



Definition and Weighting of Criteria for Prioritization of Transportation Penny Projects:

Pedestrian Improvements Point System and Prioritization

The pedestrian improvements ranking and validation process was carried out primarily within a GIS environment, data collected from local agencies, as well as by field observations to confirm existing conditions. The respective weights of each criterion were determined and refined with input from the County Transportation Director and analysis of other recent and comparable programs in the region.

Similar to the bikeways and sidewalks, pedestrian improvements play a vital role in promoting pedestrian traffic. Points were given where maintenance is required to enhance accessibility as well as for proximity to transit facilities and connectivity to greenways.

Pedestrian improvements that appear to meet accessibility requirements and are complete are not prioritized, but are included for validation and confirmation.

To optimize flexibility and grouping variety, projects were prioritized into a high, medium or low category based on culminated point totals. The augmented point system for all criteria is as follows:

25 points - Connectivity to existing public trails, greenways and public lands such as national, state or county parks. Connectivity offers more public use and enables a single project to link to a broader local or regional network of new or existing infrastructure. Thus, the highest points are assigned to these criteria.

2 points - Acquisition, construction and maintenance costs based on updated route and design information. Projects that have undergone a re-assessment of unit costs, professional design fees, construction engineering inspection costs, utility relocation cost assumptions, right-of-way cost assumptions and contingency factors received 2 points. Costs were compared against recent SCDOT standards and local construction cost factors. To ensure all projects were considered objectively and equitably, these criteria were not given high maximum points.

20 points – Connectivity to schools within ½ mile or less. Up to 20 points were given to projects that met this criteria.

10 points – Connectivity to major business centers within ½ mile or less. Up to 10 points were given to projects that met this criteria.

10 points – Connectivity to a transit facility (bus station, bus route or bus stop). Up to 10 points were given.

5 points – Maintenance required to comply with accessibility regulations.

A total of up to 72 points was the maximum achievable score. Total points were used to determine priority level.

Prioritization levels:

72 to 64 – High priority

63 to 54 – Medium priority

53 to 0 – Low priority



PEDESTRIAN IMPROVEMENT PROJECTS

Council Approval: 10/7/14

Priority	Rank	Council District	Project Names	Connectivity to Greenway	Acquisition, Construction/Maintenance Costs Determined	Connectivity to Schools	Connectivity to Business	Connectivity to transit	Maintenance	Total Points	Comments
			Pedestrian Improvements	10-25 pts	0-2 pts	10-20 pts	5-10 pts	5-10 pts	0-5 pts	72 Pts max	
Completed Projects	*	4,5	Broad River Rd and Bush River Rd								Project complete
	*	5	Devine St and Harden St/Santee Ave								Project complete
	*	5	Huger St and Blossom St								Project complete
	*	5	Rosewood Dr and Ott Rd								Project complete
	*	5,10	Rosewood Dr and Marion St								Project complete
	*	4	Main St and Elmwood Ave								Project complete
	*	4	Main St and Laurel St								Project complete
	*	4	Main St and Blanding St								Project complete
	*	3	Two Notch Rd and Maingate Dr/Windsor Lake Blvd								Project complete///Ped operated traffic control on northeast corner///Sidewalks and handicap access points
High Priority Projects	High	4	Elmwood Ave and Park St	25	2	20	10	10	5	72	Ramps present and appear to be ADA compliant. No detectable surface.
	High	5, 6	Rosewood Dr and Beltline Blvd	25	2	20	10	10	5	72	Ramps present and appear to be ADA compliant. No detectable surface.
	High	5	Blossom St and Saluda Ave	25	2	20	10	10	2	69	Detectable surface present at some ramps, ramps appears to be ADA compliant
	High	4	Assembly St and Laurel St	25	2	15	10	10	5	67	Ramps present and appear to be ADA compliant. No detectable surface.
	High	4,5	Harden St and Gervais St	25	2	15	10	10	2	64	Detectable surface present at some ramps, ramps appears to be ADA compliant
	High	5	Huger St and Gervais St	25	2	15	10	10	2	64	Detectable surface present at some ramps, ramps appears to be ADA compliant
Medium Priority Projects	Medium	4,5	Assembly St and Washington St	20	2	15	10	10	5	62	Ramps present and appear to be ADA compliant. No detectable surface.
	Medium	3, 7	Two Notch Rd and Decker Blvd/Parklane Rd	20	2	15	10	10	5	62	One crosswalk on southwest lane of Two Notch///Sidewalk and Handicap Access Points at all four corner
	Medium	5	Huger St and Lady St	25	2	10	10	10	2	59	Detectable surface present, ramps appears to be ADA compliant
	Medium	4	Assembly St and Calhoun St	20	2	10	10	10	5	57	All except one curb are handicap accessible - Facing North on Assembly St. - The bottom left corner in need of improvement
	Medium	4	Elmwood Ave and Bull St	25	2	10	10	10		57	Included in roadway project
	Medium	5	Huger St and Greene St	25	2	10	10	10		57	Included in roadway project. No pedestrian access points
	Medium	5	Rosewood Dr and Harden St	10	2	20	10	10	5	57	Ramps present and appear to be ADA compliant. No detectable surface.
	Medium	4,5	Assembly St and Gervais St	15	2	15	10	10	2	54	Detectable surface present, ramps appears to be ADA compliant
Low Priority Projects	Low	5	Rosewood Dr and Holly St	10	2	15	10	10	5	52	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	5,10	Rosewood Dr and Pickens St	10	2	15	10	10	3	50	Detectable surface present at some ramps, ramps appears to be ADA compliant
	Low	4	Main St and Calhoun St	10	2	10	10	10	5	47	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	5,6	Rosewood Dr and Kilbourne Rd	10	2	10	10	10	5	47	Ramps present and appear to be ADA compliant. No detectable surface.
	Low	3, 7	Two Notch Rd and Alpine Rd	15	2	15	5	5	5	47	No ramps present
	Low	8,9	Two Notch Rd and Brickyard Rd	10	2	10	10	5	5	42	Sidewalk and handicap access only on south corner///Ped operated traffic controls, but no crosswalk or handicap access points at other corners
	Low	9	Two Notch Rd and Sparkleberry Ln	10	2	8	10	5	5	40	Ramps present and appear to be ADA compliant. No detectable surface.