RFATS
Rock Hill-Fort Mill Area Transportation Study

Bike Walk RFATS 2025 Update

The Regional Bike/Ped Element of the 2055 RFATS Long Range Transportation Plan

Acknowledgments

Public Participants

Thank you to the residents of the Rock Hill - Fort Mill Area Transportation Study community for their participation in this planning process and their passion for improving the place they call home.

Public Sector Partners

Rock Hill - Fort Mill Area Transportation Study (RFATS)

Catawba Nation

Town of Fort Mill

City of Rock Hill

City of Tega Cay

Lancaster County

York County

Catawba Regional Council of Governments (COG)

South Carolina Department of Transportation

Federal Highway Administration (FHWA)

RFATS Technical Team and Project Advisory Group

Thank you to the engaged leaders of the region, local and county staff, and community partners for their continued participation throughout the planning process and for their commitment to furthering the efforts of this Plan.

Stakeholder Groups

Bike-Ped Coalition of York County

Carolina Thread Trail

Project Consultant

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BOLTON & MENK

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Project Purpose

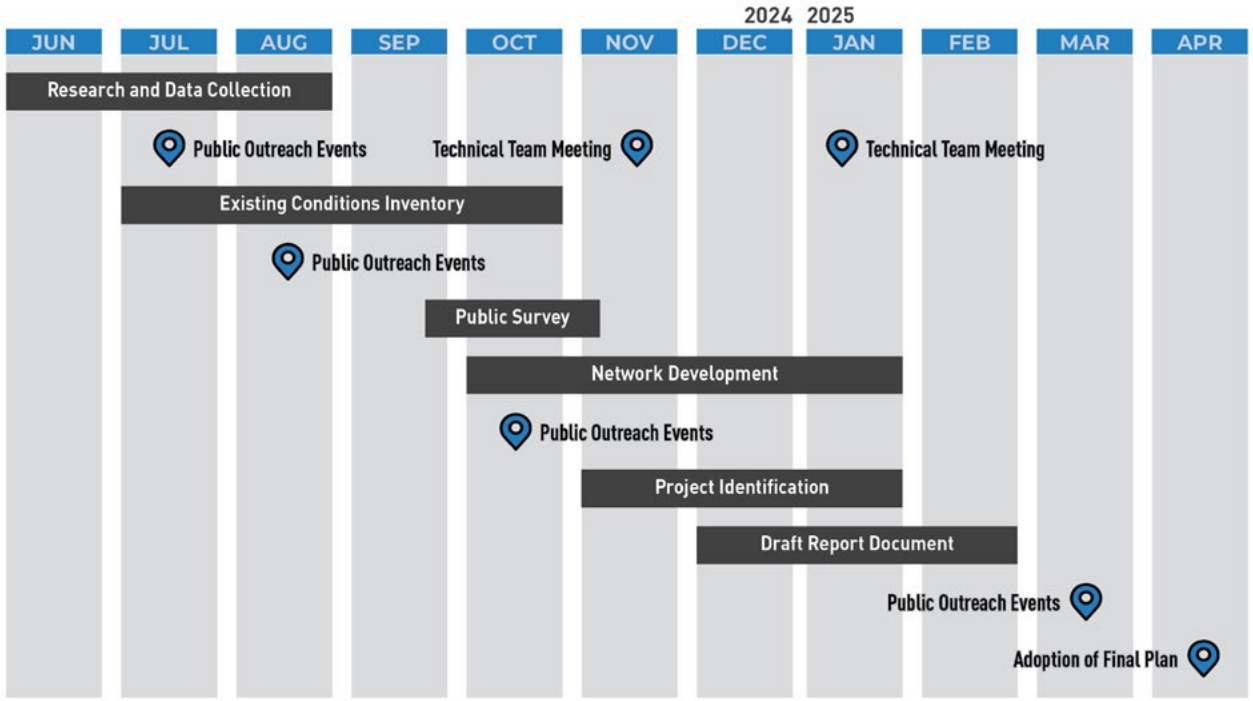
The central goal of this work effort is to update the existing Bike Walk RFATS: Regional Bicycle and Pedestrian Connectivity Plan serving the RFATS Planning Area.

Specifically, this plan is intended to identify and incorporate an **updated future network of prioritized projects** — with project identification having gone through the required public and stakeholder consultation to build confidence in plan recommendations and envisioned outcomes. The plan identifies appropriate facilities, recommended policies, and practical implementation guidance.

Local efforts completed over the last few planning cycles have helped to identify project types and specific areas where improved walking and cycling connectivity would be beneficial. This plan integrates local planning efforts and an updated set of criteria to provide a list of top-priority projects that align with planning area priorities. Additionally, **this plan serves as an element of the RFATS 2055 Long Range Transportation Plan**.

This plan will help to guide short and long-term transportation decisions for a safer, more accessible bicycling and walking environment. When implemented, a more complete and functional network of biking and walking routes will connect residents and visitors to destinations that matter to them. Finally, it is expected that this plan will serve as a **common work plan across the RFATS region** while also providing action-oriented guidance for local communities to advance their own goals of walkability and bikeability.

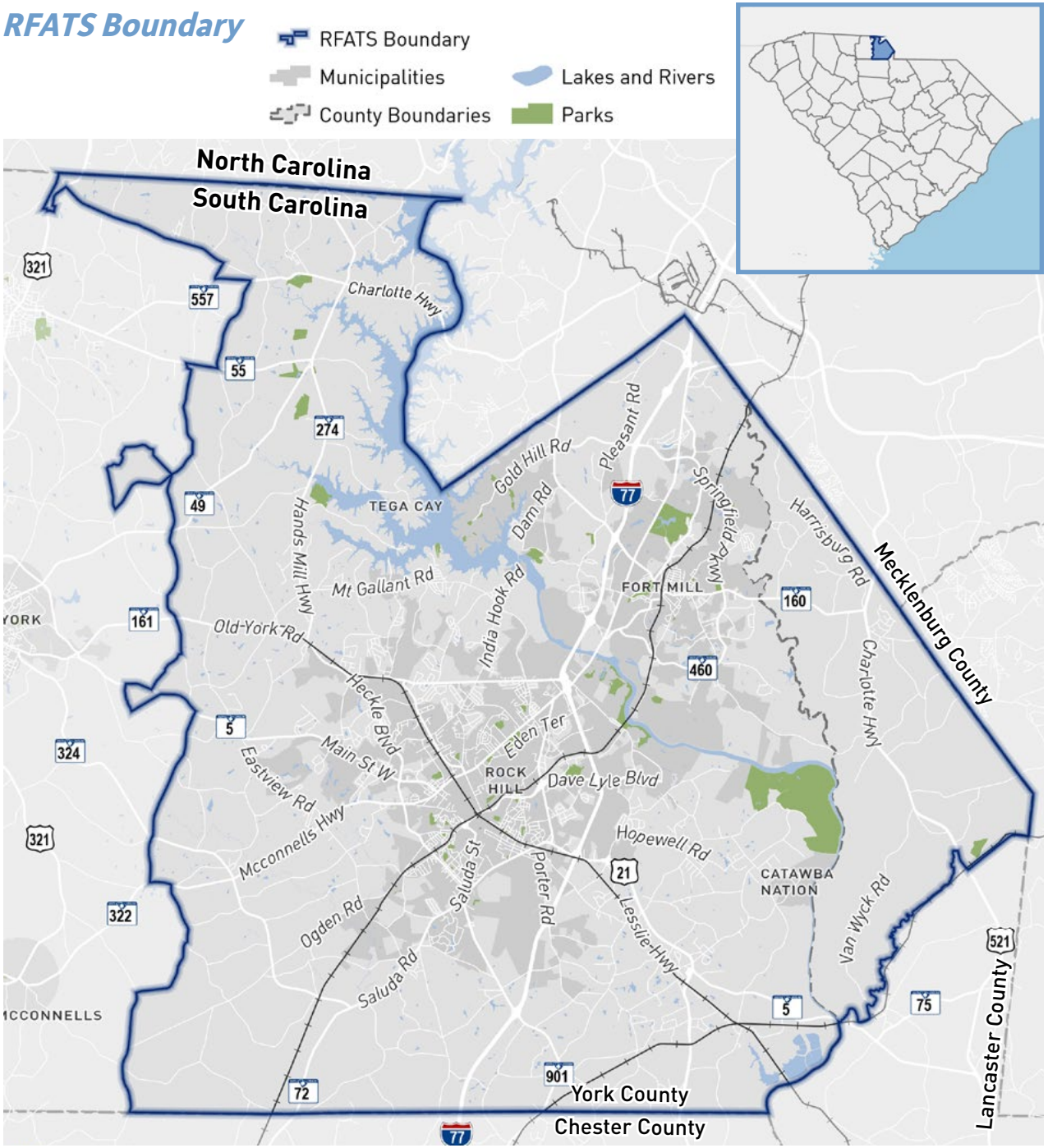
Project Timeline



What is RFATS?

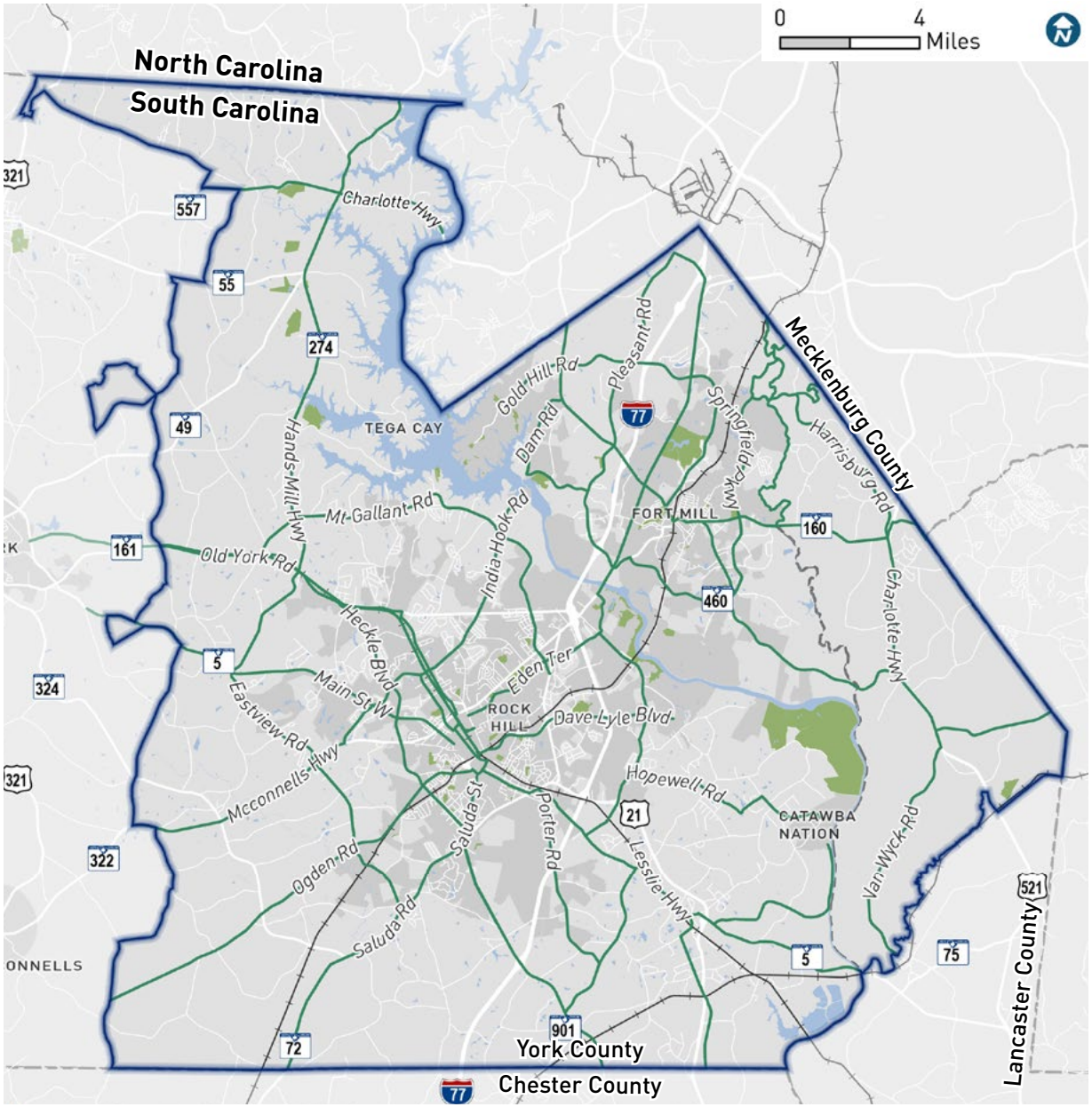
RFATS stands for the Rock Hill-Fort Mill Area Transportation Study, which is an intergovernmental transportation planning organization for eastern York County and the panhandle of Lancaster County, South Carolina. RFATS coordinates a continuing, cooperative, and comprehensive transportation planning process - consistent with guidance from the Federal Highway Administration (FHWA); and in coordination with the South Carolina Department of Transportation, and the Federal Transit Administration. Its overall goal is to plan the most efficient, responsive, and cost effective transportation system for the movement of people and goods within the RFATS Planning Area.

RFATS Boundary



RFATS Priority Network

To provide RFATS with a clear path for advancing regional infrastructure projects, the Priority Network, is the basis for prioritization process. The Priority Network has been developed through stakeholder and community engagement and highlights corridors of regional significance. Development of appropriate multi-modal facilities should be prioritized on these corridors.



Vision, Goals, and Objectives

The infrastructure improvements, policies, and programs recommended in Bike Walk RFATS are shaped by the Plan's vision, goals and objectives. This plan update has built upon prior guidance and incorporated the latest planning assumptions and needs from a range of voices across the planning area. Specifically, the RFATS Technical Team, the Bike/Ped Coalition of York County, RFATS Citizens Advisory Committee, and agency staff. The vision, goals, and objectives were also developed through

- Input received during broad public outreach
- Existing vision and goal statements of prior planning efforts
- Nationally recognized performance measures for pedestrian and bicycle planning

The following is a vision statement and related goals and objectives for Bike Walk RFATS. The objectives provide a basis for establishing performance measures, allowing RFATS and its jurisdictions to evaluate progress towards implementing the Plan's recommendations.

Vision Statement

Bike Walk RFATS envisions a region of **healthy, vibrant, and prosperous communities** that support daily mobility and access needs efficiently and effectively for all users of the transportation system.

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 planning area**.

Because our transportation system needs to move people, and not just vehicles, **walking, biking, and transit are critical transportation modes, and investment priorities**. They are also integral to implementing sound strategies for congestion reduction, improved air quality, roadway safety, and economic opportunity.

Click here to view the Long Range Transportation Plan and the associated goals and objectives for Active Transportation!

Goals and Objectives

Choice & Access: People of all ages, abilities, and socioeconomic status can safely and conveniently access places to live, work, play, and learn in RFATS.

- **Prioritize mode choice** enabling more trips to occur without the use of a car.
- Prioritize multi-modal connections that **leverage investments by linking modes**.
- Create **seamless active transportation connections to regional destinations** including current and future employment/ commercial centers, educational institutions, and recreation/civic venues.
- Leverage the existing walkway, bikeway, and trail facilities by **creating connections to residential areas** and to one another.
- **Support the implementation of transit availability across the planning area,** and related strategies to provide complete range of mobility options.
- Invest in a transportation system that includes **a range of options for low-income and minority populations**.
- Connect bicycling and walking infrastructure improvements with existing and future transit stops and park and ride locations for **last-mile linkages and bike and ride opportunities**.
- Establish short-term and long-term **bicycle parking at major destinations**, employment centers, educational institutions, and park & ride locations in the RFATS region.
- Prioritize **walking and bicycling improvements near schools**, health services, and sources of healthy foods.

Economic Advancement: People choose to live, visit, and spend money in RFATS communities.

- **Leverage trails and other facilities as both transportation linkages and recreational and visitor attractions**, including the Carolina Thread Trail, York County Bike Routes, Riverwalk, Velodrome, and Anne Springs Close Greenway.
- Support **active transportation strategies to improve air quality** for the RFATS region for maintenance of the current ozone attainment status.
- **Couple downtown and commercial corridor revitalization efforts with improvements to pedestrian safety** and comfort to bolster vibrant retail-friendly spaces and attract foot traffic.

- **Incorporate walkability, outdoor recreation, active lifestyles, and bicycle tourism** within local and regional branding and marketing campaigns.

Growth & the Built Environment: RFATS communities welcome investment that contributes to the local character and quality of life, preserves scenic qualities and natural resources, and provides practical transportation solutions.

- Support the implementation of **land use policies to encourage transit supportive development** patterns along the future rapid transit corridor (US 21).
- Promote better integration of land use and transportation planning that will support **growth patterns that maximize efficient use of the transportation system.**
- Encourage **efficient and compact growth in urban areas** to support walkable, bikeable distances to destinations.
- Seek **consistency in land use and growth strategies** among counties and municipalities within RFATS.
- **Prioritize community character and quality of life** as a critical outcome of growth strategies and development regulations.
- **Support member jurisdictions** in establishing and implementing policies to require pedestrian and bicycle facilities and connections in private developments.

Excellence in Design: RFATS communities recognize the value of placemaking through design, the cost-effectiveness of getting it right the first time, and the critical need to design safe and inviting spaces that will attract users.

- Capitalize on **Pennies for Progress project investments** through incorporating high quality streetscapes and pedestrian and bicycle facilities.
- Incorporate **intersection safety and accessibility improvements** for pedestrians and bicyclists within corridor improvement projects.
- Establish a regional network of urban and suburban **trails and shared-use paths that meet current best practices** for safe, comfortable, and inviting design.
- Create **consistency in the design, look, and feel** of the walkway, bikeway, and trail network across RFATS.
- Encourage planning partners within RFATS to **utilize state and national best practice design guidelines** for walkways, bikeways, and trails.
- **Design bikeways to meet the needs of and encourage use by the "interested but concerned"** type of bicyclists.
- **Meet ADA/PROWAG guidelines for accessibility** of all sidewalk, intersection, and shared-use path development and improvements.

Encouragement, Education, and Enforcement: Bicycling and walking activity levels increase as a result of community awareness of biking and walking opportunities, educational campaigns, and effective enforcement strategies.

- **Establish programs that increase citizen and visitor knowledge** of existing walkway, bikeway, and trail facilities.
- Identify non-profit and private sector partners to lead **community-based education and encouragement programs**.
- **Support travel demand management programs** to encourage and incentivize trips made through modes other than the single occupancy vehicle.
- Support SCDOT and USDOT roadway network safety programs with identified strategies for **eliminating traffic fatalities**, across all transportation modes.

- Provide a range of **technical training opportunities** for planning area members regarding the **benefits of multi-modal transportation and successful strategies for implementation**.
- Generate awareness among motorists, bicyclists, and pedestrians of their rights related to safe and courteous use of roadways.
- Provide **educational opportunities and encouragement programs specifically targeted to the "interested but concerned" group** of existing and potential bicyclists, including families and children.
- Ensure that **education and encouragement** programs for transit, walking, and biking **reach all socioeconomic groups, geographic locations, and walks of life**.
- Expand **safe routes to school efforts** with infrastructure improvements.
- Educate the public on the range of people who engage in walking and bicycling.

Evaluate & Measure Impacts: Data and community-wide impacts related to walking and bicycling activity and the active transportation environment are collected, measured, evaluated, and communicated.

- **Maintain a region-wide GIS database** of existing and proposed pedestrian, bicycle, and trail facilities.
- **Conduct an analysis of pedestrian and bicycle collisions** every three (3) years to identify trends or changes in safety based planning and priorities.
- Connect health, pedestrian and bicyclist safety, and quality of life with the RFATS project selection process.
- **Evaluate bicycle and pedestrian activity bi-annually**, including site-specific studies of active transportation improvements.
- Produce **annual reports summarizing progress** towards implementation of Bike Walk RFATS programmatic, policy, and infrastructure recommendations.
- Inform elected officials of measured impacts and trends.

- Work with Chambers of Commerce, Convention & Visitors Bureaus, Parks & Recreation, Economic Development **agencies and other partners to evaluate the economic and hospitality industry benefits from active transportation and outdoor recreation investments**.

Funding & Implementation: Bike Walk RFATS is a dynamic plan with a committed team of staff and officials actively promoting its vision, identifying funding and partners, and incrementally implementing its recommendations.

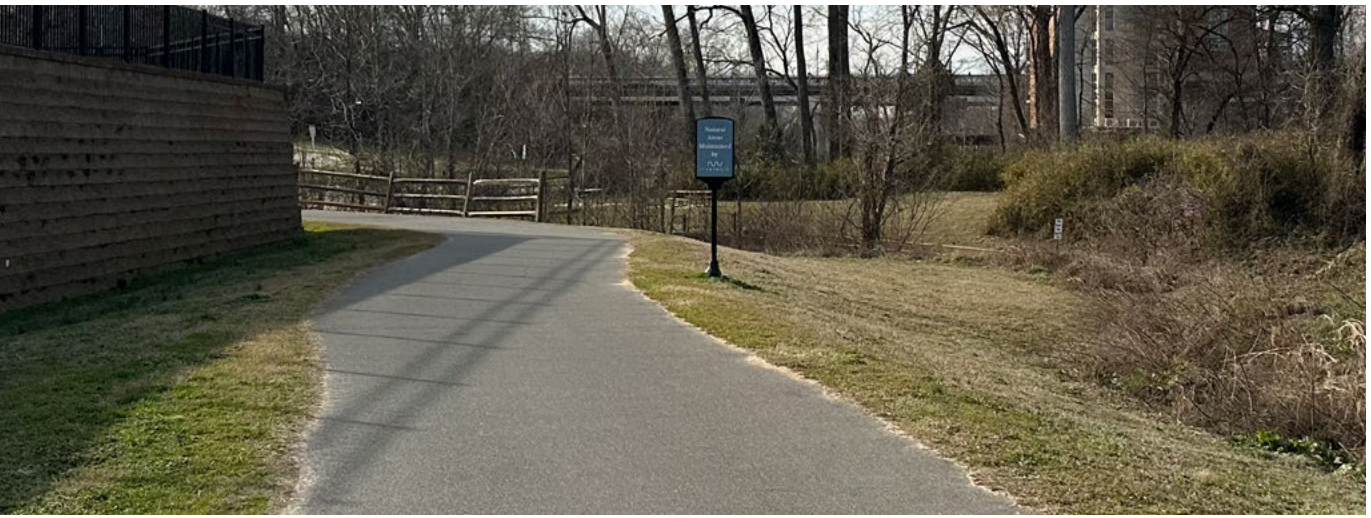
- **Identify temporary demonstration projects and near-term feasible improvement projects** that can be implemented within 18 months of plan adoption to serve as catalysts for further investment.
- Work with jurisdictions and departments across the planning area to **achieve broad operational capability and coordination that will generate good planning outcomes.**
- **Improve coordination among municipalities and counties** for multi-modal planning, design, and investment.
- Establish **dedicated funding amounts and fundraising goals** for implementation of the Plan.
- Incorporate pedestrian and bicycle accommodations in planned improvements to roads and corridors.
- Incorporate bicycle facilities in state and local maintenance and pavement marking projects, where feasible.

Previous Plan Review - Key Themes & Findings

A full summary of previous plans relevant to the Bike Walk RFATS Update can be found in Appendix A.

The project team reviewed the following plans to inform the update:

- Fort Mill High School Area Neighborhoods Walkability Assessment (2024)
- Carolina Thread Trail Feasibility Study (2024)
- Fort Mill Trail Master Plan (2023)
- York County Pennies for Progress Citizen Survey (2023)
- SC Statewide Bicycle and Pedestrian Safety Action Plan (2022)
- 2050 RFATS Long Range Transportation Plan (2021)
- SCDOT Complete Streets Policy (2021)
- Seam Trail Plan (2021)
- SCDOT 2040 Statewide Multimodal Plan + State Bike Routes (2020)
- Connect Rock Hill Bike/Ped Master Plan (2017)
- Bike Walk RFATS (2016)
- RFATS Urbanized Area Transit Implementation Study (2015)
- York County Bicycle Route Map (2015)
- Lancaster County Comprehensive Plan 2014-2024 (2014)
- Carolina Thread Trail Master Plan - Lancaster & York Counties (2009-2011)



Common themes across the plans include:

- **Providing a range of choices for transportation with connections to major community destinations** is a key implementation strategy that could improve mobility, quality-of-life, recreation, and economic development.
- **Expanding transit services** would create mobility for all, promote higher ridership, and better access across the RFATS Planning Area.
- **Expanding bicycle and pedestrian facilities** to provide mode choices. With the expansion of the Carolina Thread Trail, hundreds of miles of trails would be created, providing recreational opportunities, improvement of health, economic development, and better access.
- **Prioritizing roadway user safety and community access and mobility**, as well as seeking cost-efficient strategies for implementation is critical to ensuring that available funding and agency practices best serve the goals and strategies of existing, adopted plans.
- **Funding and implementation have been identified as primary challenges**.

Network Recommendations

Network Recommendations

Approach to Network Recommendations

The network recommendations of Bike Walk RFATS establish an updated regional vision for a network of primary routes for regional biking and walking connectivity, active transportation mobility, and a list of priority projects for implementation. Developing the recommendations included a multi-step process involving ongoing dialogue with RFATS staff, county and municipal staff, the RFATS Technical Team, and other stakeholders. The process relies upon community outreach, and data-driven analysis.

Network Goals

The proposed network seeks to:

- Reflect the Plan vision, goals, and objectives
- Address the needs of pedestrians and cyclists of all ages and abilities
- Respond to the Planning Area's continued growth, investment, and change in the built environment
- Integrate appropriately with future land uses
- Balance the transportation system through considering all roadway users, including motor vehicles, freight, and future transit
- Develop appropriate parallel routes wherever major arterials do not allow for near- or mid-term inclusion of safe and comfortable bicycling or walking facilities
- Identify an active transportation system and capital projects of regional significance which are aligned with RFATS planning and funding

Network Guiding Principles

Beyond the mapped infrastructure improvements, the Plan also recommends the following guiding principles, which are especially relevant to RFATS given the rate of new development, roadway capital projects, and planning for the construction of new roadways in the future:

1. **Every arterial and collector road** in developed or developing areas **should include at a minimum a continuous, buffered sidewalk or shared-use path** serving pedestrians on one (collectors) or both sides (arterials).
2. **Every arterial and collector road** in developed or developing areas **should include at a minimum a continuous, buffered bike lane or shared-use path** serving bicycles on one (collectors) or both side (arterials).
3. **Every bridge** (including interstate, railroad, and highway overpasses) **should provide passage for persons traveling on bike and on foot**.
4. **Intersection and crossing improvements** to provide safe access for active transportation users should be made a **part of all non-interstate roadway projects where sidewalks are planned or exist**.
5. **Land use and subdivision regulations at the county and local level** will remain critical to successfully establishing a bike and walk-friendly environment and infrastructure.
6. **Expanded transit service availability** will be an important component of an effective and balanced transportation system supporting active transportation.
7. Projects on the Regional Priority Network and in local municipality plans should be prioritized for construction.
8. The proposed **Carolina Thread Trail network** is an important part of the long-term vision for active transportation and outdoor recreation in the region. Segments of the CTT network should continue to be implemented collaboratively by planning partners.

Figure 1. Example of a Sidewalk
Source: Bolton & Menk

Network Development

Development of the network recommendations is an iterative and collaborative process. The active transportation system must establish seamless, connected routes that link people to their destinations and across long-distances within the region. Recommended linear projects must consider the existing environment, as well as the planned or expected future context. The needs of all roadway users, including the safety and comfort of people traveling on foot and by bike, must be balanced with roadway characteristics and corridor constraints. The outcome of this process, which necessarily involves allocating a finite amount of shared space among roadway users that are at times incompatible, is a practical approach to establishing a network over time. Recognizing constraints that may arise within a fast changing environment, **Bike Walk RFATS should be viewed as a dynamic planning document.** Each project should be evaluated to best meet the intent of the recommendation as it moves from concept to design, engineering, and implementation.

Regional Priority Network

Bike Walk RFATS identifies a network of priority routes for active transportation across the region. The priority routes network highlights corridors of regional significance and, where possible, suitable to an all-ages-and-abilities user group.

The Regional Priority Network facility recommendations take into account local planning efforts and regional needs to provide community-to-community connectivity that RFATS supports as the regional transportation planning agency.

Table 1. Total Mileage by Facility Type for Primary Routes Network

Asset Type	Mileage	Percent
Shared-Use Path/Sidepath	179.51	69.00%
Greenway	26.95	10.36%
Bike Lane	3.25	1.25%
Sharrow	1.20	0.46%
Sidewalk/ Sharrows	0.57	0.22%
Sidewalk	2.84	1.09%
Shoulder Improvements	45.83	17.62%
Total	**260.15**	**100%**

Facility Types

Below are descriptions of facility types recommended for the Regional Priority Network.

Shared-Use Path/Sidepath

Shared-Use Paths (SUPs) are two-way, multi-use facilities physically separated from motor vehicle traffic. They are used by both cyclists and pedestrians and are commonly located in parks, natural areas, or alongside roadways. (If located along a roadway these facilities are typically referred to as a Sidepath.) SUPs provide a low level of user stress by eliminating interactions with motor vehicles.[1]

Greenway

A greenway is a linear facility that can connect parks, nature reserves, cultural features and other natural resources. This type of facility offers a low-stress environment for commuting and recreational users. This facility may run parallel to a roadway but often times does not, instead following natural features such as streams and rivers.

Figure 2. Example of a Sidepath

Figure 3. Example of Greenway (Anne Springs Close Greenway in Fort Mill, SC)

Source: ascgreenway.org

1 - Public Right-of-Way Accessibility Guidelines. (2023). R3 Technical Requirements. Washington, DC.

Bike Lane

A bike lane is a space dedicated for cyclists that can be visually or physically separated from motorized traffic. Visually separated lanes use pavement markings and signage to delineate the roadway. Visually separated lanes may offer less comfort to cyclists than physical separation from vehicles and pedestrians. These lanes may be separated by curbs, bollards, planters, and/or parked vehicles which reduces the risk of collision with vehicles.

Sharrow

A sharrow, short for "shared lane marking" is a painted symbol on the roadway that indicates a shared lane environment between motorists and bicyclists. Sharrows are often used on roadways where there is not enough room for dedicated bike lanes and on low-stress roadways, such as local neighborhood streets. These offer the least amount of protection to cyclists from vehicles.

Figure 4. Example of Visually Separated Bike Lane
Source: bikecleveland.org

Figure 5. Example of Physically Separated Bike Lane
Source: ruraldesignguide.com

Figure 6. Example of Sharrows
Source: bmtsonline.com

Sidewalk

A sidewalk is a paved path designed for pedestrians that is typically vertically separated from vehicular traffic. This facility may also be separated by a planted buffer or may be located at the back of curb. Sidewalks are typically recommended to be 6ft wide, but can be 5ft wide at a minimum.

Shoulder Improvements

The recommended network includes proposed improved paved shoulders on rural roadways in the region, which provides for increased safety and comfort for pedestrians, cyclists, and motorists. Recommended shoulder widths should be determined based on roadway characteristics (traffic volumes, speeds, percent trucks, etc) and the goals of SCDOT and regional partners. Based on the thresholds established through SCDOT's Engineering Directives and guidance in the latest AASHTO Bike Guide and other national guidance documents, recommended shoulder pavement width may vary from two to six feet. Many of these shoulder projects can likely be implemented in coordination with SCDOT's standard maintenance and repaving schedule.

Figure 7. Example of a Sidewalk

Figure 8. Example of an Improved Shoulder

Source: ruraldesignguide.com

Considerations for Bikeway Facility Type

Figure 9 provides guidance on the preferred bicycle facility type which is based on motor vehicle volumes and speeds on the roadway. Due to a host of possible constraints, it may not be possible for the recommendations outlined in this plan to be followed in all instances. If a facility cannot be implemented as recommended, RFATS, its member jurisdictions, and SCDOT should strive to implement an equivalent facility type for the roadway or corridor that meets local demands and provides safe passage of pedestrians and/or bicyclists. Some recommended improvements may require unique or tailored implementation strategies.

Figure 9. Preferred Bikeway Type for Urban Core, Urban, Suburban and Rural Town Contexts
Source: AASHTO Guide for the Development of Bicycle Facilities 5th Edition (2024)

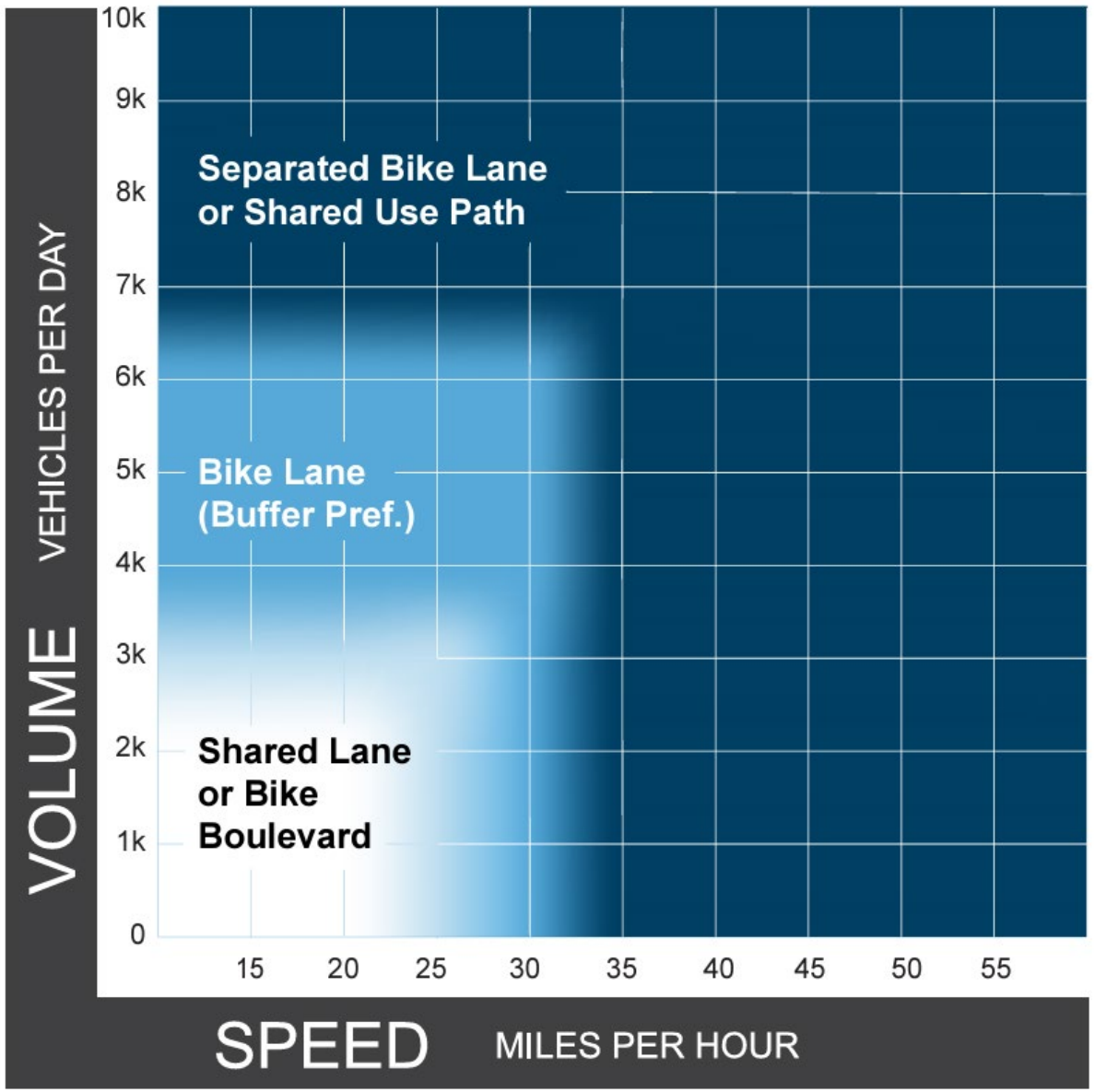
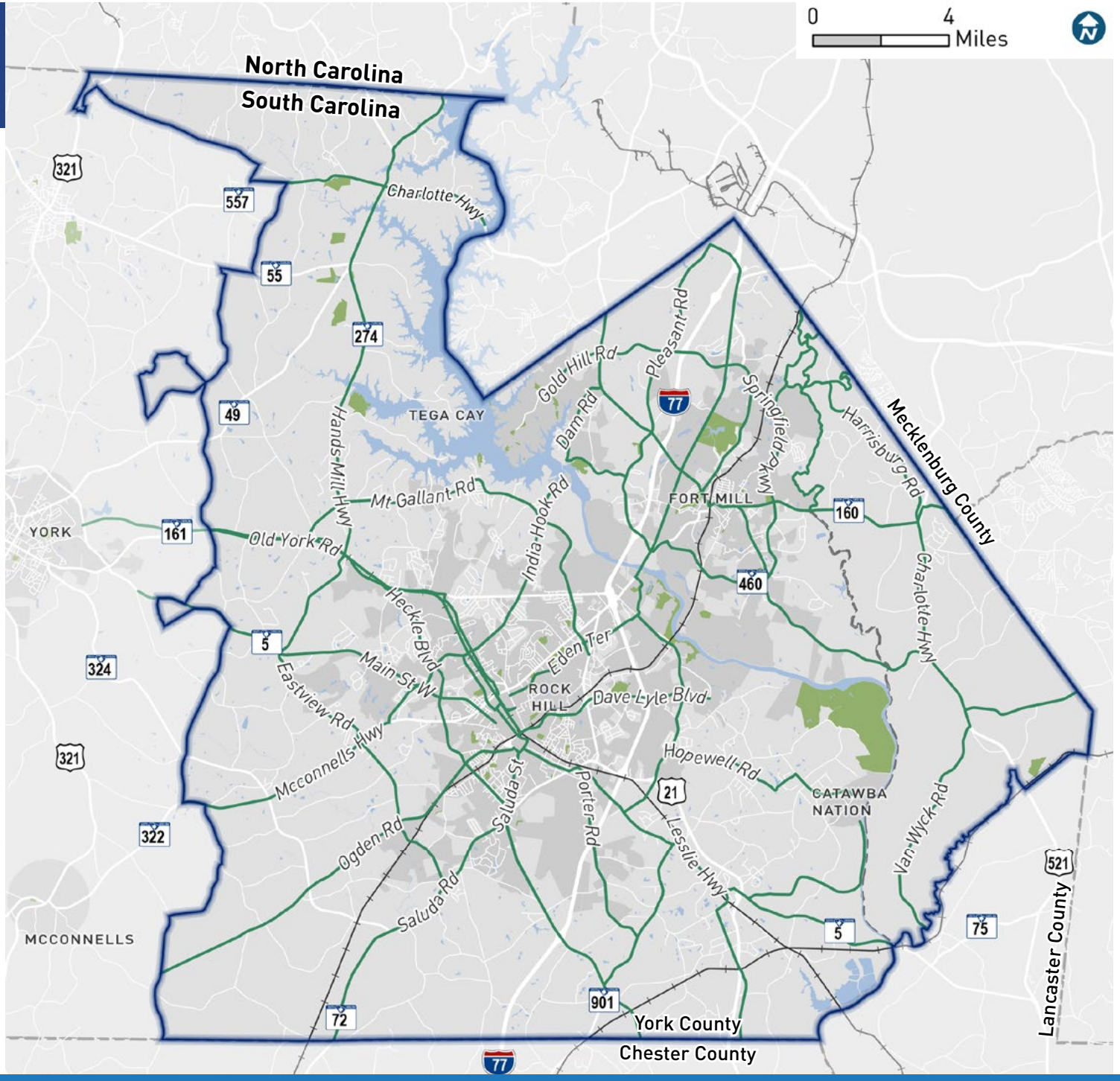


**Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.*

Regional Priority Corridors

- Regional Priority Corridors
- Lakes and Rivers
- Parks
- RFATS Boundary
- Municipalities
- County Boundaries



Regional Priority Network by Facility Type

- Shared-Use Path/Sidepath
- Greenway
- Bike Lane
- Sharrow
- Sidewalk
- Shoulder Improvement
- Carolina Thread Trail Feasibility Alignments
- Parks
- RFATS Boundary
- Municipalities
- County Boundaries

Asset Type	Mileage	Percent
Shared-Use Path/Sidepath	179.51	68.61%
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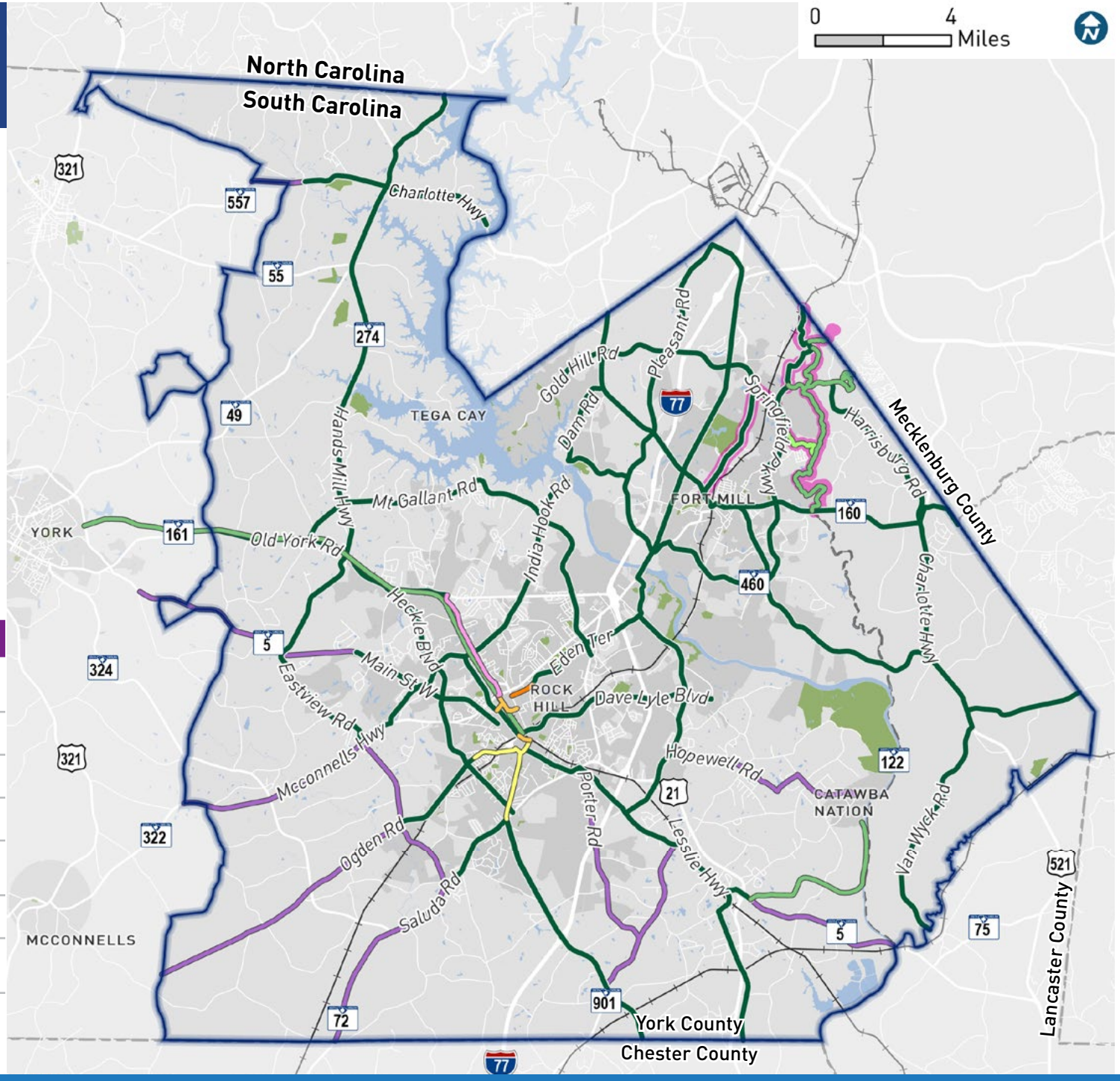


Prioritization

Prioritization Strategy

Project prioritization isn't just about providing clear implementation guidance; it also ensures that implementation offers the highest return on investment and aligns with the Plan's goals.

Prioritization Framework

The framework for the prioritization process is anchored within the following key parameters:

- Prioritizing projects of regional significance
- Prioritizing pedestrian and bicycle projects together, rather than separately
- Using prioritization criteria that are data-driven and measurable within GIS

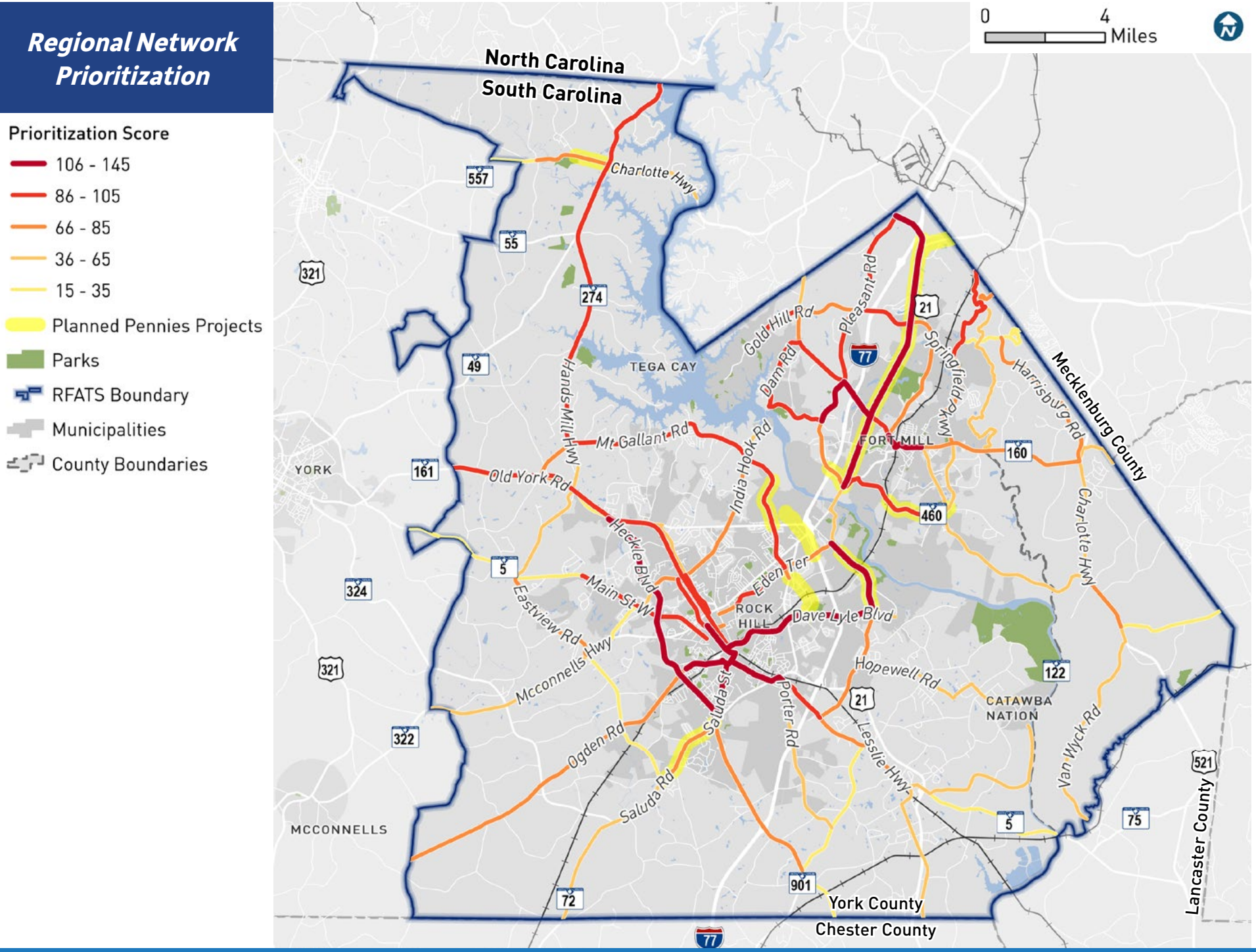
The Priority Network is divided into project segments which are then individually scored based on a set of project criteria and associated weights. Prioritization factors and weights are based upon input that the project team received from the RFATS Technical Team, the Project Advisory Group, the public, and other key project stakeholders.

The goals of prioritization are to ensure that:

- Projects of greatest need and benefit are implemented first,
- Implementation capitalizes on programmed investments and leverages new infrastructure, and
- Improvements are focused on network connectivity and access.

The **Top 12 Priority Projects** and their specific cost estimates are presented in Table 4 in the following section, Cost Estimates.

Regional Network Prioritization



Prioritization Methodology

Prioritization variables and points were determined by updating the prioritization criteria based on Technical Committee feedback and looking at current conditions in the region (See Existing Conditions). After the variables and points were finalized, a Python script was written to assign points to the regional bike and pedestrian network. A series of buffers and intersects were used to assign points for each variable to the network segments. All points were summed to get the total prioritization points for each corridor in the regional network. The maximum possible number of points was 200 and the final range was 20 (lowest priority) to 145 (highest priority). These criteria and weights can be seen in Table 2.

Table 2. Prioritization Criteria and Weights

Criteria	Description	Input Source	Measurements	Points	Maximum Possible
Safety	Improves high crash corridor or intersection	Pedestrian and Bicycle Collision Analysis	More than one collision has occurred at the segment or intersection in the last five years for where there is data	25	30
	Serves most vulnerable road users	Bike Walk RFATS Recommended Network	Project is pedestrian-only improvements	5	
Active Transportation Demand	Within a corridor of high demand for walking and bicycling trips	Composite Analysis of Bicycle and Pedestrian Demand	Project segment is designated as high demand	20	20
			Project segment is designated as medium demand	15	
Feasibility	Relative ease of implementation based on planning-level factors available in GIS	RFATS GIS data of Pennies for Progress and TIP projects; RFATS GIS data of previously proposed facilities; SCDOT GIS data of road ownership	Programmed for funding through Pennies for Progress or TIP	10	20
			Proposed improvements are previously proposed (not including CTT route)	5	
			Project is off-street or road is not owned by SCDOT	5	
Economic Development & Tourism	Provides direct access to regional attractions	Opportunities & Constraints Analysis and Mapping; RFATS GIS data of regional routes	Project touches an identified regional attraction such as Carowinds, GameON, Cross-Charlotte Trail, Anne Springs Close Greenway, or the Rock Hill Outdoor Center and Giordana Velodrome	15	25
			Project is on a designated York County Bike Route or Carolina Thread Trail Route	10	
Leveraging Investments	Closes a gap in the existing sidewalk, bikeway, and/or trail network	RFATS GIS data of existing facilities	Project touches two existing sidewalk, bicycle, and/or trail facilities	25	25
	Connects to a programmed project	RFATS GIS data of Pennies for Progress and TIP projects	Project segment or intersection touches a funded project with sidewalk, bicycle, and/or trail facilities	5	5
	Provides direct access to areas of planned commercial and retail investment	County Comprehensive Plans	Project touches York County or Lancaster County Comprehensive Plan designated "centers and corridors"	10	10
Network Quality	Creates opportunities for walking and biking on more suitable corridors	Composite Analysis of Bicycle Level of Traffic Stress (BLTS) and Pedestrian Level of Service (PLOS)	Project segment is designated as medium stress	5	10
			Project segment is designated as low stress	10	
Local Access	Provides direct access to local schools and parks	RFATS GIS data of all public schools and city or county parks	Project is within 0.25 mile of a public elementary, middle, or high school or city or county park facility (cumulative score up to 2 locations)	10	20
	Provides direct access to a community downtown	Opportunities & Constraints Analysis and Mapping	Project is within 0.25 mile of the central point of a municipality	10	10
Equity & Transit Access	Impacts areas with high concentrations of vulnerable populations Improves access to current transit and proposed future BRT	Equity Analysis & Mapping	Project is within highest two tiers of composite equity analysis	15	15
		RFATS GIS data of designated park & ride facilities; MyRide Bus Routes; RFATS BRT study	Project is within 0.25 mile of a park & ride location or a MyRide transit stop	5	10
			Project touches US 21 proposed bus rapid transit corridor or SC 160 corridor	5	
					200

Cost Estimates

Cost Estimates

Based on the results of the prioritization analysis, the project team developed high level cost projections for the highest priority projects.

Cost Estimate Methodology

Planning-level cost estimates provide a useful metric for assessing relative cost of implementing priority project segments. Cost estimates for projects were generated from a variety of sources including SCDOT 2025 and 2024 Bid Tabulations and recent projects in the region.

Cost estimates for typical facilities are presented on the following pages in Table 3 while Table 4 shows the Top 12 Priority Projects and their cost estimates. While these costs represent averages for pedestrian and bicycle projects in 2024 dollars, note that individual project costs can vary widely based on a number of conditions which are not reflected in estimated unit costs. This includes, but is not limited to:

- Facility design (width, frequency of material placement, demolition)
- Temporary traffic control requirements
- Environmental requirements
- Utility relocation
- Required right-of-way acquisition
- Contractor experience and material availability
- Project length or grouping

These costs do not include additional considerations such as construction mobilization, survey, drainage modifications, utility relocation, lighting, super structures, or modifications to existing driveways. Additionally, the costs found in Table 3 include a 30% contingency to account for fluctuations in material costs.

Table 3: Cost Estimate Summary per Asset Type

Asset Type	Planning-Level Average Cost per Mile		Assumptions
	Low	High	
Sharrow	$66,000.00	$105,000.00	Includes pavement symbols and signing only
Bike Lane	$125,000.00	$301,000.00	Includes on-street bike lane (both sides). No existing pavement markings, maintain existing curb. Requires striping 2 solid double lines, pavement marking symbols, and signage.
Sidepath with Existing Curb	$426,000.00	$1,535,000.00	Includes asphalt or concrete shared-use path at back of curb. No existing pavement markings, maintain existing curb. Requires striping double center line and parking lane, 11 ft trail, pavement marking symbols, and signage.
Sidepath with Curb Change	$1,419,000.00	$2,670,000.00	Includes curb reconstruction, 8ft landscaped buffer and 11ft asphalt or concrete shared-use path at back of curb. No existing pavement markings. Requires striping double center line, 8ft fill, 11 ft trail, pavement marking symbols, and signage.
Sidewalk	$423,000.00	$705,000.00	Includes 5 ft concrete sidewalk, clearing and grubbing and earthwork. No work to roadway or signage.
Shoulder Improvement	$1,486,000.00	$1,871,000.00	Includes saw cut, 4 ft paved shoulder with embankment (both sides). Signing and striping.

**Does not include construction mobilization, survey, drainage modifications, utility relocation, lighting, super structures, or modifications to existing driveways.*
**Unit prices per SCDOT 2025 and 2024 Bid Tabulations and recent regional projects.*
**All costs are per mile in 2024 dollars.*

Table 4: Top 12 Priority Corridor Projects

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Estimated Segment Cost		Planned Pennies Project?
						Low	High	
145	Ogden Road/ Hampton Street	Barnes Street	Saluda Street	Bike Lane	1.22	$160,000	$370,000	No
140	E Black Street	Elizabeth Lane	Porter Road	Shared-Use Path	1.60	$690,000	$2,460,000	No
140	U.S. Highway 160	Old Nation Road/U.S. Highway 21	Dobys Bridge Road	Shared-Use Path	1.13	$1,600,000	$3,010,000	No
130	White Street/ Elizabeth Lane	White Street	Johnston Street	Bike Lane	.40	$50,000	$130,000	No
125	Dave Lyle Boulevard	White Street	Red River Road	Shared-Use Path	4.41	$4,080,000	$9,280,000	No
125	Saluda Street	Johnston Street	Saluda Street/ Albright Road	Bike Lane	1.63	$210,000	$500,000	No
115	U.S. Highway 160	Sutton Road/ Pleasant Road	U.S. Highway 21	Shared-Use Path	1.18	$510,000	$1,810,000	No
115	U.S. Highway 21 Bypass	Pleasant Road	Springfield Parkway	Shared-Use Path	3.30	$3,050,000	$6,940,000	Yes
115	U.S. Highway 21 Bypass	U.S. Highway 160	Sutton Road/ Spratt Street	Shared-Use Path	2.07	$1,920,000	$4,360,000	Yes
115	Sutton Road	U.S. Highway 160	New Gray Rock Road	Shared-Use Path	1.30	$560,000	$2,010,000	No
115	Heckle Boulevard	Old York Road	Albright Road	Shared-Use Path	6.62	$2,820,000	$10,160,000	No
115	White Street/ Elizabeth Lane	Columbia Avenue	Dave Lyle Boulevard	Sharrow	0.29	$20,000	$40,000	No

**See previous Table for asset type cost estimates and assumptions.*

Program and Policy Recommendations

Programs and Policy Recommendations

A "top ten" list of priority Program and Policy recommendations for RFATS are outlined here, and are tailored to meet the unique needs of the region. Recommendations build upon the previous Bike Walk RFATS plan, public input, and analyses and are intended to be supported and complimented by a broader range of programs and policies developed at the municipal and county level.

Programs

Annual Active Transportation Summit

An Active Transportation Summit can promote safer, healthier, and more vibrant communities across the RFATS region. In its role as regional convener, RFATS can host a half- to fullday workshop that provides a venue for dialogue related to designing and building Complete Streets, local active transportation initiatives, and funding opportunities and strategies. An annual summit would provide an opportunity to share an annual benchmarking report of Plan implementation and measured outcomes. The event should be oriented towards city and county officials, staff, planning commission members, citizen advocates, local public health professionals, and community members of the RFATS region.

Regional Coordination of Safe Routes to School

Safe Routes to School (SRTS) is a national effort to encourage students and families to walk and bicycle to school, improving transportation safety through targeted infrastructure improvements and enforcement, walking and biking safety education, and encouragement programs.

While SRTS efforts focus on transportation and behaviors at individual schools, a regional approach for SRTS can help practitioners coordinate their efforts better, establishing best practices and reducing administration and program development costs.

Regional support for SRTS by RFATS could take the form of:

- Coordinating efforts between jurisdictions and districts, helping practitioners build on lessons learned from work being done in similar communities
- Developing a central repository of information about SRTS, from mapping, planning efforts, and funding to participation
- Providing guidance for consistent SRTS data collection and reporting throughout the region, enabling local programs to quickly and efficiently collect data and report back to the public
- Supporting local efforts by promoting SRTS, whether via a regular progress report, outreach/informational materials, or campaign materials
- Providing technical assistance to the schools or districts with the most disadvantages, to ensure that all students have access to resources and can take advantage of them
- Building local capacity for implementation by creating template materials and guidebooks and/or providing trainings to help local programs understand the toolkit of SRTS activities

Regional Active Transportation Safety Plan

This recommendation was developed and brought forward from the 2016 Bike Walk Plan. RFATS will embark on a regional Safety Action Plan in 2025, which will build upon this work by establishing internal processes for evaluating safety needs of people

walking, bicycling, and using transit, addressing unsafe conditions, identifying unsafe behaviors of all roadway users, and prioritizing roadway investments based on safety improvements for vulnerable roadway users.

Since pedestrian and bicycle crashes tend to occur along corridors and infrequently occur at the same location more than once, RFATS is well-suited to addressing safety concerns on a system-wide basis.

Many regional safety plans focus on proven safety countermeasures for walking and biking. However, plans may also incorporate recommendations for improving land use, regional transportation access, or other elements to create a comprehensive approach to pedestrian and bicycle safety. A regional safety plan should be data driven, with clear goals and performance measures to frequently evaluate progress. A safety analysis should assess regional crash distribution, risk factors, crash types, and disproportionately affected geographic areas. Recommendations should outline best practices for improving safety at crash hotspots and on dangerous corridors.

Regional Pedestrian and Bicycle Count Program

Understanding existing demand, trends in activity, and user needs is critical to improving the environment for active transportation. Count technology has rapidly advanced in recent years. Cameras, infrared sensors, inductive loops, thermal imaging, and pneumatic tubes are all used frequently to conduct counts in various contexts.

Bicycle and pedestrian counts will allow RFATS to use hardline data to determine how the roadways within the region currently serve the needs of bicyclists and pedestrians. RFATS should conduct bike and pedestrian counts to establish a baseline and install permanent bike and pedestrian counters to monitor changes over time. Having count data can inform prioritization of investments, measure the impact of improved bicycle and pedestrian facilities, and provide a useful tool for communicating the need for additional improvements.

Figure 10. Bicycle Counter in San Fransisco, California
Source: SFMTA

Examples of count program ideas at the regional level include:

- Providing bike and pedestrian counting manuals
- Creating funding incentives to communities that include permanent counters in project application scopes
- Collaboration with local organizations to enlist volunteers for count deployment
- Loaning count equipment to local governments
- Coordinating annual counts on regionally significant trails

Region-Wide User Maps & Guides

York County has successfully led a collaborative effort to develop and promote countywide bicycling routes. Outdoor recreation destinations (such as the Velodrome, Game On, Riverwalk, and others) serve as key attractions across the RFATS region. RFATS has the opportunity to build upon this and develop public-facing materials that reflect the existing active transportation and outdoor recreation network and describe comfortable and inviting routes to local and visitor destinations. As a regional planning agency, RFATS can convene municipal and county agencies across the area, as well as economic development and tourism partners.

As the RFATS region grows its network of facilities for bicycling and walking, RFATS should develop an active transportation map and distribute it to residents and visitors both in print and online; hard copies could be available for free or for a small charge at civic buildings, local bike shops, gyms and recreation centers, and at other businesses. The map should show where existing bike lanes, sidewalks, trails, and other facilities are located and help to guide people to enjoyable routes and destinations; safety tips and links to local resources are also valuable additions. The map should be updated on a regular basis to reflect the most current facilities. An online route planning tool could be integrated with the map data of existing facilities and routes to help citizens plan trips on foot, by bike, and by transit. As transit services in the region increase, these resources could be developed as part of or as a complement to local transit-planning resources (e.g. a smartphone application or online route-planning tool).

Professional Training Opportunities

Professional development courses provide training to transportation and other professionals who may not have received extensive experience or training in pedestrian and bicycle facilities. Educating professional staff about bicycle and pedestrian issues helps staff understand why and how to include bicycle and pedestrian accommodations in roadway projects and developments. Some trainings have already been offered by RFATS and its member jurisdictions and partners. Expanding professional training opportunities is an adopted goal of Healthy Eating Active Living (HEAL) York County.

New professional training opportunities for RFATS staff and city and county engineers, planners, police, and other staff should be pursued to build off of this progress and teach local professionals about current trends in bicycle and pedestrian design, planning, and implementation. Webinars and courses are available through the Association of Bicycle and Pedestrian Professionals (APBP), the Pedestrian and Bicycle Information Center (PBIC), and others. Sample topics include bicycle and pedestrian design standards, complete streets concepts, how to coordinate with other departments on bicycle and pedestrian projects, and funding opportunities.

Policies

Adoption

Development of Bike Walk RFATS provides active transportation design guidelines for adoption by the RFATS Policy Committee. York and Lancaster counties and each municipality within RFATS should also seek council-adoption of the design guidelines. This step reinforces the value of best practices in pedestrian and bicycle facility design and helps to ensure that roadway and streetscape design, engineering standards, land use regulations, and development requirements reflect the region's vision for walkable and bikeable communities.

Adoption of design guidelines is especially urgent given the high growth rates in the region and funding available for capital transportation projects such as Pennies for Progress. The guidelines provide the foundation for a high-quality network of pedestrian and bicycle facilities. This will create enormous cost-savings for counties and municipalities in the region by incorporating pedestrian and bike accommodations in new roadway projects and planned repaving, resurfacing, and restriping programs. Additionally, applying identical design guidelines throughout the region allows for efficient coordination between municipalities and continuity of active transportation improvement projects across jurisdictional boundaries.

RFATS can advance these standards further by creating a regional Complete Streets typology that provides recommended roadway cross-sections based on land use context, functional classification, traffic volumes, planned development, and transit access. Adoption of the design guidelines and development of a Complete Streets typology can be complemented by adopting a regional Complete Streets Policy.

Regional Complete Streets Policy

The RFATS agency should adopt a Complete Streets policy to ensure all roadway users are considered in the planning, design, engineering, and funding of capital projects. Complete Streets include safe, accessible, and enjoyable conditions for all ages and abilities, whether traveling by foot, bike, transit, or vehicle. The regional policy should compliment SCDOT's Complete Streets Policy that was adopted in 2021. This policy requires SCDOT to work with the state's regional transportation planning partners and regional transit providers to identify and include walking, bicycling, and transit needs as part of their regional visioning plans.

With development of the Bike Walk RFATS Plan and state adoption of a Complete Streets Policy, a Regional Complete Streets Policy will affirm the conviction and readiness of the agency to implement the Plan's recommendations.

RFATS could take the following steps to develop a Complete Streets Policy:

- Build a coalition
- Undertake extensive outreach
- Identify a policy champion
- Develop the policy
- Adopt the policy

Building a coalition will require identifying a broad and diverse base of supporters across the planning area. As a point of reference - this group could be an extension of existing coalitions like HEAL York County or the RFATS Project Advisory Group. Outreach should educate the public and stakeholders on the benefits of Complete Streets and utilize resources such as the National Complete Streets Coalition.

The policy itself should be built around the "10 Essential Elements of a Complete Streets Policy" and should also reflect local needs. A clear implementation plan, with a timeline and oversight committee should be established.

Health and Equity-Based Project Prioritization

The RFATS region should develop a health and equity-based approach to evaluate and prioritize transportation projects. Such policies will reflect the need for transportation mode choice, including safe and convenient opportunities to walk or bike. This effort can be linked to existing initiatives in the community to consider active living and access to healthy foods, such as the programs of Healthy Eating Active Living York County (HEAL York County), South Carolina Department of Health & Environmental Control regional strategies, and the work of the City of Rock Hill to incorporate health directly into its comprehensive plan. The project prioritization approach can also be linked to a regional active transportation safety plan (another recommended program), recognizing injury prevention and reducing traffic deaths as one aspect of community health.

Regional Target Zero Policy Endorsement

Vision Zero is based on the idea that traffic deaths are unacceptable and preventable. With the goal of zero fatalities, a Vision Zero policy for the RFATS region can take a comprehensive approach to protecting vulnerable road users like people bicycling and walking through street design, legislation, education, and enforcement, while making the roads safer for every user. A Vision Zero policy should include an overarching vision for zero traffic fatalities as well as identified action steps to achieve that goal. In 2025, RFATS initiated development of a Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan. As part of the Action Plan, an adoption of a Vision Zero Plan is required to meet federal requirements and be eligible for other SS4A funds.

SCDOT, in conjunction with the South Carolina Department of Public Safety, has established a Target Zero initiative (as part of the state Highway Safety Improvement Plan). An effective RFATS Vision Zero policy will support state efforts outlined within the Target Zero Plan. The RFATS region should work with local municipalities and counties and SCDOT to target the most dangerous corridors and crash hotspots for safety improvements.

Annual Review of Plan by the Land Use and Transit RFATS Sub-Committee

An annual review of the Bike Walk RFATS plan should be conducted to ensure that the Plan is aligned with community needs and that recent policies support the vision and goals of the Plan. Based on this evaluation, recommendations for modifications or new additions would be proposed.

Existing Conditions

Overview of Existing Conditions

RFATS encompasses two of the fastest growing counties in South Carolina,[1] both of which are experiencing rapid economic and population growth.[2] This type of growth has provided new opportunities for establishing RFATS communities as regional destinations as well as vibrant and desirable places to call home.

The RFATS region boasts walkable downtowns and new developments like Baxter Village, Riverwalk, Kingsley as well as many others — along with a small but growing network of shared use paths and trail segments, and a successful focus on bicycle recreation and tourism.

With the updating of the existing Regional Network of Bicycle/ Pedestrian Recommendations across the planning area, RFATS communities will continue their focus on building and strengthening the range of mobility options for improving safety, connnectivity; economic development; and an attractive quality of life for all users of the transportation system.

Beyond the walkable town centers, the two largest communities — the City of Rock Hill and the Town of Fort Mill were founded in an era that preceded the car, but continued to develop across decades where the centrality of the automobile shaped transportation investment and design planning — as occurred in many parts of the country.

For those RFATS communities that developed later, such as the City of Tega Cay and the Lake Wylie area, were both favorably impacted by a water body and the often associated emphasis on outdoor/ recreational activities.

Against this backdrop, the RFATS region continues to reflect an evolving environment with a robust development future that will require a continued focus on efficiency of movement, connectivity, and overall system reliability.

With this in mind, RFATS has established a standing Land Use/Transit Sub-Committee that seeks to par appropriate planning recommendations at the jurisdictional level with broader emphasis points (as outlined in this plan), across the RFATS planning area.

The region's pattern of growth has created an environment where linking and strengthening key destinations among and between different geographic areas will be an integral component to sound planning outcomes for all system users.

The region's economic potential and ability to capitalize on the communities' character and quality of life will be sharply influenced by maximizing outcomes in this area of the planning process.

In short, as RFATS continues to grow over the next 10 years, **maintaining a high quality of life and functioning transportation system will hinge on the region's capacity to connect land use and development decisions with transportation planning, creating a community that is safe and accessible for all ages and abilities, and connecting a signature network of trails with on-street bikeways, walkways**, and community destinations and transit service availability.

1 - http://www.heraldonline.com/news/local/article16438016.html
2 - https://wallethub.com/edu/fastest-growing-cities/7010/

Today's Transportation Network

The primary road network is composed of major State and US highways that run throughout the RFATS region. Key routes that exist within RFATS include Interstate 77 and US Highways 21, 49, and 521. Other major arterials identified as heavily traveled corridors within the RFATS Long Range Transportation Plan are: Celanese Road, SC 160, Gold Hill Road, and Dave Lyle Boulevard.

Transit service within the RFATS region features the following three services:

- York County Access, a demand response transportation service provides basic mobility services to those with special transportation needs as well as area seniors. This service is supported by the City of Rock Hill and York County.
- York County Access (Ride-To-Work Service), provides peak period transportation service for employment oriented trips within the Rock Hill Urbanized Area. Rides must be scheduled at least one day in advance.
- The Charlotte Area Transit System (CATS) offers weekday express bus service to Uptown Charlotte with stops at White Street in downtown Rock Hill, Manchester Village, Baxter Village, and Cabela's Drive.

There is currently no Amtrak station in the RFATS region, although Amtrak has service to Charlotte and Gastonia.

Bike Walk RFATS seeks to understand how people live, work, play, and learn in RFATS communities and how that impacts region-wide active transportation needs and opportunities. To that end, this chapter provides a profile of RFATS' current population demographics and trends, coupled with an analysis of the region's bicycle and pedestrian environment. An assessment of the current transportation system provides a vital step towards developing feasible, context sensitive, and meaningful recommendations for active transportation.

The existing conditions analysis is based on a variety of sources for information and data, including: US Census data, traffic data from RFATS and SCDOT, and stakeholder and public input.

The existing conditions report consists of the following section:

- Who Lives, Works, Plays, and Learns in RFATS
- Regional Mobility
- Regional Economic Profile
- Health & Safety

Demographic and Commute Analysis

The RFATS region is part of the Charlotte- Concord-Gastonia, NC-SC Metropolitan Statistical Area (MSA), which reflects a population of 2.8 million, and is the 22nd largest MSA in the United States.[1] RFATS comprises the southernmost portion of that defined area.

The population within the RFATS region has grown tremendously over the past three decades, including the eastern urbanized portion of York County and the panhandle of Lancaster County. The population of the RFATS region grew from approximately 133,000 people in 2000 to over 200,000 in the year 2010, to **over 270,000 in 2022**.

In terms of age and income, the RFATS region features a higher median household income and a lower median age than the South Carolina median.

Approximately **74% of employees 16+ living in the RFATS region drive to work**, 7% carpool, while 0.4% use transit, 1.4% walk, and 0.1% bike to work.[2] This commute mode share is comparable to MPOs of similar size and context in the southeastern U.S.

The RFATS region has a significant share of **school age residents and college students – 18.2% and 5.0%, respectively**. These age categories (5 to 17 and 18 to 24) represent a user group likely to bike or walk if safe and comfortable infrastructure exists. Recognizing this demographic allows for the development of targeted bicycle and pedestrian infrastructure and programmatic investments.

It is important to note, however, that mode share data is collected through an American Community Survey (ACS) question which asks residents for the "primary" way they get to work. This excludes walking or bicycling commutes that occur as a secondary mode (walking to a bus stop, for example) and also excludes destinations other than work.

The American Community Survey also collects commute time data for those who do not work from home and are age 16+. **15% of RFATS employees have a commute time of 15 to 19 minutes** while another 15% commute for 30 to 34 minutes. A slightly smaller percentage, 13.5%, commute for 20 to 24 minutes.

Low-density, single-use land uses, and sprawling development patterns negatively influence commute times and the walkability or bikeability of a place. If a well-connected, safe, and convenient network for bicycling and walking existed, some car trips could be turned into active transportation trips. Such changes will have a lasting positive effect of reducing traffic congestion, improving physical activity rates, strengthening community ties, and returning travel costs back to individuals and families.

1 - U.S. Census Bureau, Population Division Release Date: March 2024
2 - U.S. Census Bureau, 2018-2022 American Community Survey

Regional Health and Safety

The economic vitality of a region is inextricably linked to the health, welfare, and safety of its citizens. This section provides a picture of health and safety priorities of the RFATS region.

An equity analysis of vulnerable populations in RFATS identifies concentrations of community members most likely to suffer health disparities or who may be forced to walk or bike for daily transportation in conditions that may be unsafe.

The collision analysis provides further insight into areas that experience walking and bicycling activity where roadway users may be vulnerable. It is important to note that perceptions and conditions that deter active transportation and recreation further reduce health outcomes by negatively impacting levels of physical activity.

According to the County Health Rankings program of the Robert Wood Johnson Foundation, 29% of York County and 33% of Lancaster County adults are obese. This correlates to 22% and 24% of adults in each county (respectively) that are not meeting minimum recommendations for physical activity. The report also finds that 77% of the York County population and 55% of Lancaster County residents have adequate access to locations for physical activity.[1]

Equity Analysis

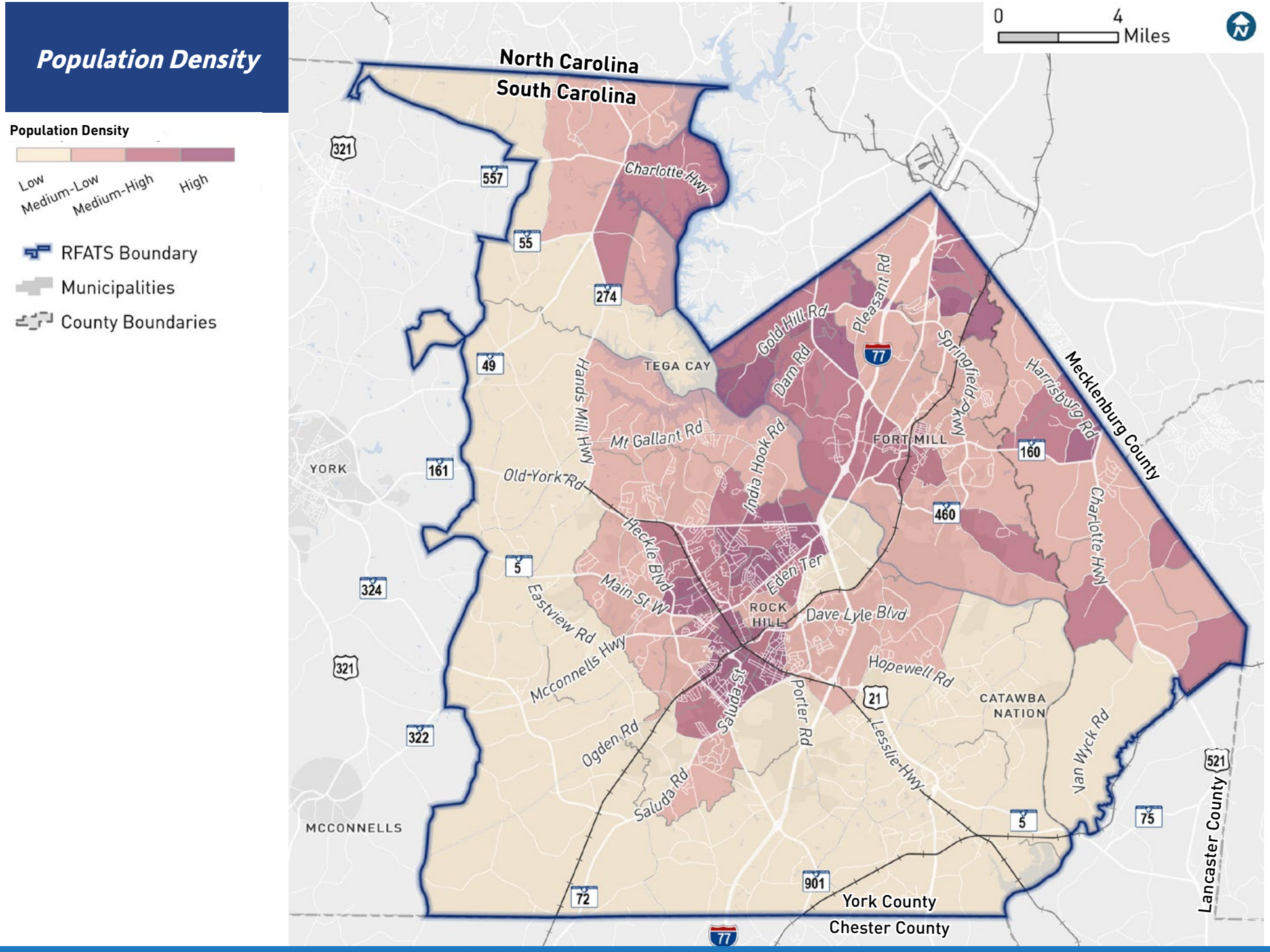
An equity analysis illustrates areas of the RFATS region that have higher concentrations of vulnerable populations. This analysis brings attention to neighborhoods or corridors which may be most in need of improvements and provides a starting point for identifying priority areas.

The equity analysis uses a combination of six socioeconomic characteristics as proxies for identifying vulnerable populations:

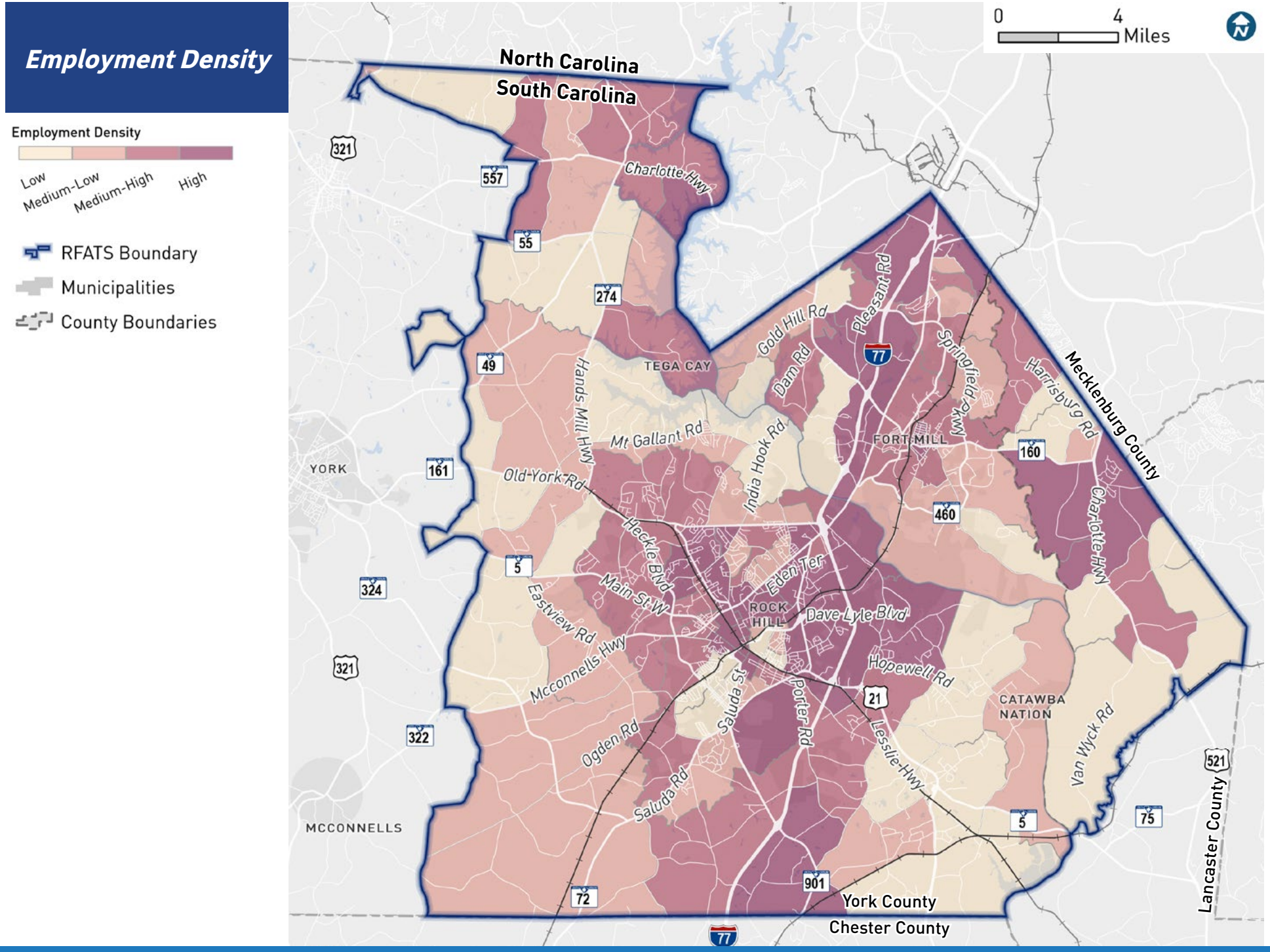
- Population Density
- Employment Density
- Proximity to Schools and Parks
- Households below Poverty Level
- Minority Population Density
- Zoning (Corridors and Centers)
- Disadvantaged Communities

1 - (2016) www.countyhealthrankings.org/

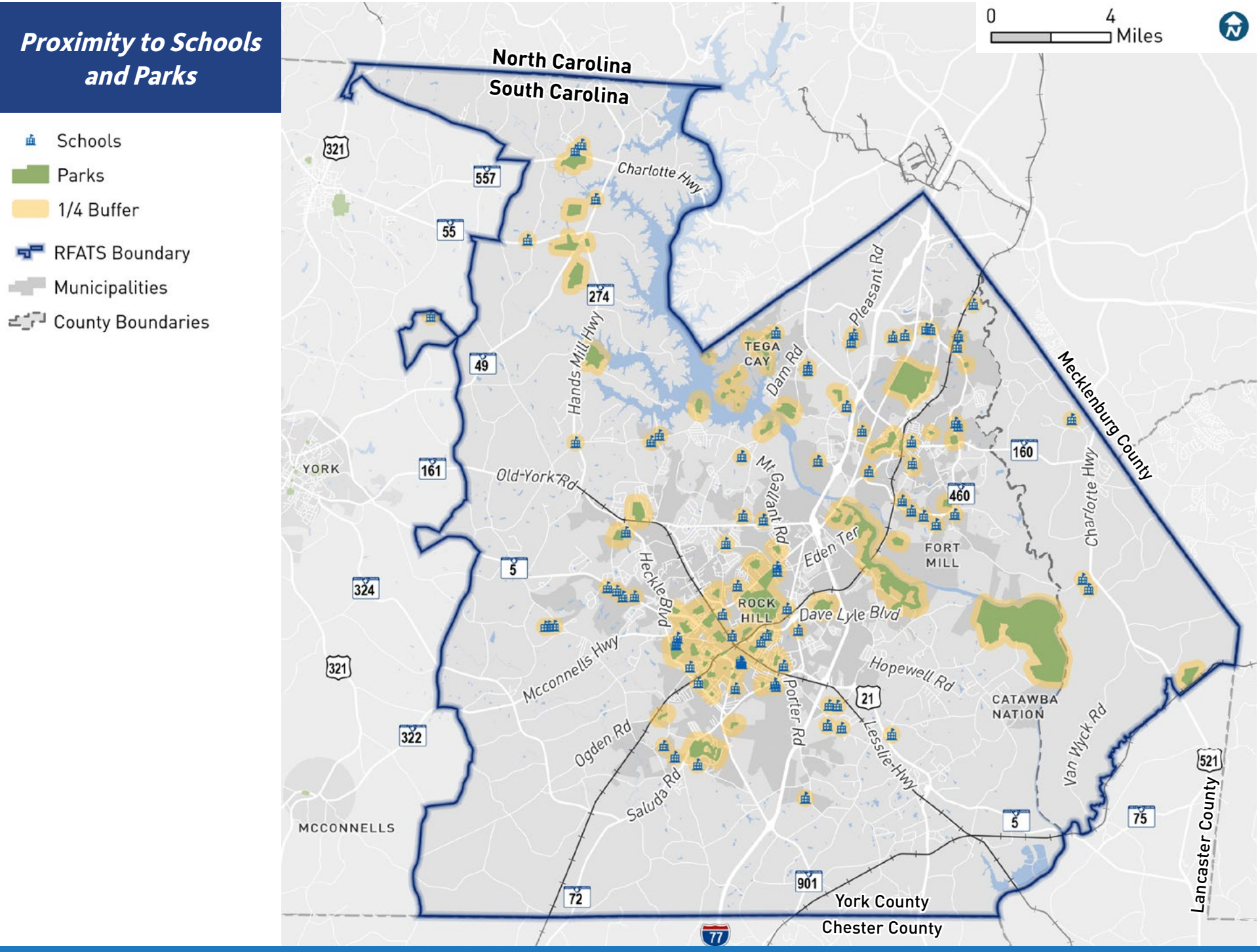
Population Density



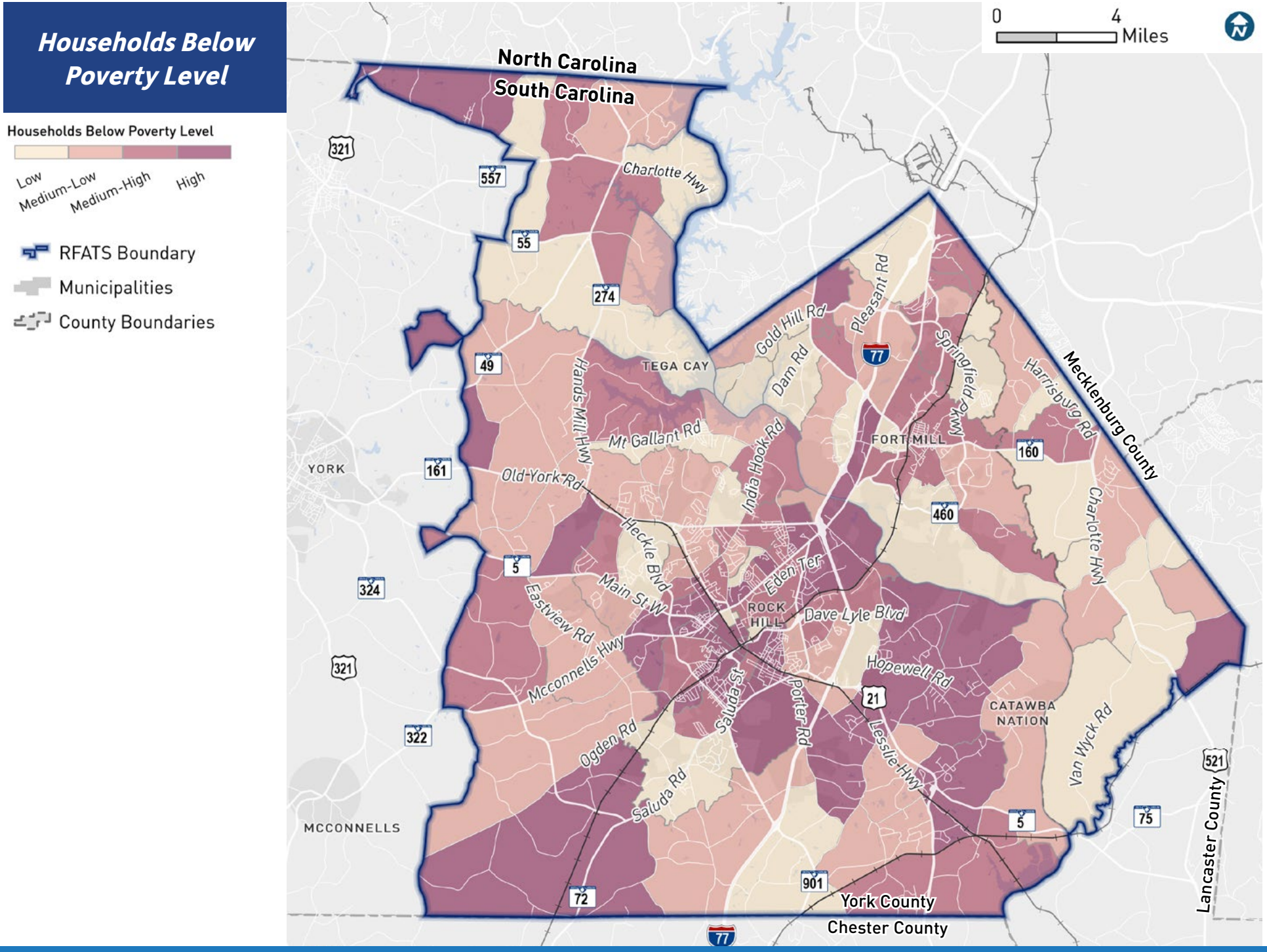
Employment Density



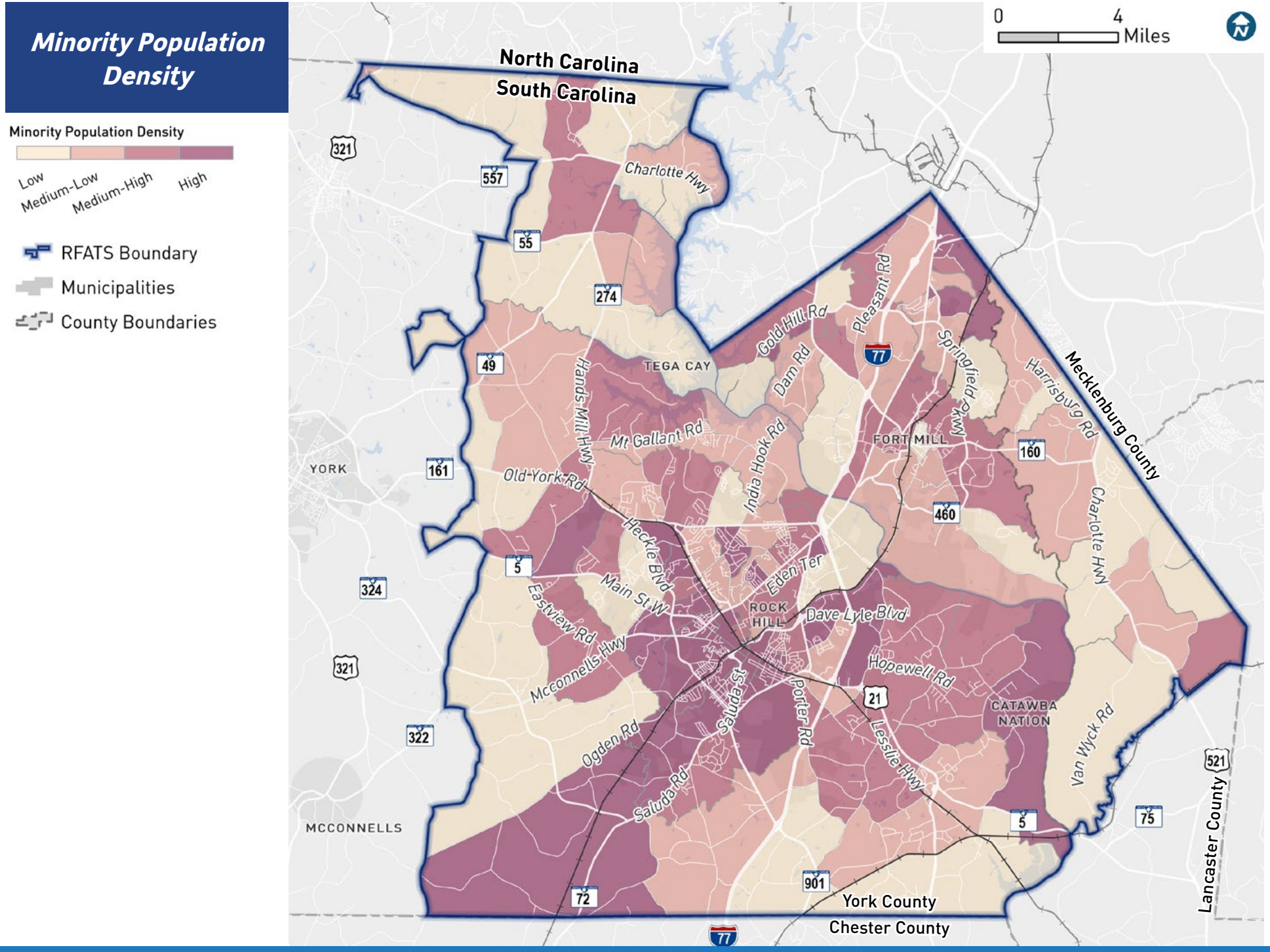
Proximity to Schools and Parks



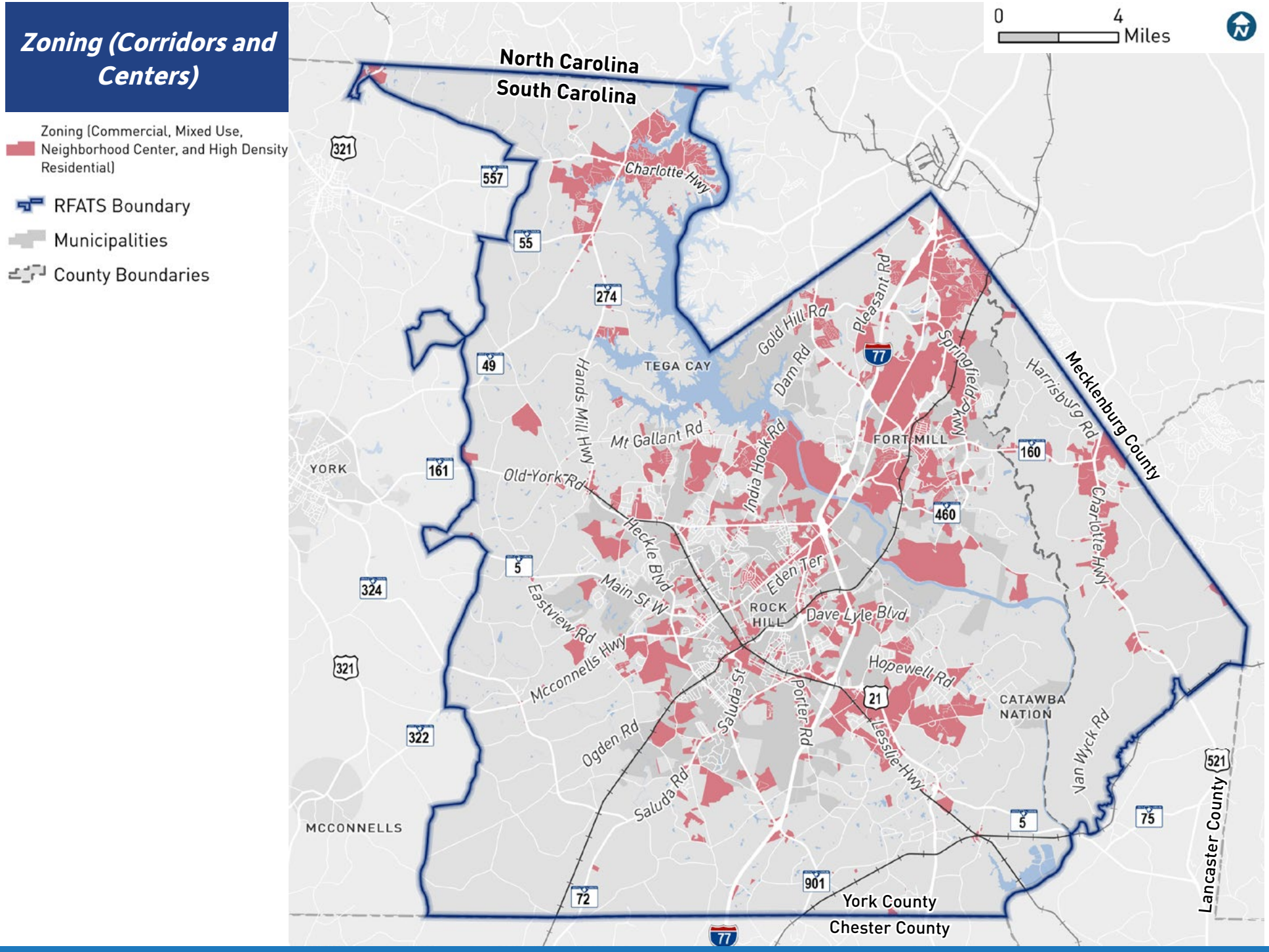
Households Below Poverty Level



Minority Population Density

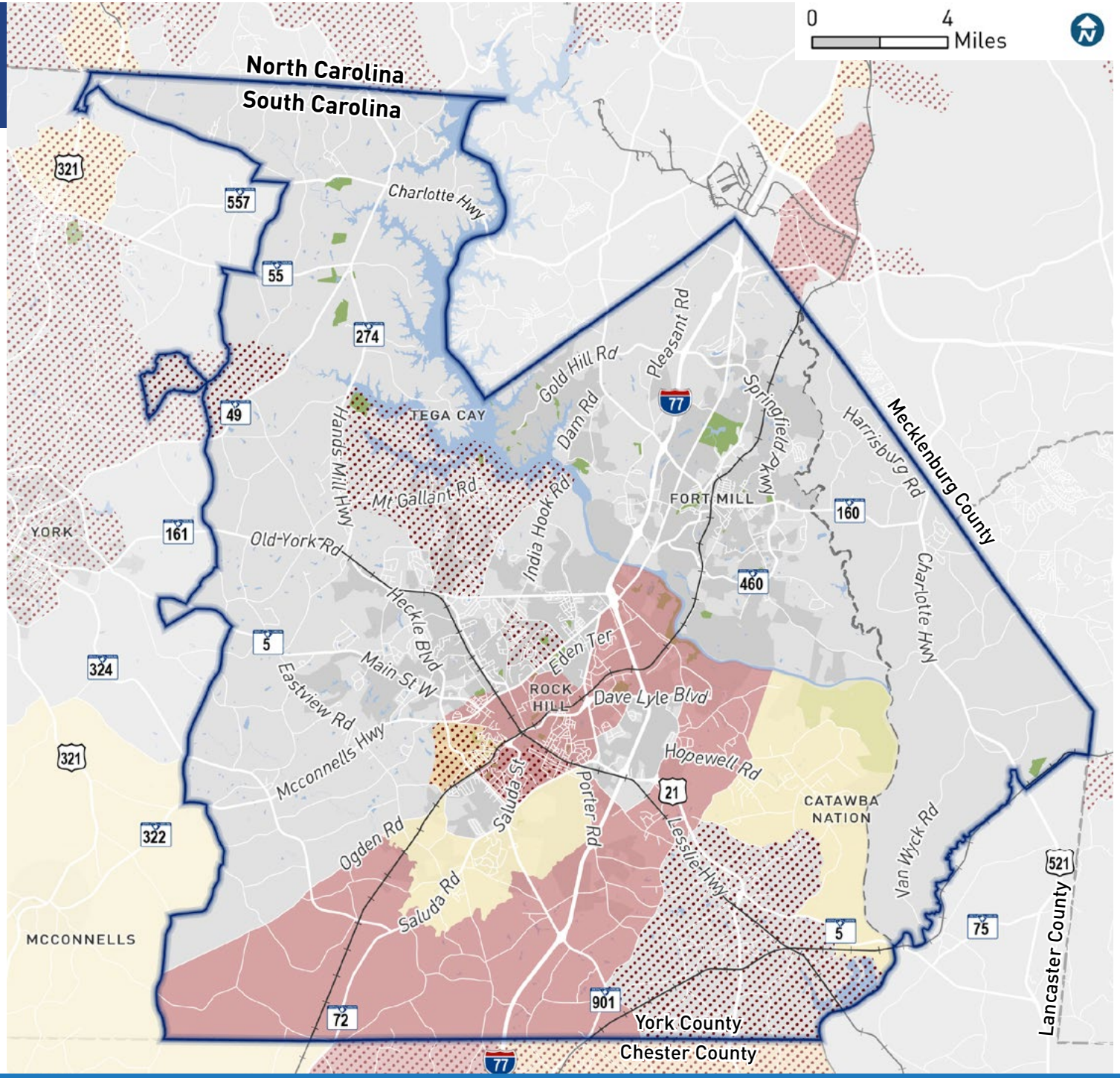


Zoning (Corridors and Centers)



Disadvantaged Communities

- Historically Disadvantaged Communities
- Transportation Disadvantaged Tracts
- Areas of Persistent Poverty and Transportation Disadvantaged Tracts
- Areas of Persistent Poverty
- Parks
- RFATS Boundary
- Municipalities
- County Boundaries



Regional Economic Profile

The RFATS region has successfully leveraged bicycle and pedestrian infrastructure to attract visitors and create a growing tourism market. Partners in the RFATS region have invested millions of dollars into facilities and events that showcase the area and strengthen the local economy. Additionally, the region features master-planned mixed-use developments such as Baxter Village and Riverwalk, both of which market their pedestrian and bicycle infrastructure and walkable community design as key marketing points.

Bicycle tourism and events have developed rapidly in the RFATS region in recent years. The development and promotion of county-wide bicycle touring routes, based in part on a county-wide survey of bicyclists, has expanded interest in biking as an activity and visitor attraction. A dedicated website and marketing platform for bicycle tourism in York County has catalyzed bike-visitor spending. In recent years, two key facilities, the Giordana Velodrome and the Novant Health BMX Supercross Track, have expanded the breadth of the bicycle related economy. Both are world-class facilities that provide a platform for races and tournaments as well as year-round training for professional and amateur athletes. Both facilities also provide education and outreach initiatives to the local community and contribute to the local and regional bicycle culture as well as broader economic development objectives within the region.

Existing research indicates the following:

Walkable and bikeable communities are a magnet for millennials and boomers

Millennials will dominate the real estate market for many years to come. Boomers have the most disposable income of any age group, and make up an increasingly large proportion of the population. Both generations prefer walkable communities and accessibility to amenities such as restaurants, shopping, and nightlife. Communities that can provide such convenience and access are better positioned to benefit economically from these large demographic groups. A 2014 poll by the American Planning Association found that 81% of millennials and 77% of active boomers believe affordable and convenient alternatives to the car is at least somewhat important when deciding where to live and work.

Walkable and bikeable communities can improve economic mobility and equity

Places that value walkability can also achieve equity objectives. By balancing transportation needs, job opportunities and other basic needs so that they are accessible to people with disabilities and/or who are economically disadvantaged, will provide substantial financial savings for these residents while also preventing social isolation. Walking and biking are inexpensive forms of transportation. While traffic volume is not usually an issue in smaller communities and rural areas, the ability to walk or bike rather than drive to basic needs and destinations creates environmental benefits and fuel savings while reducing costs from traffic accidents and lost time. According to one study, **households in walkable communities spend 50% less on transportation costs than households in auto-dependent communities.**[1] These personal savings come from reduced vehicle operating costs, parking fees, vehicle ownership costs, and long-term mileage related costs from crashes, tickets, and vehicle depreciation.

1 - Litman, Todd (2014), The Economic Value of Walkability, The Victoria Transport Policy Institute; at http://www.vtpi.org/walkability.pdf

Walkable and bikeable communities attract visitors and recreational spending

Districts and destinations that are walkable and bikeable are more likely to draw tourists, residents, and even some employers and businesses due to the sense of place and interactive uses in places that are easily traversed on foot or by bike. Visitors and locals alike enjoy vibrant public spaces with a unique and diverse mix of businesses, and walkable areas provide a safe and comfortable environment for all road users, including those on bike, and for people of all ages and abilities.

By building walkable and bikeable infrastructure recreation opportunities also expand. Outdoor recreation generates more annual consumer spending than motor vehicles and parts, pharmaceuticals, and household utilities, and creates more jobs than the construction industry. According to the Outdoor Industry Association, **South Carolina's outdoor recreation generates $16.3 billion in consumer spending, 151,000 directly related jobs, $4.6 billion in wages and salaries, and $1.1 billion in state and local tax revenue**. Commercial and residential properties also often benefit economically when trails are built nearby.

Pedestrian and Bicycle Level of Service

Analysis Summary

The project team conducted a Pedestrian Level of Service (PLOS) Analysis and a Bicycle Level of Service Analysis (BLOS) for the RFATS region. These analyses estimate pedestrian and bicyclist comfort along each roadway segment. This comprehensive look at comfort, safety, demand, and infrastructure supply for people walking and people on bikes can be used to identify areas in need of improvement, and to prioritize projects where infrastructure needs do not meet trip demands. The Pedestrian Level of Service and Bicycle Level of Service analyses provide objective, data-driven scores of Priority Network comfort for pedestrian and bicycle travel.

PLOS Analysis Overview

The goal of the Pedestrian Level of Service Analysis was to understand the level of comfort that pedestrians experience throughout the street network in the RFATS region. The main unit of analysis is the street segment. The level of service analysis followed the Oregon DOT's MMLOS methodology. Factors included were the number of roadway lanes, sidewalk width, speed limit, and traffic volume. Letter grades were assigned to each segment, ranging from A (Best) to F (Worst). None of the segments shown in the following maps were assigned an A or D rating. This is reflected as such in the key.

PLOS Analysis Results

The results of the PLOS Analysis can be seen in the maps on the following pages. An analysis was completed for Existing Facilities, and Existing and Proposed Facilities. The facilities with the highest levels of comfort have been drawn in green, while the lowest levels of comfort are in red.

The highest levels of comfort are found in downtown Rock Hill and Fort Mill. This is largely due to the presence of pedestrian facilities, lower AADTS, fewer driving lanes, and lower speed limits. Comfort decreases as speed limits and number of lanes increases, and as the sidewalk network dissipates.

Looking at the Priority Network as a whole, there are clusters of high- and medium-comfort corridors that help to connect local facilities to the larger network. However, these safe walking environments are mostly isolated from one another and bisected by low comfort links.

BLOS Analysis Overview

The Bicycle Level of Service Analysis also followed the Oregon DOT's MMLOS methodology. Factors included were the number of roadway lanes, presence of bicycle lanes or paved shoulders, speed limit, and unsignalized conflicts (driveways, alleys, unsignalized intersections). Letter grades were assigned to each segment, ranging from A (Best) to F (Worst). None of the segments shown in the following maps were assigned an A or D rating. This is reflected as such in the key. Figure 11 provides an overview of different types of cyclists based on comfort level. The majority of cyclists fall into the 'Interested but Concerned' category where separated facilities are the preferred type of facility.

BLOS Analysis Results

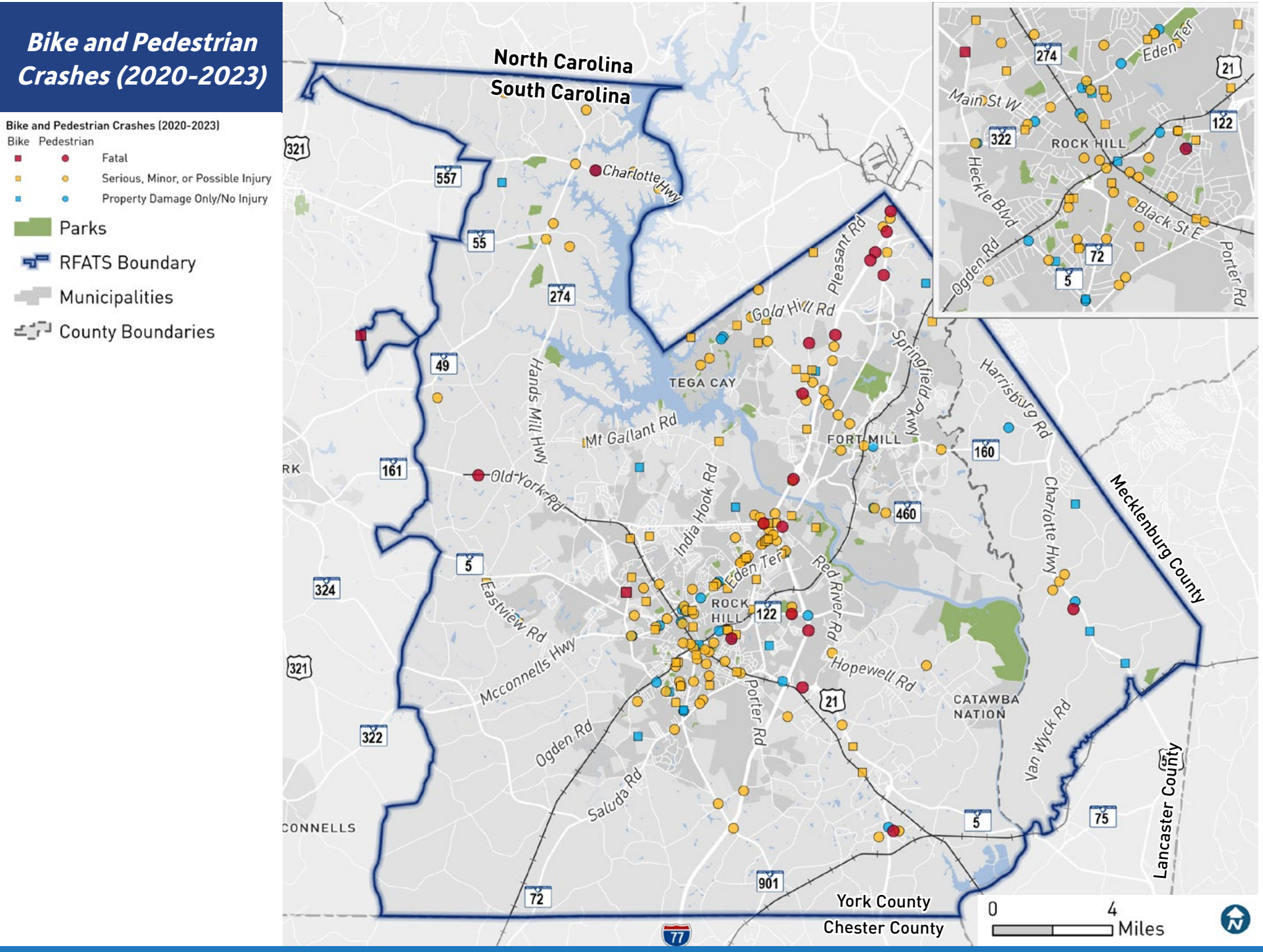
The results of the segment-based Level of Service are shown on the following pages. As was the case for the pedestrian level of service, the major regional links of the RFATS area - the collector and arterial corridors - present the biggest challenge for bicyclists both to traverse and cross.

Figure 11. Comfort Typology of Bicyclists
Source: Dill, D. and N. McNeil. Revisting the Four Types of Cyclists: Findings from a National Survey.

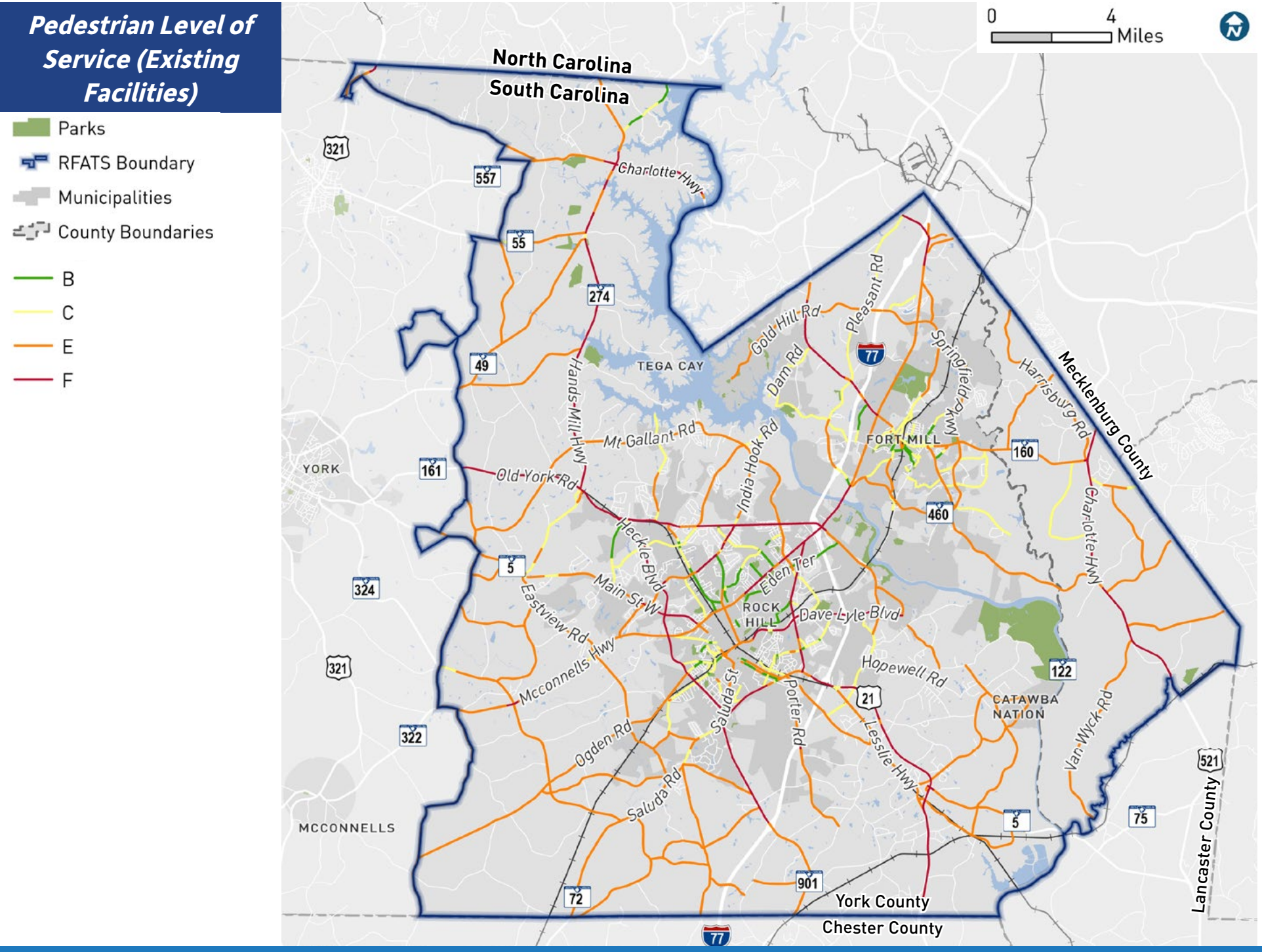
Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes; may bike on sidewalks even if bike lanes are provided. Prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic; will use roads without bike lanes.
Percent of Population	31–37%	51–56%	5–9%	4–7%

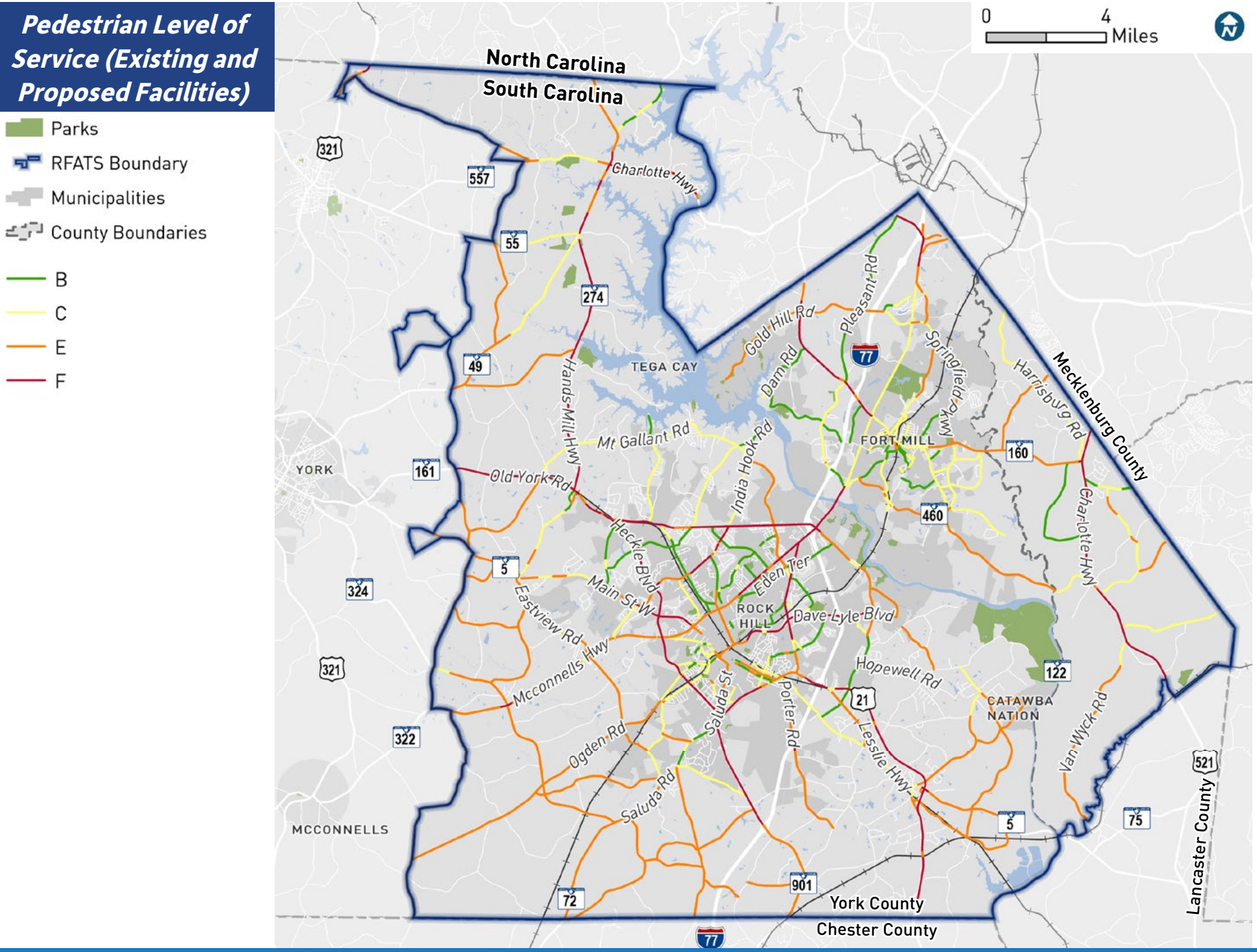
Bike and Pedestrian Crashes (2020-2023)



Pedestrian Level of Service (Existing Facilities)

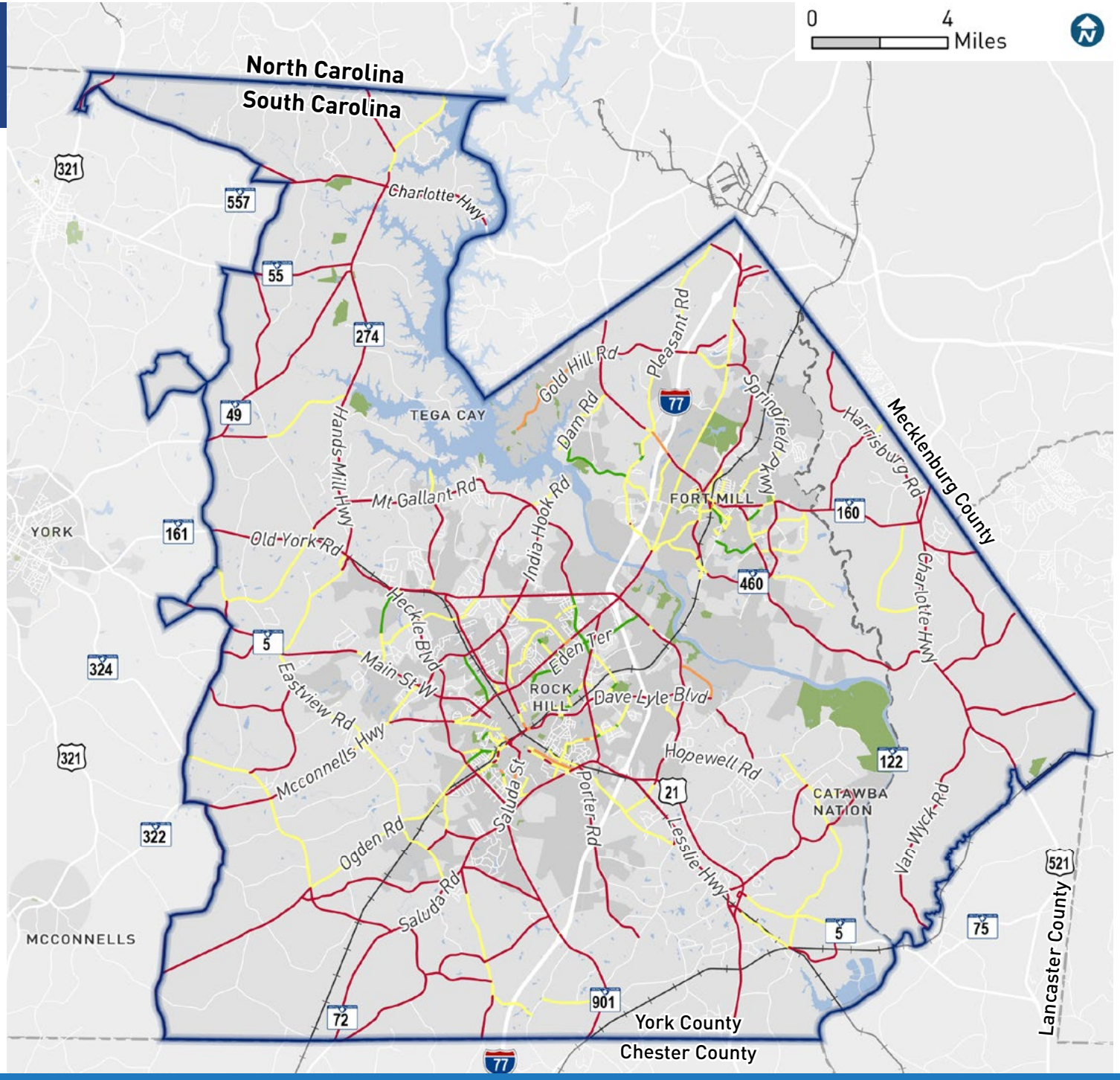


Pedestrian Level of Service (Existing and Proposed Facilities)



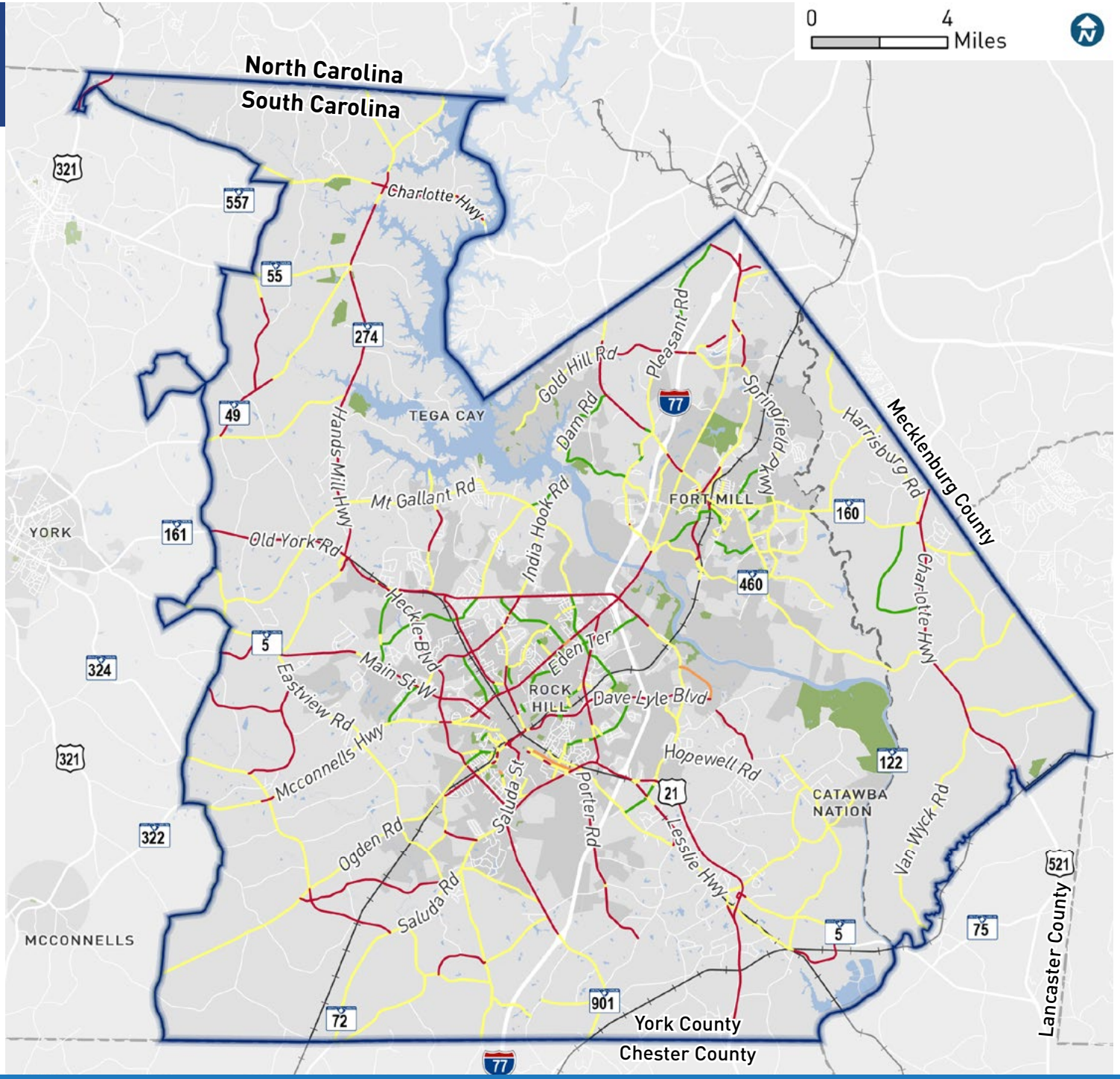
Bicycle Level of Service (Existing Facilities)

- Parks
- RFATS Boundary
- Municipalities
- County Boundaries
- B
- C
- E
- F



Bicycle Level of Service (Existing and Proposed Facilities)

- Parks
- RFATS Boundary
- Municipalities
- County Boundaries
- B
- C
- E
- F



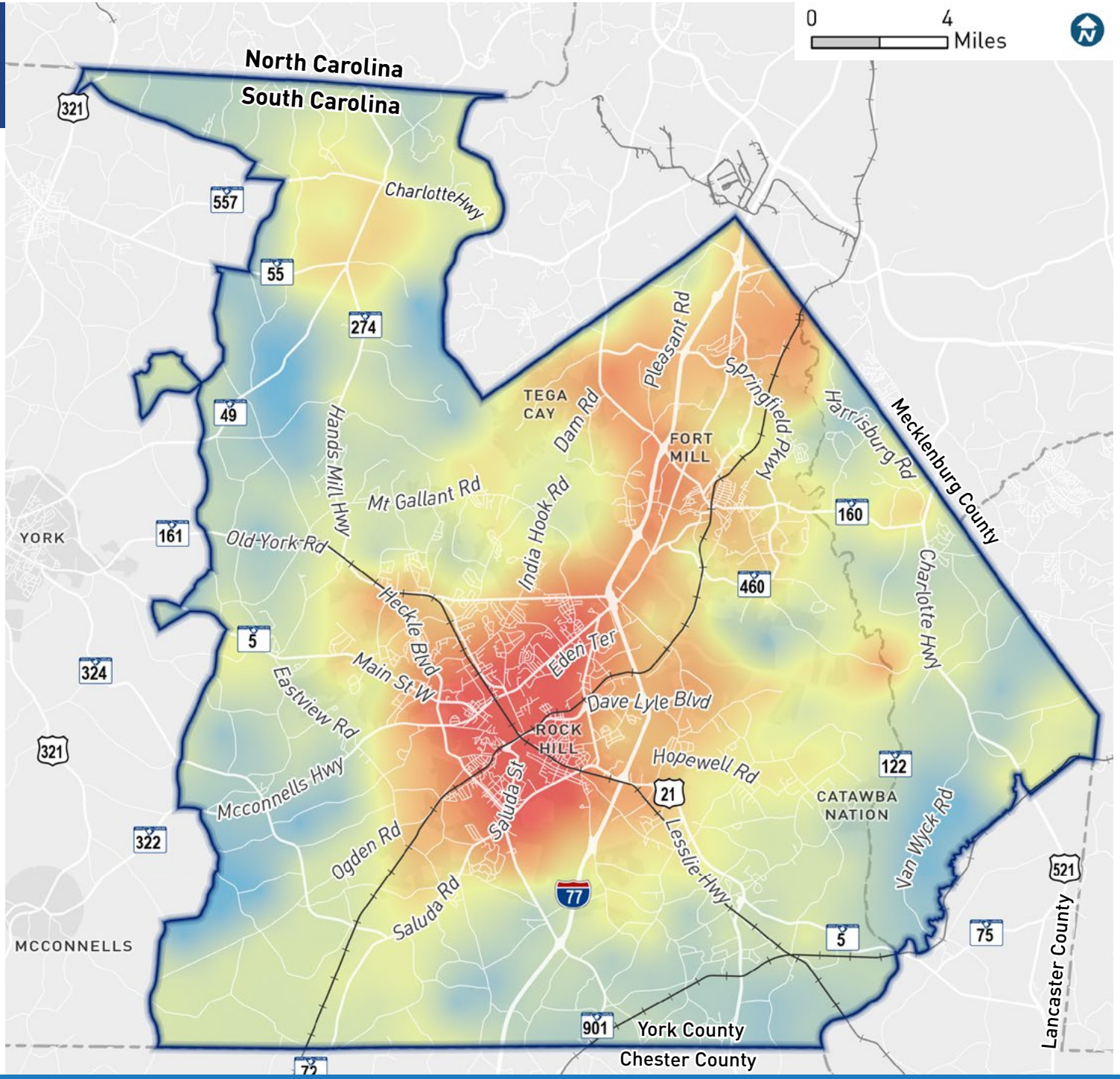
Demand Model

Active transportation demand played a crucial role in the prioritization analysis. To assess demand in the area, a demand model was developed incorporating several key variables. Each variable was assigned a specific weight, and these were combined to determine the overall demand.

The variables considered included **commercial and high-density/mixed-use residential zoning, population and employment density, minority population density, households living below the poverty level, and proximity to parks and schools**.

The map on the following page shows the results of the Demand Model. Based on the variables, the areas with the most demand for access to destinations by walking or biking are in Downtown Rock Hill and the surrounding areas, the Fort Mill and Tega Cay area, and in the space that connects the three areas.

Active Transportation Demand Model



Community Engagement

Public and Stakeholder Participation

Stakeholder Outreach

RFATS staff and consultants led outreach for the Bike/Ped Element Update in conjunction with development of the 2055 LRTP, beginning in the summer of 2024 and concluding with the final public hearing at the May 16, 2025 Policy Committee meeting.

The RFATS Technical Committee served as the Steering Committee for the Bike/Ped Element Update. The project consultant team met with the Technical Committee in person and virtually three times to present draft prioritization metrics and draft network recommendations. The Technical Committee also provided virtual input via interactive maps.

Technical Committee meetings included:

- Project overview, tasks, and schedule
- Project vision, goals, objectives, and prioritization criteria updates
- Existing conditions review: update issues, opportunities, problems, and key destinations input
- Project identification update and input
- Project evaluation and prioritization input
- Plan findings and recommendations feedback

The consultant team also met with the **Bike-Ped Coalition of York County (BPCYC)** during their October 10, 2024 regular meeting.

Summary priorities from discussion with BPCYC members present included:

- More safe, connected infrastructure for pedestrians and bicyclists
- Ordinances that require proper and safe infrastructure
- Improvements to GIS/digital information for bike and pedestrian routes
- More public and digestible information about safe, connected bike and pedestrian routes
- Consensus of policy makers to enable people to be able to bike/walk/roll safely in York County
- Safe routes to schools is a priority
- Plan for e-bikes
- Transparency of planning processes
- "Active Transportation Demand" should be higher scoring criteria for prioritization

The consultant team also participated in a coordination meeting in November 2024 with stakeholders from the **Carolina Thread Trail, Town of Fort Mill, and Lancaster County** regarding the ongoing State Line to Fort Mill Trail Feasibility Study to confirm recommended Thread Trail alignments in the Fort Mill and panhandle areas of Lancaster county.

Outreach Meetings

Outreach for the LRTP included both in-person and virtual meetings. RFATS advertised public meeting opportunities through the local newspaper of general circulation (The Herald). RFATS reached out to an extensive stakeholder distribution list, accepting comments via phone, email, and through the RFATS website. Ads were displayed on the My Ride Transit Service, utilizing a messaging system on the buses. Lastly, RFATS ran ads through social media reaching over 25,000 people in York and Lancaster Counties.

As a part of the stakeholder outreach, a series of in-person open houses were conducted, along with a virtual meeting, to provide opportunity for all interested parties to identify transportation needs and priorities. The open houses were held on:

- Tuesday, July 16, 2024;
- Thursday, July 18, 2024;
- Thursday August 29, 2024;
- Thursday October 10, 2024 from 6:00 PM to 7:30 PM
- A virtual meeting was held on Wednesday July 31, 2024 from 1:00pm till 2:30pm.

Below are some of the common themes heard during these meetings and in comments provided online.

- Bicycle & Pedestrian Improvements – a number of participants in different locations noted a growing emphasis from the public on the need for improved pedestrian access and safety (such as sidewalks and wider shoulders) as well as improved system connectivity in and around schools.
- New Bicycle & Pedestrian connections - Desire for a trail from Riverwalk to Riverbend Park and to connect to the Catawba Nation, and for a ped/bike bridge across the river near Riverbend Park or to the Catawba Nation.
- Public Transit – comments were made regarding the continued need to augment service availability across the planning area.
- Emphasize multimodal roadway projects including bicycle and pedestrian facilities through design standards for enhancing safety

Virtual Engagement

The Bike/Ped Plan Element Update also included virtual engagement with stakeholders and the public including a web-based public survey and interactive mapping tools.

Public Survey Summary

Approximately 200 individuals responded to the survey which was open in the fall of 2024 for approximately 6 weeks.

Overarching feedback themes included:

- Quality of sidewalk maintenance; ADA compliance
- Pedestrian and bicycle crossings are dangerous
- Need for more bicycle infrastructure (all types)
- School zones need better infrastructure to support pedestrians and bicycles traveling to/from
  - Fort Mill High School
  - Doby's Bridge Elementary
  - Forest Creek Middle School
  - Catawba Ridge High Schools

Demographics of Respondents

Respondents predominately live in:

- 29708 (Fort Mill, North of I-77)
- 29732 (Rock Hill, North of Cherry Road)
- 29715 (Fort Mill, South of I-77)

Respondents predominately work in:

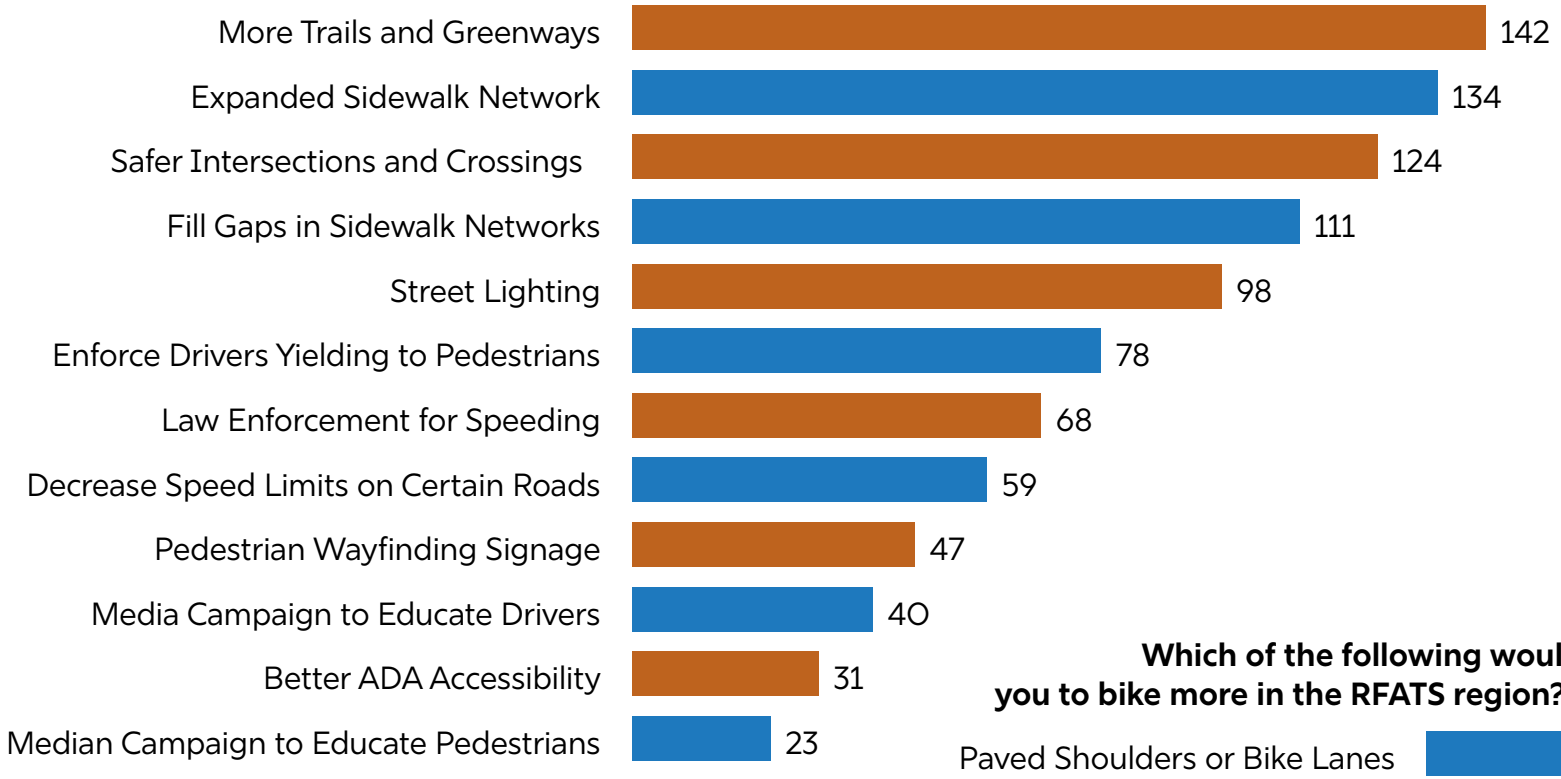
- 29708 (Fort Mill, North of I-77)
- 29732 (Rock Hill, North of Cherry Road)
- 29703 (Rock Hill, South of Cherry Road)

On the following pages are select questions and responses from the survey that helped to inform the project team's work.

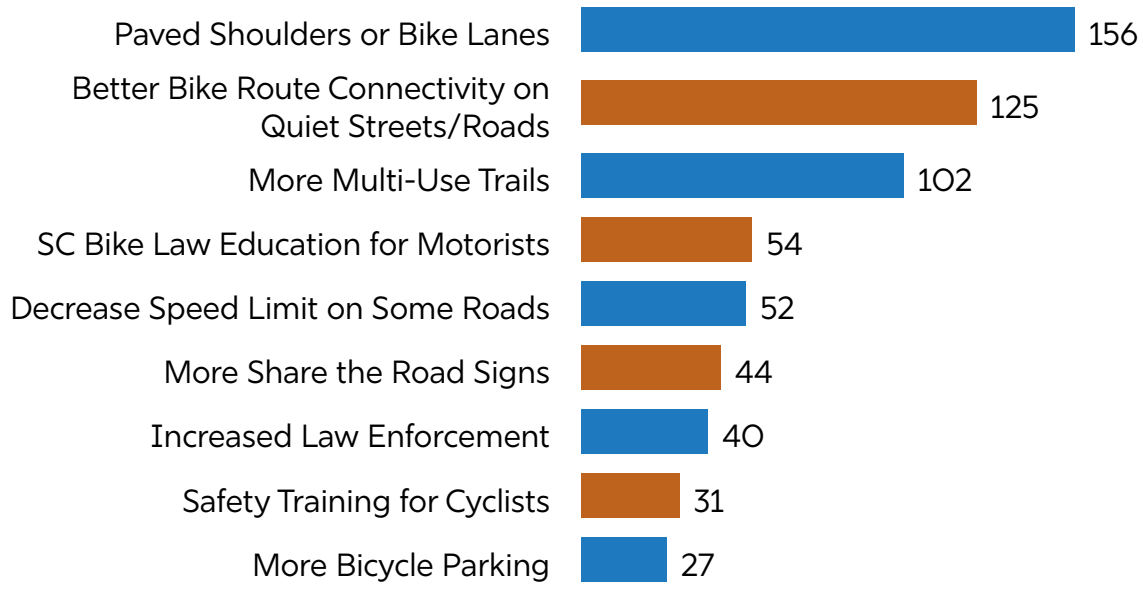
Online Map

Following the survey responses a summary of interactive map comments provided by BPCYC and Technical Committee members is shown. The comments include facility recommendations and input on new segments.

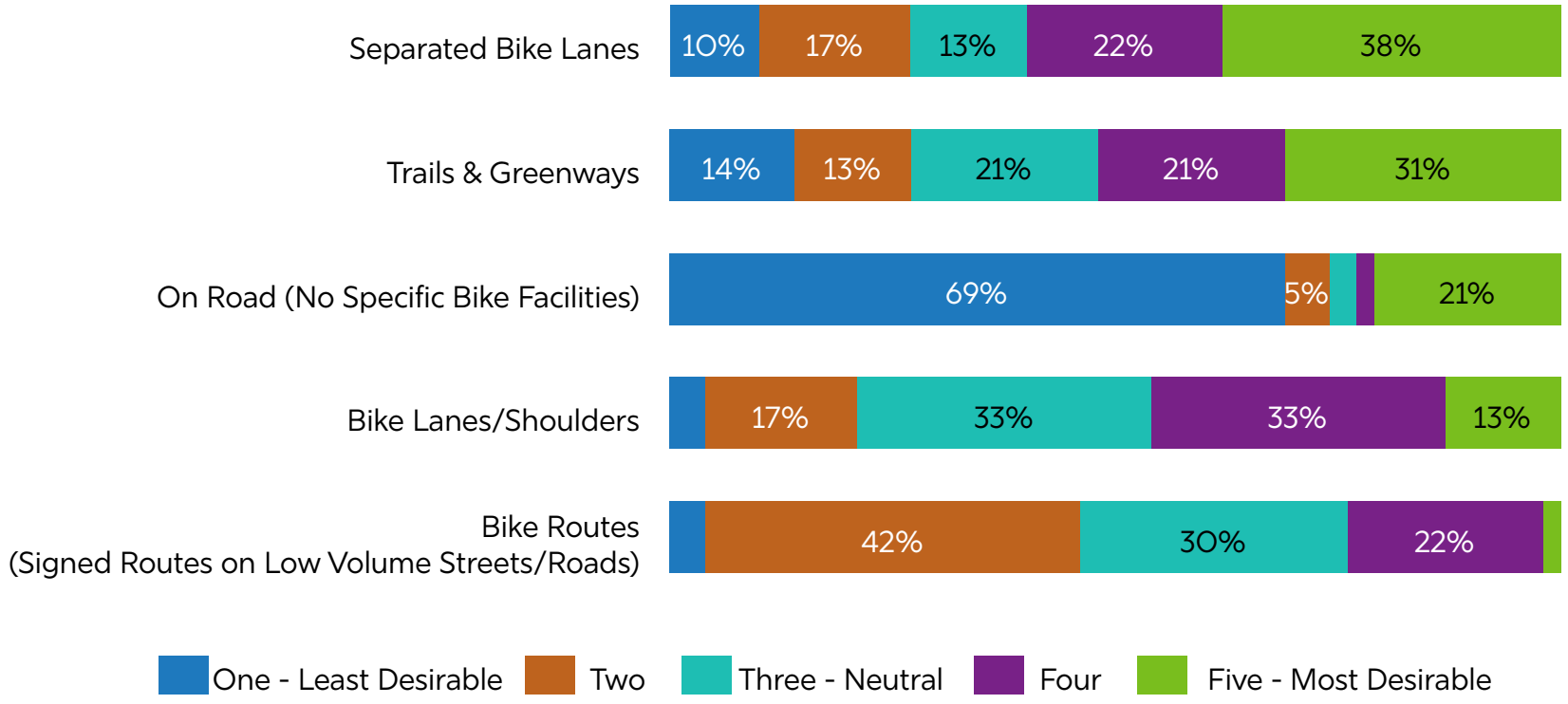
Which of the following would encourage you to walk more in the RFATS region? (Check all that apply.)



Which of the following would encourage you to bike more in the RFATS region? (Check all that apply.)



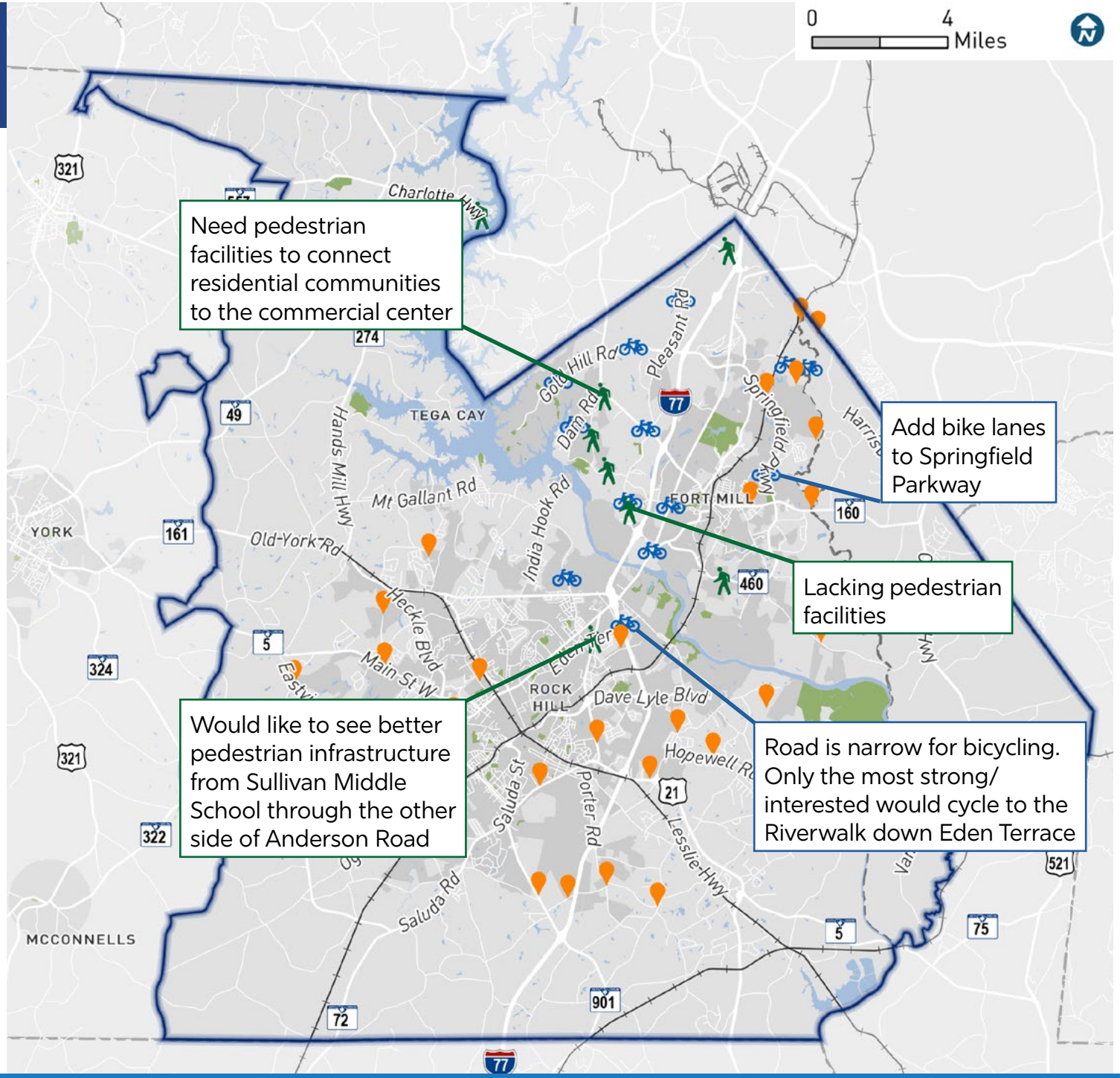
Rank the following bicycle facilities in order of preference.
(1-5, 5 being most desirable)



Online Mapping Summary

Comment Category

- Biking
- Walking
- Other
- Parks
- RFATS Boundary
- Municipalities
- County Boundaries



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Appendix

Appendix A - Previous Plan Review

Appendix B - Projects List

Appendix A – Previous Plan Review

This section includes a review of plans and policies and their relevance to the RFATS area. The purpose, goals, and recommendations of the following plans and policies will be used to inform the development of the RFATS Bike Walk update.

Carolina Thread Trail Feasibility Study (2024)

Study seeks to identify connections from the existing and proposed trails in/around the NC/SC state line to Anne Springs Close Greenway and Route 160 in the Town of Fort Mill, SC. The study will identify and evaluate potential routing alternatives along Sugar Creek and several roadway corridors to determine the preferred routes in accordance with the goals of increased connectivity, accessibility, and safety. The study will also provide cost estimates and an implementation plan to construct the trail.

Feedback from the study will provide framework for delivering the proposed segments of the Carolina Thread Trail in Lancaster County, York County, and the Town of Fort Mill.

Fort Mill High School- Area Neighborhoods Walkability Assessment (2024)

The Bike/Ped Coalition (BPC) of York County, South Carolina Department of Environmental Sciences (DES), and Wholespire York County worked with partners and community members to conduct a walkability assessment of four routes around Fort Mill High School (FMHS) in February 2024.

Four routes were assessed:

- Harris Road to Sam Smith Road to Wimbleton Woods neighborhood
- Harris Road to Sutton Road
- Harris Road to U.S. Highway 21 Bypass to Forest Ridge Apartments
- Munn Road from Harris Road to Highway 160 and Peach Place Apartments

Overall takeaways from the study:

- Significant Demand for Walking and Rolling around Fort Mill High School
- Numerous Challenge for Walking and Rolling around FMHS
- Global Recommendations:
  - FMSD, Town of Fort Mill, York County, and SCDOT should continue to collaborate to improve surrounding neighborhoods for walkability and rollability
  - The FMSD should set target numbers for students regularly walking and rolling to school
  - Immediately assess and fix signage along Harris Road and Sam Smith Road
  - Immediately mitigate the hazards along Harris Road
  - Prioritize the formalization and encouragement of the student walking to school via Epps Road and crossing at the school's Harris Road entrance as the safer alternative to Highway 21
  - Prioritize the pursuit of multiple measures to enhance the safety of students walking, running, and rolling on Munn Road
  - Consider bike lanes/multi-use path can be added along Harris Road, Munn Road, and Sam Smith Road
  - Evaluate the feasibility of a multi-use path along the school property east of Munn Road from Harris Road continuing to Highway 160

Lancaster 2040 Comprehensive Plan (2024)

The Lancaster County 2040 Plan speaks to ten comprehensive plan elements. The northern Panhandle of the region, which includes much of the Town of Van Wyck and unincorporated areas north of the Town including Indian Land. These areas are included in the RFATS boundary. The Transportation element considers existing and future conditions when suggesting Panhandle Area Implementation Strategies:

- Growth Management
- Connecting Development
- Service Needs
- Urban Amenities

Seam Trail Plan (2024)

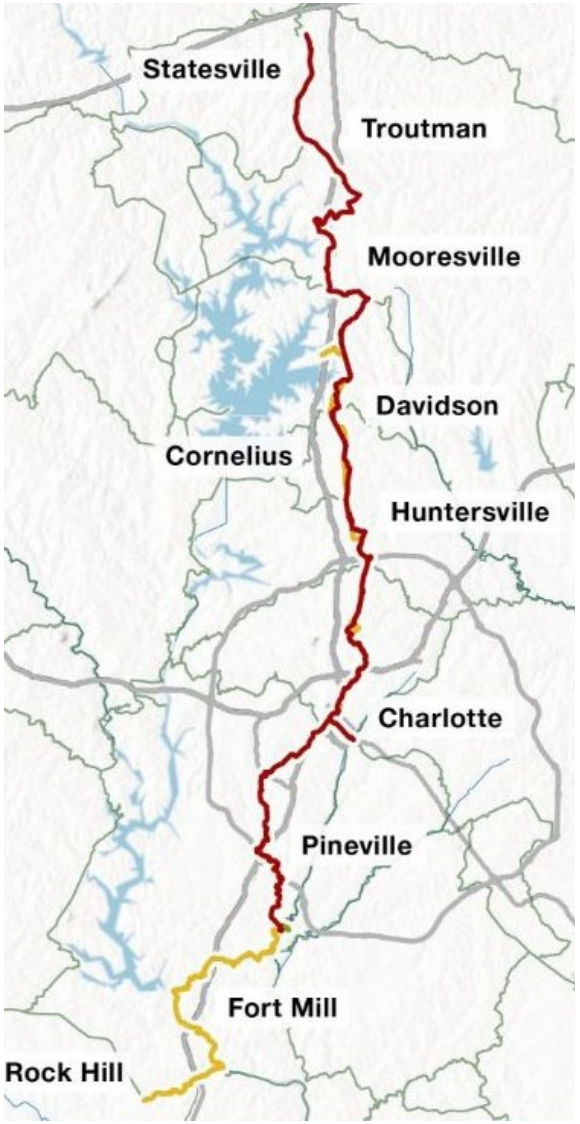
The Seam will be a transformative corridor that connects the Carolina Thread Trail communities together with convenient and inviting active transportation from Statesville to Pineville. The trail will provide comfortable walking and biking accessibility to people of all ages and abilities, build upon and optimize the regional bicycle, pedestrian, and transit network, prioritize equitable investments in marginalized communities, and celebrates the region's rich history and cultural diversity. The Seam alignment is currently being studied in more detail and is more than 50-miles long, from Statesville to the South Carolina state line.

York Forward Comprehensive Plan Update (2023)

The Comprehensive Plan, adopted in 2023, serves as an update to the 2016 plan and covers a variety of elements including Transportation. This chapter covers existing conditions and identifies Issues and Opportunities as they relate to how people move and travel through York County. Specified Transportation goals include:

- Provide a well-connected and efficient transportation system
- Create a safe, comfortable, and connected bike and pedestrian network throughout York County
- Plan for and support opportunities for a regional transit system
- Maintain the efficiency and safety of the existing transportation system
- Participate with public and private organizations that support transportation related initiatives

Potential Seam Trail Alignment



Fort Mill Trail Master Plan (2023)

The goal of the Fort Mill Trails Master Plan is to identify existing and potential trails and find ways to connect them to places of interest within Fort Mill. The plan would ultimately help establish Fort Mill as a trail-friendly community. Key recommendations are categorized into paved trails, natural surface trails, and side paths. Reducing distances between key destinations is an effective way to attract residents and visitors to bicycle and walk to locations closer to home.

Policy Recommendations:

- Establish dedicated funding in the CIP for trail and multi-use paths
- Establish a trail facility maintenance policy and operation plan
- Reduce the Town-wide speed limit to 25 miles-per-hour
- Create standard guidelines for all trail design with the Town's policies and guidance documents
- Developers should dedicate right-of-way and construction for trails within new developments and redevelopment projects
- Establish trail classification system and accompanying trail use policies
- Adopt a Complete Streets Ordinance and/or Program
- Establish trail wayfinding standards

York County Pennies for Progress Citizen Survey (2023)

Pennies for Progress is a York County Capital Project Sales and Use Tax Programs. The programs were initiated to provide residents with a safer and more efficient roadway system. A Pennies 5 Citizen Project Survey was completed in 2023. From February to September, 150 survey responses for project requests were submitted. Each request names the road section and provides the citizen's suggestion. Below is a map of these suggestions. The Pennies 5 Projects passed citizen vote on November 5, 2024. The collections will begin on May 1, 2025.

SC Statewide Bicycle and Pedestrian Safety Action Plan (2022)

The SC Statewide Bicycle and Pedestrian Safety Action Plan (PBSAP) provides a framework for focusing statewide attention on improving conditions for most vulnerable road users: pedestrians and bicyclists. During the study period (2015-2019), 759 pedestrians and 109 bicycle fatal crashes occurred. The crash data also shows that 40% of these crashes occurred on Principal Arterial roadways. Throughout the study period there was an upward trend in pedestrian and bicycle crashes statewide.

Potential countermeasures were developed based on the three disciplines of Engineering, Education, and Enforcement.

- Implement pedestrian crossing improvements to facilitate safer roadway crossings
- Create designated bicycling facilities
- Assist with providing skills to walk or bike safely
- Include programs or reference materials to educate motorists, pedestrians, and cyclists
- Focus on enforcing traffic laws to increase safety
- Include efforts to enforce speed limits, yielding and passing laws, and compliance with traffic signs

2050 RFATS Long Range Transportation Plan (2021)

The 2050 LRTP is for the urbanized areas of Lancaster and York counties.

The plan is multi-modal, covering highways, public transportation, freight, bicycle and pedestrian travel, and aviation. Social and environmental considerations are considered, along with public involvement.

Recommended Bicycle and Pedestrian Policies and Programs

- Active Transportation Summit
- Regional Safe Routes to School Coordination
- Regional Active Transportation Safety Plan
- Regional Bicycle & Pedestrian Count Program
- Region-Wide User Maps and Guides
- Professional Training Opportunities
- Adoption of Regional Design Standards
- Regional Complete Streets Policy
- Health and Equity-Based Project Prioritization
- Regional Target Zero Policy

SCDOT Complete Streets Policy (2021)

The Department recognizes that strategic planning for walking, bicycling, and transit accommodations is critical to ensuring a comprehensive and fiscally responsible approach. The following considerations are intended to serve as guidance for the creation of MPO and COG walking, bicycling, and transit plans. Additional considerations may be included for planning as deemed appropriate by the local and regional planning authorities.

- Transportation Equity
- Assessment of Existing Corridors
  - Level of Service (LOS) analysis for all modes of travel
  - Presence of large wheelbase vehicles and freight distribution
  - Presence of worn footpaths
  - Proximity to schools, hospitals, recreational facilities, and other similar facilities that are destinations for walking, bicycling, and transit
- Comprehensive review or land use and transportation plans
- Safety data and safety audits from the Department
- Integration with other modes of travel
  - Proximity to transit and other multimodal accommodations
- Engineering feasibility with application of design principles
- Public involvement upon completion of planning and engineering analysis
- Project Prioritization

SCDOT 2040 Statewide Multimodal Plan + State Bike Routes (2020)

The vision for this plan is: ***Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina.*** Strategies included in the plan to support the vision while addressing multimodal enhancements are:

- Integrate approved local bicycle routes into system preservation activities
- Coordinate with MPO and COG staff to update the bicycle and pedestrian existing and planned system GIS files and incorporate into the Integrated Transportation Management System (ITMS)
- Include approved MPO and COG bike and pedestrian improvements in new projects when feasible and in compliance with current Departmental policies
- Integrate safety improvements for all users of roadways in preservation programs by identifying opportunities to better accommodate vulnerable users, such as pedestrians or bicycles

- Coordinate with regional transit agencies to implement recommended performance measures
- Increase coordination among public transportation providers
- Accommodate the growth in numbers of elderly persons and the general population
- Maximize technology to increase efficiencies for all public transit agencies
- Establish reliable, coordinated information services
- Utilize software applications to assist with trip scheduling and system planning
- Coordinate with transit agencies to develop GIS files of transit routes and service areas with transit-supportive demographic data
- Build relationships between human service agency services and MPO that have expanded their boundaries and now must work together
- Improve efforts to leverage federal dollars to address multimodal needs
- Consider expanding transit service across the state, including rural areas with limited service and commuter services to employment centers
- Deploy more fuel-efficient transit vehicles

Connect Rock Hill Bike/Ped Master Plan (2017)

The Connect Rock Hill Bike/Ped Master Plan moves beyond the recreational focus of trails and greenways to provide goals, policy recommendations, and network recommendations for the City that serve transportation and recreation needs for all. The goals of the plan are to:

- Provide a safe, well-maintained pedestrian network
- Expand bicycling into a viable transportation option
- Develop a nature-based trails and greenways to enhance quality of life and promote tourism and economic development

The five policy recommendations are as follows:

- Elevate funding of new bike/ped facilities to routine budget items
- Include bike/ped facilities on new roads with appropriate design
- Create strong bike/ped culture throughout the City
- Coordinate with partners to get more high-quality bike/ped facilities constructed
- Improve planning for bike/ped facilities in increase project selection confidence

Bike Walk RFATS (2016)

Bike Walk RFATS was developed through collaboration with York and Lancaster counties, the Catawba Nation, City of Tega Cay, City of Rock Hill, and the Town of Fort Mill. This plan envisions a region of healthy, vibrant, and prosperous communities to support mobility and access needs efficiently and effectively.

RFATS Urbanized Area Transit Implementation Study (2015)

After adopting previous Master Plans and Transportation Studies, RFATS pursued this study to better assess the demand for transit and to develop transit options that would improve mobility for area residents. This assessment was completed by studying major destinations in the area (population centers, major employers, etc.), the demand for transit, existing transit services, and future transit opportunities.

RFATS is looking to expand access to transit system for citizens in the following areas to complete access between residential areas, major employers, and activity centers in the City of Rock Hill, City of Tega Cay, Town of Fort Mill, Panhandle of Lancaster County, and York County.

The main focus of expanding transit in these areas is to connect high populations and employment densities and areas with high poverty, older adults, youth, and those with disabilities. Possible opportunities include seven route options that would serve the City of Rock Hill and three routes that would serve the SC 160 corridor connecting the Town of Fort Mill to Gold Hill Road near Tega Cay.

York County Bicycle Route Map (2015)

York County has provided citizens (residents and tourists) with a map of five bicycle routes that extend throughout the county. By doing so, York County seeks to increase use of available bicycle routes and strengthen support for tourism in the area.

The approved routes include Central York County Route, Reservation Route, Kings Mountain Route, Fort Mill Route, and Nimitz Route.

Lancaster County Comprehensive Plan 2014-2024 (2014)

Lancaster County had their Comprehensive Plan developed in a manner that would focus on ideas and policies based on priorities from the public, private, and non-profit sectors within the County. Strategic priorities such as public safety, economic development, roads/infrastructure, financial stability, growth management, and communications would guide any decisions made by planning efforts in order to make Lancaster County a great place to live, learn, work, worship, play, and raise a family.

Within the Comprehensive Plan, Lancaster County uses the Transportation Element to discuss existing bicycle routes and improvements to the current trail network. Currently, Lancaster County is included in the statewide Northern Crescent Bike Route that runs 360 miles across the state providing access to the following:

- Andrew Jackson State Park
- Forty Acre Rock Heritage Preserve
- Cherokee Foothills Scenic Highway

Within the aid of the Carolina Thread Trail initiative, Lancaster County is looking to expand their trail and greenway network based on the Lancaster County Greenway Master Plan developed in 2011. With a growing population in Lancaster County, it was recommended to use the Master Plan as a guide to prevent losing public open space to provide recreational, educational, and economic development opportunities.

Carolina Thread Trail Master Plan - Lancaster and York County (2009-2011)

The Carolina Thread Trail Master Plan was developed with the purpose of providing planning officials direction related to connecting people, businesses, and communities. With this goal in mind, the Plan also serves as a guide for preserving natural resources and conserving historical sites while providing public facilities through greenway and trail development. The Plan involved outreach to stakeholders and the public and recommends a preferred alignment for the regionally linked Carolina Thread Trail as it extends through Lancaster County and York County.

Lancaster County

To achieve connectivity, collaboration, and respect for the land and the landowner, the following greenway and trail development recommendations were made to promote health, economic, and environmental benefits:

- 54.7 miles along stream and river corridors
- 52.4 miles along existing road right-of-way
- 34.3 miles of blueways along the Catawba River and Cane Creek

York County

Approximately 225 miles of trails and greenways were recommended. Of the 225 miles, 128 miles mile were identified as Connectors to the following attractions:

- Anne Springs Close Greenway
- Catawba Cultural Center
- Catawba Reservation
- Catawba River
- Kings Mountain State Park and Kings Mountain National Military Park

The planned trails and greenways are composed of the following:

- 8 miles of existing trails
- 50 miles of previously proposed trails
- 70 miles of newly proposed trails

Appendix B - Projects List

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Estimated Segment Cost		Planned Pennies Project?
						Low	High	
145	Ogden Road/ Hampton Street	Barnes Street	Saluda Street	Bike Lane	1.22	$160,000	$370,000	No
140	E Black Street	Elizabeth Lane	Porter Road	Shared-Use Path	1.60	$690,000	$2,460,000	No
140	U.S. Highway 160	Old Nation Road/U.S. Highway 21	Dobys Bridge Road	Shared-Use Path	1.13	$1,600,000	$3,010,000	No
130	White Street/ Elizabeth Lane	White Street	Johnston Street	Bike Lane	.40	$50,000	$130,000	No
125	Dave Lyle Boulevard	White Street	Red River Road	Shared-Use Path	4.41	$4,080,000	$9,280,000	No
125	Saluda Street	Johnston Street	Saluda Street /Albright Road	Bike Lane	1.63	$210,000	$500,000	No
115	U.S. Highway 160	Sutton Road/ Pleasant Road	U.S. Highway 21	Shared-Use Path	1.18	$510,000	$1,810,000	No
115	U.S. Highway 21 Bypass	Pleasant Road	Springfield Parkway	Shared-Use Path	3.30	$3,050,000	$6,940,000	Yes
115	U.S. Highway 21 Bypass	U.S. Highway 160	Sutton Road/ Spratt Street	Shared-Use Path	2.07	$1,920,000	$4,360,000	Yes
115	Sutton Road	U.S. Highway 160	New Gray Rock Road	Shared-Use Path	1.30	$560,000	$2,010,000	No
115	Heckle Boulevard	Old York Road	Albright Road	Shared-Use Path	6.62	$2,820,000	$10,160,000	No
115	White Street/ Elizabeth Lane	Columbia Avenue	Dave Lyle Boulevard	Sharrow	0.29	$20,000	$40,000	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
110	Red River Road	Eden Terrance	Dave Lyle Boulevard	Shared-Use Path	2.35	Yes
110	Highway 21 Bypass	Springfield Parkway	U.S. Highway 160	Shared-Use Path	2.78	Yes
110	W White Street	Columbia Avenue	Dave Lyle Boulevard	Shared-Use Path	0.82	No
105	U.S. Highway 160	Stonecrest Boulevard	Pleasant Road/Sutton Road	Shared-Use Path	1.65	No
105	Mount Gallant Road/U.S. Highway 195	India Hook Road	Eden Terrace	Shared-Use Path	3.60	Yes
105	U.S. Highway 160	Highway 21 Bypass N	Old Nation Road	Shared-Use Path	0.75	No
100	Fort Mill Parkway	Highway 21 Bypass S	Dobys Bridge Road	Shared-Use Path	3.25	Yes
100	Eden Terrace	Mt. Gallant Road	Myrtle Drive	Shared-Use Path	1.73	No
100	Pleasant Road	Gold Hill Road	Carowinds Boulevard	Shared-Use Path	2.91	No
100	A.O. Jones Boulevard	Springfield Parkway	SC/NC State Line	Shared-Use Path	3.18	No
95	Fire Tower Road	Porter Road	W Springdale Road	Shared-Use Path	1.47	No
95	Highway 274	Mt. Gallant Road	Highway 557/Charlotte Highway	Shared-Use Path	7.96	No
95	Highway 274/279	Highway 557/Charlotte Highway	SC/NC State Line	Shared-Use Path	2.81	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
95	Highway 195	Hands Mill Highway	India Hook Road	Shared-Use Path	5.32	No
95	Stewart/Alumni Drive	Herlong Avenue	Alumni Drive	Sidewalk	1.29	No
95	Pleasant Road	Highway 160 W	Gold Hill Road	Shared-Use Path	2.10	No
95	Gold Hill Road/Tega Cay Drive	Highway 160 W	Trailhead Park Parking Lot	Shared-Use Path	1.36	No
95	Highway 5	Montgomery Drive	Wylie Street	Shared-Use Path	3.88	No
90	Ebenezer Rail-to-Trail Opportunity	Dave Lyle Boulevard	RFATS Boundary	Greenway	12.95	No
90	Dam Road/Highway 251, New Gray Rock Road	Highway 160 W	Sutton Road	Shared-Use Path	3.89	No
90	Springfield Parkway	Highway 21 Bypass N	Pleasant Road	Shared-Use Path	1.61	No
85	Highway 160	Springfield Parkway	Harrisburg Road	Shared-Use Path	3.63	No
85	Ogden Road	Falls Road/Robertson Road West	Heckle Boulevard	Shared-Use Path	2.25	No
85	Highway 195	Old York Road	Hands Mill Highway	Shared-Use Path	1.24	No
85	Eden Terrace	Cel-River Road	Mt. Gallant Road	Shared-Use Path	1.45	No
85	Red River Road	Fire Tower Road	Dave Lyle Boulevard	Shared-Use Path	3.37	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
85	Eastview Road	McConnells Highway	York Highway	Shared-Use Path	3.08	No
80	Mount Gallant Road	Eden Terrace	Anderson Road N	Shared-Use Path	0.32	No
80	Ogden Road	Brattonsville Road	Robertson Road W	Shoulder Improvement	6.91	No
80	Highway 557	Riddle Mill Road/Bethel School Road	Highway 274	Shared-Use Path	2.03	Yes
80	Herlong Avenue/India Hook Road/Highway 30	Mt. Gallant Road	Ebenezer Road	Shared-Use Path	3.75	No
80	Gold Hill Road/Highway 460	Pleasant Road	Highway 160 W	Shared-Use Path	1.67	No
80	Fire Tower Road	W Springdale Road	Schoolside Drive/Neelys Creek Road	Shared-Use Path	1.43	No
80	Springfield Parkway	Old Nation Road	Highway 21 Bypass N	Shared-Use Path	0.99	No
80	Stewart/Alumni Drive	Cherry Road	Oakland Ave	Sharrow	0.69	No
80	SC 121	Rambo Road E	Mt. Holly Road	Shared-Use Path	2.14	Yes
75	Harrisburg Road	Fort Mill Highway	Sugar Creek Road	Shared-Use Path	4.50	No
75	Lesslie Highway	Old Friendship Road	Schoolside Drive/Neelys Creek Road	Shared-Use Path	1.83	No
75	Herlong Avenue	Ebenezer Road	Heckle Boulevard	Shared-Use Path	1.05	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
75	Sutton Road N	Highway 21 Bypass S	New Gray Rock Road	Shared-Use Path	2.03	Yes
75	Proposed Carolina Thread Trail	Shared-Use Path along County Line	SC/NC State Line	Greenway	0.64	No
75	Mt. Holly Road	Neelys Creek Road	Saluda Street/Albright Road	Shared-Use Path	7.03	No
75	Highway 160	A.O. Jones Boulevard	Tom Hall Street/Highway 160 E	Shared-Use Path	2.60	No
75	Ogden Road/Hampton Street	Barnes Street	Heckle Boulevard	Shared-Use Path	0.24	No
70	Highway 160 West	Gold Hill Road	Stonecrest Boulevard	Shared-Use Path	0.87	No
70	Charlotte Highway	Jim Wilson Road	Dobys Bridge Road	Shared-Use Path	1.64	No
70	Highway 161	Mt. Gallant Road	Hands Mill Highway/ Adnah Church Road	Shared-Use Path	1.00	No
70	Highway 160	Dobys Bridge Road	Springfield Parkway	Shared-Use Path	0.86	No
70	U.S. 21	Springfield Parkway	White Street N	Shared-Use Path	2.91	No
70	Eden Terrace	Myrtle Drive	Oakland Ave	Sidewalk/ Sharrows	0.57	No
65	N Dobys Bridge Road	Fort Mill Parkway	Tom Hall Street	Shared-Use Path	1.87	No
65	Highway 30	Sand Island Road	Mt. Gallant Road	Shared-Use Path	1.12	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
65	Highway 161	Shiloh Road S	Mt. Gallant Road	Shared-Use Path	2.37	No
65	Highway 49	Highway 274	Buster Boyd Bridge	Shared-Use Path	2.76	No
65	Catawba Nation Greenway Trail	Highway 5	Tom Steven Road	Greenway	4.67	No
65	Porter Road	Neelys Creek Road	Fire Tower Road	Shoulder Improvement	5.09	No
60	Fort Mill Parkway	Dobys Bridge Road	Tom Hall Street/Highway 160 E	Shared-Use Path	2.15	No
60	Van Wyck Road	Brickyard Drive	Jim Wilson Road	Shared-Use Path	6.14	No
60	Dunkins Ferry Road/U.S. Highway 21 Bypass	S Sutton Road/Spratt Street	Cel-River Road	Shared-Use Path	1.77	No
60	Hopewell Road	Springdale Road	River Bottom Road	Shoulder Improvement	5.10	No
60	Columbia Avenue	Alumni Drive	Constitution Boulevard	Sharrow	0.22	No
55	Proposed Carolina Thread Trail	RFATS Boundary	Old Friendship road	Shared-Use Path	3.93	No
55	Dave Lyle Boulevard	Red River Road	Waterford Park Drive	Shared-Use Path	0.63	No
55	Highway 274	Old York Road	Mt. Gallant Road	Shared-Use Path	1.31	No
55	Springfield Parkway	A.O. Jones Boulevard	Springfield Parkway	Shared-Use Path	0.63	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
55	Adnah Church Road	York Highway	Old York Road	Shared-Use Path	3.01	No
55	Highway 5	Lesslie Highway	Turkey Lane	Shared-Use Path	0.71	No
50	Highway 160	SC/NC State Line	Gold Hill Road	Shared-Use Path	0.94	No
50	SC 274	Herlong Ave	Celanese Road	Sidewalk	1.54	No
50	S Doby Bridge Road	Charlotte Highway	Fort Mill Parkway	Shared-Use Path	5.08	No
50	Charlotte Highway	Dobys Bridge Road	Six Mile Creek/SC/NC State Line	Shared-Use Path	4.68	No
50	S Herlong Avenue	Heckle Boulevard	Main Street West	Shared-Use Path	0.69	No
50	SC 274	Ebenezer Road	Heckle Boulevard	Shared-Use Path	1.48	No
45	SC 121	Strait Road/E Chappell Road	Rambo Road E	Shoulder Improvement	5.00	No
45	York/Lancaster County Line Greenway	Highway 160 E/Fort Mill Highway	Regent Road E	Greenway	6.04	No
40	McConells Highway	Gordon Road	Eastview Road	Shoulder Improvement	4.75	No
35	Meadow Lakes Road	Eastview Road	Main Street W	Shared-Use Path	2.00	No
35	Highway 161	Adnah Church Road	Old York Road	Shared-Use Path	1.28	No

Prioritization Score	Project Name	Start	End	Proposed Facility Type	Length (Mi)	Planned Pennies Project?
35	Robertson Road	Ogden Road	Rambo Road E	Shoulder Improvement	1.90	No
35	Highway 5	Park Place Road	Montgomery Drive	Shoulder Improvement	5.72	No
35	Neelys Creek Road	Fire Tower Road	Mt. Holly Road/Collins Road	Shoulder Improvement	4.01	No
35	Falls Road	Ogden Road	McConnells Highway	Shoulder Improvement	2.25	No
30	Proposed Carolina Thread Trail	A.O. Jones Boulevard	SC/NC State Line	Greenway	2.65	No
30	Highway 557	Cross Road	Riddle Mill Road/Bethel School Road	Shoulder Improvement	1.29	No
20	Jim Wilson Road	Charlotte Highway	SC/NC State Line	Shared-Use Path	2.87	No
20	Highway 5	Turkey Lane	Catawba River	Shoulder Improvement	3.82	No
20	Collins Road	Neelys Creek Road	Harmony Road/RFATS Boundary	Shared-Use Path	1.60	No