



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

### Greenway Point System

The greenway 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 Conservation Committee.

Descriptions of the points system is defined as follows:

**20 points** – Existing concept plans or designs for the project were in position or under development. Up to 20 points was given to a project that had a completed master plan document and/or was ready for construction commencement.

**15 Points** - Percentage of a proposed project route with secured right-of-way easements, county-owned parcels or potential county fee-simple parcel acquisitions required for the project. Up to 15 points were given to projects that have secured right-of-way documentation. Fewer points were given to projects that had some level of verbal or written commitment to easement or right-of-way agreements.

**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.

**10 points** - Potential number of local users located directly along each section of the project. Up to 10 total points were given to projects that had more than 100,000 potential users within a 1-mile radius.

**2 points** - Acquisition, construction and maintenance costs based on updated route and design information. Projects that had 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, this criteria was not given high maximum points.

**5 points** - Potential linkage to “blue trails” along greenways adjacent to a stream segment. Projects that link or potentially could link to a river or stream that enables users to use canoes or kayaks satisfy this criteria.

**1 point** - Potential number of local users not located directly along each section of the project. Projects that had potential users outside a 1-mile radius receive 1 point.

A total of up to 78 points is the maximum achievable score. Project ranking is based on the highest score relative to criteria.



**GREENWAY PROJECTS**

Council Approval: 10/7/14

Rank	Council District	Project Names	Description	Length	Transit	Existing Ped Facilities	Existing Bike Facilities	Existing Greenway	Proposed Bike Facilities	Existing Concept Plans	Secured ROW	Connectivity	Users Located on Proj. Section	Acquisition, Construction/Maintenance Costs Determined	Linkage To "Blue Trails"	Users Not Located on Proj. Section	Total Points	Comments
		<b>Greenways</b>								0-20 pts	0-15 pts	0-25 pts	5-10 pts	0-2 pts	0-5 pts	1 pt	7 pts max	
1	5, 10	Three Rivers Greenway Extension	The Saluda Riverwalk from I-26 to Congaree River where Saluda and Broad River join, bridge over the Broad River under I-126.	5.50	1	1	1	1	1	20	7.5	25	10	2	5	0	69.5	Existing with fully developed plan, serves more users, economic impact opportunities
2	4, 5	Lincoln Tunnel Greenway	Abandoned rail tunnel linking Finley Park to Earlewood Park to the north	1.73	1	1	0	1	1	20	7.5	25	8	2	0	0	62.5	Greenway continues north to River Dr.//Existing with developed plan and ready for construction
3	6, 10	Gills Creek Section A	South end of Lake Katherine at Kilbourne Road to Congaree River	4.34	1	1	0	1	1	20	5	25	8	2	2	0	62	Greenway goes from Kilbourne to Shop Rd, then continues to Congaree River//Easement agreement required from property owner for section extending from Bluff Rd. to Congaree River
4	5,10	Smith/Rocky Branch Section C	Rock Branch to Heyward Street	1.70	1	1	1	1	0	15	5	25	9	2	5	0	61	Connection to southern portion of Three Rivers Greenway at train bridge//ROW within Vulcan property required//Private funding available//Rocky Branch to Harden Street: Granby Three Rivers Greenway to Olympia Ave (\$200K) - 4,000 LF//Under Olympia Ave to Olympia Park (\$750K) (100 LF)//Olympia Park to Assembly Street//Optional connection: Train bridge north to Granby Park
5	6, 11	Gills Creek Section B	Along Wildcat Creek and Fort Jackson Perimeter parallel to Leesburg Road	5.38	1	1	0	1	1	10	2	25	7	2	5	0	51	Optional route: Kilbourne along Wildcat Creek, under I-77, cross Ft. Jackson Blvd, along Ewell Rd. and terminates at Fitzgibbons Dr.
6	4	Smith/Rocky Branch Section B	Clement Road to Colonial Drive	2.10	1	0	0	1	0	5	0	25	8	2	5	0	45	Greenway confirmed.
7	4	Smith/Rocky Branch Section A	Link existing northern portion of Three Rivers Greenway to Clement Road	0.83	1	1	0	1	1	5	0	25	5	2	5	0	42	Linkage at Smith Branch and northern portion of Three Rivers Greenway to Clement Road.
8	6	Gills Creek North Section C	From to Trenholm Road to Lake Katherine	0.67	1	0	1	0	1	5	2	20	5	2	5	0	39	Trenholm Rd. Plaza at Forest Dr. to Quail Lane at Lake Katherine
9	4	Crane Creek Section A	Monticello Road near I-20 to Three Rivers Greenway system	2.98	1	1	0	0	1	0	0	20	6	2	5	0	33	Greenway confirmed. Should extend to the spillway dam and not along I-20.
10	4	Crane Creek Section B	Secondary Branch leading to Smith Branch Greenway System.	0.89	1	1	0	0	1	0	0	10	5	2	5		22	Optional route: secondary branch from I-20 to Congaree River or from I-20 to Smith Branch at Clement Rd. PDT is locating a community representative.
11	3, 8	Columbia Mall Greenway	A Greenway which bypasses the congested areas around the Columbia Mall	1.25	1	1	1	0	1	0	0	15	5	2	0	0	22	Greenway confirmed. Possible link to greenway planned for the site of Richland Co. School District Elementary School #20.
12	3, 8	Polo/Windsor Lake Connector	Connects Polo Road to Windsor Lake Blvd.	0.75	0	0	0	0	1	0	0	15		2	0	1	18	Greenway extends from Alpine Rd. to Winsor Lake Blvd at I-77 overpass.
13	11	Woodbury/Old Leesburg Connector	Connects Woodbury Drive with Old Leesburg Road	0.22	1	1	0	1	1	0	0	5	5	2	0	1	13	Greenway confirmed. Extension to Leesburg Rd. recommended since it could connect with Gills Creek Section B. PDT locating a community representative.
14	7	Crane Creek Section C	Crane Forest	1.53	1	0	0	0	0	0	0	0	5	2	0	0	7	Greenway confirmed. PDT locating a community representative.
15	4	Dutchman Blvd Connector	Connects Dutchman Blvd.	0.20	1	0	0	0	1	0	0	0		2	0	1	3	Greenway should extend from Dutchman Blvd. to Lake Murray Blvd. Currently shown to terminate at Dutchman Blvd. cul-de-sac. PDT locating a community representative.