

Introduction

Purpose of Chapter

In 2012, the City of Rock Hill adopted a bicycle and pedestrian plan that outlines measurable steps to improve the safety and accessibility for bicyclists and pedestrians in the area around Winthrop University and downtown Rock Hill. The city also was recently designated as a Bicycle Friendly Community by the League of American Bicyclists. This chapter of the RFATS 2035 Long Range Transportation Plan (LRTP) extends the emphasis and momentum of cycling and walking throughout the RFATS Study Area. It describes the existing conditions and trends at the national level, at the statewide/regional level, and within the RFATS Study Area. It then describes the current and future issues, at the same set of levels. Stakeholder input is summarized, followed by a review of key points and a list of recommendations.

Relevance to the Transportation System and the Plan

The benefits of cycling and walking are becoming well known. Taking trips by bike or on foot improves the environment, promotes good health, saves money, eases the burden on roadways, and enhances the livability of a community. Many people choose to bike or walk for one or more of these reasons. For children, persons with disabilities, many elderly, and those who cannot afford an automobile, cycling and walking may be a preferred travel mode. When considering the health benefits more people are now recognizing that cycling and walking can be a part of a healthy lifestyle especially for short trips.

After the legacy of decades of development in which these modes were insufficiently considered, a shift in this mindset within the RFATS Study Area has been reflected in the numerous programs and events that aim to bring cycling and walking into the mainstream of transportation planning. However, much remains to be accomplished to herald in a new legacy of vibrant, walkable, and bicycle friendly communities.

Bicycle and Pedestrian Framework

If the overall goal of the *2035 LRTP* is to promote an efficient and effective transportation system for all users in the RFATS Study Area, then the planning and delivery of a safe, accessible bicycle and pedestrian network must be provided within the following framework.

Five E's of Bicycle & Pedestrian Planning

Recommended projects and programs for the *2035 LRTP* rely on the Five E's of bicycle and pedestrian planning. Addressing these five interrelated components helps create a transportation network that balances the needs of bicyclists, pedestrians, and motorists.

- **Engineering** — A coordinated network of pathways must be planned, designed, and constructed.
- **Education** — Once the pathways are in place, cyclists and pedestrians must be made aware of the location and proper use of designated facilities as well as the destinations they connect.
- **Encouragement** — People must be encouraged to bicycle and walk to validate public investment and reap the benefits described above.
- **Enforcement** — To ensure safety of all users and the long-term sustainability of the bicycle and pedestrian system, the formal and informal “rules of the road” must be enforced.
- **Evaluation** — A regular review of the bicycle and pedestrian network should include an assessment of cycling and walking activity, safety analysis, and ways the community continues to work to improve these numbers.

Types of Users

Types of users can be described in terms of trip purpose and skill level. Different reasons for traveling by bike or foot, combined with the varying levels of skill, require a bicycle and pedestrian plan that is flexible and responsive. Bicycling and walking often falls into two distinct categories based on trip purpose:

- **Utilitarian, non-discretionary travel.** Children, persons with disabilities, and many elderly are not able to drive. Some people simply cannot afford an automobile. For these people, the only option for daily necessary trips may be bicycling, walking, and transit services. Other people may choose non-motorized travel for their utilitarian trips to promote physical fitness, environmental stewardship, or cost savings.

- **Recreational, discretionary travel.** Cycling and walking are excellent forms of exercise, helping residents establish a healthy lifestyle while enjoying the livability of their communities.

In addition, cyclists can be categorized based on their skill level.

- **Advanced Cyclists** are the most experienced and can safely ride in typical arterial conditions of higher traffic volume and speeds. Most advanced cyclists prefer shared roadways in lieu of striped bike lanes and paths.
- **Basic Cyclists**, typically casual or new adult/teenage riders, are less comfortable riding in traffic without special accommodations and often prefer multi-use paths or bike lanes.
- **Child Cyclists** have a limited field of vision while riding and generally keep to the neighborhood streets, sidewalks, and greenways. On busier streets, this group likely stays on sidewalks or off-street facilities that protect them from traffic.

All user types and skill levels require a complete network of bicycle and pedestrian facilities as well as programs that educate and encourage current and future users.

Existing Conditions and Trends

National Conditions and Trends

Cycling and walking continue to receive consideration at the national level, particularly in federal law and funding streams, though the most recent federal legislation scaled back some programs. Federal law continues to allow most funds—including the main surface transportation funds that traditionally provide highway funding—to be used for pedestrian and bicycle programs. However, with highway projects having strong and established claims to funds, it is difficult for bicycle and pedestrian projects to compete with other priorities.

Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law July 2012, includes reduced funding for bicycle and pedestrian transportation. It also consolidates the three programs listed below from SAFETEA-LU into one broad program called Transportation Alternatives (TA).

- Transportation Enhancements
- Safe Routes to School
- Recreational Trails Program

TA funds may be used for a variety of bicycle and pedestrian projects including on-street bikeways, sidewalks, multi-use paths, and rail trails. Selected education and encouragement programs also qualify for TA funds. While most programs remain eligible for funding, it is worth noting that in several cases (including Safe Routes to School), MAP-21 eliminates the guaranteed set asides once offered through SAFETEA-LU.

Statewide Conditions and Trends

Bicycling and walking paths are very important transportation facilities for numerous statewide and regional organizations that are active participants in providing or promoting these modes (**Table 9.1**). A major advance came in 2003, when the SCDOT Commission directed that accommodating bicycles should be a routine part of the Department's planning, design, construction and operating activities.

However, the safety of pedestrians and cyclists remains a problem across the state. South Carolina continues to be in the 'top ten' nationally for the rate of both pedestrian and cyclist fatalities due to crashes with motor vehicles (**Table 9.2**). In 2010, South Carolina ranked fifth in the nation with 1.94 pedestrian fatalities per 100,000 population.

SCDOT's 2008 Comprehensive Multimodal Long Range Transportation Plan recognizes cycling and walking as modes of transportation. The statewide plan notes that SCDOT works collaboratively with local jurisdictions to identify suitable bicycle improvements (such as shoulders or restriping with bike lanes) to incorporate in highway projects, as well as to identify funding for these projects. However, local support from MPOs, particularly in advance of the project design process, is seen as critical to implementing bicycle and pedestrian improvements. The responsibility is therefore on MPOs and municipalities to bring pedestrian and bicycle issues to the table during project discussions.

Table 9.1 – Relevant Statewide and Regional Organizations

Organization	Key activities
South Carolina Parks, Recreation and Tourism	Developed <i>State Comprehensive Outdoor Recreation Plan</i>
South Carolina Department of Natural Resources	Manages preservation programs and managed lands programs
South Carolina Scenic Rivers Act	Protects South Carolina rivers
South Carolina Conservation Bank	Funds land conservation
South Carolina Bicycle and Pedestrian Program (SCDOT)	Provides Bike and Pedestrian accommodations Channels Safe Routes to Schools funding
Palmetto Cycling Coalition	Promotes bicycling
Rock Hill Bicycling Club	Promotes bicycling
Rock Hill Greenways and Trails Committee	Promotes regional trail and greenway networks
University of North Carolina Charlotte Urban Institute	Promotes open space preservation issues
Carolina Thread Trail	Plans regional trail and greenway network
Carolina Piedmont Green Initiative	Documents values of green infrastructure
York County Forever	Promotes conservation of natural resources
Palmetto Conservation Foundation	Promotes conservation, preservation, and recreation issues
Nations Ford Land Trust	Preserves open spaces
Katawba Valley Land Trust	Preserves Catawba River and promotes conservation of natural resources throughout Lancaster County

Table 9.2 – Pedestrian and Cyclist Fatality Rates

	South Carolina	National Average
Pedestrian fatalities in collisions with vehicles (per 100,000 population)	1.94	1.38
Cyclist fatalities in collisions with vehicles (per million population)	3.02	2.00

Source: NHTSA Data for 2010 (the most recent year available)

Conditions and Trends in the RFATS Study Area

At the MPO level, **RFATS** places a particular importance on bicycle and pedestrian mobility, as well as the safety of cyclists and pedestrians. RFATS and its member governments have several plans and programs in place to support these modes, and these policies have borne fruit with a number of enhancement projects in recent years. The main programs are described in more detail below.

York County has incorporated bicycle and pedestrian goals and strategies into the 2009 update of its Comprehensive Plan. Like the municipalities, it has used grants to add sidewalks to streets and develop trails. The one-cent sales tax program (Pennies for Progress) has been very effective in providing sidewalks with most road improvements. It has also funded a large number of small-scale sidewalk and bicycle-shoulder projects on existing streets, and the current program includes bicycle lanes in some locations. Additionally, the County is currently developing policies to address the installation of sidewalks or bicycle lanes in new developments.

York County is currently working on a Bicycle Accommodation Plan to be adopted in the near future. The Bicycle Accommodation Plan is likely to represent an important step forward in planning for bicycle transportation within the rural parts of the RFATS Study Area.

The City of **Rock Hill** updated its Vision 2020 Comprehensive Plan in 2010 and updated its Trails and Greenways Master Plan in April 2008. The focus of the plan was to connect major destinations, primarily by sidewalks. The City has also developed construction standards for trails and sidewalks, which are included in the City's zoning ordinance.

As a result of the Trails and Greenways Master Plan, the trail network has grown substantially in recent years. In 2003, there were only 11 miles of trails. Since then, the network has grown to 46 miles. The new trails were constructed by several entities including the City of Rock Hill, neighborhood groups, and private interests.

The Plan also recognized a strategic network of sidewalks, totaling 22 miles, which are important in the connectivity of the trails and greenways systems. However, many other city streets still need to be retrofitted with sidewalks or have their existing sub-standard sidewalks improved, so that people can walk and bike safely to their destinations.

In early 2008, the City of Rock Hill began the process to secure the designation of a Bicycle Friendly Community and completed a number of steps towards this end. Staff from the City's Park, Recreation and Tourism Department arranged for bicycling safety classes, conducted a joint bike route

survey with Winthrop University, identified possible bike rack locations in Downtown Rock Hill, and participated in an initiative undertaken by York County to locate and prioritize bike lanes to be considered in the next Pennies for Progress funding cycle. There was also a strong base group of engaged citizen groups such as the Bicycle and Pedestrian Task Force, Eat Smart Move More York County, and the Rock Hill Bike Club that helped catapult Rock Hill to this prestigious title of a Bicycle Friendly Community.

In 2012, the city was designated a Bicycle Friendly Community at the Bronze level. The Bicycle Friendly Community Program is an effort sponsored by the League of American Bicyclists that recognizes municipalities that actively support bicycling. According to this program, a Bicycle Friendly Community is one that provides safe accommodations for cycling and encourages its residents to cycle for transportation as well as recreation. Building such a community can translate into a more connected, physically active, and environmentally sustainable community that enjoys increased property values, business growth, increased tourism, and more transportation choices for citizens.

The City of Rock Hill Trails and Greenways Master Plan proposes extensive new facilities, comprising 27 miles of greenway trails, 32 miles of multi-purpose trails, and 21 miles of sidewalks.

The 15 proposed multi-purpose trails will connect major destinations and serve as the backbone of the trail and greenway system. They are expected to be the most heavily used trails in the system, and will be built to accommodate a wide range of potential users. It is hoped that they will attract users from across the region, making Rock Hill a destination for trail enthusiasts.

The ten proposed greenway trails will connect major destinations to parks, open spaces, and other natural amenities. As well as serving recreational trips, they are also intended to showcase the city's environmental resources and be an educational resource. The Catawba River will be the spine of the system, and will form a portion of an 'outer loop' greenway surrounding the city. Greenway trails will connect this loop to other trails and destinations.

Finally, the plan identifies 15 new sections of sidewalk that will act as part of the trail system by connecting trails to each other and to neighborhoods.

Revenue is expected to come from the city's operating budget and other local sources, as well as state and federal grants. Overall, approximately \$3.5 million in potential funding is identified for a ten-year period; of this, \$1.9 million is already programmed, leaving \$1.6 million for additional projects to be selected from among those in the plan. The Trails and Greenways Master

Plan also recognizes, however, that other roads need to be retrofitted with sidewalks, which should be installed on new streets and when property is developed alongside an existing road without a sidewalk. The plan also suggests that areas close to schools should be given priority for retrofitting sidewalks.

Fort Mill's historic core has a grid pattern of streets that is supportive of cycling and walking. However, the challenge for the community is to connect the rapidly growing outskirts and new developments to the historic core and to community facilities. The Fort Mill Tomorrow Plan established in 2012 seeks to improve access to greenways, area parks, and open spaces as well as commercial centers through a coordinated growth strategy. In addition, the town has been taking advantage of grants to fund bicycle and pedestrian projects. The Ann Close Springs Greenway is an award-winning private greenway system which is open to the public and serves as a green belt around the town as well as a significant bicycle and pedestrian attraction.

Much of the development in **Tega Cay** dates from the 1970s and 1980s, a time when sidewalks weren't always constructed in residential subdivisions. Located primarily along Lake Wylie this community continues to attract individuals seeking active lifestyles. As a result, all new subdivisions are required to have bicycle and pedestrian facilities. The city also has its own system of bicycle and pedestrian trails, and like the other municipalities, has been taking advantage of grants to expand the system.

The RFATS Study Area was recently expanded to include the northern panhandle of **Lancaster County**. This eastern expansion extends the MPO boundary to places east of Sugar Creek and the Catawba River. This includes the rapidly developing area of Indian Land along the US Hwy 521 Corridor with ultimate connections to I-485, City of Charlotte, and Ballantyne Business Park.

When considering bicycle and pedestrian connectivity, recent plans suggest an emphasis on enhancing access to the Catawba River as well as major parks, schools, and commercial nodes. As transportation improvements are considered, careful attention should be given to the design of facilities that cross local streams and rivers. Most notably the widening of SC Hwy 160 should consider accommodations for bicycles (especially at the crossing of Sugar Creek). Furthermore, SC Hwy 5 is one of the only crossings of the Catawba River. Multimodal design features that promote east-west connectivity will play an important part of the strategy to improve accessibility between York and Lancaster County destinations. The US 521/SC9 Corridor Study communicates a comprehensive multimodal strategy for the panhandle area of the county.

Current use of CMAQ funding for Bike and Pedestrian Facilities

Table 9.3 lists the trails currently planned for construction using Transportation Enhancement or CMAQ funds. In addition, one of the current TIP projects is the replacement of the US 21 bridge over the Catawba River. The replacement bridge is almost complete and includes accommodations for bicycle/pedestrian facilities and lighting.

Table 9.3: Planned Trails Funded as Enhancements or Through CMAQ

Ref.	Applicant -- Project Name	Fiscal Year	Amount Approved	Federal Dollars	Source	Project Status
1	York County - Winthrop Farm/York Tech Bikeway Phase II	2004-05	\$130,000	\$100,000	TEP	Construction set for Fall 2008 / Spring 2009 by Rock Hill Public Works Department
2	York County - Airport Bike Trail Loop Phase II	2005-06	\$140,000	\$110,000	TEP	Construction complete Fall 2008 by SCDDOT
3	City Of Tega Cay - Amber Woods Dr To Watertrace Sidewalk Project	2007-08	\$123,744	\$98,995	TEP	Proposed project for FY 2008-2009
4	York County - South Pointe Trails	2005-07	\$525,000	\$382,500	CMAQ	Project construction is complete; submitting request for final reimbursement
5	City Of Rock Hill - Rawlinson Road Trails (Phase I)	2005-07	\$500,000	\$400,000	CMAQ	Project drawings will complete by end of September; construction set for late Fall 2008
6	City Of Tega Cay - Gardendale Trail Project	2008-09	\$562,920	\$450,336	CMAQ	Proposed project for FY 2008-2009; funding reallocation from Stonecrest project FY 07-08

TEP = Transportation Enhancement project

CMAQ = Congestion Mitigation and Air Quality Improvement project

Project descriptions:

Project #1 is a bike / multi-purpose trail connecting Winthrop University and the York Tech campus.

Project #2 is an extension of existing pedestrian bicycle route along Airport Road from Museum to Homestead.

Project #3 is a pedestrian facility that will link one of Tega Cay's largest neighborhoods with Turner Field – one of the city's largest recreation facilities.

Project #4 is a bicycle / pedestrian improvement project that will connect existing / proposed sidewalk and the trail networks to South Pointe High School.

Project #5 is a bicycle / pedestrian improvement that will link the recently completed Airport Loop Trail with centers of education and recreation.

Project #6 is a pedestrian improvement project that will construct 50,000 sq ft of walking trails in and around the Gardendale / Lake Ridge development.

Carolina Thread Trail

The **Carolina Thread Trail Program** (www.carolinathreadtrail.org), a regional system of trails connecting North and South Carolina that will eventually reach 15 counties. The actual location of the Carolina Thread Trail will be determined over time as communities plan their trails and work with neighbors to target points of connection. Within and around the RFATS Study Area, several community trails are represented including:

- Baxter Village
- Blue Star Trail
- Manchester Meadows Trail
- Nation Ford Springfield

In addition, the trail serves to connect the following features within the study vicinity of the RFATS Study Area:

York County Destinations:

- Anne Springs Close Greenway
- Catawba Cultural Center
- Catawba Indian Reservation
- Catawba River
- Kings Mountain & Kings Mountain National Military Park

Lancaster County Destinations:

- Andrew Jackson State Park
- Flat Creek Natural Area
- 40 Acre Rock Heritage Preserve
- Hanging Rock Battleground
- Walnut Creek Park (received first construction grant for 3.5 mile naturally surfaced trail)

Stakeholder Input

A number of bicycle and pedestrian stakeholders were contacted for their input during the long range transportation plan process, including:

- Rock Hill Bicycle Club,

- City of Rock Hill Greenway and Trails Committee,
- Trust for Public Lands,
- Nation Ford Land Trust, and
- Catawba Valley Land Trust.

The public participation process identified several bicycle and pedestrian concerns:

- Need for bicycle and pedestrian lanes to be added during highway improvements,
- Bicycle and pedestrian access across the Catawba River,
- Bicycle and pedestrian safety concerns, and
- Need for better bicycle signage.

Recommendations

Recommended Networks

To maximize the use of the new and retrofitted facilities, users must know the location of routes, accessible destinations, connections to other routes, and provisions along the way. A route signage plan is recommended to include information on the direction and distance to destinations spaced so bicyclists receive periodic confirmation that they remain on the correct route. The Rock Hill's trail system has done an excellent job identifying important destinations and creating a plan to safely link residents and visitors to those locations. Building on this effort, other facilities types can benefit from comprehensive route systems, including multi-use paths, bike lanes, shoulders, and wide outside curb lanes.

Bicycle Network

Bicycle Loops

The network of on- and off-street bicycle facilities provides the opportunity to create a system of bicycle loops. Recommended loops consist primarily of on-street facilities, but they utilize off-street multi-use paths when possible. These loops can be examined from the perspective of individual routes or as an overall interconnected system. The idea is to provide an interconnected system of bike facilities that cater to all levels of experience. Loop routes could even be named or color-coded and displayed at strategic locations throughout the MPO area to provide current information to users and

enhance the awareness of cycling in the region. The York County Bike Ped Task Force has identified six prioritized bike routes as shown in **Figure 9.1**. The routes include:

- Central York County Route
- Fort Mill Loop
- Kings Mountain Loop
- Nimitz Loop
- Reservation Loop

Figure 9.2 represents a composite map of existing and planned bicycle and pedestrian trails/routes within the RFATS area. The maps expresses these facilities based on their facility type including bike lanes, multi-use trails, and extensions of the Carolina Thread Trail network within the RFATS Study Area.

Figure 9.1 - Prioritized York County Bicycle Route Map

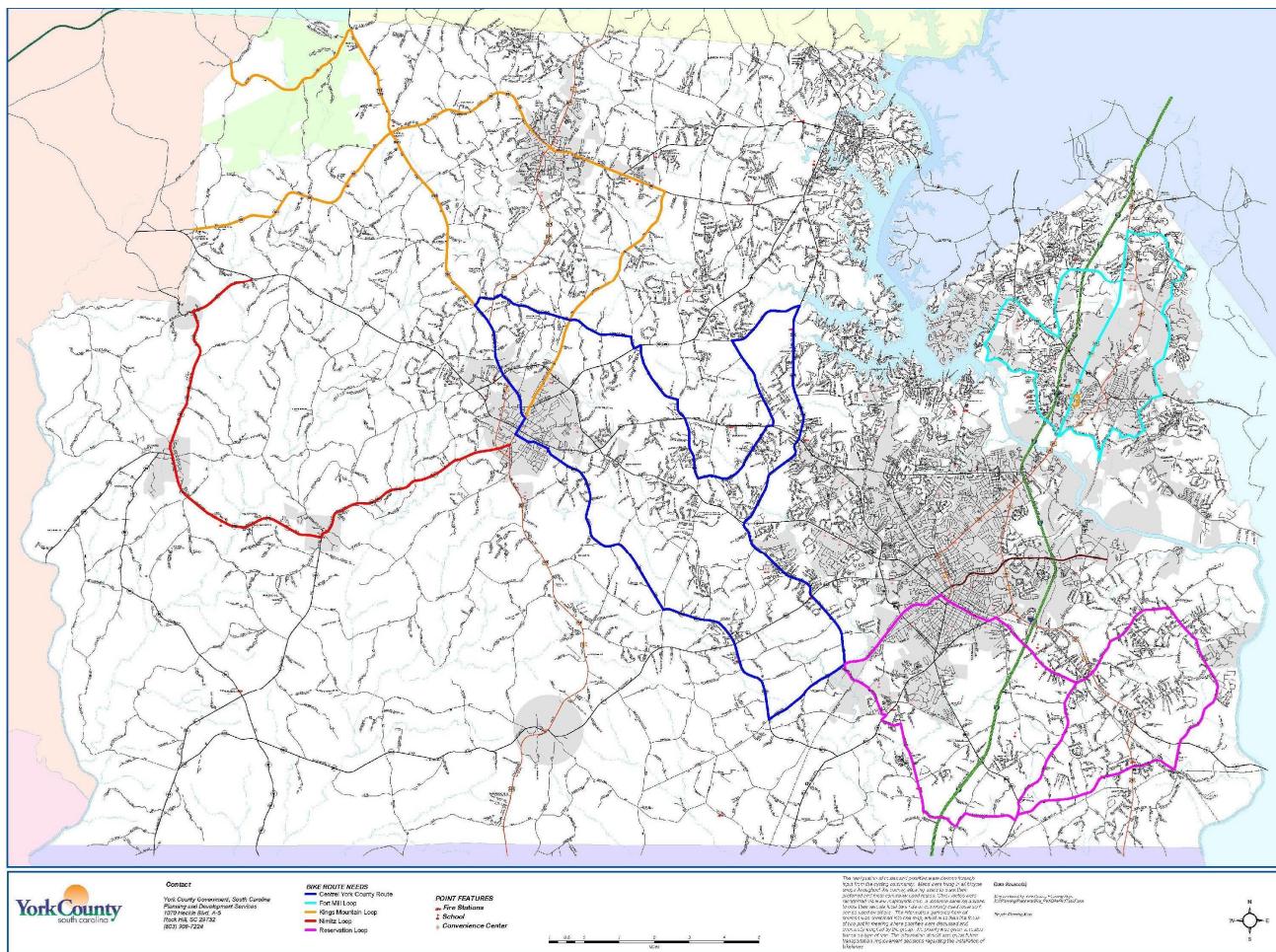
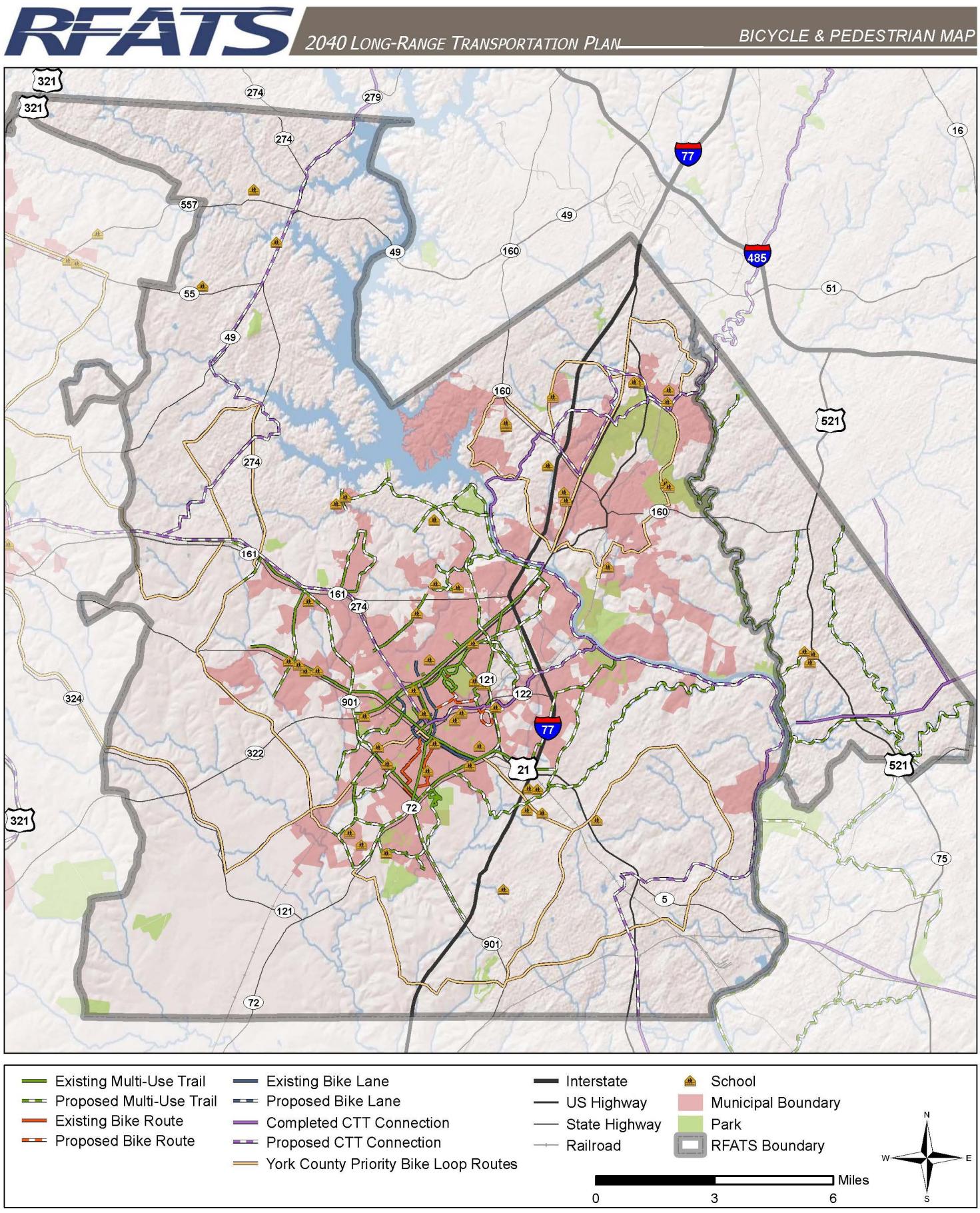


Figure 9.2 Existing and Planned Bicycle and Pedestrian Routes



Pedestrian Network

Walking is a key element to a healthy community's transportation system. Every trip begins and ends as a walking trip; yet walking is often a forgotten mode during the planning process. Features that contribute to making communities more walkable include a healthy mix of land uses, wide sidewalks, buffers between the edge of pavement and the sidewalk and trees to shade walking routes. Slowing traffic, narrowing streets to reduce pedestrian crossing distance and incorporating pedestrian infrastructure (i.e., signage, crosswalks, and adequate pedestrian phasing at signals) into future roadway design plans also ensure walkability.

The availability of pedestrian facilities and amenities plays an important role in encouraging the use of alternative modes of travel to the automobile. In addition to shifting trips from automobile to foot, the success of transit and other alternative travel modes depends greatly on the state of pedestrian facilities and amenities.

Existing Sidewalks

For walking to be considered a realistic alternative, conditions must be favorable for pedestrian use. Sidewalk deficiencies and a largely inhospitable pedestrian environment contribute to a reliance on the automobile even for shorter trips. The most walkable areas in the RFATS Study Area are in the downtown areas of Rock Hill, Fort Mill, and mixed use developments like Baxter Village. In these locations, pedestrians enjoy a more comprehensive sidewalk network and the region's best mix of destinations. Beyond the downtown area, sidewalks along major arterials typically lack a buffer to fast-moving traffic, and pedestrians face long walks between destinations.

Buildings are set back further from the sidewalk, contributing to an inhospitable pedestrian environment. Newer residential communities in the region include pedestrian facilities, though the lack of proximity to destinations from many of these neighborhoods undermines walkability.

Pedestrians will enjoy an improved trail network in the region. They also will benefit from improved connectivity as sidewalks are constructed in conjunction with roadway improvements. Strategic opportunities to fill gaps in the network should continue to be explored.

Groups and Programs Initiatives

The facility recommendations (including ancillary facilities) must be supplemented with coordinated education, enforcement, and encouragement programs. Some programs instruct and encourage bicyclists and pedestrians in the full and proper use of the non-motorized transportation network. Other programs ensure the safe use of the system by enforcing rules and regulations.

Local Bicycling Clubs

Weekly rides throughout the Rock Hill and Fort Mill area are organized by local bicycle clubs, including the Rock Hill Bicycle Club. These rides vary in length from 7 miles up to 40 miles. The Rock Hill Bicycle Club holds the oldest continuously held bicycle race in South Carolina, the RHBC Spring Race. Many more informal joggers, bicyclists, and walkers can also be seen throughout the area on a regular basis. With an active membership, local bicycling clubs can assist with various outreach efforts including education and encouragement initiatives. These programs include the following:

- **Bicycle Mentor Program** — This program matches experienced riders with those who want to learn more about commuting by bicycle. Ideally, a new rider will find help in discovering the best route to work, while receiving an education concerning how to ride in traffic, in the dark, or in poor weather.
- **Bicycle-to-Work Week** — For adults, Bicycle-to-Work Week can serve as a week-long reminder that bicycling can be one option for traveling to work. The success of Bicycle-to-Work Week often depends on the network of local bicycling enthusiasts to market the program and on local employers to support participation from their employees. A Bicycle-to-Work event could be coordinated with education material designed to explain the benefits of and tips for bicycling to work

Initiatives and Recommendations

In addition to implementing the facilities shown on Figure 9.2 the following initiatives should be considered as a part of a coordinated strategy to better accommodate walkers and bicyclist within the RFATS area:

Incorporate bicycle and pedestrian facilities in transportation planning activities.

- Appoint a bicycle-pedestrian representative to the MPO's Technical Coordinating Committee.

- Establish a Bicycle/Pedestrian Advisory Committee as a function of the RFATS.
- Require that bicycle and pedestrian issues be considered in all roadway plan reviews.
- Review and amend subdivision ordinances to incorporate bicycle-friendly policies and requirements in member jurisdictions where codes are lacking.
- Incorporate prioritized bikeway improvements into annual Transportation Improvement Program (TIP).
- Develop a RFATS Bikeway Master Plan that includes a set of context based design recommendations that are facility type specific.
- Coordinate bikeway planning with local trails/greenway planning.
- Conduct annual bike counts/ surveys on bikeway facilities.

Design and build new and reconstructed roadways to be bicycle and pedestrian friendly.

- Consider implementing on-road bikeway facilities as part of roadway widening projects in a manner that is consistent with the facility needs of the facilities shown on Figure 9.2 as well as any other locally adopted plans.
- Increase level of accommodation for bicyclists in conjunction with routine resurfacing and maintenance activities.
- Implement bicycle-friendly maintenance procedures and maintain bikeway facilities.
- Establish a Spot Improvement Program for implementation of low-cost improvements to enhance conditions for bicyclists and pedestrians.
- Work with local organizations to develop an “Adopt a Bikeway” program to keep bikeway facilities clear of debris and litter.

Promote safe bicycle travel.

- Encourage bicycle education programs in schools.
- Work with local law enforcement agencies and community organizations to promote bicycle safety through increased helmet usage.
- Support and encourage programs that promote motorist awareness of bicyclists’ rights.
- Support and encourage programs that educate bicyclists of responsibilities and safe riding habits.



Encourage increased bicycle transportation ridership.

- Provide bicycle racks at major destinations.
- Prepare bicycle route maps.
- Initiate and hold annual bike events such as bike-to-work and bike-to-school days.

Pursue a variety of funding options to implement bikeway and pedestrian projects.

- Implement bikeway improvements as part of new roadway projects.
- Utilize MAP-21 enhancements funding for bicycle project implementation.
- Seek funding support from private foundations and other grant sources.
- Provide an annual allocation in City/County budgets to leverage other funds for bikeway and pedestrian projects.

Conclusion

As discussed earlier, bicycling and walking falls into two distinct types of travel: utilitarian (non-discretionary) travel and recreational (discretionary) travel. Bicycling and walking are important modes of transportation throughout the RFATS Study Area, and these modes are available to people of all ages and socioeconomic backgrounds. Regardless of the trip purpose, bicycling and walking provide a high level of independence, flexibility, and freedom of choice relative to where you want to go and when you want to get there.

Additional Considerations

- RFATS should examine the existing and potential role of walking and cycling in providing connections between municipalities and throughout the RFATS Study Area. This will likely involve assembling existing data on bicycle and pedestrian facilities and identifying potential connectors that would help to develop a regional system.
- RFATS should continue to work with communities and the Carolina Thread Trail organization to ensure access to the trail system from both sides of the proposed bridge across the Catawba River.
- RFATS should consider the scope for attracting funding for small-scale regional schemes such as signage.

- RFATS should support communities' efforts toward designation as Bicycle Friendly Communities. While Rock Hill can consider working towards an even higher designation.

The recommendations of the Bicycle and Pedestrian Element balance the need for improved facilities with programs designed to educate the public in the safe use of these facilities, encourage the active use of facilities, enforce the rules of the road, and evaluate the effectiveness of these facilities and programs. They are grounded in a planning process that included analysis, public outreach, and a review of previous and on-going planning efforts. The recommendations consider cyclists and pedestrians throughout the entire MPO area and have also been weighed against the needs identified in the other elements of the *RFATS 2035 LRTP*. Utilizing federal, state, and local funding programs will allow the implementation of a variety of bicycle and pedestrian improvements over the coming years.