



2016

CITY OF YORK, SC

PROJECT REPORT

York Bicycle and Pedestrian Infrastructure Study

SUBMITTED BY:

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Thank you to the City of York, Eat Smart, Move More York County (ESMMYC), the ESMMYC Active Community Environments (ACE) Subcommittee, and Blue Cross Blue Shield of South Carolina for supporting, reviewing and funding this study. A special thank you to the following individuals:

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PROJECT OVERVIEW



Rich with historic sites, the City of York, SC provides a unique opportunity for residents and visitors to explore firsthand the region's past. With many historic markers located near the core of downtown York, it is critical to provide a navigable bicycle and pedestrian infrastructure network that safely connects people to these historic treasures.

The City of York Bicycle and Pedestrian Infrastructure Study is, therefore, the first step to ensuring the appropriate bicycle and pedestrian facilities are in place to not only connect people with historic resources but also to build and promote an active and sustainable community. This study examines existing conditions, provides a network gap analysis, lists and ranks capital improvement projects, and delivers important base maps to guide future bicycle and pedestrian enhancements.



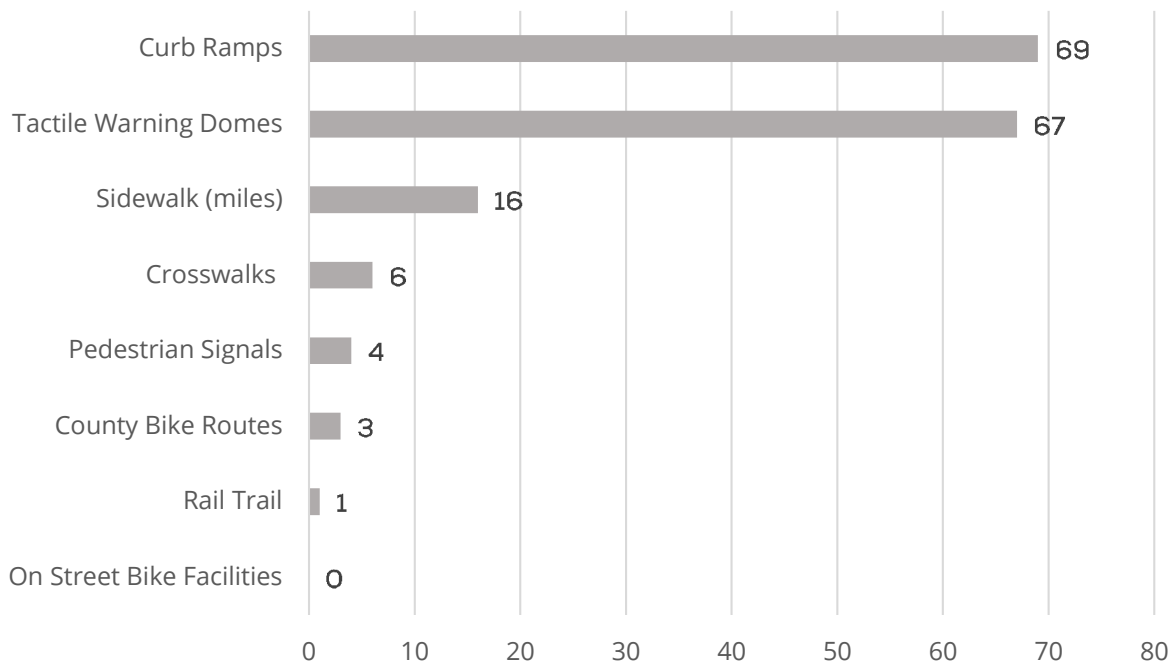
Historic site in downtown York, SC



EXISTING CONDITIONS

SIDEWALK AND INTERSECTION INVENTORY

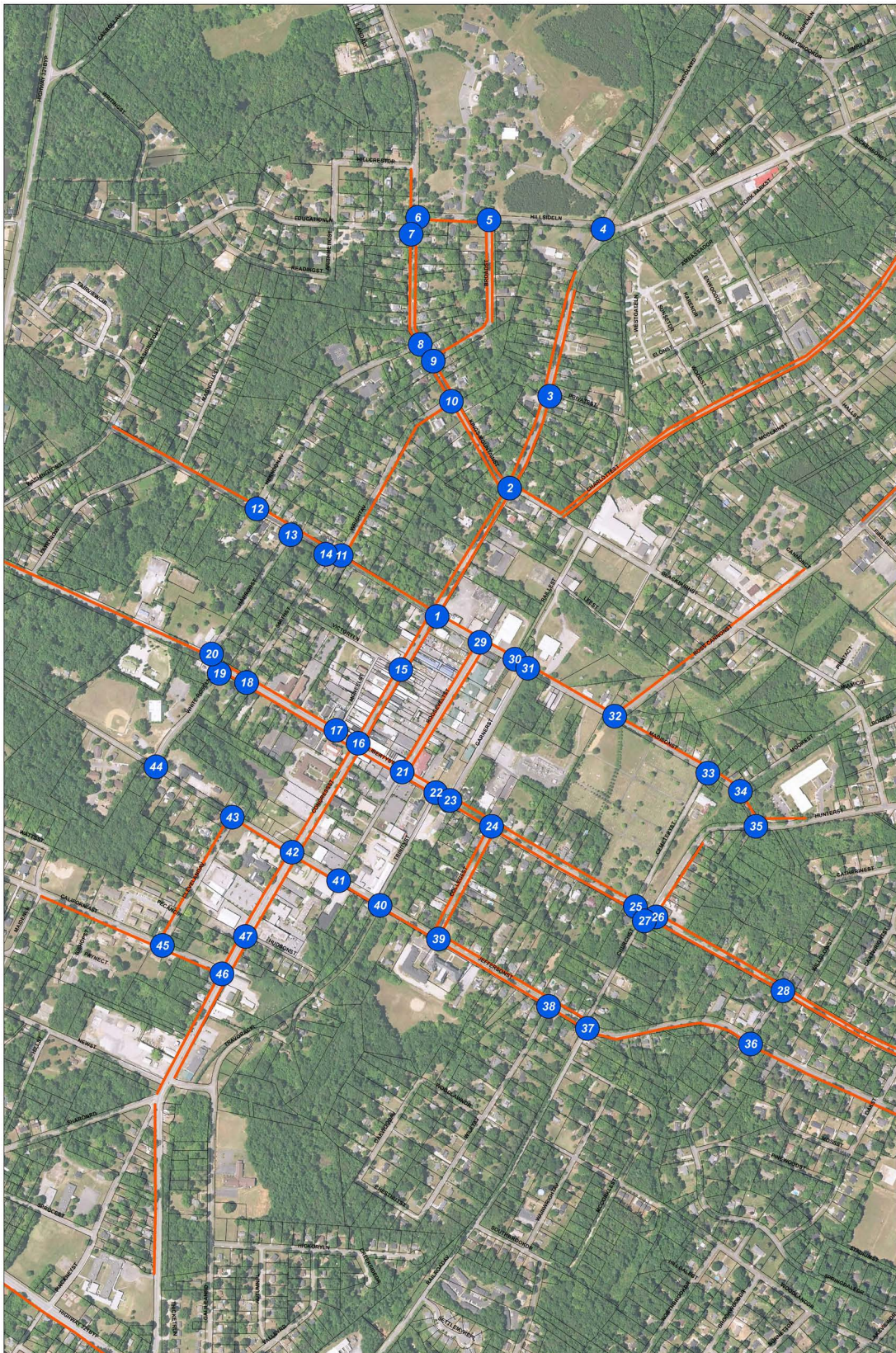
The Dodd Studio examined 90 road corridors (each side of the road treated separately) and 47 intersections within the City of York, SC. The existing bicycle and pedestrian infrastructure network includes:



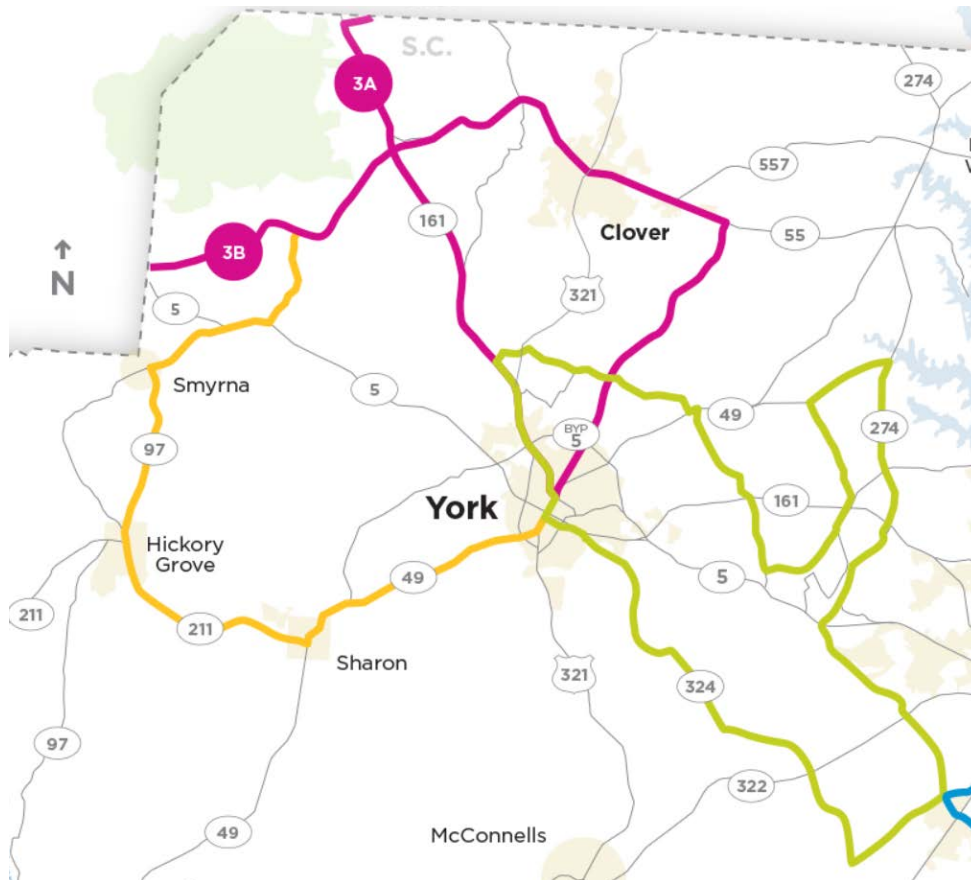
Please see the map on page 8, as well as Appendix A and Appendix B for the complete intersection and sidewalk inventories.



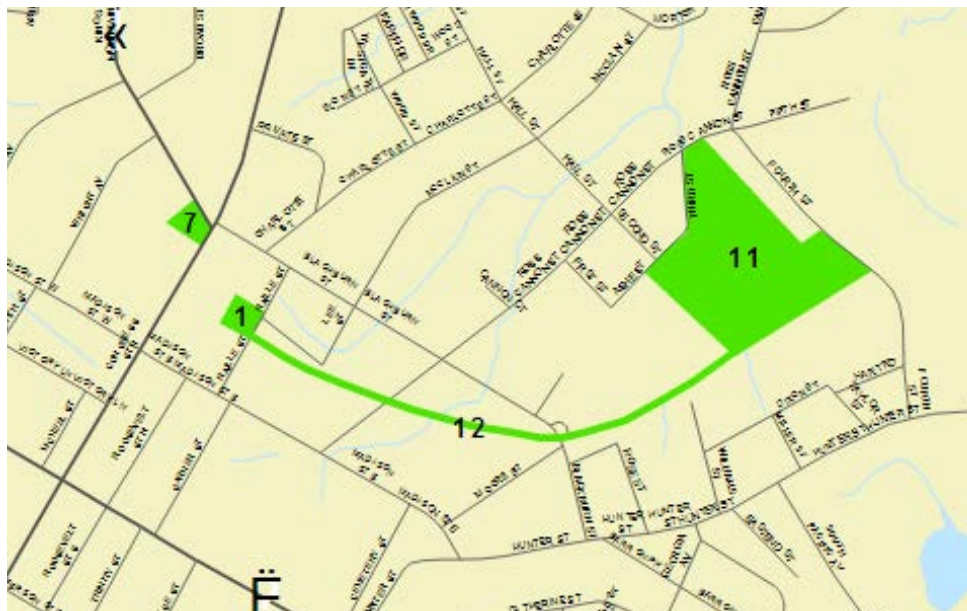
Pedestrian signals at Congress Street and Liberty Street



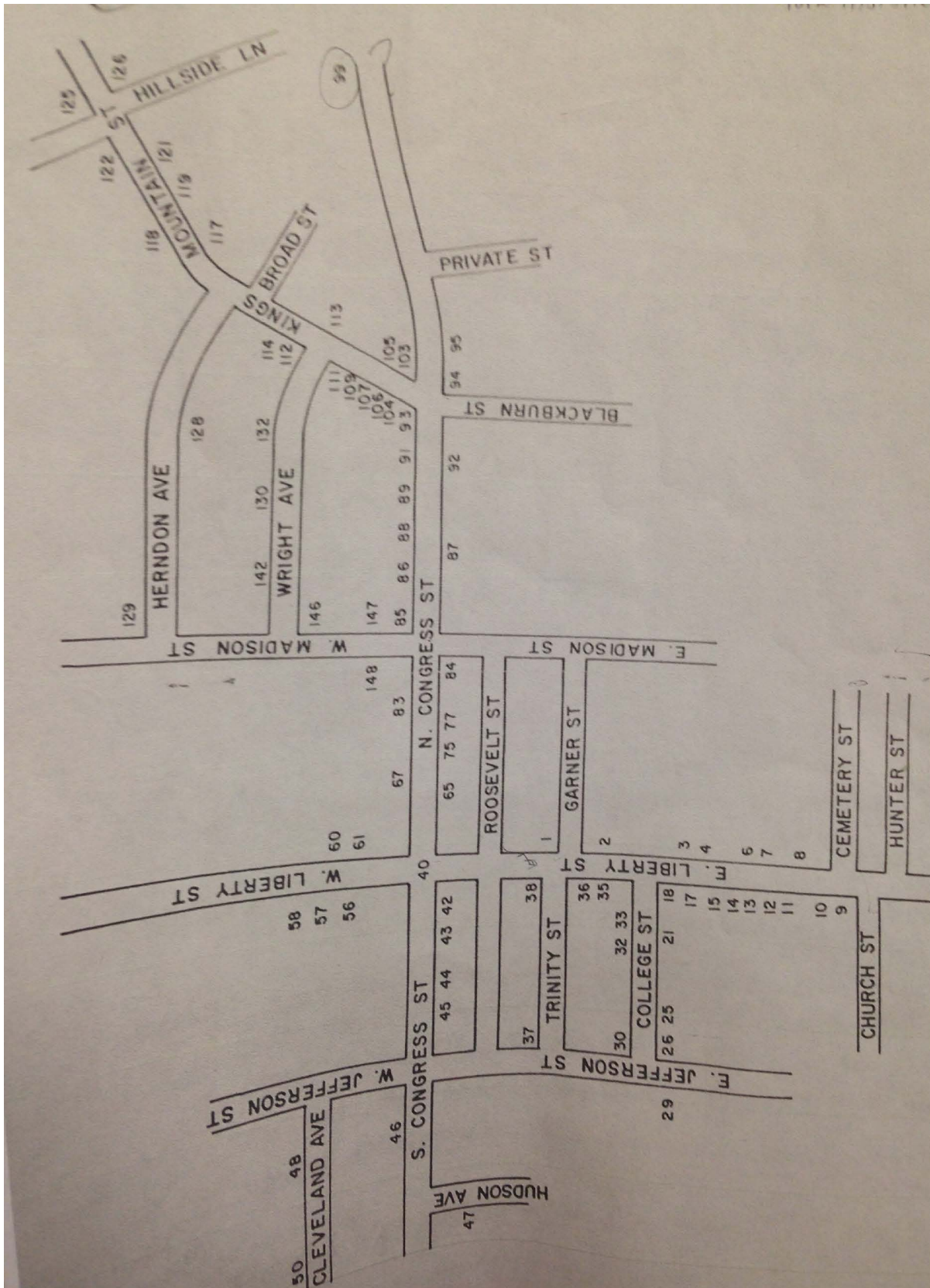
York, SC Existing Sidewalk and Intersection Inventory



York County Bike Routes



York Bike Trail



Historic Markers in York, SC

WALKABILITY ASSESSMENT

Additionally, a Walkability Assessment of the City of York was conducted in November 2015 through a partnership between Eat Smart Move More York County, the City of York, and York County Planning. Key challenges for safe pedestrian activity identified in this report include cracked sidewalks, overgrown vegetation, and the lack of marked crosswalks. In an effort to improve the walkability of York's Historic District, key recommendations in this report include:

- Repaint marked crosswalks
- Repair cracked sidewalks
- Remove grass, weeds and shrubbery from sidewalks
- Install pedestrian level lighting where appropriate
- Add signage
- Organize street clean ups
- Partner with the South Carolina Department of Transportation to determine road and sidewalk maintenance
- Install ADA approved curb cuts where needed.

Wright Avenue, Madison Street and Cleveland Avenue are identified as having the greatest concentration of pedestrian obstacles.

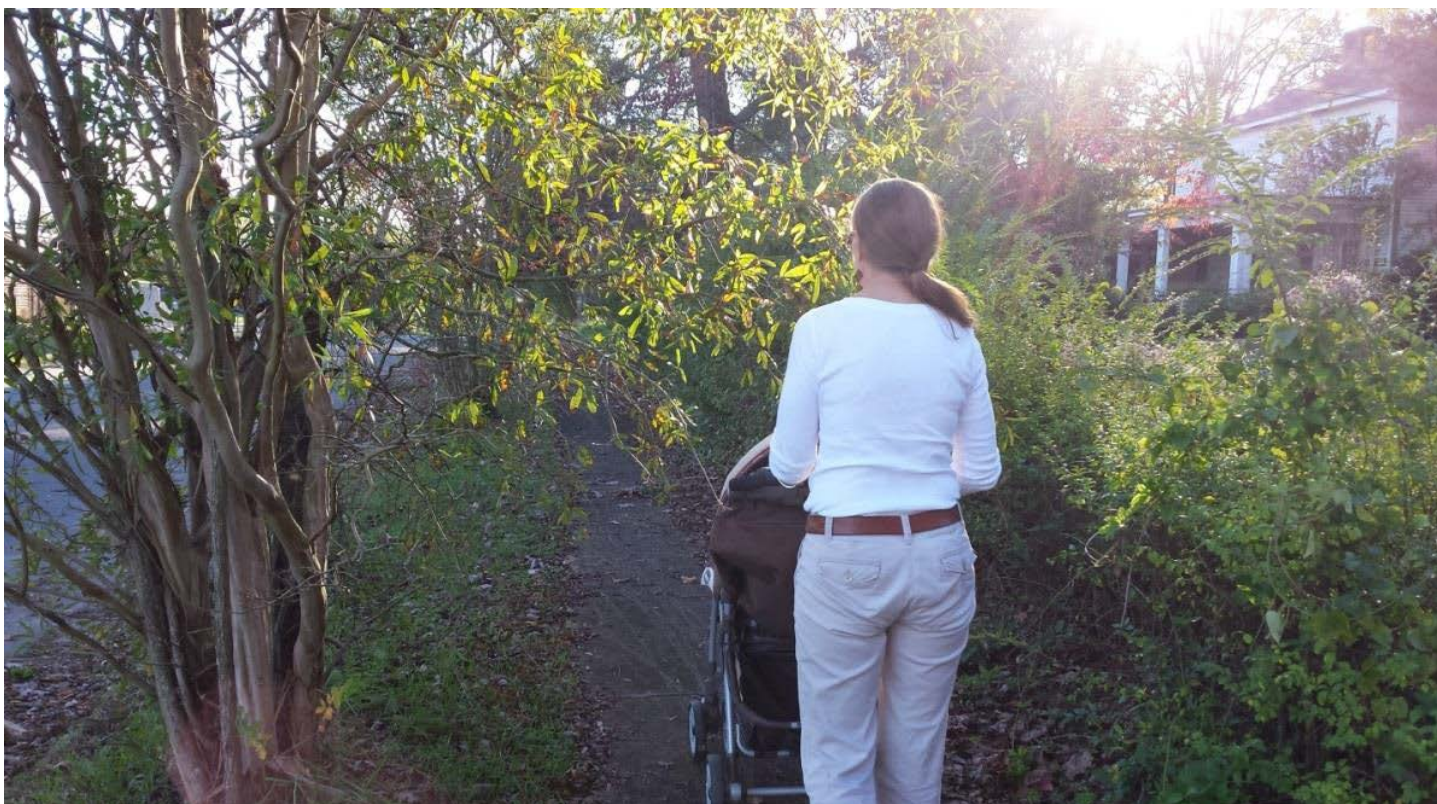


Photo of Cleveland Avenue captured during assessment



BICYCLE & PEDESTRIAN GAP ANALYSIS



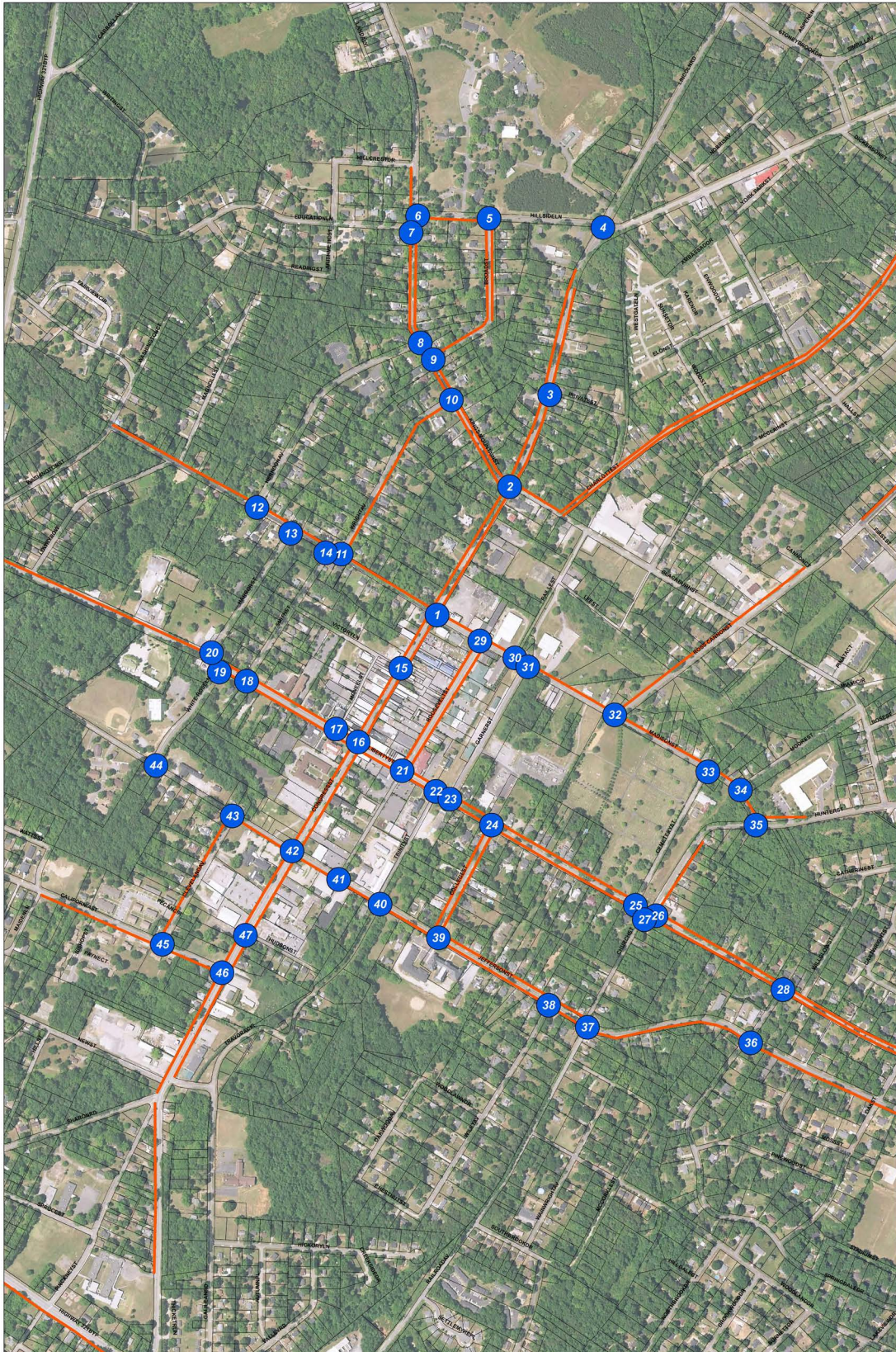
SIDEWALK AND INTERSECTION INVENTORY

The City of York sidewalk and intersection inventory not only provides a baseline of existing facilities but also highlights gaps in the bicycle and pedestrian network. Within the project area, there are:

CROSSWALKS	<ul style="list-style-type: none">• 33 intersections in need of 44 total new crosswalks• 2 intersections in need of 5 total repainted crosswalks
CURB RAMPS	<ul style="list-style-type: none">• 7 intersections in need of 10 new curb ramps• 3 intersections in need of 3 repaved curb ramps
SIDEWALK	<ul style="list-style-type: none">• 35 miles of missing sidewalk• 9 intersections with zero sidewalk infrastructure
TACTILE WARNING DOMES	<ul style="list-style-type: none">• 14 intersections in need of 24 raised tactile warning domes on existing curb ramps



Sidewalk along E. Madison Street



York, SC Existing Sidewalk and Intersection Inventory

YORK BIKE TRAIL

The following issues were identified by The Dodd Studio along the York Bike Trail:

- * There is limited to zero pedestrian and bicycle infrastructure connecting to trailheads on Raille Street, 4th Street, and at the York Recreation Complex.

Raille Street

- No sidewalk infrastructure along Raille Street
- No sidewalk infrastructure along Blackburn Street to connect with Raille Street
- Sidewalk along north side of E. Madison Avenue that connects to Raille Street
- No bicycle infrastructure on Blackburn Street, Madison Street and Raille Street

York Recreation Complex

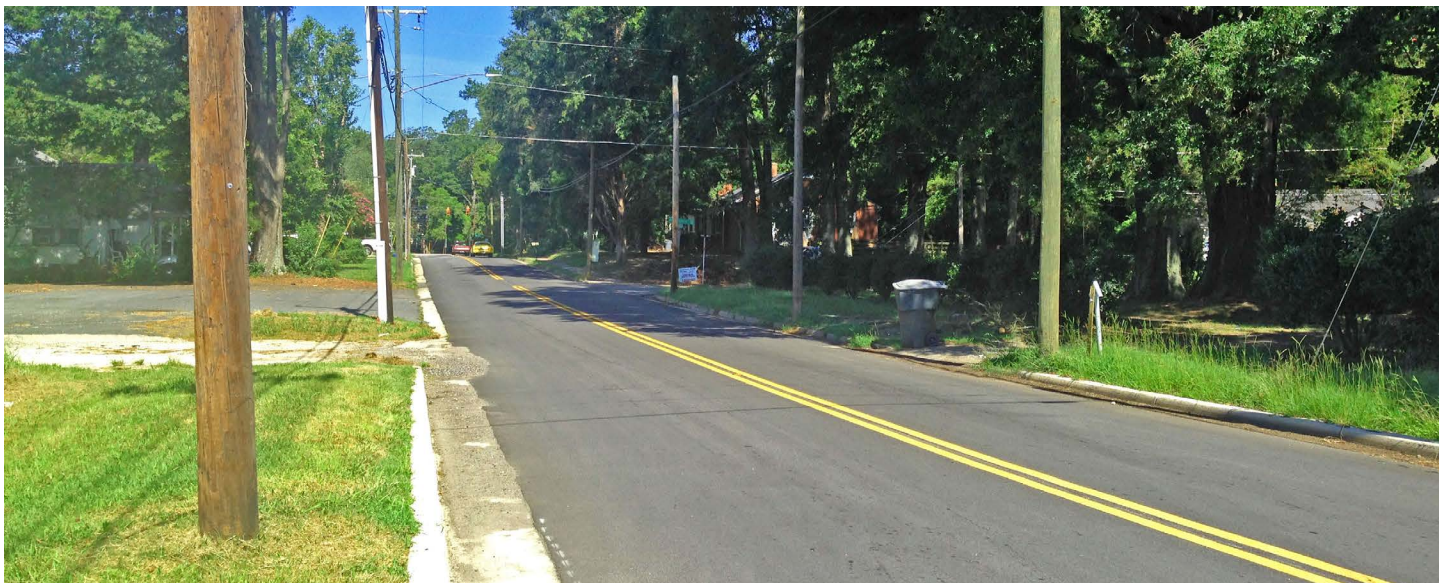
- No sidewalk or bicycle infrastructure along 4th Street connecting to the complex

4th Street

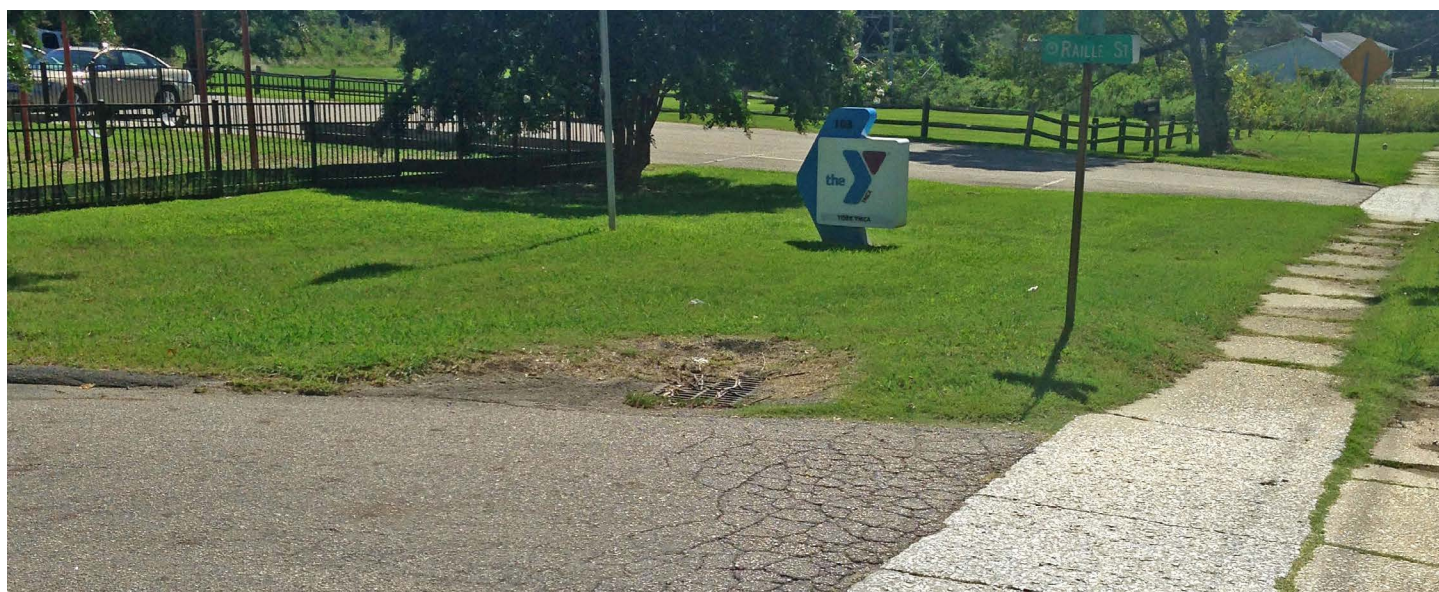
- No sidewalk or bicycle infrastructure along 4th Street connecting to the trailhead



No sidewalk infrastructure along 4th Street to connect to trailhead



No sidewalk infrastructure along E. Blackburn to connect with Raille Street



Sidewalk along E. Madison Street connecting to Raille Street



All trailheads need enhancements to better guide trail users and create a user friendly experience. Additionally, there is an opportunity to better brand and market the trail with cohesive trailhead amenities including signage, maps, and landscaping.

Raille Street

- There is no crosswalk to get trail users from the parking area to the trailhead along Raille Street.
- There is a kiosk with a trail map.

York Recreation Complex

- The existing kiosk is empty. A trail map and a York destinations map are needed.
- Directional signage is needed in the Recreation Complex to connect users to the trail.
- Signs in the Recreation Complex along the connector trails have wording about no bicycles. This could create confusion and barriers to people accessing the trail via the Recreation Complex.

4th Street

- The existing kiosk is empty. A trail map and a York destinations map are needed.



Raille Street Trailhead

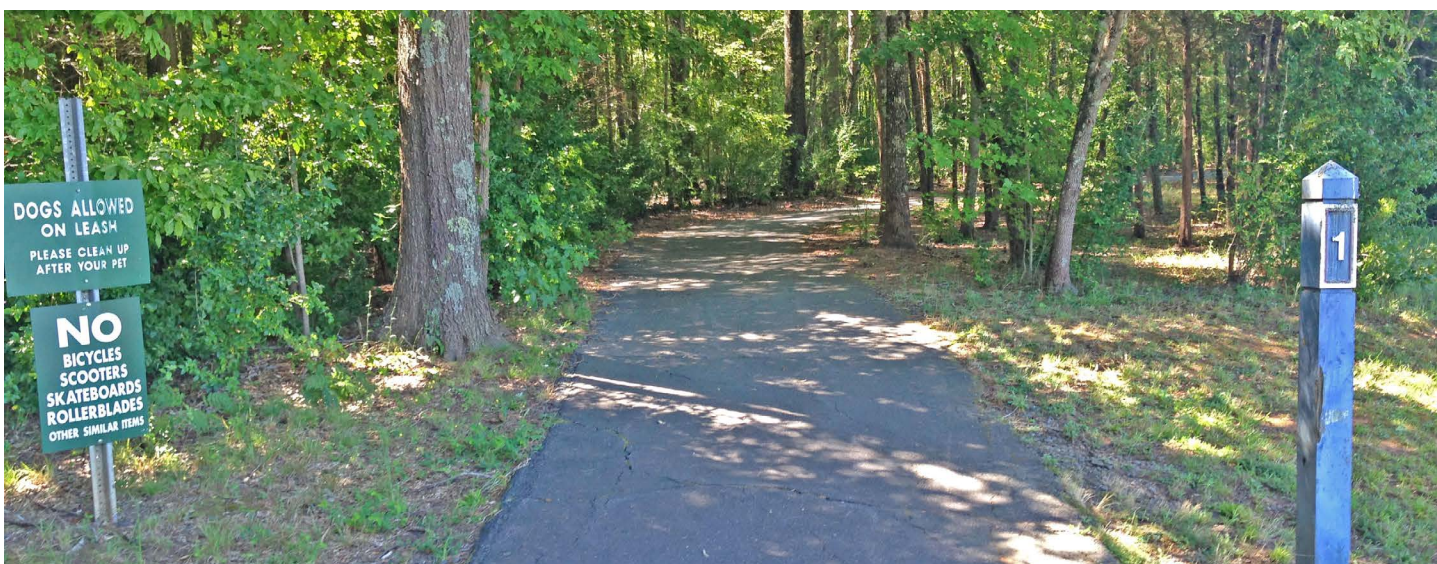


4th Street Trailhead

- * Certain portions of the trail feel enclosed with fences and vegetation creating a lack of visibility for trail users and therefore, impacting perception of safety along the trail.
- * There is no crosswalk for trail users when crossing Blackburn Street.
- * Signs are needed along Madison Street, Blackburn Street, and 4th Street to connect people with the trail and create more visibility about the trail.



Blackburn Street crossing



Connector trail in the Recreation Complex



RECOMMENDED IMPROVEMENTS

After examining the existing conditions and evaluating strengths and gaps in the network, The Dodd Studio has identified five critical improvements to the York bicycle and pedestrian infrastructure.

1. Crosswalks
Crosswalks are an essential element missing from a majority of intersections in York. They provide greater visibility for pedestrians and awareness for drivers approaching intersections. Crosswalks are a short-term, minor enhancement to create more complete intersections. Intersections along the main two spines into downtown York – Congress Street and Liberty Street – are a top priority for crosswalks, as this is the core of pedestrian traffic and a central hub to access the historic sites. High visibility crosswalks that align with the fabric and character of York would be appropriate at the following intersections:

- N. Congress Street and Blackburn Street
- N. Congress Street and Madison Street
- Congress Street and Liberty Street
- E. Liberty Street and Roosevelt Street (repaint)
- E. Liberty Street and Trinity Street
- E. Liberty Street and College Street
- E. Liberty Street and Garner Street.*

2. North Congress Street Updates and Bike Hub
As the main downtown corridor with restaurants and shops, N. Congress Street is the central focal point of walking and biking in York. Currently, N. Congress Street (between Liberty Street and Blackburn Street) has sidewalks along both sides of the street, two mid-block crossings, and is the convergence of three York County Bike Routes. Improvements, however, are needed to increase the walkability and bikeability for all user groups.

Multiple items along the sidewalk impede pedestrian traffic including trashcans, light poles, trees, mailboxes, and store signs. Not only does this add barriers for pedestrians to walk around but it also significantly reduces the width of the sidewalk at certain sections, which limits access for wheelchairs and strollers. The City's Public Works Department should analyze the relocation of these items to create a more pedestrian friendly environment along N. Congress Street.

*Roads maintained by the South Carolina Department of Transportation (SCDOT) within the project area are noted in Appendix A – Intersection Inventory and Appendix B – Sidewalk Inventory. Where applicable, the City of York will need to coordinate with SCDOT to comply with sidewalk and intersection design standards and details.

The mid-block crossings along N. Congress Street between Liberty Street and Madison Street are also not ADA accessible. Appropriate curb ramps and raised tactile warning domes should be examined for both mid-block crossings, providing greater access for all user groups.*



N. Congress Street sidewalk



N. Congress Street mid-block crossing

Additionally, as a junction point of three York County Bike Routes – the Nimitz Bike Route, the Kings Mountain Loop, and the Central York Bike Route – a designated bike meeting place along N. Congress Street is recommended. It should include:

- bike racks
- bike tool station
- benches
- water fountain
- information kiosk with bike route maps and York destination maps

Providing a safe, centralized location for cyclists to gather or take a break creates a more bike-friendly environment and an opportunity for more people to access downtown York in a mode other than the automobile.

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Example of a bike rest area



Example of a bike rest area amenity



Example of a bike tool station

3.

Address Missing Curb Ramps

Missing curb ramps can greatly impact the walkability of York by creating gaps in accessibility. Through the intersection analysis, the following intersections have sidewalk infrastructure but are identified as incomplete due to a missing curb ramp:

- Herndon Avenue and Kings Mountain Street
- Wright Avenue and Kings Mountain Street
- Hillcrest Drive and Kings Mountain Street
- Cleveland Avenue and W. Jefferson Street
- Hudson Street and S. Congress Street.*



W. Jefferson Street and Cleveland Avenue

*Roads maintained by the South Carolina Department of Transportation (SCDOT) within the project area are noted in Appendix A – Intersection Inventory and Appendix B – Sidewalk Inventory. Where applicable, the City of York will need to coordinate with SCDOT to comply with sidewalk and intersection design standards and details.

4.

Access to Jefferson Street

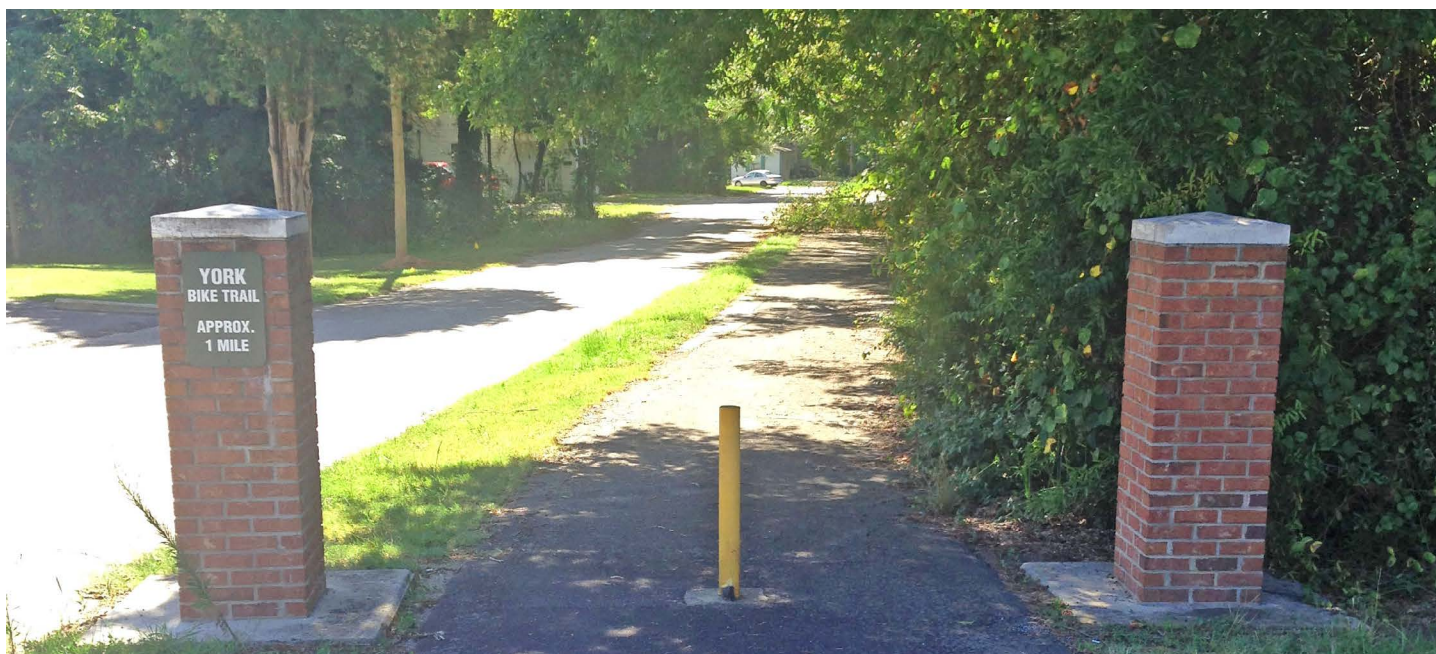
Pedestrian access to E. Jefferson Street is currently limited with College Street and Liberty Street being the only road corridors with sidewalk connections. A high visibility crosswalk with a flashing beacon is needed to safely connect pedestrians from College Street to the existing sidewalk infrastructure along the south side of E. Jefferson Street.*

Additionally, pedestrian access to W. Jefferson Street is also limited. Sidewalk infrastructure is needed along W. Jefferson Street between Cleveland Avenue and White Rose Lane as well as along White Rose Lane.*

5.

Provide Connections to the York Bike Trail

Located in close proximity to downtown York on Raille Street, City Park is home to a York Bike Trail trailhead, a 1-mile paved path that connects to the York Recreation Complex. As a community asset that promotes active living, it is critical to provide opportunities for residents and visitors to access the York Bike Trail by foot or bike safely.



York Bike Trail trailhead on Raille Avenue

*Roads maintained by the South Carolina Department of Transportation (SCDOT) within the project area are noted in Appendix A – Intersection Inventory and Appendix B – Sidewalk Inventory. Where applicable, the City of York will need to coordinate with SCDOT to comply with sidewalk and intersection design standards and details.



PRIORITY GAP PROJECTS

In addition to the five recommended bicycle and pedestrian infrastructure improvements, The Dodd Studio also classified the sidewalk and intersection gaps identified in the baseline inventory into three tiers according to priority in which the gap infrastructure should be addressed. Priority designation "1" represents sidewalk and intersection improvements that are the most integral to walking and biking in the core downtown York area as well as to access the historic markers along the two walking routes identified in the proceeding section (see page 26). Please see Appendix A (page 38) and Appendix B (page 43) for the full sidewalk and intersection inventories listed with priority rankings.

Tier 1 Sidewalk Gap Projects

STREET NAME	ORIENTATION	MISSING SEGMENT	LENTH OF EXISTING SIDEWALK (IN MILES)	LENTH OF MISSIING SIDEWALK SEGMENT	PRIORITY	NOTE
Blackburn Street	South	Between N. Congress Street and Hunter	0	0.65	1	
Broad Street	East	Where Broad Street begins to curve to Kings Mountain Street	0.15	0.09	1	
Cemetery Street	West	Between E. Madison Street and Liberty Street	0	0.19	1	
E. Jefferson Street	North	Between Bratton Avenue and Church Street, between College Street and S. Congress	0.21	0.8	1	Between Congress and College
E. Madison Street	South	Between Roosevelt Street and Hunter Street	0.06	0.42	1	
Fourth Street	South	Between Ross Cannon Street and Hunter	0	0.92	1	
Garner Street	West	Between E. Madison Street and Liberty Street	0	0.19	1	
Herndon Avenue	East	Between Kings Mountain Street and W.	0	0.3	1	
Hillside Lane	South	Between N. Congress Street and Broad Street	0.08	0.14	1	
Hudson Street	South	From Liberty Street and dead-end of Hudson	0	0.08	1	
Hunter Street	North	Between E. Liberty Street and E. Madison Street, Between Hunter Bay Apartment and	0.08	1.5	1	Between Liberty and Fourth
N. Congress	West	Between Abiding Presence Lutheran Church and Alexander Love Highway	0.66	1.3	1	Connect to Hillside
Raille Street	East	Between Blackburn Street and E. Madison	0	0.19	1	
S. Roosevelt Street	West	Approximately halfway down S. Roosevelt to Jefferson Street	0.06	0.08	1	
Trinity Street	West	Between Liberty Street and Jefferson Street	0	0.15	1	
Victory Lane	North	Between Smith Street and Congress Street	0	0.15	1	
W. Jefferson Street	South	Between Cleveland Avenue and dead-end	0.08	0.35	1	
White Rose Lane	East	Between Liberty Street and Jefferson Street	0	0.15	1	

blue text = SCDOT maintained road



Tier 1 Intersection Gap Projects

ID	INTERSECTION STREET 1	INTERSECTION STREET 2	CURB RAMPS	RAISED TACTILE DOMES	CROSSWALK	PEDESTRIAN SIGNALS	NUMBER OF CROSSWALKS NEEDED	NUMBER OF MISSING CURB RAMP	NUMBER OF TACTILE DOMES NEEDED	NUMBER OF CURB RAMP REPAVE NEEDED	MAJOR OR MINOR CONSTRUCTION	PRIORITY
1	Madison	N. Congress	4	4	0	0	4	0	2	0	Minor	1
2	Blackburn	N. Congress	5	5	2	0	2	0	0	0	Minor	1
10	Wright	Kings Mountain	0	0	0	0	1	2	2	0	Major	1
15	Victory	N. Congress	0	0	0	0	1	0	2	0	Minor	1
16	Liberty	Congress	4	4	0	4	4	0	0	0	Minor	1
21	E. Liberty	Roosevelt	4	4	4	0	0	0	0	0	Minor	1
29	E. Madison	Roosevelt	1	0	0	0	1	1	2	1	Major	1
30	E. Madison	Raille	0	0	0	0	1	0	2	0	Minor	1
33	E. Madison	Cemetery	0	0	0	0	0				Major	1
39	E. Jefferson	College	2	2	0	0	1	0	0	0	Minor	1
42	Jefferson	S. Congress	4	6	0	0	4	1	2	0	Minor	1
43	W. Jefferson	Cleveland	1	0	0	0	1	1	2	1	Minor	1
44	W. Jefferson	White Rose	0	0	0	0	0				Major	1
45	California	Cleveland	1	0	0	0	0	0	1	1	Major	1
47	Hudson	S. Congress	1	1	0	0	1	1	1	0	Minor	1

= no existing sidewalk infrastructure at intersection
 blue text = SCDOT maintained road

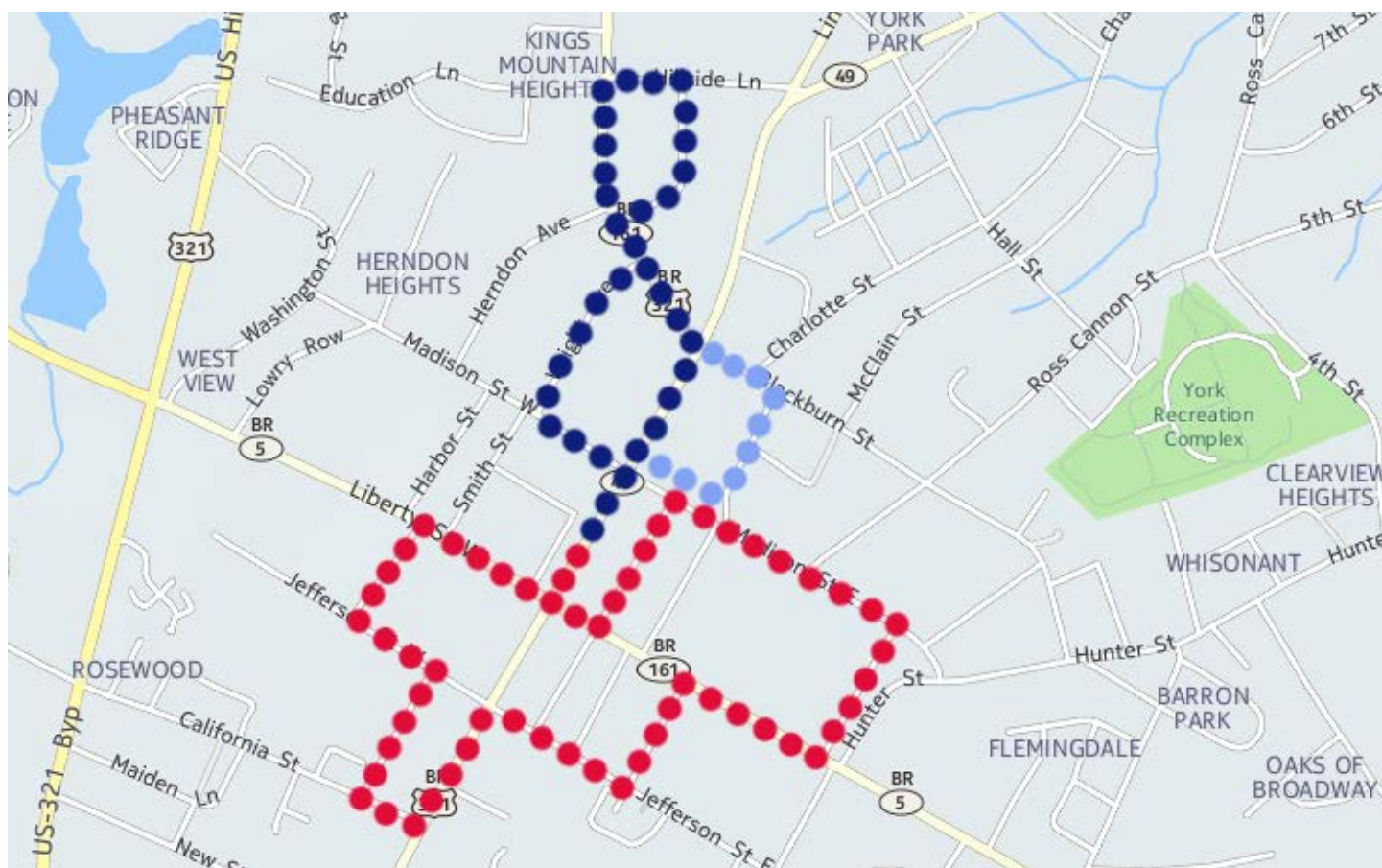


WAYFINDING ROUTE ANALYSIS




HISTORIC DISTRICT WALKING ROUTES

The Walkability Assessment completed in November 2015 (see page 11), identified two walking routes in the Historic District of York, which is a district that serves both as a tourist attraction and a location utilized for community events. It is critical, therefore, to ensure pedestrians can safely access destinations, events, and community amenities within the Historic District.

In conjunction with the Walkability Assessment, The Dodd Studio proposes the following Historic District walking routes in York, SC:



York Historic District Walking Routes

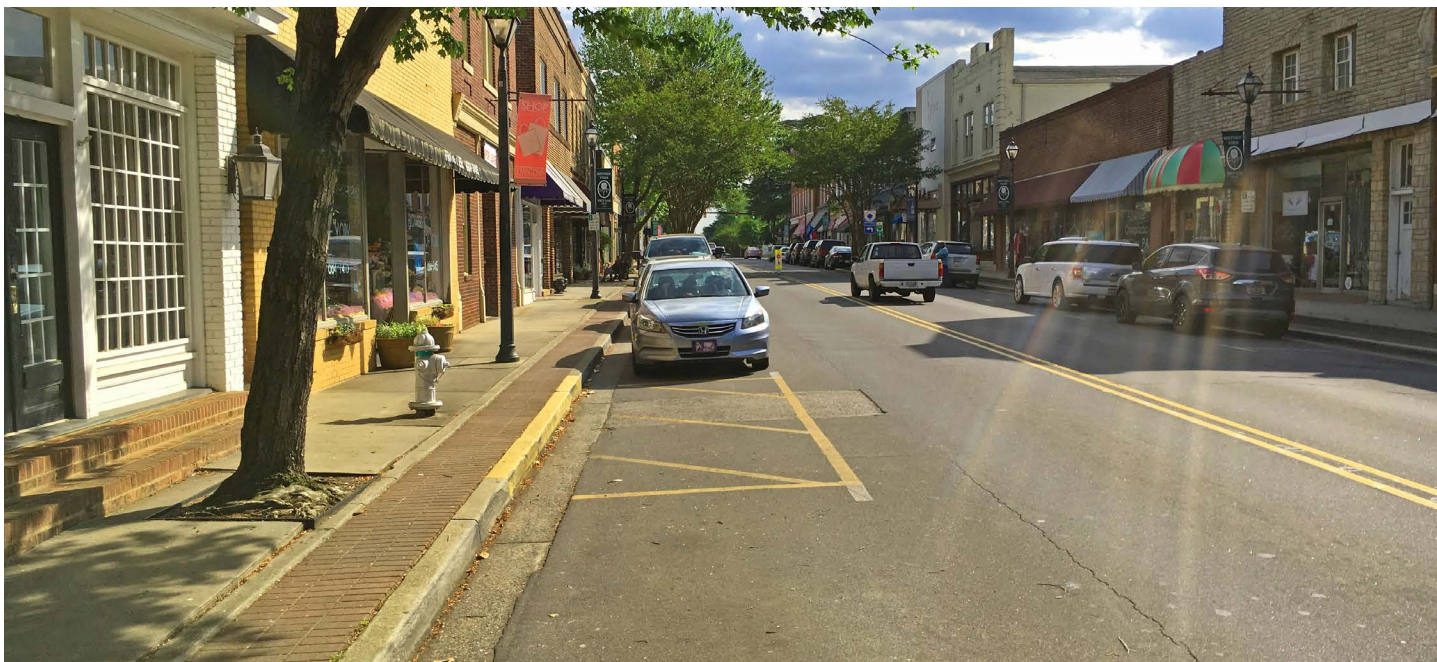
-  Liberty Street Loop
-  Congress Street Loop
-  Congress Street Loop Extension

Minor adjustments are recommended to the original walking routes of the Walkability Assessment as noted below:

- ✱ Start and end both routes at the Farmer's Market on N. Congress Street for ease and simplicity with visitors.
 - This provides ample parking and the ability to access both routes.
 - With one central location, an information kiosk or hub can provide route maps, historic marker maps, and City information.
 - Pedestrians have direct access to downtown York restaurants and shops when they start and finish both loops.

- ✱ Depict the Blackburn Street and Raille Street loop of the Congress Street Loop as an optional extension. Although it is important to connect users with the York Bike Trail and City Park, it is also critical to ensure the walking routes are simple and easy to navigate for all user groups.

- ✱ Rename the routes for marketing and branding purposes as the Liberty Street Loop and the Congress Street Loop.



Downtown York along Congress Street



WALKING ROUTE DIRECTIONS

Congress Street Loop

1. Begin on N. Congress at the Farmer's Market
2. Head north on Congress Street
3. Take a left onto Kings Mountain Street
4. Follow Kings Mountain Street northwest
5. Take a right onto Hillside Lane
6. Follow Hillside Lane east
7. Take a right onto Broad Street
8. Follow Broad Street south
9. Take a left onto Kings Mountain Street
10. Head SW on Kings Mountain Street
11. Cross Kings Mountain Street at Wright Avenue
12. Follow Wright Avenue south
13. Take a left onto W. Madison Street
14. Follow W. Madison Street east
15. Take a right onto N. Congress Street
16. Head south on N. Congress Street back to the Farmer's Market

Distance: 1.5 miles



Congress Street Loop with the Extension

1. Follow the Congress Street Loop directions through line 14
2. W. Madison Street will become E. Madison Street
3. Take a left onto Raille Street
4. Follow Raille Street north
5. Take a left onto Blackburn Street
6. Follow Blackburn Street west
7. Take a left onto N. Congress Street
8. Head south on N. Congress Street back to the Farmer's Market

Distance of loop with extension: 2.1 miles

Historic sites along the loop
Photos: SC Department of Archives and History



Liberty Street Loop

1. Begin on N. Congress at the Farmer's Market
2. Head south on N. Congress Street
3. Take a left onto E. Liberty Street
4. Follow E. Liberty Street east
5. Take a left onto Roosevelt Street
6. Follow Roosevelt Street north
7. Take a right onto E. Madison Street
8. Follow E. Madison Street east
9. Take a right onto Cemetery Street
10. Follow Cemetery Street south
11. Take a right onto E. Liberty Street
12. Follow E. Liberty Street west
13. Take a left onto College Street
14. Follow College Street south
15. Take a right onto E. Jefferson Street
16. Follow E. Jefferson Street west
17. Take a left on S. Congress Street
18. Follow S. Congress Street south
19. Take a right onto California Street
20. Follow California Street west
21. Take a right onto Cleveland Avenue
22. Follow Cleveland Avenue north
23. Take a left onto W. Jefferson Street
24. Follow W. Jefferson Street west
25. Cross W. Jefferson Street at White Rose Lane
26. Follow White Rose Lane north
27. Take a right onto W. Liberty Street
28. Follow W. Liberty Street east
29. Take a left onto N. Congress Street
30. Head north along N. Congress Street back to the Farmer's Market

Distance: 2.5 miles



Historic sites along the loop
Photos: SC Department of Archives and History

ROUTE INFRASTRUCTURE IMPROVEMENTS

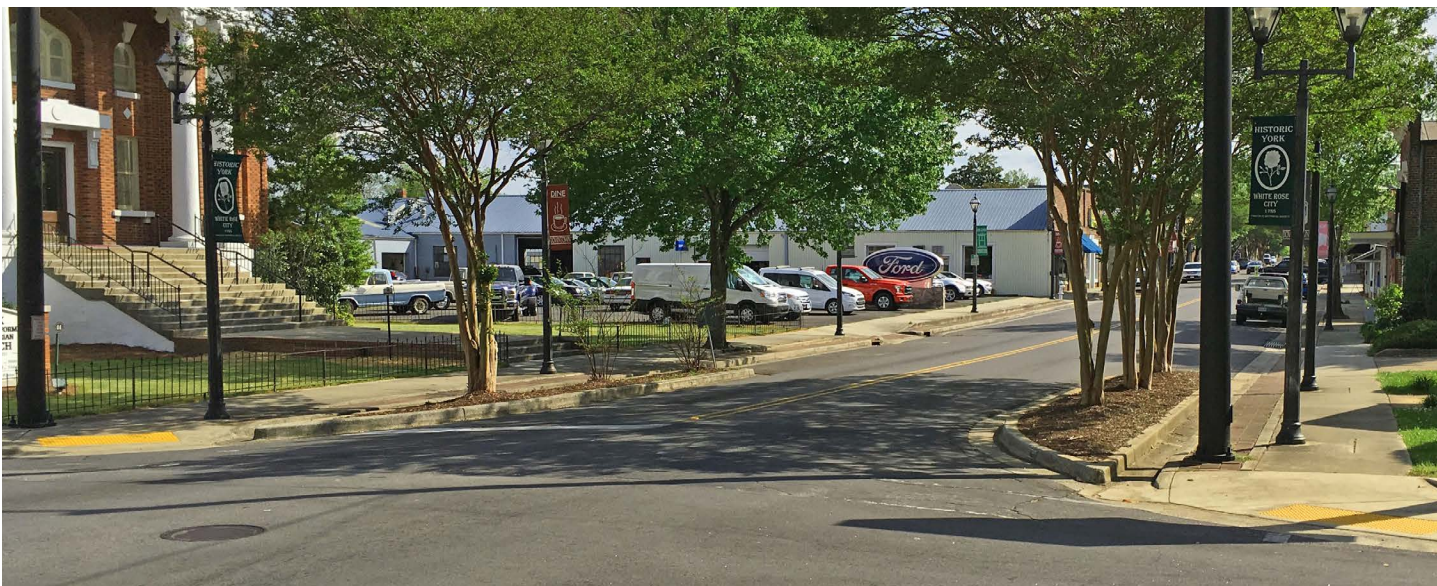
While these routes do have existing pedestrian infrastructure in certain locations, the following improvements are needed to make both routes fully walkable for all user groups. Please reference Appendix A and B for full sidewalk and intersection inventories.*

Congress Street Loop

- New crosswalk and raised tactile warning domes to cross Victory Lane at Congress Street
- New crosswalks at Congress Street and Madison Street
- Pedestrian countdown signals at Congress Street and Madison Street
- 2 raised tactile warning domes at Congress Street and Madison Street
- New crosswalks and crosswalk repainting at Congress Street and Blackburn Street
- Pedestrian countdown signals at Congress Street and Blackburn Street
- New curb ramps with raised tactile domes at Wright Avenue and Kings Mountain Street
- New crosswalk to cross Kings Mountain Street at Wright Avenue
- New crosswalk to cross Wright Avenue at Kings Mountain Street
- New crosswalk to cross Broad Street at Hillside Lane

Extension:

- Sidewalk infrastructure along Blackburn Street between Congress Street and Raille Street
- Sidewalk infrastructure along Raille Street



Crosswalks needed at the intersection of Madison Street and N. Congress Street

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Liberty Street Loop

- New crosswalk and raised tactile warning domes to cross Victory Lane at Congress Street
- New crosswalks at the intersection of Liberty Street and Congress Street
- Repainted crosswalks at the intersection of Liberty Street and Roosevelt Street
- Pedestrian countdown signals at Liberty Street and Roosevelt Street
- New crosswalk to cross E. Madison Street at Roosevelt Street
- Repave existing curb ramp on the corner of Roosevelt Street and E. Madison Street and add tactile warning dome
- New curb ramps with tactile warning domes to cross E. Madison Street at Roosevelt Street
- New crosswalk to cross Raille Street on E. Madison Street
- Raised tactile domes to cross Raille Street on E. Madison Street
- New crosswalk to cross Ross Cannon Street
- New crosswalk to cross E. Madison Street at Cemetery Street
- New curb ramps with tactile warning domes to cross E. Madison Street at Cemetery Street
- Sidewalk infrastructure along Cemetery Street
- New crosswalk to cross E. Liberty Street at College Street
- New curb ramps to cross E. Liberty Street at College Street
- New crosswalk to cross E. Jefferson Street at College Street
- New curb ramps with tactile warning domes to cross E. Jefferson at College Street
- New crosswalks at the intersection of Jefferson Street and Congress Street
- Pedestrian countdown signals at intersection of Jefferson Street and Congress Street
- New curb ramp with raised tactile warning dome at Hudson Street
- New crosswalk to cross California Street at S. Congress Street
- New crosswalk to cross California Street at Cleveland Avenue
- New curb ramp and repave of existing curb ramp with raised tactile domes to cross California Street at Cleveland Avenue
- New curb ramp with raised tactile warning dome at the corner of Cleveland Avenue and W. Jefferson Street
- New sidewalk infrastructure along W. Jefferson Street between Cleveland Avenue and White Rose Lane
- New crosswalk to cross W. Jefferson Street at White Rose Lane
- New curb ramps with raised tactile domes to cross W. Jefferson at White Rose Lane
- New sidewalk infrastructure along White Rose Lane

*Roads maintained by the South Carolina Department of Transportation (SCDOT) within the project area are noted in Appendix A – Intersection Inventory and Appendix B – Sidewalk Inventory. Where applicable, the City of York will need to coordinate with SCDOT to comply with sidewalk and intersection design standards and details.



INTERSECTION IMPROVEMENT PLAN



As an intersection that is integral to the walkability of downtown York's historic sites, as well as the future location of York County's new office building, The Dodd Studio presents the following intersection improvement plan for Jefferson Street and S. Congress Street. Recommended improvements include:

CROSSWALKS

- New 8-foot crosswalks

CURB RAMPS

- New curb ramps at all intersection corners with the appropriate raised tactile warning domes

SIDEWALK

- New 8.5-foot sidewalk on the north side of W. Jefferson Street

MISC.

- Replace the old driveway on the southwest corner of W. Jefferson with a new sidewalk

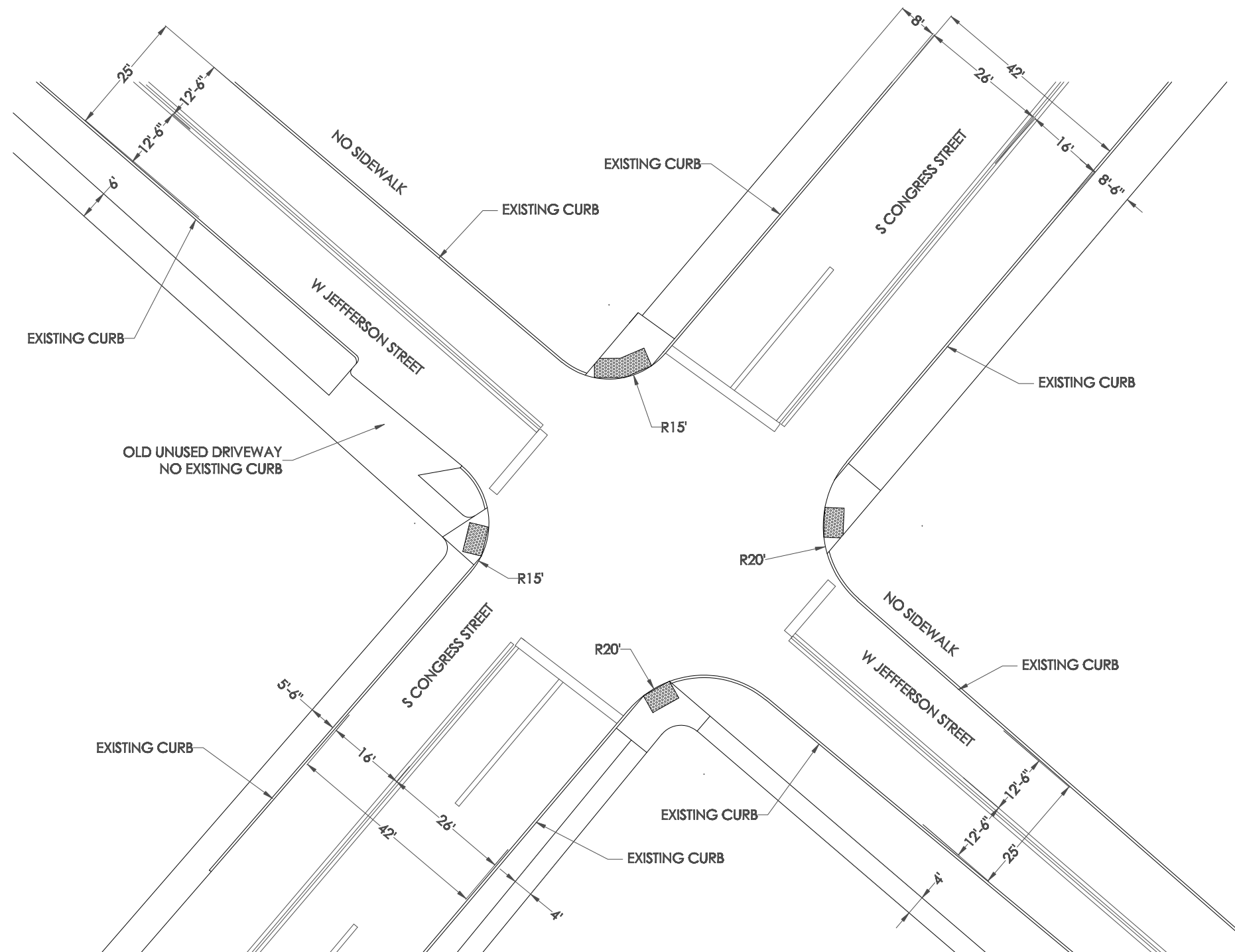
Being that Jefferson Street and S. Congress Street are maintained by SCDOT, the City of York will need to coordinate with SCDOT to comply with sidewalk and intersection design standards and details. Please see page 35 for existing condition details and pages 36-37 for the proposed intersection plan details.



Existing conditions: Jefferson Street and S. Congress Street looking north



EXISTING CONDITIONS - JEFFERSON STREET AND SOUTH CONGRESS STREET



ALL DIMENSIONS ARE APPROXIMATE

Client:
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W. JEFFERSON
STREET AND S.
CONGRESS STREE
INTERSECTION

EXISTING CONDITIC

SCALE: 1" = 10'



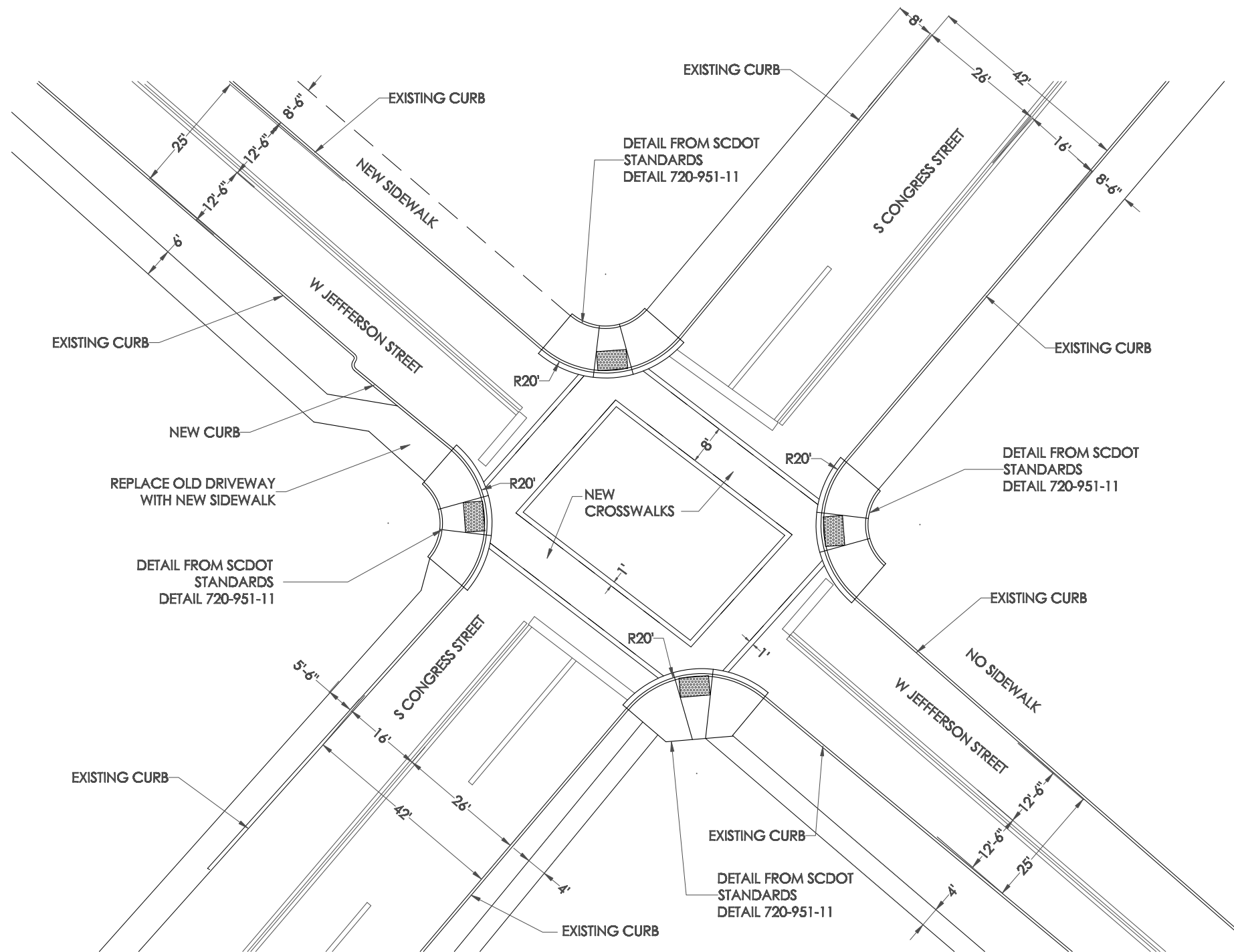
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DATE: 08.21.2016



PROPOSED PLAN - JEFFERSON STREET AND SOUTH CONGRESS STREET



ALL DIMENSIONS ARE APPROXIMATE

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STREET AND S.
CONGRESS STREE
INTERSECTION

PROPOSED PLAN

SCALE: 1" = 10'

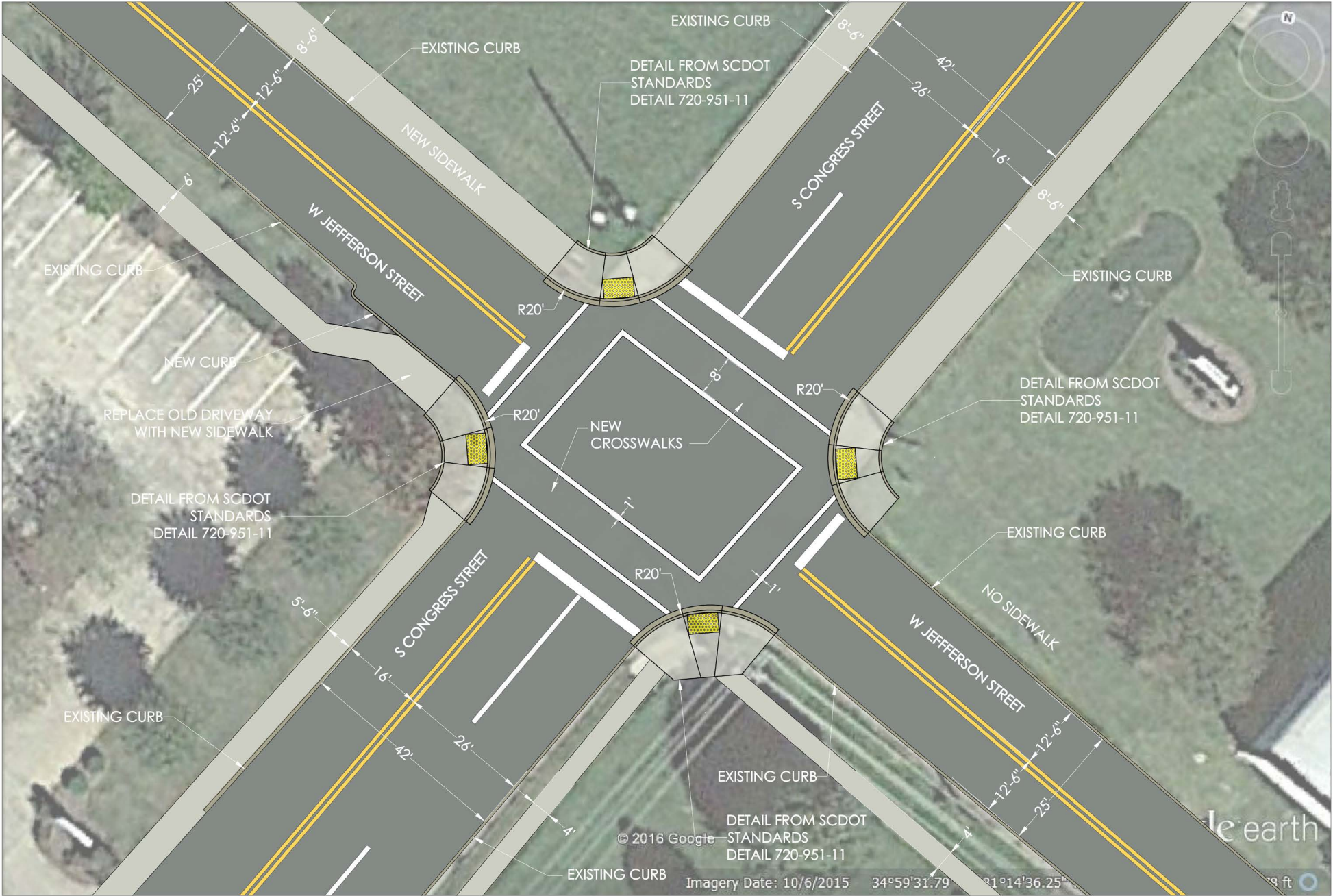


SHEET:

P100

DATE: 08.21.2016

PROPOSED PLAN - JEFFERSON STREET AND SOUTH CONGRESS STREET



Client:
CITY OF YORK, SC

The Dodd Studio, LLC
Landscape Architecture

314 Tom Hall St.
Fort Mill, SC 29715
(7) 803.981.4330
www.thedoddstudio.com

W. JEFFERSON
STREET AND S.
CONGRESS STREE
INTERSECTION

PROPOSED PLAN

SCALE: 1" = 10'



SHEET:

P100

DATE: 09.21.2016



APPENDIX A

INTERSECTION INVENTORY



CITY OF YORK BICYCLE AND PEDESTRIAN INFRASTRUCTURE STUDY
Intersection Analysis

KEY
= no existing sidewalk infrastructure at intersection
blue text = SCDOT maintained road

ID	INTERSECTION STREET 1	INTERSECTION STREET 2	CURB RAMPS	RAISED TACTILE DOMES	CROSSWALK	PEDESTRIAN SIGNALS	NUMBER OF CROSSWALKS NEEDED	MISSING CROSSWALK LOCATION	NUMBER OF MISSING CURB RAMP	MISSING CURB RAMP LOCATION	NUMBER OF TACTILE DOMES NEEDED	TACTILE DOME NEEDED LOCATION	NUMBER OF CURB RAMP REPAVE NEEDED	CURB RAMP REPAVE LOCATION	NOTES	IMPROVEMENT NEEDED?	MAJOR OR MINOR CONSTRUCTION	PRIORITY
1	Madison	N. Congress	4	4	0	0	4	All four crossings	0	n/a	2	NW and NE corners to cross Congress	0	n/a	all ramps are at a diagonal, NE and NW corners have domes to cross Madison but no domes to cross Congress;	Y	Minor	1
2	Blackburn	N. Congress	5	5	2	0	2	West crossing of Blackburn, North crossing of Congress	0	n/a	0	n/a	0	n/a	NW, SW, and NE corners are diagonal ramps	Y	Minor	1
3	Private	N. Congress	2	2	0	0	1	Crossing Private	0	n/a	0	n/a	0	n/a		Y	Minor	2
4	Hillside	Lincoln	0	0	0	0							0	n/a	no sidewalk infrastructure on this segment of Lincoln as well as Hillside; funky intersection with multiple roads converging	Y	Major	2
5	Hillside	Broad	2	2	0	0	1	Crossing Broad	0	n/a	0	n/a	0	n/a	really rough asphalt along crossing of Broad Street	Y	Minor	2
6	Hillside	Kings Mountain	1	0	0	0	0	n/a	0	n/a	1	S ramp crossing Hillside	0	n/a	bad asphalt lip with existing ramp, overgrown vegetation on ramp, no sidewalk infrastructure on east side of Kings Mountain when crossing Hillside	Y	Major	2
7	Hillcrest	Kings Mountain	0	0	0	0	1	Crossing Hillcrest	2	N and S sides of Hillcrest	2	N and S sides of Hillcrest	0	n/a	Rough road asphalt	Y	Major	2
8	Herndon	Kings Mountain	0	0	0	0	1	Crossing Herndon	2	N and S sides of Herndon	2	N and S sides of Herndon	0	n/a	sidewalk infrastructure is there but no ramps	Y	Major	2
9	Broad	Kings Mountain	2	2	0	0	1	Crossing Broad	0	n/a	0	n/a	0	n/a		Y	Minor	2
10	Wright	Kings Mountain	0	0	0	0	1	Crossing Wright	2	N and S sides of Wright	2	N and S sides of Wright	0	n/a	sidewalk infrastructure is there but no ramps	Y	Major	1
11	W. Madison	Wright	2	2	0	0	1	Crossing Wright	0	n/a	0	n/a	0	n/a	tactile dome strip is at top of ramp - is one needed at bottom? Maybe need to look into the slope of the ramp on the E corner	Y	Minor	2



ID	INTERSECTION STREET 1	INTERSECTION STREET 2	CURB RAMP	RAISED TACTILE DOMES	CROSSWALK	PEDESTRIAN SIGNALS	NUMBER OF CROSSWALKS NEEDED	MISSING CROSSWALK LOCATION	NUMBER OF MISSING CURB RAMP	MISSING CURB RAMP LOCATION	NUMBER OF TACTILE DOMES NEEDED	TACTILE DOME NEEDED LOCATION	NUMBER OF CURB RAMP REPAVE NEEDED	CURB RAMP REPAVE LOCATION	NOTES	IMPROVEMENT NEEDED?	MAJOR OR MINOR CONSTRUCTION	PRIORITY
12	W. Madison	Herndon	2	2	0	0	1	Crossing Herndon	0	n/a	0	n/a	0	n/a	Tactile dome strip on W corner is covered in dirt/sediment and cannot really be seen; in general the sidewalk along West Madison is a little rough	Y	Minor	2
13	W. Madison	Smith	0	0	0	0									no sidewalk infrastructure on S side of West Madison as well as on Smith	Y	Major	3
14	W. Madison	Harbor	0	0	0	0									no sidewalk infrastructure on S side of West Madison as well as on Harbor	Y	Major	3
15	Victory	N. Congress	0	0	0	0	1	Crossing Victory	0	n/a	2	N and S sides of Victory	0	n/a	flat, continuous sidewalk to cross Victory so no ramp needed	Y	Minor	1
16	Liberty	Congress	4	4	0	4	4	All four crossings	0	n/a	0	n/a	0	n/a	All diagonal ramps; ped heads - no buttons for activation, no countdown - hand and walking man only	Y	Minor	1
17	W. Liberty	McNeel	0	0	0	0	1	Crossing McNeel	0	n/a	2	E and W sides of McNeel	0	n/a	flat, continuous sidewalk across McNeel so no ramps needed	Y	Minor	2
18	W. Liberty	Smith	2	2	0	0	1	Crossing Smith	0	n/a	0	n/a	0	n/a	E ramp of Smith is diagonal; sidewalks do not exactly match up - would need angled crosswalk	Y	Minor	2
19	W. Liberty	White Rose	1	1	0	0	0	n/a	0	n/a	0	n/a	0	n/a	SE ramp connects to nothing due to sidewalk ending at this intersection on south side - could connect pedestrians with sidewalk on north side	Y	Major	2
20	W. Liberty	Harbor	2	2	0	0	1	Crossing Harbor	0	n/a	0	n/a	0	n/a	bad asphalt lip on E ramp	Y	Minor	3
21	E. Liberty	Roosevelt	4	4	4	0	0	n/a	0	n/a	0	n/a	0	n/a	all ramps are diagonal	Y	Minor	1
22	E. Liberty	Trinity	2	2	0	0	1	Crossing Trinity	0	n/a	0	n/a	0	n/a	diagonal ramps and domes	Y	Minor	2
23	E. Liberty	Garner	2	2	0	0	1	Crossing Garner	0	n/a	0	n/a	0	n/a	diagonal ramp on W corner	Y	Minor	2
24	E. Liberty	College	2	2	0	0	1	Crossing College	0	n/a	0	n/a	0	n/a		Y	Minor	2
25	E. Liberty	Cemetery	2	2	0	0	1	Crossing Cemetery	0	n/a	0	n/a	0	n/a		Y	Minor	2
26	E. Liberty	Hunter	2	2	0	0	1	Crossing Hunter	0	n/a	0	n/a	0	n/a		Y	Minor	2
27	E. Liberty	Church	2	2	0	0	1	Crossing Church	0	n/a	0	n/a	0	n/a		Y	Minor	2



ID	INTERSECTION STREET 1	INTERSECTION STREET 2	CURB RAMPS	RAISED TACTILE DOMES	CROSSWALK	PEDESTRIAN SIGNALS	NUMBER OF CROSSWALKS NEEDED	MISSING CROSSWALK LOCATION	NUMBER OF MISSING CURB RAMP	MISSING CURB RAMP LOCATION	NUMBER OF TACTILE DOMES NEEDED	TACTILE DOME NEEDED LOCATION	NUMBER OF CURB RAMP REPAVE NEEDED	CURB RAMP REPAVE LOCATION	NOTES	IMPROVEMENT NEEDED?	MAJOR OR MINOR CONSTRUCTION	PRIORITY
28	E. Liberty	Springdale	2	2	0	0	1	Crossing Springdale	0	n/a	0	n/a	0	n/a		Y	Minor	3
29	E. Madison	Roosevelt	1	0	0	0	1	Crossing Roosevelt	1	E corner of Roosevelt	2	E and W sides of Roosevelt	1	W ramp on Roosevelt	ramp on Roosevelt a little rough and slope could be a concern for ADA accessibility	Y	Major	1
30	E. Madison	Raille	0	0	0	0	1	Crossing Raille	0	n/a	2	E and W sides of Raille	0	n/a	flat, continuous sidewalk across Raille so no ramps needed	Y	Minor	1
31	E. Madison	Garner	0	0	0	0	0								no sidewalk infrastructure along south side of Madison or Garners at this intersection	Y	Major	2
32	E. Madison	Ross Cannon	2	2	0	0	1	Crossing Ross Cannon	0	n/a	0	n/a	0	n/a		Y	Minor	2
33	E. Madison	Cemetery	0	0	0	0	0								no sidewalk infrastructure along south side of Madison or Cemetery	Y	Major	1
34	E. Madison	Moore	1	1	0	0	1	Crossing Moore	0	n/a	1	E side of Moore	0	n/a	E side of Moore sidewalk flat enough that do not need ramp	Y	Minor	2
35	E. Madison	Hunter	0	0	0	0	0								sidewalk continues along N side of Madison and north up Hunter but no sidewalk infrastructure on south side of Madison or west side of Hunter heading South	Y	Major	2
36	E. Jefferson	Springdale	2	2	0	0	1	Crossing Springdale	0	n/a	0	n/a	0	n/a	SE ramp covered in pine straw and sediment	Y	Minor	3
37	E. Jefferson	Church	3	3	0	0	1	South Crossing of Railroad Ave	0	n/a	0	n/a	0	n/a	no sidewalk infrastructure on NE corner	Y	Major	2
38	E. Jefferson	Wiley	2	2	0	0	1	Crossing Wiley	0	n/a	0	n/a	0	n/a		Y	Minor	3
39	E. Jefferson	College	2	2	0	0	1	Crossing College	0	n/a	0	n/a	0	n/a	both ramps are diagonal	Y	Minor	1
40	E. Jefferson	Trinity	0	0	0	0									no sidewalk infrastructure along Trinity and N side of Jefferson	Y	Major	2
41	E. Jefferson	Roosevelt	0	0	0	0									no sidewalk infrastructure along Roosevelt and N side of Jefferson	Y	Major	2

ID	INTERSECTION STREET 1	INTERSECTION STREET 2	CURB RAMPS	RAISED TACTILE DOMES	CROSSWALK	PEDESTRIAN SIGNALS	NUMBER OF CROSSWALKS NEEDED	MISSING CROSSWALK LOCATION	NUMBER OF MISSING CURB RAMP	MISSING CURB RAMP LOCATION	NUMBER OF TACTILE DOMES NEEDED	TACTILE DOME NEEDED LOCATION	NUMBER OF CURB RAMP REPAVE NEEDED	CURB RAMP REPAVE LOCATION	NOTES	IMPROVEMENT NEEDED?	MAJOR OR MINOR CONSTRUCTION	PRIORITY
42	Jefferson	S. Congress	4	6	0	0	4	All four crossings	1	SE corner to cross Jefferson	2	SW corner to cross Congress, SE corner to cross Jefferson	0	n/a	2 tactile dome strips at NE and NW corners, SE corner ramp really in direction to only cross Congress; all other ramps diagonal; SW ramp covered in sediment so cannot see the tactile domes	Y	Minor	1
43	W. Jefferson	Cleveland	1	0	0	0	1	Crossing Cleveland	1	W side of Cleveland	2	SE ramp and missing SW ramp	1	SE ramp	need to be able to access sidewalk on other side of Cleveland	Y	Minor	1
44	W. Jefferson	White Rose	0	0	0	0	0								no sidewalk infrastructure along White Rose or north side of Jefferson	Y	Major	1
45	California	Cleveland	1	0	0	0	0	n/a	0	n/a	1	NW corner	1	NW corner	existing ramp does not connect with anything; could connect pedestrians with sidewalk infrastructure on south side of California	Y	Major	1
46	California	S. Congress	2	2	0	0	1	Crossing California	0	n/a	0	n/a	0	n/a	south ramp is diagonal	Y	Minor	2
47	Hudson	S. Congress	1	1	0	0	1	Crossing Hudson	1	S side of Hudson	1	S side of Hudson	0	n/a		Y	Minor	1
		TOTALS	69	67	6	4	44		10		24		3					



APPENDIX B

SIDEWALK INVENTORY



CITY OF YORK BICYCLE AND PEDESTRIAN INFRASTRUCTURE STUDY

Sidewalk Analysis

KEY

blue text	= SCDOT maintained road
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STREET NAME	ORIENTATION	MISSING SEGMENT	LENTH OF EXISTING SIDEWALK (IN MILES)	LENTH OF MISSIING SIDEWALK SEGMENT	PRIORITY	NOTE
321 Bypass	West	Between northern town limit and Sharon Road	0.41	1.98	3	
321 Bypass	East	Between northern town limit and Pinckney Street	0.14	2.23	3	
Blackburn Street	North	Between Charlotte Street and Hunter Street	0.07	0.58	2	
Blackburn Street	South	Between N. Congress Street and Hunter Street	0	0.65	1	
Broad Street	West	n/a	0.21	0	-	
Broad Street	East	Where Broad Street begins to curve to Kings Mountain Street	0.15	0.09	1	
California Street	North	From town limit to S. Congress Street	0	0.82	3	
California Street	South	From town limit to Maiden Lane	0.25	0.57	3	
Cemetery Street	West	Between E. Madison Street and Liberty Street	0	0.19	1	
Cemetery Street	East	Between E. Madison Street and Liberty Street	0	0.19	2	
Charlotte Street	West	North of Morton Street to Congress Street	0.6	0.3	3	
Charlotte Street	East	North of Morton Street to Congress Street, small section of sidewalk missing across from Private Street	0.55	0.33	3	
Church Street	West	Between Liberty Street and Jefferson Street	0	0.15	2	
Church Street	East	Between Liberty Street and Jefferson Street	0	0.15	3	
Cleveland Avenue	West	n/a	0.18	0	-	
Cleveland Avenue	East	Between Jefferson Street and California Street	0	0.18	2	
College Street	West	n/a	0.15	0	-	
College Street	East	n/a	0.15	0	-	
E. Jefferson Street	North	Between Bratton Avenue and Church Street, between College Street and S. Congress Street	0.21	0.8	1	Between Congress and College
E. Jefferson Street	South	n/a	1.03	0	-	
E. Liberty Street	North	n/a	2.08	0	-	
E. Liberty Street	South	n/a	2.08	0	-	
E. Madison Street	South	Between Roosevelt Street and Hunter Street	0.06	0.42	1	
E. Madison Street	North	n/a	0.5	0	-	
Fourth Street	North	Between Ross Cannon Street and Hunter Street	0	0.92	3	
Fourth Street	South	Between Ross Cannon Street and Hunter Street	0	0.92	1	
Garner Street	West	Between E. Madison Street and Liberty Street	0	0.19	1	
Garner Street	East	Between E. Madison Street and Liberty Street	0	0.19	2	
Harbor Street	West	Between W. Madison Street and Liberty Street	0	0.19	3	



STREET NAME	ORIENTATION	MISSING SEGMENT	LENTH OF EXISTING SIDEWALK (IN MILES)	LENTH OF MISSIING SIDEWALK SEGMENT	PRIORITY	NOTE
Harbor Street	East	Between W. Madison Street and Liberty Street	0	0.19	3	
Herndon Avenue	West	Between Kings Mountain Street and W. Madison Street	0	0.3	2	
Herndon Avenue	East	Between Kings Mountain Street and W. Madison Street	0	0.3	1	
Hillside Lane	North	Between N. Congress Street and Kings Mountain Street	0	0.23	2	
Hillside Lane	South	Between N. Congress Street and Broad Street	0.08	0.14	1	
Hudson Street	North	From Liberty Street and dead-end of Hudson	0	0.08	3	
Hudson Street	South	From Liberty Street and dead-end of Hudson	0	0.08	1	
Hunter Street	North	Between E. Liberty Street and E. Madison Street, Between Hunter Bay Apartment and Alexander Love Hwy	0.08	1.5	1	Between Liberty and Fourth
Hunter Street	South	Between last house on curve of Hunter Street and Alexander Love Highway	0.13	1.44	2	
Kings Mountain Street	West	Between Hillcrest Drive and town limit	0.44	1.07	3	
Kings Mountain Street	East	Between Hillside Lane and town limit	0.37	1.01	3	
Lee Street	North	Between Raille Street and Blackburn Street	0	0.16	3	
Lee Street	South	Between Raille Street and Blackburn Street	0	0.17	2	
Lincoln Road	West	Between Hillside Lane and Alexander Love Hwy	0	1.15	3	
Lincoln Road	East	Between Hillside Lane and Alexander Love Hwy	0	1.15	2	
Lowry Row	West	Between W. Madison Street and Liberty Street	0	0.24	3	
Lowry Row	East	Between W. Madison Street and Liberty Street	0	0.24	3	
Magnolia Street	West	From W. Madison Street to dead-end	0	0.22	3	
Magnolia Street	East	From W. Madison Street to dead-end	0	0.22	3	
McNeel Street	West	Between Victory Lane and Liberty Street	0	0.11	3	
McNeel Street	East	Between Victory Lane and Liberty Street	0	0.11	3	
Moore Street	West	Between Blackburn Street and E. Madison Street	0	0.18	2	
Moore Street	East	Between Blackburn Street and E. Madison Street	0	0.18	3	
N. Congress	West	Between Abiding Presence Lutheran Church and Alexander Love Highway	0.66	1.3	1	Connect to Hillside
N. Congress	East	Just south of Abiding Presence Lutheran Church to Alexander Love Highway	0.63	1.34	3	
N. Roosevelt Street	West	n/a	0.19	0	-	
N. Roosevelt Street	East	n/a	0.19	0	-	
Raille Street	West	Between Blackburn Street and E. Madison Street	0	0.19	2	
Raille Street	East	Between Blackburn Street and E. Madison Street	0	0.19	1	
Railroad Avenue	West	Between Jefferson Street and Gallean Road	0	0.78	3	
Railroad Avenue	East	Between Jefferson Street and Gallean Road	0	0.78	3	
Ratchford Road	West	From town limit to Kings Mountain Street	0	0.46	3	
Ratchford Road	East	From town limit to Kings Mountain Street	0	0.46	3	
Ross Cannon Street	West	Between 8th Street and N. Congress Street	0.74	0.22	3	
Ross Cannon Street	East	Between E. Madison Street and N. Congress Street	0	1.14	3	
S. Congress	West	Between York Family Resource Center and 321 Bypass	0.73	0.15	3	
S. Congress	East	Between Simrell Row to 321 Bypass	0.48	0.38	3	



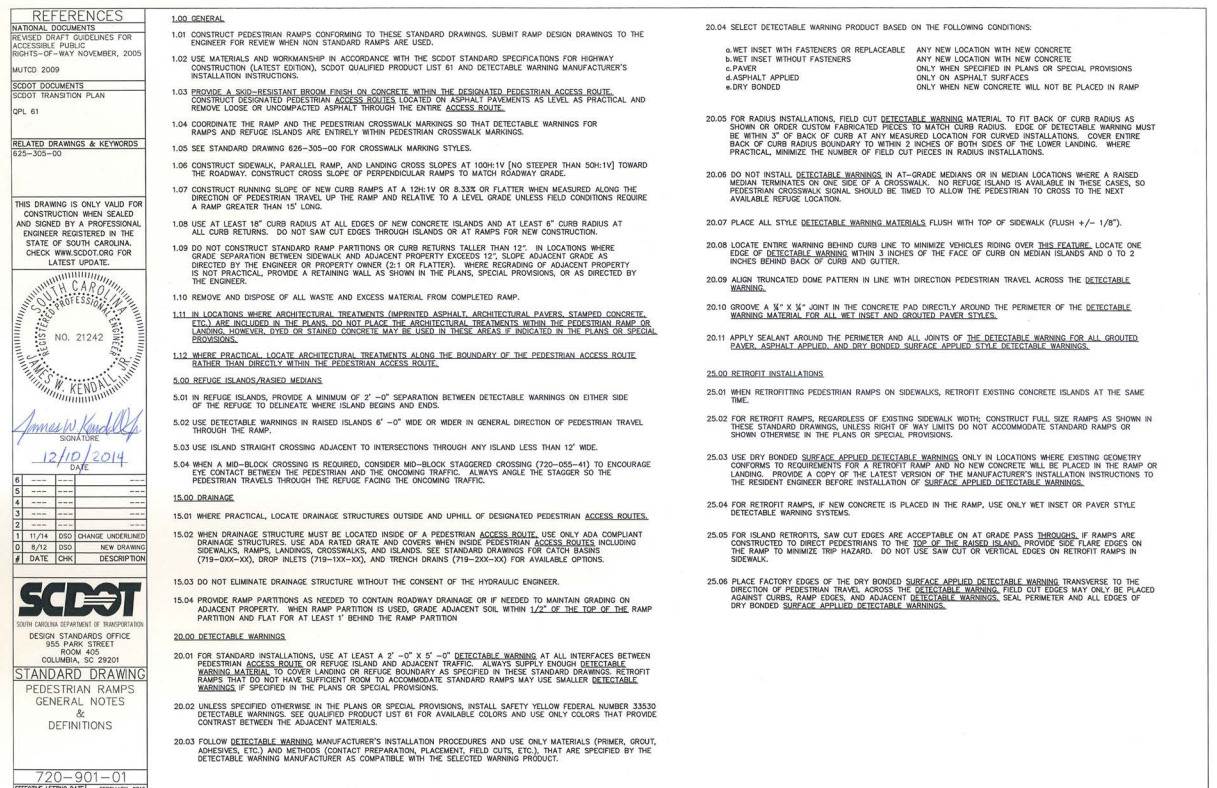
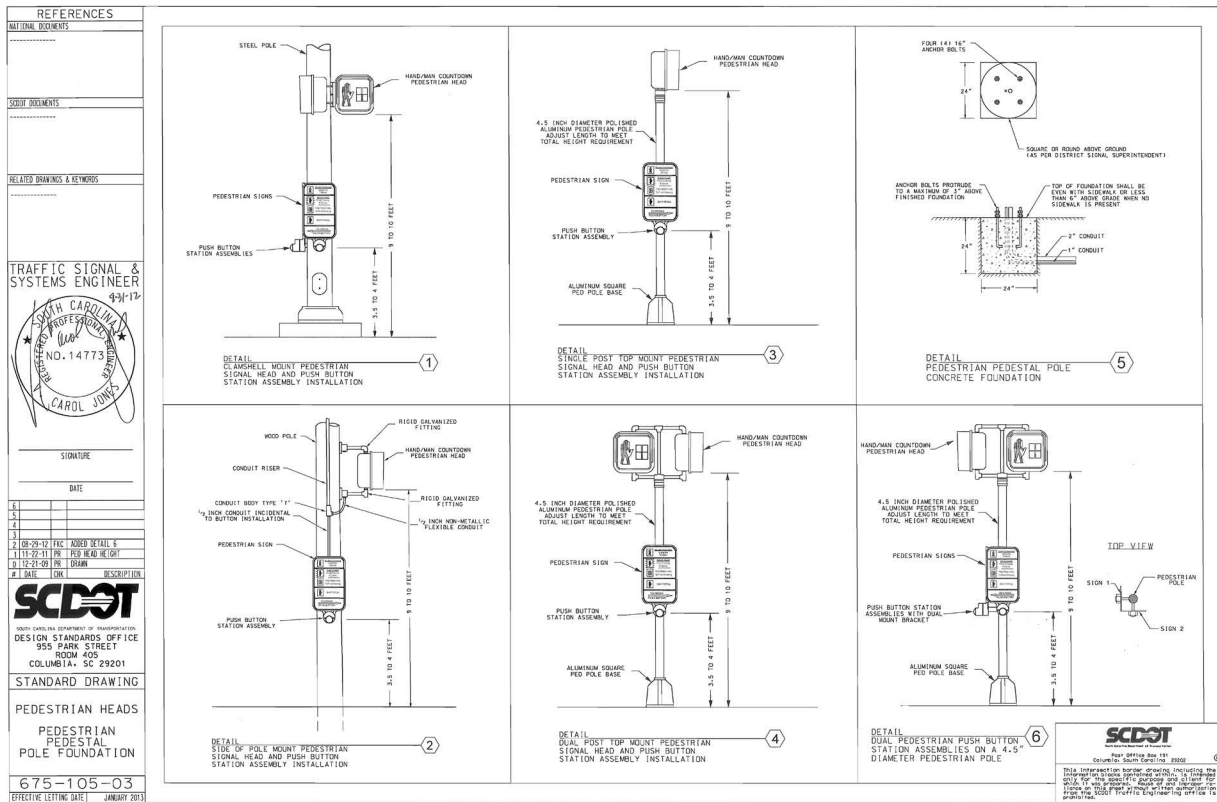
STREET NAME	ORIENTATION	MISSING SEGMENT	LENTH OF EXISTING SIDEWALK (IN MILES)	LENTH OF MISSIING SIDEWALK SEGMENT	PRIORITY	NOTE
S. Roosevelt Street	West	Approximately halfway down S. Roosevelt to Jefferson Street	0.06	0.08	1	
S. Roosevelt Street	East	Between the first driveway cut for Trinity United Methodist Church to Jefferson Street	0.02	0.12	2	
Sharon Road	North	From Congress St. out to town limits	0	0.61	3	
Sharon Road	South	From Congress St. out to town limits	0	0.61	3	
Smith Street	West	Between W. Madison Street and Liberty Street	0	0.19	3	
Smith Street	East	Between W. Madison Street and Liberty Street	0	0.19	2	
Springdale Street	West	Between Liberty Street and Jefferson Street	0	0.07	2	
Springdale Street	East	Between Liberty Street and Jefferson Street	0	0.07	3	
Trinity Street	West	Between Liberty Street and Jefferson Street	0	0.15	1	
Trinity Street	East	Between Liberty Street and Jefferson Street	0	0.15	2	
Victory Lane	North	Between Smith Street and Congress Street	0	0.15	1	
Victory Lane	South	Between Smith Street and Congress Street	0	0.15	3	
W. Jefferson Street	North	From dead-end to S. Congress Street	0	0.44	2	
W. Jefferson Street	South	Between Cleveland Avenue and dead-end	0.08	0.35	1	
W. Liberty Street	North	small piece missing at corner of 321 Bypass at NE corner	1.01	0.02	2	
W. Liberty Street	South	Between White Rose Lane and western town limit	0.2	0.84	2	
W. Madison Street	North	Small section west of Magnolia Avenue	0.44	0.04	3	
W. Madison Street	South	Between Smith Street and Washington Street	0.15	0.31	3	
Washington Street	West	Between W. Madison Street and Liberty Street	0	0.24	3	
Washington Street	East	Between W. Madison Street and Liberty Street	0	0.24	3	
White Rose Lane	West	Between Liberty Street and Jefferson Street	0	0.15	2	
White Rose Lane	East	Between Liberty Street and Jefferson Street	0	0.15	1	
Wright Avenue	West	Between fifth house to Kings Mountain Street	0.05	0.17	2	
Wright Avenue	East	n/a	0.24	0	-	
		Total	15.79	35.39		

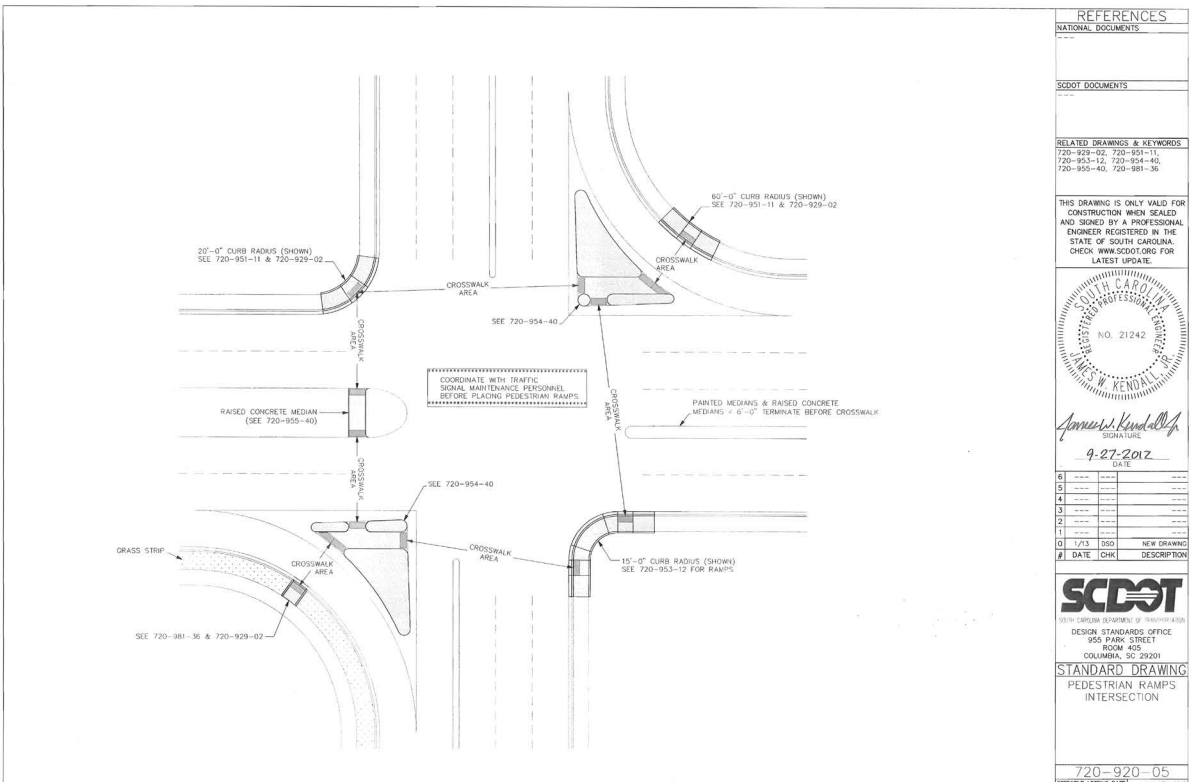
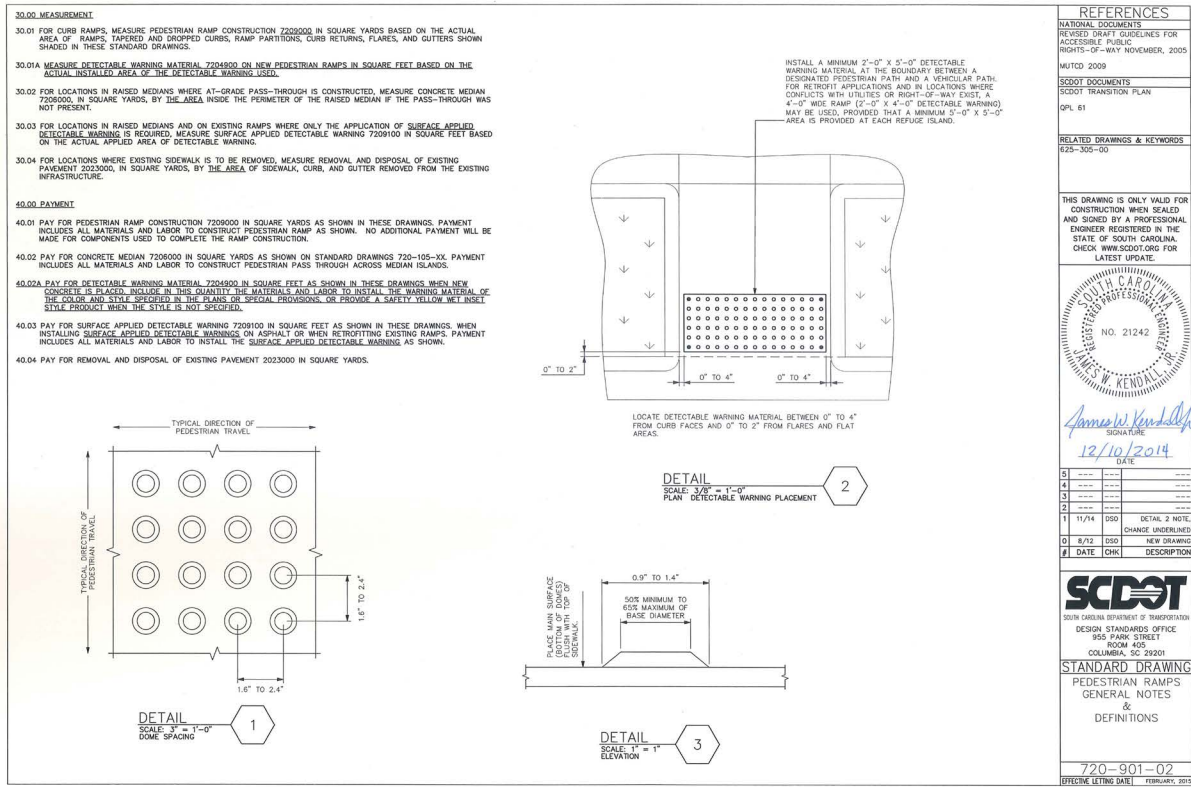


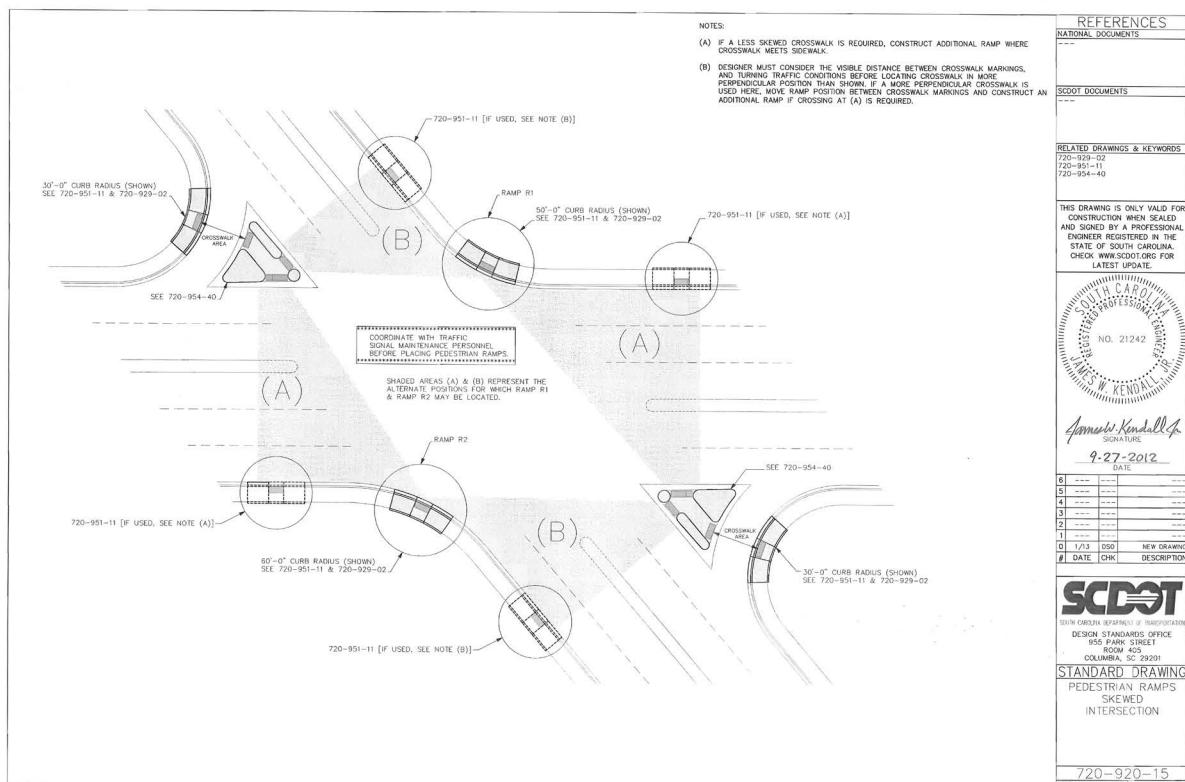
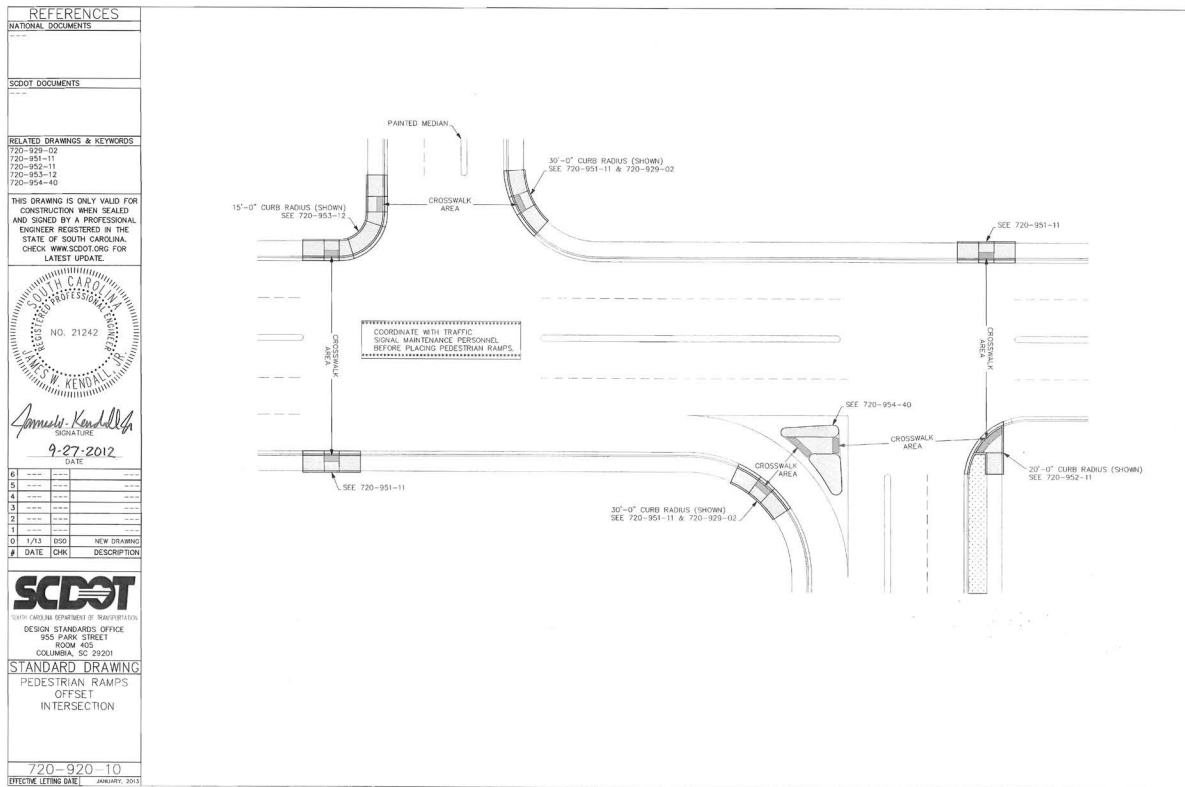
APPENDIX C

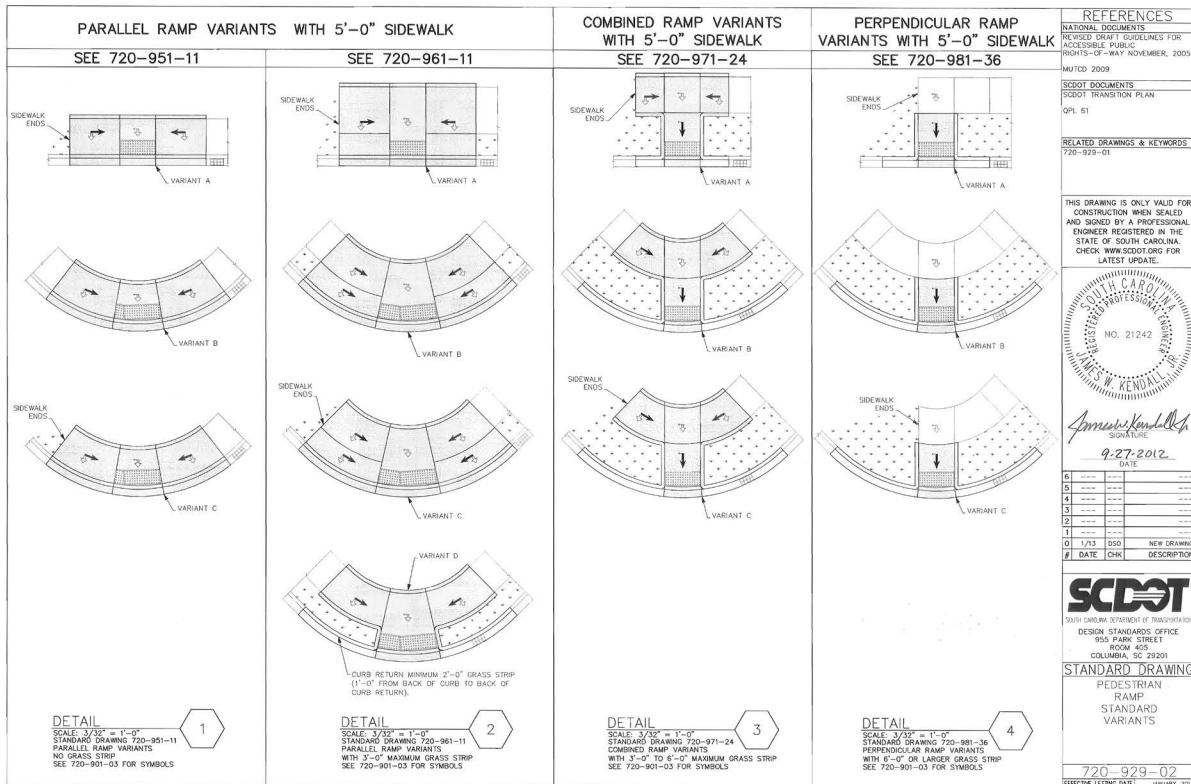
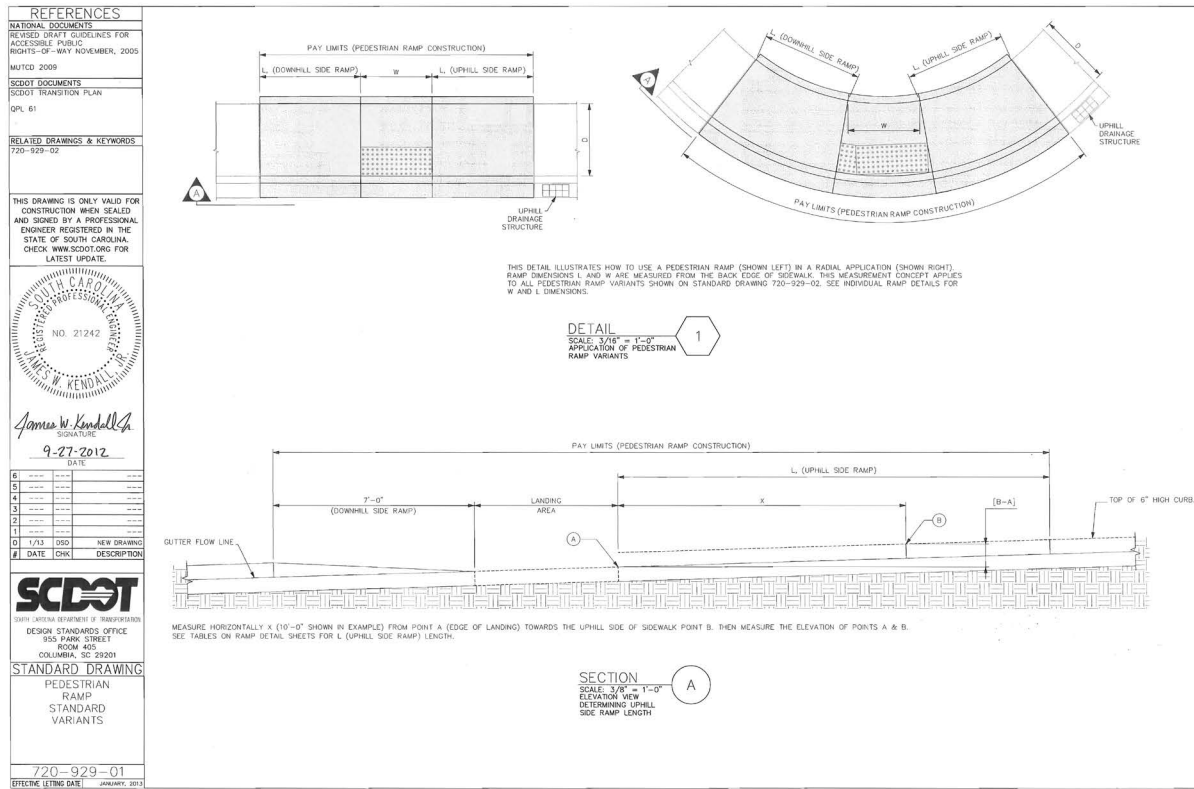
SCDOT STANDARD DETAILS

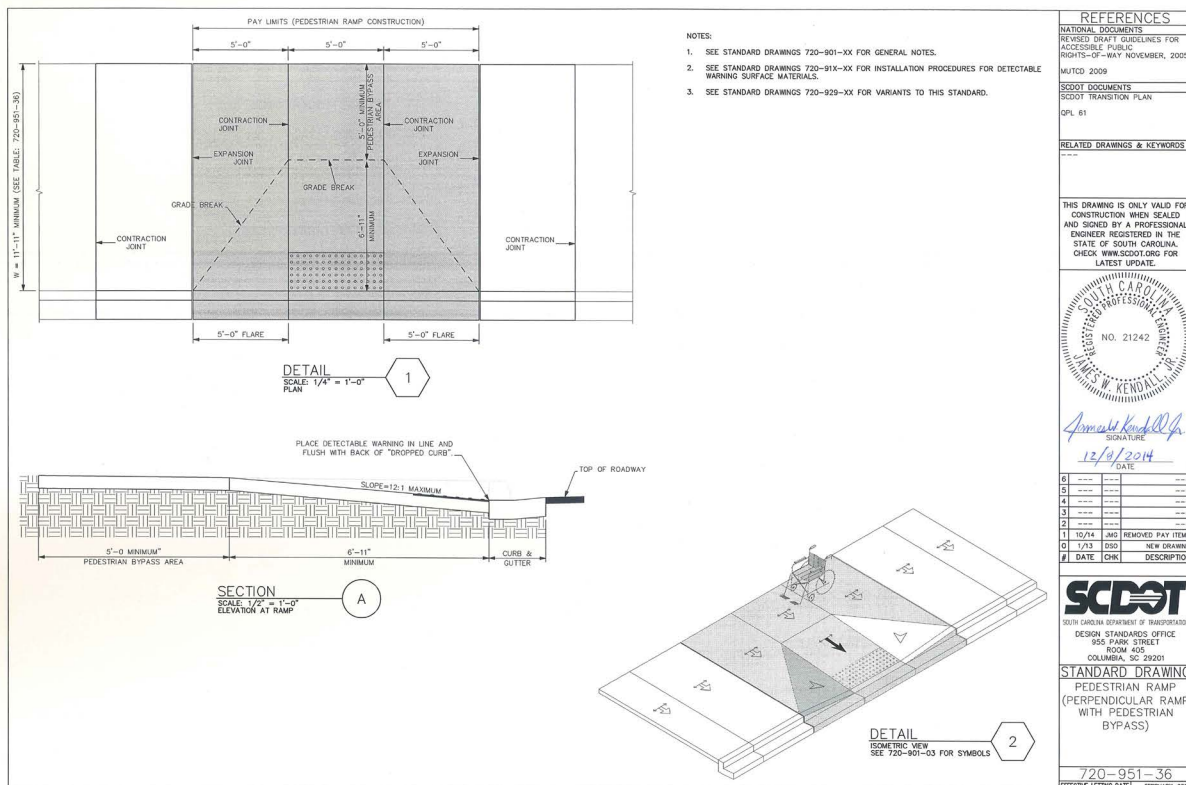
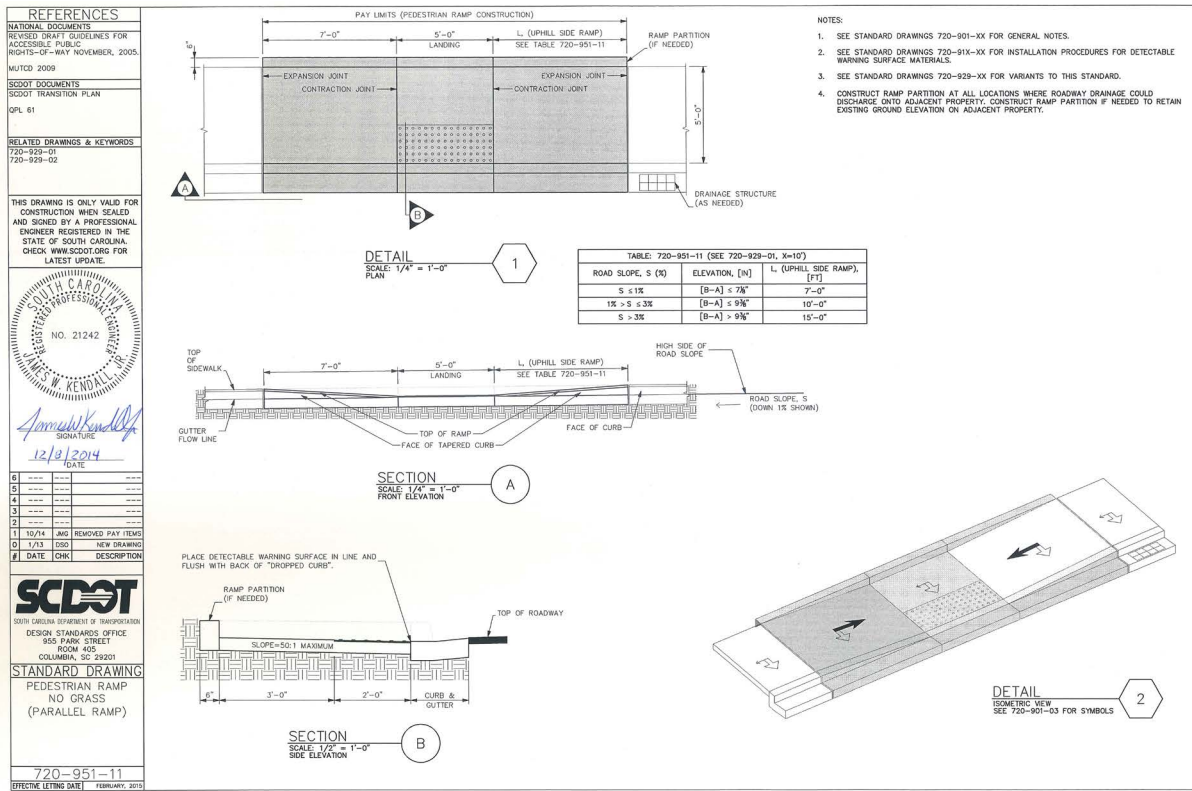
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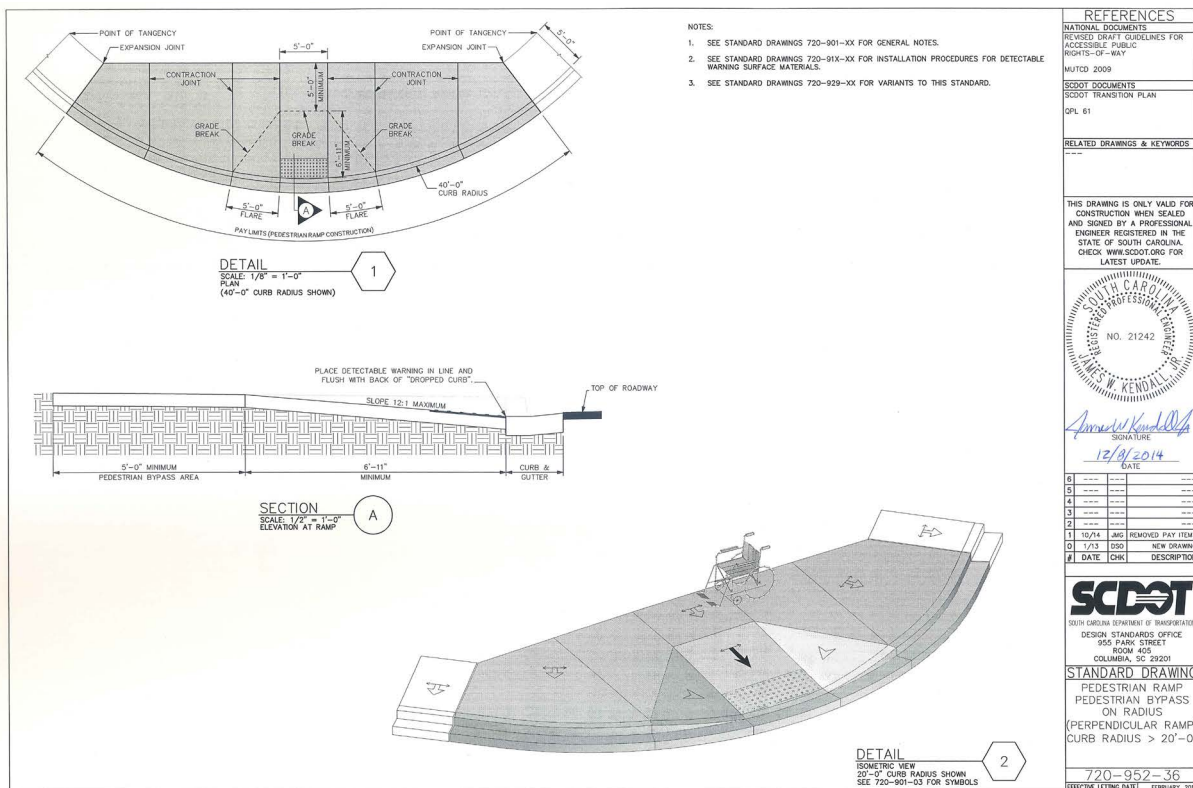
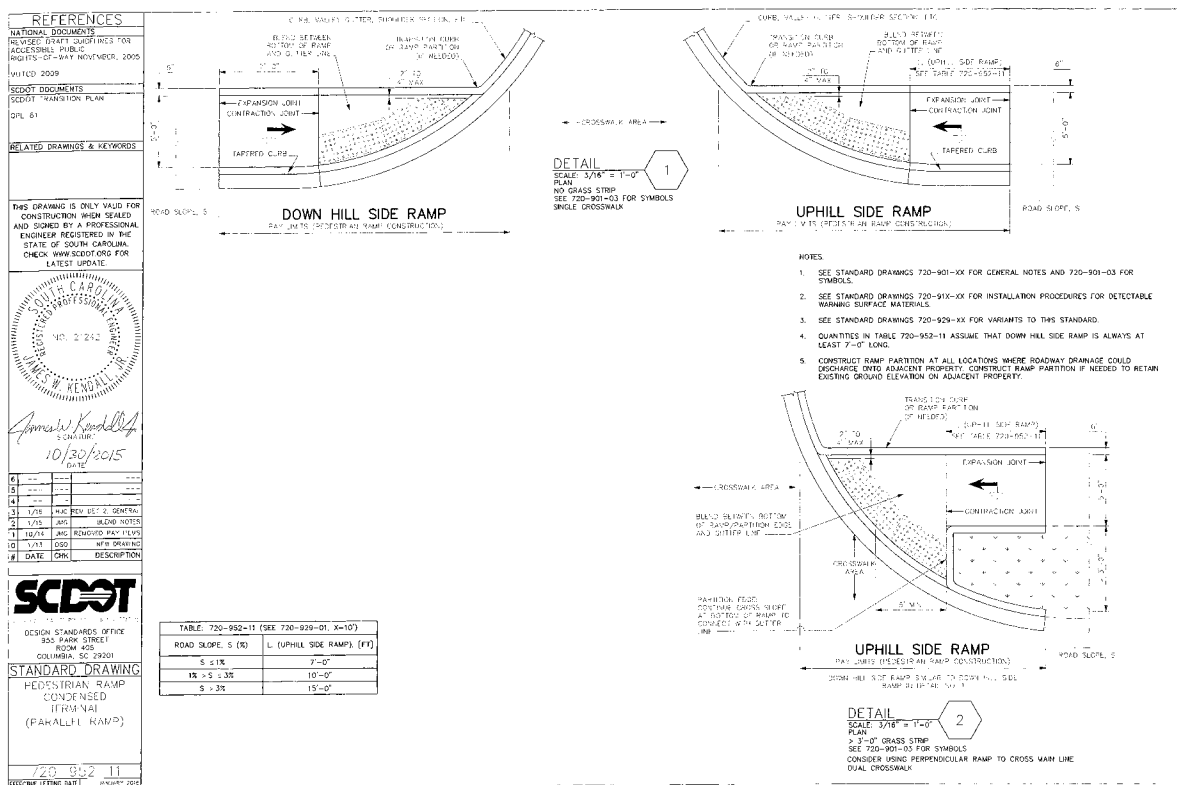






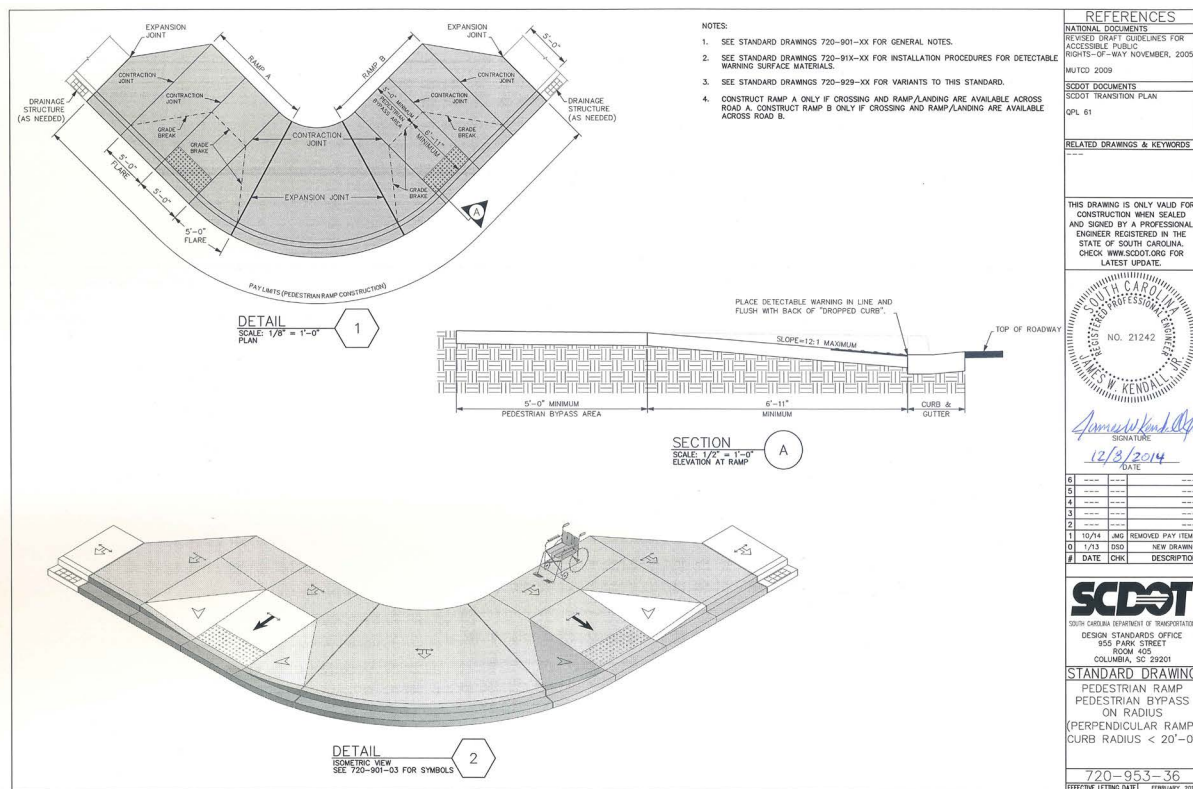


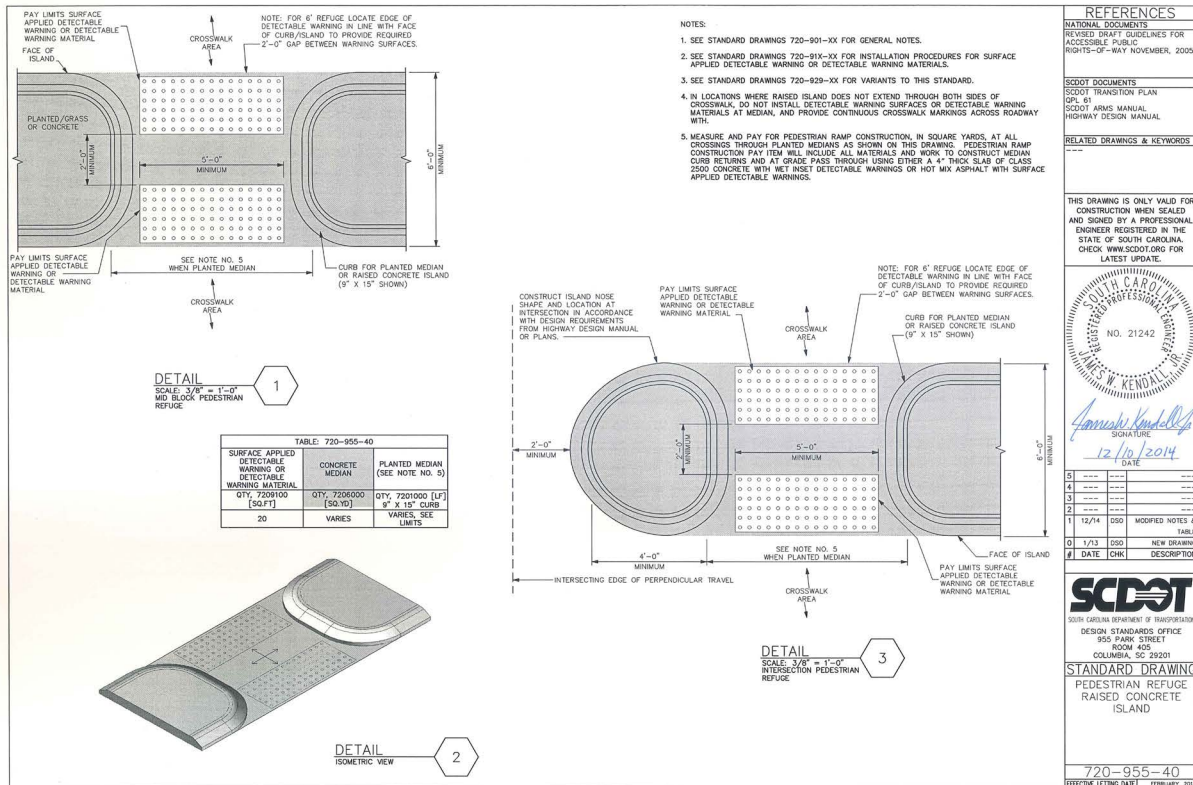
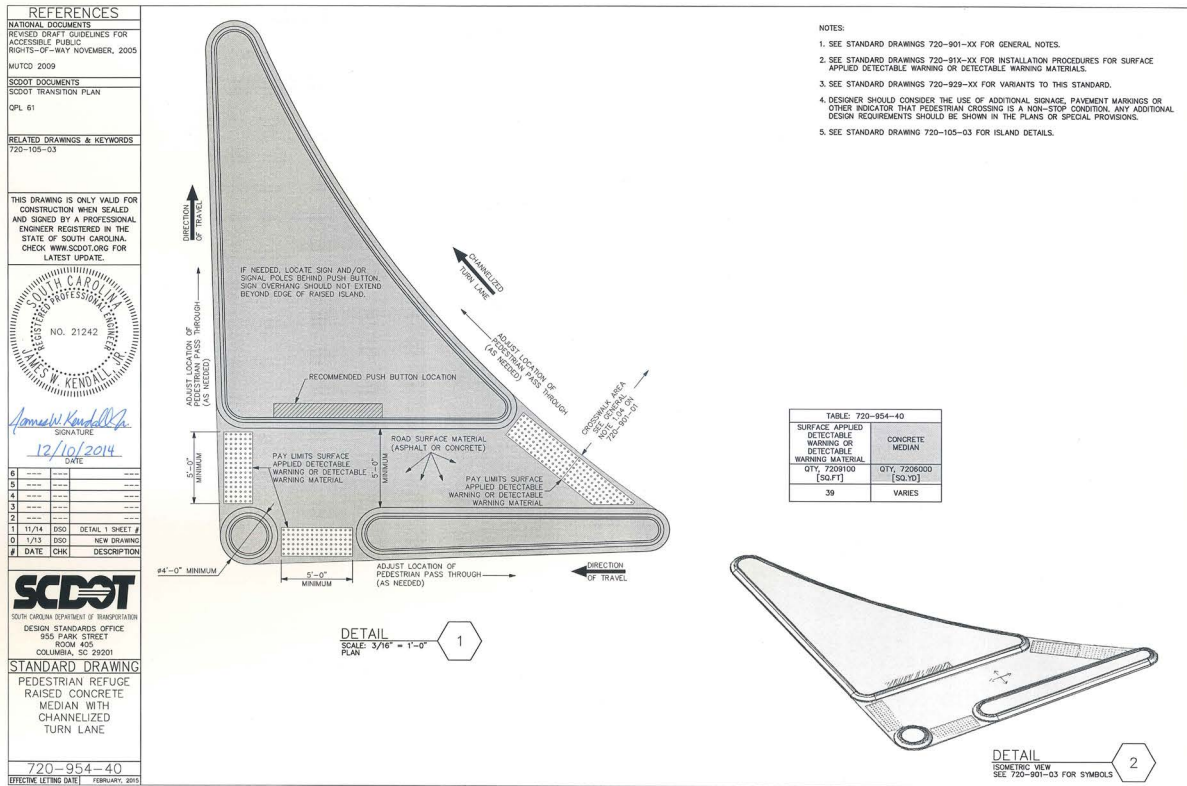


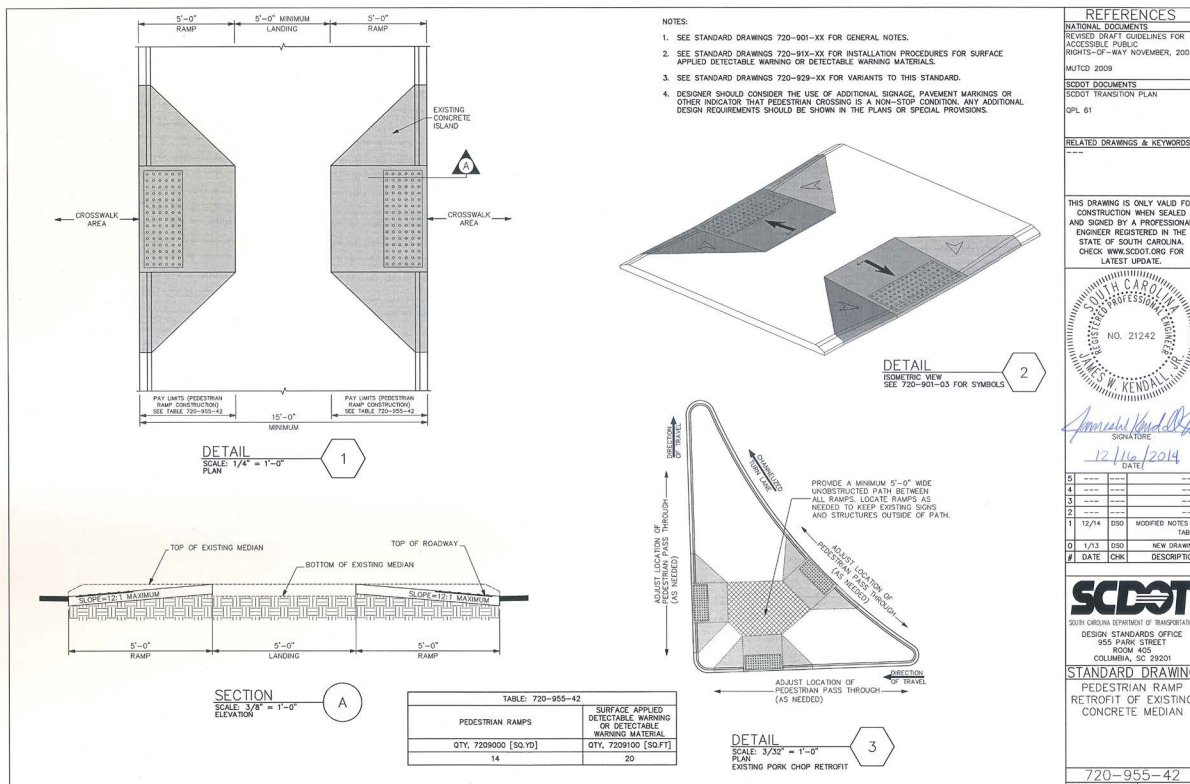
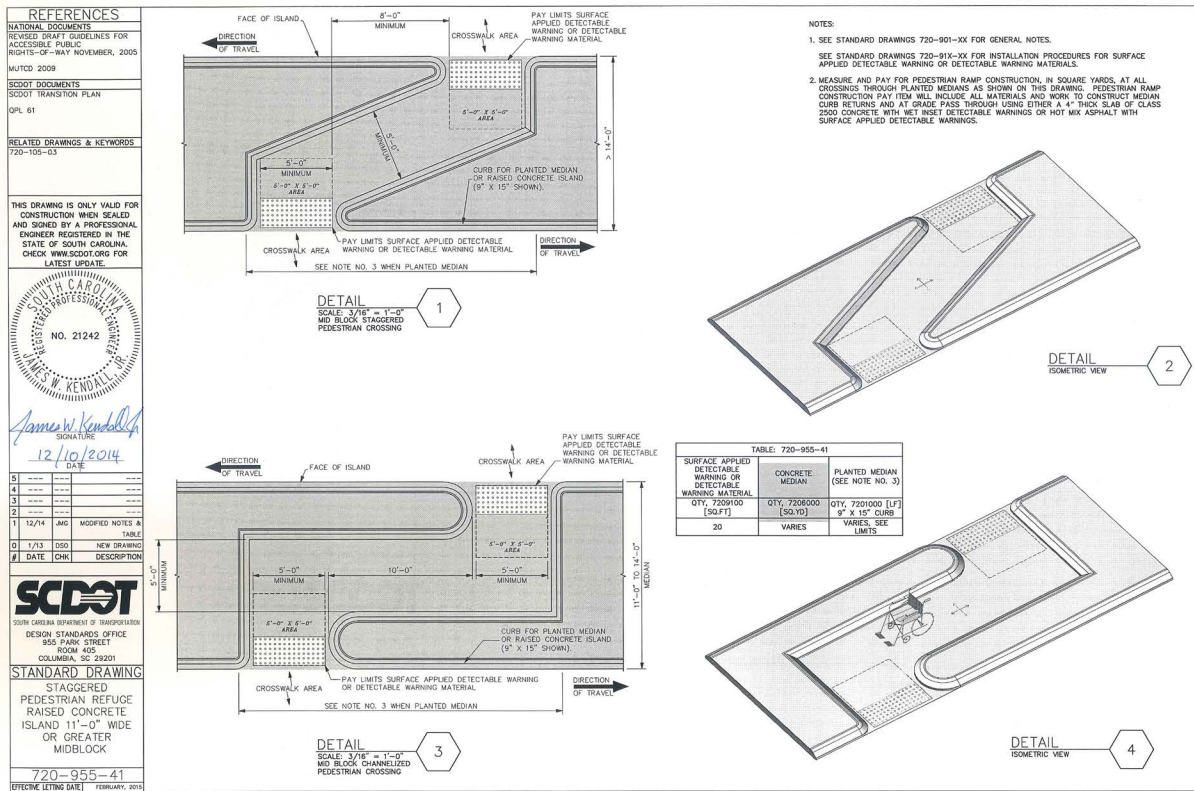


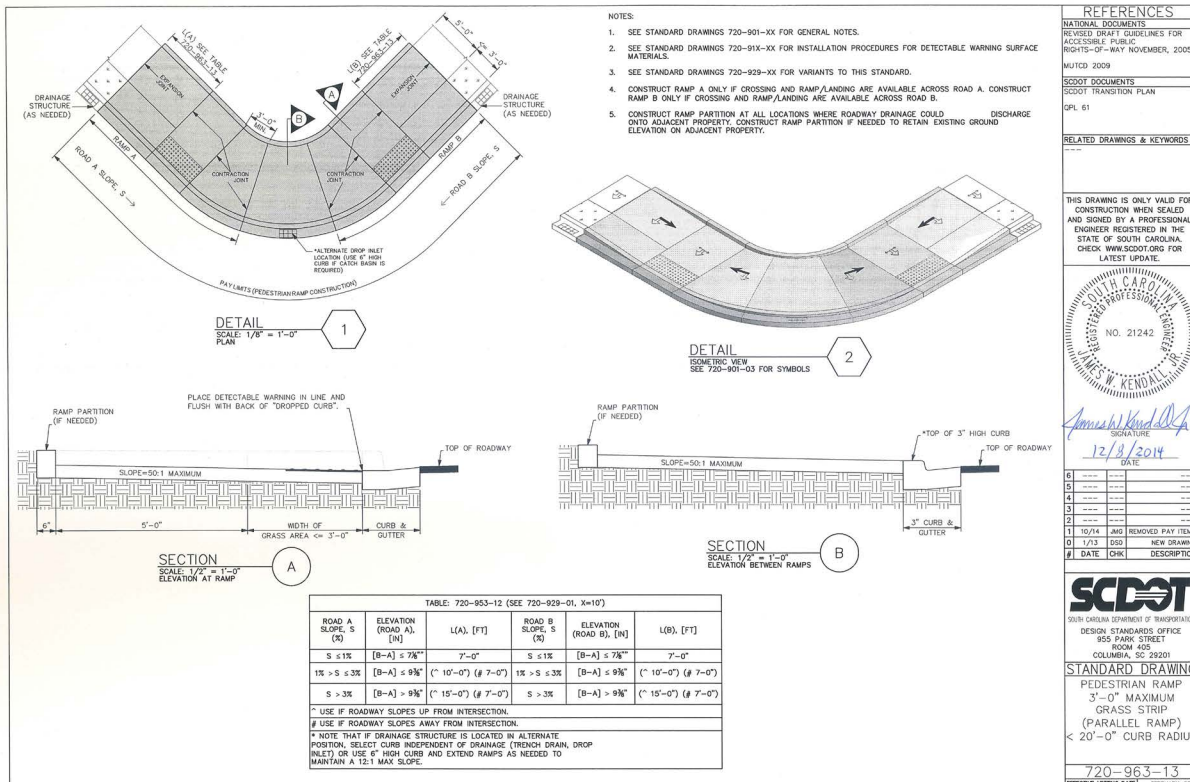
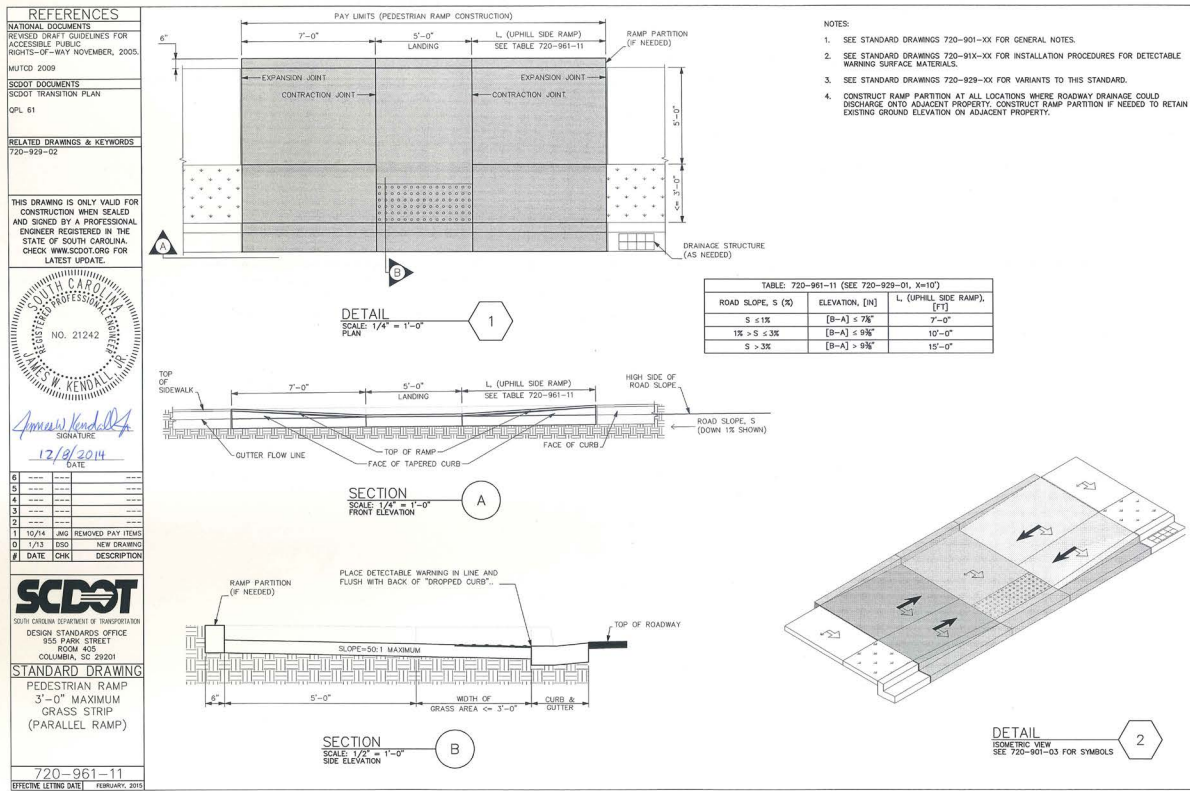


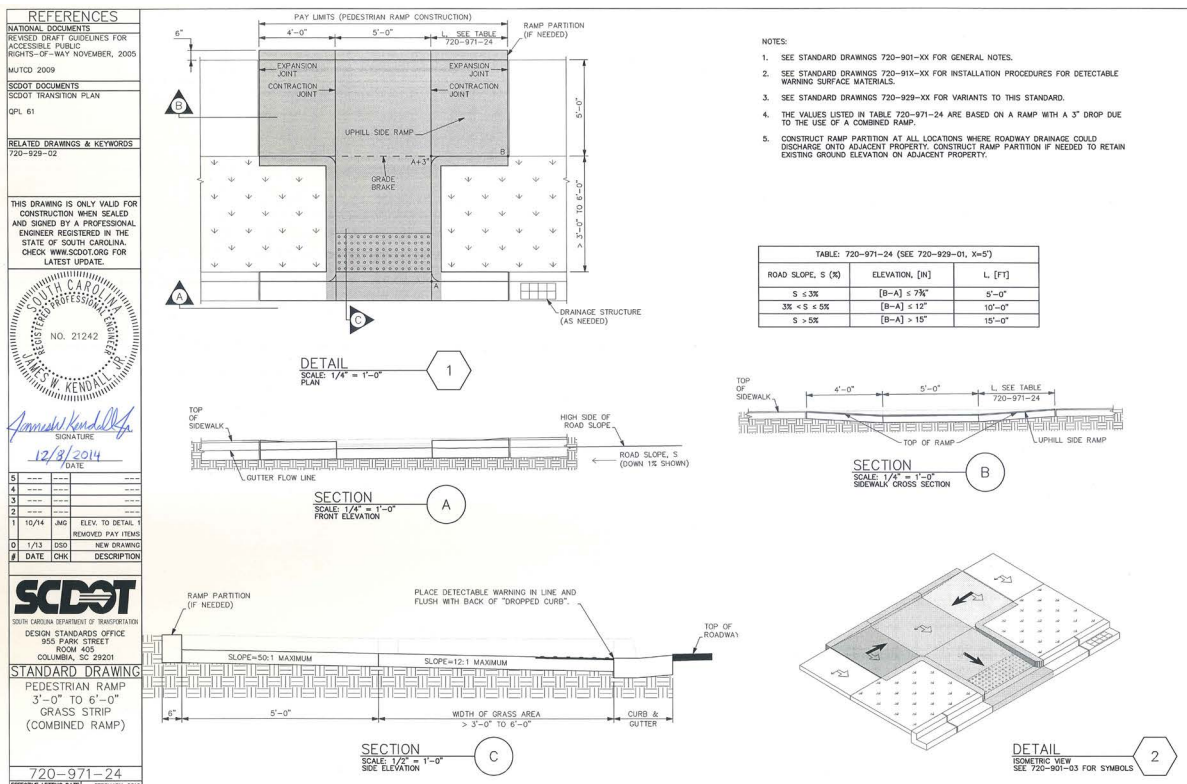
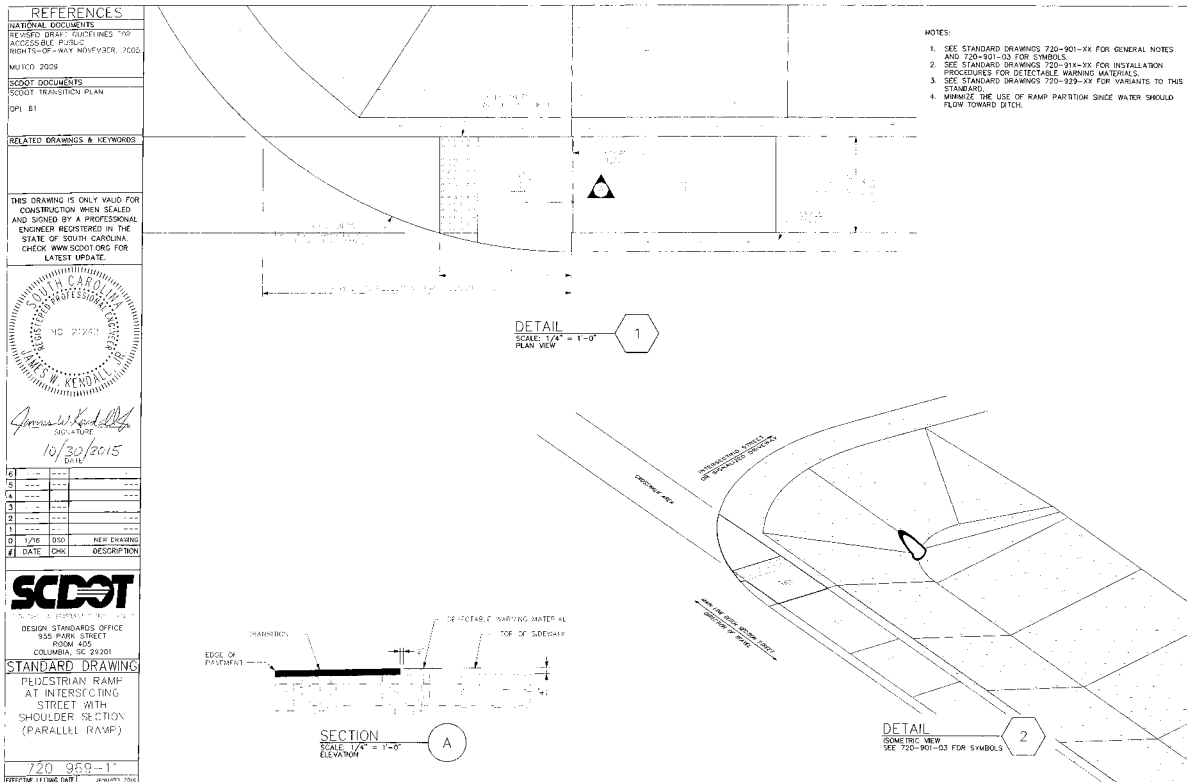
APPENDIX C - SCDOT STANDARD DETAILS

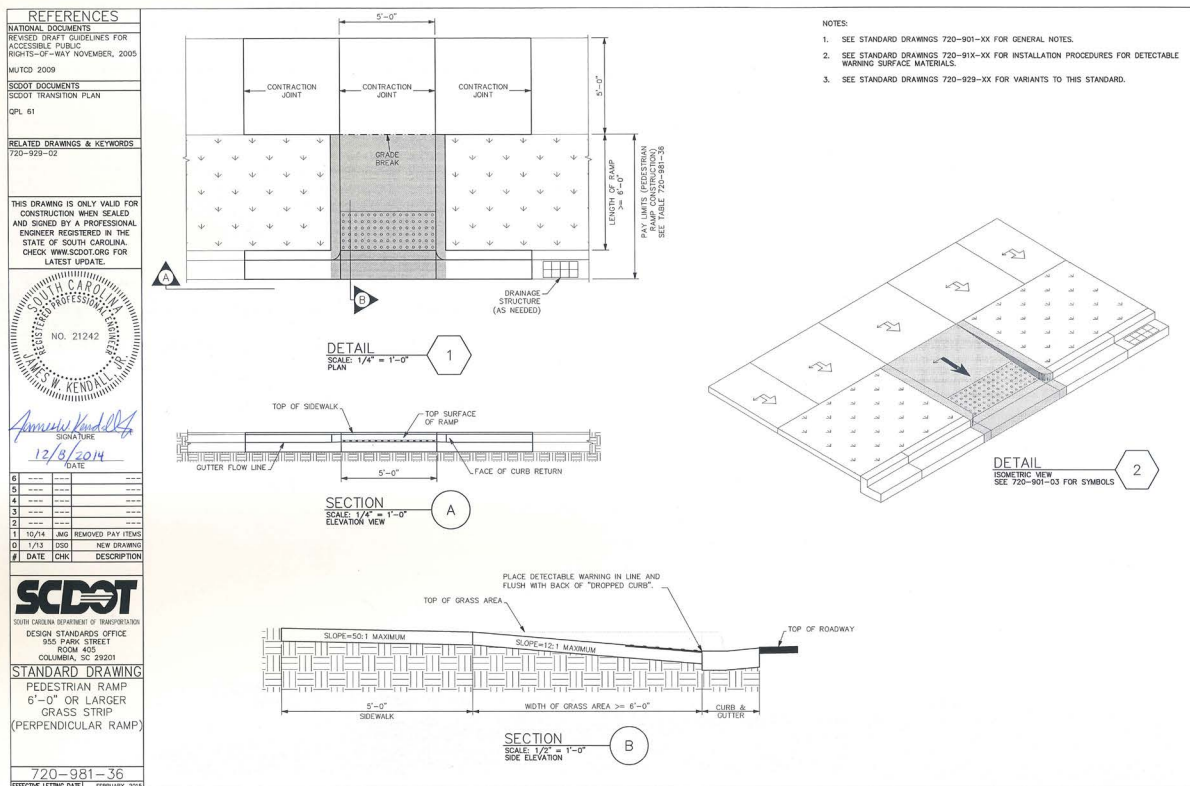
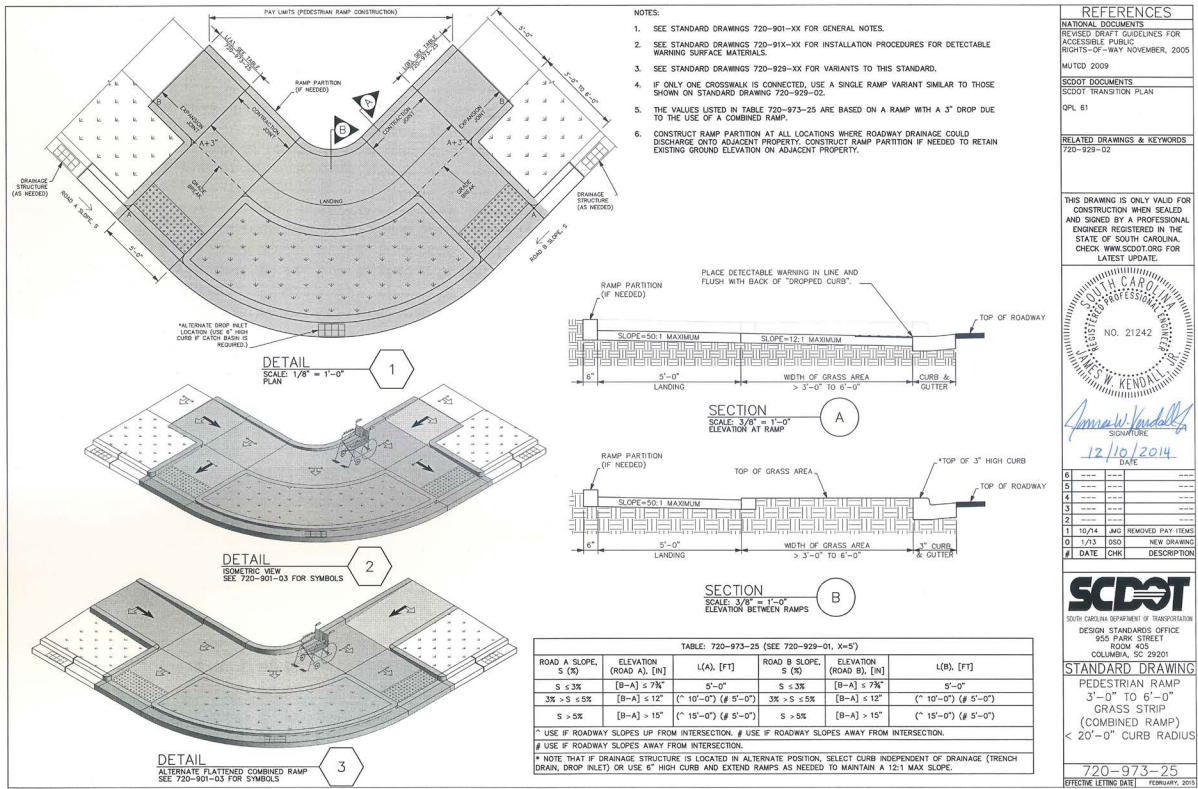


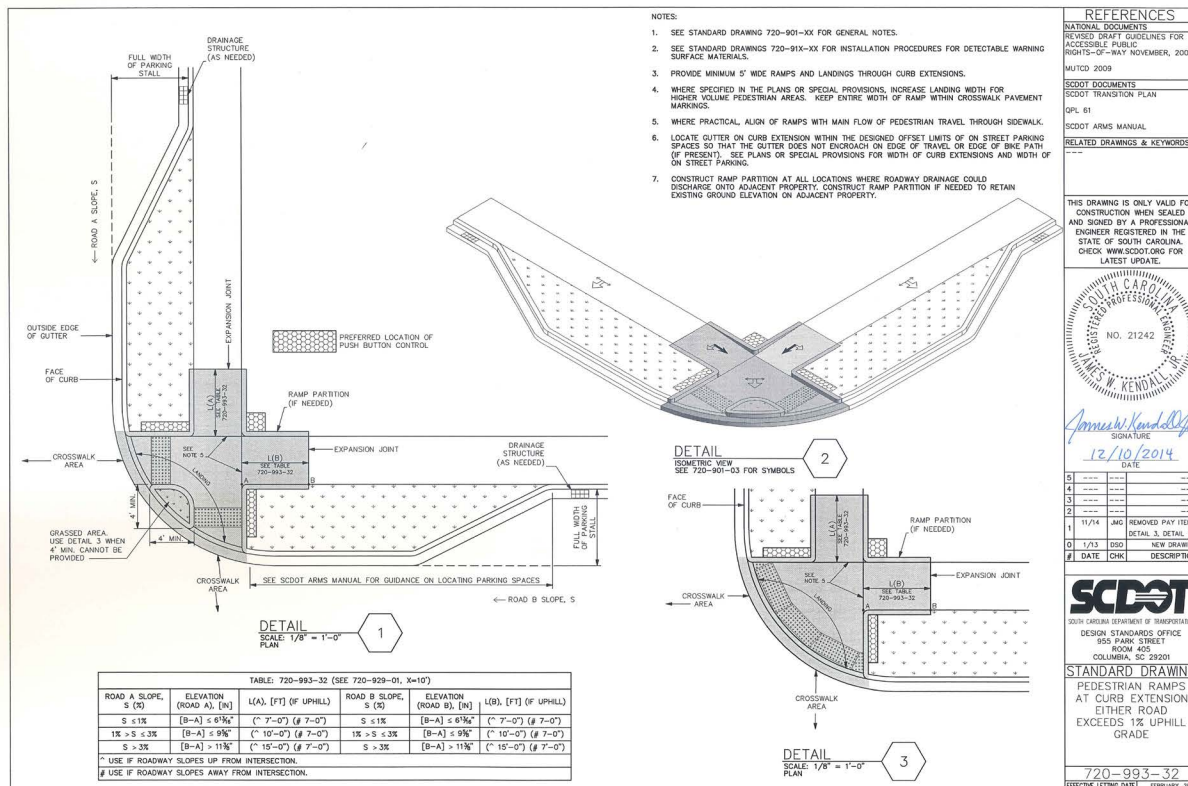
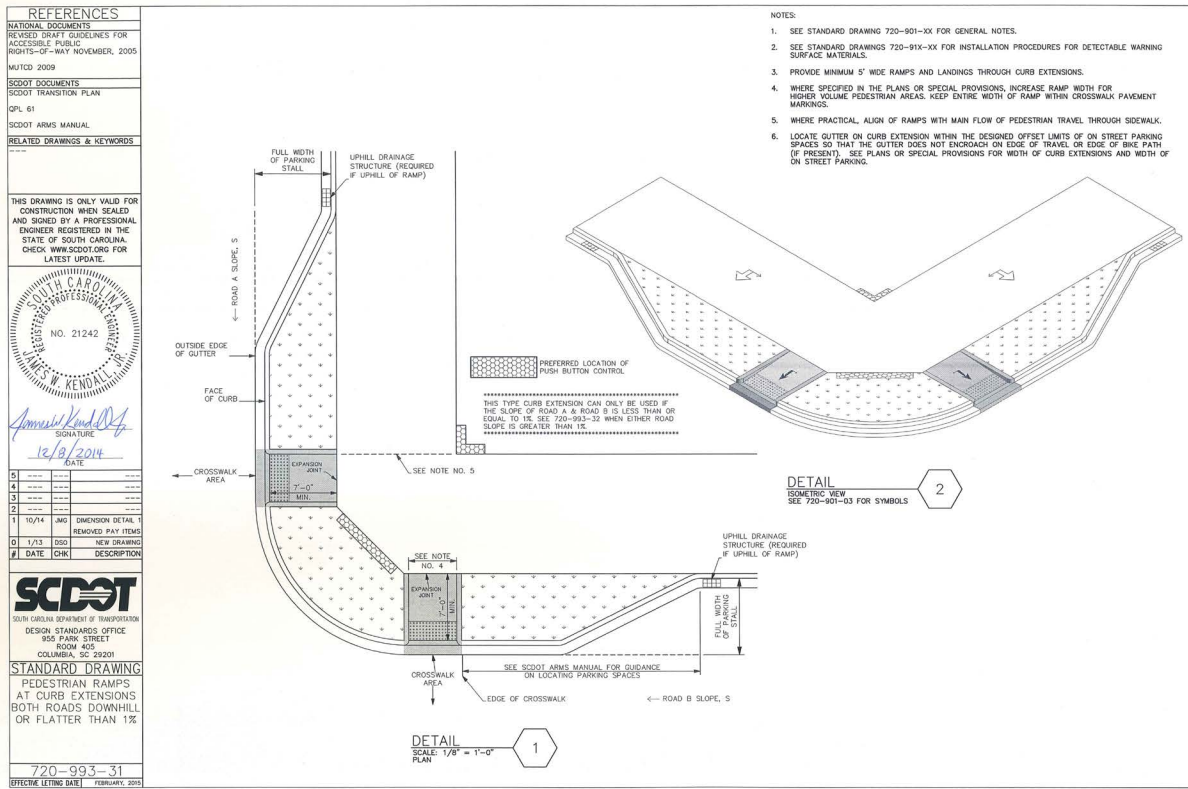














REFERENCES:
 NATIONAL DOCUMENT
 REVISION 10-1 - GUIDELINES FOR
 ACCESSIBLE PUBLIC HIGHWAYS OF MAY
 (NOVEMBER 23, 2005)

SECTION DOCUMENTS

RELATED DRAWINGS & METHODS
 720-100

PRECONSTRUCTION SUPPORT ENGINEERING
 SOUTH CAROLINA
 REGISTERED PROFESSIONAL ENGINEER
 NO. 8856
 L. M. SYLVESTER, ENGINEER, II
 SIGNATURE
 JULY 30, 2008
 DATE

NOTES:
 1. SIDEWALKS, IF PREVIOUSLY BUILT, SHALL BE REMOVED AND RECONSTRUCTED TO MEET THE REQUIREMENTS OF THIS STANDARD DRAWING.
 2. SIDEWALKS TO BE CONSTRUCTED WHERE DESIGNATED BY THE RESIDENT CONTRACTOR UNLESS OTHERWISE NOTED.
 3. CONCRETE CURB THIN DRIVEWAY TO BE MEASURED AND PAID FOR AS CURB & GUTTER EVEN WHEN CURB IS DROPPED.
 4. SIDEWALKS ARE TO BE CONSTRUCTED ON A 50:1 MAX. CROSS SLOPE. THE SIDE SLOPES OF THE RAMP ARE TO BE 12:1 MIN. AT ANY LOCATION WHERE PEDESTRIAN TRAFFIC CROSSES THE RAMP.
 5. SIDEWALK SHALL BE BUILT IN ACCORDANCE WITH THE REVISED DRAFT GUIDELINES FOR ACCESSIBLE PUBLIC RIGHTS-OF-WAY (NOVEMBER 23, 2005).
 6. FOR INTEGRAL CURB SEE STANDARD DRAWING 720-100-00.
 7. THE SIDEWALK, IF PREVIOUSLY BUILT, SHALL BE REMOVED AND RECONSTRUCTED TO MEET THE REQUIREMENTS OF THIS STANDARD DRAWING.
 8. METAL KEYWAY STYLE JOINTS MAY BE INSTALLED BETWEEN DRIVEWAY APPROACH AND SIDEWALK TO ADJUST ELEVATION AND GRADE. KEEP METAL JOINT MATERIAL FLUSH WITH OR BELOW ELEVATION OF CONCRETE.
 9. THE PAY ITEM SHALL BE:
 720500 CONCRETE DRIVEWAY (16" UNIFORM) - \$Y
 720501 CONCRETE DRIVEWAY (16" UNIFORM) - \$Y
 7204100 CONCRETE SIDEWALK (4" UNIFORM) - \$Y

DETAIL 1
 DROP CURB DRIVEWAY WITH CROSS SLOPE OF GREATER THAN 7'-40" (17'-40" CURB) SCALE 1"=1'-0"

DETAIL 2
 DRIVEWAY PLAN SCALE 1"=1'-0"

SECTION A
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SECTION B
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