



**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)  
FY 25-26 FUNDING CYCLE**

**Project Title:** Sam Smith Road Sidewalk Project

**Applicant Name and Address:** York County, 18 W. Liberty Street, York, SC 29745

**Contact Person and Title:** Christopher Stephens, Transportation Planner

**Email:** Christopher.Stephens@yorkcountygov.com **Phone:** 803-909-7224

**UEI Number:** \_\_\_\_\_

**Who will administer the project:**  X  SCDOT   Applicant will apply to be the Local Public Agency (LPA)\*

\*LPA qualifications must be submitted with this application. LPA approval is not guaranteed. If the applicant is not approved, SCDOT will administer the project. Allowable and allocable oversight and administration costs will be charged.

**Project Location:** Include road name(s), length/linear feet of improvements and termini (where the project begins and ends). ***Attach a detailed street map showing the exact project location.***

The project begins at the intersection of Choate Ave and Sam Smith Road and ends at the intersection of Sam Smith Road and Harris Road. The project is an estimated 0.45 miles or 2,376 linear feet. \_\_\_\_\_

**Project Budget\*:**

**TAP Request** \$ 1,200,000 \_\_\_\_\_ (May not exceed 80% of total project cost)

**Match** \$ 300,000 \_\_\_\_\_

**Total Budget** \$ 1,500,000 \_\_\_\_\_

*Please review the application in its entirety. All required attachments **must** be submitted with the application.*

**Project Description** – Describe the specific project activities and all the work phases (i.e., Right of Way, Preliminary Engineering, etc.) needed to complete the project.

1. Survey
2. Project Design
3. Erosion Control Permitting
4. Bid Letting
5. Construction Management and Inspections.
6. Project Closeout

**Existing Conditions** – Describe the nearby land uses (schools, neighborhoods, businesses), the existing bike/pedestrian facilities, existing utilities and any other pertinent details. You may attach photos of existing conditions to support your narrative.

Sam Smith Road is situated in a predominantly residential area, featuring multiple subdivisions and in close proximity to Fort Mill High School. The surrounding land use consists primarily of single-family homes, including the Sutton Place subdivision, which has an established sidewalk network and connects to a vast sidewalk system that includes Baxter village, Tega Cay and more. The Sutton Place sidewalk system terminates just before reaching the intersection of Choate Avenue and Sam Smith Road, leaving a gap in pedestrian connectivity.

Currently, Sam Smith Road lacks dedicated pedestrian facilities such as sidewalks, crosswalks, or roadway shoulders, requiring pedestrians to walk directly in the roadway. Additionally, the road features an open-ditch drainage system and does not have street lighting, which may present safety concerns, particularly during nighttime or inclement weather conditions.

The nearby residential developments include Wimbleton Woods, Sutton Place, Sutton Mill, and 38 homes directly off of Sam Smith Road. Given the area's residential density and proximity to a high school, improvements to pedestrian infrastructure could enhance safety and accessibility for residents, students, and other road users.

**Purpose and Need** – Describe why this project is needed. Identify the type and severity of problem, including the degree of safety affected, if applicable. Quantify who and how many people will benefit.

For years, the local school community has expressed concerns about the safety of students walking and biking along Sam Smith Road due to the absence of pedestrian and bicycle infrastructure. Currently, there are no sidewalks, bike lanes, or roadway shoulders, forcing pedestrians and cyclists to travel directly in the roadway. The road's open-ditch drainage system further limits available walking space, increasing the risk of accidents.

#### **Safety Concerns and Traffic Impact**

- **Student Exposure to Risk:** Fort Mill High School serves approximately **2,000 students**, with an estimated **1,100 students living within one mile** and **200 students residing within a half-mile** of the school.
- **Traffic Volume:** Harris Road has an average daily volume of 4,600 trips per day. The immediate traffic network experiences moderate to high vehicular traffic, particularly during school pick-up and drop-off times. Utilizing Sam Smith Road during peak hours, the risk of pedestrian-vehicle conflicts is significantly heightened.
- **Teen Drivers:** The road is frequently used by high school students with limited driving experience, adding another layer of risk.
- **Lack of Visibility and Lighting:** With no street lighting along Sam Smith Road, visibility is severely reduced in early morning and evening hours, further increasing the likelihood of accidents.

#### **Projected Community Benefit**

- **Neighborhood Connectivity:** With **almost 400 homes** in nearby subdivisions such as Wimbleton Woods, Sutton Mill and Sutton Place, improved infrastructure would benefit not only students but also residents who walk, run, or bike in the area.
- **Traffic Efficiency:** A safer pedestrian route could reduce congestion by encouraging more students to walk or bike, potentially decreasing vehicle volume near the school during peak hours.

Enhancing pedestrian and bicycle facilities along Sam Smith Road is a critical investment in community safety. By addressing these infrastructure gaps, the project would provide a safer, more accessible route for students and residents while also improving overall traffic conditions in the area.



## Cost Estimate

Attach a detailed cost estimate that itemizes all project elements and costs. **Cost estimates over 6 months old will not be accepted.** The estimate must list item, description, quantity, unit price, amount, etc. To ensure that the costs will satisfactorily complete all of the work anticipated, please include an appropriate contingency. Also include the costs for project oversight, including project administration and management, engineering, inspection, and testing in accordance with state and federal requirements. Your cost estimate's total must match the total budget listed on page 1.

The cost estimate **must** be developed or reviewed by a Professional Engineer certified in the State of South Carolina. Documentation certifying/confirming this must be attached.

## Matching Funds

Typically, the TAP program may fund up to 80% of a project's future eligible costs, with the applicant funding at least 20% in non-federal funds, i.e. local, state, or private funds. Applicants will be required to demonstrate that they have their cash match available upon award, as the match must be paid up front before work on the project can begin. "In-kind" matches are not allowed.

| Local Match Source | Amount    | Percentage |
|--------------------|-----------|------------|
| York County        | \$300,000 | 20         |
|                    | \$        |            |
|                    | \$        |            |
| Total:             | \$300,000 | 20         |

The total on the chart must be the same amount listed on page 1 as "Match".

**Property Ownership:** Unless a project can be completed within SCDOT right of way, you **MUST** attach documentation listing the ownership of **ALL** the property involved in the project. The applicant must have control of the property (fee-simple title or an easement) before any construction may start. If additional property must be acquired to complete the project, identify the ownership and value of the property. Acquisitions must comply with applicable state and federal laws.

For all projects on SCDOT rights of way, attach either a copy of the approved SCDOT Encroachment Permit, a letter from the appropriate SCDOT County Maintenance Office, or a letter from the appropriate SCDOT District Office indicating that the project appears feasible in concept with specific details to be approved in an Encroachment Permit.

**Project Schedule** – Complete **only** if requesting to administer project as the LPA.

| Phase                           | Estimated Start Date | Estimated End Date |
|---------------------------------|----------------------|--------------------|
| Planning                        |                      |                    |
| Preliminary Design              |                      |                    |
| Environmental Review/Permitting |                      |                    |
| Final Design                    |                      |                    |
| Right-of-Way Acquisition        |                      |                    |
| Utility Relocation              |                      |                    |
| Construction                    |                      |                    |
| Other (Describe)                |                      |                    |

Please remember that all TAP funds must be obligated within 4 years of their awarded federal program year, **or they will lapse**. SCDOT reserves the right to terminate any TAP project that has not made substantial progress within 6 months of award.

**Maintenance** - Who will maintain the infrastructure? Describe level of maintenance and how maintenance will be funded on an ongoing basis. If SCDOT, provide supporting documentation.

The intent is to have the project constructed within SCDOT right-of-way and maintained by CDOT.

**CERTIFICATION**

The undersigned has authority to sign on behalf of the applicant and certifies that the applicant has legal authority to enter into an agreement to implement this project and that all information provided is complete and accurate to their best knowledge.

Christopher Stephens  
Signature

3-28-2025  
Date

Christopher Stephens  
Print Name

Transportation Planner  
Title

**For SCDOT Staff Use Only**

|                              |                                   |   |
|------------------------------|-----------------------------------|---|
| SC House District _____      | Population: _____ Less than 5,000 | 2024 County Tier (I, II, III or IV) _____ |
| SC Senate District _____     | _____ 5,000 – 49,999              | Match assistance: _____                   |
| Congressional District _____ | _____ 50,000 – 199,999            | \$ _____ ( _____ %)                       |

Project Category (Check all that apply)

|   |  |
|---|--|
| <input type="checkbox"/> Provisions for bicyclists  | <input type="checkbox"/> Safe Routes to Schools infrastructure project |
| <input type="checkbox"/> Provisions for pedestrians | <input type="checkbox"/> Transit-related project                       |
| <input type="checkbox"/> Streetscaping/lighting     |  |
| <input type="checkbox"/> Other (Describe) _____     |  |

Staff Notes





TAP Grant - Sam Smith Rd Sidewalk  
Location Map





TAP Grant - Sam Smith Rd Sidewalk  
Location Map





Sutton Place subdivision: The current four-foot sidewalk ends before reaching the intersection of Sam Smith Road and Choate Avenue. The applicant is proposing extending the sidewalk to the intersection and then providing a crosswalk to the other side of the road.





Looking from the corner of Sam Smith Road and Choate Avenue. Provide a pedestrian crosswalk to the other side of Choate Avenue. The sidewalk would stay on the left side of Sam Smith Road heading south towards Harris Road.





Looking towards the Sutton Place Subdivision entrance at the intersection of Sam Smith Road and Choate Avenue.



(Wider photo of the intersection of Sam Smith Road and Choate Avenue) Looking towards the Sutton Place Subdivision entrance.





Heading south on Sam Smith Road. The proposed sidewalk would be on the left side of the road heading to the intersection of Sam Smith Road and Harris Road.



(closer photo of the intersection of Sam Smith Road and Harris Road) The proposed sidewalk would be on the left side of the road.





Sutton Mill subdivision: The current sidewalk that runs along Harris Road is on the west side of Sam Smith Road. The applicant is proposing to extend the sidewalk to the intersection of Sam Smith Road and Harris Road. The applicant is also proposing a crosswalk to cross Sam Smith Road.





Looking from the south side of Harris Road at the intersection of Sam Smith Road and Harris Road.

## PLUS Report

|                          |                         |                             |                  |
|--------------------------|-------------------------|-----------------------------|------------------|
| <b>Project:</b> Sidewalk | <b>Job Number:</b> None | <b>Bid Date:</b> 03/25/2025 | <b>State:</b> SC |
| <b>Location:</b> York    |                         |                             |                  |

## Project Settings

|                              |                                      |
|------------------------------|--------------------------------------|
| <b>Primary County:</b>       | <b>Urban / Rural:</b>                |
| <b>Addl Counties:</b>        | <b>Project Type:</b>                 |
| <b>District:</b>             | <b>Work Type:</b>                    |
| <b>Latitude:</b>             | <b>Traffic:</b>                      |
| <b>Longitude:</b>            | <b>Estimator:</b> Ideozurc@scdot.org |
| <b>Log Mile:</b> <b>Beg:</b> | <b>Constr Eng:</b>                   |
| <b>End:</b>                  | <b>Priced Date:</b>                  |
| <b>Station:</b> <b>Beg:</b>  | <b>Create Date:</b> 3/25/2025        |
| <b>End:</b>                  | <b>Fed Project No:</b>               |
| <b>Project Length:</b> miles | <b>Mobe Percent:</b>                 |
| <b>Route:</b>                | <b>Survey Percent:</b>               |

## Project Sections

|  |              |        |
|--|--------------|--------|
| -1 Project Funding                       | \$414,938.60 | 38.56% |
| 400 Asphalt Paving                       | \$52,007.90  | 4.83%  |
| 700 Structures                           | \$585,337.52 | 54.40% |
| 800 Traffic Control Devices and Lighting | \$23,756.00  | 2.21%  |

|              |                       |               |
|--------------|-----------------------|---------------|
| <b>Total</b> | <b>\$1,076,040.02</b> | <b>100.0%</b> |
|--------------|-----------------------|---------------|

## STIP Information

|                   |                |         |
|-------------------|----------------|---------|
| Construction Cost | \$1,076,040.02 | 100.00% |
|-------------------|----------------|---------|

|              |                       |               |
|--------------|-----------------------|---------------|
| <b>Total</b> | <b>\$1,076,040.02</b> | <b>100.0%</b> |
|--------------|-----------------------|---------------|

## Major Categories

|              |  |  |
|--------------|--|--|
|              |  |  |
| <b>Total</b> |  |  |

|                          |                         |                             |                  |
|--------------------------|-------------------------|-----------------------------|------------------|
| <b>Project:</b> Sidewalk | <b>Job Number:</b> None | <b>Bid Date:</b> 03/25/2025 | <b>State:</b> SC |
| <b>Location:</b> York    |                         |                             |                  |

**Section: Project Funding**

| 0 | 1031000 | MOBILIZATION | 1.000 | L.S. | Unit Price | Total |
|---|---------|--------------|-------|------|------------|-------|
|---|---------|--------------|-------|------|------------|-------|

|           |  |  |    |  |              |            |
|-----------|--|--|----|--|--------------|------------|
| Bid Price |  |  | -- |  | \$100,000.00 | 100,000.00 |
| estimate  |  |  | 26 |  | \$397,634.23 | 397,634.23 |

| 0 | 1032010 | BONDS AND INSURANCE | 1.000 | L.S. | Unit Price | Total |
|---|---------|---------------------|-------|------|------------|-------|
|---|---------|---------------------|-------|------|------------|-------|

|           |  |  |    |  |             |           |
|-----------|--|--|----|--|-------------|-----------|
| Bid Price |  |  | -- |  | \$31,500.00 | 31,500.00 |
| estimate  |  |  | 26 |  | \$93,757.65 | 93,757.65 |

| 0 | 1050800 | CONSTRUCTION STAKES, LINES & GRADES | 1.000 | EACH | Unit Price | Total |
|---|---------|-------------------------------------|-------|------|------------|-------|
|---|---------|-------------------------------------|-------|------|------------|-------|

|           |  |  |    |  |             |           |
|-----------|--|--|----|--|-------------|-----------|
| Bid Price |  |  | -- |  | \$10,000.00 | 10,000.00 |
| estimate  |  |  | 6  |  | \$38,395.83 | 38,395.83 |

| 0 | 1080300 | CPM PROGRESS SCHEDULE | 1.000 | L.S. | Unit Price | Total |
|---|---------|-----------------------|-------|------|------------|-------|
|---|---------|-----------------------|-------|------|------------|-------|

|           |  |  |    |  |             |           |
|-----------|--|--|----|--|-------------|-----------|
| Bid Price |  |  | -- |  | \$5,000.00  | 5,000.00  |
| estimate  |  |  | 3  |  | \$15,500.00 | 15,500.00 |

| 0 | 2011000 | CLEARING & GRUBBING WITHIN RIGHT OF WAY | 1.000 | L.S. | Unit Price | Total |
|---|---------|---|-------|------|------------|-------|
|---|---------|---|-------|------|------------|-------|

|           |  |  |    |  |              |            |
|-----------|--|--|----|--|--------------|------------|
| Bid Price |  |  | -- |  | \$50,000.00  | 50,000.00  |
| estimate  |  |  | 3  |  | \$404,931.33 | 404,931.33 |

| 0 | 3059900 | MAINTENANCE STONE | 100.000 | TON | Unit Price | Total |
|---|---------|-------------------|---------|-----|------------|-------|
|---|---------|-------------------|---------|-----|------------|-------|

|           |  |  |    |  |         |          |
|-----------|--|--|----|--|---------|----------|
| Bid Price |  |  | -- |  | \$68.33 | 6,833.00 |
| estimate  |  |  | 3  |  | \$68.33 | 6,833.00 |

| 0 | 6011000 | TRAFFIC CONTROL | 1.000 | L.S. | Unit Price | Total |
|---|---------|-----------------|-------|------|------------|-------|
|---|---------|-----------------|-------|------|------------|-------|

|           |  |  |    |  |              |            |
|-----------|--|--|----|--|--------------|------------|
| Bid Price |  |  | -- |  | \$115,000.00 | 115,000.00 |
| estimate  |  |  | 3  |  | \$569,708.33 | 569,708.33 |

| 0 | 6051120 | PERMANENT CONSTRUCTION SIGNS (GROUND MOUNTED) | 148.000 | S.F. | Unit Price | Total |
|---|---------|---|---------|------|------------|-------|
|---|---------|---|---------|------|------------|-------|

|           |  |  |    |  |        |        |
|-----------|--|--|----|--|--------|--------|
| Bid Price |  |  | -- |  | \$6.60 | 976.80 |
| estimate  |  |  | 3  |  | \$6.60 | 976.80 |

| 0 | 7143618 | 18" SMOOTH WALL PIPE | 100.000 | L.F. | Unit Price | Total |
|---|---------|----------------------|---------|------|------------|-------|
|---|---------|----------------------|---------|------|------------|-------|

|           |  |  |    |  |          |           |
|-----------|--|--|----|--|----------|-----------|
| Bid Price |  |  | -- |  | \$136.37 | 13,637.00 |
| estimate  |  |  | 17 |  | \$136.37 | 13,637.00 |



|                          |                         |                             |                  |
|--------------------------|-------------------------|-----------------------------|------------------|
| <b>Project:</b> Sidewalk | <b>Job Number:</b> None | <b>Bid Date:</b> 03/25/2025 | <b>State:</b> SC |
| <b>Location:</b> York    |                         |                             |                  |

| 0                                | 7204100 | CONCRETE SIDEWALK(4" UNIFORM) | 1,111.000 | S.Y. | Unit Price | Total          |
|----------------------------------|---------|-------------------------------|-----------|------|------------|----------------|
| Bid Price                        |         |                               | --        |      | \$73.80    | 81,991.80      |
| estimate                         |         |                               | 13        |      | \$73.80    | 81,991.80      |
| <b>Category: Project Funding</b> |         |                               |           |      |            | <b>Total</b>   |
| Bid Price                        |         |                               |           |      |            | \$414,938.60   |
| estimate                         |         |                               |           |      |            | \$1,623,365.97 |

**Section: Asphalt Paving**

| 0                               | 4011004 | LIQUID ASPHALT BINDER PG64-22 | 21.000  | TON | Unit Price | Total        |
|---------------------------------|---------|-------------------------------|---------|-----|------------|--------------|
| Bid Price                       |         |                               | --      |     | \$685.90   | 14,403.90    |
| estimate                        |         |                               | 26      |     | \$685.90   | 14,403.90    |
| 0                               | 4040320 | ASPHALT SURFACE COURSE TYPE B | 476.000 | TON | Unit Price | Total        |
| Bid Price                       |         |                               | --      |     | \$79.00    | 37,604.00    |
| estimate                        |         |                               | 3       |     | \$79.00    | 37,604.00    |
| <b>Category: Asphalt Paving</b> |         |                               |         |     |            | <b>Total</b> |
| Bid Price                       |         |                               |         |     |            | \$52,007.90  |
| estimate                        |         |                               |         |     |            | \$52,007.90  |

**Section: Structures**

| 0         | 7143624 | 24" SMOOTH WALL PIPE   | 1,200.000 | L.F. | Unit Price  | Total      |
|-----------|---------|------------------------|-----------|------|-------------|------------|
| Bid Price |         |                        | --        |      | \$190.43    | 228,516.00 |
| estimate  |         |                        | 9         |      | \$190.43    | 228,516.00 |
| 0         | 7191605 | CATCH BASIN -TYPE 16   | 12.000    | EACH | Unit Price  | Total      |
| Bid Price |         |                        | --        |      | \$7,366.67  | 88,400.04  |
| estimate  |         |                        | 3         |      | \$7,366.67  | 88,400.04  |
| 0         | 7191650 | CATCH BASIN -TYPE 18   | 2.000     | EACH | Unit Price  | Total      |
| Bid Price |         |                        | --        |      | \$10,290.34 | 20,580.68  |
| estimate  |         |                        | 21        |      | \$10,290.34 | 20,580.68  |
| 0         | 7192010 | DROP INLET (24" X 24") | 8.000     | EACH | Unit Price  | Total      |
| Bid Price |         |                        | --        |      | \$6,029.35  | 48,234.80  |
| estimate  |         |                        | 10        |      | \$6,029.35  | 48,234.80  |

## PLUS Report

|                          |                         |                             |                  |
|--------------------------|-------------------------|-----------------------------|------------------|
| <b>Project:</b> Sidewalk | <b>Job Number:</b> None | <b>Bid Date:</b> 03/25/2025 | <b>State:</b> SC |
| <b>Location:</b> York    |                         |                             |                  |

| 0 | 7203210 | CONCRETE CURB AND GUTTER(2'-0") VERTICAL FACE | 4,000.000 | L.F. | Unit Price | Total |
|---|---------|---|-----------|------|------------|-------|
|---|---------|---|-----------|------|------------|-------|

|           |    |         |            |
|-----------|----|---------|------------|
| Bid Price | -- | \$42.90 | 171,600.00 |
|-----------|----|---------|------------|

|          |    |         |            |
|----------|----|---------|------------|
| estimate | 10 | \$42.90 | 171,600.00 |
|----------|----|---------|------------|

| 0 | 7204900 | DETECTABLE WARNING MATERIAL | 250.000 | S.F. | Unit Price | Total |
|---|---------|-----------------------------|---------|------|------------|-------|
|---|---------|-----------------------------|---------|------|------------|-------|

|           |    |         |           |
|-----------|----|---------|-----------|
| Bid Price | -- | \$46.14 | 11,535.00 |
|-----------|----|---------|-----------|

|          |    |         |           |
|----------|----|---------|-----------|
| estimate | 13 | \$46.14 | 11,535.00 |
|----------|----|---------|-----------|

| 0 | 7209000 | PEDESTRIAN RAMP CONSTRUCTION | 130.000 | S.Y. | Unit Price | Total |
|---|---------|------------------------------|---------|------|------------|-------|
|---|---------|------------------------------|---------|------|------------|-------|

|           |    |          |           |
|-----------|----|----------|-----------|
| Bid Price | -- | \$126.70 | 16,471.00 |
|-----------|----|----------|-----------|

|          |    |          |           |
|----------|----|----------|-----------|
| estimate | 13 | \$126.70 | 16,471.00 |
|----------|----|----------|-----------|

|                  |                   |              |
|------------------|-------------------|--------------|
| <b>Category:</b> | <b>Structures</b> | <b>Total</b> |
|------------------|-------------------|--------------|

|           |              |
|-----------|--------------|
| Bid Price | \$585,337.52 |
|-----------|--------------|

|          |              |
|----------|--------------|
| estimate | \$585,337.52 |
|----------|--------------|

**Section: Traffic Control Devices and Lighting**

| 0 | 8100101 | PERMANENT GRASSING FOR SMALL PROJECTS | 0.200 | ACRE | Unit Price | Total |
|---|---------|---------------------------------------|-------|------|------------|-------|
|---|---------|---------------------------------------|-------|------|------------|-------|

|           |    |            |          |
|-----------|----|------------|----------|
| Bid Price | -- | \$8,900.00 | 1,780.00 |
|-----------|----|------------|----------|

|          |   |             |           |
|----------|---|-------------|-----------|
| estimate | 2 | \$64,500.00 | 12,900.00 |
|----------|---|-------------|-----------|

| 0 | 8153000 | SILT FENCE | 4,500.000 | L.F. | Unit Price | Total |
|---|---------|------------|-----------|------|------------|-------|
|---|---------|------------|-----------|------|------------|-------|

|           |    |        |           |
|-----------|----|--------|-----------|
| Bid Price | -- | \$3.93 | 17,685.00 |
|-----------|----|--------|-----------|

|          |    |        |           |
|----------|----|--------|-----------|
| estimate | 13 | \$3.93 | 17,685.00 |
|----------|----|--------|-----------|

| 0 | 8153090 | REPLACE/REPAIR SILT FENCE | 410.000 | L.F. | Unit Price | Total |
|---|---------|---------------------------|---------|------|------------|-------|
|---|---------|---------------------------|---------|------|------------|-------|

|           |    |        |          |
|-----------|----|--------|----------|
| Bid Price | -- | \$3.10 | 1,271.00 |
|-----------|----|--------|----------|

|          |    |        |          |
|----------|----|--------|----------|
| estimate | 10 | \$3.10 | 1,271.00 |
|----------|----|--------|----------|

| 0 | 8154050 | REMOVAL OF SILT RETAINED BY SILT FENCE | 1,000.000 | L.F. | Unit Price | Total |
|---|---------|--|-----------|------|------------|-------|
|---|---------|--|-----------|------|------------|-------|

|           |    |        |          |
|-----------|----|--------|----------|
| Bid Price | -- | \$3.02 | 3,020.00 |
|-----------|----|--------|----------|

|          |    |        |          |
|----------|----|--------|----------|
| estimate | 10 | \$3.02 | 3,020.00 |
|----------|----|--------|----------|

|                  |   |              |
|------------------|---|--------------|
| <b>Category:</b> | <b>Traffic Control Devices and Lighting</b> | <b>Total</b> |
|------------------|---|--------------|

|           |             |
|-----------|-------------|
| Bid Price | \$23,756.00 |
|-----------|-------------|

|          |             |
|----------|-------------|
| estimate | \$34,876.00 |
|----------|-------------|

## PLUS Report

|                   |  |                  |                      |                |
|-------------------|--|------------------|----------------------|----------------|
| Project: Sidewalk |  | Job Number: None | Bid Date: 03/25/2025 | State: SC      |
| Location: York    |  |                  |                      |                |
| Overall Totals    |  |                  |                      | Total          |
| Bid Price         |  |                  |                      | \$1,076,040.02 |
| estimate          |  |                  |                      | \$2,295,587.39 |

2023-2024 Recurring C-Fund Selections  
February 5, 2024

| County Council District 1 |          | Existing Contingency  |        | \$174,719   |                                 |
|---------------------------|----------|-----------------------|--------|-------------|---------------------------------|
| Tom Audette               |          | FY 23-24 Allotment    |        | \$1,800,000 |                                 |
|                           |          | Additional Funds      |        |             |                                 |
|                           |          | Commitments           |        | \$1,886,250 |                                 |
|                           |          | Contingency Remaining |        | \$88,469    |                                 |
| Road Name                 | Owner    | Project               | Length | Est Cost    | Limits                          |
| BRAYDEN PARKWAY 11.01.23  | HWY 160  | SIGNAL                |        | \$250,000   | SIGNAL BRAYDEN & 160 AGREEMENT  |
| HARRIS ROAD 3.5.18        | S-100    | SIDEWALK              | 700    | \$280,000   | SPRING BLOSSOM-I77              |
| CANTERBURY CROSSING       | J3-065   | RESURFACE             | 970    | \$169,015   | HEMMINGWAY-CULDESAC             |
| KIWI POINT 8.20           | TEGA CAY | RESURFACE             | 690    | \$120,227   | WINDJAMMER-CULDESAC             |
| CALIPER PLACE             | H3-202   | RESURFACE             | 625    | \$108,902   | FULL LENGTH                     |
| WARWICK WAY               | H3-172   | RESURFACE             | 425    | \$74,053    | FULL LENGTH                     |
| ADAIR MARBLE ST           | H3-203   | RESURFACE             | 410    | \$71,439    | FULL LENGTH                     |
| BRITTANY LANE             | H4-079   | RESURFACE             | 675    | \$117,614   | WIMBLETON WOODS-SAM SMITH       |
| BAXTER IMPROVEMENTS       |          |                       |        | \$300,000   | ROADS AND IMPROVEMENTS          |
| TURQUOISE WAY             | H3-212   | RESURFACE             | 1745   | \$395,000   | GOLD HILL-PLATINUM 616+620+1125 |
| Totals =                  |          |                       | 6,240  | \$1,886,250 |                                 |

York County Transportation Committee action will be to approve the above listed projects.

| County Council District 2 |            | Existing Contingency  |        | \$858,685    |   |
|---------------------------|------------|-----------------------|--------|--------------|---|
| Allison Love              |            | FY 23-24 Allotment    |        | \$1,800,000  |   |
|                           |            | Additional Funds      |        |              |   |
|                           |            | Commitments           |        | \$533,500.00 |   |
|                           |            | Contingency Remaining |        | \$2,125,185  |   |
| Road Name                 | Owner      | Project               | Length |              | Limits  |
| 274/49 VEGETATION PROJECT | STATE      | VEGETATION CARE       |        | \$95,000.00  | 274(5 POINTS/POLEBRANCH)&HWY 49(INCLUDE BRIDGE) |
| MOBLEY ROAD               | STATE/CITY | SPEED TABLES          |        | \$15,000.00  | TWO TABLES IN APPROVED LOCATIONS                |
| CROSS ROAD                | STATE      | RESURFACE             | 2,430  | \$423,500.00 | TIMED TO COINCIDE WITH 557 PROJECT              |
|                           |            |                       |        |              |   |
| Totals =                  |            |                       | 2,430  | \$533,500.00 |   |

York County Transportation Committee action will be to approve the above listed projects.

2023-2024 Recurring C-Fund Selections  
February 5, 2024

| County Council District 7 |         | Contingency           |        | \$26,326    |                                    |
|---------------------------|---------|-----------------------|--------|-------------|------------------------------------|
| Debi Cloninger            |         | Fy 23-24 Allotment    |        | \$1,800,000 |                                    |
|                           |         | Additional Funds      |        | \$0         |                                    |
|                           |         | Commitments           |        | \$1,694,166 |                                    |
|                           |         | Contingency Remaining |        | \$132,160   |                                    |
| Road Name                 | Owner   | Project               | Length | Est Cost    | Limits                             |
| PIKEVIEW ROAD 08/2022     | S46-642 | RESURFACE             | 2600   | \$453,030   | FLINT HILL-SANCTUARY               |
| CROFTON ROAD              | K5-017  | RESURFACE             | 2510   | \$437,348   |                                    |
| HARRIS STREET             | S46-100 | SIDEWALK              | 1950   | \$200,000   | MULTI USE TO SCHOOL MATCHING FUNDS |
| WESTSIDE DRIVE            | H4-070  | RESURFACE             | 425    | \$90,000    | COUNTY PORTION                     |
| AVERY STREET              | S46-280 | RESURFACE             | 692    | \$130,000   |                                    |
| STIRLING HEIGHTS          | FM      | RESURFACE             | 1,072  | \$186,788   |                                    |
| ABINGDON WAY              | FM      | RESURFACE             | 427    | \$90,000    |                                    |
| WHITMYRE COURT            | FM      | RESURFACE             | 533    | \$107,000   | STERLING HEIGHTS - END             |
| Totals =                  |         |                       | 10,209 | \$1,694,166 |                                    |

York County Transportation Committee action will be to approve the above listed projects.

| Economic Development Set-Aside (15%)  |       |                    |        |          |       |
|---|-------|--------------------|--------|----------|-------|
| Countywide  |       | Fy 23-24 Allotment |        |          |       |
|   |       | Commitments        |        | \$0      |       |
| Road Name   | Owner | Project            | Length | Est Cost | Notes |
| DEFERRED UNTIL FY 24/25   |       |                    |        |          |       |
|   |       |                    |        |          |       |
| York County Transportation Committee action will be to approve the above listed projects. |       |                    |        |          |       |
|   |       |                    |        |          |       |

Grand Total = \$13,462,877.88

March 13, 2025

Dear Mr. Stephens,

On behalf of the Fort Mill School District, I am pleased to express our full support for York County's application for a Transportation Alternatives Program (TAP) grant to construct a sidewalk along Sam Smith Road from the Sutton Place subdivision to Harris Road, ultimately connecting Fort Mill High School to the surrounding community.

This project will provide a much-needed safe pedestrian route for our students, families, and community members. Many students at Fort Mill High School walk to and from school, and the addition of a sidewalk will greatly enhance their safety. Additionally, this connection will offer a secure and accessible pathway for those attending afterschool activities, athletic events, and other school-related functions.

The Fort Mill School District prioritizes student safety, and we recognize the significant impact this project will have in creating a safer and more connected community. We appreciate York County's efforts to pursue funding for this vital improvement and strongly encourage support for this grant application.

Thank you for your consideration. Please feel free to reach out if additional information is needed.

Sincerely,

A handwritten signature in blue ink that reads 'Joe'.

Joe Romenick  
Assistant Superintendent, Operations  
Fort Mill School District



BPC Mission: Support York County and its communities becoming more pedestrian, cycling, and roller-friendly

RFATS Transportation Alternatives Program Coordinator  
155 Johnston Street, Post Office Box 11706  
Rock Hill, South Carolina 29731-1706

RE: Allocation of 2025-26 TAP Funds for Sam Smith Road Sidewalk Project

March 2, 2025

Dear RFATS Transportation Alternatives Program Subcommittee:

The Bike/Ped Coalition of York County (BPC) supports York County's Transportation Alternatives Program project to install a new sidewalk along Sam Smith Road.

School community members for years have requested safety improvements for students walking to Fort Mill High School (FMHS), with few pedestrian pathways, busy streets, and less-experienced drivers.

In 2023, parents organized to ask for help from policymakers at the RFATS metropolitan planning organization, Town of Fort Mill, York County, and school district. In response, the BPC, South Carolina Department of Health and Environmental Control (now Department of Public Health), and Wholespire York County (now Healthy Eating Active Living (HEAL) York County) coordinated a walkability assessment of FMHS-area routes including Harris Road to Sam Smith Road to the Wimbleton Woods neighborhood. The goal was to find opportunities and barriers for safer pedestrian, bicycling, and rolling access to FMHS; promote policies, practices, and a built environment that support healthy, safe living for students and community members of all ages and abilities; and foster collaboration around this important community concern requiring action and accountability by multiple parties.

The 2024 Walkability Assessment looked at land uses; public transportation; street characteristics; quality of the environment; and places to walk or bicycle. Participants included school-community parents; Fort Mill School District (FMSD); Town of Fort Mill; York County; SC Department of Transportation (DOT); Carolina Thread Trail; CrossSafe; Fort Mill and York County law enforcement; RFATS Citizen Advisory Committee; Impact York County; Helping Others Progress through Education of Rock Hill; Atrium Health; Tega Cay Lions; Winthrop University Department of Physical Education, Sport, and Human Performance; and Clinton College.



The study found that Sam Smith Road to Harris Road to the high school is not just walking distance to single-family homes but also apartments, businesses including offices and a bank, a church, an auto body shop, National Guard Recruiting Center and Armory, and Veterans of Foreign Wars and other community centers. Also:

- Walk across Hwy 160 to Kingsley Village and access the Anne Springs Close Greenway trails.
- Roll down Hwy 160 to the Peach Stand and Walter Elijah Park, and run up Hwy 160 to Baxter Village and the Baxter trail network.
- Cross Hwy 21 to Harris Street Park and the Harris Street neighborhood.

But children and families need to be able to do this safely. And that Sam Smith Road is a cut-through for the less-experienced high school drivers makes the need for a safe pedestrian and rolling pathway even more critical.

This high-impact location would benefit from a more livable, engaged, and healthier community, helping:

- property values, vehicular congestion, the environment, local pride, tourism, economic development;
- residents' physical activity and vehicle emissions, which improves overall community health; and
- general safety as more pedestrian activity creates more "eyes on the street."

Similarly, by creating safe pathways, communities help meet the national goal of ending traffic deaths on roads.

The study found that of the approximately 2,000 students that attend FMHS, roughly 1,100 – over half – live within one mile, including in the multiple neighborhoods served by Sam Smith Road.

- The report's #1 recommendation was that the Fort Mill School District, Town of Fort Mill, York County, and SCDOT should continue to collaborate to make the school and surrounding neighborhoods safely walkable and rollable.
- The team evaluating Sam Smith Road recommended: Install a continuous sidewalk on Sam Smith Road. Connect it to a sidewalk that needs to be installed on Harris Rd., so that students can walk and roll safely to the high school.

These TAP Funds are necessary to fund that critical Sam Smith Road sidewalk. We commend York County for taking this step and implore RFATS Transportation Alternatives Program Subcommittee to look favorably upon York County's application.

Sincerely yours,

A handwritten signature in black ink that reads 'E. W. Duda'.

Elizabeth W. Duda

BPC Chair

[elizabeth\\_walles@hotmail.com](mailto:elizabeth_walles@hotmail.com)



Dear Transportation Alternatives Program (TAP) Grant Reader,

We are Fort Mill, York County citizens and live in neighborhoods surrounding Sam Smith Road. We support York County's TAP application for adding sidewalks along Sam Smith Road. While our neighborhoods are close to Fort Mill High School, our children cannot safely walk or bike along Sam Smith and Harris Roads to get to the school.

Sidewalks would benefit children and their families by creating a safer pedestrian route to school, effectively bringing the students - safely - closer to their neighborhood school. There are many other important benefits to these sidewalks. Sidewalks would enhance connectivity among our communities, improve traffic congestion, and connect to existing sidewalks to Harris Street Park, Walter Elisha Park, Piedmont Hospital, Kingsley Village, the Peach Stand, downtown Fort Mill, other commercial areas, and after the exit 85 interchange project is completed, Baxter Village - blessing all residents. Thank you for being aware that every student near the school should be able to arrive safely on foot and bicycle, and give the community greater connectivity in the process. Please provide funding to allow a safer, connected Fort Mill, York County.

Thank you.

| Timestamp         | Signature         | Neighborhood (optional) | Any comments about specific ways this sidewalk will benefit you (optional)  |
|-------------------|-------------------|-------------------------|---|
| 3/4/2025 21:22:44 | Chelsea Beauchamp | Sutton Place            |   |
| 3/4/2025 21:31:14 | Sarah Morris      | Sutton Place            | We would love to have this sidewalk to connect us to our local high school! This would greatly impact our sense of community and connection to our high school. Thank you!  |
| 3/4/2025 21:50:34 | Ashley Davis      |                         |   |
| 3/4/2025 22:05:53 | Mandy Cherry      |                         |   |
| 3/4/2025 23:13:23 | Jessica Colburn   | Jones Branch Estates    | My child, her friends, our neighborhood kids and adults will FINALLY be able to safely navigate Harris Street, on foot, bikes and scooters!   |
| 3/4/2025 23:36:50 | Kathleen Watson   | Sutton Place            | This will benefit my children walking or biking to school in the future. Furthermore, it will also benefit the current Fort Mill high school kids. Currently, the Jones Branch subdivision students are walking home under heavy traffic on Harris Road with no sidewalks. There is barely room for them to share the grass on the side of the road to get safely home. |
| 3/4/2025 23:38:58 | David Watson      | Sutton Place            | This will help my children to be able to walk to school or bike to school. Furthermore, it will help connect numerous subdivisions and create a safe environment.   |
| 3/4/2025 23:56:17 | Carol Lambert     | Sutton Place            | This is a busy road leading to the high school.   |
| 3/5/2025 4:23:31  | Ellen Acero       | Sutton Place            | Sam Smith Rd is narrow and cars go too fast but people walk it anyway. Sidewalks would be much safer.   |
| 3/5/2025 6:38:08  | Cassie Belov      | Sutton Place            |   |
| 3/5/2025 7:25:49  | Melissa Figueroa  | Sutton Place            |   |
| 3/5/2025 7:25:51  | Ryan Beauchamp    | Sutton Place            | It will keep our kids safe as they are walking to and from school and between neighborhoods.  |
| 3/5/2025 7:27:42  | Gina Rowland      | Willowbrook             | Connectivity and walkability for families - increased engagement with community and school events   |
| 3/5/2025 8:00:24  | Brian Miserendino |                         |   |
| 3/5/2025 8:11:22  | Melissa Storm     | Sutton Place            | Kids can walk to Fort Mill High safely, especially for those of us in neighborhoods so close to the school - especially when needing to stay after school!!   |
| 3/5/2025 9:29:56  | Marcella C Folks  | Sutton Place            |   |
| 3/5/2025 9:41:00  | Kendra King       | Sutton Place            | Makes our community more accessible   |
| 3/5/2025 11:12:22 | Trip Moorhead     | Sutton Place            |   |

|                   |                         |                    |  |
|-------------------|-------------------------|--------------------|--|
| 3/5/2025 13:31:22 | Isaac Perkins           | Sutton Place       | Greater access, walking to Fort Mill High School   |
| 3/5/2025 15:39:36 | Amy Bennett             | Wimbledon Woods    | Protect me as a driver and keep our children safe  |
| 3/5/2025 15:42:12 | Hank Chardos            |                    | Safety for children.   |
| 3/5/2025 15:42:17 | Katie Whitlock          | Willowbrook        |  |
| 3/5/2025 15:42:49 | Catherine Johannesmeyer |                    | Safer for high school students walking to school   |
| 3/5/2025 15:49:31 | Craig Johannesmeywr     |                    |  |
| 3/5/2025 15:59:53 | Jennifer Stalford       |                    | Safety should be the #1 priority of York County.   |
| 3/5/2025 16:19:07 | tina hansen             |                    |  |
| 3/5/2025 16:30:26 | Richard Hansen          | Baxter Village     | in addition to safety sidewalks to schools bring increased value to the areas in which they serve ultimately bringing value to residents in many ways and thus in turn the town  |
| 3/5/2025 16:30:29 | Christie Morrow         | Dobys Bridge       | Increased exercise opportunity and time outdoors for students  |
| 3/5/2025 16:33:56 | Sally Chardos           |                    |  |
| 3/5/2025 16:44:20 | Amy McNeely             |                    |  |
| 3/5/2025 16:52:47 | Lauren Mackenzie Srey   | Wimbledon Woods    | I have a daughter going into Fort Mill High School soon and would appreciate the option to leverage the sidewalk. Also, we have had many instances of wanting to walk around our community more, but the lack of side walks make this dangerous with cars coming around the corners so quickly. It would also go along way in connecting our students who live in close neighborhoods and encourage more play outside. |
| 3/5/2025 17:06:24 | Linda Ferrel            | Brittany Lane      | We need to keep our neighborhood children safe   |
| 3/5/2025 17:12:48 | Amy McClary             |                    | In favor of safer pedestrian route to school, and increased connectivity in the area   |
| 3/5/2025 17:44:30 | Jessica Hardy           |                    |  |
| 3/5/2025 17:51:17 | Deanna Scott            | Baxter             | Provides a safe and less stressful walking environment for all students, pedestrians and drivers. Should be mandatory for adjacent neighborhoods with accessible walking distance from school campus. Thank you!   |
| 3/5/2025 17:51:37 | Bob hay                 | Wimbledon Woods    | Our sons would have GREATLY benefitted from this when they were in school! We want our neighborhood kids to have this now!!!   |
| 3/5/2025 18:34:45 | Ashley B Pease          |                    |  |
| 3/5/2025 19:16:13 | Jennifer morton         | Bacter             | Scares me to death kids walking on the road.   |
| 3/5/2025 19:34:45 | Barbara Noble           | Sutton Place       | If it built soon it will benefit my student. My family can walk to FMHS events.  |
| 3/5/2025 19:55:09 | Silia Dutson            | Creekside crossing |  |
| 3/5/2025 19:55:34 | allyson Rooney          |                    |  |
| 3/5/2025 20:19:44 | Lindsey Weintraub       | Sutton Place       |  |
| 3/5/2025 20:22:39 | Zack Brower             |                    |  |
| 3/5/2025 21:25:57 | Gretchen Orr            |                    |  |

|                   |                         |  |   |
|-------------------|-------------------------|--|---|
| 3/5/2025 21:26:20 | Craig Orr               |  |   |
| 3/5/2025 21:35:24 | Anne Jones              |  |   |
| 3/5/2025 21:58:36 | Lisa Church             | Baxter Village                         | I see kids walking in the grass along Harris Road every morning when I drop my son off at FMHS. I think sidewalks are much needed in this area.   |
| 3/5/2025 21:59:17 | Brett Church            | Baxter Village                         | Sidewalks are needed along Harris Road.   |
| 3/5/2025 22:22:33 | Wendy Santwier          | Baxter Village                         | As a parent that drives my child to school, I see many children walking to and from school and how unsafe this is. There is a lot of speeding and younger drivers in this area and side walks are a needed safety measure |
| 3/5/2025 23:39:37 | Wendy Walker            | Sutton Place                           |   |
| 3/6/2025 7:08:48  | Nicholas benner         |  |   |
| 3/6/2025 7:09:01  | Gretchen C. Benner      |  | This would provide a safe and healthier community!  |
| 3/6/2025 7:48:25  | Natalie Burt            |  |   |
| 3/6/2025 8:38:52  | Amy Hay                 | Wimbleton Woods                        |   |
| 3/6/2025 9:34:35  | Eric Wallet             | Wimbledon Woods                        | Provides additional and safe walking areas in the neighborhood.   |
| 3/6/2025 10:21:54 | Wendy maintains         | Cascades                               | Bike riding   |
| 3/6/2025 17:49:58 | Yes                     | Sutton Place Sam's Smith Road sidewalk | Safe way for residents to get around, less traffic and health benefits  |
| 3/6/2025 21:55:17 | Nicole Salemmme         |  | I walk my 2 year old everyday and we need safe sidewalks  |
| 3/6/2025 23:23:25 | Sarah Reiland           |  |   |
| 3/7/2025 8:17:24  | Laura Catto             |  |   |
| 3/7/2025 9:43:25  | Jill Mott               |  |   |
| 3/7/2025 10:49:17 | Randa Canter            | Lake Ridge                             |   |
| 3/7/2025 11:44:22 | Judy james              | Lake ridge                             |   |
| 3/7/2025 12:54:59 | Jennifer Ockenden ruddy | Lake ridgd                             |   |
| 3/7/2025 12:58:24 | Irene Hatfield          | The Manors at LakeRidge                | Keeping our children safe is a priority!  |
| 3/7/2025 13:48:45 | Lindsey Puccio          | Sutton Place                           | It will provide a means of safe transport for our children who walk to school   |
| 3/7/2025 13:49:18 | Donald Puccio           | Sutton Place                           | Safety for kids and families to get to highschool   |
| 3/7/2025 13:50:10 | Arianna Day             | Sutton place                           | Safety for the kids who need to walk to highschool. Harris is too dangerous to walk in ditches!   |
| 3/7/2025 21:06:29 | Kate Guernsey           | Lake Ridge                             | I am a parent of past and future driver to FMHS that will drive on Harris Road to school - don't want my child to hit anybody and don't want anybody's child to accidentally get hit when walking.                        |
| 3/7/2025 21:55:15 | Robyn Cutrone           | Sutton place                           |   |
| 3/7/2025 22:09:57 | Holly Harris            | Lake Eidge                             |   |

|                    |                     |                    |   |
|--------------------|---------------------|--------------------|---|
| 3/8/2025 4:14:18   | Amy Dotro           |                    |   |
| 3/8/2025 7:24:24   | Tiersha Whitmore    | Lake Ridge         | I get very nervous driving in that road that someone will be hit. Those kids and even other pedestrians I have seen are risking their lives just to get to and from school. For the amount of people we have in this city, we have got to make it more safe to get places by foot!  |
| 3/8/2025 8:19:31   | Nicole Peralta      |                    | Would be a great addition for the kids to get to school and a peace of mind for us parents that they are making there safe and sound!   |
| 3/8/2025 8:34:48   | Sherese Lewis       |                    |   |
| 3/8/2025 10:09:45  | Lacey Guy           | Lake Ridge         | I'll be driving my daughter to FMHS next year and using these roads very often. I would like to have the kids I'll be passing every day to stay safe and help keep us safe in turn. Sidewalks keep everyone safer as as a driver, I won't have to worry as much about the possibility of hitting them.                        |
| 3/8/2025 20:05:40  | Charme Petersen     | Creekside Crossing | My children have many friends in the neighborhoods off of Sam Smith and it would be very nice to have a safe way for them to walk to and from their houses. I have also seen many kids walking along the side of the road on Harris St, and it seems very dangerous.  |
| 3/8/2025 20:52:48  | Erin Walker Webster | Lake Ridge         | As someone who drives that road and see those kids walking on the road or in the ditch, I can say I've had to go into the other lane to ensure safety for the kids. We need to do more to make walking places safely and provide more sidewalks.  |
| 3/8/2025 21:11:53  | KSH                 |                    |   |
| 3/8/2025 22:01:43  | Melissa Blair       | Lake Ridge         |   |
| 3/8/2025 22:18:38  | Jayme Moquet        | Sutton Place       | My children live in Sutton Place and this sidewalk would benefit them by providing a safe walking route from our home to Fort Mill High School. The speed of cars with no designated walking path is very dangerous. Please help keep our community safe!   |
| 3/9/2025 9:53:27   | Tasha white         |                    | I highly recommend a sidewalk along side harris street so my son and other students can have a safer walk to school. The safety of our students is our first priority. I hope that you would understand this matter and move forward with plans to make a safer city for our children.  |
| 3/9/2025 10:04:18  | Heather Leach       | Lake Ridge         |   |
| 3/9/2025 15:30:18  | Diana Huerta        | Lake Ridge         | Overall, sidewalks make our community safer and welcoming. They also empower kids to be independent by not needing someone to always drive them everywhere. As a mom, it makes me nervous when I see kids walking on the road, it's begging for a bad accident. I would like to see sidewalks included in every town project. |
| 3/9/2025 21:13:51  | Valerie Barksdale   | Lake Ridge         |   |
| 3/10/2025 9:01:48  | Ann Blamire         | Lake Ridge         |   |
| 3/10/2025 12:44:19 | Kendra Ryan         | Baxter             |   |
| 3/10/2025 14:18:29 | Laura Ciotoli       | Walden Park        | As a regular user of 21 by FMHS I see people walking and running on the shoulder on the time and it's just so dangerous.  |
| 3/10/2025 20:31:58 | Ashley DiGiorgio    | Lake ridge         | Keeping our children safe   |
| 3/10/2025 23:18:35 | Laura Keady         | Sutton place       | Kids walking to school  |
| 3/11/2025 4:34:05  | Adithya Chillarige  | Lake Ridge         |   |
| 3/12/2025 15:14:28 | Corina Ralston      | Sutton place       |   |

**From:** [FEEMSTER, TOMMY](#)  
**To:** [Stephens, Christopher](#)  
**Cc:** [Meetze, Joshua, H.](#); [EDWARDS, TONY](#); [Dil, Diane](#)  
**Subject:** RE: York County TAP Application  
**Date:** Thursday, March 27, 2025 6:18:19 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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**This Message Is From an External Sender**

This message came from outside your organization.

Christopher,

I am in favor of having a sidewalk along Sam Smith Road and once built, SCDOT will maintain the sidewalks within our right of way. My only concern is that I have not seen any plans to improve Harris Street or Munn Road where we currently have students walking with no sidewalk. I would prefer to provide the sidewalk closer to the school first and then build the sidewalk along Sam Smith. Students are more likely to walk the closer they are to the school. With that being said, I am still in favor of the sidewalk project along Sam Smith Road.



**Tommy Feemster, P.E.**

*District Traffic Engineer, District 4*

**P** 803-385-4279 **C** 803-374-0977 **E** [FeemsterTW@scdot.org](mailto:FeemsterTW@scdot.org)

South Carolina Department of Transportation  
1232 JA Cochran Bypass, Chester, SC 29706

---

**From:** Stephens, Christopher <Christopher.Stephens@yorkcountygov.com>  
**Sent:** Monday, March 17, 2025 4:25 PM  
**To:** FEEMSTER, TOMMY <FeemsterTW@scdot.org>  
**Cc:** Meetze, Joshua, H. <MeetzeJH@scdot.org>; EDWARDS, TONY <EdwardsTC@scdot.org>; Dil, Diane <Diane.Dil@yorkcountygov.com>  
**Subject:** York County TAP Application

**\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\***

Good afternoon Tommy,

I hope all is well.



# Walkability Assessment

## Fort Mill High School-Area Neighborhoods

**February 9, 2024**

**Report Date: March 11, 2024**

### **Contacts:**

Liz Duda, Bike/Ped Coalition of York County

Stevie Micheli, South Carolina Department of Health and Environmental Control

Janet Wojcik, Winthrop University

*Views expressed herein represent the views of the individuals and not necessarily of the organizations unless expressly noted.*

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## I. Background

The Bike/Ped Coalition (BPC) of York County, South Carolina Department of Health and Environmental Control (DHEC), and Wholespire York County worked with partners and community members to conduct a walkability assessment of four routes around Fort Mill High School (FMHS) on Friday, February 9, 2024.

Participants included school-community parents; Fort Mill School District (FMSD); Town of Fort Mill; York County; SC Department of Transportation (DOT); Carolina Thread Trail; CrossSafe; Fort Mill and York County law enforcement; RFATS Citizen Advisory Committee; Impact York County; Helping Others Progress through Education of Rock Hill; Atrium Health; Tega Cay Lions; Winthrop University Department of Physical Education, Sport, and Human Performance; and Clinton College.

School community members for years have requested safety improvements for students walking to school, with few pedestrian pathways, busy streets, and less-experienced drivers. In 2023, parents organized and spoke before policymakers at the school district, RFATS municipal planning organization, Town of Fort Mill, and York County. The BPC supported these efforts, lamenting that SC DOT defunded its Safe Routes to School Program in 2019.

The BPC proposed this walkability study to find opportunities and barriers for safer pedestrian, bicycling, and rolling access to FMHS; support and promote policies, practices, and a built environment that support healthy, safe living for students and community members of all ages and abilities; and foster collaboration around this important community concern requiring action and accountability by multiple parties. The BPC has worked with Wholespire York County (formerly Eat Smart Move More York County) and SC DHEC on walkability studies in Rock Hill, Clover, York, and Tega Cay; this is our first in Fort Mill.

**Students need to be able to walk and roll to FMHS safely – for transportation, physical and mental health, and a sense of community. Other benefits are less vehicular congestion, a cleaner environment, more local pride, economic development, general safety with more “eyes on the street,” higher property values, and health equity –valuable given neighboring lower-income communities.**

This assessment looked at land uses; public transportation; street characteristics; quality of the environment; and places to walk or bicycle. The assessment was conducted through a combination of observations and analysis of existing infrastructure and amenities. Factors such as sidewalk availability, road conditions, shoulders, crosswalks, lighting, and pedestrian amenities were considered. It leveraged St. Louis University School of Public Health’s Active Neighborhood Checklist.



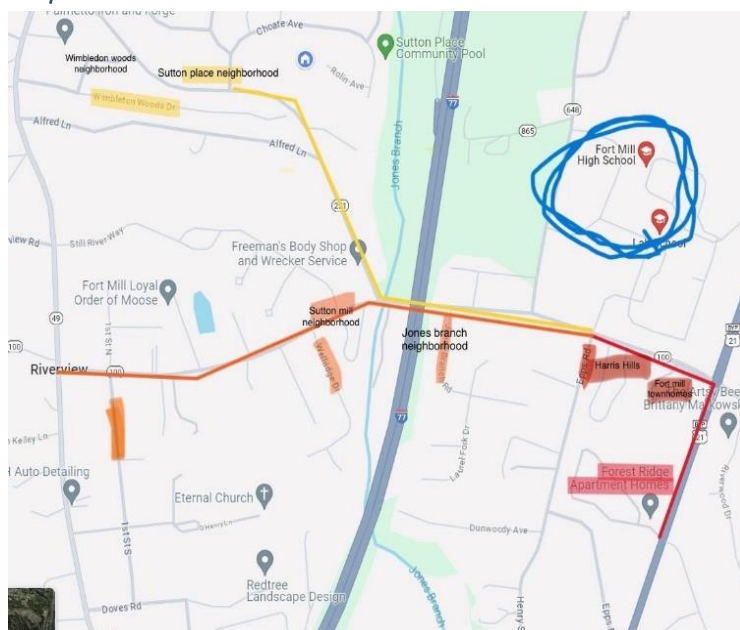
## II. Assessment Area

The high school abuts Highway 21, Harris Road, and Munn Road. Highway 160 is walkable via Hwy 21 or Munn Rd. Sutton Road and Sam Smith Road, passing under Interstate 77, are walkable via Harris Rd.

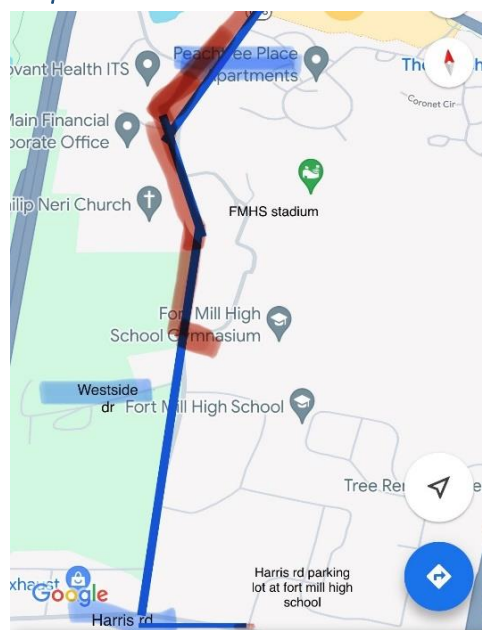
We assessed four routes from FMHS:

1. Harris Rd. to Sam Smith Road to Wimbleton Woods neighborhood (yellow in Map 1)
2. Harris Rd. to Sutton Road (orange in Map 1)
3. Harris Rd. to US Highway 21 Bypass to Forest Ridge Apartments (red in Map 1)
4. Munn Rd. from Harris Rd. to Highway 160 and Peach Place Apartments (blue in Map 2)

*Map 1: Routes 1-3*



*Map 2: Route 4*



Our planning considered information from parents, the school improvement council<sup>1</sup>, the cross country and track coach, the athletic director, students, teachers, administrators, the crossing guard supervisor, professional planners, and community members who run and bicycle.

### General Land Use

Within walking distance of the high school are single-family homes, apartments, businesses including offices and a bank, a church, an auto body shop, National Guard Recruiting Center and Armory, and Veterans of Foreign Wars. Across Hwy 160 is Kingsley Village and access to the Anne Springs Close Greenway trails. Down Hwy 160 is Walter Elijah Park and up the 160 is Baxter Village and the Baxter trail network. Across Hwy 21 is Harris Street Park and the Harris Street neighborhood.

Hwy 21 is a major thoroughfare between Fort Mill and Rock Hill used by residents and commuters in cars and light trucks, heavy trucks, and York County bike route 4. Long-distance runners and cyclists train on Hwy 21 because its shoulder is relatively wide, though it's high-risk with the speed limit varying from 45-55. **Students across Hwy 21 are zoned for another high school because it is considered unsafe to cross.**

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<sup>1</sup> The school improvement council includes school administrators, teachers, parents, students, PTA, and community members.

### III. Overall Takeaways

#### A. Significant Demand for Walking and Rolling around FMHS

Of the approximately 2,000 students that attend FMHS, roughly 1,100 live within one mile and 200 within ½ mile. **Over half of the students live within a mile of this neighborhood school and 10% within one half a mile.** Students, teachers, and administrators drive about 1,000 cars to school; there are around 990 morning bus riders; and an estimated 30-50 students walk or bike home from school. **Buses serve every neighborhood because the school is not considered safely accessible on foot.**

There is huge demand for the school community to be able to walk, bike, and roll **safely** to and around FMHS. The cross country/track coach only allows running on sidewalks and crosswalks, which limits neighborhood routes. Teachers and parents, starting at the school, also run in the neighborhood for exercise. The school hosts athletic and community events which could be accessed via foot and unofficial overflow parking across Munn Rd.

Teachers for years have requested safety improvements for students walking to the high school, worried about the lack of pedestrian pathways and busy streets (*see III-B. Significant Challenges for Walking and Rolling around FMHS, below*). One school constituent expressed concern for the safety of students walking on Hwy 21 to the Forest Ridge Apartments, after exiting from the FMHS Harris Rd. exit. Another worries about students walking east to school on Harris Rd. crossing under the I-77 bridge. This is the route that parents spoke to policymakers about needing a sidewalk – from the school's Harris Rd. exit, west along Harris Rd., then north along Sam Smith Road, which passes multiple neighborhoods with students who should be able to walk and roll to school safely. If working with multiple Sam Smith Road homeowners to put a sidewalk on their property proves too challenging, a transportation planner suggested adding a sidewalk along Harris Rd. to Sutton Rd.

#### B. Challenges for Walking and Rolling around FMHS

Challenges include coming to agreement among the various constituents which include the FMHS, Town of Fort Mill, York County, SCDOT, and private landowners; funding; engineering challenges; and moving utility lines. The FMHS summarized its concerns and challenges below.

On December 9, 2019, a teacher asked the district office (DO):

*Last May, I asked the following question: "A lot of FMHS students walk to school—along Highway 21 and Harris and Munn Roads. Are there any plans in the works to build sidewalks for these students? If not, will someone from the DO make the request to the proper agencies?" (In my original draft, I noted that sidewalks were built for NaFo students who walk to and from Springfield and other nearby neighborhoods.) At the time, Joe Romenick responded as follows: "We will forward the request to the Town of Fort Mill, York County and SC DOT." What is the status of those requests?*

The FMSD responded:

*On both Hwy 21 and Harris Road we'd need to receive approval from SCDOT to install sidewalk in their Right of Way. I was told it was highly unlikely we'd be given that approval, especially on 21 as there is an extremely narrow shoulder on that road. In addition, even if we received the ROW approval, the cost of installing a sidewalk there would be into the 100's of thousands of dollars.*

*On Harris Road, without receiving ROW approval, we'd need to install the sidewalk on our property to attach to the current sidewalk. This might be able to happen, but there would be additional costs associated with clearing and grading.*

*On Munn Road we could look at options of installing sidewalk from Harris Rd to the Armory but there'd be concerns there as well.*

*I will discuss these sidewalks with Mr. Scroggs to receive his input. If there's additional interest in these sidewalks we'll first look at the feasibility of being able to install them - and then look into budgets for the upcoming year's budget cycle and see how we'd be able to move forward based not only on functionality, but also just as importantly how these initiatives can be funded.*

Similarly, on November 10, 2023, a teacher asked the DO:

*At FMHS, students cross Harris Street to get to the houses/apartments across the street. I often see kids running across the road. This is a very busy road when school lets out. Is it possible to paint a crosswalk, or even better, to have a crossing guard at this location. It worries me very much as a teacher.*

The FMSD responded:

*This is a concern that has been brought up multiple times.*

*Unfortunately, The District does not have the authority to go out and paint a crosswalk wherever they see fit. That falls under SCDOT.*

*In addition, Crossing Guards are not allowed to be stationed wherever is deemed necessary. They do not dictate traffic flow, they're responsibility is to cross children, where there are lights, stop signs, crosswalks and main entrances.*

*If the District does anything other than approved, the District takes full liability.*

*One major note to consider prior to even discussing budgets is that the sidewalks at Nation Ford HS were funded by the town not by the District.*

### C. Global Recommendations

1. **FMSD, Town of Fort Mill, York County, and SCDOT should continue to collaborate to make the school and surrounding neighborhoods safely walkable and rollable.**
2. **The FMSD should set target numbers for students regularly walking and rolling to school,** recognizing that approximately 50% of the 2,000 students live within one mile and 10% live within half a mile of the school.
3. **Immediately assess and fix the signage along Harris Rd., Munn Rd., and Sam Smith Road** to ensure appropriate Speed Limit, Special School Speed Zone, and crosswalk notifications.
4. **Immediately mitigate the hazards along Harris Rd.** where students currently walk and which is treacherous since there is no shoulder, sidewalk, or safe pathway by:
  - a. clearing debris and adding lighting under the I-77 bridge; and
  - b. addressing the ditch in front of Sutton Mill adjacent to the road.
5. **Prioritize formalization and encouragement of the students walking to school via Epps Road and crossing at the school's Harris Rd. entrance as the safer alternative to Hwy 21.** On Harris Rd., this includes Speed Limit and Special School Speed Zone signage; speed enforcement; a crosswalk, preferably with LED lighting; a median pedestrian refuge island; and exploration of other traffic-calming measures. On Epps Road, we suggest working with the property owner to add a formal entryway to the Forest Ridge Apartments "goat path;" adding street lighting; and a lower speed limit.
6. **Prioritize the pursuit of multiple measures to enhance the safety of students walking, running, and rolling on Munn Rd.** including median pedestrian refuge islands; crosswalk paint, signage, and other visibility enhancements; exploration of other traffic-calming measures (see [US DOT](#) or [Global Designing Cities](#)); and sidewalk maintenance and repair.
7. **Consider where bike lanes or a multi-use path can be added along Harris Rd., Munn Rd., and Sam Smith Rd., tying into the bike route on Hwy 21 and Sutton Rd..**
8. **Evaluate the installation of a multi-use path along the school property east of Munn Rd. from Harris Rd. then continuing along private property or the road (with barriers) to Hwy 160.**
9. **Continue the Harris Rd. north-side sidewalk from the school property, connecting to the Sutton Mill sidewalk, continuing past Sam Smith Road, to Sutton Rd.**
10. **Explore the viability of an adjacent pathway from Harris Rd. to the Wimbleton Woods neighborhood as a pedestrian alternative to Sam Smith Road.**
11. **Add a sidewalk on Harris Rd. south side to pass in front of the Rea Circle and Fort Mill Townhomes** to let people on foot safely access Hwy 21 and Harris St. Park, preferably at least from Epps Road.

The four group reports (below) give details behind these recommendations.



## IV. Group Reports

### Group 1: Sam Smith Road (via Harris Rd.)

(Also see Group 2's Harris Rd. findings.)

#### Route

Around 9am we exited the FMHS parking lot to the right on the north side of Harris Rd. (walking with traffic) until we felt we could safely jaywalk to the south side of Harris Rd. (against traffic). Then we jaywalked right onto Sam Smith Road and walked on the west side (against traffic). We returned on the east side of Sam Smith Road (against traffic), where, at Harris Rd., we discovered a grassy pathway leading to the Wimbledon Woods community (behind Nichole Lane). After exploring it, we walked on the north side of Harris Rd. (against traffic) back to the school.

#### Land Use

Sam Smith Road is primarily residential (single-family homes) with one business on the corner. The homes on the west side are far back from the road and most have fences that are relatively far back. This side could potentially accommodate a sidewalk, though utilities may need to be relocated.

#### Street Characteristics including (No) Pedestrian or Bicycle Infrastructure

Sam Smith Road is a two-lane street with marked lanes for people in motor vehicles but no safe access for people on foot, wheelchair, or bicycle – there is no shoulder, sidewalk, multi-use path, or bicycle lane. There are no turn lanes, crosswalks, medians, pedestrian islands, walk signals, or traffic-calming devices. There are no posted speed-limit signs. There are no designated bike route signs or markings or “Share the Road” signs.

People on foot, wheelchair, or bicycle must walk and roll on the road, in conflict with motor vehicles, or in yards. This is risky because Sam Smith Road is often used as a cut-through for students driving to FMHS (i.e., less-experienced drivers).

Sam Smith Road is scheduled to be re-paved with no pedestrian or cycling enhancements in spring 2024.

#### Potential Alternative Pathway

We found a grassy pathway off of Harris Rd. (see *Photo G1-1*), behind Nichole Lane (within the Wimbledon Woods community) east of Sam Smith Road. Clearing and formalizing this pathway could potentially lead to a safe alternative pedestrian access to Harris Rd.

*Photo G1-1: Pathway east of Sam Smith Road*



#### Speed; Traffic Calming

We saw no marked speed limit signs. The only traffic-calming measure is that the road is relatively narrow. Cars are often observed speeding on Sam Smith Road. Indeed, we observed drivers traveling at unsafe speeds, increasing the risk of accidents.

## Group 1 Recommendations for Sam Smith Road

1. Install a continuous sidewalk on Sam Smith Road. Connect it to a sidewalk that needs to be installed on Harris Rd., so that students can walk and roll safely to the high school.
2. Explore the viability of a formalized pathway along the dirt path from Harris Rd. to the Wimbleton Woods and Sutton Place neighborhood.
3. Add speed limit signs to Sam Smith Road.
4. Evaluate traffic-calming measures to reduce vehicle speeds and improve pedestrian safety.

## Group 2: Harris Rd. from FMHS to Sutton Rd.

### Route

From the school's Harris Rd. parking lot, Group 2 began to walk the route of students at 9am. We walked along Harris Rd., past multiple neighborhoods, to Sutton Road.

### Land Use

Residential and nonresidential – predominantly residential buildings and yards to include single-family homes and apartments or condominiums (>4 units, 1-4 stories); undeveloped land with trees; and parking lots or garages.

### Street Characteristics including (No) Bicycle Infrastructure

Harris Rd. is a two-lane street with marked lanes for people in motor vehicles but no shoulder for people on foot, wheelchair, or bicycle. There are no turn lanes, crosswalks, medians, pedestrian islands, walk signals, or traffic-calming devices. We saw no posted speed-limit signs. There are no designated bike route signs or markings or "Share the Road" signs. There was no bicycle lane.

### Road Conditions

Harris Rd. from the high school has a very narrow paved shoulder with an adjacent worn dirt "goat path" from walkers (see *Photos G2-1 & G2-2*). With vehicles speeding by, it is dangerous for students walking to school. On Harris Rd., multiple drivers crossed their vehicles to the other side of the road to give us enough space to walk along the road safely. A sidewalk would make it safer for people walking, cycling, and driving cars and trucks.

*Photo G2-1: Harris Rd.*



*Photo G2-2: Harris Rd.*



*Minimal paved shoulder; worn dirt "goat path;" high school is past the trees*

## Speed

Harris Rd. has no marked speed limit, nor signs indicating the start of the Special School Speed Zone. However it has signs indicating End School Zone (see photos G2-2 and G2-3).

*Photos G2-3 & G2-4: Harris Rd. "End School Zone"*



## Sidewalks and Pedestrian Pathways

Most of the route had no sidewalk forcing people to walk on the road or adjacent dirt "goat paths" (no shoulders). There was clear conflict between pedestrians and passing vehicles, with the people in cars having to pass to the other side of the road and/or the people on foot having to step into the dirt.

In front of the Sutton Mill development at Spring Blossom Trail on Harris Rd. is an unconnected sidewalk ending with a big drop-off. (See photos G2-5 to G2-7.)

*Photo G2-5: Sutton Mill Sidewalk*



*Unconnected Sidewalk*

*Photo G2-6*



*Needed Connection*

*Photo G2-7: In front of Sutton Mill*



*Sidewalk End & Big Dropoff*

Generally people have to walk on the road, and move to the side when cars pass, because there is no shoulder, sidewalk, or pathway. At one point there is an open ditch adjacent to the road. In front of the Jones Branch neighborhood is a treacherous broken cement and sewer cover.

*Photo G2-8: Harris Rd. at Jones Branch*



*Broken cement & sewer cover*



We did not see many pedestrians walking during the study but quite a few cars passed us. School employees report seeing students walking to school regularly along Sutton Rd. and are particularly concerned when the students are walking under the I-77 bridge.

### Quality of the Environment

There was debris on the ground (broken glass, rocks, trash) especially under the I-77 bridge. It is dark under the I-77 bridge and that area could use a light. (See photos G2-9 and G2-10.)

*Photo G2-9: I-77 Bridge & Debris over Harris Rd.*



*Photo G2-10: Lighting Needed for Pedestrian Safety*



We passed some commercial buildings adjacent to the sidewalk. There were no amenities (e.g., bench, drinking fountain) or public art.

### Group 2 Recommendations for Harris Rd. from FMHS West to Sutton Rd.

1. Add signage depicting speed limits and start of Special School Speed Zones.
2. Add continuous sidewalk on Harris Rd., connecting to the sidewalk in front of FMHS, connecting to the Sutton Mill sidewalk, continuing past Sam Smith Road, to Sutton Rd.
3. If sidewalk is installed, add crosswalks to connect multiple neighborhoods across Harris Rd.
4. Clean up under the I-77 bridge to enable safe pedestrian passage for the students who pass under here to walk to school: clear the debris; clean up the trash; and add lighting.
5. Address the ditch immediately to the side of road in front of Sutton Mill that represents a fall hazard for pedestrians and bicyclists.
6. Adding bicycle lanes or a multi-use path on Harris Rd. between Hwy 21 and Sutton Rd. could encourage more cycling, improve safety and potentially connect to York County bicycle route 4a on Hwy 21.

### Group 3: Harris Rd. from FMHS to Hwy 21 to Epps Road: Forest Ridge Apartments & Surrounding Roads

#### Route

We left the FMHS grounds from the Harris Rd. parking lot directly across from Epps Road (north entrance). (See Photo G3-1.) We walked east along the Harris Rd. sidewalk to Hwy 21, passing the Rea



Circle and Fort Mill Townhomes on the south side. We walked south on Hwy 21 to the Forest Ridge Apartments, then continued on Hwy 21 to turn right onto Epps Rd. (south entrance).

### Land Use

Residential, including single-family homes, townhomes, and apartments. There was one church on Hwy 21 but no other businesses or retail.

### Street Characteristics

- Speed limit:
  - 45 mph on Hwy 21 (though 55 mph just north of the school)
  - 35 mph on Harris St.
  - 35 mph on Epps Road
- Crosswalk:
  - North side of Hwy 21 and Harris Rd. intersection
  - No crosswalk exiting the Harris Rd. parking lot where students cross on foot to Epps Road
- Signs:
  - “School Children Walking Next 1200 FT” on Hwy 21 south
  - “Share the Road” sign on Hwy 21 south
  - No speed limit sign or Special (School) Speed Zone sign traveling east on Harris Rd. from Hwy 21 by the school

### Place to Walk or Cycle

There is a sidewalk on the north side of Harris Rd. only east to Hwy 21 (see Photo G3-2). It was generally 3-5 feet wide with a small buffer zone to the road that significantly narrowed at Hwy 21 (see Photo G3-3). The rest of the route (Hwy 21 and Epps Road) had no sidewalks or bike lanes.

*Photo G3-1: Epps Road from School Parking Lot Entrance at Harris Rd.*



*A marked crosswalk and signage would increase pedestrian visibility. Could enforce School Speed Limit. Could add sidewalk to Harris Rd. south side.*

*Photo G3-2: Harris Rd. North-Side Sidewalk*



*View from school entrance looking east to Hwy 21. Less buffer to road as closer to intersection. Students across Hwy 21 no longer attend FMHS.*

### Students Walking, Running, or Cycling

FMHS cross country and track runners may leave the school on the sidewalk from the R-Wing entrance and run left on the Harris Road sidewalk to Walter Elisha park.

We counted **17 students** exiting on foot from the FMHS Harris Rd. parking lot after school.

- One walked east down Harris Rd. to Hwy 21 on the sidewalk.
- Most crossed to Epps Road (north entrance) despite no crosswalk or signage. (*See photo G3-1.*)
- Some may have continued west on Harris Rd. towards Munn Rd. or Sutton Rd.

### Environment Quality

There were no commercial buildings along the route with the sidewalk other than the high school. There were no other bicycle or pedestrian amenities along the route. There was little shade. Grade was flat or moderate.

### Pennies for Progress

- Pennies 4 widened Hwy 21 North, from Springfield to the 160 (with a bike lane and sidewalk on the west, not the east).
- Hwy 21 South, from Hwy 160 to Sutton Road/Spratt Street (which includes the section where we conducted this walkability study), has been heavily requested for Pennies 5 to include bike lanes and sidewalks (November 2024 vote; April/May 2025 decision)

### Route Observations: Hwy 21

We walked south on Hwy 21. It was after 9am so there was no rush-hour traffic. We saw no other people walking. There is a shoulder on Hwy 21 but the grass is full of leaves and mud. It is easy to see that when it rains, this will become muddy and water will run. (*See photo G3-4.*) Also Hwy 21 has many buried utilities, so widening or bike-ped upgrades would involve utility relocation. (*See photo G3-5.*) There are steep drainage drop offs near Epps Road. Besides one church on Hwy 21, there is no business or retail.

*Photo G3-3: Harris Rd. & Hwy 21 Intersection*



*Only one marked crosswalk across Hwy 21. Sidewalk narrows as approaches intersection.*

*Photo G3-4: Hwy 21 Heading South*



*Some shoulder. Leaves, drainage - when it rains it likely very muddy and not walkable. Sign says "School Children Walking next 1200 FT." Other than a church, no homes or businesses.*

### Route Observations: Forest Ridge Apartments and Epps Road

We did not see any bike-ped traffic on Hwy 21 but saw a few cars turning into the apartments. We continued to walk south towards Epps Road and turned right onto Epps Road so we could see the back side of the apartments. (*See photo G3-6.*)

There are no sidewalks on Epps Road and the speed limit is 35 mph but there was little traffic. We do not know how much rush-hour traffic there is. There was a lot of trash on the roadsides and some abandoned buildings.

There was one cut-through and “goat path” through a fence at Forest Ridge Apartments to Epps Road. Perhaps this could be made into a gate. (See photo G3-7.)

Moving north on Epps Road, the Forest Ridge Apartments have a chained gate near a playground. There was no way around the fence; perhaps some people could climb over. This could be another point of entry to Epps Road from Forest Ridge with a lockable gate that could also make the playground secure. (See photo G3-8.) We continued walking back to Harris Rd. and the school entrance.

*Photo G3-5: Hwy 21 Utility Marker at Epps Rd.  
(south entrance)*



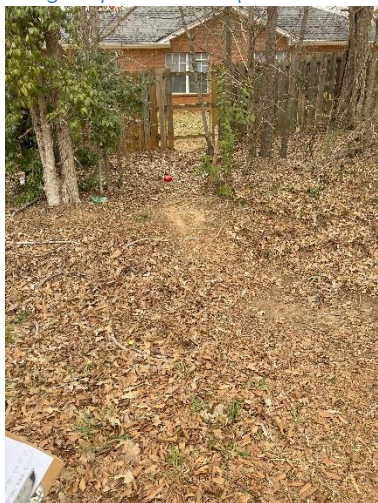
*One of many utility markers on Hwy 21. Any Hwy 21 infrastructure improvements will involve relocating utilities.*

*Photo G3-6: Epps Road Back Side of Forest Ridge Apartments*



*Although no shoulders, at this time of day this is a low-traffic road. Likely not well lit at dawn/dusk. Lots of trash along Epps Road.*

*Photo G3-7: Potential Entrance to Back of Forest Ridge Apartments (via Broken Fence)*



*Broken fence at back of Forest Ridge Apartments used as path. Can access Epps Road. Lots of trash.*

*Photo G3-8: Potential Entrance to Forest Ridge Apartments (via Playground)*



*Cannot see break in fence. Chained gate. Perhaps people climb over. Could be made into a gate to Epps Road.*



### Group 3 Recommendations for Harris Rd. From FMHS East to Hwy 21 and Epps Rd. Area

1. Work with SCDOT to improve safety and increase visibility of students who walk across the road at FMHS's Harris Rd. parking lot entrance and Epps Road. Consider:
  - a. posting a "Special School Speed Zone" sign (25mph) on Harris Rd. traveling west from Hwy 21 (to pair with the existing "End School Speed Zone" sign);
  - b. adding a marked crosswalk with LED lighting, median pedestrian refuge island, road painting, and signage to accommodate the students who cross Harris Rd. here (though there already are "crosswalk ahead" signs in both directions, with no crosswalk);
  - c. enforcing speed on Harris Rd.; and
  - d. adding traffic-calming measures.
2. Encourage students from Forest Ridge Apartments to use Epps Road vs. Hwy 21 (as most do already).
3. Work with SCDOT and private property owners to evaluate ways to improve pedestrian safety on Epps Road such as
  - a. formalizing the goat path;
  - b. reducing speed from 35 to 25; and
  - c. adding lighting at dusk and dawn.
4. Communicate with Forest Ridge Apartment owners to suggest improvements in fence from Forest Ridge to Epps Road to enable formal access for students walking to/from school, specifically at the:
  - a. goat path
  - b. playground
5. Add a sidewalk on Harris Rd. south side to pass in front of the Rea Circle and Fort Mill Townhomes to let people on foot safely access Hwy 21 and Harris St. Park, preferably at least from Epps Road.
6. Bike-Ped improvements on Hwy 21, which is being considered as a Pennies for Progress improvement, likely would require relocating many utilities.

### Group 4: Munn Rd. from Harris Rd. to Hwy. 160

#### Route

*8:15-9:30am* - From Harris Rd, we crossed then took a right onto Munn Road. We walked north to Highway 160. We returned on the same side of the road, crossing Munn Rd. at the crosswalk leading to the school-gym parking lot. We walked along school grounds then entered at the Munn Rd. bus/teacher lot). Munn Rd. is one mile.

*2:55-3:45pm* - We stationed:

- one observer across from the school-gym parking lot and crosswalk with a view of the bus/teacher exit; and
- one observer at the church with a view of the school-stadium parking lot to count and see student routes.

#### Land Use- General

From Harris Rd. to Hwy 160, we saw residential and non-residential on the left (west), and the school, residential, and non-residential on the right (east). Besides the school, the predominant land use is commercial, institutional, and offices, including a National Guard Recruiting Center and Armory, church, and bank. Residences include single-family homes and apartments (>4 units, 1-4 stories). No parking is allowed on Munn Rd.; medium-to-large parking lots are present.



## Land Use- School

Playing fields are publicly accessible at the high school (though a Fort Mill School District ordinance prohibits public use). The Munn Rd. student parking lot also accesses the football/soccer stadium (north side); the gym (south side); the baseball field in the back closer to the school (east); and tennis courts in the front (west). (*We refer to the student parking lot's two entrances/exits to Munn Rd. as the "school-gym parking lot" and "school-stadium parking lot."*) Just south is the bus/teacher/ student-council lot exit and south of that is the bus/teacher lot entrance which also accesses the lacrosse field.

## Speed

Munn Rd.'s posted speed limit is 35 and special (school) speed zone is 25.

- The two-lane road is relatively narrow which should slow vehicles<sup>2</sup>. However, **anecdotes suggest that vehicles, often driven by new drivers, speed regularly.**
- **The special (school) speed zone ends before the school-stadium parking-lot exit.**

## Signals, Markings, Medians, Turn Lanes, Crosswalks

Munn Rd.'s lanes are marked, and there are medians and turn lanes from the school towards Hwy 160 but not towards Harris Rd.

- At Hwy 160, there are stoplights, turn lanes, a walk signal, and a crosswalk.
- Just north of the school on Munn Rd., there is a demand-signal stoplight, with a turn lane leading to the west-side commercial area, which **could be used for a crosswalk in the future if there were safe pedestrian access on the Munn Rd. east side.** (*See Photo G4-1 below.*)
- We saw one student exiting the school-stadium parking lot by **bicycling in the turn lane/median** until crossing to the sidewalk north of the commercial-area stoplight.

*Photo G4-1: Munn Rd. Commercial Area Stoplight*



*Turn lane/median in which student bicycled northward after exiting school-stadium parking lot before crossing to sidewalk after stoplight; small shoulder.*

## Shoulders and Sidewalk

There is no on-street shoulder (with short exceptions), bike route, or "Share the Road" sign or marking.

The west side of Munn Rd. has an >3-foot continuous sidewalk from the school-gym parking-lot crosswalk to Hwy 160. The sidewalk has a grassy buffer, with some trees, between it and the curb. At least some of the sidewalk likely is privately owned and maintained (*SC DOT is researching ownership*).

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<sup>2</sup> Johns Hopkins [Bloomberg School of Public Health research](#) found that reducing city traffic lane width to 9 feet, especially in traffic lanes with speed limits up to 35 miles per hour, could help reduce traffic-related collisions.

*Photos G4-2 to G4-7: Posted Special (School) Speed Zone with Expansion Opportunity*



Munn Rd. (northbound from Harris Rd.) with start of school property with lacrosse field behind trees on right: **Signs showing 35 Speed Limit & 25 School Zone; no median; no shoulder; no sidewalk, path, or bike lane.**



Munn Rd. (northbound) with school parking lot on right & church on left: **Signs showing End School (speed) Zone & back to 35; sporadic median; sidewalk on left; uneven, paved shoulder on right; no bike lane.**



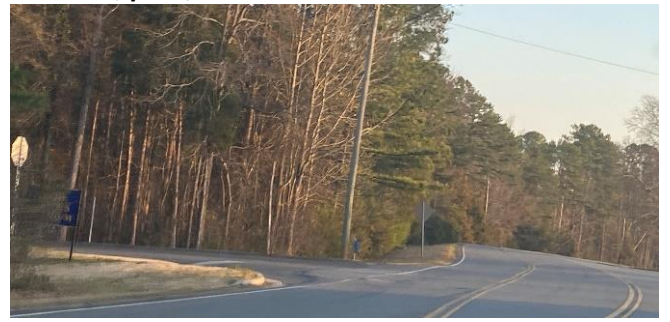
Munn Rd. (southbound): **Sign showing 25 School Zone; sporadic median; no shoulder; sidewalk on right; no bike lane.**



Munn Rd. (southbound to Harris Rd.): **Sign showing End School (speed) Zone; no median; no shoulder; no sidewalk, path, or bike lane.**



School-stadium parking lot entrance/exit (north view): **Outside of School Speed Zone.**



School-stadium parking lot entrance/exit (south view): **Outside of School Speed Zone.**

### Crosswalks

- At the school-gym parking lot, there is a crosswalk, with no median or median pedestrian refuge island, on Munn Rd.'s north side (turning right out of the parking lot).
  - A crossing guard is stationed there to direct cars, buses, and pedestrians on Fridays from 3-4:15pm and Mondays-Thursdays from 3:30-4:15pm.
  - The crossing guard said that Munn Rd. traffic is congested at 3pm and can be backed up to the crosswalk at 3:40pm from Harris Rd. traffic.



- There is no crosswalk (or median) at the school-stadium parking lot where students and families cross on foot to get to the church parking lot across Munn Rd. (unofficial overflow parking). There is an opportunity for one at the Munn Rd. commercial area stoplight if there were safe pedestrian access to that light on the Munn Rd. east side.
- There are no crosswalks between sidewalks in the commercial areas. The sidewalk is back from the main road so the driver would have time to react after making the turn if the driver saw the pedestrian or cyclist.
- At Hwy 160, there is a crosswalk and walk signal.

*Photos G4-8 to G4-13: Crosswalks*



*Munn Rd. crosswalk (northbound exiting school-gym parking lot), served by crossing guard in afternoon*



*Two crossings between commercial areas along Munn Rd., with no markings*



*Hwy 160 crosswalk across Munn Rd.*



*View from car on Munn Rd. of Hwy 160, with limited visibility of pedestrians approaching crosswalk*

*Crossing Guards*

The FMSD hires two crossing guards at the Munn Road school-gym lot exit and bus-lot exit who are there daily from 3:30-4:15pm, except on Fridays one covers the school-gym parking lot 3-4:15pm. (The

crossing guard company aims to get guards there at 3pm daily but cannot due to staffing constraints; the other two high schools get priority given they have more walkers.)

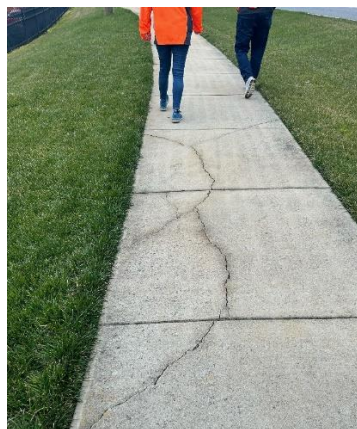
#### Environment Quality- Sidewalk

The sidewalk has no adjacent commercial buildings, pedestrian amenities, or public art. There was some litter, no graffiti, and some tree shade. The steepest slope was moderate. Some parts had major bumps, cracks, holes, weeds, ant hills, or overgrown branches, creating obstacles for walking and rolling. No permanent obstructions blocked the walk area.

*Photos G4-14 to G4-17: Sidewalks*



*Sidewalk from crosswalk at school-gym parking lot had runoff, litter, overgrown branches – creating obstacles, slip risk, and an unsightly environment*



*Cracked sidewalk creates risk of tripping and falls*



*Uneven sidewalk creates risk of tripping and falls*



*Deteriorating sidewalk creates tripping risk*

#### Environment Quality- “Shoulder”

Navigating Munn Rd. on the west side (against traffic) between Harris Rd. and the school-gym parking lot (0.3 miles) was challenging, with no sidewalk or shoulder. We passed the Veterans of Foreign Wars building on the corner (see photo G4-18), then all residences and small roads until (see photo G4-19) we got to the school-gym parking lot crosswalk where the sidewalk begins. We passed one treacherous culvert into which a warning sign had fallen (see photo G4-20). We avoided ant piles.



*Photos G4-18 to G4-20: Munn Rd. West Side from Harris Rd. to School*



*Harris Rd. at Munn Rd.  
(west view) – VFW Post  
9138 on corner*



*Munn Rd. west side: no shoulder,  
sidewalk, path or bike lane;  
houses to the school-gym parking  
lot crosswalk*



*Munn Rd. west side: culvert close  
to road within fallen sign*

*Photos G4-21 to G4-23: Munn Rd. East Side from Harris Rd. to School*



*Munn Rd. (southbound  
exiting school-gym parking  
lot)*



*Munn Rd. (view north  
towards school-gym parking  
lot)*



*Munn Rd. (view south to Harris Rd.)*

*Students and Community Members Walking, Running, and Cycling on Munn Rd.*

From early dismissal through after school on Friday, February 9, we counted **13 students** on foot or bicycle leaving the property via Munn Rd.

- From the **school-gym parking lot**, we counted **12 students walking** home. About:
  - Six used the crosswalk then walked left/south (no sidewalk) or right/north (sidewalk):
    - two girls crossed then walked left;
    - a group of three boys crossed then walked north on the sidewalk (perhaps to Peachtree Apartments); and
    - one boy crossed then walked left then turned right into a street or home.
  - One crossed south of the crosswalk: the student walked about 20 yards left on school property then jaywalked to street or home.



- Four crossed north of the crosswalk: the boys walked about 20 yards right on school property then jaywalked, using the sidewalk to get to their parked car in the church lot;
- One walked left on school property all the way to Harris Rd.
- From the **school-stadium parking lot** we saw: **one student bicycling** in the turn lane/median towards Highway 160 (perhaps to the Peachtree Apartments) then crossing past the commercial-area stoplight to get to the sidewalk.

Additional student and community walkers, runners, and cyclists include:

- Cross country and track runners are allowed to run on the crosswalk from the **school-gym parking lot**, to the Munn Rd. sidewalk, to the Hwy 160 sidewalk.
- Unofficial overflow parking from football/soccer stadium events is across Munn Rd. in the church lot and on the street (illegally). Students and families cross the street before and after big games to the **school-stadium parking lot** (outside the Special School Speed Zone (which admittedly only is in effect during school hours but does bring awareness) and with no crosswalk).
- Parents pick up their students from after-school events in the **school-gym/stadium parking lot**. While she is waiting for her sons, at least one mother runs in the neighborhood, departing on foot via the school-stadium parking lot and crossing over to the sidewalk. School staff also run in the neighborhood, seen returning via the school-gym parking lot.

*Photos G4-24 and G4-25: Students Walking Home*



*Student crossing from school-gym parking on crosswalk with crossing guard, taking left, & walking south, then right on small residential street.*

*Photo G4-26: Student Walking Home from Munn Rd to Harris Rd.*



*Student walking south on school property to Harris Rd*

#### Group 4 Recommendations for Munn Rd. from Harris Rd. to Hwy 160

1. Evaluate opportunities to provide safe pedestrian and rolling access along the entirety of Munn Rd. from Harris Rd. to Hwy 160. (The only safe area now is a sidewalk which runs on the west side of Munn Rd. across the street from the school-gym parking lot north to Hwy 160.)
  - a. Consider adding a multi-use path on the east side that could accommodate people on foot or on wheels. From Harris Rd. the school district could run it through school property parallel to Munn Rd. Past school property to Hwy 160, it would have to be negotiated with property owners, or continue along the east edge of Munn Rd. with barriers placed between it and to the road.
  - b. Consider adding to Munn Rd. east side a consistent, paved shoulder, at least starting from the school-stadium parking lot, to accommodate bicyclists exiting the school and traveling north to Hwy 160.
  - c. Consider adding a bike lane on Munn Rd. Could it tie to Harris Rd. to Hwy 21 which has the bike route?
  - d. The school district could add along school property from Harris Rd. to the school-gym parking lot a natural pathway or sidewalk, given there is no safe pedestrian access in that direction along Munn Rd.
2. Consider expanding the Special (School) Speed Zone to encompass the school-stadium parking lot entrance/exit.
3. Consider if a flashing light on Munn Rd. would be useful to signal when special after-school events are hosted to increase awareness of cars and people on foot entering and exiting the parking lot.
4. Consider safety or visibility enhancements for pedestrians who cross or bicyclists who exit at the school-stadium parking lot.
5. Consider traffic-calming measures in the Special (School) Speed Zone.
6. Evaluate opportunities to increase school-gym parking lot crosswalk visibility and prominence (e.g., more pronounced crosswalk painting, "Ped Xing" road painting, other signage or lighting, a Rectangular Rapid Flashing Beacon).
7. Consider adding a median pedestrian refuge island for pedestrians on Munn Rd. at the school-stadium and school-gym parking lots.
8. At all crossings, consider pedestrian signals for people with visual impairments.
9. If safe pedestrian access is added to the Munn Rd. east side, consider adding a crosswalk at the commercial area demand-signal stoplight just north of the school.
10. Evaluate opportunities to increase crosswalk visibility at Hwy 160 (which is used by cross country and track runners).
11. Evaluate opportunities to increase visibility of crossings between sidewalks at commercial areas along Munn Rd.
12. On sidewalk near school-gym parking lot crosswalk:
  - a. Repair cracked or uneven sidewalks.
  - b. Clean debris and litter along sidewalk.
  - c. Clean runoff and address stormwater issues.
  - d. Trim overgrown branches.
13. Along the sidewalk passing along the commercial areas: repair cracked or uneven sidewalks.

## IV. Appendices

### Appendix 1: School Hours

School times:

- High school starts at 8:40am.
- Early dismissal is 3-3:10pm - typically 800 students leave.
- School ends and buses depart at 3:40pm.

After-school activities may run on school days until 10pm (e.g., football games; Pageant; dances) and on weekends. School and community activities may run on holidays and in the summer.

### Appendix 2: Bus Routes

The bus routes below have stops along our routes:

#### Run - 15 FMHS AM

#2 - 8:16 AM - 1107 FOREST RIDGE DR

#3 - 8:16 AM - 200 FOREST RIDGE DR

#4 - 8:19 AM - Fort Mill High School / 215 N. Highway 21

#### Run - 39 FMHS AM

#2 - 8:13 AM - SPRING BLOSSOM TR & MISTY MORNING CT (ESE) / MISTY MORNING CT & SPRING BLOSSOM TR

#3 - 8:14 AM - SPRING BLOSSOM TR & STILL RIVER WAY (NNE)

#4 - 8:16 AM - WIMBLETON WOODS DR & BRITTANY LN (W) / Brittany Ln & Wimbleton Woods Dr

#5 - 8:19 AM - SHARON LEE AV & DREW AV (SW) / DREW AV & SHARON LEE AV

#6 - 8:21 AM - FAISON AV & CHOATE AV (NNE) / CHOATE AV & FAISON AV

#7 - 8:22 AM - CHOATE AV & DREW AV (N)

#8 - 8:26 AM - Fort Mill High School / 215 N. Highway 21

#### Run - 59 FMHS AM

#2 - 8:01 AM - HARRIS RD & FIRST ST S (WSW) / FIRST ST N & FIRST ST S & HARRIS RD

#3 - 8:02 AM - 1708 HARRIS RD / 1721 Harris Rd

#4 - 8:03 AM - HARRIS RD & JONES BRANCH DR (WSW)

#5 - 8:04 AM - JONES BRANCH DR & LAUREL FORK DR (W) / JONES BRANCH DR & LAUREL FORK DR & MURPHY CT

#6 - 8:06 AM - 2ND BOLLIN CIR & HARRIS RD ENTRANCE (WNW)

#7 - 8:07 AM - RAPIDS RD & TAIL RACE LN (NE)

#8 - 8:08 AM - TAIL RACE LN & FOUNTAIN CT (N) / FOUNTAIN CT & TAIL RACE LN

#9 - 8:14 AM - CAROLINA BELLE LN & PEACH PLACE DR (NW)

#10 - 8:15 AM - PEACH PLACE DR & ELBERTA LN (WNW) / ELBERTA LN & PEACH PLACE DR

#11 - 8:16 AM - PEACH PLACE DR & KEYSTONE CIR (N) / KEYSTONE CIR & PEACH PLACE DR & SENTINEL WAY

#12 - 8:22 AM - Fort Mill High School / 215 N. Highway 21



## Appendix 4: Acknowledgements

The BPC, SC DHEC, and Wholespire York County are grateful to the school community and stakeholders who contributed to the walkability assessment. We recognize that collaboration is critical to ensure that children can walk and roll safely to school.

Special thanks to Gretchen Chardos Benner, Chelsea Beauchamp, and Isabel Flores for speaking up publicly and making a difference not just for your kids, but for all community members.

### FMHS Walkability Study Group Members

#### *Group 1:*

**Stevie Micheli**, SC DHEC (leader); **Gretchen Benner**, parent; **Jerry Church**, Tega Cay Lions; **Diane Dasher**, former FMSD Board member; **Lauren Childers Hebert**, Town of Fort Mill; **Shekinah Miller**, Impact York County

#### *Group 2:*

**Dr. Lafarah Frazier**, WACH Institute @ Clinton College (leader); **Dr. David Keely**, Wholespire York County, RFATS Citizen Advisory Committee; **Sergeant Jonathan Gilbert**, York County Sheriff's Office; **Joe Romenick**, Asst. Superintendent, Operations, FMSD; **Quanisha Savage**, Atrium Health; **Christopher Stephens**, York County Transportation; **Deputy Dontay Osborne**, York County Sheriff's Office

#### *Group 3:*

**Dr. Janet Wojcik** (leader), Winthrop University; **Captain Steve Bivins**, FMPD; **Chelsea Beauchamp**, FMHS parent; **Bret Baronak**, Carolina Thread Trail; **Cam Davis**, Winthrop University

#### *Group 4:*

**Liz Duda**, Bike/Ped Coalition of York County (leader); **Cleopatra Allen**, RFATS Citizen Advisory Committee (photo captioner); **Tommy Feemster**, SC Department of Transportation (Active Neighborhood Checklist); **Kesha Thompson**, Helping Others Progress through Education; **Carmen Wells**, Traffic Control Supervisor, CrossSafe, Park Inc. (photographer); **Grey Young**, Asst. Superintendent, FMSD

#### *After-School Student Count:*

**Cleopatra Allen**; **Lauren Childers**; **Liz Duda**; **Dr. David Keely**; **Stevie Micheli**; **Janet Wojcik**

