

Appendix A

Plan Review

Several planning reports and studies have been previously completed that have relevance to the West Metro Bike and Pedestrian Master Plan. The following summaries describe the current state of bicycle and pedestrian infrastructure, plans for future active transportation projects, and existing policies designed to guide future development. Reviewing existing plans and policies has provided a baseline understanding of the unique visions for each community and the existing regulatory context, which will serve as a foundational element of both the future network design and the recommended implementation strategies. It is important for future pathways and active transportation infrastructure to be coordinated with what has already been planned, while also refining the overall vision based on the current planning process.

Springdale Master Plan Charrette - Fall 2015

The Town of Springdale received CMCOG funding to conduct a three-day charrette to prepare a master plan. The purpose of the plan was to study 2.25 miles of Platt Springs Road, flanked by commercial, residential, and mixed use property. Some of the goals of the master plan were to increase visibility of bike lanes, develop streetscape elements, determine key placements for crosswalks and mid-block crossings, develop a façade improvement program, improve connectivity throughout the city, and look at possible neighborhood greenway connectors. The charrette provided two days of public, City staff, and stakeholder input and two days of analysis and site review.

Key recommendations were to provide access management, pedestrian improvements, gateway beautification, and priority investments along the corridor. Access management would be accomplished by improving traffic flow through the addition of landscaped medians, reduction of curb cuts, linking adjacent properties, and adding streetscaping elements. Pedestrian improvements included wider sidewalks, creating landscape buffers, signalized pedestrian midblock crossings, medians with pedestrian refuges, and speed limit reduction. Developing and expanding the Bear Branch Greenway and adding a trailhead near Town Hall were also proposed improvements. Other priority projects included creating gateways at each end of the corridor and adding traffic signal mast arms and pedestrian signals. Priority investments will be the key to the success of the corridor. Large tracks of undeveloped land sit along the corridor and the master plan recommended implementing zoning regulations to encourage more walkable, denser, multiuse developments in the future.

Moving the Midlands: 2040 Long Range Transportation Plan (LRTP) - Summer 2015

CMCOG, serving as the Columbia Area Transportation Study (COATS) Metropolitan Planning Organization (MPO), regularly develops and updates the Long Range Transportation Plan (LRTP), a comprehensive plan for transportation investment in the Columbia region. Important transportation challenges were identified; the two most significant are attaining federal funding for projects, and the need to diversify transportation investments to include transit, bike, and pedestrian infrastructure. The plan is drafted around core goals, including defining policy statements that support the plan's goals, identifying and evaluating potential transportation solutions, engaging representative cross-sections of stakeholders, and ensuring adequate fiscal constraints.

The bicycle and pedestrian element of the LRTP illustrates the importance of adequate active transportation infrastructure. The plan lays out guidelines to direct future development and planning

processes, some of which include the need to increase multimodal linkages, instituting streets that serve a wide range of users and skill levels, assisting local bicycle and active transportation educational programs, and implementing performance measures for improved safety and implementation progress.

In Fall 2014, COATS conducted a benchmarking study of existing levels of bicycle and pedestrian use and service. The results of this study indicated a significant amount of existing bicycle and pedestrian traffic. Engagement with the public also showed interest in active transportation in the region. The top concerns from the public were the lack of safe roads and sidewalks, the need for maintenance of existing facilities, and the longer distance between destinations. Existing bicycle facilities were identified, and proposed bike lanes were also strategically planned to encourage linkages among destinations and existing transit facilities.

[Knox Abbott Drive Master Plan - Spring 2013](#)

The City of Cayce used tax increment financing (TIF) funding for master planning services for the Knox Abbott Drive corridor. An overall design for the corridor was developed, including bike and pedestrian improvements, medians, utility relocation, and new traffic signal mast arms and pedestrian control systems at all major intersections. Working off the 2008 Master Plan, the design focused on separating bicyclists and pedestrians from vehicular travel lanes by adding a grass verge between the sidewalk and Knox Abbott Drive. Additionally, the plan called for relocating and burying overhead utilities to enable the installation of large street trees to add shade to the sidewalks and bike lanes.

The study area consisted of Knox Abbott Drive from the Congaree River to Charleston Highway. The design process took several months; analysis of existing utilities and traffic movements, coupled with property owner and SCDOT coordination, helped solidify the master plan's overall goals of pedestrian safety and beautification. Some elements of the original Cayce Master Plan Charrette were also incorporated into the design as well. Signage at gateways and major intersections, as well as connections with neighborhoods and local businesses, were also added to the design.

The City of Cayce prepared a design development plan and estimate in 2015 and completed the first block of improvements with the redevelopment of The Tremont apartment homes in 2016. Currently, the City is advancing engineering drawings to complete the remaining portions of the pedestrian improvements while water line repair work along the corridor is being accomplished. These improvements will be an investment of nearly \$8 million for wider sidewalks, planted medians (i.e., to reduce left-turn conflicts), underground utilities, street trees and greenspace between the sidewalk and Knox Abbott Drive, and new traffic signal mast arms and pedestrian control systems.

[Springdale Comprehensive Plan - 2013](#)

The 2013 Comprehensive Plan outlines Springdale's goals:

- To develop and redevelop its land in a way that is "compatible among uses;"
- To ensure that the transportation network and utility facilities are appropriate for the expected growth; and
- To establish and maintain regulations to protect the environment.

Due to the proximity of the airport and other regional attractions, the Town experiences a high level of through traffic along Airport Boulevard and Platt Springs Road. Consequently, one of the most important goals of the plan is to create a sense of place by enhancing the "local feel" of certain streets, particularly Platt Springs Road.

The plan acknowledges both the strengths and weaknesses of the Town's existing walking and biking infrastructure. While there are few sidewalks and only one bike lane that runs along Platt Springs Road, most of the neighborhoods were built on a grid style street network, which has greater potential for bicycle and pedestrian travel. There is already a high level of street connectivity on local streets and potential for more multimodal connections. For the larger collector and arterial streets, the plan suggests adopting a Complete Streets policy to ensure that streets are designed for all users. This will help the community achieve its goal of creating a sense of place through its transportation network. Pedestrians and bicyclists are vital to the town's goal of creating a walkable town center with wide sidewalks and ample landscaping. The plan further stresses the importance of landscaping from multiple perspectives: it adds to aesthetic appeal, helps create a sense of place, and can help vulnerable road users, like cyclists and pedestrians, feel more comfortable.

Further design and construction guidelines were written for pedestrian and bicycle infrastructure, including facility type design guidelines, recommended minimum widths, and intersection treatments. The plan recommends that extensive bicycle and pedestrian infrastructure improvements be made to arterials and collector streets, while smaller improvements, such as adding shared lane markings, be applied to local streets. An additional off-street bicycle and pedestrian greenway along the creek is also suggested. Key corridors identified for active transportation infrastructure improvements include Platt Springs Road, Airport Boulevard, Watling Road/Lexington Avenue, and Boston Avenue.

[West Columbia Gateway Overlay District Redevelopment Plan - Fall 2012](#)

The City of West Columbia received a grant from the Environmental Protection Agency (EPA) for brownfield redevelopment that provides for environmental assessments and redevelopment planning. The City designated the Gateway Overlay District (GOLD) as an investment area for a portion of the brownfield redevelopment grant. The purpose of this plan is to investigate the district, assess its redevelopment potential, and to provide recommendations that best leverage redevelopment opportunities to improve the community's economic and environmental health. The focus of the plan is three-fold: articulating methods for leveraging assets within the GOLD, reconciling differences between the vision for the area and its current reality, and creating a sense of place that reinvents the public's perception of the area.

The study area, on the western bank of the Conagree River, consists of multiple land uses, including but not limited to commercial uses, religious uses, low-density residential areas, and several vacant and/or unimproved properties. The study areas is comprised of major corridors of Meeting Street, Jarvis Klapman Boulevard, Sunset Boulevard, and State Street. The eastern border of the study area is the Conagree River, and it is bounded on the west by 9th Street. The street network within the study area consist of several high-traffic corridors, including Jarvis Klapman Boulevard and Meeting Street/Gervais Street as it crosses the river; these streets serve as commuting corridors into and out of Columbia. Both streets are projected to be SCDOT-funded transportation projects. Sidewalks on both sides of Sunset Boulevard, Meeting Street, State Street, and 9th Street accommodate pedestrian traffic, but some sidewalks have issues with ADA accessibility and lack continuance of the sidewalk network among other streets. There are currently no dedicated bicycle facilities within the GOLD network. Immediate recommendations for bike and pedestrian improvements include pedestrian crossings at the intersections of Meeting Street and State Street, and Meeting Street and Sunset Boulevard. Longer-term initiatives include greenway trail proposals, a road diet on Meeting Street, a bike facility on B Avenue, encouraging development that is denser and more walkable, and bike lanes obtained through restriping Sunset Boulevard and State Street.

[City of West Columbia Comprehensive Plan - Winter 2011](#)

The City of West Columbia's Comprehensive Plan reaffirms guidelines and procedures for implementing development objectives. The transportation element of the plan identifies key bike and pedestrian infrastructure, the most important of which is the West Columbia Riverwalk that contains a two-mile portion of the Three Rivers Greenway. It has become a popular walking trail along the river and has fostered investment in outdoor recreation within the city. The plan also identifies a bike corridor along Platt Springs Road.

Considering its existing conditions, the goals element of the plan outlines policies for growth that will advance the community's vision, such as implementing a transportation system that accommodates multiple modes of travel, creating a streetscape master plan, and encouraging bike and pedestrian facilities as an alternative mode of transportation.

[West Columbia Beautification Plan - Summer 2010](#)

The City of West Columbia partnered with the West Columbia Beautification Foundation to create a document that serves as a long-range beautification plan for public and private properties within the city. The plan provides clear direction for future decision-making and development, and it identifies opportunities for beautification projects. The City of West Columbia desires to create a civic space in which users feel connected with the City's values, like culture, preservation, and an active community. The plan identifies selection criteria for projects, timeline estimates for general beautification projects, cost estimates for sample beautification projects, and possible funding sources. The City's values and the outlined criteria for selecting beautification projects are relevant factors when planning future active transportation linkages and designing their character.

[Central Midlands Bicycle and Pedestrian Regional Pathways Plan - Spring 2010](#)

The *Central Midlands Bicycle and Pedestrian Regional Pathways Plan* is a region-wide network of planned and existing greenways, sidewalks, on-street bicycle facilities, and on-street recreational trails that would encourage non-motorized travel throughout the Columbia metropolitan area. The pathways outlined in the plan resulted from public engagement, South Carolina Department of Transportation (SCDOT) projects, local comprehensive plans, and professional input. The plan provides sample pathway cross sections to delineate the character of each pathway type (i.e., greenway trail, bike lane, mixed use paths, etc.). Many of the proposed pathways converge in downtown Columbia. Some of the proposed pathways are within the West Metro study area, including the Congaree Creek Greenway, the Platt Springs Bikeway, the Saluda River Greenway, and the Three Rivers West Greenway. Each of these paths provides connectivity to the Columbia area and to other pathways north and west of the study area.

[Cayce Comprehensive Plan Overview - 2010](#)

The 2010 Cayce Comprehensive plan is the primary planning document for the City of Cayce, and it is "intended to promote within the community public health, safety, morals, convenience, prosperity, general welfare, efficiency, and economy." It serves as a guide for the City as it continues to grow physically and develop economically.

Cayce's comprehensive plan documents increased public interest in infrastructure investments related to bicycling and walking. The document refers to COATS' recommendations for improving walking and bicycling, which emphasizes the importance of connectivity within the built environment and the need for incorporating bicycling and pedestrian facilities into new developments. It also describes the many benefits of walking and biking and why they are important to the community. The Cayce comprehensive

plan recognizes that there are gaps in bicycle and pedestrian infrastructure that affect the safety of those who are currently walking and biking. These gaps also discourage others from walking and biking. A sidewalk plan is recommended to outline a strategy for eliminating gaps in the existing sidewalk network. Criteria are given for deciding where to construct new sidewalks; the most important of these criteria is that the sidewalk must provide connectivity in areas where pedestrian activity is expected, such as near schools and parks and along commercial corridors. This plan also discusses the importance of bicycle and pedestrian facilities for transit users. For individuals who rely on public transportation, and those who choose to ride transit, there must be a high quality active transportation network.

[Cayce Master Plan Charrette - Spring 2008](#)

The City of Cayce collected private donor funding for a multi-day charrette to develop a master plan. The purpose of the plan was to provide a market analysis of the existing economy, create a new branding and marketing campaign and perform an overall review of the city from a physical planning standpoint. The charrette provided two days of public, City staff, and stakeholder input and two days of analysis and site review. The study area consisted of the entire city limits.

The physical plan has the most relevance to bicycle and pedestrian concerns, analyzing the gateways, major traffic routes, greenspace, and key attractions within the community. Existing trails, greenways, potential pedestrian connections, as well as a lack of connectivity was also documented. Among the priority projects to come out of the study was the need for pedestrian and bicycle connections from local neighborhoods to the existing and proposed riverwalks. Most Cayce neighborhoods are based on a grid system with 75% of all residential streets ending at the Congaree River. Expansion of the Three Rivers Greenway south along the Congaree River and west along Congaree Creek to the Moss Creek neighborhood and airport were recommended. Additional recommendations included improvement of the Knox Abbott Drive streetscape to add bike facilities and safer sidewalks in the right-of-way, creating a downtown “square” for Cayce, as well as revitalization of State Street.

[CMCOG Model Policy Guidelines - Winter 2006](#)

The Model Policy Guidelines document outlines policies that encourage implementation of bicycle and pedestrian facilities and that integrate with local governments’ existing procedures for reviewing development proposals. The ordinance provides standards for development that are mindful of cyclists and pedestrians. These guidelines are summarized by the following:

- New development shall provide pedestrian facilities that are safe, convenient, and protect vulnerable users from high levels of automobile traffic.
- Pedestrian facilities shall be provided on all new or reconstructed streets in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.
- To the maximum extent possible, site plans shall separate pedestrian movement from vehicles and bicycles.
- Pedestrian access between and beside buildings must be considered in all new developments, and these access paths should be distinguished from the automobile path.
- Bike lanes shall be provided on new or reconstructed arterials and major roadways in accordance with the CMCOG Bike and Pedestrian Pathways Plan.
- Bicycle parking spaces shall be considered in local parking ordinances.

Local governments may require site-specific treatments on residential or local streets to provide safe circulation of bicycles, including traffic control devices, traffic calming measures, bicycle boulevards, and stop signs.

Appendix B

Public Engagement

Public participation was a critical component of the planning process for the West Metro Bike and Pedestrian Master Plan, essential to developing recommendations, building the project's momentum, and attracting new users once implemented. The Project Team engaged the public in a variety of ways, encouraging a broad cross-section of the public and key stakeholders to participate. Engaging many different types of people ensures that the final plan will comprehensively address citizens' needs and barriers that will impact the bike and pedestrian network recommendations. Events and meetings that served as opportunities for public participation are outlined below.

Steering Committee

A project steering committee was formed to guide the overall process and development of the Plan. The steering committee is comprised of key staff from each municipality along with CMCOG representatives. The steering committee has met several times at key project milestones and will continue to be engaged as the draft network and recommendations are developed.

Pop-Up Events

Informing the public about the planning process is a crucial step in gaining valuable feedback that will shape the bike and pedestrian environment within the West Metro area. To reach a broad cross-section of the public within all three communities, the Project Team used informal "pop-up" events to distribute informational materials, promote the plan, and discuss ways for the public to get involved in the planning process. A "pop-up" style strategy provides information about the plan to a large audience and engages the community at events that are already well-attended. Postcards with project information and the link to the online interactive Wikimap were distributed at all pop-up events. All three events provided interactive activities, allowing the public to provide input in a quick, streamlined manner. These activities asked participants about barriers to walking and biking in the West Metro area. Over 26% of participants said that "lack of safe bicycle and pedestrian facilities" is what prevented them from biking or walking more often, and 30% stated that "dangerous intersections" were the greatest deterrent. The following sections describe the specific pop-up events that the Project Team facilitated in each of the three municipalities on April 8, 2017.

Easter Event in Springdale

An Easter Event at the Springdale Town Hall provided the opportunity to not only discuss the planning process with adults, but also listen to feedback from children concerning where they would like to see bike and pedestrian infrastructure improvements. Interactive activities were provided for both adults and kids to ask targeted questions about biking and walking. Children's perceptions of what is and is not safe is valuable for creating a bike and pedestrian network that will attract users of all ages and abilities. Over 43% of kids that participated said that having a



safe place is most important to encourage young people to walk and bike. Additionally, 68% of kids said that they walk or ride their bike in their neighborhood. This feedback, along with conversations with several adults and parents, highlights the need for safe and connected bike and pedestrian infrastructure within the West Metro region.



Festival of the Arts in Cayce

The City of Cayce's Festival of the Arts held at Brookland Cayce High School was a great opportunity to promote the bike and pedestrian plan. Interactive activities asked participants about what prevents them from walking or biking more often. Along with distributing postcards with project information, the Project Team had several conversations about improving bike and pedestrian safety and the need to educate both motorists and cyclists with the region. There was general excitement about the opportunity for a more connected bike and pedestrian network

within the three communities based upon feedback from participants at the Festival of the Arts in Cayce.

Rhythm on the River in West Columbia

A pop-up event was also facilitated at the Rhythm on the River at the West Columbia Riverwalk Park and Amphitheater. The event was well attended and provided easy access on foot or by bike, as it was located along the Three Rivers Greenway. Postcards were passed out to participants that stopped by the project table on the way into the amphitheater. An interactive activity was also available to provide input on what prevents people from walking or biking more often. This event was a great opportunity to let people know about the Master Plan, and, due to the proximity to the greenway, it sparked several conversations about the desire to bike or walk to more destinations.



Council Outreach

On May 2, 2017, the Project Team presented an overview of the planning process and provided a project update for the West Metro Bike and Pedestrian Master Plan and Bike Share Feasibility Study to elected officials of all three communities. These presentations were conducted concurrently by the Project Team along with providing the opportunity for feedback through interactive activities that asked participants their preference for the type of bike and pedestrian infrastructure they would like to see implemented within the community. Based upon feedback from all three communities, 25% of participants would like to see shared-use paths as a facility type for bikes and pedestrians within the West Metro area. Median refuges received 21% of the responses, which emphasized the need for safe pedestrian crossings within the region.

Wikimap Results

An online interactive map, or WikiMap, was created to collect public input about existing bike and pedestrian conditions, barriers to walking and biking, unsafe intersections, destinations, places that participants would like to be able to bike or walk, and future bike share stations. The map was opened for input in April 2017, coinciding with the pop-up events in each community, and closed on June 16, 2017. The WikiMap was promoted to the community through a variety of means, including links from websites, postcards distributed during pop-up events, and during the Council presentations. WikiMap input was integrated into the broader public input and will help to develop draft recommendations.

A total of 94 people participated in the WikiMap, contributing 97 individual comments. Key results have been illustrated with graphics in Sections 1.3 Public Participation Summary and 2.3 Public Input.

Stakeholder Engagement

The project team conducted interviews with various stakeholders throughout the planning process. Conversations with stakeholders allowed community members to provide insight that may be missed during the standard public meeting process. There were 26 stakeholders from a variety of organizations that provided feedback for the West Metro Bike and Pedestrian Master Plan. Participants were asked to describe current conditions, major opportunities and barriers, desired outcomes and actions, and key destinations to connect with respect to bicycling and walking in the study area. A summary responses and key themes of stakeholder interviews is provided below.

Current Conditions Summary

The current condition of the West Metro area can create dysfunction for cyclists, drivers, and pedestrians alike. There have been minor improvements recently, but the area is still far from its ideal level of functionality. Some of the opinions voiced on why this is so include concerns on high speed limits affecting the safety of cyclists, inconsistency in usable bicycle lanes due to bad road conditions and littering, and the disconnect of the current bicycle lanes from one another. Other key themes for the current condition in the West Metro area include:

- Community not closely bonded like it used to be
- West Metro area functionality for cars, bicycles, and pedestrians is inconsistent
- Functioning a bit better than it used to a few years ago
- Bicycle lanes in bad condition from potholes and trash
- High speed limit makes bikers feel unsafe
- Some areas with no sidewalk at all
- Cyclists constantly on guard for trash and glass
- Inconsistency in usable bike lanes
- Dysfunctional for both drivers and cyclists

Major Opportunities Summary

The West Metro Bike and Pedestrian Master Plan is advantageous to the area in many ways. The most commonly voiced advantage of the plan is its opportunity to bond the community closer together. Having a good system of bicycle lanes and trails would encourage people to be physically active, getting them out of the car and onto a bike. This would result in a greater community bond and would also benefit small businesses, bringing more foot (bike) traffic and tourism to the area. The need to separate bicycle lanes from sidewalks and roadways was another concern. The opportunity for stress-free, safe, and scenic

cycling routes presents itself by moving bicycle lanes off the road and onto wooded trails. Other key themes for major opportunities in the West Metro area include:

- This is a great opportunity to bond the community closer together
- This would increase tourism and make a significant impact on small businesses
- Give Columbia the reputation of being a safe and active city
- Less wrecks and incidents with the development of safer bike lanes and trails
- Make the city overall more connected
- Separate biking, driving, and walking
- Reorganize stoplights/create new roads to change traffic patterns
- Get people out of cars
- Improve intersections
- Make a “bicycle-city” that’s a car-free zone one day a week
- This is one step to making Columbia a healthy environment to live in

Major Barriers Summary

Cycling in the West Metro area is often unsafe and unpleasant. Some of the most agreed upon barriers are the high-speed limit, the hours of heavy traffic coinciding with the prime cycling hours (early morning and evening), and drivers who have little patience with cyclists. The existing bicycle lanes are not maintained and have developed potholes and garbage build-up. Overall, the system of usable bicycle lanes is disconnected and is not a practical way to travel through the West Metro area. Other key themes for major barriers in the West Metro area include:

- The communities in Columbia seem to have a loose bond currently
- People have little patience with cyclists
- The West Metro area is spread out so it would be hard to connect it
- Bridges with no sidewalks or bike lanes at all
- High speed limit
- Reworking what is already built
- Traffic during prime cycling hours
- Renovating existing sidewalks and bike lanes
- Lack of wayfinding
- Transition into Columbia
- Transition into West Columbia/Cayce
- Cycling to the Riverwalk
- Costs
- Lack of maintenance

Actions and Destinations to Connect Summary

A majority of stakeholders interviewed were excited about the West Metro Bike and Pedestrian Plan and wanted to make sure that the entire community was involved in the effort. A focus on communicating the Plan with a strong vision and community incentive will raise both awareness of it and involvement with it was a key theme from stakeholders. Responses indicated that major goals of the Plan should be to separate bicycle lanes, sidewalks, and roadways to make safer transportation routes for cyclists, pedestrians, and drivers. Signage for safety and wayfinding as well as more safety regulations and

enforcement were repeated ideas. Although each stakeholder had unique responses, the following is a list of key places throughout the West Metro region that stakeholders desire improved connectivity:

- Downtown Columbia
- Jarvis Klapman Boulevard
- Riverwalk/Timmerman Trail to amphitheater
- 12th Street exit
- Farmer's market
- Zoo (botanical side goes right by the library)
- Brookland – Alexander – Knox Abbott
- Future lower Saluda River Greenway
- Congaree Swamp
- Fort Jackson
- Historic Columbia Speedway
- Football and baseball stadiums

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Appendix C

Level of Comfort Analysis

The Level of Comfort (LOC) analysis for the West Metro Bicycle and Pedestrian Masterplan used existing road conditions to measure cyclists’ level of comfort on each street in the West Metro area. A complete list of the factors used in the level of comfort analysis and the scoring mechanism are shown below.

Score	Qualitative Assessment	Number of Travel Lanes*	Quantitative Assessment
LOC 1	Level of comfort appropriate for most children, requiring minimal attention of cyclists	1 - 3 travel lanes	<ul style="list-style-type: none">Streets with speeds limits of 30 mph or less and less than 2000 AADTStreets <i>with bike lanes</i> that have a speed limit of 35 mph and 2,000 AADT or less
		N/A	<ul style="list-style-type: none">Trails
LOC 2	Appropriate riding conditions for the mainstream adult population	1 - 3 travel lanes	<ul style="list-style-type: none">Streets with speed limits of 30 mph or less and AADT between 2,000 and 4,000Streets with bike lanes that have:<ul style="list-style-type: none">Speed limits less than 35 mph and AADT between 2,000 and 4,000Speed limits of 45 mph and AADT of 4,000
		4 - 5 travel lanes	<ul style="list-style-type: none">Streets with speed limits less than 35 miles per hour and AADT of 4,000 or lessStreets <i>with bike lane</i> and speed limits of 35 miles per hour and AADT of 4,000 or less

Score	Qualitative Assessment	Number of Travel Lanes*	Quantitative Assessment
LOC 3	Well-suited for the enthusiastic rider that is confident in his/her riding abilities, but still prefers separated facilities	1 - 3 travel lanes	<ul style="list-style-type: none"> Streets with speeds limits of 30 mph or less and AADT between 4,000 and 8,000 Streets <i>with bike lanes</i>, speed limits of 35 or 45 mph and AADT between 4,000 and 8,000
		4 - 5 travel lanes	<ul style="list-style-type: none"> Streets with speed limits less than 35 miles per hour and AADT between 4,000 and 8,000 Streets <i>with bike lanes</i>, speed limits of 35 miles per hour, and AADT between 4,000 and 8,000
LOC 4	Only tolerated by riders who may be classified as “strong and fearless”	1 - 3 travel lanes	<ul style="list-style-type: none"> Streets with speeds limits of 30 mph or less and AADT greater than 8,000 Streets <i>with bike lanes</i>, speed limits between 35 and 45 mph, and AADT greater than 8,000 Streets with speed limits greater than 35 mph
		4 – 5 travel lanes	<ul style="list-style-type: none"> Streets with speed limits less than 35 miles per hour and AADT greater than 8,000 Streets <i>with bike lanes</i>, speed limits of 35 miles per hour, and AADT greater than 8,000 Streets with no bicycle facilities and speed limits of 35 miles per hour or greater
LOC 5	Not appropriate conditions for bicycle traffic	4 - 5 travel lanes (or greater)	<ul style="list-style-type: none"> All interstates

* “Number of travel lanes” is equivalent to the total number of lanes in both directions

Appendix D

Complete Ranking of Projects

Bicycle Improvements Project Table

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	BICYCLE RECOMMENDATION	LOW BIKE COST (LF)	HIGH BIKE COST (LF)	LOW BIKE COST TOTAL	HIGH BIKE COST TOTAL	MUNICIPALITY
1	2-5 YEARS	STATE STREET	C Street	Frink Street	5,719	Buffered bike lane	\$40.00	\$536.00	\$228,762	\$3,065,416	Cayce
2	2-5 YEARS	KNOX ABBOTT DRIVE	12th Street	Charleston Highway	2,121	Physically separated facility	\$112.00	\$632.00	\$237,497	\$1,340,162	Cayce
3	2-5 YEARS	SUNSET BOULEVARD	Meeting Street	Maithas Road	19,756	Physically separated facility	\$112.00	\$632.00	\$2,212,624	\$12,485,520	West Columbia
4	2-5 YEARS	PLATT SPRINGS ROAD	Jefferson Street	Silstar Road	9,274	Physically separated facility	\$112.00	\$632.00	\$1,038,718	\$5,861,339	Springdale
5	2-5 YEARS	PLATT SPRINGS ROAD	Charleston Highway	Jefferson Street	8,830	Physically separated facility	\$112.00	\$632.00	\$988,990	\$5,580,731	Springdale, West Columbia
6	2-5 YEARS	MEETING STREET	Alexander Street	12th Street	6,521	Physically separated facility	\$112.00	\$632.00	\$730,351	\$4,121,266	West Columbia
7	5-10 YEARS	12TH STREET	Sunset Boulevard	Garden Avenue	6,531	Physically separated facility	\$112.00	\$632.00	\$731,425	\$4,127,327	West Columbia
8	5-10 YEARS	PLATT SPRINGS ROAD	Silstar Road	Lake Dogwood Drive	7,428	Physically separated facility	\$112.00	\$632.00	\$831,886	\$4,694,212	Springdale
9	5-10 YEARS	STATE STREET	Meeting Street	C Street	2,277	Physically separated facility	\$112.00	\$632.00	\$255,045	\$1,439,184	West Columbia
10	5-10 YEARS	AIRPORT BOULEVARD	Charleston Highway	edge of Cayce	12,238	Physically separated facility	\$112.00	\$632.00	\$1,370,674	\$7,734,517	All
11	5-10 YEARS	AUGUSTA ROAD	12th Street	Jarvis Klapman Boulevard	7,438	Physically separated facility	\$112.00	\$632.00	\$833,063	\$4,700,854	West Columbia
12	5-10 YEARS	12TH STREET	Garden Avenue	Poplar Street	3,565	Physically separated facility	\$112.00	\$632.00	\$ 399,226	\$2,252,777	Cayce
13	5-10 YEARS	12th STREET EXTENSION	Poplar Street	Saxe Gotha	19,154	Physically separated facility	\$112.00	\$632.00	\$2,145,283	\$12,105,524	Cayce

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	BICYCLE RECOMMENDATION	LOW BIKE COST (LF)	HIGH BIKE COST (LF)	LOW BIKE COST TOTAL	HIGH BIKE COST TOTAL	MUNICIPALITY
14	5-10 YEARS	CHARLESTON HIGHWAY	Knox Abbott Drive	Airport Boulevard	2,386	Physically separated facility	\$112.00	\$632.00	\$267,287	\$1,508,262	West Columbia
15	5-10 YEARS	FRINK STREET	State Street	Charleston Highway	12,778	Buffered bike lane	\$40.00	\$536.00	\$511,117	\$6,848,970	Cayce
16	5-10 YEARS	CHARLESTON HIGHWAY	12th Street	Knox Abbott Drive	3,593	Buffered bike lane	\$40.00	\$536.00	\$143,736	\$1,926,068	West Columbia
17	10+ YEARS	D AVENUE	Platt Springs Road	Alexandria Street	4,635	Buffered bike lane	\$40.00	\$536.00	\$185,405	\$2,484,424	West Columbia
18	10+ YEARS	WATTLING ROAD	Woodberry Road	Platt Springs Road	7,931	Buffered bike lane	\$40.00	\$536.00	\$317,254	\$4,251,198	Springdale
19	10+ YEARS	ALEXANDER ROAD	Meeting Street	Oliver Street	254	Buffered bike lane	\$40.00	\$536.00	\$10,146	\$135,951	West Columbia
20	10+ YEARS	BOSTON AVENUE	Airport Boulevard	Columbia Circle	4,390	Bike lanes	\$32.00	\$662.00	\$140,468	\$2,905,928	Cayce, Springdale
21	10+ YEARS	RAINBOW DRIVE	Platt Springs Road	Wilton Road	3,977	Buffered bike lane	\$40.00	\$536.00	\$159,080	\$2,131,667	Springdale, West Columbia
22	10+ YEARS	EDMUND HIGHWAY	Airport Boulevard	Creekside Road	4,142	Physically separated facility	\$112.00	\$632.00	\$463,942	\$2,617,959	Cayce
23	10+ YEARS	HOLLAND STREET	Greenwood Road	Leaphart Road	3,862	Bike lanes	\$32.00	\$662.00	\$123,578	\$2,556,512	West Columbia
24	10+ YEARS	DREHER ROAD	Platt Springs Road	Huckabee Street	2,016	Buffered bike lane	\$40.00	\$536.00	\$80,649	\$1,080,694	West Columbia
25	10+ YEARS	CHARLESTON HIGHWAY	Memorial Drive	North Eden Drive	1,596	Physically separated facility	\$112.00	\$632.00	\$178,704	\$1,008,400	Cayce
26	10+ YEARS	LEAPHART ROAD	Augusta Road	Mineral Springs Road	11,070	Buffered bike lane	\$40.00	\$536.00	\$442,797	\$5,933,482	West Columbia
27	10+ YEARS	12th STREET EXTENSION	Saxe Gotha Road	end of study area	17,899	Buffered bike lane	\$40.00	\$536.00	\$715,940	\$9,593,601	Cayce
28	10+ YEARS	DREHER ROAD	Augusta Road	Huckabee Street	2,975	Buffered bike lane	\$40.00	\$536.00	\$ 118,985	\$1,594,396	West Columbia
29	10+ YEARS	SEMINOLE DRIVE	Sunset Boulevard	Apache Trail	233	Buffered bike lane	\$40.00	\$536.00	\$ 9,305	\$124,684	West Columbia
30	10+ YEARS	WILTON STREET	Rainbow Drive	Wattling Road	6,092	Buffered bike lane	\$40.00	\$536.00	\$243,689	\$3,265,435	Springdale, West Columbia

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	BICYCLE RECOMMENDATION	LOW BIKE COST (LF)	HIGH BIKE COST (LF)	LOW BIKE COST TOTAL	HIGH BIKE COST TOTAL	MUNICIPALITY
31	10+ YEARS	LEXINGTON DRIVE	Columbia Circle	Platt Springs Road	2,366	Bike lanes	\$32.00	\$662.00	\$75,721	\$1,566,477	Springdale
32	10+ YEARS	NORTH EDEN DRIVE	Russell Road	Charleston Highway	5,904	Buffered bike lane	\$40.00	\$536.00	\$236,144	\$3,164,335	Cayce
33	10+ YEARS	HOOK AVENUE	Sunset Boulevard	Holland Street	4,854	Buffered bike lane	\$40.00	\$536.00	\$194,146	\$2,601,551	West Columbia
34	10+ YEARS	NEW STATE	Riverland Drive	Godley Street	3,462	Buffered bike lane	\$40.00	\$536.00	\$138,467	\$1,855,460	Cayce
35	10+ YEARS	WOODBERRY ROAD	Jessamine Road	Wattling Road	8,860	Buffered bike lane	\$40.00	\$536.00	\$354,404	\$4,749,008	West Columbia
36	10+ YEARS	COLUMBIA CIRCLE	Boston Avenue	Lexington Drive	272	Buffered bike lane	\$40.00	\$536.00	\$10,881	\$145,803	Springdale
37	10+ YEARS	JESSAMINE ROAD	Mineral Springs Road	Woodberry Road	3,750	Buffered bike lane	\$40.00	\$536.00	\$150,002	\$2,010,032	West Columbia
38	10+ YEARS	MINERAL SPRINGS ROAD	Leaphart Road	Jessamine Road	7,212	Buffered bike lane	\$40.00	\$536.00	\$288,498	\$3,865,879	West Columbia
39	10+ YEARS	TAYLOR	12th Street Extension	Frink Street	7,677	Buffered bike lane	\$40.00	\$536.00	\$307,091	\$4,115,022	Cayce
40	10+ YEARS	MEMORIAL DRIVE	Backman Drive	Charleston Highway	751	Buffered bike lane	\$40.00	\$536.00	\$30,041	\$402,547	Cayce
41	10+ YEARS	NORTH EDEN DRIVE	Julius Felder Street	Russell Road	1,433	Bike lanes	\$32.00	\$662.00	\$45,846	\$948,441	Cayce
42	10+ YEARS	CONNECTOR	Frink Street	Charleston Highway	141	Buffered bike lane	\$40.00	\$536.00	\$5,653	\$75,748	Cayce
TOTALS					247,362				\$17,952,519	\$144,976,763	

Pedestrian Improvements Projects Table

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	PEDESTRIAN RECOMMENDATION	LOW PED COST (LF)	HIGH PED COST (LF)	LOW PED COST TOTAL	HIGH PED COST TOTAL	MUNICIPALITY
1	2-5 YEARS	STATE STREET	C Street	Frink Street	5,719	Intersection improvements	\$30.00	\$60.00	\$171,572	\$343,144	Cayce
2	2-5 YEARS	KNOX ABBOTT DRIVE	12th Street	Charleston Highway	2,121	Intersection improvements	\$30.00	\$60.00	\$63,615	\$127,231	Cayce
3	2-5 YEARS	SUNSET BOULEVARD	Meeting Street	Maithas Road	19,756	Intersection improvements	\$30.00	\$60.00	\$592,667	\$1,185,334	West Columbia
4	2-5 YEARS	PLATT SPRINGS ROAD	Jefferson Street	Silstar Road	9,274	Intersection improvements	\$30.00	\$60.00	\$278,228	\$556,456	Springdale
5	2-5 YEARS	PLATT SPRINGS ROAD	Charleston Highway	Jefferson Street	8,830	Intersection improvements	\$30.00	\$60.00	\$264,908	\$529,816	Springdale, West Columbia
6	2-5 YEARS	MEETING STREET	Alexander Street	12th Street	6,521	Intersection improvements	\$30.00	\$60.00	\$195,630	\$391,259	West Columbia
7	5-10 YEARS	12TH STREET	Sunset Boulevard	Garden Avenue	6,531	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$764,078	\$1,084,076	West Columbia
8	5-10 YEARS	PLATT SPRINGS ROAD	Silstar Road	Lake Dogwood Drive	7,428	Intersection improvements	\$30.00	\$60.00	\$222,827	\$445,653	Springdale
9	5-10 YEARS	STATE STREET	Meeting Street	C Street	2,277	Intersection improvements	\$30.00	\$60.00	\$68,316	\$136,631	West Columbia
10	5-10 YEARS	AIRPORT BOULEVARD	Charleston Highway	edge of Cayce	12,238	Improve/widen sidewalks, intersection improvements	\$117.00	\$166.00	\$1,431,865	\$2,031,535	All
11	5-10 YEARS	AUGUSTA ROAD	12th Street	Jarvis Klapman Boulevard	7,438	Intersection improvements	\$30.00	\$60.00	\$223,142	\$446,284	West Columbia
12	5-10 YEARS	12TH STREET	Garden Avenue	Poplar Street	3,565	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$417,049	\$591,710	Cayce
13	5-10 YEARS	12th STREET EXTENSION	Poplar Street	Saxe Gotha	19,154	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$4,750,269	\$6,244,305	Cayce
14	5-10 YEARS	CHARLESTON HIGHWAY	Knox Abbott Drive	Airport Boulevard	2,386	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$591,850	\$777,996	West Columbia
15	5-10 YEARS	FRINK STREET	State Street	Charleston Highway	12,778	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$1,495,018	\$2,121,136	Cayce
16	5-10 YEARS	B AVENUE	State Street	12th Street	5,180	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,284,757	\$1,688,833	West Columbia

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	PEDESTRIAN RECOMMENDATION	LOW PED COST (LF)	HIGH PED COST (LF)	LOW PED COST TOTAL	HIGH PED COST TOTAL	MUNICIPALITY
17	5-10 YEARS	CHARLESTON HIGHWAY	12th Street	Knox Abbott Drive	3,593	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$891,166	\$1,171,452	West Columbia
18	10+ YEARS	D AVENUE	Platt Springs Road	Alexandria Street	4,635	Intersection improvements	\$30.00	\$60.00	\$139,054	\$278,107	West Columbia
19	10+ YEARS	WATTLING ROAD	Woodberry Road	Platt Springs Road	7,931	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,966,972	\$2,585,617	Springdale
20	10+ YEARS	ALEXANDER ROAD	Meeting Street	Oliver Street	254	Improve/widen sidewalks, intersection improvements	\$117.00	\$166.00	\$29,676	\$42,104	West Columbia
21	10+ YEARS	BOSTON AVENUE	Airport Boulevard	Columbia Circle	4,390	Intersection improvements	\$30.00	\$60.00	\$131,689	\$263,377	Cayce, Springdale
22	10+ YEARS	RAINBOW DRIVE	Platt Springs Road	Wilton Road	3,977	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$986,294	\$1,296,499	Springdale, West Columbia
23	10+ YEARS	EDMUND HIGHWAY	Airport Boulevard	Creekside Road	4,142	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,027,300	\$1,350,403	Cayce
24	10+ YEARS	HOLLAND STREET	Greenwood Road	Leaphart Road	3,862	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$451,831	\$641,059	West Columbia
25	10+ YEARS	DREHER ROAD	Platt Springs Road	Huckabee Street	2,016	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$500,023	\$657,288	West Columbia
26	10+ YEARS	CHARLESTON HIGHWAY	Memorial Drive	North Eden Drive	1,596	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$395,701	\$520,156	Cayce
27	10+ YEARS	LEAPHART ROAD	Augusta Road	Mineral Springs Road	11,070	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$1,295,182	\$1,837,608	West Columbia
28	10+ YEARS	NAPLES AVENUE	State Street	greenway access	957	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$112,004	\$158,912	Cayce
29	10+ YEARS	12th STREET EXTENSION	Saxe Gotha Road	end of study area	17,899	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$2,094,126	\$2,971,153	Cayce
30	10+ YEARS	DREHER ROAD	Augusta Road	Huckabee Street	2,975	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$737,706	\$969,726	West Columbia
31	10+ YEARS	SEMINOLE DRIVE	Sunset Boulevard	Apache Trail	233	Intersection improvements	\$30.00	\$60.00	\$6,979	\$13,957	West Columbia
32	10+ YEARS	HOLLAND STREET	Batchelor Street	Greenwood Road	3,213	Intersection improvements	\$30.00	\$60.00	\$96,401	\$192,803	West Columbia
33	10+ YEARS	WILTON STREET	Rainbow Drive	Wattling Road	6,092	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,510,873	\$1,986,067	Springdale, West Columbia

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	PEDESTRIAN RECOMMENDATION	LOW PED COST (LF)	HIGH PED COST (LF)	LOW PED COST TOTAL	HIGH PED COST TOTAL	MUNICIPALITY
34	10+ YEARS	LEXINGTON DRIVE	Columbia Circle	Platt Springs Road	2,366	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$586,837	\$771,407	Springdale
35	10+ YEARS	NORTH EDEN DRIVE	Russell Road	Charleston Highway	5,904	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$690,722	\$979,999	Cayce
36	10+ YEARS	HOOK AVENUE	Sunset Boulevard	Holland Street	4,854	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,203,703	\$1,582,287	West Columbia
37	10+ YEARS	NEW STATE	Riverland Drive	Godley Street	3,462	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$858,497	\$1,128,508	Cayce
38	10+ YEARS	KITTY HAWK DRIVE	Platt Springs Road	Boston Avenue	3,701	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$917,925	\$1,206,627	Springdale
39	10+ YEARS	WOODBERRY ROAD	Jessamine Road	Wattling Road	8,860	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$2,197,302	\$2,888,389	West Columbia
40	10+ YEARS	COLUMBIA CIRCLE	Boston Avenue	Lexington Drive	272	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$67,461	\$88,679	Springdale
41	10+ YEARS	COURT AVENUE	Oliver Street	State Street	539	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$133,660	\$175,698	West Columbia
42	10+ YEARS	OLIVER STREET	Alexander Road	Court Avenue	327	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$81,195	\$106,732	West Columbia
43	10+ YEARS	WILLIAMS STREET	Platt Springs Road	Airport Boulevard	2,820	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$699,283	\$919,219	West Columbia
44	10+ YEARS	JESSAMINE ROAD	Mineral Springs Road	Woodberry Road	3,750	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$930,015	\$1,222,520	West Columbia
45	10+ YEARS	MINERAL SPRINGS ROAD	Leaphart Road	Jessamine Road	7,212	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,788,690	\$2,351,262	West Columbia
46	10+ YEARS	TAYLOR	12th Street Extension	Frink Street	7,677	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,903,965	\$2,502,793	Cayce
47	10+ YEARS	NORTH BROWN STREET	Holland Street	D Avenue	3,994	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$467,306	\$663,016	West Columbia
48	10+ YEARS	SEMINOLE DRIVE	Apache Trail	Choctaw Trail	3,059	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$758,600	\$997,192	West Columbia
49	10+ YEARS	SOX STREET	Glenn Street	Memoral Drive	3,059	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$758,610	\$997,205	Cayce, West Columbia

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	PEDESTRIAN RECOMMENDATION	LOW PED COST (LF)	HIGH PED COST (LF)	LOW PED COST TOTAL	HIGH PED COST TOTAL	MUNICIPALITY
50	10+ YEARS	MONTICELLO STREET	12th Street	North Street	465	Intersection improvements	\$30.00	\$60.00	\$13,949	\$27,898	West Columbia
51	10+ YEARS	WHIPPOORWILL DRIVE	Robin Crest Drive	Sunset Boulevard	2,088	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$517,916	\$680,809	West Columbia
52	10+ YEARS	MEMORIAL DRIVE	Backman Drive	Charleston Highway	751	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$186,253	\$ 244,833	Cayce
53	10+ YEARS	BATCHELOR STREET	North Street	Holland Street	1,408	Intersection improvements	\$30.00	\$60.00	\$42,242	\$84,484	West Columbia
54	10+ YEARS	NORTH STREET	Monticello Street	Batchelor Street	172	Intersection improvements	\$30.00	\$60.00	\$5,172	\$10,345	West Columbia
55	10+ YEARS	FORT CONGAREE TRAIL	Greenway	12th Street Extension	1,933	Intersection improvements	\$30.00	\$60.00	\$57,976	\$115,952	Cayce
56	10+ YEARS	MEMORIAL DRIVE	Airport Boulevard	Backman Drive	4,375	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,084,995	\$1,426,243	Cayce
57	10+ YEARS	ALEXANDRIA STREET	Grove Street	D Avenue	942	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$233,680	\$307,177	West Columbia
58	10+ YEARS	GLENN STREET	Sox Street	Platt Springs Road	615	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$152,403	\$200,337	West Columbia
59	10+ YEARS	GROVE STREET	Alexandria Street	Dreher Road	1,091	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$270,538	\$355,627	West Columbia
60	10+ YEARS	MATHIAS ROAD	Sunset Boulevard	Leaphart Road	3,592	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$890,856	\$1,171,044	West Columbia
61	10+ YEARS	NORTH EDEN DRIVE	Julius Felder Street	Russell Road	1,433	Eliminate sidewalk gaps, intersection improvements	\$117.00	\$166.00	\$167,625	\$237,827	Cayce
62	10+ YEARS	ROBIN CREST DRIVE	Terrace View Drive	Terrace View Drive	6,091	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$1,510,526	\$1,985,611	West Columbia
63	10+ YEARS	CONNECTOR	Frink Street	Charleston Highway	141	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$35,047	\$46,070	Cayce
64	10+ YEARS	GODLEY STREET	New State Road	12th Street Extension	1,708	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$423,505	\$556,704	Cayce
65	10+ YEARS	MCSWAIN DRIVE	Residential development	Terrace View Drive	3,375	Add sidewalks, intersection improvements	\$248.00	326.00	\$837,055	\$1,100,322	West Columbia
66	10+ YEARS	TERRACE VIEW DRIVE	Robin Crest Drive	McSwain Drive	489	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$121,307	\$159,460	West Columbia

RANK / Map ID	PHASE	STREET NAME	FROM	TO	LINEAR FEET (one direction)	PEDESTRIAN RECOMMENDATION	LOW PED COST (LF)	HIGH PED COST (LF)	LOW PED COST TOTAL	HIGH PED COST TOTAL	MUNICIPALITY
67	10+ YEARS	CARDINAL DRIVE	Saluda River Drive	Robin Crest Drive	2,697	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$668,732	\$879,059	West Columbia
68	10+ YEARS	CHOCTAW TRAIL	Seminole Drive	Mohawk Drive	439	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$108,961	\$143,231	West Columbia
69	10+ YEARS	JULIUS FELDER STREET	Taylor Road	North Eden Drive	353	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$87,551	\$115,088	Cayce
70	10+ YEARS	MOHAWK DRIVE	Choctaw Trail	Saluda River Road	1,880	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$466,292	\$12,948	West Columbia
71	10+ YEARS	SALUDA RIVER DRIVE	Mowhawk Drive	Cardinal Drive	2,989	Add sidewalks, intersection improvements	\$248.00	\$326.00	\$741,270	\$974,411	West Columbia
TOTAL					310,914				\$47,856,385	\$ 65,654,696	

Intersection Improvements Projects Table

RANK / Map ID	PHASE	STREET 1	STREET 2	PROPOSED IMPROVEMENTS	COST TOTAL	MUNICIPALITY
1	2-5 YEARS	State Street	Meeting Street	high visibility crosswalks, curb ramps	\$26,400.00	West Columbia
2	2-5 YEARS	Knox Abbott Drive	Charleston Highway	curb extensions	\$67,200.00	West Columbia
3	2-5 YEARS	12th Street	Frink Street	high visibility crosswalks, curb ramps	\$26,400.00	Cayce
4	2-5 YEARS	12th Street	B Avenue	high visibility crosswalks, curb extensions (consider roundabout improvement)	\$77,600.00	West Columbia
5	2-5 YEARS	Meeting Street	Sunset Boulevard	high visibility crosswalks, curb extensions	\$77,600.00	West Columbia
6	2-5 YEARS	Meeting Street	N/A	mid-block crossing with RRFB	\$56,300.00	West Columbia
7	2-5 YEARS	State Street	Sunset Boulevard	restripe crosswalks	\$4,000.00	West Columbia
8	2-5 YEARS	12th Street	Sunset Boulevard	curb extensions	\$67,200.00	West Columbia
9	2-5 YEARS	12th Street	Jarvis Klapman Boulevard (SC 12)	priority pavement markings for bikes and pedestrians across Jarvis Klapman and slip lanes	\$20,800.00	West Columbia
10	2-5 YEARS	Platt Springs Road	Wattling Road	restripe crosswalks, median refuge	\$29,200.00	Springdale
11	5-10 YEARS	August Road	Jarvis Klapman Boulevard (SC 12)	protected intersection design	\$80,000.00	West Columbia
12	5-10 YEARS	12th Street	Charleston Highway	high visibility crosswalks, curb extensions (consider roundabout improvement)	\$77,600.00	West Columbia
13	5-10 YEARS	12th Street Extension	Saxe Gotha Road	add sidewalks, curb ramps	\$69,200.00	Cayce
14	5-10 YEARS	Augusta Road	Leaphart Road	protected intersection design	\$80,000.00	West Columbia
15	5-10 YEARS	Augusta Road	Hammond Avenue	high visibility crosswalks, curb extensions (consider limiting access)	\$77,600.00	West Columbia
16	5-10 YEARS	Airport Boulevard	Charleston Highway	high visibility crosswalks, add sidewalks and pedestrian signals	\$79,600.00	West Columbia
17	5-10 YEARS	Charleston Highway	B Avenue	high visibility crosswalks, curb extensions (consider roundabout improvement)	\$77,600.00	West Columbia
18	5-10 YEARS	Boston Avenue	Airport Boulevard	high visibility crosswalks, curb extensions	\$77,600.00	Cayce, Springdale

RANK / Map ID	PHASE	STREET 1	STREET 2	PROPOSED IMPROVEMENTS	COST TOTAL	MUNICIPALITY
19	5-10 YEARS	Sunset Boulevard	Hook Avenue	pedestrian hybrid beacon or full signal if warranted	\$86,200.00	West Columbia
20	5-10 YEARS	Sunset Boulevard	Whippoorwill Drive	add sidewalks, curb ramps	\$69,200.00	West Columbia
21	5-10 YEARS	D Avenue	Charleston Highway	protected intersection design	\$80,000.00	West Columbia
22	5-10 YEARS	Airport Boulevard	Sox Street	high visibility crosswalks, curb extensions	\$77,600.00	Cayce
23	5-10 YEARS	Jarvis Klapman Boulevard (SC 12)	N. Brown Street	high visibility crosswalks, curb extensions	\$77,600.00	West Columbia
24	5-10 YEARS	Charleston Highway	Frink Street	rectangular rapid flashing beacon (RRFB) to provide crossing/access sidepath between Memorial and Eden	\$56,300.00	Cayce
TOTAL					\$1,518,800.00	

Wayfinding, Signage, and Traffic Calming Improvements Projects Table

RANK / Map ID	STREET NAME	FROM	TO	LINEAR FEET (one direction)	RECOMMENDATION	LOW BIKE COST (LF)	HIGH BIKE COST (LF)	LOW BIKE COST TOTAL	HIGH BIKE COST TOTAL	MUNICIPALITY
A	B AVENUE	State Street	12th Street	5,180	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$155,414	\$259,024	West Columbia
B	NAPLES AVENUE	State Street	greenway access	957	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$28,719	\$47,865	Cayce
C	HOLLAND STREET	Batchelor Street	Greenwood Road	3,213	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$ 96,401	\$160,669	West Columbia
D	KITTY HAWK DRIVE	Platt Springs Road	Boston Avenue	3,701	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$111,039	\$185,066	Springdale
E	COURT AVENUE	Oliver Street	State Street	539	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$16,169	\$26,948	West Columbia
F	OLIVER STREET	Alexander Road	Court Avenue	327	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$9,822	\$16,370	West Columbia
G	WILLIAMS STREET	Platt Springs Road	Airport Boulevard	2,820	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$84,591	\$140,985	West Columbia
H	NORTH BROWN STREET	Holland Street	D Avenue	3,994	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$119,822	\$199,704	West Columbia
I	SEMINOLE DRIVE	Apache Trail	Choctaw Trail	3,059	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$91,766	\$152,944	West Columbia
J	SOX STREET	Glenn Street	Memorial Drive	3,059	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$91,767	\$152,946	Cayce, West Columbia
K	MONTICELLO STREET	12th Street	North Street	465	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$13,949	\$23,248	West Columbia
L	WHIPPOORWILL DRIVE	Robin Crest Drive	Sunset Boulevard	2,088	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$62,651	\$104,419	West Columbia
M	BACHELOR STREET	North Street	Holland Street	1,408	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$42,242	\$70,404	West Columbia
N	NORTH STREET	Monticello Street	Batchelor Street	172	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$5,172	\$8,621	West Columbia

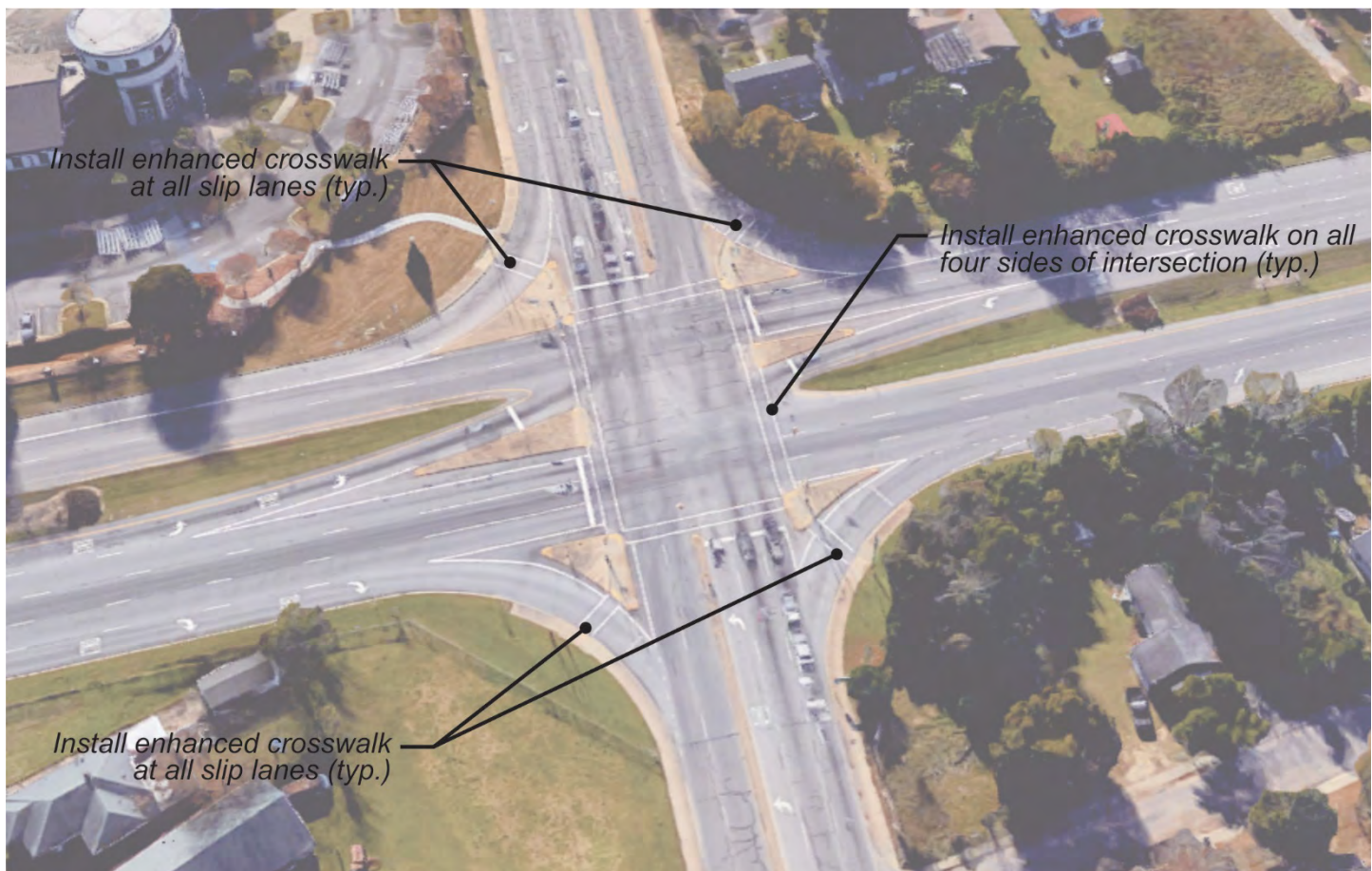
RANK / Map ID	STREET NAME	FROM	TO	LINEAR FEET (one direction)	RECOMMENDATION	LOW BIKE COST (LF)	HIGH BIKE COST (LF)	LOW BIKE COST TOTAL	HIGH BIKE COST TOTAL	MUNICIPALITY
O	FORT CONGAREE TRAIL	Greenway	12th Street Extension	1,933	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$57,976	\$96,627	Cayce
P	MEMORIAL DRIVE	Airport Boulevard	Backman Drive	4,375	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$131,249	\$218,749	Cayce
Q	ALEXANDRIA STREET	Grove Street	D Avenue	942	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$28,268	\$47,113	West Columbia
R	GLENN STREET	Sox Street	Platt Springs Road	615	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$18,436	\$30,727	West Columbia
S	GROVE STREET	Alexandria Street	Dreher Road	1,091	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$32,726	\$54,544	West Columbia
T	MATHIAS ROAD	Sunset Boulevard	Leaphart Road	3,592	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$107,765	\$179,608	West Columbia
U	ROBIN CREST DRIVE	Terrace View Drive	Terrace View Drive	6,091	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$182,725	\$304,542	West Columbia
V	GODLEY STREET	New State Road	12th Street Extension	1,708	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$51,230	\$85,384	Cayce
W	MCSWAIN DRIVE	Residential development	Terrace View Drive	3,375	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$101,257	\$168,761	West Columbia
X	TERRACE VIEW DRIVE	Robin Crest Drive	McSwain Drive	489	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$14,674	\$24,457	West Columbia
Y	CARDINAL DRIVE	Saluda River Drive	Robin Crest Drive	2,697	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$80,895	\$134,825	West Columbia
Z	CHOCTAW TRAIL	Seminole Drive	Mohawk Drive	439	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$13,181	\$21,968	West Columbia
AA	JULIUS FELDER STREET	Taylor Road	North Eden Drive	353	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$10,591	\$17,652	Cayce
BB	MOHAWK DRIVE	Choctaw Trail	Saluda River Road	1,880	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$56,406	\$94,011	West Columbia
CC	SALUDA RIVER DRIVE	Mowhawk Drive	Cardinal Drive	2,989	Wayfinding signage and applicable traffic calming	\$30.00	\$50.00	\$89,670	\$149,450	West Columbia
TOTAL				63,552				\$ 1,906,574	\$3,177,623	

Appendix E

Early Action Projects

WEST COLUMBIA – EARLY ACTION PROJECT

12th Street at Jarvis Klapman Boulevard



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalk across all slip lanes (4).
- Install enhanced crosswalks on all four sides of intersection.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	8	\$2,600	\$20,800
			TOTAL	\$20,800

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of West Columbia, if requested.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

WEST COLUMBIA – EARLY ACTION PROJECT

State Street at Sunset Boulevard



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalks on two sides of intersection.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of West Columbia, if requested.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	2	\$2,600	\$5,200
			TOTAL	\$5,200

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

WEST COLUMBIA – EARLY ACTION PROJECT

State Street at Meeting Street



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalks on three sides of intersection.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of West Columbia, if requested.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	3	\$2,600	\$7,800
			TOTAL	\$7,800

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

WEST COLUMBIA – EARLY ACTION PROJECT

12th Street at B Avenue



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalk across B Avenue.
- Install standard crosswalk striping along edges of existing decorative crosswalk on 12th Street.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	1	\$2,600	\$2,600
Standard Crosswalk	Each	1	\$1,000	\$1,000
			TOTAL	\$3,600

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of West Columbia, if requested.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

WEST COLUMBIA – EARLY ACTION PROJECT

Brown-Holland-Batchelor-North-Monticello Wayfinding



RECOMMENDED IMPROVEMENTS:

- Install wayfinding directional signage at intersections to create neighborhood bike route.
- Install wayfinding route signage along N. Brown Street, Holland Street, Batchelor Street, North Street, and Monticello Street at midblocks.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Directional Sign	Each	20	\$500	\$10,000
Route Sign	Each	10	\$500	\$5,000
			TOTAL	\$15,000

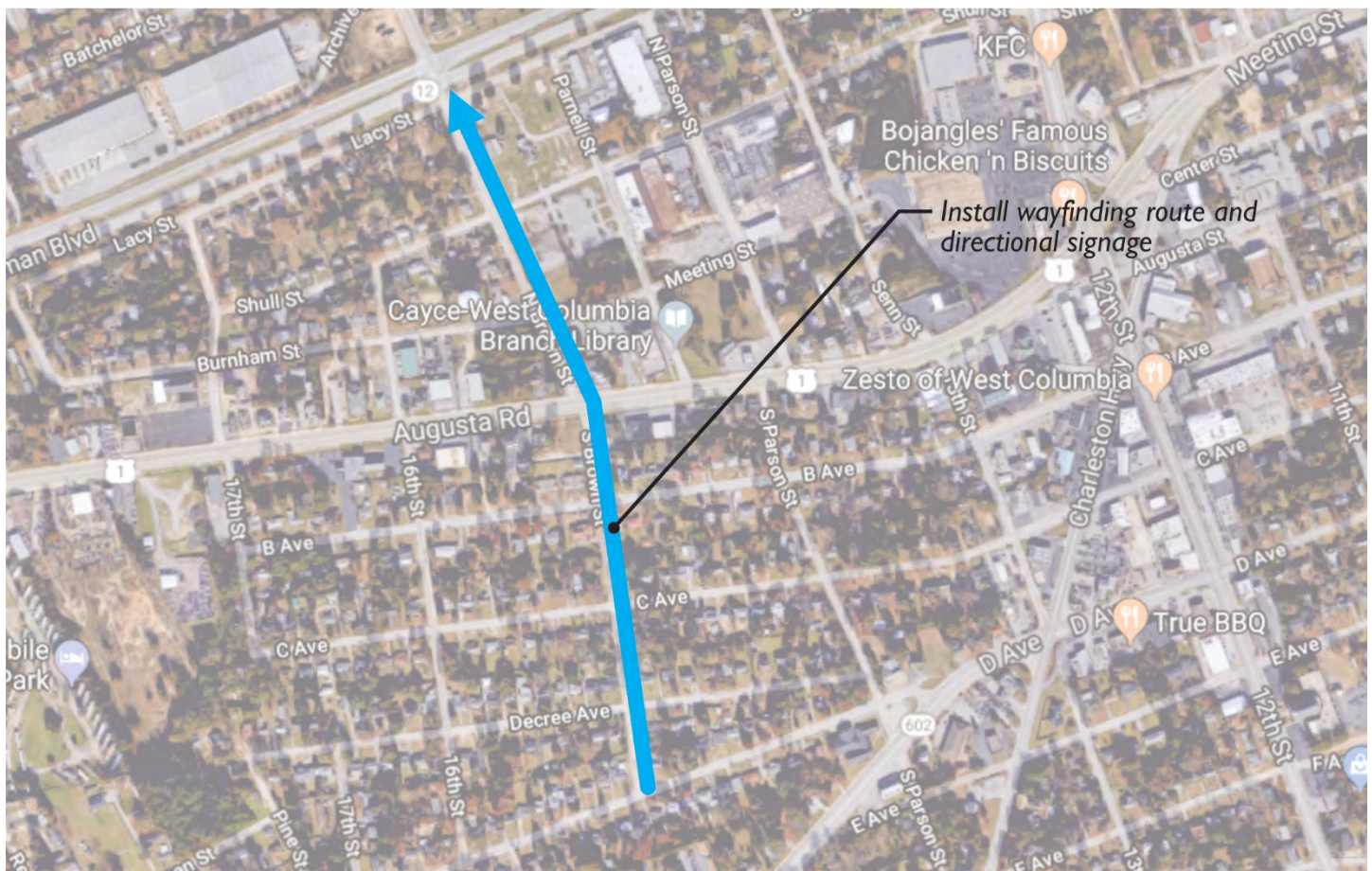
KEY CONSIDERATIONS:

- N. Brown Street, Holland Street, Batchelor Street, North Street, and Monticello Street are low volume neighborhood streets that provide a low stress alternative to Jarvis Klapman Boulevard.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

WEST COLUMBIA – EARLY ACTION PROJECT

Brown Street Wayfinding



RECOMMENDED IMPROVEMENTS:

- Install wayfinding directional signage at intersections to create neighborhood bike route.
- Install wayfinding route signage along Brown Street at midblocks.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Directional Sign	Each	16	\$500	\$8,000
Route Sign	Each	14	\$500	\$7,000
			TOTAL	\$15,000

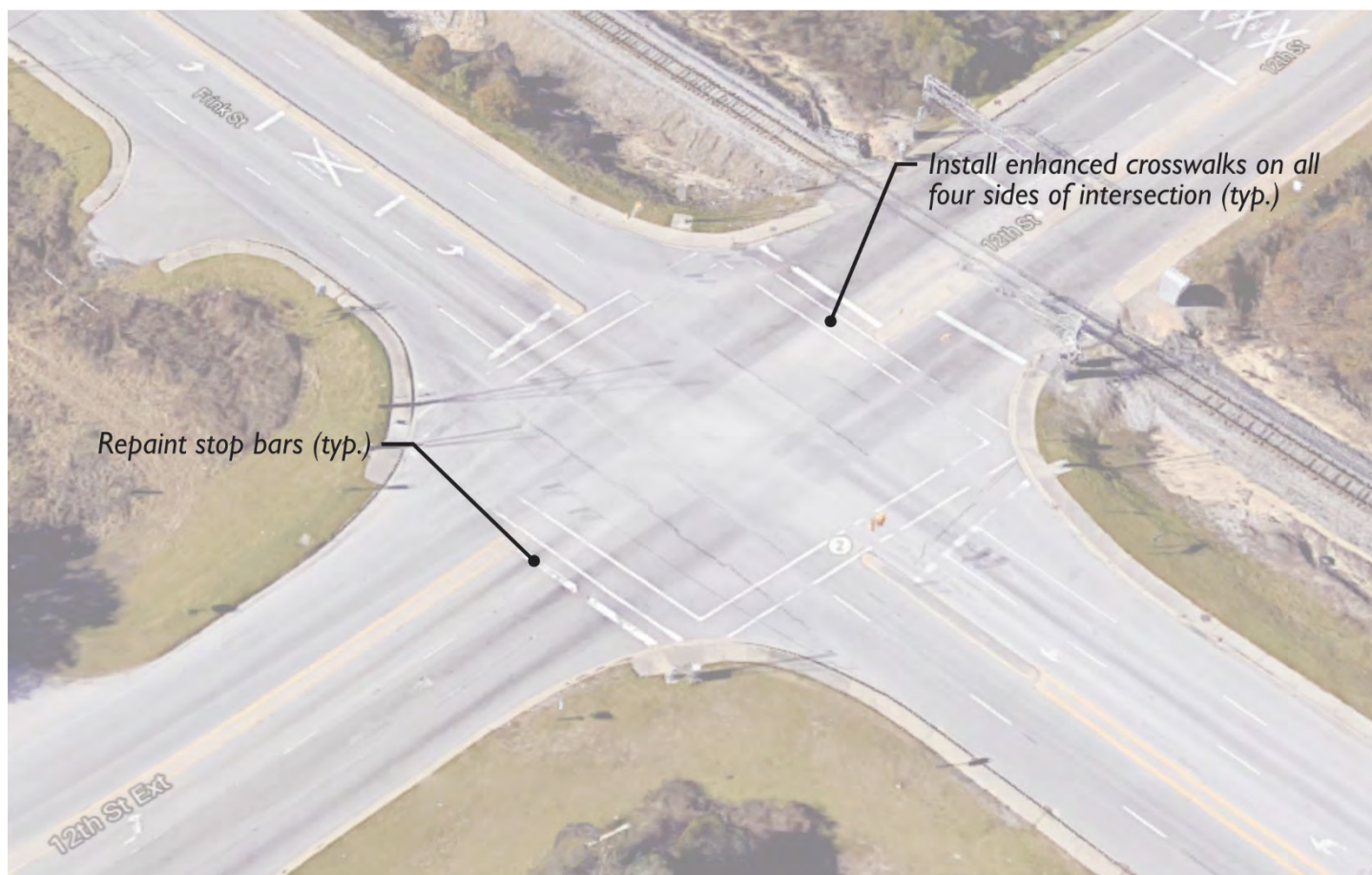
KEY CONSIDERATIONS:

- N. Brown Street is a low volume neighborhood street that provides a low stress bicycle connection.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

12th Street at Frink Street



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalks on all four sides of intersection.
- Repaint stop bars.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of Cayce, if requested.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	4	\$2,600	\$10,400
Stop Bar	Each	4	\$100	\$400
			TOTAL	\$10,800

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

Naples Avenue Wayfinding



RECOMMENDED IMPROVEMENTS:

- Install wayfinding directional signage on State Street pointing pedestrians and bicyclists to the Cayce Riverwalk via Naples Avenue.
- Install wayfinding route signage along Naples Avenue at intersections and midblocks.

KEY CONSIDERATIONS:

- Naples Avenue is a low volume neighborhood street that provides a low stress connection to the Cayce Riverwalk and Three Rivers Greenway.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Directional Sign	Each	4	\$500	\$2,000
Route Sign	Each	6	\$500	\$3,000
			TOTAL	\$5,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

Julius Felder Street Traffic Calming



RECOMMENDED IMPROVEMENTS:

- Install Slow Children at Play (W9-12) signs between Taylor Street and N. Eden Drive.
- Install edge of travel lane stripe on both sides of Julius Felder Street between Taylor Street and N. Eden Drive.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
W9-12 Sign	Each	2	\$500	\$1,000
Striping	Linear Feet	700	\$3	\$2,100
			TOTAL	\$3,100

KEY CONSIDERATIONS:

- Critical area in close proximity to Taylor Elementary School.
- Future improvements could include more active traffic calming devices like speed tables or chicanes.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

Fort Congaree Trail Wayfinding



RECOMMENDED IMPROVEMENTS:

- Install wayfinding directional signage on 12th Street Extension pointing pedestrians and bicyclists to the Cayce Riverwalk via Fort Congaree Trail.
- Install wayfinding route signage along Fort Congaree Trail.

KEY CONSIDERATIONS:

- Fort Congaree Trail is a low volume street that provides a low stress connection to the Cayce Riverwalk and Three Rivers Greenway.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Directional Sign	Each	2	\$500	\$1,000
Route Sign	Each	6	\$500	\$3,000
			TOTAL	\$4,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

State Street at Poplar Street



RECOMMENDED IMPROVEMENTS:

- Stripe a gore area on the northwest corner where excess pavement exists. This will help to define the edges of Poplar Street and Oakland Avenue.
- Install standard crosswalks across each side of Poplar Street.
- Repaint stop bars on each side of Poplar Street.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of Cayce, if requested.

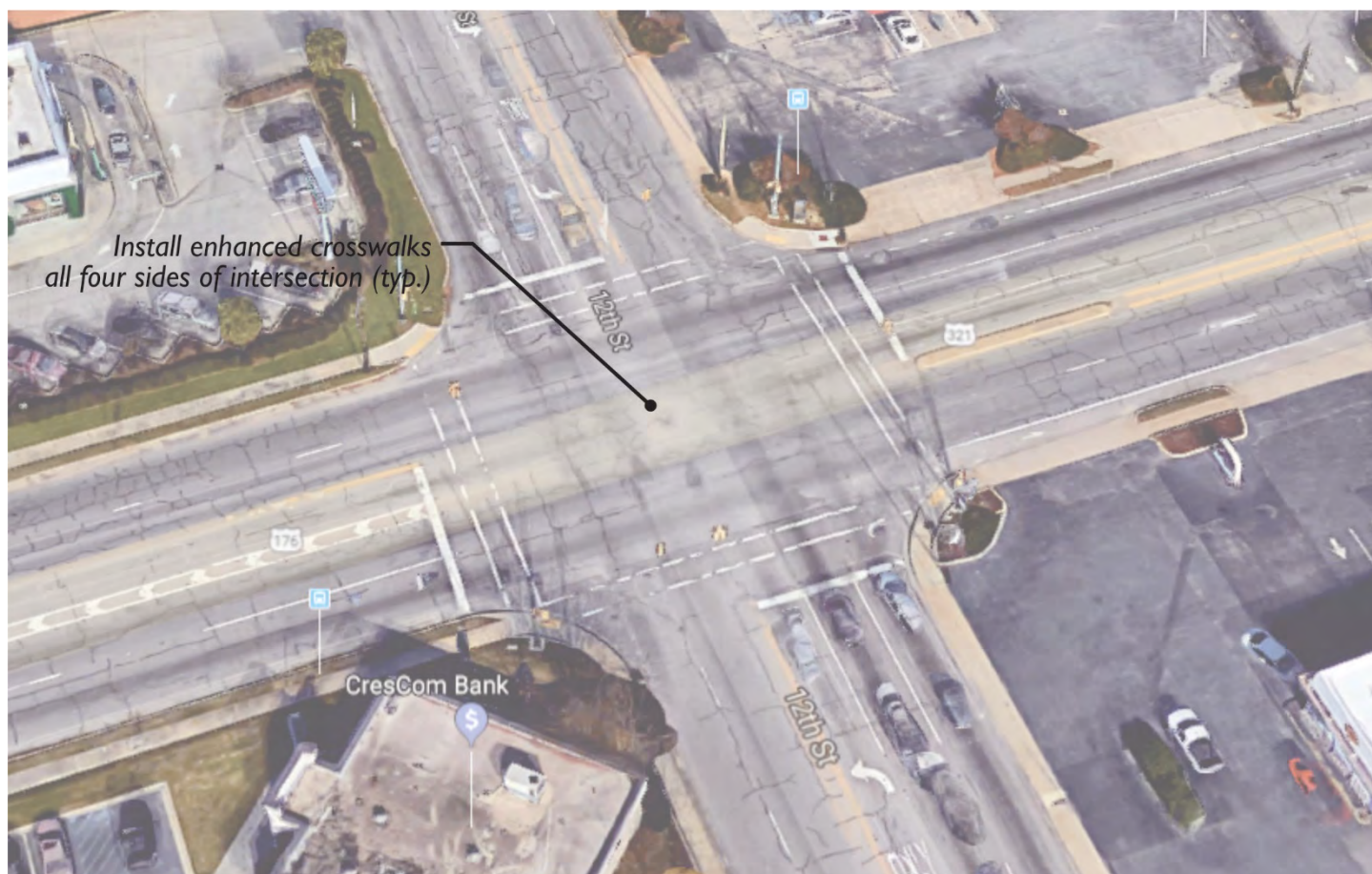
OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Striped Gore Area	Each	1	\$5,000	\$5,000
Standard Crosswalk	Each	2	\$1,000	\$2,000
Stop Bar	Each	2	\$100	\$200
			TOTAL	\$7,200

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

CAYCE – EARLY ACTION PROJECT

12th Street at Knox Abbott Drive



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalks on all four sides of intersection.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the City of Cayce, if requested.

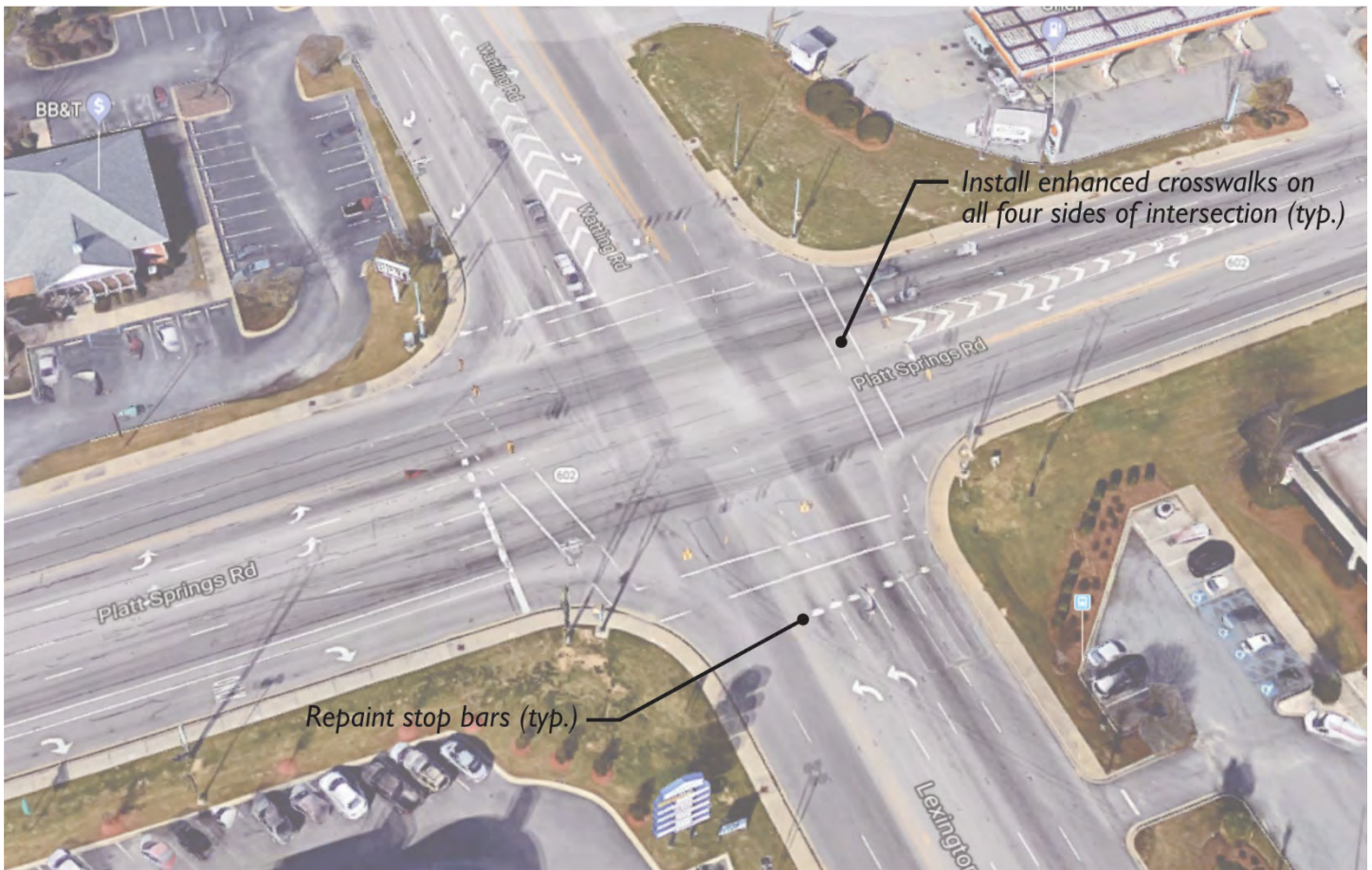
OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	4	\$2,600	\$10,400
			TOTAL	\$10,400

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Platt Springs Road at Watling Road



RECOMMENDED IMPROVEMENTS:

- Install enhanced crosswalks on all four sides of intersection.
- Repaint stop bars.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the Town of Springdale, if requested.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Enhanced Crosswalk	Each	4	\$2,600	\$10,400
Stop Bar	Each	4	\$100	\$400
			TOTAL	\$10,800

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Kitty Hawk Drive Wayfinding



RECOMMENDED IMPROVEMENTS:

- Install wayfinding directional signage at intersections to create neighborhood bike route.
- Install wayfinding route signage along Kitty Hawk Drive at midblocks.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Directional Sign	Each	8	\$500	\$4,000
Route Sign	Each	8	\$500	\$4,000
			TOTAL	\$8,000

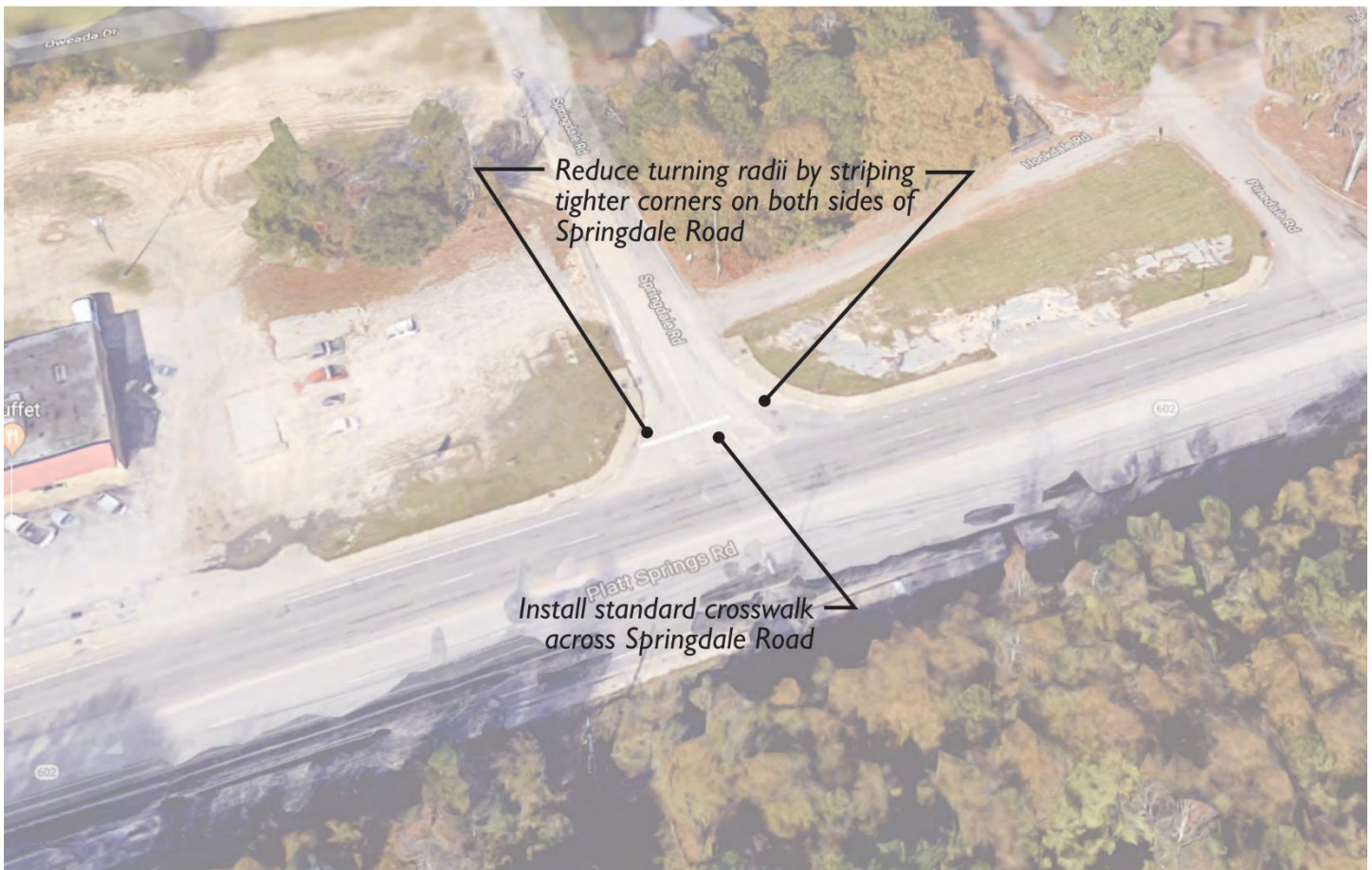
KEY CONSIDERATIONS:

- Kitty Hawk Drive is a low volume neighborhood street that provides a low stress bicycle connection.

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Platt Springs Road at Springdale Road



RECOMMENDED IMPROVEMENTS:

- To decrease vehicle speeds and narrow pedestrian crossing distance, strip tighter turning radii on both corners of Springdale Road.
- Install standard crosswalk across Springdale Road.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the Town of Springdale, if requested.

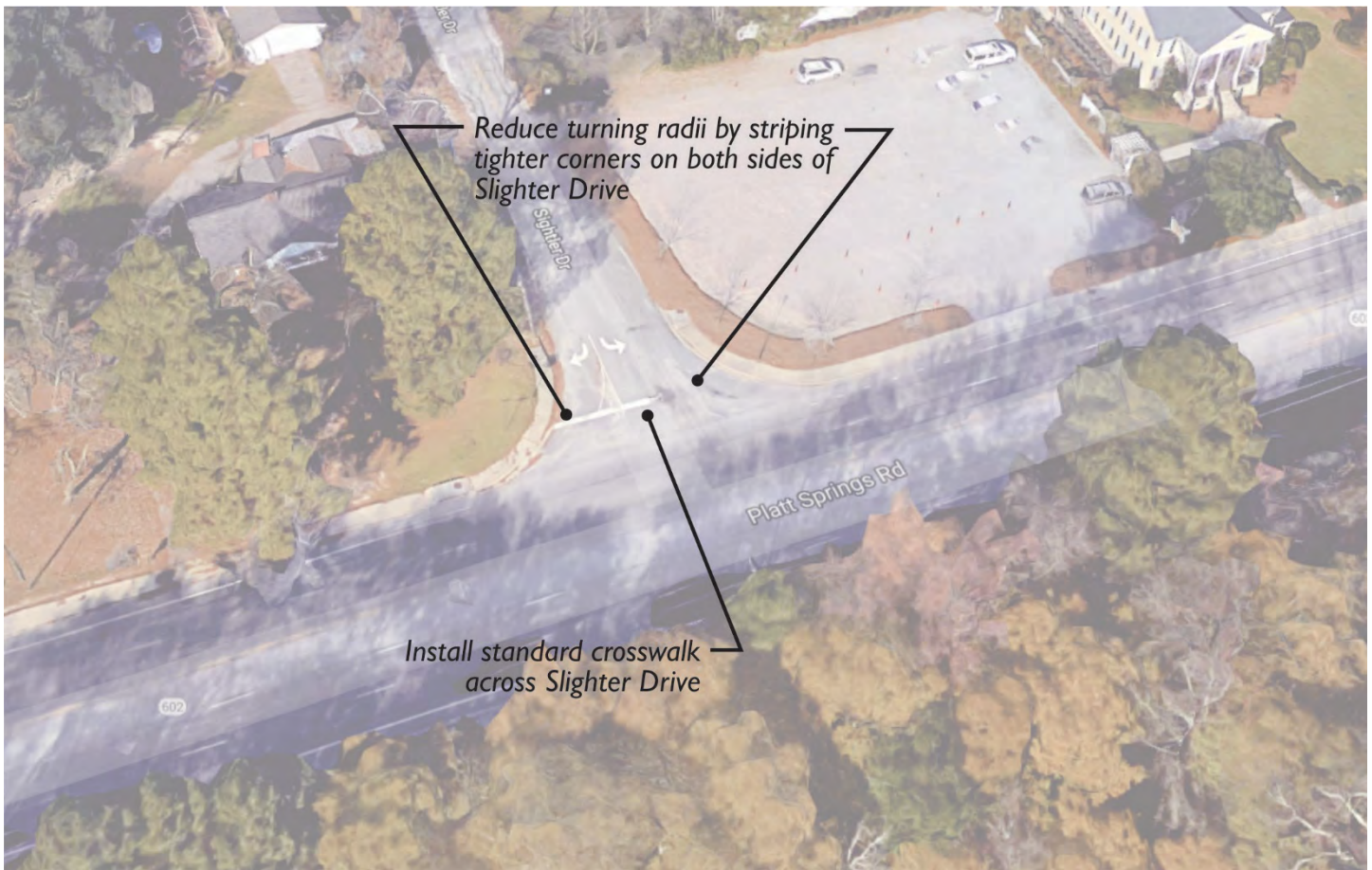
OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Striped Corner Radius	Each	2	\$500	\$1,000
Standard Crosswalk	Each	1	\$1,000	\$1,000
			TOTAL	\$2,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Platt Springs Road at Slighter Drive



RECOMMENDED IMPROVEMENTS:

- To decrease vehicle speeds and narrow pedestrian crossing distance, strip tighter turning radii on both corners of Slighter Drive.
- Install standard crosswalk across Slighter Drive.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the Town of Springdale, if requested.

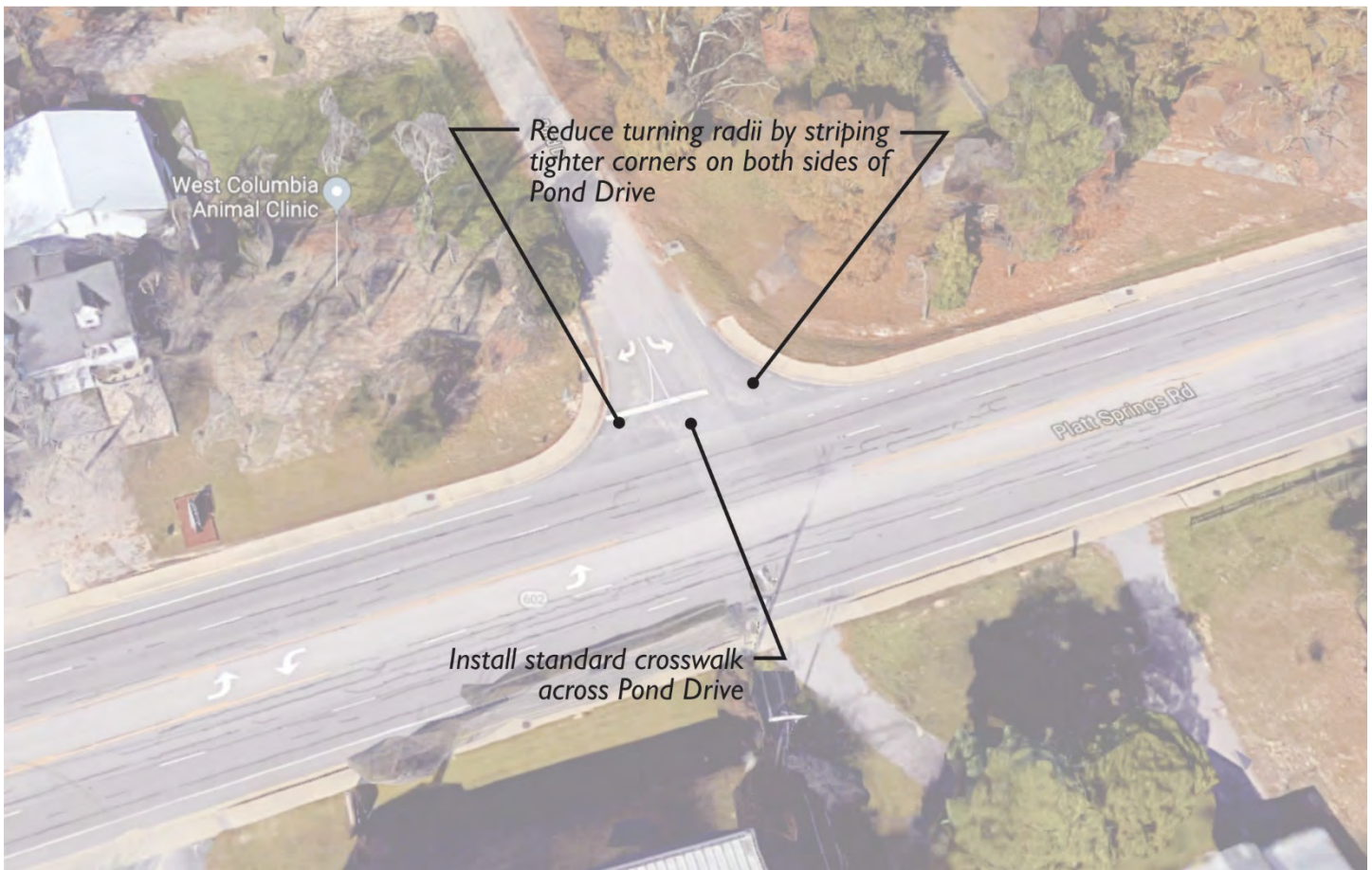
OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Striped Corner Radius	Each	2	\$500	\$1,000
Standard Crosswalk	Each	1	\$1,000	\$1,000
			TOTAL	\$2,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Platt Springs Road at Pond Drive



RECOMMENDED IMPROVEMENTS:

- To decrease vehicle speeds and narrow pedestrian crossing distance, strip tighter turning radii on both corners of Pond Drive.
- Install standard crosswalk across Pond Drive.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the Town of Springdale, if requested.

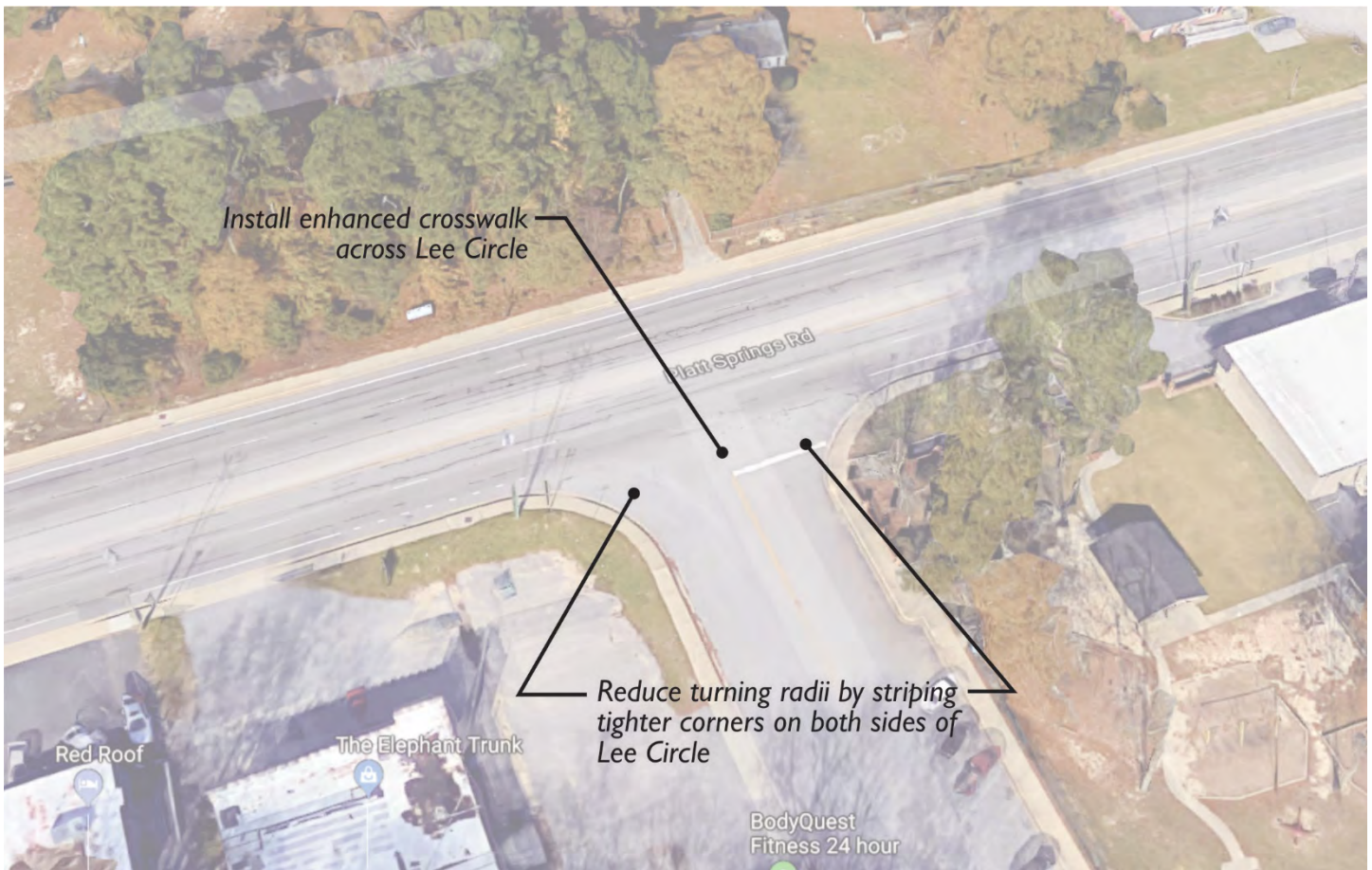
OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Striped Corner Radius	Each	2	\$500	\$1,000
Standard Crosswalk	Each	1	\$1,000	\$1,000
			TOTAL	\$2,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.

SPRINGDALE – EARLY ACTION PROJECT

Platt Springs Road at Lee Circle



RECOMMENDED IMPROVEMENTS:

- To decrease vehicle speeds and narrow pedestrian crossing distance, stripe tighter turning radii on both corners of Lee Circle.
- Install standard crosswalk across Lee Circle.

KEY CONSIDERATIONS:

- It is possible that SCDOT might make these improvements at no cost to the Town of Springdale, if requested.
- A future improvement should be considered to install permanent curb extensions.

OPINION OF PROBABLE COST:

ITEM	UNITS	NO. UNITS	UNIT COST	TOTAL
Striped Corner Radius	Each	2	\$500	\$1,000
Standard Crosswalk	Each	1	\$1,000	\$1,000
			TOTAL	\$2,000

Recommendations and opinion of probable cost are conceptual in nature, based on limited field review. No survey, design, or subsurface investigations were performed.