

Introduction

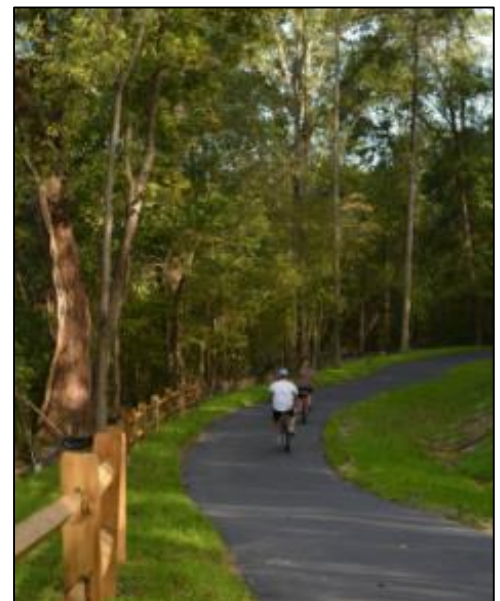
The benefits of cycling and walking are becoming more widely acknowledged in discussions about shaping the built environment. Taking trips by bike or on foot promotes good health, saves money, does not negatively impact the environment, and can even ease some of the traffic burden on roadways. More than half of daily trips are to destinations within a half-mile, generally considered a reasonable distance to travel on foot or bicycle. In addition, cycling and walking may be a necessary travel mode for children, persons with disabilities, some elderly persons, and those who cannot afford an automobile.

Road improvement projects that use federal funds are currently required to incorporate reasonable pedestrian and bicycle accommodations as part of their design and construction. This helps to address needs from this point forward. However, the RFATS region has previously experienced decades of auto-oriented development in which these requirements were not applied. It will take a focused effort to provide safe walking and cycling opportunities in areas where such facilities were not originally built.

Public support for such expenditures is growing, based on an understanding of the health and economic benefits as well as the enhanced quality of life in walkable, bicycle-friendly communities. In a survey conducted as part of the RFATS Bicycle / Pedestrian Connectivity Study during the summer of 2016, more than 90% of area respondents agreed that tax dollars spent on the transportation system should include pedestrian and bicycle investments.

This shift in local mindset has been reflected in the various programs and events in the RFATS area that aim to bring cycling and walking into the mainstream of transportation planning. Many of these efforts have already begun to produce a more multi-modal transportation system.

Since the City of **Rock Hill** first adopted its Trails and Greenways Master Plan in 2003, its trail network has grown from 11 miles to a total of 26 miles. Rock Hill has also earned designation as a bronze-level Bicycle Friendly Community, one of only six in the state.



Fort Mill's historic core has a grid pattern of streets that is supportive of cycling and walking. Its challenge is to continue connecting newer developments to the historic core and to community facilities. The Ann Close Springs Greenway is an award-winning private greenway system which is open to the public and serves as a green belt around the town.

Much of the development in **Tega Cay** dates from the 1970s and 1980s, a time when sidewalks were not always constructed in residential subdivisions. However, all new subdivisions are now required to have bicycle and pedestrian facilities, in keeping with the active lifestyle sought by many of those who are attracted to the lakeside community.

The RFATS Study Area expanded in 2013 to include the northern panhandle of **Lancaster County**. This eastern expansion extends the MPO boundary to places east of Sugar Creek and the Catawba River, including the rapidly developing area of Indian Land along the US Hwy 521 Corridor.

Recent plans suggest enhancing non-motorized access to the Catawba River as well as major parks, schools, and commercial nodes. Attention should be given to the design of facilities that cross local streams and rivers, including SC Hwy 5 (one of the only crossings of the Catawba River) and SC Hwy 160 (especially at the crossing of Sugar Creek). Multimodal design features that promote east-west connectivity will play an important part of the strategy to improve accessibility between York and Lancaster County destinations. The US 521/SC9 Corridor Study communicates a comprehensive multimodal strategy for the panhandle area of the county.

York County's one-cent sales tax program (Pennies for Progress) has been very effective in providing sidewalks in conjunction with most road improvements. The Pennies program has also funded a large number of small-scale sidewalk and bicycle-shoulder projects on existing streets, and the current program includes bicycle lanes in some locations. All road widening projects for the Pennies IV referendum will include sidewalks and 14-foot wide outside lanes, at a minimum.



The Regional Plan: *Bike Walk RFATS*

Although each of the local governments has some form of individual plan for bicycle and pedestrian facilities, RFATS has developed a plan identifying a regional priority network to better coordinate these investments to ensure an expanded range of connectivity and choice beyond individual boundaries. *Bike Walk RFATS* (2016) was developed through collaboration with York and Lancaster counties, the Catawba Indian Nation, City of Tega Cay, City of Rock Hill and the Town of Fort Mill, along with other key local and regional organizations that advocate for active forms of travel.

Figure 9.1: *Bike Walk RFATS* Vision Statement

Bike Walk RFATS envisions a region of **healthy, vibrant, and prosperous communities** that support residents' daily mobility and access needs efficiently and effectively. A **connected, convenient, and safe network** of sidewalks, shared-use paths, transit, and on-street bicycle connections **link people of all ages and abilities locally and across the region**. The network serves **residents, commuters, students, and visitors** alike. Walking, biking and transit are valued transportation modes, priorities for investment, and integral to regional strategies for congestion reduction, **improved air quality, and economic opportunity**.

The Five E's

To evaluate opportunities for the RFATS region to improve its support for walking and biking, a scorecard was used to rank the area's current standing on the "five E's": engineering, education, evaluation, enforcement, and encouragement. These are the issues that historically have been used to determine whether an area qualifies as a Walk-Friendly or Bicycle-Friendly Community. As shown in **Figure 9.2**, a sixth "E"—equity—has recently been incorporated into the process after planners became familiar with its use as a metric in the Safe Routes to School program.

Figure 9.2: The “E’s” in Community Assessment



Source: *Bike Walk RFATS*

Scorecards identified **enforcement** and **evaluation** as the RFATS region’s greatest strengths. Rock Hill and York County public safety officers have participated in training related to bicycle and pedestrian traffic laws, and some communities have bike patrol officers. The City of Rock Hill has targeted the enforcement of crosswalks and passed local ordinances addressing bicyclists’ right to the road. The area also has a number of bicycle/pedestrian and trail plans in place, along with an official task force that acts in an advisory role to planners and decision-makers.

Education and **encouragement** are areas where the region has made progress and should pursue additional activity, according to *Bike Walk RFATS*. Outreach activities are currently being conducted through local Safe Routes to Schools programs, National Bike Month, children’s bicycle rodeos, and similar events.



The region's lowest score was in **engineering**, largely due to the relative lack of a comprehensive sidewalk and bicycle network, and the policies that would help implement these facilities as part of future construction. As noted in the chapter introduction, road projects using federal funds are required to incorporate bicycle and pedestrian accommodations. However, there is not a consistent regional or local approach among RFATS jurisdictions to ensure that other road projects also incorporate non-motorized facilities.

Equity is an overarching issue that considers whether safe walking and biking access is available to people who may have no other choice but to walk or bike in unsafe conditions to meet their daily needs. These vulnerable populations can include seniors, children, non-white persons, low-income persons, those without access to a motor vehicle, and those who are linguistically isolated.

Recommended Bicycle and Pedestrian Projects

Bike Walk RFATS has identified both linear and “spot” improvements to create a safer and connected network for non-motorized travel within the region.

Identified improvements are based on a scoring system that considers factors such as:

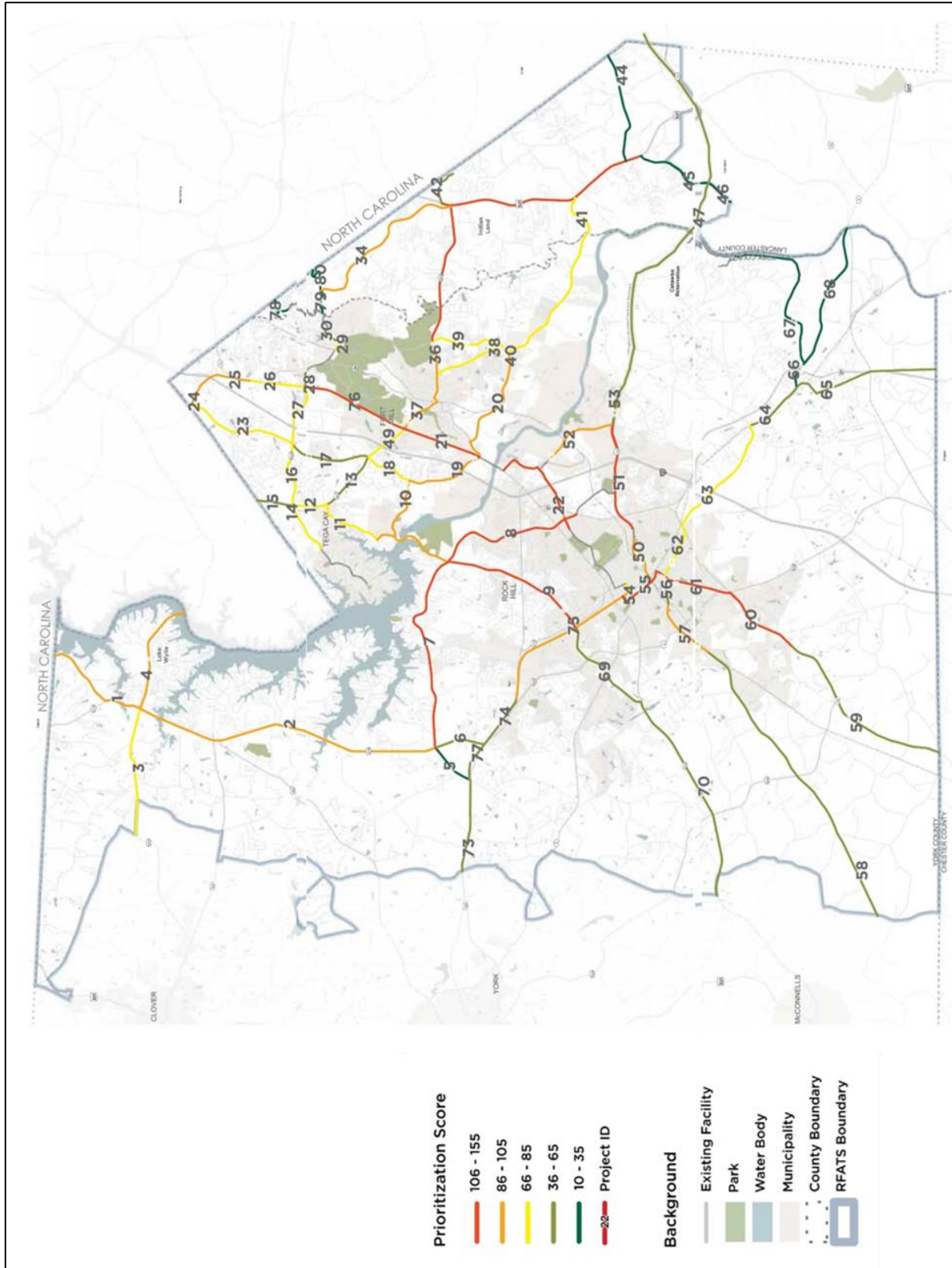
- Improving safety
- Opportunity to close a gap in existing bicycle and pedestrian infrastructure, and/or incorporate these facilities into upcoming road projects
- Proximity to regional attractions, downtowns, and local civic facilities
- Level of demand /need in the area
- Proximity to transit

Based on this evaluation, a regional priority network has been identified for making targeted investments over time.

Figures 9.2 and **9.3** show the location of recommended project improvements.

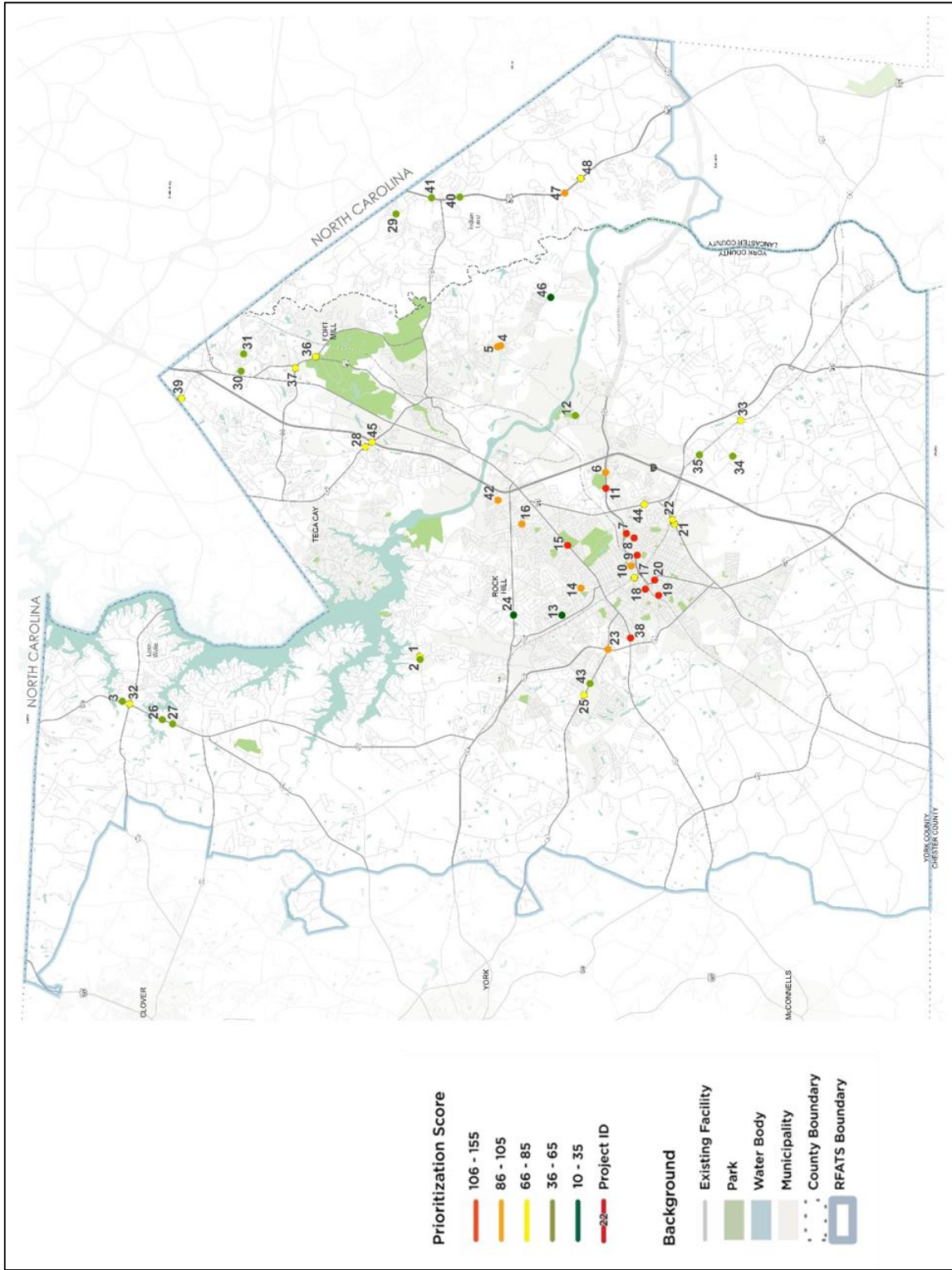
More detail for each project is provided in **Tables 9.1** and **9.2**.

Figure 9.2: Recommended Regional Bicycle/Pedestrian Network Projects



Source: Bike Walk RFATS (2016)

Figure 9.3: Recommended Bicycle/Pedestrian Spot Improvements



Source: Bike Walk RFATS (2016)

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
22	155	Eden Terrace Trail – Duncan’s Ferry Road at Riverwalk	Cherry Road	Nations Ford Road	Shared-Use Path (Bike Lane + Sidewalk west of Cel-River Road)	2.87	\$1,722,179
8	140	Mt Gallant Rd	India Hook Road	Celanese	Shared-Use Path + Sidewalk	2.3	\$3,189,040
			Celanese	Anderson Rd	Bike Lane (with Shared-Use Path from Eden Terrace to Anderson Rd)	1.28	
55	135	Columbia Av	White Street	Alumni Dr	Sharrows + Sidewalk	0.18	\$154,550
		White St E/W	Columbia Ave	Elizabeth Lane	Sharrows	1.11	
21	125	US 21	S Sutton Road	SC 160	Shared-Use Path	2.07	\$1,242,618
61	125	Saluda St	Albright Road	Heckle Boulevard	Bike Lane	0.38	\$55,234
		Saluda St	Heckle Boulevard	Johnston Street	Sharrows	1.26	
		N Elizabeth Ln	White Street	Main Street (End Of Existing Bike Lane)	Bike Lane	0.12	
76	125	US 21	Springfield Parkway	N White Street	Shared-Use Path	2.78	\$1,670,380
9	120	Herlong Av - India Hook Rd	Mt Gallant Road	Rail Trail	Shared-Use Path	3.86	\$2,315,989
7	115	Mt Gallant Rd	Hands Mill Highway	India Hook Road	Shared-Use Path	5.29	\$3,172,729
51	110	Dave Lyle Blvd	Gateway Boulevard	Apex Drive	Shared-Use Path + Sidewalk	2.87	\$3,843,504

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
60	110	Albright Rd - Saluda Rd/St	Mt Holly Road	Rambo Road	Shared-Use Path	2.25	\$1,350,523
35	105	Fort Mill Hwy	Harrisburg Road	Fort Mill Southern Bypass	Shared-Use Path	3.60	\$2,160,845
43	105	Charlotte Hwy (US 521)	Potts Lane	Dobys Bridge Rd	Shared-Use Path	3.46	\$2,076,988
48	105	Charlotte Hwy (US 521)	Dobys Bridge Rd	Van Wyck Rd	Shared-Use Path	2.06	\$1,236,636
10A	105	New Gray Rock Road	Dam Road	N Sutton Road	Bike Lane + Sidewalk	2.16	\$1,753,094
10B	105	India Hook Road	Mt Gallant Road	New Gray Rock Road	Shared-Use Path (with Trail Bridge)	1.76	\$7,057,046
37	105	TomHallSt	DobysBridgeRoad	Main Street	Bike Lane	0.61	\$1,428,237
		York SC 160 - White St N	Main Street	US21	Shared-Use Path	1.11	
		Main St	TomHallStreet	White Street	Sharrows	0.15	
50	105	JackWhite Trail - Northside Trail Ext	EWhiteSt	IredellStreet	Shared-Use Path	1.27	\$1,527,006
4	100	Charlotte Highway (SC 49)	Pole Branch Road	Buster Boyd Bridge	Shared-Use Path	3.25	\$1,948,835
20	100	Spratt St	US21	Fort Mill Parkway	Shared-Use Path+BikeLane	0.46	\$1,970,314
		Brickyard Rd	Fort Mill Parkway	Dobys Bridge Road	Shared-Use Path	0.32	
		Whites Rd - Fort Mill Pkwy	Spratt Street	Holbrook Road	Shared-Use Path	2.45	
36	100	TomHall St	FortMillSouthernBypass	Dobys Bridge Road	Bike Lane	0.86	\$61,063

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
57	100	Ogden Rd	HeckleBoulevard	Squire Road	Sidewalk	1.08	\$916,400
		Ogden Rd - Friedheim Rd	Wilson Street	Squire Road	Bike Lane	1.65	
75	100	Ebenezer Rail Trail	RailTrail (NearBigOakLane)	DaveLyleBoulevard	Shared-Use Path	9.83	\$5,897,145
25	95	Carowinds Blvd	Pleasant Road	Regent Parkway	Shared-Use Path	1.86	\$1,114,581
52	95	Cel-RiverRd-RedRiverRd	DaveLyleBoulevard	Paragon Way (End Of Existing Bike Lane)	Bike Lane + Sidewalk	1.98	\$1,600,606
2	90	Hands Mill Hwy	SC557	Mt Gallant Road	Shared-Use Path	7.98	\$4,785,747
1	90	Pole Branch Rd - York SC 274 W	State Border	LandingPointeDr	Bike Lane + Sidewalk	2.27	\$2,235,795
		York SC 274 W	LandingPointeDr	SC557	Shared-Use Path + Sidewalk	0.54	
19	90	Sutton Rd S	New Gray Rock Rd	US 21	Bike Lane + Sidewalk	1.84	\$1,614,104
		Sutton Rd N	Sam Smith Rd	New Gray Rock Rd	Shared-Use Path + Sidewalk	0.09	
34	90	Harrisburg Rd	Carolina Thread Trail	Fort Mill Hwy	Shared-Use Path	4.50	\$2,697,827
14	85	Gold Hill Rd – Tega Cay Dr	End of sidepath near Shoreline Pkwy	SC 160	Bike Lane	1.36	\$96,721
18	85	Sutton Rd N	New Gray Rock Road	Willowbrook Drive	Shared-Use Path + Sidewalk	0.12	\$872,515
		Sutton Rd N - Market St	SC 160	New Gray Rock Road	Shared-Use Path	1.18	
38	85	Dobys Bridge Rd	Tom Hall Street	Fort Mill Southern Bypass	Shared-Use Path	1.86	\$1,117,258

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
54	85	Stewart Av	W. White Street	Oakland Avenue	Sharrows	0.38	\$6,019
63	85	Fire Tower Rd	E Main Street	Porter Road	Enhanced Shared Roadway + Sidewalk	0.12	\$2,476,438
		Fire Tower Rd	Porter Road	Castle Heights School	Bike Lane + Sidewalk	1.47	
		Fire Tower Rd - Neelys Creek Rd	Castle Heights School	Lesslie Highway	Shared-Use Path	1.68	
62	85	E Black St	S Elizabeth Ln	Albright Rd	Bike Lane	1.24	\$88,155
		Albright Rd – E Main St	E Black St	Firetower Rd	Shared-use Path + Sidewalk	0.23	\$309,090
11	80	Dam Rd	New Gray Rock Road	Stonecrest Boulevard	Bike Lane + Sidewalk	0.69	\$1,188,444
		Stonecrest Blvd	Dam Road	Hubert Graham Way	Bike Lane + Sidewalk	0.75	
		Stonecrest Blvd	Hubert Graham Way	SC 160	Bike Lane	0.26	
23	80	Pleasant Rd	Gold Hill Road	Carowinds Boulevard	Shared-Use Path	2.91	\$1,748,696
39	80	Tom Hall St To Holbrook Rd	Tom Hall Street	Holbrook Road	Bike Lane + Sidewalk	1.87	\$1,512,468
12	75	York SC 160	Gold Hill Road	Stonecrest Boulevard	Shared-Use Path	0.87	\$522,826
16	75	Gold Hill Rd	Highway 160	Pleasant Road	Shared-Use Path	1.68	\$1,006,601
26	75	Carowinds Blvd	Regent Parkway	Springfield Parkway	Shared-Use Path	1.39	\$834,268
49	75	York SC 160	Pleasant Road	US 21	Shared-Use Path	1.18	\$710,138
3	70	York SC 557 N	Charlotte Highway (SC 49)	Oakridge Road	Shared-Use Path	0.93	\$1,969,049
		York SC 557 N	Oakridge Road	Riddle Mill Road	Bike Lane + Sidewalk	1.11	
		York SC 557 N	Riddle Mill Road	Cross Road (RFATS Border)	Wide Paved Shoulder	1.29	

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
27	70	Springfield Pkwy – Gold Hill Rd	Pleasant Road	US 21	Shared-Use Path	1.49	\$891,526
29	70	Springfield Pkwy	Railroad	A O Jones Blvd	Shared-Use Path	0.24	\$144,467
40	70	Fort Mill Southern Bypass	Holbrook Road	Dobys Bridge Rd	Shared-Use Path	0.23	\$136,182
41	70	Dobys Bridge Road	Fort Mill Southern Bypass	US 521	Bike Lane + Sidewalk	5.09	\$4,120,228
17	65	Pleasant Rd	Gold Hill Road	SC 160	Shared-Use Path	2.10	\$1,258,363
28	60	Springfield Pkwy	US 21	Old Nation Road	Shared-Use Path	0.37	\$223,562
30	60	A.O. Jones Blvd	Springfield Parkway	Carolina Thread Trail - Nation Ford Greenway	Shared-Use Path	0.50	\$300,614
47	60	Dave Lyle Blvd Ext	Current end of Dave Lyle Blvd	End Of Dave Lyle Boulevard Ext	Shared-Use Path	10.88	\$6,530,519
53	60	Dave Lyle Blvd	Red River Road	Waterford Park Drive	Shared-Use Path + Sidewalk	1.22	\$1,284,072
70	60	McConnells Hwy	Meadow Lakes Road	RFATS Boundary	WidePavedShoulder	5.60	\$2,238,191
13	55	York SC 160	Stonecrest Boulevard	Sutton Road	Shared-Use Path	1.65	\$987,271
15	55	York SC 160	Gold Hill Road	State Border	WidePavedShoulder	0.94	\$375,249
24	55	Carowinds Blvd	Pleasant Road	State Border	Shared-Use Path	0.14	\$82,798
58	55	Ogden Rd	Squire Road	Falls Road	Bike Lane+ Sidewalk	1.32	\$3,836,855
		Mobley Store Rd - Ogden Rd	Falls Road	RFATS Boundary	WidePavedShoulder	6.91	

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
59	55	Saluda Rd	Rambo Road	RFATS Boundary	WidePavedShoulder	5.00	\$2,000,906
69	55	Meadow Lakes Rd	McConnells Highway	W Main St	Bike Lane + Sidewalk	1.15	\$1,536,974
		Herlong Av S	W Main St	Heckle Boulevard	Bike Lane	0.66	
		Herlong Av S	Heckle Boulevard	Rail Trail	Shared-Use Path	0.93	
65	50	Rail Corridor - Lesslie Hwy - Ole Simpson - Utility Row	Planned Carolina Thread Trail - Old Friendship Trail	RFATS Boundary	Shared-Use Path	3.85	\$2,307,477
73	50	Ebenezer Rail Trail - Old York Rd	Mt Gallant Road	RFATS Boundary	Shared-Use Path	2.37	\$1,423,404
74	50	Ebenezer Rail Trail	Hands Mill Highway	Rail Trail (Near Big Oak Lane)	Shared-Use Path	1.46	\$875,456
77	50	Ebenezer Rail Trail	Mt Gallant Road	Hands Mill Highway	Shared-Use Path	1.04	\$622,491
6	45	Hands Mill Hwy	Mt Gallant Road	Old York Road	Shared-Use Path	1.29	\$775,116
42	45	Potts Lane	US 521	State Border	Shared-Use Path	0.94	\$564,479
64	40	Lesslie Hwy	Neelys Creek Road	Planned Carolina Thread Trail - Old Friendship Trail	Shared-Use Path	1.58	\$949,568
44	35	Jim Wilson Rd	US 521	State Border	Shared-Use Path	2.86	\$1,718,689
67	35	Catawba River Ext - Six Mile Creek - Turkey Ln	Turkey Lane	Existing Carolina Thread Trail - Catawba Indian Nation - Greenway Trail	Shared-Use Path	4.5	\$2,702,414

Table 9.1: Proposed Linear Bicycle and Pedestrian Improvements (cont. from previous page)

Project Id	Score	Project Name	Start	End	Proposed FacilityType	Miles	Est. Cost
5	30	Mt Gallant Rd	Hands Mill Highway	Old York Road	Shared-Use Path	1.24	\$742,430
45	30	Van Wyck Rd	US 521	Sun City Boulevard	Shared-Use Path	0.63	\$925,603
		Van Wyck Rd	Sun City Boulevard	W Rebound Road	Wide Paved Shoulder	1.37	
66	30	Old Friendship Road - SC 5	Old Friendship Road	Turkey Lane	Shared Use Path	0.72	\$434,114
78	25	Little Sugar Creek	Nations Ford Greenway	State Border	Shared-Use Path	0.75	\$449,292
46	20	Van Wyck Rd	Sun City Boulevard	W Rebound Road	Wide Paved Shoulder	0.76	\$304,129
68	15	SC 5	Turkey Lane	Catawba River	Wide Paved Shoulder	3.82	\$1,528,040
79	10	New Trail	Nations Ford Greenway	Harrisburg Road	Shared-Use Path	0.61	\$364,031
80	10	McAlpine Creek - New Trail	Harrisburg Road	State Border	Shared-Use Path	0.93	\$559,380

Table 9.2: Proposed Spot Bicycle/Pedestrian Improvements

Project ID	Score	Start	End
7	90	Iredell St	150 ft south of Montford Ave
8	90	Iredell St	Dunlap St
20	90	Hampton St	Johnston St
38	90	SC 322	Finley Road
9	85	N Confederate Ave	Willowbrook Ave
11	85	Mt Gallant Road	Dave Lyle Blvd
15	85	N Cherry Road	Deas Street
18	80	N Wilson St	W Johnston St
19	80	S Dave Lyle Blvd	Hampton St
16	70	Mt Gallant Road	Marett Blvd
4	65	Dobys Bridge Road	Dobys Bridge Elementary School
5	65	Ft Mill Southern Bypass	Dobys Bridge Road
10	65	Charlotte Ave	N Wilson St
14	65	India Hook Drive	Glendale Dr
6	60	Dave Lyle Blvd	John Ross Pkwy
23	60	Heckle Blvd	SC 5 W Main St
42	60	Lexington Commons Dr	Lexington Blvd
47	60	Dobys Bridge Road	US 521
17	50	N. Wilson Street	Railroad (near Ebenezer Ave)
22	50	Firetower Road	E Main Street
25	50	SC 5 (York Hwy)	Meadowlark Drive

Table 9.2: Proposed Spot Bicycle/Pedestrian Improvements

Project ID	Score	Start	End
28	50	SC 160	Carolina Place Dr (at Baxter Village)
33	50	Neelys Creek Road	Lesslie Hwy
36	50	US Bus 21 / Old Nation Rd	SC 460
39	50	Carowinds Blvd	Pleasant Road
44	50	Princeton Road	S Anderson Road
45	50	SC 160	I-77 Interchange
48	50	US 521 (Charlotte Hwy)	Shelley Mullis
1	45	Mt Gallant Road	Museum Road
21	45	Albright Road	E Main Street
2	40	Mt Gallant Road	Mt Gallant Elementary School
3	40	Landing Pointe Drive	SC 274
12	40	Red River Road	Carolina Thread Trail (at River Park)
26	40	SC 49	Marlin Drive
27	40	SC 49	Autumn Cove Drive
29	40	Harrisburg Road	Kariker Ct
34	40	Firetower Road	Edenvale Road
35	40	N Springdale Road	Lesslie Hwy
40	40	Charlotte Hwy (US 521)	Marvin Road
43	40	SC 5 (York Hwy)	The Crossing
30	35	Regent Pkwy	Township Drive
31	35	Regent Pkwy	Hadden Hall Blvd
41	35	Charlotte Hwy (US 521)	Potts Lane
13	30	Herlong Drive	Estes Drive
24	25	Twin Lakes Road	Celanese Road
46	25	Dobys Bridge Road	Kingston Way

Recommended Bicycle and Pedestrian Policies and Programs

BikeWalk RFATS recommends several policies and programs (**Table 9.3**) to strengthen the regional foundation for bicycle and pedestrian planning.

Table 9.3: “Top Ten” Priority Program and Policy Recommendations

Active Transportation Summit

- Host an annual, half- to full-day workshop for dialogue related to designing and building Complete Streets, local active transportation initiatives, and funding strategies.

Regional Safe Routes to School Coordination

- Develop a central repository of information about SRTS, from mapping, planning efforts, and funding
- Help jurisdictions build on lessons learned; provide local training to help schools understand the SRTS activities toolkit

Regional Active Transportation Safety Plan

- Develop an action plan that identifies crucial bike and pedestrian safety needs and develops clear actions to improve safety in the RFATS region.

Regional Bicycle & Pedestrian Count Program

- Provide training manuals to communities on how to conduct bicycle and pedestrian counts.
- Collaborate with local organizations to enlist volunteers to perform counts.
- Create funding incentives for communities to include permanent counters as part of implementing projects.

Region-wide User Maps and Guides

- Build on existing efforts to promote bicycling routes and promote outdoor recreational attractions (Velodrome, Game On, Riverwalk, Anne Springs Close Greenway and others)
- Develop publicly-distributed materials that describe safe and comfortable routes to local and visitor destinations.

Professional Training Opportunities

- Provide webinars, courses and other professional training opportunities to the region's city and county engineers, planners, police and other staff. Topics could include bike and ped design standards, funding opportunities, and interdepartmental coordination on bike/ped issues.

Adopt Regional Design Standards

- Promote adoption of the BikeWalk RFATS active transportation design guidelines by each local government in the RFATS region to promote consistency and efficient coordination of facilities.

Regional Complete Streets Policy

- Adopt a regional Complete Street policy to ensure all roadway users are considered in the planning, design, engineering and funding of capital projects.

Health and Equity-Based Project Prioritization

- Incorporate factors related to health and equity in the scoring and prioritization of RFATS projects.

Regional Target Zero Policy

- Support SCDOT efforts for the Target Zero Plan with a regional Vision Zero which targets the most dangerous corridors and crash hotspots for safety improvements.

Implementation

Funding for pedestrian and bicycle facilities can come from a variety of sources. Federal funds include Transportation Alternatives Program grants (formerly called transportation enhancements); safety funds for spot improvements such as pedestrian crossings; and Guideshare and CMAQ funds allocated to RFATS. Communities may also continue to use local and private funds to meet pedestrian and bicycle needs.

Federal and State Policies

Some of the proposed network and spot improvements can be built through the roadway projects included in the 2045 LRTP. In accordance with Federal Highway Administration requirements, bicycle/pedestrian facilities will be incorporated into all federally-funded projects in the RFATS area that reconstruct or widen a road. Similar policies exist at the state level, dating from 2003 when the SCDOT Commission directed that accommodating bicycles should be a routine part of the Department's planning, design, construction and operating activities.

SCDOT's 2014 Comprehensive Multimodal Long Range Transportation Plan recognizes cycling and walking as modes of transportation. The statewide plan notes that SCDOT works collaboratively with local jurisdictions to identify suitable bicycle improvements (such as shoulders or restriping with bike lanes) to incorporate in highway projects, as well as to identify funding for these projects. However, local support from MPOs, particularly in advance of the project design process, is seen as critical to implementing bicycle and pedestrian improvements. The responsibility is therefore on MPOs and municipalities to bring these issues to the table during project discussions.

Local Policies

Local policies are also an essential part of ensuring that the pedestrian and bicycle system expands as the area grows. As noted earlier, many of the area's less "walkable" communities were built at a time when local development regulations did not require sidewalks to be incorporated in new subdivisions or non-residential developments.

In addition, many of the region's important transportation projects are now constructed through locally-generated funds such as the Pennies for Progress program. By adopting Complete Streets design standards, all communities in the RFATS region can ensure that locally-funded transportation projects include facilities to allow safe travel by non-motorized users.