

## SIDEWALK RANKING SYSTEM

Traditionally the Construction Plan has been prepared based on a priority list. The priority list is generated by applying the Town's adopted ranking system to proposed sidewalks identified in the Town's Sidewalk List (Attachment 6). The sidewalk list is a compilation of sidewalks identified through the development of the Bicycle and Pedestrian Action Plan and from historic citizen requests. The sidewalk list is now included in the Town's Bicycle and Pedestrian Action Plan.

The ranking system is intended to be used as a "general guide" for identifying potential sidewalk projects. Projects are assigned a priority based on street classification, proximity to schools, transit and other pedestrian generators such as shopping and parks, whether there is an existing sidewalk or worn path, also whether a facility is a small gap or missing link between pedestrian generators. Please see the table over the page. Other factors are then considered, such as availability of right-of-way, construction feasibility, and immediacy of need to determine a list of new sidewalk projects for each fiscal year. By considering these other factors, projects other than those at the top of the ranking list could be chosen for funding and construction.

Typically, we focus on higher priority projects in the sidewalk ranking system. However, we also take into account the following feasibility criteria to evaluate sidewalk projects:

- Significant safety issues;
- Recognition of fiscal restraints;
- Reasonableness of costs compared to benefit attained;
- Efficient coordination of resources when other construction projects are underway (scheduling projects to coincide with other planned improvements in the locality);
- Consideration of prior commitments;
- Contributions of funds from an outside source to help defray costs;
- Distribution of funding throughout the Town; and
- Most efficient balance of use of Town forces and outside contractors.

## BICYCLE AND PEDESTRIAN ACTION PLAN

On October 24, 2004 The Town Council adopted the Bicycle and Pedestrian Action Plan as a component of the Town's Comprehensive Plan. The Action Plan is a long-range plan which identifies proposed new and improved bicycle and pedestrian facilities for the Town. The plan identifies locations for improved facilities which:

- connect neighborhoods to adjacent existing schools, activity centers, recreational facilities and transit stops,
- close gaps between existing facilities,
- facilitate travel between residential neighborhoods and key employment, recreation, shopping centers, such as downtown and UNC and,
- connect Chapel Hill with neighboring communities

To prepare the 2004-2005 Construction Plan we also applied the following principles for implementation which are recommended in the Town's Bicycle and Pedestrian Action Plan:

- We selected sidewalks listed as either the first or second priority. The Action Plan recommends that the Town should not select sidewalks listed as third priority unless or until there were no projects feasible in the higher priority categories. It also recommends sidewalks listed as Long range improvements should be undertaken as development reaches these locations or when State improvement projects are undertaken.
- We selected sidewalks with potential connections to other proposed bicycle and pedestrian facilities identified in the plan;

Finally we gave priority to sidewalk construction on Town-maintained streets.

**SIDEWALK RANKING SYSTEM**  
**(endorsed by Town Council September 10,2001)**

	<b>FACTOR</b>	<b>RANKING</b>	<b>SCORE</b>
<b>Safety Characteristics</b> (5 pts)	Street Classification	Arterial	5
		Collector	3
		Local	1
<b>Pedestrian Generators</b> (15 pts)	Proximity to Schools (elementary or secondary)	Within ¼ mile	5
		Within ½ mile	3
	Transit Service	Transit stop within ¼ mile	5
		Transit stop within ½ mile	3
	Other Pedestrian Generators	Within ¼ mile of UNC, parks, shopping	5
		Within ½ mile of UNC, parks, shopping	3
		No significant generator within 1 mile	0
<b>Other Factors</b> (16 pts)	Existing Facilities (project side)	Worn path	5
		No facility – roadway only option	3
		Existing sidewalk	0
	Existing Facilities (opposite side)	Worn path	5
		No facility – roadway only option	3
		Existing sidewalk	0
	Gap or Missing Link (if both, score only for Gap)	Gap (600 ft or less between sidewalks)	5
		Missing Link (10% or more of section between two pedestrian generators)	3
	Citizen Requests	Request has been made to Town	1

The Bicycle and Pedestrian and the Transportation Advisory Boards recommend that the Sidewalk Ranking System be used as a **general guide** for identifying a group of new sidewalks in Chapel Hill. Working from this group of sidewalks generated by the ranking system, the boards will consider ROW, construction feasibility, and necessity as factors in determining a fixed list of new sidewalks for each fiscal year.