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Durham Trails and Greenways Master Plan

All the developers who are working with the Granville County Planning Office to accommodate the prospective Greenway Master Plan into their on-going development plans.
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Section I
Executive Summary

Project Mission
That Granville County and its municipalities –
• Recognize that greenways enhance a community’s economic and environmental well-being, and
• Integrate the Greenway Master Plan into their Mixed Use Land Development Plans.

Vision
Local Governments that adopt the Greenway Master Plan will:
• Minimize planning, construction, and land preparation costs of greenway segments
• Maximize public use facilities that provide functional and attractive routes for non-motorized transportation, recreation, and sport
• Become leaders in creating communities that promote the health and well-being of their residents and workers by maintaining an optimal balance between land development and open space needs.

What is a greenway?
Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link natural reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Greenways can have trails that are paths used for walking, biking, horseback riding, and other forms of recreation of transportation. In over 3500 American towns, cities, and counties, greenways provide over 35,000 miles of trails – all linked to the common goals of a healthier population, a cleaner environment, and more livable, enjoyable communities.

Background
In September 2004, the Health Promotion Workgroup of LiveWell Granville: A Healthy Carolinians Partnership was awarded funds by Eat Smart Move More... NC and the NC Healthy Weight Initiative to create a Master Greenway Plan for Granville County. The goal of the plan was to inventory and map existing utility (power, gas, water, and sewer) and rail easements, assess them for feasibility as greenways, seek public input about greenway placements, and create a general plan by combining the data from both types of feedback.
The Granville-Vance District Health Department coordinated the funding and grant management process, while Granville County’s Mapping Department created maps of the county and potential routes therein as well as of specific areas whenever needed. Grant funds supported contracting with Jesse Sullins, retired City of Oxford engineer, to research deeds, easement pathways, neighboring county plans, and other necessary resources, as well as mailing, forum, and mapping costs.

**Rationale**

The 2002 Granville County Health Assessment revealed that Granville County residents die sooner from heart disease, and diabetes than the average North Carolinian and county rates of death from stroke and all cancers are not much better than the state average. Research shows that being physically active, eating right, and avoiding tobacco use all can decrease the risk for chronic diseases.

Consequently, *LiveWell Granville* formed a Health Promotion Workgroup to work to decrease the rate of death from chronic diseases by creating environmental or policy changes that support healthy behaviors among Granville County residents.

In 2003, Granville County joined forces with Franklin and Vance Counties (FGV) to assess health behaviors among residents 18 years and older via a state administered survey – The Behavioral Risk Factor Surveillance System. Results published in 2004 revealed that:

- **30.6%** of FGV residents get no leisure time activity
- **65.0%** of FGV residents do not meet the recommendation for physical activity
- **68.7%** of FGV residents are overweight or obese (*BMI > 25*)
- **32.9%** of FGV residents are obese (*BMI > 30*)
- **23.4%** of FGV 18-64 yr olds have no health insurance

Since the Centers for Disease Control strongly recommends “Creating or improving access to places for physical activity ... to increase physical activity”, and the Robert Wood Johnson Foundation states that “People who report having access to walking/jogging trails are 55% more likely to be physically active”, it is clear that if Granville County increases the number of available pathways for safe walking, biking and other non-motorized transportation, residents and local workers will become more active. When exercise can be part of a daily routine such as going to work, school, or shopping (in addition to recreation) two activities can be
accomplished at once – travel and exercise – making that exercise both time-efficient and sustainable.

Moreover, as health care and workers’ compensation costs continue to rise along with the costs of physical inactivity, employers and local governments alike stand to benefit when activity levels increase.

“Even a 5% reduction in the percentage of physically inactive adults could save [North Carolina] approximately...$400 million per year” (Health Management Associates, 2001). (A proportional savings for Granville County would be $2.4 million per year).

Process

- **October 2004** - Stakeholders invited to information session *(12 attend).*
- **October 2004** – Granville County conducted recreation survey independently of greenway planning process *(821 respond – Facilities most requested are “walking/jogging trails”).*
- **Oct 04 – Jan 05** – Utilities (Progress Energy, Duke Power, Wake Electric, Piedmont Electric and Scana/Public Service of NC) and municipalities (water and sewer lines) approached about sharing information about easement locations. *(Duke Power and Public Service would not share information for security purposes; sewer lines are often better options because they tend to run “cross-country” while water lines are often in the middle of streets.)*
- **Nov 04 – Feb 05** - County mapped all easement information.
- **December 2004** - Consulted with NC Chair of East Coast Greenway Alliance
- **February 2005** - Survey about suggested greenway routes mailed to civic group, church, and municipal leaders *(low response – but all suggested trails were also mentioned during forums).*
- **February 2005** - Community forums conducted in Butner, Oxford, and Stovall *(32 non-grant related participants, 54 overall)* See Appendix B
- **March 2005** – Consulted with President of NC Rail Trails
- **March 2005** – Granville County applies for Congestion Mitigation Air Quality funding to create two transportation greenways: 158 Bypass/Loop Road Intersection to DT Oxford, and Butner to Creedmoor
- **April 2005** - Assessment tool for potential greenway trails created.
- **April – May 2005** - Walked easements
- **Feb – June 2005** - Mapped trails
June 2005 - Developed plan recommendations

Qualifiers

This plan is a first attempt to encourage Granville County and its municipalities to include greenways in every discussion that involves new construction of any type, reconstruction of and improvements to existing roads, walkways, recreation areas, neighborhoods, or utility easements. As such, it is not meant to be the final word on greenways, but rather the springboard for discussion as stakeholders become comfortable with the concept, learn from experience, and bring forth new visions.

Granville County is in a unique position to become a recreation destination for neighboring counties. Because of our large geographic area and low population density (91 people/sq mile versus 169 for Vance, 755 for Wake, and 769 for Durham), a thoughtfully developed greenway system that not only links destinations within the county for local residents but also links to neighboring counties can become a resource for nearby urban residents. Connecting to natural resources such as the Tar River and the Kerr and Falls of the Neuse Lakes will also enhance the appeal of a county-wide greenway system.

Since the National Park Service and the Rails to Trails Conservancy both have data showing that visitors can spend up to $13.50/visit to a trail on food, beverages, and transportation, drawing visitors from near and far could be an economic boon for the county while preserving its rural nature. Additionally, if energy resources become scarce while the available infrastructure supports automobile rather than non-motorized transportation, the addition of greenway connections between home, work, and shopping will contribute to energy savings, pollution abatement, and increased physical activity and health for county residents.

Yet, for the plan to make an impact, it must be acted upon. The plan will only make a difference for our community if local governments commit to it and strive to accomplish the goals it sets forth. With the growth that is occurring in the southern end of the county, opportunities to incorporate community connections and green space will be lost if the plan becomes nothing more than a document that collects dust on a bookshelf.
# Section II

## Proposed Greenway Corridors

<table>
<thead>
<tr>
<th>Possible Greenway Name</th>
<th>Potential Easement Options Approximate Distance</th>
<th>Greenway Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1. Oxford-Clarksville Trail Jefferson Davis Way</td>
<td>Rail (Norfolk Southern Line) 13 miles to VA line 10 miles from VA line to Clarksville</td>
<td>North-South route connecting Oxford with NC Bike Route 4 (North Line Trace) and Clarksville, VA/Tobacco Heritage Trail.</td>
</tr>
<tr>
<td>G2. John Penn Way</td>
<td>On road (Rockwell, SR 1509) 3.5 miles</td>
<td>From Highway 15 in Stovall, along NC Bike Route 4 (North Line Trace), then North on John Penn Rd to John Penn’s Gravesite.</td>
</tr>
<tr>
<td>G3. Grassy Creek Trail</td>
<td>On road (Harry Davis, Pittard, Herbert Faucette, Grassy Creek, Dalton Mill/Oak Hill), utility ~20 miles</td>
<td>a. East-West Route connecting Highway 15 in Bullock with Grassy Creek Recreation Area. b. East-west route connecting Highway 96 with Grassy Creek Recreation Area and Virginia</td>
</tr>
<tr>
<td>G4. Aviation Pass</td>
<td>On-road (Salem), Rail (Norfolk Southern Line), ~4 miles to county line ~8 miles from county line to Henderson</td>
<td>East-West route from Oxford (GMC) to NC Bike Route 1 (Carolina Connection) and Henderson, passing Oxford-Henderson Airport.</td>
</tr>
<tr>
<td>G5. Jordan Creek Trail</td>
<td>Sewer 3 miles</td>
<td>Connect East Oxford industrial/residential complex (Revlon, Dill Manufacturing, Autumn Park) with Mary Potter School and Oxford City Hall.</td>
</tr>
<tr>
<td>G7.</td>
<td>Rail (Norfolk Southern), Sewer, Utility, private rights-of-way, on-road (Industry Drive, I-85 Service Road) ~13 miles</td>
<td>Larger loop around Oxford connecting inner loop/ 1-85 pedestrian pass with Oxford Park, with Highway 15, with Kinton Forks/Highway 96 with Lake Devin, with trail G12b</td>
</tr>
<tr>
<td>G8. Jonesland Parkway Catcher’s Pass</td>
<td>Private rights-of-way 3.5 miles</td>
<td>North-South route connecting Lake Devin Recreation Area to Granville Athletic Park.</td>
</tr>
<tr>
<td>G9.</td>
<td>On-road (SR 1166, Lake Devin Road, Old Hwy 75) ~1 mile</td>
<td>East-West route connecting Lake Devin to Oxford Loop/trail G6.</td>
</tr>
<tr>
<td>G10. Foundry Branch Trail</td>
<td>Sewer, private rights-of-way 2 miles</td>
<td>Connect Industry Dr. in Oxford with West Oxford School along Foundry Branch Sewer Line</td>
</tr>
<tr>
<td>G11.</td>
<td>Sewer, On-road (NC 96)</td>
<td>Connect Pinewood Apartments</td>
</tr>
</tbody>
</table>
### Possible Greenway Name | Potential Easement Options | Approximate Distance | Greenway Description
--- | --- | --- | ---
G12. Tally Ho Chase/Trail | a. Water/Sewer easements, On-road (Old 75 Hwy, Belltown) 13 miles  
  b. Rail (Norfolk Southern Line) ~2 miles to county line  
  c. On-road (Old 75 Hwy) ~3 miles | <1 mile | a. North-South route connecting Granville Athletic Park to new High School, to Stem, to Holt Lake, to Butner. Branch off before Butner to connect with nearby planned trails in Durham County, or  
  b. North-South rail with trail route connecting Oxford to Butner along Norfolk Southern RR line. At SW corner, at Falls of the Neuse Lake, branch to connect with planned trail in Durham County.  
  c. East-West route connecting 12a with Durham County (north of the Falls Lake flood plain).

G13. | On-road (NC 96), utility, Rail (Norfolk Southern) 14 miles | 13 miles | a. Virginia’s Tobacco Heritage Trail near Virgilina that dips into Granville County.  
  b. North-South route connecting Oxford Loop with NC Bike Route 4 (North Line Trace) and Virgilina/Tobacco Heritage Trail.

G14. | On-road (US 158, Moriah Rd), utility, private rights-of-way ~10 miles | ~10 miles | East-West route connecting Oxford Loop with the Tar River and continuing to Granville / Person County line.

G15. OxMoor Run Creedmoor Connection Seaboard Trail | Rail (Seaboard Line), private rights-of-way, on-road (US 15) ~23 miles | ~23 miles | North-South route connecting Oxford Loop to Creedmoor and Durham County, including an extension to Vance County Line.

G16. | On road (NC 50), utility easements 3 miles | 3 miles | North-South route connecting Creedmoor with Wake County and Falls of the Neuse Lake Recreation Areas.

G17. Dutchville Run Brassfield Way Dutchfield Way | Water/Sewer easements, private rights-of-way, on-road (NC 56) 6.5 miles | 6.5 miles | East-West route connecting North Butner to Creedmoor to Wilton / NC Bike Route 1 (Carolina Connection). Include connections to schools, developments, new shopping areas.

G18. Carolina Connection | Conservation Easements, private rights-of-way, on-road (NC 96, Cannady’s Mill, SR 1709, Lawrence, Bruce Garner), utility 12 miles | 12 miles | North-South route along NC Bike Route 1 (Carolina Connection), connecting Oxford-Creedmoor Trail (G15) at the Seaboard Rail Line to Wilton, and to Wake County’s planned
greenways/bike routes that lead to Falls of the Neuse Lake.

<table>
<thead>
<tr>
<th>Possible Greenway Name</th>
<th>Potential Easement Options Approximate Distance</th>
<th>Greenway Description</th>
</tr>
</thead>
</table>
| G19. Tar River Trail   | Conservation Easements, private rights of way | East-West route running the length of the Tar River. This route intersects with proposed greenways G12, G14, G15, G18, G20 and the Wilton Slopes Hiking Trails and Paddle Access Project. This route should also be considered a “blueway” due to its appeal for canoe and kayak traffic.


| G21. Camp Mule Range     | Sewer easements, private rights of way, on-road (Gate 2, Central Ave, East Lyon Station, Green, Will Suitt, Joe Peed, US 15) | East-West route connecting central Butner to Creedmoor accessing residential and commercial developments. |

| G22. Butner Loop         | Sewer, utility, On-road (F Street, 33rd St) 2.5 miles | North-South route connecting Central Avenue in Butner to North Butner with access to schools. |

**Types of Greenway / Trail Easements**

- **Rails to Trails** - These trails are planned to run along abandoned railroad rights of way. The creation of these trails is a primary objective of the Greenway Master Plan.

- **Rails With Trails** - These trails are planned to run alongside existing railroads, using the railroad owned rights-of-way.

- **Utility** - These are off-road segments of the trail network that do not follow rail lines. These segments may follow utility easements (sewer, power, gas etc) or other public rights-of-way.

- **On road bike routes** - These segments of the trail network will be used to create desired connections between destinations or to connect sections of rail-trails and other off-road trails together. They will be used in areas where ownership of abandoned rights-of-way cannot be secured or where there is an obstruction of the rail-trail such as a major bridge that has been demolished. Some of these on-road routes will be temporary, pending the building of bridges or other structures. Others will be permanent. On-road facilities may include wide shoulders, wide outside lanes, and marked designated bike lanes. Enhancing on-road bikability should be addressed during any repaving or widening of existing roads.
• **Other designated on-road bike routes** – These routes have been identified, and are regularly used by local bikers. They are included in the local transportation plan as well as Appendix E.

**Principles of Naming Greenways**

The Health Promotion Workgroup intended to name as many routes as possible in order to simplify referring to them. However, names were suggested for routes without first developing a clear plan of standards for determining names. The following are suggested principles of naming that we propose be adopted:

- Names of relevant natural features are preferred names for a trail
- Parks or other community features are appropriate names of trails as they are likely to be familiar trail origins and destinations
- Historic names may be appropriate in some cases
- Emphasis will be placed on naming trails so that users can identify their location without confusion
- Trails, bridge, or sections of trails can be named as a memorial to someone who has made a contribution to the greenway system of Granville County.
- County and Emergency Services will review and approve final name suggestions.

As such – many of the names suggested above may not meet the proposed guidelines if they are adopted. Moreover, the routes on the Greenway Plan should be merged with the on-road bike routes identified by Granville County in 1998. Established bike route names should be assessed for name compatibility with planned greenways as well.
MAPS

Granville County
Northern Region and Stovall
Central Region, Oxford, and Stem
Southern Region, Butner, and Creedmoor
Section III
Plan Recommendations

Planning
The Greenway Master Plan begins the planning process by delineating proposed greenways for both the County and its municipalities; however both County and Small Area Comprehensive Systems should be pursued. Because all modes of transportation are critical to mobility within our communities:

- Local governments should develop a comprehensive approach that integrates the Greenway Master Plan into their individual land use, recreation, pedestrian transit, comprehensive transportation, and transportation improvement plans for their jurisdiction.
- Local Governments should integrate Greenways into their local Land Ordinances. Modifications may need to be made to the Zoning ordinances or the Table of Uses in order to assure that greenways are an allowable use for easements under Outdoor Recreation or Passive Recreation.

Plans for management of public access points, scenic or conservation easements, along with recreational use of “blueways” like the Tar River need to be coordinated with all relevant land management agencies, as well as included in the Comprehensive Recreation/Transportation Plan.

All Railroad easements, regardless of ownership, shall be incorporated into the Comprehensive Transportation Plan. Rail with Trail use shall be considered when Rail to Trail conversion is not possible.

NCDOT routinely includes bike and pedestrian improvements on state road projects. The county and municipalities shall do the same. Granville County shall encourage NCDOT to follow its own published guidelines on state roads located within our borders: roads with an average daily traffic count (ADT) between 4000 and 8000 should have 2 ft paved shoulders; roads with an ADT over 8000 should have 4 ft paved shoulders. This would make existing roadways significantly more bicycle-friendly and improve mobility between off-road trails.

Oversight
County and municipal governments should work together to create a group that will be responsible for enacting the precepts of the Greenway Master Plan. Because it is a county-wide
plan, the county government should take the lead establishing and assuring an oversight committee. Suggested membership should include representatives from:

- Municipalities
- County Government
- Land Use Planning and Zoning
- County Planning Board
- County Board of Adjustments
- Tourism Development
- Recreation / Parks
- State and Regional Transportation Planning Organizations
- Public Health / Health Promotion Workgroup
- Engineering
- Water and Sewer
- Public Safety
- Land Use Attorney
- Land Surveyor
- Finance Department

**Connectivity**

Local Governments should look for and work toward opportunities to connect with neighboring (Vance, Franklin, Wake, Durham, Person, and Mecklenburg, VA) counties.

County Staff should participate in state and regional plans for trails and greenway systems. State, regional, and national trails that pass through Granville County should be incorporated into the County’s Greenway Plan.

The County should seek *East Coast Greenway* designation for the North-South route that ideally will connect the Warren Creek Trail at West Point on the Eno in Durham to Clarksville, VA via Butner, Stem, Jonesland/Granville Athletic Park, Oxford, and Stovall.

**Rights – of –Way**

In anticipation of future trail development, the county and its municipalities should actively work to acquire identified rights-of-way, regardless of availability of construction funds.
Accessibility
All paved greenways should be fully accessible to people with disabilities. Unpaved trails should be as accessible as is feasible given the development and landscape characteristics of the surrounding area.

Trail development across the county should be balanced.

Acquisition
Granville County and small areas within the county shall integrate acquisition of greenway easements into their Land Development Ordinance.

All new construction in the county shall look for ways to connect to designated Greenways. This applies to both Residential and Industrial Tracts. All developers shall be required to assess opportunities to use their properties to enhance connections to other greenways or provide open space/corridors for future greenways. Development of new schools, subdivisions, and industrial facilities will provide key linkage and development for the greenways of Granville County.

For developments that cannot connect with greenways as outlined in the Greenway Master Plan, local governments should create an ordinance that guides setting aside a specific percentage of land for open space or payment of an equivalent value fee. Acquired fees should be set aside in a separate greenway fund for easement acquisition and greenway construction.

The land required must be wide enough to accommodate construction and maintenance of a trail. The following guidelines for easement width are recommended for adoption as policy.

- **On railways**, the rail bed and the original right-of-way should be preserved. Exceptions for pre-existing structures, undue hardship to landowners, or other circumstances require jurisdictional board approval
- **In developed urban areas**, an easement of 20 -25 feet or more is preferable
- **Adjacent to streams** with mapped floodplains in non-urbanized areas, the greenway easement shall be a minimum of 50 feet and shall comply with riparian buffer standards. Per the Granville County Comprehensive Land Use Plan, “Conservation/open space land uses should be provided in areas where there is the potential for flooding (100 year flood plain) or the need for buffering.”
• **On sanitary sewer easements** that are adjacent to a stream, the greenway easement width should extend from the adjacent stream bank to the outer edge of the sewer easement.

**Residential**

The infrastructure of all new developments shall be walkable and bikable (eg - contain walkways and bikeways). All new Residential construction within the local government should be required to develop connections to existing or proposed greenways.

If feasible greenway connections do not exist, the following is an example of an ordinance to guide compensation by a residential development.

> “The amount of land to be reserved will equal “x” portion (such as 1/35th) of an acre times the number of lots recorded. If fee in lieu* is used, the equivalent value of the property to be set aside is used. For example: 25 acres with a tax value of $120,000 being subdivided into 20 lots would dedicate 0.5714285 acres or pay a $2742.86 fee.”

*The Planning Department Staff will determine which option will be allowed.

Permit requests from Residential Developers shall include an assessment of how Greenways shall be designed into the infrastructure of subdivisions. The county’s Environmental Disclosure check-sheet should specify how Greenways are included in the proposed development. Easement grants should be clearly delineated in the project plans and final plat maps.

**Commercial/Industrial**

New commercial and industrial developments are highly encouraged to construct or provide access to recreational and multi-modal transportation greenways to enhance their workers health and wellness and to reduce congestion and air pollution.

Permit requests from Industrial or Commercial Developers shall require an environmental disclosure checklist that ascertains how developers might construct or link to other greenway corridors, facilities, and/or other transportation networks.

Developers are highly encouraged to include greenways and/or access to them in the site plans as a transportation requirement. Given state EPA air quality requirements, it is important that
communities adopt standard practices to minimize pollution emissions. This includes incorporating non-motorized transportation standards - especially in industrial districts which can impact the transportation choice of high numbers of people.

Utilities
Locally elected officials and staff should work cooperatively with all utility providers serving their area. Utility providers shall keep the Greenway in mind for all future construction. Requests for construction shall include an assessment of how the proposed utility pathway relates to the Greenway Master Plan and how the land will be prepared for Greenway public use. Joint use easements should be sought– that is, easements acquired for utility use should also be written to accommodate non-motorized transportation.

When doing utility construction work, contractors should leave the projects in a manner that will allow future greenway construction without additional land preparation.

Recreational
Local governments in Granville County are rapidly developing new and innovative recreational resource facilities, such as Granville Athletic Park (GAP), Oxford Park, the Tar River Canoe Access, and other facilities. All future recreation development should integrate Greenways into these plans.

Rivers and lakes are a largely untapped recreational resource in Granville County. All future development that involves Tar River, John H. Kerr Reservoir, Fishing Creek, and Falls River shall be required to submit an assessment indicating how greenways can be created along any section being developed.

Railroad
Local governments should take action to reserve all known Railroad Corridors for use of Greenway purposes, as recommended by the national Rails to Trails initiatives and the state programs that foster preservation of rail corridors for greenways.

If negotiations with a land-owner to preserve a railroad corridor fail to reach a satisfactory resolution, the jurisdictional board will be advised and purchase of the land or easement will be considered.
The county and its municipalities should adopt a policy to monitor railroad abandonment and investigate railroad banking possibilities. They should:

- Monitor applications to abandon railroads within their jurisdictions
- Undertake preliminary negotiations with abandoning railroad companies (and include in the negotiation process: planning, traffic engineering, local government attorneys, and management staff), and
- Encourage county and city managers to subsequently report to their boards on railroads to be abandoned, including options, costs, benefits, and recommendations.

**Off-Road Vehicle (ORV) Trails**
The premise for the Greenway Master Plan was to encourage non-motorized traffic in order to increase levels of physical activity among residents. In addition, some funding opportunities are related to decreasing the pollution effects of gasoline powered vehicles. Yet ORV use is a popular past-time among many in the County. Designating certain trails for ORV use may prevent ORV riders from using trails that should not be subjected to motorized traffic.

ORV users can be as responsible trail users as others such as hikers or horse-back riders. Rules and standards of behavior have been established by the National Off-Road Highway Vehicle Conservation Council and should be used to guide ORV as well as other trail users.

However, within municipal boundaries ORV use is not likely feasible. Local law enforcement should commit to enforcing non-motorized vehicle use of trails where applicable.

**Safety**
County and local governments should incorporate new greenways into established patrol patterns for their jurisdictions.

**Environmental Protection**
Greenway construction should follow best practices for environmental protection, and include stream bank enhancement as necessary. Trails should generally not be constructed within 30 ft of adjacent streams unless run-off mitigation has been addressed. Wetlands will not be disturbed beyond construction of a boardwalk or bridge. Greenway corridor acquisition may be used to protect an environmentally sensitive or threatened areas. Trail construction in such areas should be designed for minimum impact, or land may be left open for bird watching, wildflower identification or comparable activities.
Funding

Local governments should actively seek and use outside funding to create the greenway infrastructure. There are a variety of federal, state, and private resources available. Some funding sources include:

- Recreational Trail Grants
- Rails to Trails
- Transportation Grants (NC DOT, FHWA, Metropolitan and Rural Planning Organizations)
  - Transportation Enhancements (TEA-21) Program
  - SAFETEA-LU Hazard Elimination Funds
  - Surface Transportation Program Discretionary Account Funds
  - Congestion Mitigation Air Quality Funds
  - Transportation Improvement Programs – Bikeway Funds
- Conservation Funds
  - Clean Water Management Trust Funds
  - Conservation Enhancement Program Funds
  - Land and Water Conservation Grants
  - National Heritage Trust Fund
- State Park funds
- Private Foundations such as BCBS Foundation, Bikes Belong Coalition
- Residential or industrial development exactments
- Bond referendums
- Community Development Block Grants
- Corporate or private donors that may support trail projects for varying levels of recognition

Some small municipalities or communities that want to provide safe trails, pedways, or bikeways and do not fit easily with the Greenway Plan may have a harder time accessing some of the resources above. Walking Trails and other localized recreation facilities can be pursued in partnership with outside agencies thru Granville County Recreation Mini-Grant Program.
Section IV
Municipality Recommendations

The maps in section II clearly show that greenways connect to and run within the municipalities of Butner, Creedmoor, Oxford, Stem, and Stovall. Moreover, the individual section maps show slightly enhanced detail of these townships. Detail of Stovall can be found in the map of the Northern Region of Granville County, while Oxford and Stem are shown on the map of the Central Region of the county, and Butner and Creedmoor are located on the map of the Southern Region. For the most part, the plan recommendations in section III as written for the county can be directly applicable to the individual municipalities. For that reason, the workgroup chose not to create separate, and duplicate, plans for each municipality. Moreover, because the emphasis of this Greenway Plan is on creating connections between destinations, the workgroup considers the municipalities critical parts of a “whole” rather than as separate, unrelated entities.

A summary of the plan recommendations from Section III as they would apply to Granville County municipalities is listed below. It is the Health Promotion Workgroup’s hope that each municipality will choose to adopt the Greenway Master Plan and to incorporate the appropriate trails and recommendations listed below into their planning processes.

- Local governments should integrate the Greenway Master Plan into their individual land use, recreation, pedestrian transit, comprehensive transportation, and transportation improvement plans for their jurisdiction.
- Local Governments should integrate Greenways into their local Land Ordinances. Modifications may need to be made to the Zoning ordinances or the Table of Uses in order to assure that greenways are an allowable use for easements under Outdoor Recreation or Passive Recreation.
- Local governments should assign representatives to the group that will be responsible for enacting the precepts of the Greenway Master Plan.
- Local Governments should look for and work toward opportunities to connect with neighboring greenway systems.
- Municipalities should actively work to acquire identified rights-of-way.
- All paved greenways should be fully accessible to people with disabilities. Unpaved trails should be as accessible as is feasible.
• All new Residential construction within the local government should be required to develop connections to existing or proposed greenways. The infrastructure of all new developments shall be walkable and bikable (e.g., contain walkways and bikeways).

• Granville County and small areas within the county shall integrate acquisition of greenway easements into their Land Development Ordinance. The land required must be wide enough to accommodate construction and maintenance of a trail. (see details on “Acquisition” in Section III).

Permit requests from Industrial or Commercial Developers should require an environmental disclosure checklist that ascertains how developers might construct or link to other greenway corridors, facilities, and/or other transportation networks.

• Joint use easements should be sought – that is, easements acquired for utility use should also be written to accommodate non-motorized transportation.

• All future recreation development should integrate Greenways into these plans.

• Municipalities should adopt a policy to monitor railroad abandonment and investigate railroad banking possibilities.

• While off-road vehicle use may be considered for some greenways, this is not likely feasible within municipal boundaries. Local law enforcement should commit to enforcing non-motorized vehicle use of trails where applicable.

• Local governments should incorporate new greenways into established patrol patterns for their jurisdictions.

• Greenway construction should follow best practices for environmental protection.

• Local governments should actively seek and use outside funding to create their greenway infrastructure.
Section V

Appendices
Appendix A

Greenway Assessment Tool
Date assessment completed

Name of evaluator(s)

Route running from to

Is this a public easement?

If so, what type?

Rail, power, water, sewer, gas, other (describe)

Starting Point – Please describe using nearest crossroads or landmarks.

Summary Comments – After completing your assessment, please discuss whether you recommend this pathway for inclusion in the master plan. Consider and address feasibility of construction, accessibility by the public, and likelihood of use.

Thank you for undertaking this assessment and giving us your opinions. We could not complete this project without you!
Jackie has a device that you can use to measure the length in feet of the trail and therefore the length of any sections you want to specify. Please call ahead to see if the “measurer” is available to be checked out. (Oxford Office – 693-2141; Henderson Office – 492-7915) *If you wear a pedometer, you can record distances in terms of steps and then convert to feet/miles once you have determined your stride length.*

1. **UNDERGROWTH** – Please describe the growth in terms of its type (descriptions follow), approximately where it exists on the trail, and estimate for what distance or portion of the trail. Feel free to add your own descriptors for clarification.

   - **Heavy** – trees and undergrowth with not much light penetration; clearing equipment required.
   - **Medium** – small trees and undergrowth; can be cleared easily with hand-tools.
   - **Light** – grassland, or small briars and undergrowth.

   a) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   b) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   c) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   d) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   e) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   f) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   g) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________

   h) Describe location_____________________________________________________________________
   Describe type and length________________________________________________________________
2. **DITCHES AND WATERWAYS** – Please describe any ditches and waterways that cross the pathway. Describe not only the approximate depth and width in feet, but also your opinion of what would be needed to enable path users to cross the ditch or waterway, as well as the location of what you are describing (such as: Ditch perpendicular to path at end of ~ 1st quarter of trail). If what you are describing appears to be a wetland or marshy area, please note that.

a) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

b) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

c) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

d) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

e) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

f) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

g) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________

h) Describe location _____________________________________________________________

   Describe approximate width & depth ____________________________________________

   Describe what is needed to cross the obstacle____________________________________
3. **SLOPES** - Please describe any obvious slopes that you encounter in terms of the necessary effort required to walk the slope you are describing. You may use other adjectives as well, or attempt to describe the slopes in terms relative to the angles below.

![Angle Diagram](image)

~45 degrees          ~30 degrees           ~15 degrees

a) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

b) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

c) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

d) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

e) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

f) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

g) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

h) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

i) Describe location____________________________________________________________________
Describe type and length________________________________________________________________

j) Describe location____________________________________________________________________
Describe type and length________________________________________________________________
4. **LARGE ROCKS OR OTHER OBSTACLES** – Please give location and description, including approximate dimensions, of any large rocks or obstacles blocking the pathway.

a) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

b) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

c) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

d) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

e) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

f) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

g) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

h) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

i) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

j) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________

k) Describe location________________________________________________________

Describe type and size of obstacle______________________________________________
5. **DROP-OFFS** – Please give the location and the description of the drop-off, including approximate depth, as well as what you think is needed to accommodate the drop-off into the greenway (or to by-pass it).

a) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off

____________________________________________________________________________________

b) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off

____________________________________________________________________________________

c) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off

____________________________________________________________________________________

d) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off

____________________________________________________________________________________

e) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off

____________________________________________________________________________________

f) Describe location

Describe drop-off & approximate depth

Describe what is needed to accommodate the drop-off
6. **END POINT** – Please describe using nearest crossroads or landmarks.
________________________________________________________________________
________________________________________________________________________

7. **TOTAL LENGTH OF TRAIL ASSESSED** - (Document in feet if you used Jackie’s measuring device for this. If you did use the “measurer” be sure that you tracked the number of times, the counter “turned over” or started back at zero because you exceeded the maximum feet (9,999=1.89 m) it will record at one time). If you did not measure the trail, give your best estimate of its length, and indicate as such.
___________________________________________________________________________________

8. **OPPORTUNITIES FOR PARKING** – Please comment on whether you think it would be possible to locate a parking area anywhere near where there is road access to the trail (and describe the location). This is important because users of the trail have to have a way to get to it.
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

9. **REMARKS** – Please include here anything you have noticed and think we should know about but did not ask.
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________

10. **ADJACENT LANDOWNERS** – Please list the names and addresses below of any of whom you are aware.
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________
___________________________________________________________________________________

continue on back if necessary

THANK YOU THANK YOU THANK YOU THANK YOU THANK YOU
Appendix B

Granville County
Community Forum Results
Granville County Community Forum Results

At the community forums, attendees were invited to suggest routes to be included in the plan. After all suggestions had been recorded and mapped, those present voted upon the individual routes. Each attendee was allowed to vote for 3 routes using colored stickers. First choice was designated with a green sticker (value = 3 points), second choice was designated with a blue sticker (value = 2 points), and third choice was designated with an orange sticker (value = 1 point).

The routes discussed at each forum are listed below. The votes each received are written to the right of the route in the color of the sticker. The points have been tallied, and the top three routes from each forum are highlighted in red.

Results of Butner Forum
2/21/05

Stem → Butner – 7 green = 21 points
Sewer Easements in Butner – 2 blue = 4 points
F Street → 33rd St (Murdoch) → Right onto C Street
Stem to Oxford – 1 green, 2 blue, 1 orange = 8 points
Indian Trail from Hillsborough (crossing old 75) → West Point on the Eno
South of Creedmoor → Falls Lake – 3 blue, 3 orange = 9 points
Talley Ho → Jonesland – 2 orange = 2 points
Creedmoor → Oxford – 1 blue = 2 points
Range Road → Lake Michie / West Point on the Eno – 3 green, 3 blue, 1 orange = 16 points
Tar River → Belltown Road – 2 orange = 2 points
?Franklinton on Eno?
Wilton → Creedmoor – 1 orange = 1 point
Bike lanes on identified routes through Kerr Tar
Results of Oxford Forum  
2/22/05

Tar River (Fishing Creek) – 2 blue, 1 orange = 5 points

Huntsboro / Oxford Park → sewer line → Oxford – 6 green, 3 blue, 4 orange = 28 points

MHC → Bode Property – 2 blue = 4 points

Wilton → Oxford – 1 green, 1 blue, 2 orange = 7 points

Wilton → Creedmoor

Oxford → Clarksville – 5 green, 3 blue, 3 orange = 24 points

Seabord RR (15 → Creedmoor) → Butner / Providence

Old RR Line to Henderson – 1 green, 1 blue = 5 points

Oxford Grant Application – 2 blue, 2 orange = 6 points

DT Oxford → Lake Devin – 1 green = 3 points

Tar River → Franklin County – 1 orange = 1 point

GAP → Oxford – 1 blue, 2 orange = 4 points

Butner → Creedmoor (added when most of voting completed) – 1 green = 3 points

Oxford → 96 North

Identify existing bike routes (along roadways)

Results of Stovall Forum  
2/24/05

Clarksville → Stovall → Oxford – 10 green, 3 blue, 4 orange = 40 points

Stovall → John Penn Gravesite – 3 blue, 2 orange = 8 points

Mountain Road → Revlon – 2 blue, 2 orange = 6 points

Stovall → Grassy Creek Area – 1 green, 2 blue, 2 orange = 9 points

Grassy Creek → Clarksville – 1 orange = 1 point

Grassy Creek → Virgilina – 1 blue = 2 points

*** We need a park to go to!!!
Appendix C

Granville County Recreation Survey Results
Introduction

1. What Township of Granville County do you reside in? If you are unsure, go to http://www.granvillecounty.org/townships.html

<table>
<thead>
<tr>
<th>Township</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Hill</td>
<td>5.8%</td>
<td>46</td>
</tr>
<tr>
<td>Sassafras Fork</td>
<td>3.8%</td>
<td>30</td>
</tr>
<tr>
<td>Walnut Grove</td>
<td>7.3%</td>
<td>58</td>
</tr>
<tr>
<td>Salem</td>
<td>4.4%</td>
<td>35</td>
</tr>
<tr>
<td>Tally Ho</td>
<td>9.3%</td>
<td>74</td>
</tr>
<tr>
<td>Fishing Creek</td>
<td>8%</td>
<td>64</td>
</tr>
<tr>
<td>Dutchville</td>
<td>7.6%</td>
<td>61</td>
</tr>
<tr>
<td>Brassfield</td>
<td>5.4%</td>
<td>43</td>
</tr>
<tr>
<td>Oxford</td>
<td>48.5%</td>
<td>387</td>
</tr>
</tbody>
</table>

Total Respondents: 798
(filtered out): 0
(skipped this question): 106

2. Please check the appropriate answer. Are you:

<table>
<thead>
<tr>
<th>Gender</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>22.6%</td>
<td>177</td>
</tr>
<tr>
<td>Female</td>
<td>77.4%</td>
<td>606</td>
</tr>
</tbody>
</table>

Total Respondents: 783
(filtered out): 95
(skipped this question): 26

3. Please check the appropriate answer: Are you:

<table>
<thead>
<tr>
<th>Race/Ethnicity</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>African American</td>
<td>32.7%</td>
<td>157</td>
</tr>
<tr>
<td>Caucasian</td>
<td>63.1%</td>
<td>303</td>
</tr>
<tr>
<td>Latino/Hispanic</td>
<td>3.1%</td>
<td>15</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>1.5%</td>
<td>7</td>
</tr>
</tbody>
</table>

Total Respondents: 480
(filtered out): 50
4. What is your age?

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-29</td>
<td>21.7%</td>
<td>171</td>
</tr>
<tr>
<td>30-39</td>
<td>39.8%</td>
<td>314</td>
</tr>
<tr>
<td>40-49</td>
<td>25.7%</td>
<td>203</td>
</tr>
<tr>
<td>50-59</td>
<td>9%</td>
<td>71</td>
</tr>
<tr>
<td>60 and up</td>
<td>3.8%</td>
<td>30</td>
</tr>
</tbody>
</table>

Total Respondents 789
(filtered out) 94
(skipped this question) 21

5. How many children do you have?

<table>
<thead>
<tr>
<th>Number of Children</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>23.8%</td>
<td>178</td>
</tr>
<tr>
<td>2</td>
<td>45.3%</td>
<td>339</td>
</tr>
<tr>
<td>3</td>
<td>22.3%</td>
<td>167</td>
</tr>
<tr>
<td>More than 3</td>
<td>8.6%</td>
<td>64</td>
</tr>
</tbody>
</table>

Total Respondents 748
(filtered out) 97
(skipped this question) 59

6. Do you feel that Granville County needs additional recreation facilities?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>88.4%</td>
<td>670</td>
</tr>
<tr>
<td>No</td>
<td>11.6%</td>
<td>88</td>
</tr>
</tbody>
</table>

Total Respondents 758
(filtered out) 88
(skipped this question) 58

7. Is there a need for a recreation facility in your area of Granville County

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>79%</td>
<td>579</td>
</tr>
<tr>
<td>No</td>
<td>21%</td>
<td>154</td>
</tr>
</tbody>
</table>

Total Respondents 733
(filtered out) 82
(skipped this question) 89
8. Please check the types of recreation facilities that currently exist in your area.

<table>
<thead>
<tr>
<th>Recreation Facility</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tennis Courts</td>
<td>47.2%</td>
<td>292</td>
</tr>
<tr>
<td>Indoor Volleyball</td>
<td>16%</td>
<td>99</td>
</tr>
<tr>
<td>Walking/Jogging Trail</td>
<td>50.9%</td>
<td>315</td>
</tr>
<tr>
<td>Camping</td>
<td>12.9%</td>
<td>80</td>
</tr>
<tr>
<td>Picnic</td>
<td>45.1%</td>
<td>279</td>
</tr>
<tr>
<td>Fishing</td>
<td>32.1%</td>
<td>199</td>
</tr>
<tr>
<td>Indoor Racquetball Complex</td>
<td>4.4%</td>
<td>27</td>
</tr>
<tr>
<td>Outdoor Volleyball</td>
<td>7.8%</td>
<td>48</td>
</tr>
<tr>
<td>Indoor Basketball Court</td>
<td>36.7%</td>
<td>227</td>
</tr>
<tr>
<td>Frisbee</td>
<td>5.7%</td>
<td>35</td>
</tr>
<tr>
<td>Sandbox Play Area</td>
<td>34.7%</td>
<td>215</td>
</tr>
<tr>
<td>Outdoor Racquetball Court</td>
<td>2.6%</td>
<td>16</td>
</tr>
<tr>
<td><strong>Baseball/Softball Field</strong></td>
<td>59.3%</td>
<td>367</td>
</tr>
<tr>
<td>Golf</td>
<td>25.4%</td>
<td>157</td>
</tr>
<tr>
<td>Outdoor Basketball Court</td>
<td>27.1%</td>
<td>168</td>
</tr>
<tr>
<td>Multi-Use Facility</td>
<td>24.2%</td>
<td>150</td>
</tr>
<tr>
<td>Indoor/Outdoor Swim Complex</td>
<td>20.2%</td>
<td>125</td>
</tr>
<tr>
<td>Soccer Field</td>
<td>12.1%</td>
<td>75</td>
</tr>
<tr>
<td><strong>Total Respondents</strong></td>
<td><strong>619</strong></td>
<td></td>
</tr>
<tr>
<td>(filtered out)</td>
<td><strong>78</strong></td>
<td></td>
</tr>
<tr>
<td>(skipped this question)</td>
<td><strong>207</strong></td>
<td></td>
</tr>
</tbody>
</table>

9. Do you feel that Granville County needs additional recreation PROGRAMS?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>85.4%</td>
<td>644</td>
</tr>
<tr>
<td>No</td>
<td>14.6%</td>
<td>110</td>
</tr>
</tbody>
</table>

**Total Respondents** 754
(filtered out) 93
(skipped this question) 57
10. Is there a need for a recreation program in your area of Granville County?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>80.2%</td>
<td>547</td>
</tr>
<tr>
<td>No</td>
<td>19.8%</td>
<td>135</td>
</tr>
</tbody>
</table>

Total Respondents 682
(filtered out) 74
(skipped this question) 148

11. Please check the type of programs that currently exist in your area.

<table>
<thead>
<tr>
<th>Program Type</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sr. Recreational Activities</td>
<td>19%</td>
<td>106</td>
</tr>
<tr>
<td>Weekend Youth Programs</td>
<td>22.2%</td>
<td>124</td>
</tr>
<tr>
<td>Little League Programs</td>
<td>59.9%</td>
<td>334</td>
</tr>
<tr>
<td>Health and Fitness Class</td>
<td>24.2%</td>
<td>135</td>
</tr>
<tr>
<td>Dance</td>
<td>3.6%</td>
<td>20</td>
</tr>
<tr>
<td>Baseball</td>
<td>52.3%</td>
<td>292</td>
</tr>
<tr>
<td>Summer Programs</td>
<td>38.2%</td>
<td>213</td>
</tr>
<tr>
<td>Adult League Programs</td>
<td>18.8%</td>
<td>105</td>
</tr>
<tr>
<td>Soccer</td>
<td>38.4%</td>
<td>214</td>
</tr>
<tr>
<td>T-Ball</td>
<td>49.8%</td>
<td>278</td>
</tr>
<tr>
<td>League Basketball</td>
<td>36.2%</td>
<td>202</td>
</tr>
<tr>
<td>Open Play Basketball</td>
<td>14.7%</td>
<td>82</td>
</tr>
<tr>
<td>Arts and Sciences</td>
<td>5.2%</td>
<td>29</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>12.9%</td>
<td>72</td>
</tr>
</tbody>
</table>

Total Respondents 558
(filtered out) 71
(skipped this question) 275
12. What additional type of facilities would you like to have in your area?

<table>
<thead>
<tr>
<th>Facility</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tennis Courts</td>
<td>23.9%</td>
<td>158</td>
</tr>
<tr>
<td>Indoor Volley Ball</td>
<td>18%</td>
<td>119</td>
</tr>
<tr>
<td>Walking/Jogging Trail</td>
<td>52%</td>
<td>343</td>
</tr>
<tr>
<td>Camping</td>
<td>26.4%</td>
<td>174</td>
</tr>
<tr>
<td>Picnic</td>
<td>33.5%</td>
<td>221</td>
</tr>
<tr>
<td>Fishing</td>
<td>26.1%</td>
<td>172</td>
</tr>
<tr>
<td>Indoor Racquetball Complex</td>
<td>17.3%</td>
<td>114</td>
</tr>
<tr>
<td>Outdoor Volleyball</td>
<td>20.6%</td>
<td>136</td>
</tr>
<tr>
<td>Indoor Basketball Court</td>
<td>27%</td>
<td>178</td>
</tr>
<tr>
<td>Frisbee</td>
<td>9.4%</td>
<td>62</td>
</tr>
<tr>
<td>Indoor/Outdoor Swim Complex</td>
<td>50.8%</td>
<td>335</td>
</tr>
<tr>
<td>Outdoor Racquetball Complex</td>
<td>9.5%</td>
<td>63</td>
</tr>
<tr>
<td>Baseball/Softball Field</td>
<td>24.1%</td>
<td>159</td>
</tr>
<tr>
<td>Golf</td>
<td>10.6%</td>
<td>70</td>
</tr>
<tr>
<td>Outdoor Basketball Complex</td>
<td>26.4%</td>
<td>174</td>
</tr>
<tr>
<td>Multi-Use Facility/Field</td>
<td>39.7%</td>
<td>262</td>
</tr>
<tr>
<td>Sand Box Play Area</td>
<td>23.8%</td>
<td>157</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>10%</td>
<td>66</td>
</tr>
</tbody>
</table>

Total Respondents: 660
(filtered out): 86
(skipped this question): 158
13. What additional type of programs would you like to have in your area?

<table>
<thead>
<tr>
<th>Program</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sr. Recreational Activities</td>
<td>20.6%</td>
<td>125</td>
</tr>
<tr>
<td><strong>Weekend Youth Programs</strong></td>
<td><strong>49.5%</strong></td>
<td><strong>300</strong></td>
</tr>
<tr>
<td>Little League Programs</td>
<td>21%</td>
<td>127</td>
</tr>
<tr>
<td>Health and Fitness Class</td>
<td>49.2%</td>
<td>298</td>
</tr>
<tr>
<td>Dance</td>
<td>38%</td>
<td>230</td>
</tr>
<tr>
<td>Basketball</td>
<td>7.9%</td>
<td>48</td>
</tr>
<tr>
<td>Summer Programs</td>
<td>45.4%</td>
<td>275</td>
</tr>
<tr>
<td>Adult League Programs</td>
<td>25.1%</td>
<td>152</td>
</tr>
<tr>
<td>Soccer</td>
<td>15%</td>
<td>91</td>
</tr>
<tr>
<td>T-Ball</td>
<td>15.2%</td>
<td>92</td>
</tr>
<tr>
<td>League Basketball</td>
<td>14.2%</td>
<td>86</td>
</tr>
<tr>
<td>Open Play Basketball</td>
<td>24.6%</td>
<td>149</td>
</tr>
<tr>
<td>Arts and Crafts</td>
<td>35%</td>
<td>212</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>15.5%</td>
<td>94</td>
</tr>
</tbody>
</table>

Total Respondents: 606
(filtered out): 78
(skipped this question): 220

14. Do you and/or your family currently participate in any recreational activities?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>60.9%</td>
<td>445</td>
</tr>
<tr>
<td>No</td>
<td>39.1%</td>
<td>286</td>
</tr>
</tbody>
</table>

Total Respondents: 731
(filtered out): 94
(skipped this question): 79

15. If not, would the reason be:

<table>
<thead>
<tr>
<th>Reason</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of Time</td>
<td>56.2%</td>
<td>162</td>
</tr>
<tr>
<td>Lack of Transportation</td>
<td>9.4%</td>
<td>27</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>34.4%</td>
<td>99</td>
</tr>
</tbody>
</table>

Total Respondents: 288
(filtered out): 44
(skipped this question): 572
16. How far would you be willing to travel to a recreation site

<table>
<thead>
<tr>
<th>Distance</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 miles or under</td>
<td>35.6%</td>
<td>259</td>
</tr>
<tr>
<td>10 miles</td>
<td>53.2%</td>
<td>387</td>
</tr>
<tr>
<td>20 miles</td>
<td>13.9%</td>
<td>101</td>
</tr>
</tbody>
</table>

Total Respondents: 728
(filtered out): 92
(skipped this question): 84

17. Would you be willing to support a TAX INCREASE for a recreation facility

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>43.1%</td>
<td>224</td>
</tr>
<tr>
<td>No</td>
<td>57.5%</td>
<td>299</td>
</tr>
</tbody>
</table>

Total Respondents: 520
(filtered out): 49
(skipped this question): 335

18. Would you be willing to support a USER FEE for a recreation facility?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>84.2%</td>
<td>563</td>
</tr>
<tr>
<td>No</td>
<td>16%</td>
<td>107</td>
</tr>
</tbody>
</table>

Total Respondents: 669
(filtered out): 79
(skipped this question): 156

19. Would you be willing to support a TAX INCREASE for a recreation program

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>38.1%</td>
<td>187</td>
</tr>
<tr>
<td>No</td>
<td>61.9%</td>
<td>304</td>
</tr>
</tbody>
</table>

Total Respondents: 491
(filtered out): 46
(skipped this question): 367
20. Would you be willing to support USER FEES for a recreation program

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>84.7%</td>
<td>563</td>
</tr>
<tr>
<td>No</td>
<td>15.5%</td>
<td>103</td>
</tr>
</tbody>
</table>

Total Respondents 665
(filtered out) 78
(skipped this question) 161

21. Would you be willing to volunteer at a recreation facility?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>61.3%</td>
<td>437</td>
</tr>
<tr>
<td>No</td>
<td>38.7%</td>
<td>276</td>
</tr>
</tbody>
</table>

Total Respondents 713
(filtered out) 91
(skipped this question) 100

22. Would you be willing to volunteer for a recreation department

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>58.8%</td>
<td>399</td>
</tr>
<tr>
<td>No</td>
<td>41.2%</td>
<td>279</td>
</tr>
</tbody>
</table>

Total Respondents 678
(filtered out) 88
(skipped this question) 138

23. Comments/Suggestions:

View Total Respondents 118
(filtered out) 15
(skipped this question) 771

24. Where are you located?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States</td>
<td>99.7%</td>
<td>575</td>
</tr>
<tr>
<td>Other Country</td>
<td>0.3%</td>
<td>2</td>
</tr>
</tbody>
</table>

Total Respondents 577
(filtered out) 59
(skipped this question) 268
Appendix D

City of Oxford
Recreation Survey Results
**Community Parks needs**

1. Do you live within the city limits of Oxford?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>73.6%</td>
<td>424</td>
</tr>
<tr>
<td>No</td>
<td>26.4%</td>
<td>152</td>
</tr>
</tbody>
</table>

Total Respondents: 576

2. How many people live in your household?

<table>
<thead>
<tr>
<th>Respondent Group</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 or less</td>
<td>48.4%</td>
<td>277</td>
</tr>
<tr>
<td>3-4</td>
<td>36.2%</td>
<td>207</td>
</tr>
<tr>
<td>5-6</td>
<td>14%</td>
<td>80</td>
</tr>
<tr>
<td>More than 6</td>
<td>1.4%</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>572</td>
</tr>
</tbody>
</table>

(skipped this question)

3. If there are children in your household how many are:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Under age of 5</th>
<th>6-10</th>
<th>11-18</th>
<th>19-22</th>
<th>23 and over</th>
<th>5 or more</th>
<th>Response Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>75% (58)</td>
<td>21%</td>
<td>62%</td>
<td>91%</td>
<td>77%</td>
<td>1%</td>
<td>1.31</td>
</tr>
<tr>
<td></td>
<td>75% (84)</td>
<td>21%</td>
<td>62%</td>
<td>91%</td>
<td>77%</td>
<td>1%</td>
<td>1.30</td>
</tr>
<tr>
<td></td>
<td>62% (97)</td>
<td>34%</td>
<td>34%</td>
<td>9%</td>
<td>19%</td>
<td>0%</td>
<td>1.45</td>
</tr>
<tr>
<td></td>
<td>91% (31)</td>
<td>9%</td>
<td>3%</td>
<td>0%</td>
<td>4%</td>
<td>0%</td>
<td>1.09</td>
</tr>
<tr>
<td></td>
<td>77% (20)</td>
<td>19%</td>
<td>3%</td>
<td>0%</td>
<td>4%</td>
<td>0%</td>
<td>1.27</td>
</tr>
</tbody>
</table>

Total Respondents: 277

(skipped this question)

4. Of the adults in your household, how many are:

<table>
<thead>
<tr>
<th>Age Range</th>
<th>19-24</th>
<th>25-30</th>
<th>36-45</th>
<th>46-59</th>
<th>60 and over</th>
<th>5 or more</th>
<th>Response Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100%</td>
<td>56%</td>
<td>51%</td>
<td>46%</td>
<td>42%</td>
<td>0%</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>(15)</td>
<td>(49)</td>
<td>(85)</td>
<td>(97)</td>
<td>(72)</td>
<td>(0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0%</td>
<td>43%</td>
<td>49%</td>
<td>54%</td>
<td>58%</td>
<td>0%</td>
<td>1.45</td>
</tr>
<tr>
<td></td>
<td>(0)</td>
<td>(37)</td>
<td>(81)</td>
<td>(116)</td>
<td>(98)</td>
<td>(0)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.49</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.54</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.58</td>
</tr>
</tbody>
</table>

Total Respondents: 525

(skipped this question)

Page 48
5. Of the members of your household, please mark any of the following conditions that may exist.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obesity</td>
<td>36%</td>
<td>117</td>
</tr>
<tr>
<td>Diabetes</td>
<td>26.2%</td>
<td>85</td>
</tr>
<tr>
<td>Heart Condition</td>
<td>22.5%</td>
<td>73</td>
</tr>
<tr>
<td>High Blood Pressure</td>
<td>69.5%</td>
<td>226</td>
</tr>
<tr>
<td>Physical Disability</td>
<td>17.8%</td>
<td>58</td>
</tr>
<tr>
<td>Mental Disability</td>
<td>9.5%</td>
<td>31</td>
</tr>
<tr>
<td><strong>Total Respondents</strong></td>
<td><strong>325</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(skipped this question)</strong></td>
<td><strong>250</strong></td>
<td></td>
</tr>
</tbody>
</table>

6. Do you or a member of your household presently use the facilities owned by the city?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>58.5%</td>
<td>337</td>
</tr>
<tr>
<td>No</td>
<td>41.5%</td>
<td>239</td>
</tr>
<tr>
<td><strong>Total Respondents</strong></td>
<td><strong>576</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(skipped this question)</strong></td>
<td><strong>0</strong></td>
<td></td>
</tr>
</tbody>
</table>

7. Do you think that there is a need for improved facilities and programs in our community?

<table>
<thead>
<tr>
<th>Response</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>93.6%</td>
<td>539</td>
</tr>
<tr>
<td>No</td>
<td>6.4%</td>
<td>37</td>
</tr>
<tr>
<td><strong>Total Respondents</strong></td>
<td><strong>576</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(skipped this question)</strong></td>
<td><strong>0</strong></td>
<td></td>
</tr>
</tbody>
</table>
8. Of the following facilities, please rate the top 10 activities that you would like to see developed or improved in your community. Mark only 10 choices (1-10 with 1 being the most important choice to you and 10 being your least important choice)

<table>
<thead>
<tr>
<th>Facility</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation Center</td>
<td>54.6%</td>
<td>298</td>
</tr>
<tr>
<td>Soccer Complex</td>
<td>17%</td>
<td>93</td>
</tr>
<tr>
<td>Greenways</td>
<td>16.7%</td>
<td>91</td>
</tr>
<tr>
<td>Picnic Pavilions</td>
<td>38.5%</td>
<td>210</td>
</tr>
<tr>
<td>Lake/Water Front Parks</td>
<td>28.9%</td>
<td>158</td>
</tr>
<tr>
<td>Indoor Pool</td>
<td>48.9%</td>
<td>267</td>
</tr>
<tr>
<td>Horseshoe Pits</td>
<td>11.4%</td>
<td>62</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>23.3%</td>
<td>127</td>
</tr>
<tr>
<td>Basketball Complex</td>
<td>30.2%</td>
<td>165</td>
</tr>
<tr>
<td>Public Golf Course</td>
<td>18.3%</td>
<td>100</td>
</tr>
<tr>
<td>Indoor Walking</td>
<td>51.5%</td>
<td>281</td>
</tr>
<tr>
<td>Park for Dogs</td>
<td>13.2%</td>
<td>72</td>
</tr>
<tr>
<td>Walking Trails</td>
<td>53.5%</td>
<td>292</td>
</tr>
<tr>
<td>Football Fields</td>
<td>14.7%</td>
<td>80</td>
</tr>
<tr>
<td>Open Green Space</td>
<td>16.7%</td>
<td>91</td>
</tr>
<tr>
<td>Camp Sites</td>
<td>14.3%</td>
<td>78</td>
</tr>
<tr>
<td>Outdoor Pool</td>
<td>24.4%</td>
<td>133</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>43.2%</td>
<td>236</td>
</tr>
<tr>
<td>Nature Preserve</td>
<td>22%</td>
<td>120</td>
</tr>
<tr>
<td>Gymnastics Area</td>
<td>17.8%</td>
<td>97</td>
</tr>
<tr>
<td>Indoor Batting Cages</td>
<td>22.5%</td>
<td>123</td>
</tr>
<tr>
<td>Indoor Volleyball Complex</td>
<td>18.5%</td>
<td>101</td>
</tr>
<tr>
<td>Nature/Hiking Trails</td>
<td>34.1%</td>
<td>186</td>
</tr>
<tr>
<td>Board Game/Social Rooms</td>
<td>16.5%</td>
<td>90</td>
</tr>
<tr>
<td>Conference/Reception Area</td>
<td>18.9%</td>
<td>103</td>
</tr>
<tr>
<td>Bowling</td>
<td>37.4%</td>
<td>204</td>
</tr>
<tr>
<td>Fitness/Weight Room</td>
<td>44.5%</td>
<td>243</td>
</tr>
<tr>
<td>Shuffleboard/Bocce Courts</td>
<td>6.8%</td>
<td>37</td>
</tr>
<tr>
<td>Dirt Bike Track</td>
<td>5.3%</td>
<td>29</td>
</tr>
<tr>
<td>Boating (Canoes, etc.)</td>
<td>17%</td>
<td>93</td>
</tr>
<tr>
<td>Fishing Areas</td>
<td>30.8%</td>
<td>168</td>
</tr>
</tbody>
</table>

Total Respondents: 546

Page 50

(skipped this question) 29

12/27/2005 12:40 PM
9. Do you presently travel out of town for any of the above named activities?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>64.4%</td>
<td>371</td>
</tr>
<tr>
<td>No</td>
<td>35.6%</td>
<td>205</td>
</tr>
</tbody>
</table>

Total Respondents 576
(skipped this question) 0

10. If you answered yes to the above question please list the activities.

View Total Respondents 323
(skipped this question) 252

11. How do you presently get to the facilities that you use?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>79.1%</td>
<td>455</td>
</tr>
<tr>
<td>Walk</td>
<td>2.6%</td>
<td>15</td>
</tr>
<tr>
<td>Bike</td>
<td>0.7%</td>
<td>4</td>
</tr>
<tr>
<td>Other</td>
<td>0.3%</td>
<td>2</td>
</tr>
<tr>
<td>*I never use the facilities</td>
<td>17.2%</td>
<td>99</td>
</tr>
</tbody>
</table>

Total Respondents 575
(skipped this question) 1

12. If your answer to the above question was I never use the facilities, please explain why.

View Total Respondents 43
(skipped this question) 532

13. Of the activities/facilities offered by the City of Oxford that you have taken advantage of, approximately what distance did you have to travel to get to the site?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>less than 1 mile</td>
<td>15.5%</td>
<td>89</td>
</tr>
<tr>
<td>2-3 miles</td>
<td>29%</td>
<td>167</td>
</tr>
<tr>
<td>4-10 miles</td>
<td>25.9%</td>
<td>149</td>
</tr>
<tr>
<td>more than 10 miles</td>
<td>9.2%</td>
<td>53</td>
</tr>
<tr>
<td>I never use the facilities</td>
<td>20.3%</td>
<td>117</td>
</tr>
</tbody>
</table>

Total Respondents 575
(skipped this question) 1
Appendix E

Granville County
Designated Bike Routes

Narrative and Map
Bicycle Section  (from 1998 Granville County Thoroughfare Plan)

This section is dedicated to addressing the bicycle needs of Granville County. Granville County has two designated bicycle routes: the Carolina Connection, NC Bike Route 1, and the North Line Trace, NC Bike Route 4. Because of this designation, these facilities may be subjected to more bicycle traffic than other facilities of similar design. Due to this shared, or multi-modal, use of these facilities, it is recommended that sub-standard sections be widened to a standard 7.32 meter (24 ft) cross section with two-foot paved shoulders. These improvements will enhance safety and the functional design of the facility. The bicycle routes are shown in Figure 4.

The two following facilities are part of the State designated bicycle routes in Granville County and have sub-standard widths.

Carolina Connection (NC Bike Route 1)
- Salem Road (SR 1522): From the Vance County Line to Huntsboro Road.
- Huntsboro Road (SR 1521): From Salem Road to the Oxford Northern Planning Boundary.
- Antioch Road (SR 1600): From Oxford Southern Planning Boundary to Cannady’s Mill.
- Cannady’s Mill (SR 1622): From Antioch Road to NC 96.
- NC 96: From Cannady’s Mill to Horseshoe Road.
- Horseshoe Road (SR 1709): From NC 96 to Lawrence Road.
- Lawrence Road (SR 1710): From Horseshoe Road to Garner Road.
- Garner Road (SR 1711): From Lawrence Road to Wake County.

North Line Trace (NC Bike Route 4)
- Walnut Grove Road (SR 1316): From Person County Line to Goshen Road.
- Goshen Road (SR 1323): From Walnut Grove Road to Goshen Road.
- Goshen Road (SR 1321): From Goshen Road to NC 96.
- NC 96: From Goshen Road to Mountain Creek.
- Mountain Creek (SR 1415): From NC 96 to Grassy Creek Road.
- Grassy Creek Road (SR 1430): From Mountain Creek to the Vance County Line.

In the development of the thoroughfare plan, it was brought to our attention that other facilities were being used by local citizens as bicycle routes. Personnel from the City of Oxford and Granville County met with a bicycle group from the area and discuss routes the group uses in Granville County. The following is a list of these routes and the highway facilities in Granville County. These routes are illustrated in Figure 4.

Grassy Creek Loop (Approximately 40 miles)
- Williamsboro Street (US158): From College Street to Salem Road.
- Salem Road (SR 1522): From Williamsboro Street to Tabbs Creek Road.
- Tabbs Creek Road (SR 1521): From Salem Road to Harold O’Brien Road.
- Harold O’Brien Road (SR 1520): From Tabbs Creek Road to Chewning Road.
- Chewning Road (SR 1514): From Harold O’Brien Road to Dexter Road.
- Dexter Road (SR 1510): From Chewning Road to Rockwell Road.
- Rockwell Road (SR 1430): From Dexter Road to Grassy Creek Road.
- Grassy Creek Road (SR 1431): From Rockwell Road to Grassy Creek.
- Grassy Creek (SR 1400): From Grassy Creek Road to Cornwall Road.
- Cornwall Road (SR 1300): From Grassy Creek to NC 96.
- NC 96: From Cornwall Road to Watkins Wilkinson Road.
- Watkins Wilkinson Road (SR 1422): From NC 96 to Webb School Road.
- College Street (US 15): From Webb School Road to Williamsboro Street.
Enon to Sunset Loop (Approximately 20 miles)
College Street (US 15): From Williamsboro Street to Webb School Road.
Webb School Road (SR 1453): From College Street to Watkins Wilkinson Road.
Watkins Wilkinson Road (SR 1422): From Webb School Road to NC 96.
NC 96: From Watkins Wilkinson Road to Sunset Road.
Sunset Road (SR 1304): From NC 96 to Hebron Road.
Hebron Road (SR 1150): From Sunset Road to Tommie Daniel Road.
Tommie Daniel Road (SR 1151): From Hebron Road to Enon Road.
Enon Road (SR 1139): From Tommie Daniel Road to Roxboro Road.
Roxboro Road (US 158): From Enon Road to College Street.
College Street (US 15): From Roxboro Road to Williamsboro Street.

Cannady’s Mill to Belltown Loop (Approximately 30 miles)
Hillsboro Street (US 15): From Linden Avenue to Belltown Road.
Belltown Road (SR 1133): From US 15 to Smith Road.
Smith Road (SR 1135): From Belltown Road to US 15.
US 15: From Smith Road to Tar River Road.
Tar River Road (SR 1635): From US 15 to Tom Hunt Road.
Tom Hunt Road (SR 1633): From Tar River Road to NC 96.
NC 96: From Tom Hunt Road to Cannady’s Mill Road.
Cannady’s Mill Road (SR 1622): From NC 96 to Fairport Road.
Fairport Road (SR 1609): From Cannady’s Mill Road to Linden Avenue.
Linden Avenue (NC 96): From Fairport Road to Hillsboro Street.

Little Mountain Creek Loop (Approximately 25 miles)
Williamsboro Street (US 158): From College Street to Salem Road.
Salem Road (SR 1522): From Williamsboro Street to Tabbs Creek Road
Tabbs Creek Road (SR 1521): From Salem Road to Harold O’Brien Road.
Harold O’Brien Road (SR 1520): From Tabbs Creek Road to Chewning Road
Chewning Road (SR 1514): From Harold O’Brien Road to Dexter Road.
Dexter Road (SR 1510): From Chewning Road to Rockwell Road.
Rockwell Road (SR 1430): From Dexter Road to Cornwall Road.
Cornwall Road (SR 1300): From Rockwell Road to NC 96.
NC 96: From Cornwall Road to Watkins Wilkinson Road.
Watkins Wilkinson Road (SR 1422): From NC 96 to Webb School Road.
Webb School Road (SR 1453): From Watkins Wilkinson Road to College Street.
College Street (US 15): From Webb School Road to Williamsboro Street.

Providence Loop (Approximately 15 miles)
Hillsboro Street (US 15): From College Street to Providence Road.
Providence Road (SR 1004): From Hillsboro Street to Harper Renn Road.
Harper Renn Road (SR 1156): From Providence Road to Enon Road.
Enon Road (SR 1139): From Harper Renn Road to Roxboro Road.
Roxboro Road (US 158): From Enon Road to College Street.
College Street (US 15): From Roxboro Road to Hillsboro Street.

Because a number of these facilities that make up these loops have substandard widths and don’t have bicycle accommodations, it is recommended that those facilities be widened to a standard cross section for bicycles (Appendix C, cross section O) when funding permits. When considering the widening of these facilities, it is recommended that the Office of Bicycle and Pedestrian Transportation (NCDOT) be consulted. They can help provide the most appropriate cross section for the widening. They may also provide assistance in identifying the need for bicycle improvements based on present and future bicycle traffic. The County should contact the coordinator of this branch for further consideration and assistance.
Appendix F

East Coast Greenway Alliance
Map of North Carolina