved such as a pedestrian program coordinator must be identified to ensure successful completion and operation.

Making *Walkable Wilson* a reality will require more than just the work of the City or any one particular group. The community must work together to accomplish the goal of a more pedestrian friendly City. Cooperation with partner organizations and community outreach are the only ways to ensure implementation of the Plan.

## **APPENDIX A: EXAMPLES OF PEDESTRIAN FACILITY STANDARDS & GUIDELINES**

## PEDESTRIAN FACILITY STANDARDS GUIDELINES

This Section of the Wilson Pedestrian Plan is to act as a guidance document for the consideration, design, and construction of pedestrian facilities in the City of Wilson, North Carolina. This is to be considered as examples of how proven practices could be utilized in the City of Wilson. Only through sound engineering practices that recognize the physical constraints of various landscapes and account for site-specific conditions can effective designs be determined. The North Carolina Department of Transportation (NCDOT) published guidance in 1997 on the design of pedestrian facilities. The American Association of State Highway and Transportation Officials (AASHTO) provided similar guidance in 2004 and the Federal Highway Administration (FHWA) of United States Department of Transportation (USDOT) also provided pedestrian design guidance in 2002. Further guidance was obtained from the Charlotte Department of Transportation, the Oregon Department of Transportation, the California Department of Transportation and the National Transportation Institute. The recommendations provided in this section borrow heavily from these and other sources. Reference to these documents is encouraged for further information (1, 2, 3, 4).

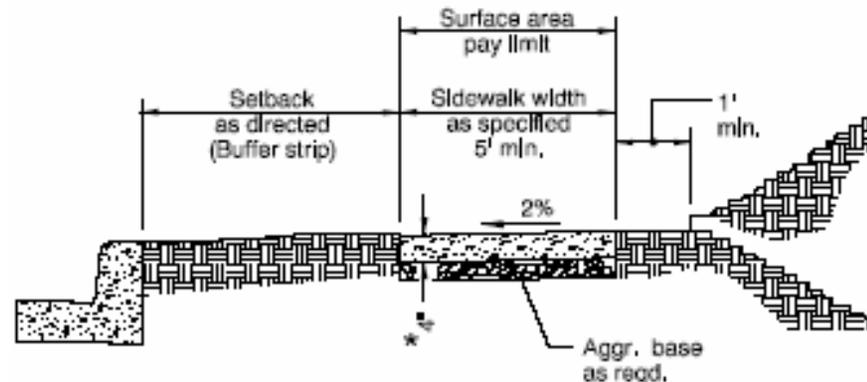
## FUNDAMENTAL GUIDANCE

- New or reconstructed sidewalks shall adhere to all current local, state, and federal standards, including the provision of the Americans with Disabilities Act including compliant curb ramps.
- The standard sidewalk width outside of a commercial district or other higher volume pedestrian zone is a 5' minimum and 6' recommended concrete structure unless otherwise approved by the City of Wilson. Sidewalks and pedestrian facilities within a commercial district or other higher volume pedestrian zone will comply with the standards shown herein or to those of the existing, adjacent facilities, whichever is greater.
- All new developments and expanded developments shall have sidewalk on at least one face of the abutting edge of the property to intersect with the nearest existing sidewalk or be directly across the street from the nearest existing sidewalk.
- During temporary closures of sidewalk, construction detours will be identified by signs placed at a location closest to the nearest intersecting sidewalk or pedestrian facility in both directions of travel according to the City of Wilson and the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). Refer to <http://mutcd.fhwa.dot.gov/> for access to the MUTCD.

## ON-ROAD PEDESTRIAN FACILITIES

### Sidewalk Width

Sidewalks are part of the street not an element to be added later. The AASHTO Transportation Handbook states that “sidewalks are integral parts of city streets”. Characteristics of good sidewalk design include: proper width, smooth and level surfaces, separation from vehicle traffic, and clear of obstacles. A sidewalk should be as wide as needed to serve anticipated pedestrian use. Sidewalk widths should accommodate two persons walking past one another or a minimum width of 5 feet. However 6 feet is the recommended width.

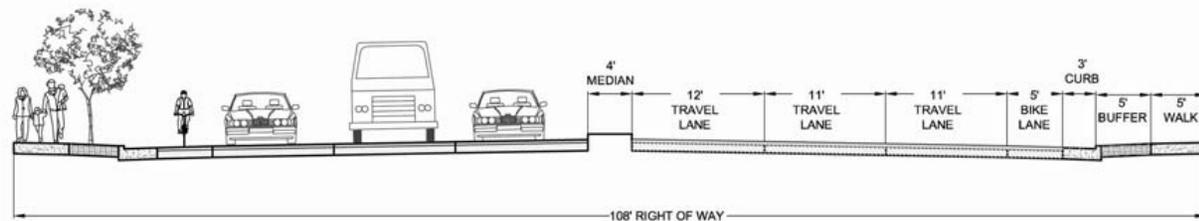


*Example of typical sidewalk cross-section  
(Source: Oregon DOT)*

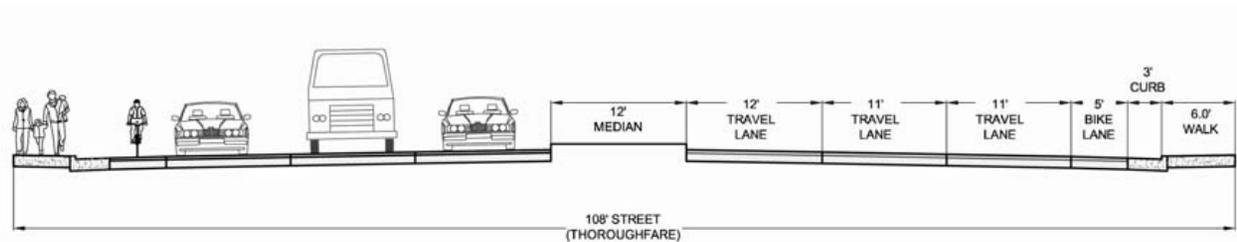
In areas of high pedestrian activity or where design aesthetics require a more varied use of the sidewalk, additional width as well as different paving and streetscape options should be considered if not required (see Table 7-1). Increased right-of-way widths and/or easement requirements should also be considered to accommodate utilities, pedestrian facilities and automobile needs.

| Table 7-1 Sidewalk Widths<br>Land Use – Street Type     | Minimum<br>(ft) | Planting Strip |
|---|-----------------|----------------|
| Central Business District or Pedestrian Activity Center | 8               | variable       |
| Commercial/Industrial                                   | 5               | 2              |
| Residential – Arterials and Collector Streets           | 5               | 3              |
| Residential – Local Streets                             | 5               | 2              |

Additional sidewalk widths may be required to provide adequate pedestrian access and buffer between pedestrians and traffic. These include areas where planting strips cannot be installed such as at transit stops with seating areas or shelters or areas with angles parking where the overhang from parked vehicles renders portions of the sidewalk impassible. Identification and consideration of “shy-distance”, or the distance from objects or obstacles that a pedestrian will avoid walking, in areas with walls along sidewalks, street furniture, amenities, vegetation or other common obstacles to pedestrian movement may require increased sidewalk widths to accommodate accessibility. Other on-street pedestrian facility considerations include mitigation of low and high contact points from signage, trees and other vegetation, business advertising, lighting implements, parking meters and storm drains. Bridge sidewalks should be a minimum of 5.5 feet (NCDOT). However it is recommended bridge sidewalks be 7 feet wide to accommodate the double shy distance effect, one shy distance from traffic and one from the barrier.



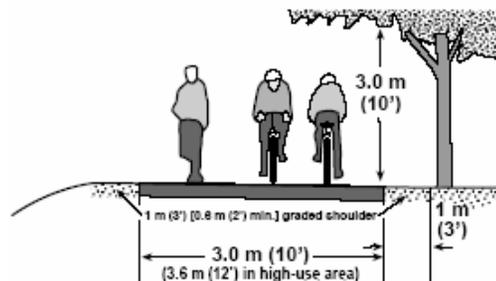
Example of typical street cross section with sidewalks and buffer  
Source: Oregon DOT



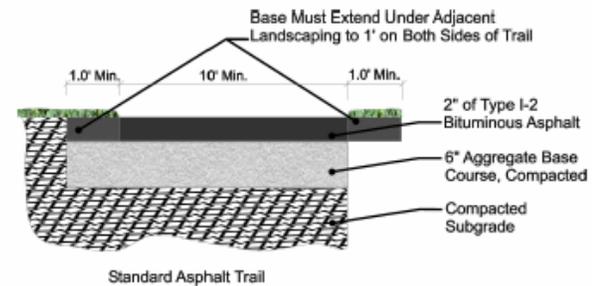
Example typical street cross section with sidewalks but no buffer  
 Source: Oregon DOT

### OFF-ROAD PEDESTRIAN FACILITIES

The City of Wilson took part in the Upper Coastal Plain Open Space Strategy (2004), a planning document that identified several potential off-road pedestrian projects throughout the City. While the City of Wilson does not currently have a comprehensive trails and greenways plan the design standards recommendations that follow are in agreement with guidance provided by NCDOT, USDOT, AASHTO, MUTCD, the National Recreation and Park Association (NRPA) and the American Academy for Park and Recreation Administration.



Examples of typical multi-use paths.  
 (Source: Oregon DOT)



Example of typical multi-use path/trail cross section  
 (Source: NCDOT)

### Types of Off-Road Pedestrian Facilities

**Greenway** - A paved path a minimum of 10 feet wide that can consist of multi-use paths, trails, and/or recreational trails that is not classified as a highway, road or street and permits more than one type of user, such as a trail designated for use by both pedestrian and bicyclist.

Multi-use Path – A multi-use pathway is physically separated from motor vehicle traffic, and can be either within the highway right-of-way or within an independent right-of-way. Multi-use pathways include bicycle paths, rail-trails or other facilities built for bicycle and pedestrian traffic. An alignment with the fewest intersections with roadways should be chosen. Multi-use pathways need continuity with other facilities. A multi-use pathway should not just end, leaving pedestrians stranded with no nearby pedestrian connectivity. Multi-use pathways are generally expensive to build because they are entirely separate facilities from the roadway so it is important to have a well-defined origin and destination would help in the implementation of a proposed multi-use pathway project. Multi-use pathways that are intended for transportation should be as direct as possible or many pedestrians will not choose to use the facility. Multi-use pathways located adjacent to a highway may result in pedestrian/motor vehicle conflicts at driveways and with turning traffic at intersections with roadways. Where significant pedestrian usage is anticipated, additional width should be provided.

Trail – A pathway that is physically separated from motor vehicle traffic and is not classified as a highway, road or street. A trail can be paved or consist of crushed stone with adequate drainage. An alignment with the fewest intersections with roadways should be chosen.

Recreational Trail – An unpaved pathway that can be used for walking, hiking, equestrian use, mountain biking, and other transportation and recreational uses. Recreational trails may have limited accessibility for mobility impaired users and may have more primitive amenities available. Cross slopes should not exceed 10 percent to prevent poor drainage and erosion problems.

#### Off-Road Facility Accessibility & Amenities

Universal off-Road Pedestrian Facilities should be just as accessible as on-road facilities. Many amenities associated with on-road pedestrian facilities are just as necessary for off-road facilities. Rest areas with seating are important especially in areas with an ascent or descent. However, care should be taken to ensure these amenities are not located directly in the path of though travel but rather off to the side on level terrain. Signage and other amenities such as vegetation, water fountains, or other improvements should also be placed to avoid interference with unloading areas and though traffic.

### Special Features

This section provided design guidance on several pedestrian treatments including

- Americans with Disabilities Act (ADA) compliance and accessibility
- Underpasses & Overpasses/bridges for pedestrian facilities
- Traffic Calming designed for pedestrian mobility
- Mid-Block Crossings
- Pedestrian friendly parking areas
- Temporary pedestrian access

### Universal Accessibility Design

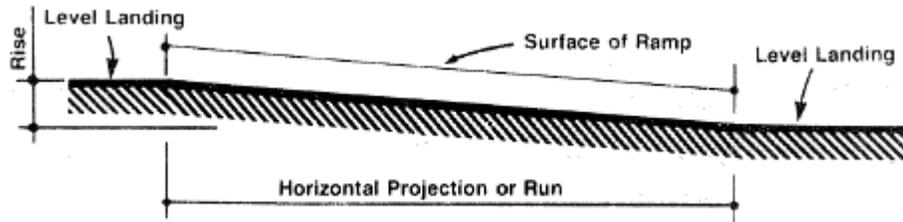
The City of Wilson continues to make every effort to provide a pedestrian system that is fully accessible to all members of the community and to meet the provision of the Americans with Disabilities Act of 1990 as amended. As with many design issues, the devil is in the details when it comes to appropriate designs and treatments, by recognizing appropriate designs and treatments a universal pedestrian network can continue to be developed. While not a comprehensive guide the following is meant to provide guidance on a number of design details that are crucial to providing universal and equal access to the pedestrian network and is borrows heavily from AASHTO, NCDOT, USDOT, and the United States Access Board.

### Driveways and Pedestrian Facilities

The following figures show the preferred (top), the conditionally acceptable (middle), and the unacceptable (bottom) design practices for driveway/pedestrian facility interfaces. Cross-slopes on sidewalks or paths as a result of curb cuts make crossing the driveway difficult for a person using a wheelchair, cane or other personal assistance device. By moving the sidewalk back from the driveway apron with a planning strip or furniture zone safe passage is much easier.

### Curb-cuts and Ramp Design

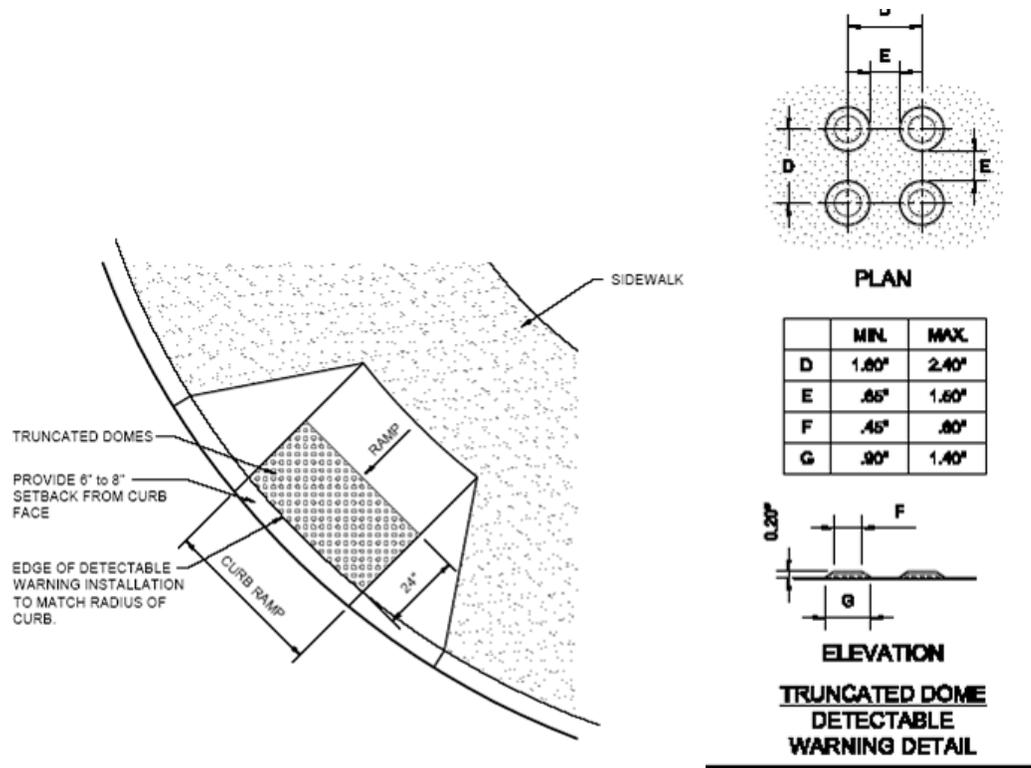
Curb-cuts, especially at intersections or mid-block crossings that feature ramps are required for a pedestrian facility to be considered accessible. Ramps should have a slope that is no greater than 1:12.



| Slope          | Maximum Rise |     | Maximum Horizontal Projection |    |
|----------------|--------------|-----|-------------------------------|----|
|                | in           | mm  | ft                            | m  |
| 1:12 to < 1:16 | 30           | 760 | 30                            | 9  |
| 1:16 to < 1:20 | 30           | 760 | 40                            | 12 |

(Source: US Access Board)

Ramps should include a perceptible warning to the visually impaired such as raised truncated domes with a high color contrast to the background material. As concrete is typically the material used in sidewalk construction and concrete or asphalt is typically used in multi-use path construction, many communities use yellow colored truncated dome pads to meet this need.



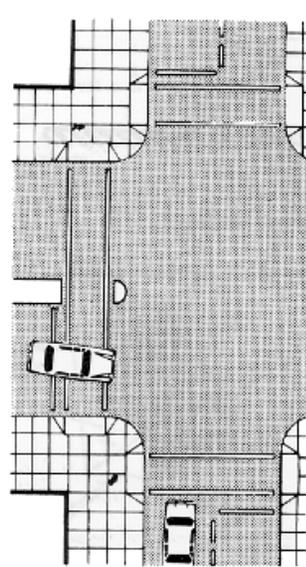
(Source: US Access Board)

The ADA Accessibility Guidelines for Buildings and Facilities (<http://www.access-board.gov/adaag/html/adaag.htm#A4.29.2>) includes tools for identifying curb ramp design as well as information on transportation facility requirements (<http://www.access-board.gov/adaag/html/adaag.htm#tranfac>).

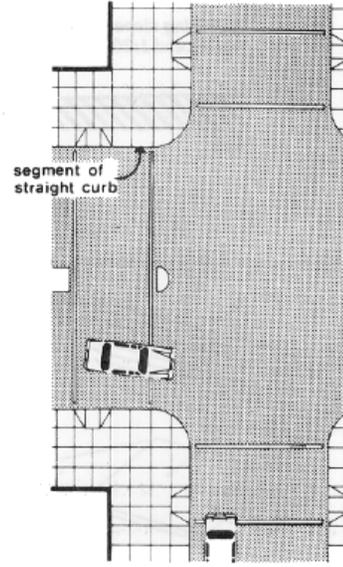
### Curb Ramp Placement

To ensure that a pedestrian can enter the ramp space at an angle perpendicular to the direction of travel curb ramps are to be placed entirely within the area of the marked crosswalk. The standard is to have separate curb ramps on each corner; if a shared or diagonal curb ramp is constructed, then the width and radius should accommodate the user so that entry onto the ramp is

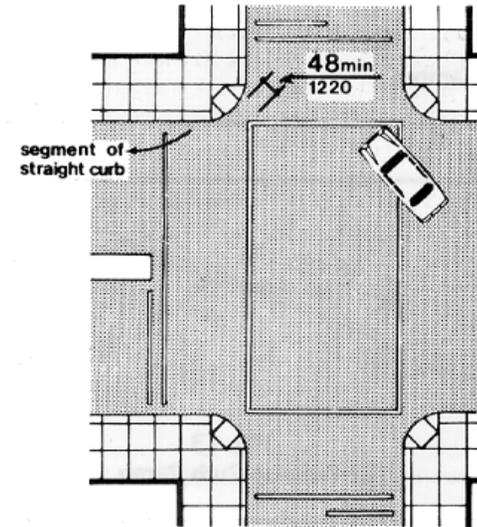
parallel to the direction of travel. The figures below provide examples of the acceptable relationship between crosswalk and curb ramps.



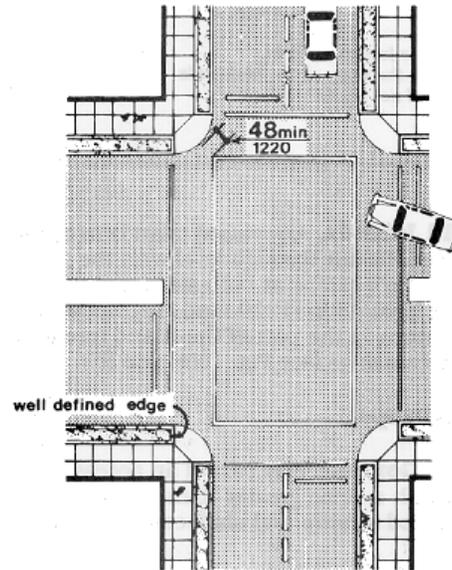
Ramp with marked Crosswalk



Ramp with wide marked crosswalk



Diagonal ramp



Wide diagonal ramp  
(Source: US Access Board)

### Pedestrian Underpasses & Overpasses

In many situations a grade separated pedestrian crossing of the roadway, stream or other impediment is desirable or necessary. Such crossings that provide an uninviting or threatening environment will often discourage use particularly crossings that are exceptionally long, poorly lit or allowed to fall into a state of disrepair. These facilities also provide design opportunities to enhance the natural or built environment. Facilities in more urban locations are excellent opportunities to incorporate public art displays. Those facilities in more natural settings can be designed with “green-design” principles and incorporate or be tied into natural features from the local environment.

In the case of an underpass, care should be given to proximity to floodways and the opening should be flared along with ample lighting to provide clear sight lines through to the other side. Minimum widths are 10 feet for distances of less than 60 feet. Wider widths are recommended for longer underpasses or urban areas. A minimum of 8 feet is required for vertical clearance but 10 feet is recommended to accommodate all path users. AASHTO’s Roadway Lighting Design Guide can provide more detailed guidance for underpass lighting (8).



Multi-Use Underpass



Multi-Use Underpass over Stream  
(Source: *Bikepedimges.org*)

Overpasses or pedestrian bridges also need to be inviting and safe for users. Adequate lighting is needed along the length of the structure. Hand rails are required for ascent/decent ramps and along the length of the span. Below are examples of pedestrian overpasses.



Example of Urban Pedestrian Bridge



Example of enclosed Urban Pedestrian Bridge



Example of stand alone Multi-Use Bridge



Example of Multi-Use Path on Bridge  
(Source: [Bikepdimages.org](http://Bikepdimages.org))

### Traffic Calming for Increased Pedestrian Mobility

## Speed Humps

The City of Wilson has adopted a policy for the deployment and operation of speed humps within the municipality. Speed Humps are rounded raised areas of pavement typically 12 to 14 feet in length often placed in a series (typically spaced 300 to 600 feet apart) sometimes called road humps or undulations. Speed humps are not typically used on major roads, bus routes or primary emergency response routes but rather in residential streets with a mid block placement. Speed humps are not installed on grades in excess of 8 percent. The City of Wilson has adopted a policy for the deployment and operation of speed humps within the municipality:

1. A petition bearing the signatures of at least 75% of the property owners within the affected block is required. Petition forms may be obtained from the City Engineer's Office in the Public Services Department at the Operations Center on Herring Ave. Once signed, the petitions should be returned to the City Engineer's Office.
2. Completed petitions shall be verified by the Engineering Division as to sufficiency.
3. A Homeowners Association or citizen interest group may make a request to the City to conduct a traffic study on a particular street prior to signing a petition. The association or group must be comprised of citizens who live on the requesting street(s). The request must be in writing to the City Engineer.
4. The street must be a local street and be classified as residential in nature. No speed humps will be placed on streets identified as thoroughfares on the City of Wilson Thoroughfare Plan.
5. Speed humps will be considered if the following criteria are met:
  - Street width no greater than 36 feet (face to face)
  - Average daily traffic (ADT) in each direction must exceed 800 vehicles per day
  - 85<sup>th</sup> percentile speed must exceed the posted speed limit by at least three (3) miles per hour
6. The principle running routes for Fire/Emergency Services will be considered when determining if speed humps are warranted for a particular street.

7. The contact person will be notified of the results of the traffic study and whether speed humps are warranted. At this time, a petition may be required.
8. Speed humps shall be installed at locations determined by the City of Wilson Engineering Division to avoid several street features including but not limited to drainage facilities, utilities, driveways, horizontal and vertical curves, and traffic control devices



*Speed Hump (ITE-Reid Ewing)*

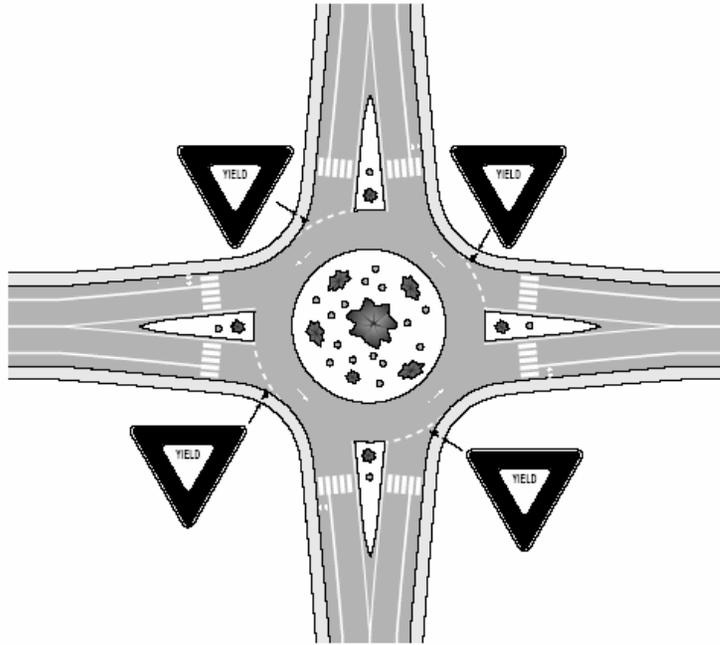
### Roundabouts

Roundabouts, sometimes referred to as circles, are a type of circular intersection that has been successfully implemented in Europe and Australia over the past few decades. Despite the tens of thousands of roundabouts in operation around the world, there are only a few hundred in the United States. Until recently, roundabouts have been slow to gain support in this country but have begun to grow in popularity and use. The lack of acceptance can generally be attributed to the negative experience with traffic circles or rotaries built in the earlier half of the twentieth century. Severe safety and operational problems caused these traffic circles to fall out of favor by the 1950's. However, substantial progress has been achieved in the subsequent design of circular intersections, and a modern roundabout should not be confused with the traffic circles of the past. The modern roundabout follows the "yield-at-entry" rule in which approaching vehicles must wait for a gap in the circulating flow before entering the circle. Modern roundabouts

involve low speeds for entering and circulating traffic, as governed by small diameters and deflected (curved) entrances. In contrast, traffic circles emphasize high-speed merging and weaving, made possible by larger diameters and tangential (straight) entrances. Adequate deflection of the vehicle entering a roundabout is the most important factor influencing their safe operation. Roundabouts should be designed so that the speed of all vehicles is restricted to 30 mph (50 km/h) or less within the roundabout. This is done via adjustment of entrance alignment geometry, installation of a center island and splitter islands, and exit alignment adjustments to ensure that "through" vehicle paths are significantly deflected.

In giving priority to entering vehicles, a traffic circle tends to lock up at higher volumes. The operation of a traffic circle is further compromised by the high speed environment in which large gaps are required for proper merging. These deficiencies have been essentially eliminated with the modern roundabout designs. The number of roundabouts constructed in the U.S. is relatively small. Those that are currently in operation have been reported to be performing favorably, when compared with conventional controlled intersections (i.e., stop signs or signals), in terms of improved safety, shorter delays, increased capacity, and improved aesthetics. Early results generally indicate that roundabouts have resulted in an overall reduction in the number and severity of accidents, despite the initial concern that lack of familiarity with this type of intersection would lead to driver confusion. Roundabouts are also operated and maintained at a reduced cost when compared to traditional signalized intersections.

Roundabouts offer several advantages to pedestrians including; the reduced cost frees up funding for other purposes, including pedestrian facilities; the reduced need for travel lanes allows use of the right-of-way for other purposes, including pedestrian facilities; traffic flows at a more even pace, making it easier for pedestrians to judge crossing movements; pedestrians have to cross only one or two lanes of travel at a time, in clearly marked crosswalks; bicyclists negotiate intersections at speeds; and mid-block crossing opportunities may be improved if the number of travel lanes can be reduced. However, pedestrians are still responsible for judging crossing opportunities as typically no signal protection is afforded to the pedestrian.



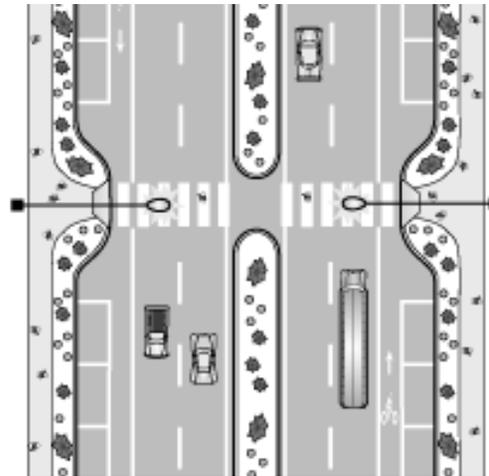
*Modern Roundabout (Oregon DOT)*

Example of Modern Roundabout with pedestrian crossing points and deflection/refuge islands

### Mid-Block Crossings

Many pedestrians choose to cross streets at the most convenient location for them to do so without regard to the safest location for crossing. Many of these crossings happen at places other than street corners. These mid-block crossings pose a special challenge for state and local transportation departments requiring alternative crossing opportunities and treatments in many instances. Other departments of transportation include the State of Oregon Department of Transportation, the City of Portland Department of Transportation and Charlotte Department of Transportation have conducted research and created guidance in this area. This research and guidance builds upon work conducted by Charles Zegeer and FHWA. This research has overwhelmingly noted that a basic marked crosswalk is often insufficient to provide good communication to motorists and thus protection for pedestrians. This is especially applicable on roads that exceed 12,000 vehicles per day (vpd), in poor lighting conditions, during adverse weather, multi-lane crossings, during higher commute times and situations with shorter sight distances. On roadway crossings with exceptionally long distances to cross, a pedestrian refuge

area is recommended and bulb-outs are recommended to reduce the amount of time pedestrians are in the roadway and at their most vulnerable to a collision with a vehicle. All mid-block crossing treatments will require analysis of the specific conditions by the City of Wilson Development Services, Division of Engineering and Division of Streets.



(Source: Oregon DOT)

Example of Mid-block Crossing with Bulb-Outs and median Refuge Zone

The Charlotte DOT has developed recommended treatments (Table 7-2) including estimated costs and operating factors.

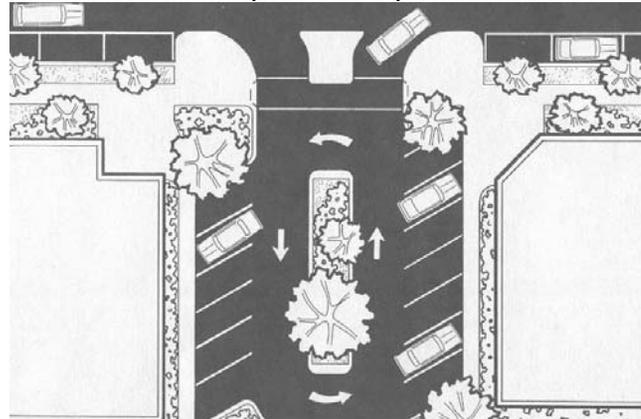
| Pedestrian Mid-block Crossing        |                |                  |                  |
|--------------------------------------|----------------|------------------|------------------|
| Treatment                            | AADT           | Operating Speed  | Approx. Cost     |
| <b>Signs</b>                         | 5,000 – 35,000 | Less than 45 mph | \$250 - 350      |
| <b>High-Visibility Markings</b>      | 5,000 – 12,000 | Less than 35 mph | \$500 – 1,500    |
| <b>Colored and Textured Markings</b> | 5,000 – 12,000 | Less than 35 mph | \$5,000+         |
| <b>Curb Extensions</b>               | 5,000 – 12,000 | Less than 35 mph | \$5,000 – 25,000 |
| <b>Raised Crosswalks</b>             | 5,000 – 15,000 | Less than 30 mph | \$2,000 – 15,000 |

|  |                 |                  |                   |
|--|-----------------|------------------|-------------------|
| <b>Refuge Island</b>   | 12,000 – 30,000 | Less than 40 mph | \$10,000 – 40,000 |
| <b>Median</b>  | 15,000 – 35,000 | 35 - 45 mph      | Varies greatly    |
| <b>In-Pavement Illumination</b>  | 5,000 – 15,000  | Less than 35 mph | \$40,000          |
| <b>Pedestrian-Only Signal*</b>   | 15,000 – 35,000 | 35 – 45 mph      | \$40,000 – 75,000 |
| <b>HAWK Signal*</b>  | 15,000 – 35,000 | 35 – 45 mph      | \$35,000 – 60,000 |
| *Note: MUTCD recommends pedestrian volumes of at least 400 for a four-hour period. |                 |                  |                   |

(Source: Charlotte DOT, 2005)

### Pedestrian Friendly Parking Areas

Everyone is pedestrian at some point during their journey. Parking lots are common areas overlooked for pedestrian friendliness. The main entrance of a parking lot is where the primary throughway for vehicles in a parking lot often coincides with where most pedestrians are moving. This is the most common pedestrian unfriendly design issue in parking lot design. Poor pedestrian markings such as crosswalks, inadequate transition areas, and bad sight lines are also design issues that need to be addressed from the pedestrian point of view.



Example parking areas that separate pedestrians and vehicles while still providing  
(Source: Oregon DOT)

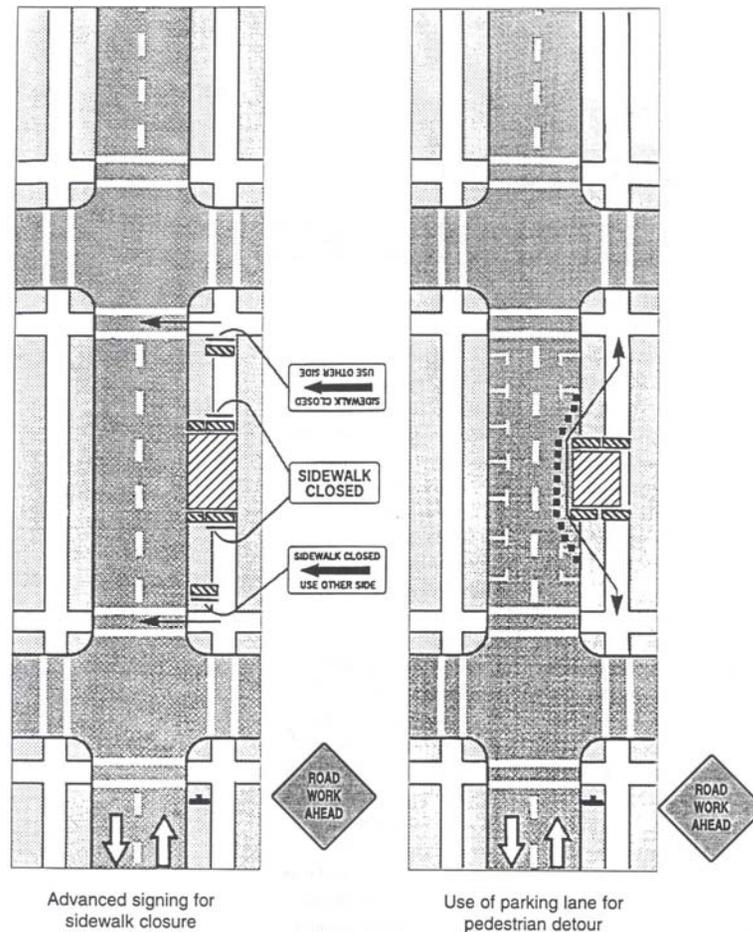
### Temporary Pedestrian Access & Work Zone Safety

The process of improving the transportation system to meet the needs of the community is an evolutionary process. Many times in order to accommodate future improvements, current facilities

must be temporarily closed. When this happens the organization that is responsible for the construction is also accountable for providing adequate temporary access around or through the construction site. This includes signage that informs the traveling public of the temporary closure and gives advance warning. Unless a man-made or natural emergency has created an extreme situation, NCDOT (through the Planning and Designing Local Pedestrian Facilities draft document), the Americans with Disabilities Act, and the Manual on Uniform Traffic Control Devices (MUTCD). Considerations for pedestrian safety in work zones include:

- Safe and convenient travel path through or around the work zone that duplicates the most desirable characteristics of the pedestrian facilities.
- Pedestrian separation from conflicts with the work site, construction equipment and work zone operations
- Pedestrian separation from conflicts with vehicle traffic

In fixed work site areas that will require longer construction periods additional safety precautions may be needed including protective barriers or covered walkways that include adequate signage, lighting, and railing especially in situations where excessive slopes are present.



Advanced signing for sidewalk closure

Use of parking lane for pedestrian detour

Example pedestrian accommodation in a work zone  
(Source: NCDOT)

### References

- 1 NCDOT, "Planning and Designing Local Pedestrian Facilities." North Carolina Department of Transportation Office of Bicycle and Pedestrian Transportation, February, 1997.
- 2 AASHTO, "Guide for the Planning, Design, and Operation of Pedestrian Facilities." American Association of State Highway and Transportation Officials, July, 2004.
- 3 Oregon Department of Transportation Engineering Services ([http://www.oregon.gov/ODOT/HWY/ENGSERVICES/standard\\_details.shtml](http://www.oregon.gov/ODOT/HWY/ENGSERVICES/standard_details.shtml)), accessed May 9, 2006; Oregon

Department of Transportation Bicycle & Pedestrian Program

(<http://www.oregon.gov/ODOT/HWY/BIKEPED/index.shtml>), accessed April 18, 2006.

<sup>4</sup> FHWA, "Pedestrian Facilities Users Guide-Providing Safety and Mobility." Federal Highway Administration, USDOT, Publication No. FHWA-RD-01-102, March, 2002.

<sup>5</sup> City of Wilson & Wilson County Master Parks & Recreation Plan, 1993.

<sup>6</sup> Charles Zegeer, et al, "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines." (FHWA-RD-01-075) Federal Highway Administration, February, 2002.

<sup>7</sup> Vanguard Company, accessed May 4, 2006 (<http://www.vanguardonline.com/>)

<sup>8</sup> United States Access Board, ADA Accessibility Guidelines Homepage, accessed June 8, 2006. (<http://www.access-board.gov/adaag/html/adaag.htm#A4.29.2>)

<sup>9</sup> AASHTO, "Roadway Lighting Design Guide." American Association of State Highway Officials, 2005.

<sup>10</sup> Victoria Transportation Policy Institute, "TDM Encyclopedia" Figure 1 Traffic Calming Strategies and Devices, and The Louis Berger Group, Inc. (<http://www.vtppi.org/tdm/tdm4.htm>)

<sup>11</sup> Walkable Communities, Inc. (<http://www.walkable.org/index.htm>). Note: This is the source of various photographic examples depicting applications of design examples, traffic calming treatments, and ITS.

<sup>12</sup> ITE/FHWA, Traffic Calming: State of the Practice, August, 1999. Page 67. ([www.ite.org/traffic/tcstate.htm#tcsop](http://www.ite.org/traffic/tcstate.htm#tcsop))

<sup>13</sup> *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2003 Edition. Federal Highway Administration, 2003. Sections 6B-1, 6D, and Figures 6H-28 and 6H-29.

<sup>14</sup> *Planning and Designing Local Pedestrian Facilities*, North Carolina Department of Transportation Office of Bicycle and Pedestrian Transportation. February, 1997, Chapter 10.

<sup>15</sup> Americans with Disabilities Act, US Code 28 CFR Part 36: ADA Standards for Accessible Design. Page 496 ([www.usdoj.gov/crt/ada/adastd94.pdf](http://www.usdoj.gov/crt/ada/adastd94.pdf)).

<sup>16</sup> New York State Department of Transportation Roundabout Guide (<http://www.dot.state.ny.us/roundabouts/guide.html>), accessed June 20, 2006.

## **APPENDIX B: TOP PRIORITY & FUTURE FOCUS PEDESTRIAN CORRIDOR LIST**

## TOP PRIORITY & FUTURE FOCUS PEDESTRIAN CORRIDOR LIST

This appendix contains the Top Priority & Future Focus pedestrian corridors as discussed in Section 5 of this Plan. Three summary sheets precede the detailed listing of priority corridors and include:

- Top Priority Pedestrian Corridor Summary
- Future Focus Pedestrian Corridor Summary
- Top Priority & Future Focus Pedestrian Corridors with Existing Pedestrian Facilities

The detailed listing of priority corridors are sorted by type, street and address range. This information will assist City planning and engineering staff in future project level planning and construction. Estimated costs have also been determined based on the most currently available cost estimates of \$30 per square yard and the average thickness of a concrete sidewalk segment of four inches. These cost estimates were provided by the North Carolina Department of Transportation, Division of Highways. Individual corridor segments were then grouped by street corridor and the data were summarized. While these cost estimates have remained relatively stable in relation to material costs and inflation, it should be noted that these cost estimates are based on 2006 dollars and are subject to change in the future. It is recommended that updated cost estimates be obtained prior to any project letting or project level budgeting process begins.

## Appendix B: Top Priority Corridor Prioritization List Summary

| <b>STREET</b>                        | <b>ESTIMATED AREA (SQ YDS)</b> | <b>ESTIMATED COST (SQ YDS) (2006 \$'s)</b> |
|--------------------------------------|--------------------------------|--|
| <b>AIRPORT BLV Total</b>             | 6,603                          | \$198,080                                  |
| <b>DOWNING ST Total</b>              | 3,364                          | \$100,914                                  |
| <b>ELIZABETH RD Total</b>            | 932                            | \$27,956                                   |
| <b>FOREST HILLS RD Total</b>         | 11,297                         | \$338,906                                  |
| <b>GLENDALE DR Total</b>             | 5,048                          | \$151,439                                  |
| <b>GOLDSBORO ST Total</b>            | 1,763                          | \$52,877                                   |
| <b>HERRING AVE Total</b>             | 779                            | \$23,374                                   |
| <b>HINES ST Total</b>                | 2,717                          | \$81,511                                   |
| <b>LAKE WILSON RD Total</b>          | 4,747                          | \$142,409                                  |
| <b>LAKESIDE DR Total</b>             | 3,170                          | \$95,092                                   |
| <b>LIPSCOMB RD Total</b>             | 1,326                          | \$39,790                                   |
| <b>LONDON CHURCH RD Total</b>        | 1,664                          | \$49,920                                   |
| <b>MARTIN LUTHER KING BLVD Total</b> | 1,173                          | \$35,187                                   |
| <b>NASH ST Total</b>                 | 7,251                          | \$217,527                                  |
| <b>NC 42 Total</b>                   | 3,407                          | \$102,205                                  |
| <b>NC 58 Total</b>                   | 932                            | \$27,962                                   |
| <b>RALEIGH RD Total</b>              | 8,034                          | \$241,018                                  |
| <b>TARBORO ST Total</b>              | 4,274                          | \$128,211                                  |
| <b>TILGHMAN RD Total</b>             | 8,016                          | \$240,494                                  |
| <b>US 264 Total</b>                  | 290                            | \$8,704                                    |
| <b>US 301 Total</b>                  | 2,358                          | \$70,736                                   |
| <b>W.NASH ST Total</b>               | 48                             | \$1,446                                    |
| <b>WARD BLV Total</b>                | 23,642                         | \$709,249                                  |
| <b>WESTWOOD AVE Total</b>            | 3,950                          | \$118,491                                  |
| <b>WILCO BLV Total</b>               | 280                            | \$8,398                                    |
| <b>Grand Total</b>                   | <b>107,063</b>                 | <b>\$3,211,895</b>                         |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Future Focus Corridor Prioritization List Summary

| STREET                         | ESTIMATED AREA (SQ YDS) | ESTIMATED COST (SQ YDS) (2006 \$'s) |
|--------------------------------|-------------------------|-------------------------------------|
| AIRPORT BLV Total              | 3,366                   | \$100,969                           |
| BLACK CREEK RD Total           | 3,425                   | \$102,752                           |
| BLOOMERY RD Total              | 2,320                   | \$69,608                            |
| CHARLESTON ST Total            | 5,518                   | \$165,550                           |
| CORBETT AVE Total              | 3,338                   | \$100,132                           |
| DOWNING ST Total               | 2,726                   | \$81,768                            |
| ERNEST RD Total                | 5,012                   | \$150,365                           |
| FOREST HILLS RD Total          | 3,122                   | \$93,655                            |
| FOREST HILLS RD EXT Total      | 318                     | \$9,552                             |
| FUTURE FACILITY Total          | 1,489                   | \$44,668                            |
| HERRING AVE Total              | 482                     | \$14,457                            |
| LAKE WILSON RD Total           | 1,931                   | \$57,928                            |
| LAMM RD Total                  | 10,871                  | \$326,133                           |
| LONDON CHURCH RD Total         | 20,637                  | \$619,120                           |
| MARTIN LUTHER KING BLVD Total  | 479                     | \$14,376                            |
| MERCK RD Total                 | 6,641                   | \$199,217                           |
| NC 42 Total                    | 9,738                   | \$292,140                           |
| NC 58 Total                    | 10,907                  | \$327,219                           |
| NOVOPHARM BLVD Total           | 2,821                   | \$84,639                            |
| OLD RALEIGH RD Total           | 6,800                   | \$204,002                           |
| OLD STANTONSBURG RD Total      | 3,014                   | \$90,430                            |
| PACKHOUSE RD Total             | 7,812                   | \$234,345                           |
| RIDGEN RD Total                | 4,363                   | \$130,882                           |
| STANTONSBURG RD Total          | 963                     | \$28,893                            |
| US 264 Total                   | 8,357                   | \$250,704                           |
| US 301 Total                   | 7,969                   | \$239,075                           |
| WILCO BLV Total                | 4,646                   | \$139,380                           |
| WILLIAM CHAPEL CHURCH RD Total | 2,294                   | \$68,813                            |
| WILSON CHRISTAIN RD Total      | 2,533                   | \$76,003                            |
| <b>Grand Total</b>             | <b>143,893</b>          | <b>\$4,316,775</b>                  |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Existing Facilities Located in Top Priority Future Focus Corridors

| <b>CORRIDOR TYPE</b>  | <b>STREET</b>   | <b>ESTIMATED LENGTH (FT)</b> | <b>ESTIMATED AREA (SQ YDS)</b> | <b>FROMLEFT</b> | <b>TOLEFT</b> | <b>FROMRIGHT</b> | <b>TORIGHT</b> |
|-----------------------|-----------------|------------------------------|--------------------------------|-----------------|---------------|------------------|----------------|
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD  | 853.60                       | 474                            | 1501            | 1531          | 1500             | 1532           |
| ESTIMATED TOTAL       |                 | 853.60                       | 474.22                         | -               | -             | -                | -              |
|                       |                 |                              |                                |                 |               |                  |                |
| <b>CORRIDOR TYPE</b>  | <b>STREET</b>   | <b>ESTIMATED LENGTH (FT)</b> | <b>ESTIMATED AREA (SQ YDS)</b> | <b>FROMLEFT</b> | <b>TOLEFT</b> | <b>FROMRIGHT</b> | <b>TORIGHT</b> |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 390.38                       | 217                            | 1101            | 1109          | 1100             | 1108           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 286.66                       | 159                            | 1201            | 1207          | 1200             | 1208           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 292.64                       | 163                            | 1301            | 1309          | 1300             | 1308           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 346.74                       | 193                            | 1501            | 1509          | 1500             | 1508           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 293.09                       | 163                            | 1601            | 1607          | 1600             | 1608           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 39.78                        | 22                             | 1609            | 1609          | 1610             | 1610           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 612.15                       | 340                            | 1713            | 1713          | 1712             | 1712           |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 354.80                       | 197                            | 1809            | 1809          | 1808             | 1810           |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 268.71                       | 149                            | 801             | 801           | 800              | 800            |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 338.67                       | 188                            | 1001            | 1001          | 1000             | 1000           |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 279.86                       | 155                            | 1101            | 1109          | 1100             | 1110           |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 1390.15                      | 772                            | 1301            | 1315          | 1300             | 1316           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 98.10                        | 55                             | 0               | 0             | 0                | 0              |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 144.57                       | 80                             | 0               | 0             | 0                | 0              |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 495.13                       | 275                            | 101             | 119           | 100              | 120            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 496.16                       | 276                            | 105             | 137           | 106              | 136            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 488.63                       | 271                            | 201             | 231           | 200              | 232            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 484.36                       | 269                            | 203             | 209           | 202              | 208            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 161.22                       | 90                             | 233             | 233           | 234              | 234            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 481.38                       | 267                            | 301             | 309           | 300              | 310            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 435.35                       | 242                            | 321             | 321           | 320              | 320            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 536.02                       | 298                            | 401             | 419           | 400              | 418            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 199.93                       | 111                            | 401             | 409           | 400              | 408            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 320.91                       | 178                            | 501             | 509           | 500              | 510            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 329.84                       | 183                            | 601             | 611           | 600              | 610            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 372.26                       | 207                            | 701             | 713           | 700              | 712            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 915.09                       | 508                            | 715             | 739           | 714              | 740            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 319.06                       | 177                            | 801             | 839           | 800              | 838            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 418.75                       | 233                            | 901             | 911           | 900              | 912            |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 545.44                       | 303                            | 1001            | 1013          | 1000             | 1012           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 131.22                       | 73                             | 1015            | 1015          | 1014             | 1016           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 303.87                       | 169                            | 1101            | 1113          | 1100             | 1114           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 253.75                       | 141                            | 1201            | 1203          | 1200             | 1202           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 56.21                        | 31                             | 1201            | 1203          | 1200             | 1202           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 341.65                       | 190                            | 1301            | 1309          | 1300             | 1312           |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 134.44                       | 75                             | 1509            | 1511          | 1510             | 1510           |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Existing Facilities Located in Top Priority Future Focus Corridors

|                       |                  |         |     |      |      |      |      |
|-----------------------|------------------|---------|-----|------|------|------|------|
| TOP PRIORITY CORRIDOR | GOLDSBORO ST     | 188.37  | 105 | 1615 | 1615 | 1616 | 1616 |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 832.79  | 463 | 301  | 321  | 300  | 320  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 350.16  | 195 | 401  | 413  | 400  | 414  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 385.87  | 214 | 501  | 513  | 500  | 514  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 367.77  | 204 | 601  | 607  | 600  | 606  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 510.19  | 283 | 701  | 717  | 700  | 716  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 353.35  | 196 | 801  | 811  | 800  | 810  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 36.10   | 20  | 901  | 905  | 900  | 906  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 492.61  | 274 | 901  | 905  | 900  | 906  |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 352.11  | 196 | 1001 | 1009 | 1000 | 1010 |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 350.88  | 195 | 1101 | 1109 | 1100 | 1108 |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 340.00  | 189 | 1201 | 1209 | 1200 | 1208 |
| TOP PRIORITY CORRIDOR | HERRING AVE      | 263.66  | 146 | 1301 | 1305 | 1300 | 1306 |
| TOP PRIORITY CORRIDOR | HINES ST         | 605.86  | 337 | 101  | 115  | 100  | 116  |
| TOP PRIORITY CORRIDOR | HINES ST         | 481.99  | 268 | 201  | 213  | 200  | 214  |
| TOP PRIORITY CORRIDOR | HINES ST         | 458.90  | 255 | 301  | 319  | 300  | 318  |
| TOP PRIORITY CORRIDOR | HINES ST         | 444.54  | 247 | 401  | 411  | 400  | 410  |
| TOP PRIORITY CORRIDOR | HINES ST         | 1629.12 | 905 | 501  | 505  | 500  | 504  |
| TOP PRIORITY CORRIDOR | HINES ST         | 300.49  | 167 | 501  | 505  | 500  | 504  |
| TOP PRIORITY CORRIDOR | HINES ST         | 690.08  | 383 | 601  | 663  | 600  | 662  |
| TOP PRIORITY CORRIDOR | HINES ST         | 480.32  | 267 | 601  | 609  | 600  | 608  |
| TOP PRIORITY CORRIDOR | HINES ST         | 446.98  | 248 | 701  | 715  | 700  | 716  |
| TOP PRIORITY CORRIDOR | HINES ST         | 362.25  | 201 | 717  | 719  | 718  | 720  |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 1532.83 | 852 | 1713 | 1721 | 1712 | 1722 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 456.36  | 254 | 1801 | 1807 | 1800 | 1806 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 506.06  | 281 | 1809 | 1819 | 1808 | 1818 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 52.75   | 29  | 1901 | 1907 | 1900 | 1906 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 353.62  | 196 | 1901 | 1907 | 1900 | 1906 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 291.89  | 162 | 2001 | 2037 | 2000 | 2038 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 56.66   | 31  | 2001 | 2037 | 2000 | 2038 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 354.85  | 197 | 2101 | 2101 | 2100 | 2100 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD      | 309.39  | 172 | 2201 | 2221 | 2200 | 2200 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 314.34  | 175 | 1501 | 1511 | 1500 | 1510 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 641.15  | 356 | 1601 | 1625 | 1600 | 1624 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 1118.46 | 621 | 1701 | 1747 | 1700 | 1746 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 589.94  | 328 | 1801 | 1805 | 1800 | 1804 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 146.12  | 81  | 1901 | 1905 | 1900 | 1904 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 383.85  | 213 | 1905 | 1915 | 1904 | 1916 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 712.78  | 396 | 2001 | 2037 | 2000 | 2038 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KI | 543.28  | 302 | 2101 | 2111 | 2100 | 2112 |
| TOP PRIORITY CORRIDOR | NASH ST          | 376.97  | 209 | 101  | 123  | 100  | 124  |
| TOP PRIORITY CORRIDOR | NASH ST          | 413.23  | 230 | 101  | 123  | 100  | 126  |

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## Appendix B: Existing Facilities Located in Top Priority Future Focus Corridors

|                       |         |        |     |      |      |      |      |
|-----------------------|---------|--------|-----|------|------|------|------|
| TOP PRIORITY CORRIDOR | NASH ST | 404.46 | 225 | 201  | 231  | 200  | 230  |
| TOP PRIORITY CORRIDOR | NASH ST | 782.17 | 435 | 201  | 249  | 200  | 248  |
| TOP PRIORITY CORRIDOR | NASH ST | 463.63 | 258 | 301  | 333  | 300  | 332  |
| TOP PRIORITY CORRIDOR | NASH ST | 353.84 | 197 | 301  | 309  | 300  | 308  |
| TOP PRIORITY CORRIDOR | NASH ST | 78.83  | 44  | 311  | 311  | 310  | 310  |
| TOP PRIORITY CORRIDOR | NASH ST | 280.93 | 156 | 313  | 313  | 312  | 314  |
| TOP PRIORITY CORRIDOR | NASH ST | 139.51 | 78  | 315  | 315  | 316  | 316  |
| TOP PRIORITY CORRIDOR | NASH ST | 38.55  | 21  | 329  | 329  | 330  | 330  |
| TOP PRIORITY CORRIDOR | NASH ST | 107.44 | 60  | 401  | 405  | 400  | 406  |
| TOP PRIORITY CORRIDOR | NASH ST | 317.74 | 177 | 401  | 421  | 400  | 420  |
| TOP PRIORITY CORRIDOR | NASH ST | 322.38 | 179 | 407  | 423  | 408  | 422  |
| TOP PRIORITY CORRIDOR | NASH ST | 891.66 | 495 | 501  | 575  | 500  | 574  |
| TOP PRIORITY CORRIDOR | NASH ST | 293.70 | 163 | 501  | 509  | 500  | 508  |
| TOP PRIORITY CORRIDOR | NASH ST | 345.41 | 192 | 601  | 621  | 600  | 622  |
| TOP PRIORITY CORRIDOR | NASH ST | 208.84 | 116 | 601  | 601  | 600  | 600  |
| TOP PRIORITY CORRIDOR | NASH ST | 426.69 | 237 | 603  | 609  | 602  | 610  |
| TOP PRIORITY CORRIDOR | NASH ST | 374.82 | 208 | 701  | 703  | 700  | 702  |
| TOP PRIORITY CORRIDOR | NASH ST | 248.18 | 138 | 703  | 707  | 702  | 706  |
| TOP PRIORITY CORRIDOR | NASH ST | 336.04 | 187 | 801  | 809  | 800  | 810  |
| TOP PRIORITY CORRIDOR | NASH ST | 475.96 | 264 | 801  | 805  | 800  | 806  |
| TOP PRIORITY CORRIDOR | NASH ST | 434.89 | 242 | 901  | 915  | 900  | 916  |
| TOP PRIORITY CORRIDOR | NASH ST | 394.57 | 219 | 901  | 909  | 900  | 908  |
| TOP PRIORITY CORRIDOR | NASH ST | 217.81 | 121 | 1001 | 1013 | 1000 | 1012 |
| TOP PRIORITY CORRIDOR | NASH ST | 376.11 | 209 | 1001 | 1009 | 1000 | 1010 |
| TOP PRIORITY CORRIDOR | NASH ST | 178.57 | 99  | 1101 | 1107 | 1100 | 1108 |
| TOP PRIORITY CORRIDOR | NASH ST | 460.56 | 256 | 1101 | 1111 | 1100 | 1112 |
| TOP PRIORITY CORRIDOR | NASH ST | 73.44  | 41  | 1109 | 1109 | 1110 | 1110 |
| TOP PRIORITY CORRIDOR | NASH ST | 258.70 | 144 | 1111 | 1121 | 1112 | 1122 |
| TOP PRIORITY CORRIDOR | NASH ST | 23.33  | 13  | 1111 | 1121 | 1112 | 1122 |
| TOP PRIORITY CORRIDOR | NASH ST | 519.24 | 288 | 1113 | 1135 | 1114 | 1136 |
| TOP PRIORITY CORRIDOR | NASH ST | 358.78 | 199 | 1201 | 1213 | 1200 | 1212 |
| TOP PRIORITY CORRIDOR | NASH ST | 393.04 | 218 | 1203 | 1213 | 1204 | 1212 |
| TOP PRIORITY CORRIDOR | NASH ST | 390.52 | 217 | 1301 | 1311 | 1300 | 1310 |
| TOP PRIORITY CORRIDOR | NASH ST | 431.46 | 240 | 1401 | 1415 | 1400 | 1414 |
| TOP PRIORITY CORRIDOR | NASH ST | 239.17 | 133 | 1501 | 1505 | 1500 | 1506 |
| TOP PRIORITY CORRIDOR | NASH ST | 101.24 | 56  | 1507 | 1509 | 1508 | 1508 |
| TOP PRIORITY CORRIDOR | NASH ST | 719.45 | 400 | 1511 | 1527 | 1510 | 1528 |
| TOP PRIORITY CORRIDOR | NASH ST | 282.26 | 157 | 3003 | 3009 | 3002 | 3010 |
| TOP PRIORITY CORRIDOR | NASH ST | 264.98 | 147 | 3101 | 3107 | 3100 | 3108 |
| TOP PRIORITY CORRIDOR | NASH ST | 343.20 | 191 | 3201 | 3205 | 3200 | 3206 |
| TOP PRIORITY CORRIDOR | NASH ST | 355.45 | 197 | 3301 | 3305 | 3300 | 3306 |
| TOP PRIORITY CORRIDOR | NASH ST | 119.61 | 66  | 3701 | 3705 | 3700 | 3704 |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Existing Facilities Located in Top Priority Future Focus Corridors

|                       |             |         |     |      |      |      |      |
|-----------------------|-------------|---------|-----|------|------|------|------|
| TOP PRIORITY CORRIDOR | NASH ST     | 213.14  | 118 | 3701 | 3707 | 3700 | 3706 |
| TOP PRIORITY CORRIDOR | NASH ST     | 194.05  | 108 | 3707 | 3711 | 3706 | 3710 |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 366.51  | 204 | 101  | 111  | 100  | 110  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 463.54  | 258 | 113  | 115  | 112  | 116  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 493.61  | 274 | 201  | 209  | 200  | 210  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 218.30  | 121 | 201  | 201  | 200  | 202  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 128.13  | 71  | 203  | 205  | 204  | 206  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 313.25  | 174 | 211  | 217  | 212  | 216  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 434.78  | 242 | 301  | 311  | 300  | 310  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 631.06  | 351 | 301  | 311  | 300  | 310  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 204.52  | 114 | 401  | 409  | 400  | 410  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 484.07  | 269 | 411  | 417  | 412  | 416  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 169.66  | 94  | 513  | 517  | 512  | 516  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 869.47  | 483 | 603  | 617  | 604  | 616  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 499.96  | 278 | 701  | 711  | 700  | 710  |
| TOP PRIORITY CORRIDOR | RALEIGH RD  | 671.53  | 373 | 801  | 813  | 800  | 812  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 1361.70 | 757 | 0    | 0    | 0    | 0    |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 492.08  | 273 | 101  | 135  | 100  | 136  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 490.98  | 273 | 101  | 127  | 102  | 126  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 654.67  | 364 | 201  | 237  | 200  | 238  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 491.17  | 273 | 205  | 209  | 204  | 210  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 415.19  | 231 | 301  | 315  | 300  | 316  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 484.74  | 269 | 303  | 315  | 302  | 314  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 193.94  | 108 | 317  | 319  | 318  | 320  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 15.24   | 8   | 321  | 321  | 322  | 322  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 240.68  | 134 | 323  | 325  | 324  | 326  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 331.89  | 184 | 401  | 407  | 400  | 408  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 428.55  | 238 | 701  | 713  | 700  | 712  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 580.41  | 322 | 715  | 725  | 714  | 726  |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 667.14  | 371 | 1211 | 1227 | 1212 | 1228 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 84.46   | 47  | 1101 | 1109 | 1100 | 1108 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 252.01  | 140 | 1111 | 1121 | 1112 | 1120 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 539.17  | 300 | 1201 | 1235 | 1200 | 1234 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 99.93   | 56  | 1709 | 1709 | 1708 | 1710 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 205.40  | 114 | 1801 | 1801 | 1800 | 1800 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 644.03  | 358 | 1901 | 1901 | 1900 | 1900 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 1293.30 | 719 | 401  | 499  | 400  | 498  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 194.68  | 108 | 501  | 511  | 500  | 506  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 181.27  | 101 | 513  | 533  | 508  | 526  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 354.80  | 197 | 535  | 555  | 528  | 550  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 304.75  | 169 | 557  | 581  | 552  | 576  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 218.55  | 121 | 583  | 591  | 578  | 590  |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Existing Facilities Located in Top Priority Future Focus Corridors

|                       |          |        |       |      |      |      |      |
|-----------------------|----------|--------|-------|------|------|------|------|
| TOP PRIORITY CORRIDOR | WARD BLV | 448.95 | 249   | 601  | 629  | 600  | 632  |
| TOP PRIORITY CORRIDOR | WARD BLV | 558.65 | 310   | 701  | 747  | 700  | 738  |
| TOP PRIORITY CORRIDOR | WARD BLV | 351.41 | 195   | 801  | 823  | 800  | 820  |
| TOP PRIORITY CORRIDOR | WARD BLV | 349.45 | 194   | 901  | 929  | 900  | 922  |
| TOP PRIORITY CORRIDOR | WARD BLV | 352.99 | 196   | 1001 | 1021 | 1000 | 1022 |
| TOP PRIORITY CORRIDOR | WARD BLV | 329.65 | 183   | 1101 | 1123 | 1100 | 1120 |
| TOP PRIORITY CORRIDOR | WARD BLV | 526.52 | 293   | 1301 | 1333 | 1300 | 1334 |
| TOP PRIORITY CORRIDOR | WARD BLV | 347.53 | 193   | 1401 | 1423 | 1400 | 1420 |
| TOP PRIORITY CORRIDOR | WARD BLV | 309.44 | 172   | 6331 | 6345 | 6332 | 6350 |
| TOP PRIORITY CORRIDOR | WARD BLV | 969.10 | 538   | 6401 | 6537 | 6400 | 6536 |
| ESTIMATED TOTAL       |          | 70890  | 39384 | -    | -    | -    | -    |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

| CORRIDOR TYPE         | STREET          | ESTIMATED LENGTH (LF) | ESTIMATED AREA (SQ YDS) | ESTIMATED COST (SQ YDS) (2006 \$'s) | FROMLEFT | TOLEFT | FROMRIGHT | TORIGHT |
|-----------------------|-----------------|-----------------------|-------------------------|-------------------------------------|----------|--------|-----------|---------|
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 989.40                | 550                     | \$16,490                            | 2201     | 2241   | 2200      | 2242    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 30.28                 | 17                      | \$505                               | 2241     | 2243   | 2242      | 2244    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 664.92                | 369                     | \$11,082                            | 2301     | 2327   | 2300      | 2328    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 316.88                | 176                     | \$5,281                             | 2401     | 2413   | 2400      | 2414    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 475.24                | 264                     | \$7,921                             | 2501     | 2521   | 2500      | 2520    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 576.34                | 320                     | \$9,606                             | 2601     | 2625   | 2600      | 2624    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 470.28                | 261                     | \$7,838                             | 2701     | 2701   | 2700      | 2700    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 452.80                | 252                     | \$7,547                             | 2800     | 2800   | 3100      | 3104    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 359.29                | 200                     | \$5,988                             | 2901     | 2901   | 2900      | 2900    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 419.52                | 233                     | \$6,992                             | 2901     | 2901   | 2900      | 2900    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 797.49                | 443                     | \$13,291                            | 3003     | 3003   | 3000      | 3000    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 198.72                | 110                     | \$3,312                             | 3303     | 3309   | 3300      | 3300    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 201.91                | 112                     | \$3,365                             | 3303     | 3315   | 3300      | 3300    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 147.70                | 82                      | \$2,462                             | 3320     | 3320   | 3359      | 3359    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 178.30                | 99                      | \$2,972                             | 3325     | 3357   | 3316      | 3332    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 375.18                | 208                     | \$6,253                             | 3325     | 3357   | 3316      | 3332    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 625.99                | 348                     | \$10,433                            | 3325     | 3357   | 3316      | 3332    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 992.07                | 551                     | \$16,535                            | 3401     | 3439   | 3400      | 3438    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 665.35                | 370                     | \$11,089                            | 3447     | 3451   | 3448      | 3452    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 401.31                | 223                     | \$6,689                             | 3455     | 3455   | 3454      | 3458    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 244.31                | 136                     | \$4,072                             | 3501     | 3511   | 3542      | 3600    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 1144.85               | 636                     | \$19,081                            | 3501     | 3511   | 3542      | 3600    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 438.63                | 244                     | \$7,310                             | 3601     | 3609   | 3604      | 3708    |
| TOP PRIORITY CORRIDOR | AIRPORT BLV     | 718.02                | 399                     | \$11,967                            | 3713     | 3717   | 3702      | 3704    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 289.97                | 161                     | \$4,833                             | 1401     | 1407   | 1400      | 1406    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 368.89                | 205                     | \$6,148                             | 1901     | 1905   | 1900      | 1906    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 506.16                | 281                     | \$8,436                             | 2001     | 2007   | 2000      | 2008    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 284.03                | 158                     | \$4,734                             | 2101     | 2109   | 2100      | 2108    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 295.70                | 164                     | \$4,928                             | 2201     | 2205   | 2200      | 2204    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 578.80                | 322                     | \$9,647                             | 2301     | 2305   | 2300      | 2304    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 336.96                | 187                     | \$5,616                             | 2401     | 2407   | 2400      | 2408    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 704.79                | 392                     | \$11,746                            | 2501     | 2513   | 2500      | 2514    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 308.90                | 172                     | \$5,148                             | 2517     | 2521   | 2516      | 2522    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 505.53                | 281                     | \$8,426                             | 2601     | 2605   | 2600      | 2606    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 314.05                | 174                     | \$5,234                             | 2701     | 2721   | 2700      | 2720    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 913.22                | 507                     | \$15,220                            | 2801     | 2821   | 2800      | 2818    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 270.31                | 150                     | \$4,505                             | 2901     | 2901   | 2900      | 2900    |
| TOP PRIORITY CORRIDOR | DOWNING ST      | 377.53                | 210                     | \$6,292                             | 3001     | 3007   | 3000      | 3008    |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 421.50                | 234                     | \$7,025                             | 701      | 701    | 700       | 700     |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 298.83                | 166                     | \$4,981                             | 901      | 907    | 900       | 908     |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 55.02                 | 31                      | \$917                               | 1201     | 1221   | 1200      | 1220    |
| TOP PRIORITY CORRIDOR | ELIZABETH RD    | 901.99                | 501                     | \$15,033                            | 1201     | 1221   | 1200      | 1220    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 460.54                | 256                     | \$7,676                             | 101      | 115    | 100       | 114     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 296.30                | 165                     | \$4,938                             | 201      | 201    | 200       | 202     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 222.52                | 124                     | \$3,709                             | 203      | 203    | 204       | 204     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 453.00                | 252                     | \$7,550                             | 205      | 209    | 206       | 210     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 417.51                | 232                     | \$6,958                             | 211      | 217    | 212       | 218     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 699.55                | 389                     | \$11,659                            | 301      | 311    | 300       | 310     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 551.53                | 306                     | \$9,192                             | 401      | 401    | 400       | 402     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 189.09                | 105                     | \$3,152                             | 501      | 503    | 500       | 502     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 630.23                | 350                     | \$10,504                            | 505      | 507    | 504       | 506     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 619.89                | 344                     | \$10,332                            | 901      | 907    | 900       | 906     |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 627.80                | 349                     | \$10,463                            | 1001     | 1005   | 1000      | 1004    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 1062.26               | 590                     | \$17,704                            | 1101     | 1117   | 1100      | 1116    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 476.44                | 265                     | \$7,941                             | 1117     | 1121   | 1118      | 1120    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 760.60                | 423                     | \$12,677                            | 1201     | 1215   | 1200      | 1214    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 671.01                | 373                     | \$11,184                            | 1401     | 1405   | 1400      | 1406    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 468.36                | 260                     | \$7,806                             | 1407     | 1423   | 1408      | 1422    |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 94.01                 | 52                      | \$1,567                             | 1421     | 1425   | 1422      | 1424    |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |                 |         |     |          |      |      |      |      |
|-----------------------|-----------------|---------|-----|----------|------|------|------|------|
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 363.00  | 202 | \$6,050  | 1501 | 1505 | 1500 | 1506 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 289.22  | 161 | \$4,820  | 1507 | 1509 | 1508 | 1510 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 273.56  | 152 | \$4,559  | 1511 | 1513 | 1512 | 1512 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 591.04  | 328 | \$9,851  | 1601 | 1701 | 1600 | 1700 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 84.58   | 47  | \$1,410  | 1801 | 1801 | 1800 | 1800 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 257.14  | 143 | \$4,286  | 1803 | 1805 | 1802 | 1804 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 374.11  | 208 | \$6,235  | 1807 | 1813 | 1806 | 1806 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 520.16  | 289 | \$8,669  | 1901 | 1907 | 1900 | 1908 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 364.25  | 202 | \$6,071  | 1909 | 1913 | 1910 | 1912 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 339.08  | 188 | \$5,651  | 2001 | 2009 | 2000 | 2008 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 353.19  | 196 | \$5,886  | 2011 | 2015 | 2010 | 2014 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 144.88  | 80  | \$2,415  | 2101 | 2101 | 2100 | 2100 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 431.80  | 240 | \$7,197  | 2103 | 2109 | 2104 | 2130 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 553.90  | 308 | \$9,232  | 2201 | 2201 | 2200 | 2200 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 488.07  | 271 | \$8,134  | 2301 | 2323 | 2300 | 2324 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 1258.56 | 699 | \$20,976 | 2403 | 2479 | 2400 | 2480 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 500.44  | 278 | \$8,341  | 2501 | 2525 | 2500 | 2424 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 1051.57 | 584 | \$17,526 | 2601 | 2615 | 2600 | 2632 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 704.75  | 392 | \$11,746 | 2617 | 2695 | 2634 | 2694 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 959.93  | 533 | \$15,999 | 2701 | 2713 | 2700 | 2712 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 738.79  | 410 | \$12,313 | 2715 | 2715 | 2714 | 2714 |
| TOP PRIORITY CORRIDOR | FOREST HILLS RD | 991.70  | 551 | \$16,528 | 2801 | 2855 | 2800 | 2860 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 1003.39 | 557 | \$16,723 | 101  | 129  | 100  | 130  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 655.83  | 364 | \$10,931 | 201  | 201  | 200  | 200  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 426.49  | 237 | \$7,108  | 301  | 305  | 300  | 304  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 324.07  | 180 | \$5,401  | 307  | 309  | 308  | 308  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 347.49  | 193 | \$5,791  | 401  | 409  | 400  | 408  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 151.12  | 84  | \$2,519  | 411  | 413  | 412  | 412  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 211.40  | 117 | \$3,523  | 415  | 417  | 416  | 416  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 497.51  | 276 | \$8,292  | 501  | 509  | 500  | 508  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 408.23  | 227 | \$6,804  | 511  | 517  | 510  | 516  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 398.34  | 221 | \$6,639  | 601  | 607  | 602  | 608  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 481.76  | 268 | \$8,029  | 609  | 617  | 610  | 616  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 404.34  | 225 | \$6,739  | 701  | 703  | 700  | 702  |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 1008.77 | 560 | \$16,813 | 1701 | 1705 | 1700 | 1704 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 828.16  | 460 | \$13,803 | 1801 | 1815 | 1800 | 1816 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 339.91  | 189 | \$5,665  | 1901 | 1911 | 1900 | 1910 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 259.90  | 144 | \$4,332  | 1913 | 1915 | 1912 | 1914 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 302.63  | 168 | \$5,044  | 1917 | 1919 | 1916 | 1918 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 159.20  | 88  | \$2,653  | 2001 | 2001 | 2000 | 2002 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 182.61  | 101 | \$3,044  | 2003 | 2005 | 2004 | 2006 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 340.32  | 189 | \$5,672  | 2007 | 2011 | 2008 | 2012 |
| TOP PRIORITY CORRIDOR | GLENDALE DR     | 354.87  | 197 | \$5,915  | 2013 | 2017 | 2014 | 2018 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 370.10  | 206 | \$6,168  | 1401 | 1409 | 1400 | 1410 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 90.66   | 50  | \$1,511  | 1411 | 1411 | 1412 | 1412 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 211.32  | 117 | \$3,522  | 1501 | 1507 | 1500 | 1508 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 333.83  | 185 | \$5,564  | 1601 | 1613 | 1600 | 1614 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 535.99  | 298 | \$8,933  | 1701 | 1819 | 1700 | 1824 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 419.64  | 233 | \$6,994  | 1901 | 1901 | 1900 | 1900 |
| TOP PRIORITY CORRIDOR | GOLDSBORO ST    | 1211.07 | 673 | \$20,185 | 2001 | 2027 | 2000 | 2028 |
| TOP PRIORITY CORRIDOR | HERRING AVE     | 452.18  | 251 | \$7,536  | 1401 | 1401 | 1400 | 1400 |
| TOP PRIORITY CORRIDOR | HERRING AVE     | 467.52  | 260 | \$7,792  | 1501 | 1509 | 1500 | 1510 |
| TOP PRIORITY CORRIDOR | HERRING AVE     | 482.74  | 268 | \$8,046  | 1601 | 1605 | 1600 | 1604 |
| TOP PRIORITY CORRIDOR | HINES ST        | 408.88  | 227 | \$6,815  | 101  | 107  | 100  | 108  |
| TOP PRIORITY CORRIDOR | HINES ST        | 419.11  | 233 | \$6,985  | 201  | 229  | 200  | 230  |
| TOP PRIORITY CORRIDOR | HINES ST        | 367.97  | 204 | \$6,133  | 301  | 309  | 300  | 308  |
| TOP PRIORITY CORRIDOR | HINES ST        | 486.18  | 270 | \$8,103  | 401  | 421  | 400  | 420  |
| TOP PRIORITY CORRIDOR | HINES ST        | 423.07  | 235 | \$7,051  | 701  | 715  | 700  | 716  |
| TOP PRIORITY CORRIDOR | HINES ST        | 381.76  | 212 | \$6,363  | 801  | 805  | 800  | 806  |
| TOP PRIORITY CORRIDOR | HINES ST        | 367.00  | 204 | \$6,117  | 805  | 807  | 804  | 806  |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |                         |         |     |          |      |      |      |      |
|-----------------------|-------------------------|---------|-----|----------|------|------|------|------|
| TOP PRIORITY CORRIDOR | HINES ST                | 263.02  | 146 | \$4,384  | 901  | 907  | 900  | 906  |
| TOP PRIORITY CORRIDOR | HINES ST                | 318.88  | 177 | \$5,315  | 901  | 907  | 900  | 908  |
| TOP PRIORITY CORRIDOR | HINES ST                | 163.22  | 91  | \$2,720  | 909  | 919  | 908  | 920  |
| TOP PRIORITY CORRIDOR | HINES ST                | 264.50  | 147 | \$4,408  | 909  | 909  | 910  | 910  |
| TOP PRIORITY CORRIDOR | HINES ST                | 319.90  | 178 | \$5,332  | 1001 | 1121 | 1000 | 1122 |
| TOP PRIORITY CORRIDOR | HINES ST                | 197.84  | 110 | \$3,297  | 1101 | 1109 | 1100 | 1110 |
| TOP PRIORITY CORRIDOR | HINES ST                | 123.35  | 69  | \$2,056  | 1111 | 1121 | 1112 | 1120 |
| TOP PRIORITY CORRIDOR | HINES ST                | 385.99  | 214 | \$6,433  | 1201 | 1229 | 1200 | 1230 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 473.66  | 263 | \$7,894  | 0    | 0    | 0    | 0    |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 1024.68 | 569 | \$17,078 | 3901 | 3941 | 3900 | 3942 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 1052.29 | 585 | \$17,538 | 3943 | 3983 | 3942 | 3984 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 247.42  | 137 | \$4,124  | 3985 | 3999 | 3984 | 4000 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 633.74  | 352 | \$10,562 | 4001 | 4017 | 4000 | 4100 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 1214.83 | 675 | \$20,247 | 4101 | 4141 | 4100 | 4140 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 355.06  | 197 | \$5,918  | 4141 | 4159 | 4142 | 4160 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 385.52  | 214 | \$6,425  | 4201 | 4215 | 4200 | 4216 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 931.89  | 518 | \$15,532 | 4321 | 4321 | 4320 | 4330 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 738.92  | 411 | \$12,315 | 4400 | 4431 | 4400 | 4432 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 526.01  | 292 | \$8,767  | 4500 | 4521 | 4501 | 4522 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 291.76  | 162 | \$4,863  | 4601 | 4613 | 4600 | 4614 |
| TOP PRIORITY CORRIDOR | LAKE WILSON RD          | 668.77  | 372 | \$11,146 | 4701 | 4727 | 4700 | 4728 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 506.45  | 281 | \$8,441  | 801  | 803  | 800  | 802  |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 420.04  | 233 | \$7,001  | 805  | 807  | 804  | 806  |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 499.45  | 277 | \$8,324  | 901  | 913  | 900  | 914  |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 510.57  | 284 | \$8,509  | 1001 | 1019 | 1000 | 1018 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 1051.16 | 584 | \$17,519 | 1101 | 1117 | 1100 | 1116 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 531.03  | 295 | \$8,851  | 1201 | 1205 | 1200 | 1206 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 1120.16 | 622 | \$18,669 | 1301 | 1317 | 1300 | 1318 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 455.23  | 253 | \$7,587  | 1401 | 1401 | 1400 | 1400 |
| TOP PRIORITY CORRIDOR | LAKESIDE DR             | 611.44  | 340 | \$10,191 | 1501 | 1509 | 1502 | 1508 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD             | 1047.12 | 582 | \$17,452 | 1401 | 1415 | 1400 | 1416 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD             | 630.73  | 350 | \$10,512 | 1501 | 1505 | 1500 | 1504 |
| TOP PRIORITY CORRIDOR | LIPSCOMB RD             | 709.53  | 394 | \$11,826 | 1601 | 1621 | 1600 | 1622 |
| TOP PRIORITY CORRIDOR | LONDON CHURCH RD        | 752.36  | 418 | \$12,539 | 1701 | 1719 | 1700 | 1718 |
| TOP PRIORITY CORRIDOR | LONDON CHURCH RD        | 1432.42 | 796 | \$23,874 | 1721 | 1819 | 1720 | 1818 |
| TOP PRIORITY CORRIDOR | LONDON CHURCH RD        | 810.42  | 450 | \$13,507 | 1821 | 1901 | 1820 | 1900 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 462.15  | 257 | \$7,702  | 2113 | 2137 | 2114 | 2136 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 204.43  | 114 | \$3,407  | 2201 | 2211 | 2200 | 2210 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 601.40  | 334 | \$10,023 | 2201 | 2211 | 2200 | 2210 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 294.44  | 164 | \$4,907  | 2213 | 2225 | 2214 | 2226 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 97.63   | 54  | \$1,627  | 2301 | 2309 | 2300 | 2310 |
| TOP PRIORITY CORRIDOR | MARTIN LUTHER KING BLVD | 451.20  | 251 | \$7,520  | 2301 | 2309 | 2300 | 2310 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 140.15  | 78  | \$2,336  | 0    | 0    | 0    | 0    |
| TOP PRIORITY CORRIDOR | NASH ST                 | 167.02  | 93  | \$2,784  | 0    | 0    | 0    | 0    |
| TOP PRIORITY CORRIDOR | NASH ST                 | 621.61  | 345 | \$10,360 | 1301 | 1325 | 1300 | 1324 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 320.52  | 178 | \$5,342  | 1401 | 1409 | 1400 | 1408 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 457.78  | 254 | \$7,630  | 1615 | 1615 | 1614 | 1616 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 561.22  | 312 | \$9,354  | 1701 | 1717 | 1700 | 1718 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 518.43  | 288 | \$8,640  | 1719 | 1741 | 1720 | 1742 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 501.52  | 279 | \$8,359  | 1801 | 1815 | 1800 | 1814 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 421.07  | 234 | \$7,018  | 1901 | 1911 | 1900 | 1910 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 662.50  | 368 | \$11,042 | 2001 | 2007 | 2000 | 2008 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 476.11  | 265 | \$7,935  | 2101 | 2125 | 2100 | 2124 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 579.35  | 322 | \$9,656  | 2201 | 2205 | 2200 | 2204 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 462.21  | 257 | \$7,703  | 2301 | 2315 | 2300 | 2314 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 341.33  | 190 | \$5,689  | 2401 | 2409 | 2400 | 2410 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 449.18  | 250 | \$7,486  | 2401 | 2409 | 2400 | 2410 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 119.87  | 67  | \$1,998  | 2411 | 2411 | 2412 | 2412 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 156.81  | 87  | \$2,613  | 2501 | 2501 | 2500 | 2500 |
| TOP PRIORITY CORRIDOR | NASH ST                 | 573.22  | 318 | \$9,554  | 2503 | 2515 | 2502 | 2514 |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |            |         |       |          |      |      |      |      |
|-----------------------|------------|---------|-------|----------|------|------|------|------|
| TOP PRIORITY CORRIDOR | NASH ST    | 151.29  | 84    | \$2,521  | 2601 | 2605 | 2600 | 2604 |
| TOP PRIORITY CORRIDOR | NASH ST    | 228.71  | 127   | \$3,812  | 2607 | 2609 | 2606 | 2608 |
| TOP PRIORITY CORRIDOR | NASH ST    | 407.63  | 226   | \$6,794  | 2701 | 2705 | 2700 | 2704 |
| TOP PRIORITY CORRIDOR | NASH ST    | 233.72  | 130   | \$3,895  | 2801 | 2803 | 2800 | 2806 |
| TOP PRIORITY CORRIDOR | NASH ST    | 567.26  | 315   | \$9,454  | 2901 | 2915 | 2900 | 2916 |
| TOP PRIORITY CORRIDOR | NASH ST    | 469.92  | 261   | \$7,832  | 3701 | 3813 | 3700 | 3898 |
| TOP PRIORITY CORRIDOR | NASH ST    | 543.48  | 302   | \$9,058  | 3711 | 3737 | 3710 | 3738 |
| TOP PRIORITY CORRIDOR | NASH ST    | 184.63  | 103   | \$3,077  | 3813 | 3815 | 3812 | 3814 |
| TOP PRIORITY CORRIDOR | NASH ST    | 423.09  | 235   | \$7,051  | 3901 | 3905 | 3900 | 3906 |
| TOP PRIORITY CORRIDOR | NASH ST    | 480.92  | 267   | \$8,015  | 4001 | 4009 | 4000 | 4010 |
| TOP PRIORITY CORRIDOR | NASH ST    | 371.90  | 207   | \$6,198  | 4505 | 4521 | 4504 | 4522 |
| TOP PRIORITY CORRIDOR | NASH ST    | 525.09  | 292   | \$8,752  | 4601 | 4603 | 4600 | 4616 |
| TOP PRIORITY CORRIDOR | NASH ST    | 538.39  | 299   | \$8,973  | 4701 | 4703 | 4700 | 4702 |
| TOP PRIORITY CORRIDOR | NASH ST    | 395.70  | 220   | \$6,595  | 4805 | 4807 | 4800 | 4802 |
| TOP PRIORITY CORRIDOR | NC 42      | 1968.97 | 1,094 | \$32,816 | 3001 | 3079 | 3000 | 3080 |
| TOP PRIORITY CORRIDOR | NC 42      | 655.53  | 364   | \$10,926 | 3079 | 3099 | 3080 | 3100 |
| TOP PRIORITY CORRIDOR | NC 42      | 352.53  | 196   | \$5,876  | 3101 | 3115 | 3100 | 3116 |
| TOP PRIORITY CORRIDOR | NC 42      | 669.21  | 372   | \$11,154 | 3201 | 3227 | 3200 | 3228 |
| TOP PRIORITY CORRIDOR | NC 42      | 1808.90 | 1,005 | \$30,148 | 3301 | 3373 | 3300 | 3374 |
| TOP PRIORITY CORRIDOR | NC 42      | 677.15  | 376   | \$11,286 | 3401 | 3429 | 3400 | 3430 |
| TOP PRIORITY CORRIDOR | NC 58      | 532.31  | 296   | \$8,872  | 4823 | 4865 | 4820 | 4822 |
| TOP PRIORITY CORRIDOR | NC 58      | 879.56  | 489   | \$14,659 | 4823 | 4865 | 4820 | 4822 |
| TOP PRIORITY CORRIDOR | NC 58      | 265.86  | 148   | \$4,431  | 5401 | 5413 | 5400 | 5412 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 440.01  | 244   | \$7,334  | 401  | 411  | 400  | 412  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 484.98  | 269   | \$8,083  | 501  | 511  | 500  | 510  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 615.68  | 342   | \$10,261 | 501  | 515  | 500  | 516  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 186.53  | 104   | \$3,109  | 601  | 601  | 600  | 600  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 365.43  | 203   | \$6,091  | 603  | 603  | 602  | 602  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 262.54  | 146   | \$4,376  | 605  | 605  | 604  | 604  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 686.22  | 381   | \$11,437 | 607  | 607  | 606  | 606  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 1022.11 | 568   | \$17,035 | 701  | 705  | 700  | 706  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 2040.93 | 1,134 | \$34,016 | 901  | 949  | 900  | 948  |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 467.91  | 260   | \$7,798  | 1001 | 1005 | 1000 | 1006 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 290.55  | 161   | \$4,842  | 1105 | 1105 | 1104 | 1106 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 356.82  | 198   | \$5,947  | 1201 | 1203 | 1200 | 1204 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 373.37  | 207   | \$6,223  | 1301 | 1309 | 1300 | 1310 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 604.19  | 336   | \$10,070 | 1401 | 1403 | 1400 | 1404 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 584.42  | 325   | \$9,740  | 1501 | 1509 | 1500 | 1510 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 288.50  | 160   | \$4,808  | 1601 | 1617 | 1600 | 1600 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 421.86  | 234   | \$7,031  | 1701 | 1717 | 1700 | 1718 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 399.47  | 222   | \$6,658  | 2701 | 2701 | 2700 | 2700 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 485.91  | 270   | \$8,098  | 2801 | 2815 | 2800 | 2814 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 775.86  | 431   | \$12,931 | 2901 | 2901 | 2900 | 2900 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 418.67  | 233   | \$6,978  | 3001 | 3005 | 3000 | 3004 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 526.22  | 292   | \$8,770  | 3101 | 3151 | 3100 | 3150 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 592.40  | 329   | \$9,873  | 3201 | 3251 | 3200 | 3250 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 574.68  | 319   | \$9,578  | 3301 | 3351 | 3300 | 3350 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 501.23  | 278   | \$8,354  | 3401 | 3451 | 3400 | 3450 |
| TOP PRIORITY CORRIDOR | RALEIGH RD | 694.55  | 386   | \$11,576 | 3501 | 3551 | 3500 | 3550 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 377.56  | 210   | \$6,293  | 401  | 409  | 400  | 410  |
| TOP PRIORITY CORRIDOR | TARBORO ST | 580.21  | 322   | \$9,670  | 801  | 819  | 800  | 818  |
| TOP PRIORITY CORRIDOR | TARBORO ST | 113.78  | 63    | \$1,896  | 901  | 901  | 900  | 902  |
| TOP PRIORITY CORRIDOR | TARBORO ST | 217.62  | 121   | \$3,627  | 903  | 903  | 904  | 904  |
| TOP PRIORITY CORRIDOR | TARBORO ST | 161.96  | 90    | \$2,699  | 1001 | 1003 | 1000 | 1002 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 428.99  | 238   | \$7,150  | 1005 | 1011 | 1004 | 1010 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 388.10  | 216   | \$6,468  | 1101 | 1111 | 1100 | 1112 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 353.44  | 196   | \$5,891  | 1201 | 1209 | 1200 | 1210 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 664.49  | 369   | \$11,075 | 1401 | 1407 | 1400 | 1486 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 613.59  | 341   | \$10,227 | 1509 | 1509 | 1508 | 1508 |
| TOP PRIORITY CORRIDOR | TARBORO ST | 660.50  | 367   | \$11,008 | 1601 | 1605 | 1600 | 1606 |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |             |         |     |          |      |      |      |      |
|-----------------------|-------------|---------|-----|----------|------|------|------|------|
| TOP PRIORITY CORRIDOR | TARBORO ST  | 146.26  | 81  | \$2,438  | 1701 | 1701 | 1700 | 1702 |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 1081.20 | 601 | \$18,020 | 1703 | 1725 | 1704 | 1726 |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 514.60  | 286 | \$8,577  | 1801 | 1869 | 1800 | 1870 |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 312.94  | 174 | \$5,216  | 1901 | 1905 | 1900 | 1906 |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 548.39  | 305 | \$9,140  | 2001 | 2027 | 2000 | 2028 |
| TOP PRIORITY CORRIDOR | TARBORO ST  | 529.01  | 294 | \$8,817  | 2101 | 2107 | 2100 | 2108 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 532.41  | 296 | \$8,873  | 1301 | 1309 | 1300 | 1310 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 350.43  | 195 | \$5,841  | 1401 | 1401 | 1400 | 1400 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 453.21  | 252 | \$7,553  | 1501 | 1509 | 1500 | 1508 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 803.81  | 447 | \$13,397 | 1601 | 1621 | 1600 | 1622 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 361.87  | 201 | \$6,031  | 1701 | 1707 | 1700 | 1706 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 584.56  | 325 | \$9,743  | 2101 | 2109 | 2100 | 2110 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 405.66  | 225 | \$6,761  | 2111 | 2113 | 2112 | 2114 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 461.41  | 256 | \$7,690  | 2601 | 2657 | 2600 | 2658 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 698.52  | 388 | \$11,642 | 2601 | 2663 | 2600 | 2662 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 833.88  | 463 | \$13,898 | 2601 | 2657 | 2600 | 2658 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 844.03  | 469 | \$14,067 | 2601 | 2663 | 2600 | 2662 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 552.61  | 307 | \$9,210  | 2701 | 2723 | 2700 | 2722 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 1037.46 | 576 | \$17,291 | 2701 | 2741 | 2700 | 2742 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 1346.23 | 748 | \$22,437 | 2741 | 2795 | 2740 | 2794 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 176.26  | 98  | \$2,938  | 2801 | 2807 | 2800 | 2808 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 1770.75 | 984 | \$29,513 | 2807 | 2877 | 2808 | 2878 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 464.97  | 258 | \$7,749  | 2901 | 2919 | 2900 | 2920 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 679.67  | 378 | \$11,328 | 3001 | 3013 | 3000 | 3014 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 313.20  | 174 | \$5,220  | 3015 | 3027 | 3014 | 3028 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 850.91  | 473 | \$14,182 | 3101 | 3135 | 3100 | 3136 |
| TOP PRIORITY CORRIDOR | TILGHMAN RD | 907.77  | 504 | \$15,129 | 3201 | 3251 | 3200 | 3250 |
| TOP PRIORITY CORRIDOR | US 264      | 522.27  | 290 | \$8,704  | 3601 | 3623 | 3600 | 3622 |
| TOP PRIORITY CORRIDOR | US 301      | 88.73   | 49  | \$1,479  | 1    | -1   | 0    | 0    |
| TOP PRIORITY CORRIDOR | US 301      | 251.85  | 140 | \$4,198  | 601  | 611  | 600  | 612  |
| TOP PRIORITY CORRIDOR | US 301      | 378.02  | 210 | \$6,300  | 701  | 711  | 700  | 712  |
| TOP PRIORITY CORRIDOR | US 301      | 546.01  | 303 | \$9,100  | 801  | 811  | 800  | 812  |
| TOP PRIORITY CORRIDOR | US 301      | 341.79  | 190 | \$5,697  | 901  | 911  | 900  | 912  |
| TOP PRIORITY CORRIDOR | US 301      | 536.10  | 298 | \$8,935  | 1701 | 1715 | 1700 | 1718 |
| TOP PRIORITY CORRIDOR | US 301      | 998.01  | 554 | \$16,634 | 1801 | 1823 | 1800 | 1824 |
| TOP PRIORITY CORRIDOR | US 301      | 798.98  | 444 | \$13,316 | 1901 | 1919 | 1900 | 1920 |
| TOP PRIORITY CORRIDOR | US 301      | 304.66  | 169 | \$5,078  | 1921 | 1925 | 1922 | 1924 |
| TOP PRIORITY CORRIDOR | W.NASH ST   | 86.76   | 48  | \$1,446  | 3001 | 3003 | 3000 | 3002 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 1427.48 | 793 | \$23,791 | 101  | 159  | 100  | 158  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 344.10  | 191 | \$5,735  | 201  | 229  | 200  | 220  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 482.17  | 268 | \$8,036  | 301  | 331  | 300  | 330  |
| TOP PRIORITY CORRIDOR | WARD BLV    | 380.37  | 211 | \$6,340  | 1203 | 1229 | 1204 | 1224 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 719.24  | 400 | \$11,987 | 1425 | 1511 | 1422 | 1512 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 619.54  | 344 | \$10,326 | 1513 | 1613 | 1514 | 1614 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 485.74  | 270 | \$8,096  | 1615 | 1643 | 1616 | 1646 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 566.36  | 315 | \$9,439  | 1701 | 1747 | 1700 | 1745 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 67.23   | 37  | \$1,120  | 1801 | 1813 | 1800 | 1814 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 225.51  | 125 | \$3,758  | 1801 | 1813 | 1800 | 1814 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 234.08  | 130 | \$3,901  | 1815 | 1865 | 1816 | 1864 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 455.40  | 253 | \$7,590  | 1815 | 1865 | 1816 | 1864 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 318.13  | 177 | \$5,302  | 1867 | 1891 | 1866 | 1890 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 441.71  | 245 | \$7,362  | 1901 | 1999 | 1900 | 1998 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 1090.97 | 606 | \$18,183 | 2001 | 2075 | 2000 | 2074 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 840.77  | 467 | \$14,013 | 2101 | 2135 | 2100 | 2134 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 1328.74 | 738 | \$22,146 | 2101 | 2155 | 2100 | 2154 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 198.94  | 111 | \$3,316  | 2301 | 2309 | 2300 | 2308 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 844.96  | 469 | \$14,083 | 2401 | 2463 | 2400 | 2462 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 392.99  | 218 | \$6,550  | 2465 | 2489 | 2464 | 2488 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 419.28  | 233 | \$6,988  | 2501 | 2515 | 2500 | 2514 |
| TOP PRIORITY CORRIDOR | WARD BLV    | 761.77  | 423 | \$12,696 | 2517 | 2547 | 2516 | 2546 |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |          |         |     |          |      |      |      |      |
|-----------------------|----------|---------|-----|----------|------|------|------|------|
| TOP PRIORITY CORRIDOR | WARD BLV | 661.15  | 367 | \$11,019 | 2549 | 2571 | 2548 | 2570 |
| TOP PRIORITY CORRIDOR | WARD BLV | 112.36  | 62  | \$1,873  | 2573 | 2577 | 2572 | 2576 |
| TOP PRIORITY CORRIDOR | WARD BLV | 196.59  | 109 | \$3,277  | 2601 | 2619 | 2600 | 1616 |
| TOP PRIORITY CORRIDOR | WARD BLV | 513.78  | 285 | \$8,563  | 2621 | 2659 | 2618 | 2658 |
| TOP PRIORITY CORRIDOR | WARD BLV | 654.34  | 364 | \$10,906 | 2701 | 2751 | 2700 | 2742 |
| TOP PRIORITY CORRIDOR | WARD BLV | 1176.27 | 653 | \$19,605 | 2801 | 2883 | 2800 | 2884 |
| TOP PRIORITY CORRIDOR | WARD BLV | 273.23  | 152 | \$4,554  | 2901 | 2919 | 2900 | 2920 |
| TOP PRIORITY CORRIDOR | WARD BLV | 1490.78 | 828 | \$24,846 | 2921 | 3037 | 2922 | 3036 |
| TOP PRIORITY CORRIDOR | WARD BLV | 532.59  | 296 | \$8,877  | 3101 | 3111 | 3100 | 3110 |
| TOP PRIORITY CORRIDOR | WARD BLV | 578.21  | 321 | \$9,637  | 3201 | 3247 | 3200 | 3246 |
| TOP PRIORITY CORRIDOR | WARD BLV | 1002.57 | 557 | \$16,709 | 3249 | 3323 | 3248 | 3322 |
| TOP PRIORITY CORRIDOR | WARD BLV | 441.79  | 245 | \$7,363  | 3325 | 3355 | 3324 | 3354 |
| TOP PRIORITY CORRIDOR | WARD BLV | 775.54  | 431 | \$12,926 | 3401 | 3461 | 3400 | 3460 |
| TOP PRIORITY CORRIDOR | WARD BLV | 512.94  | 285 | \$8,549  | 3501 | 3531 | 3500 | 3532 |
| TOP PRIORITY CORRIDOR | WARD BLV | 564.25  | 313 | \$9,404  | 3533 | 3587 | 3534 | 3586 |
| TOP PRIORITY CORRIDOR | WARD BLV | 541.10  | 301 | \$9,018  | 3589 | 3623 | 3588 | 3620 |
| TOP PRIORITY CORRIDOR | WARD BLV | 441.26  | 245 | \$7,354  | 3701 | 3731 | 3700 | 3730 |
| TOP PRIORITY CORRIDOR | WARD BLV | 345.20  | 192 | \$5,753  | 3733 | 3749 | 3732 | 3750 |
| TOP PRIORITY CORRIDOR | WARD BLV | 356.49  | 198 | \$5,941  | 3801 | 3827 | 3800 | 3826 |
| TOP PRIORITY CORRIDOR | WARD BLV | 417.11  | 232 | \$6,952  | 3829 | 3859 | 3828 | 3858 |
| TOP PRIORITY CORRIDOR | WARD BLV | 398.21  | 221 | \$6,637  | 3861 | 3895 | 3860 | 3894 |
| TOP PRIORITY CORRIDOR | WARD BLV | 566.13  | 315 | \$9,436  | 3897 | 3929 | 3896 | 3928 |
| TOP PRIORITY CORRIDOR | WARD BLV | 724.00  | 402 | \$12,067 | 3931 | 3995 | 3930 | 3996 |
| TOP PRIORITY CORRIDOR | WARD BLV | 158.16  | 88  | \$2,636  | 3997 | 4009 | 3998 | 4008 |
| TOP PRIORITY CORRIDOR | WARD BLV | 743.02  | 413 | \$12,384 | 4011 | 4071 | 4010 | 4070 |
| TOP PRIORITY CORRIDOR | WARD BLV | 932.68  | 518 | \$15,545 | 4101 | 4167 | 4100 | 4166 |
| TOP PRIORITY CORRIDOR | WARD BLV | 1026.24 | 570 | \$17,104 | 4169 | 4247 | 4168 | 4248 |
| TOP PRIORITY CORRIDOR | WARD BLV | 242.30  | 135 | \$4,038  | 4301 | 4319 | 4300 | 4310 |
| TOP PRIORITY CORRIDOR | WARD BLV | 351.64  | 195 | \$5,861  | 4321 | 4343 | 4312 | 4342 |
| TOP PRIORITY CORRIDOR | WARD BLV | 377.33  | 210 | \$6,289  | 4401 | 4425 | 4400 | 4424 |
| TOP PRIORITY CORRIDOR | WARD BLV | 371.89  | 207 | \$6,198  | 4501 | 4521 | 4500 | 4526 |
| TOP PRIORITY CORRIDOR | WARD BLV | 350.98  | 195 | \$5,850  | 4601 | 4623 | 4600 | 4622 |
| TOP PRIORITY CORRIDOR | WARD BLV | 810.99  | 451 | \$13,517 | 4625 | 4695 | 4624 | 4694 |
| TOP PRIORITY CORRIDOR | WARD BLV | 855.63  | 475 | \$14,261 | 4701 | 4771 | 4700 | 4768 |
| TOP PRIORITY CORRIDOR | WARD BLV | 352.16  | 196 | \$5,869  | 4801 | 4805 | 4800 | 4806 |
| TOP PRIORITY CORRIDOR | WARD BLV | 483.41  | 269 | \$8,057  | 4901 | 4939 | 4900 | 4933 |
| TOP PRIORITY CORRIDOR | WARD BLV | 316.13  | 176 | \$5,269  | 5001 | 5025 | 5000 | 5018 |
| TOP PRIORITY CORRIDOR | WARD BLV | 275.39  | 153 | \$4,590  | 5101 | 5119 | 5100 | 5114 |
| TOP PRIORITY CORRIDOR | WARD BLV | 40.23   | 22  | \$671    | 5121 | 5123 | 5116 | 5118 |
| TOP PRIORITY CORRIDOR | WARD BLV | 290.97  | 162 | \$4,849  | 5201 | 5217 | 5200 | 5216 |
| TOP PRIORITY CORRIDOR | WARD BLV | 284.47  | 158 | \$4,741  | 5301 | 5317 | 5300 | 5314 |
| TOP PRIORITY CORRIDOR | WARD BLV | 258.09  | 143 | \$4,301  | 5401 | 5415 | 5400 | 5414 |
| TOP PRIORITY CORRIDOR | WARD BLV | 252.50  | 140 | \$4,208  | 5501 | 5515 | 5500 | 5514 |
| TOP PRIORITY CORRIDOR | WARD BLV | 259.83  | 144 | \$4,331  | 5601 | 5617 | 5600 | 5618 |
| TOP PRIORITY CORRIDOR | WARD BLV | 271.89  | 151 | \$4,531  | 5701 | 5713 | 5700 | 5714 |
| TOP PRIORITY CORRIDOR | WARD BLV | 661.05  | 367 | \$11,018 | 5801 | 5843 | 5800 | 5844 |
| TOP PRIORITY CORRIDOR | WARD BLV | 595.84  | 331 | \$9,931  | 5845 | 5889 | 5846 | 5886 |
| TOP PRIORITY CORRIDOR | WARD BLV | 372.87  | 207 | \$6,214  | 5901 | 5923 | 5900 | 5922 |
| TOP PRIORITY CORRIDOR | WARD BLV | 425.22  | 236 | \$7,087  | 6001 | 6027 | 6000 | 6024 |
| TOP PRIORITY CORRIDOR | WARD BLV | 476.78  | 265 | \$7,946  | 6101 | 6133 | 6100 | 6130 |
| TOP PRIORITY CORRIDOR | WARD BLV | 449.66  | 250 | \$7,494  | 6201 | 6233 | 6200 | 6232 |
| TOP PRIORITY CORRIDOR | WARD BLV | 409.50  | 228 | \$6,825  | 6301 | 6329 | 6300 | 6330 |
| TOP PRIORITY CORRIDOR | WARD BLV | 111.86  | 62  | \$1,864  | 6539 | 6547 | 6538 | 6546 |
| TOP PRIORITY CORRIDOR | WARD BLV | 229.35  | 127 | \$3,822  | 6549 | 6559 | 6548 | 6560 |
| TOP PRIORITY CORRIDOR | WARD BLV | 242.99  | 135 | \$4,050  | 6601 | 6617 | 6600 | 6616 |
| TOP PRIORITY CORRIDOR | WARD BLV | 341.29  | 190 | \$5,688  | 6619 | 6647 | 6618 | 6646 |
| TOP PRIORITY CORRIDOR | WARD BLV | 297.83  | 165 | \$4,964  | 6649 | 6667 | 6648 | 6668 |
| TOP PRIORITY CORRIDOR | WARD BLV | 435.89  | 242 | \$7,265  | 6669 | 6687 | 6670 | 6686 |
| TOP PRIORITY CORRIDOR | WARD BLV | 790.98  | 439 | \$13,183 | 6701 | 6755 | 6700 | 6756 |
| TOP PRIORITY CORRIDOR | WARD BLV | 315.44  | 175 | \$5,257  | 6757 | 6783 | 6758 | 6784 |

Cost Estimates are based on the latest available data for average sidewalk construction costs from the North Carolina Department of Transportation, Division of Highways.

## Appendix B: Top Priority Corridor and Future Focus Corridor Prioritization List

|                       |              |         |         |             |      |      |      |      |
|-----------------------|--------------|---------|---------|-------------|------|------|------|------|
| TOP PRIORITY CORRIDOR | WARD BLV     | 325.51  | 181     | \$5,425     | 6785 | 6799 | 6786 | 6798 |
| TOP PRIORITY CORRIDOR | WARD BLV     | 555.38  | 309     | \$9,256     | 6801 | 6853 | 6800 | 6852 |
| TOP PRIORITY CORRIDOR | WARD BLV     | 290.16  | 161     | \$4,836     | 6901 | 6921 | 6900 | 6920 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 2098.57 | 1,166   | \$34,976    | 0    | 0    | 0    | 0    |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 6.46    | 4       | \$108       | 1301 | 1305 | 1300 | 1304 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 53.01   | 29      | \$883       | 1301 | 1305 | 1300 | 1304 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 338.57  | 188     | \$5,643     | 1301 | 1305 | 1300 | 1304 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 358.17  | 199     | \$5,970     | 1401 | 1405 | 1400 | 1404 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 350.84  | 195     | \$5,847     | 1501 | 1505 | 1500 | 1504 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 350.84  | 195     | \$5,847     | 1601 | 1605 | 1600 | 1604 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 1514.75 | 842     | \$25,246    | 1701 | 1729 | 1700 | 1730 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 338.55  | 188     | \$5,642     | 1801 | 1807 | 1800 | 1808 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 396.52  | 220     | \$6,609     | 1809 | 1811 | 1810 | 1812 |
| TOP PRIORITY CORRIDOR | WESTWOOD AVE | 1303.16 | 724     | \$21,719    | 1901 | 1951 | 1900 | 1950 |
| TOP PRIORITY CORRIDOR | WILCO BLV    | 503.90  | 280     | \$8,398     | 2001 | 2015 | 2000 | 2016 |
| ESTIMATED TOTAL       |              | 192,714 | 107,063 | \$3,211,895 |      |      |      |      |

**Appendix B: Top Priority Corridor Future Focus Corridor Prioritization List**

| CORRIDOR TYPE         | STREET              | ESTIMATED LENGTH (FT) | ESTIMATED AREA (SQ YDS) | ESTIMATED COST (SQ YDS) (2006 \$'s) | FROMLEFT | TOLEFT | FROMRIGHT | TORIGHT |
|-----------------------|---------------------|-----------------------|-------------------------|-------------------------------------|----------|--------|-----------|---------|
| FUTURE FOCUS CORRIDOR | AIRPORT BLV         | 1996.60               | 1,109                   | \$33,277                            | 1800     | 1898   | 1801      | 1899    |
| FUTURE FOCUS CORRIDOR | AIRPORT BLV         | 716.94                | 398                     | \$11,949                            | 2001     | 2031   | 2000      | 2030    |
| FUTURE FOCUS CORRIDOR | AIRPORT BLV         | 1224.94               | 681                     | \$20,416                            | 2031     | 2081   | 2030      | 2080    |
| FUTURE FOCUS CORRIDOR | AIRPORT BLV         | 2119.69               | 1,178                   | \$35,328                            | 2032     | 2198   | 2033      | 2199    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 326.10                | 181                     | \$5,435                             | 1601     | 1609   | 1600      | 1610    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 386.59                | 215                     | \$6,443                             | 1701     | 1705   | 1700      | 1704    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 775.52                | 431                     | \$12,925                            | 1707     | 1719   | 1706      | 1732    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 826.42                | 459                     | \$13,774                            | 1801     | 1809   | 1800      | 1810    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 345.46                | 192                     | \$5,758                             | 1901     | 1927   | 1900      | 1926    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 446.68                | 248                     | \$7,445                             | 2001     | 2005   | 2000      | 2004    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 400.62                | 223                     | \$6,677                             | 2101     | 2107   | 2100      | 2106    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 596.20                | 331                     | \$9,937                             | 2201     | 2209   | 2200      | 2210    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 720.51                | 400                     | \$12,008                            | 2301     | 2321   | 2300      | 2320    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 694.81                | 386                     | \$11,580                            | 2401     | 2409   | 2400      | 2410    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 320.95                | 178                     | \$5,349                             | 2501     | 2539   | 2500      | 2540    |
| FUTURE FOCUS CORRIDOR | BLACK CREEK RD      | 325.25                | 181                     | \$5,421                             | 2601     | 2617   | 2600      | 2610    |
| FUTURE FOCUS CORRIDOR | BLOOMERY RD         | 2124.94               | 1,181                   | \$35,416                            | 4801     | 4885   | 4800      | 4886    |
| FUTURE FOCUS CORRIDOR | BLOOMERY RD         | 559.61                | 311                     | \$9,327                             | 4901     | 4923   | 4900      | 4924    |
| FUTURE FOCUS CORRIDOR | BLOOMERY RD         | 1491.92               | 829                     | \$24,865                            | 4901     | 4961   | 4900      | 4962    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 1129.57               | 628                     | \$18,826                            | 1901     | 1909   | 1900      | 1910    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 1059.51               | 589                     | \$17,659                            | 2001     | 2003   | 2000      | 2004    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 899.30                | 500                     | \$14,988                            | 2101     | 2117   | 2100      | 2118    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 865.08                | 481                     | \$14,418                            | 2201     | 2209   | 2200      | 2210    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 594.95                | 331                     | \$9,916                             | 2301     | 2321   | 2300      | 2320    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 355.53                | 198                     | \$5,925                             | 2401     | 2411   | 2400      | 2410    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 347.66                | 193                     | \$5,794                             | 2411     | 2421   | 2410      | 2420    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 355.71                | 198                     | \$5,929                             | 2501     | 2503   | 2500      | 2502    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 2161.55               | 1,201                   | \$36,026                            | 3201     | 3287   | 3200      | 3288    |
| FUTURE FOCUS CORRIDOR | CHARLESTON ST       | 2164.11               | 1,202                   | \$36,068                            | 3301     | 3387   | 3300      | 3388    |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 196.36                | 109                     | \$3,273                             | 0        | 0      | 0         | 0       |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 851.78                | 473                     | \$14,196                            | 1407     | 2001   | 1408      | 2000    |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 1079.59               | 600                     | \$17,993                            | 3001     | 3099   | 3000      | 3100    |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 376.31                | 209                     | \$6,272                             | 3101     | 3199   | 3100      | 3200    |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 1756.63               | 976                     | \$29,277                            | 3201     | 3271   | 3200      | 3270    |
| FUTURE FOCUS CORRIDOR | CORBETT AVE         | 1747.23               | 971                     | \$29,121                            | 3301     | 3371   | 3300      | 3370    |
| FUTURE FOCUS CORRIDOR | DOWNING ST          | 470.35                | 261                     | \$7,839                             | 3101     | 3107   | 3100      | 3108    |
| FUTURE FOCUS CORRIDOR | DOWNING ST          | 4435.73               | 2,464                   | \$73,929                            | 3109     | 3999   | 3110      | 4000    |
| FUTURE FOCUS CORRIDOR | ERNEST RD           | 2109.34               | 1,172                   | \$35,156                            | 5101     | 5185   | 5100      | 5186    |
| FUTURE FOCUS CORRIDOR | ERNEST RD           | 1953.27               | 1,085                   | \$32,555                            | 5201     | 5279   | 5200      | 5280    |
| FUTURE FOCUS CORRIDOR | ERNEST RD           | 1211.47               | 673                     | \$20,191                            | 5301     | 5349   | 5300      | 5350    |
| FUTURE FOCUS CORRIDOR | ERNEST RD           | 2045.22               | 1,136                   | \$34,087                            | 5401     | 5483   | 5400      | 5484    |
| FUTURE FOCUS CORRIDOR | ERNEST RD           | 1702.64               | 946                     | \$28,377                            | 5501     | 5569   | 5500      | 5570    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 387.00                | 215                     | \$6,450                             | 2901     | 2903   | 2900      | 2900    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 681.83                | 379                     | \$11,364                            | 2901     | 2961   | 2900      | 2960    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 1703.00               | 946                     | \$28,383                            | 2915     | 2965   | 2924      | 2940    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 396.10                | 220                     | \$6,602                             | 3001     | 3003   | 3002      | 3004    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 750.51                | 417                     | \$12,508                            | 3001     | 3003   | 3016      | 3102    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 561.18                | 312                     | \$9,353                             | 3005     | 3015   | 3006      | 3016    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 565.38                | 314                     | \$9,423                             | 3019     | 3099   | 3018      | 3098    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD     | 574.29                | 319                     | \$9,571                             | 3101     | 3101   | 3110      | 3112    |
| FUTURE FOCUS CORRIDOR | FOREST HILLS RD EXT | 573.12                | 318                     | \$9,552                             | 3201     | 3205   | 3200      | 3204    |
| FUTURE FOCUS CORRIDOR | FUTURE FACILITY     | 2034.55               | 1,130                   | \$33,909                            | 0        | 0      | 0         | 0       |
| FUTURE FOCUS CORRIDOR | FUTURE FACILITY     | 645.52                | 359                     | \$10,759                            | 1        | -1     | 0         | 0       |
| FUTURE FOCUS CORRIDOR | HERRING AVE         | 867.41                | 482                     | \$14,457                            | 1701     | 1701   | 1700      | 1700    |
| FUTURE FOCUS CORRIDOR | LAKE WILSON RD      | 1473.24               | 818                     | \$24,554                            | 4701     | 4759   | 4700      | 4760    |
| FUTURE FOCUS CORRIDOR | LAKE WILSON RD      | 2002.43               | 1,112                   | \$33,374                            | 4801     | 4881   | 4800      | 4882    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 2101.90               | 1,168                   | \$35,032                            | 4401     | 4485   | 4400      | 4486    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1047.94               | 582                     | \$17,466                            | 4501     | 4543   | 4500      | 4544    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1254.19               | 697                     | \$20,903                            | 4601     | 4651   | 4600      | 4652    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 2065.01               | 1,147                   | \$34,417                            | 4701     | 4783   | 4700      | 4784    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 878.17                | 488                     | \$14,636                            | 4801     | 4837   | 4800      | 4836    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1049.14               | 583                     | \$17,486                            | 4801     | 4843   | 4800      | 4844    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1949.06               | 1,083                   | \$32,484                            | 4901     | 4979   | 4900      | 4980    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1473.36               | 819                     | \$24,556                            | 5001     | 5059   | 5000      | 5060    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 576.00                | 320                     | \$9,600                             | 5059     | 5083   | 5060      | 5084    |
| FUTURE FOCUS CORRIDOR | LAMM RD             | 1981.05               | 1,101                   | \$33,017                            | 5101     | 5181   | 5100      | 5182    |

## Appendix B: Top Priority Corridor Future Focus Corridor Prioritization List

|                       |                         |         |       |          |      |      |      |      |
|-----------------------|-------------------------|---------|-------|----------|------|------|------|------|
| FUTURE FOCUS CORRIDOR | LAMM RD                 | 1341.60 | 745   | \$22,360 | 5201 | 5255 | 5200 | 5256 |
| FUTURE FOCUS CORRIDOR | LAMM RD                 | 2052.25 | 1,140 | \$34,204 | 5301 | 5383 | 5300 | 5384 |
| FUTURE FOCUS CORRIDOR | LAMM RD                 | 1798.33 | 999   | \$29,972 | 5401 | 5473 | 5400 | 5474 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1777.34 | 987   | \$29,622 | 2047 | 2047 | 2000 | 2000 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1280.18 | 711   | \$21,336 | 3001 | 3001 | 3000 | 3000 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2454.29 | 1,363 | \$40,905 | 3101 | 3199 | 3100 | 3198 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2108.56 | 1,171 | \$35,143 | 3301 | 3247 | 3200 | 3348 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 476.95  | 265   | \$7,949  | 3401 | 3421 | 3400 | 3422 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1116.31 | 620   | \$18,605 | 3501 | 3545 | 3500 | 3546 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 661.97  | 368   | \$11,033 | 3601 | 3627 | 3600 | 3628 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 450.24  | 250   | \$7,504  | 3701 | 3719 | 3700 | 3720 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2039.88 | 1,133 | \$33,998 | 3801 | 3883 | 3800 | 3884 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2002.09 | 1,112 | \$33,368 | 3901 | 3981 | 3900 | 3982 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 663.76  | 369   | \$11,063 | 4001 | 4027 | 4000 | 4028 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1802.06 | 1,001 | \$30,034 | 4101 | 4173 | 4100 | 4174 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 261.92  | 146   | \$4,365  | 4201 | 4211 | 4200 | 4212 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2035.82 | 1,131 | \$33,930 | 4301 | 4383 | 4300 | 4384 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2082.55 | 1,157 | \$34,709 | 4401 | 4485 | 4400 | 4486 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1961.05 | 1,089 | \$32,684 | 4501 | 4579 | 4500 | 4580 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1953.39 | 1,085 | \$32,556 | 4601 | 4679 | 4600 | 4680 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1151.88 | 640   | \$19,198 | 4701 | 4747 | 4700 | 4748 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1197.48 | 665   | \$19,958 | 4801 | 4849 | 4800 | 4850 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 2010.27 | 1,117 | \$33,505 | 4901 | 4981 | 4900 | 4982 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 544.12  | 302   | \$9,069  | 5001 | 5023 | 5000 | 5024 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1975.28 | 1,097 | \$32,921 | 5101 | 5181 | 5100 | 5182 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1960.60 | 1,089 | \$32,677 | 5201 | 5279 | 5200 | 5280 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1800.58 | 1,000 | \$30,010 | 5301 | 5373 | 5300 | 5372 |
| FUTURE FOCUS CORRIDOR | LONDON CHURCH RD        | 1378.64 | 766   | \$22,977 | 5401 | 5457 | 5400 | 5458 |
| FUTURE FOCUS CORRIDOR | MARTIN LUTHER KING BLVD | 862.57  | 479   | \$14,376 | 2401 | 2435 | 2400 | 2436 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 2338.38 | 1,299 | \$38,973 | 4201 | 4295 | 4200 | 4296 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 1723.54 | 958   | \$28,726 | 4301 | 4369 | 4300 | 4370 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 1975.69 | 1,098 | \$32,928 | 4401 | 4481 | 4400 | 4482 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 1954.14 | 1,086 | \$32,569 | 4501 | 4579 | 4500 | 4580 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 2091.62 | 1,162 | \$34,860 | 4601 | 4685 | 4600 | 4686 |
| FUTURE FOCUS CORRIDOR | MERCK RD                | 1869.66 | 1,039 | \$31,161 | 4701 | 4775 | 4700 | 4776 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 760.43  | 422   | \$12,674 | 1801 | 1831 | 1800 | 1830 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 823.55  | 458   | \$13,726 | 1801 | 1999 | 1800 | 2000 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1211.32 | 673   | \$20,189 | 3501 | 3549 | 3500 | 3550 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 599.45  | 333   | \$9,991  | 3601 | 3625 | 3600 | 3626 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1911.01 | 1,062 | \$31,850 | 4001 | 4077 | 4000 | 4078 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1366.24 | 759   | \$22,771 | 4101 | 4155 | 4100 | 4156 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 2107.81 | 1,171 | \$35,130 | 4201 | 4285 | 4200 | 4286 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 2056.43 | 1,142 | \$34,274 | 4301 | 4383 | 4300 | 4384 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 303.58  | 169   | \$5,060  | 4401 | 4413 | 4400 | 4414 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1698.96 | 944   | \$28,316 | 4413 | 4481 | 4414 | 4482 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 741.64  | 412   | \$12,361 | 4501 | 4531 | 4500 | 4530 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1963.84 | 1,091 | \$32,731 | 5001 | 5079 | 5000 | 5080 |
| FUTURE FOCUS CORRIDOR | NC 42                   | 1984.14 | 1,102 | \$33,069 | 5101 | 5181 | 5100 | 5182 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 536.31  | 298   | \$8,939  | 2751 | 2753 | 2750 | 2752 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 717.27  | 398   | \$11,955 | 4901 | 4931 | 4900 | 4930 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1297.13 | 721   | \$21,619 | 4901 | 4953 | 4900 | 4952 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 505.90  | 281   | \$8,432  | 5001 | 5021 | 5000 | 5020 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 668.46  | 371   | \$11,141 | 5021 | 5049 | 5020 | 5048 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1575.11 | 875   | \$26,252 | 5101 | 5165 | 5100 | 5164 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1552.08 | 862   | \$25,868 | 5201 | 5263 | 5200 | 5264 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 2027.54 | 1,126 | \$33,792 | 5301 | 5383 | 5300 | 5382 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1155.47 | 642   | \$19,258 | 5501 | 5547 | 5500 | 5548 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1560.36 | 867   | \$26,006 | 5601 | 5663 | 5600 | 5664 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1362.74 | 757   | \$22,712 | 5701 | 5755 | 5700 | 5756 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 2043.34 | 1,135 | \$34,056 | 5801 | 5883 | 5800 | 5884 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1996.85 | 1,109 | \$33,281 | 5901 | 5981 | 5900 | 5980 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1601.53 | 890   | \$26,692 | 6001 | 6065 | 6000 | 6066 |
| FUTURE FOCUS CORRIDOR | NC 58                   | 1033.04 | 574   | \$17,217 | 6101 | 6143 | 6100 | 6144 |
| FUTURE FOCUS CORRIDOR | NOVOPHARM BLVD          | 5078.33 | 2,821 | \$84,639 | 1    | -1   | 0    | 0    |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD          | 532.43  | 296   | \$8,874  | 4101 | 4199 | 4100 | 4200 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD          | 2017.13 | 1,121 | \$33,619 | 4201 | 4281 | 4200 | 4282 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD          | 1209.62 | 672   | \$20,160 | 4301 | 4349 | 4300 | 4350 |

**Appendix B: Top Priority Corridor Future Focus Corridor Prioritization List**

|                       |                     |         |       |          |      |      |      |      |
|-----------------------|---------------------|---------|-------|----------|------|------|------|------|
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 1815.17 | 1,008 | \$30,253 | 4401 | 4473 | 4400 | 4474 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 1633.34 | 907   | \$27,222 | 4501 | 4567 | 4500 | 4568 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 163.78  | 91    | \$2,730  | 4567 | 4573 | 4568 | 4574 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 2064.62 | 1,147 | \$34,410 | 5001 | 5083 | 5000 | 5084 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 573.94  | 319   | \$9,566  | 5101 | 5123 | 5100 | 5124 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 371.95  | 207   | \$6,199  | 5123 | 5137 | 5124 | 5138 |
| FUTURE FOCUS CORRIDOR | OLD RALEIGH RD      | 1858.11 | 1,032 | \$30,969 | 5201 | 5275 | 5200 | 5276 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 209.82  | 117   | \$3,497  | 1101 | 1127 | 1100 | 1126 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 411.29  | 228   | \$6,855  | 1101 | 1121 | 1100 | 1122 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 121.73  | 68    | \$2,029  | 1121 | 1127 | 1122 | 1126 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 56.10   | 31    | \$935    | 1129 | 1131 | 1128 | 1130 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 352.28  | 196   | \$5,871  | 1131 | 1137 | 1130 | 1136 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 513.78  | 285   | \$8,563  | 1139 | 1153 | 1138 | 1154 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 303.48  | 169   | \$5,058  | 1701 | 1709 | 1700 | 1710 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 405.70  | 225   | \$6,762  | 1701 | 1709 | 1700 | 1710 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 333.88  | 185   | \$5,565  | 1801 | 1809 | 1800 | 1810 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 414.62  | 230   | \$6,910  | 1901 | 1917 | 1900 | 1910 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 284.73  | 158   | \$4,746  | 2001 | 2009 | 2000 | 2010 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 707.76  | 393   | \$11,796 | 2101 | 2149 | 2100 | 2148 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 688.51  | 383   | \$11,475 | 2201 | 2201 | 2200 | 2200 |
| FUTURE FOCUS CORRIDOR | OLD STANTONSBURG RD | 622.15  | 346   | \$10,369 | 2301 | 2313 | 2300 | 2312 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 1826.94 | 1,015 | \$30,449 | 4801 | 4875 | 4800 | 4876 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 2014.34 | 1,119 | \$33,572 | 4901 | 4981 | 4900 | 4982 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 838.91  | 466   | \$13,982 | 5001 | 5035 | 5000 | 5036 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 1867.16 | 1,037 | \$31,119 | 5101 | 5175 | 5100 | 5176 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 192.46  | 107   | \$3,208  | 5102 | 5198 | 5100 | 5200 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 1260.82 | 700   | \$21,014 | 5201 | 5251 | 5200 | 5252 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 1958.62 | 1,088 | \$32,644 | 5301 | 5379 | 5300 | 5380 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 1985.86 | 1,103 | \$33,098 | 5401 | 5481 | 5400 | 5480 |
| FUTURE FOCUS CORRIDOR | PACKHOUSE RD        | 2115.58 | 1,175 | \$35,260 | 5501 | 5585 | 5500 | 5586 |
| FUTURE FOCUS CORRIDOR | RIDGEN RD           | 2027.43 | 1,126 | \$33,790 | 5001 | 5083 | 5000 | 5084 |
| FUTURE FOCUS CORRIDOR | RIDGEN RD           | 1950.56 | 1,084 | \$32,509 | 5101 | 5179 | 5100 | 5180 |
| FUTURE FOCUS CORRIDOR | RIDGEN RD           | 1997.51 | 1,110 | \$33,292 | 5201 | 5281 | 5200 | 5282 |
| FUTURE FOCUS CORRIDOR | RIDGEN RD           | 1877.45 | 1,043 | \$31,291 | 5301 | 5377 | 5300 | 5378 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 159.23  | 88    | \$2,654  | 1401 | 1401 | 1400 | 1400 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 188.42  | 105   | \$3,140  | 1403 | 1403 | 1402 | 1402 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 226.24  | 126   | \$3,771  | 1501 | 1505 | 1500 | 1504 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 259.84  | 144   | \$4,331  | 1507 | 1511 | 1506 | 1510 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 519.55  | 289   | \$8,659  | 1513 | 1515 | 1512 | 1516 |
| FUTURE FOCUS CORRIDOR | STANTONSBURG RD     | 380.31  | 211   | \$6,339  | 1601 | 1611 | 1600 | 1610 |
| FUTURE FOCUS CORRIDOR | US 264              | 1988.98 | 1,105 | \$33,150 | 3701 | 3781 | 3700 | 3780 |
| FUTURE FOCUS CORRIDOR | US 264              | 438.60  | 244   | \$7,310  | 4001 | 4019 | 4000 | 4018 |
| FUTURE FOCUS CORRIDOR | US 264              | 2069.40 | 1,150 | \$34,490 | 4101 | 4185 | 4100 | 4184 |
| FUTURE FOCUS CORRIDOR | US 264              | 2085.47 | 1,159 | \$34,758 | 4201 | 4285 | 4200 | 4284 |
| FUTURE FOCUS CORRIDOR | US 264              | 1962.63 | 1,090 | \$32,710 | 4301 | 4379 | 4300 | 4378 |
| FUTURE FOCUS CORRIDOR | US 264              | 1452.42 | 807   | \$24,207 | 4401 | 4459 | 4400 | 4458 |
| FUTURE FOCUS CORRIDOR | US 264              | 1327.83 | 738   | \$22,130 | 4801 | 4859 | 4800 | 4860 |
| FUTURE FOCUS CORRIDOR | US 264              | 731.94  | 407   | \$12,199 | 4901 | 4931 | 4900 | 4930 |
| FUTURE FOCUS CORRIDOR | US 264              | 1459.37 | 811   | \$24,323 | 4901 | 4959 | 4900 | 4958 |
| FUTURE FOCUS CORRIDOR | US 264              | 1525.59 | 848   | \$25,426 | 5001 | 5063 | 5000 | 5062 |
| FUTURE FOCUS CORRIDOR | US 301              | 822.26  | 457   | \$13,704 | 0    | 0    | 0    | 0    |
| FUTURE FOCUS CORRIDOR | US 301              | 467.88  | 260   | \$7,798  | 1    | -1   | 0    | 0    |
| FUTURE FOCUS CORRIDOR | US 301              | 669.09  | 372   | \$11,152 | 1    | -1   | 0    | 0    |
| FUTURE FOCUS CORRIDOR | US 301              | 3459.16 | 1,922 | \$57,653 | 1    | -1   | 0    | 0    |
| FUTURE FOCUS CORRIDOR | US 301              | 587.52  | 326   | \$9,792  | 1001 | 1003 | 1000 | 1000 |
| FUTURE FOCUS CORRIDOR | US 301              | 494.35  | 275   | \$8,239  | 1101 | 1111 | 1100 | 1112 |
| FUTURE FOCUS CORRIDOR | US 301              | 436.63  | 243   | \$7,277  | 1201 | 1211 | 1200 | 1212 |
| FUTURE FOCUS CORRIDOR | US 301              | 564.38  | 314   | \$9,406  | 2001 | 2051 | 2000 | 2052 |
| FUTURE FOCUS CORRIDOR | US 301              | 875.11  | 486   | \$14,585 | 2331 | 2407 | 2400 | 2502 |
| FUTURE FOCUS CORRIDOR | US 301              | 774.48  | 430   | \$12,908 | 2509 | 2525 | 2500 | 2514 |
| FUTURE FOCUS CORRIDOR | US 301              | 1631.80 | 907   | \$27,197 | 2601 | 2675 | 2600 | 2676 |
| FUTURE FOCUS CORRIDOR | US 301              | 838.76  | 466   | \$13,979 | 2801 | 2825 | 2800 | 2824 |
| FUTURE FOCUS CORRIDOR | US 301              | 166.21  | 92    | \$2,770  | 2837 | 2837 | 2832 | 2832 |
| FUTURE FOCUS CORRIDOR | US 301              | 1115.49 | 620   | \$18,591 | 2901 | 2929 | 2900 | 2918 |
| FUTURE FOCUS CORRIDOR | US 301              | 519.64  | 289   | \$8,661  | 2997 | 2999 | 2992 | 2998 |
| FUTURE FOCUS CORRIDOR | US 301              | 468.41  | 260   | \$7,807  | 3001 | 3011 | 3000 | 3010 |
| FUTURE FOCUS CORRIDOR | US 301              | 453.31  | 252   | \$7,555  | 3013 | 3021 | 3012 | 3020 |

**Appendix B: Top Priority Corridor Future Focus Corridor Prioritization List**

|                       |                          |         |         |             |      |      |      |      |
|-----------------------|--------------------------|---------|---------|-------------|------|------|------|------|
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 365.13  | 203     | \$6,085     | 2101 | 2107 | 2100 | 2108 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 1129.10 | 627     | \$18,818    | 2201 | 2203 | 2200 | 2220 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 1070.33 | 595     | \$17,839    | 2301 | 2339 | 2300 | 2340 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 1636.03 | 909     | \$27,267    | 2401 | 2407 | 2400 | 2406 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 505.89  | 281     | \$8,432     | 2509 | 2561 | 2500 | 2508 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 1797.50 | 999     | \$29,958    | 2509 | 2561 | 2500 | 2508 |
| FUTURE FOCUS CORRIDOR | WILCO BLV                | 1858.83 | 1,033   | \$30,980    | 2601 | 2669 | 2600 | 2607 |
| FUTURE FOCUS CORRIDOR | WILLIAM CHAPEL CHURCH RD | 2082.99 | 1,157   | \$34,717    | 6101 | 6185 | 6100 | 6186 |
| FUTURE FOCUS CORRIDOR | WILLIAM CHAPEL CHURCH RD | 2045.79 | 1,137   | \$34,097    | 6201 | 6283 | 6200 | 6284 |
| FUTURE FOCUS CORRIDOR | WILSON CHRISTAIN RD      | 1972.26 | 1,096   | \$32,871    | 4201 | 4279 | 4200 | 4280 |
| FUTURE FOCUS CORRIDOR | WILSON CHRISTAIN RD      | 2587.91 | 1,438   | \$43,132    | 4301 | 4399 | 4300 | 4400 |
| ESTIMATED TOTAL       |                          | 259,007 | 143,893 | \$4,316,775 |      |      |      |      |