

ATTACHMENT 2

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

	FACTOR	RANKING	SCORE
Safety Characteristics (5 pts)	Street Classification	Arterial	5
		Collector	3
		Local	1
Pedestrian Generators (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	
Other Factors (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.

SIDEWALK RANKING SYSTEM

Traditionally the Sidewalks Construction Plan has been prepared based on a Sidewalks Request Master List. The master list is a compilation of potential sidewalk projects identified from citizen requests and the development of the Bicycle and Pedestrian Action Plan. The potential projects are ranked by applying the Town's adopted ranking system.

The ranking system is intended to be used as a "general guide" to assess potential sidewalk projects. Projects are assigned a rank and score 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 above. 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.

CONSTRUCTION PLAN FACTORS

Typically, to prepare a Sidewalks Construction Plan Town staff focuses on the higher ranked projects in the sidewalk request list. However, to evaluate sidewalk projects Town staff also takes into account other factors of feasibility criteria, the recommendations of the Bicycle and Pedestrian Action Plan and maintenance responsibility as set out below:

Feasibility Criteria:

- 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

Maintenance Responsibility:

Most of the arterials roads and many of the collector roads in the Chapel Hill are State-maintained. It has traditionally been the Town's practice to expend Town funds on Town-maintained roads. For improvements to State-maintained streets the Town consistently seeks funds for improvements through the State Transportation Improvement Program and through the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

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