

APPENDIX F: COMMUNITY MEETING SUMMARIES

March 31, 2009

COMMUNITY OF BOILING SPRINGS

11:00 A.M.

Attendees:

Michael Baker, President, Business Association
 Eric Hayler, Vice President, Business Association
 Scott Miller, Assistant Chief, Boiling Springs Fire Department
 Lisa Bollinger, Spartanburg Area Transportation Study
 Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving Boiling Springs' vision for a walkable/bikeable community.

Meeting Summary

- The meeting began by reviewing the existing conditions map and discussing the preliminary recommendations for bicycle accommodations.
 - Old Furnace Rd. needs paved shoulders – very dangerous for bicyclists and vehicles. Old Furnace Rd. serves as a primary connection for a majority of citizens.
 - Double Bridge Rd. needs at least paved shoulders – prefer bike lanes and sidewalks. SCDOT maintained from Hwy. 9 to end of school property; Spartanburg County maintained beyond.
 - Laurelwood Dr. now connects to McMillan Blvd.
- Desired linkages include:
 - Need to connect residential areas to schools and schools to one another.
 - ⊙ Need sidewalks to Boiling Springs High School.
 - Laurelwood Dr. or creek could serve as good connection from residential areas to Va Du Mar Park.
 - A 50-foot Piedmont Natural Gas right-of-way exists off of Rainbow Lake Rd. behind Lowe's that could link to Va Du Mar Park.
 - A cross country training trail exists around perim-

eter of high school – could be a potential connection.

- Areas of concern:
 - With the widening of Hwy 9 (Brannon Circle to existing five-lane), there is difficulty fitting sidewalks or pathways in area near Good Shepherd Memorial Park (cemetery) due to topography.
 - The midblock crossing on Hwy. 9 between Baptist Church and Boiling Springs 9th Grade School is very dangerous. It was established because parents prefer to drop off students at church rather than get in school drop-off traffic. There is no crossing guard at this crosswalk. Might be potential for pedestrian bridge.
 - Sidewalks along Hwy. 9 are rarely used because of lack of buffer between street and sidewalks. Vehicles drive at much higher speeds than posted speed limits.
 - Intersection of Rainbow Lake Rd. and Hwy.9 is very dangerous. Too many curb cuts in close proximity to the intersection and each other.
 - Will new bike/pedestrian facilities improve or complicate traffic issues in Boiling Springs?
 - Connections along creeks may be problematic due to flash flooding issues.
- Other thoughts:
 - North Spartanburg Sports Complex is a regional facility with most folks coming from other areas of Spartanburg County – in their cars – not a big walking/biking destination.
 - Everything in Boiling Springs centers around school traffic. A new school is planned at Rainbow Lake Rd. and Riveroak Rd. Schools are being pushed out to areas that cannot handle increased traffic. Future development will occur around schools.
 - Due to narrow right-of-way, it is impossible for emergency vehicles to get through on Hwy. 9 north of Bible Church Rd.

March 16, 2009
CITY OF CHESNEE
8:30 A.M.

Attendees:

Max Cash, Mayor, City of Chesnee
Nancy Ogle, VSP Foundation
Ridge Garland, Senior Centers of Spartanburg
Margie Barklow, Local Senior Citizen

Alissa Ritzo, Spartanburg Area Transportation Study/Clemson Graduate Student
 Lisa Bollinger, Spartanburg Area Transportation Study
 Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Chesnee's vision for a walkable/bikeable community.

Meeting Summary

- The working map's existing conditions appeared to be accurate (one clarification below) and the preliminary recommendations were reasonable.
 - Blue area on Fairfield St. is Chesnee Elementary School
- Chesnee desires bike lanes, sidewalks, and trails to support the active lifestyles of seniors and others in the community.
- Destinations were discussed:
 - Senior Center is biggest destination in Chesnee
 - ⊙ 800 seniors
 - ⊙ Elder housing is being constructed across Union Street
 - ⊙ Ball fields and playground are adjacent
 - ⊙ Safety concerns with intersection of Manning and Union Streets
 - ⊙ Senior Center walking groups walk through Mill Village and to Bi-Lo and Library
 - Other key destinations include Spartanburg Regional Medical Center, Post Office, drug store at corner of Cherokee St. and Alabama Ave.
- Pressing issues related to walking/bicycling:
 - Safety
 - Mobility
 - Pulling the community together
 - Convenience
- Desired linkages include:
 - Bicycle connection between Chesnee and Cowpens National Battlefield
 - ⊙ Potential routes include Hwy 11 or US 221 Alt.
 - ⊙ An existing trailhead for the Palmetto Trail exists off Hwy 11 at Battlefield

SPARTANBURG, SOUTH CAROLINA

- Potential railtrail at park at N. Carolina Ave. and E. Cherokee St.
- Connection to Burr's Trading Post (flea market/ farmer's market) at intersection of Oconee St. and Old Stage Rd.
- Kentucky St. is very wide – potential for bike lane – pawn shop wants on-street parking
- Sidewalks to Chesnee Elementary School on Fairfield St.
- Areas of concern:
 - Intersection of Pickens Avenue and US 221 at Bi-Lo
 - Upper drive of Bi-Lo has experienced many accidents
 - Pickens Avenue needs sidewalks
 - Runners from Chesnee High School run up US 221, circle Mill Village, then back down US 221
- Obstacles/Challenges:
 - No regulations for sidewalks or parcel interconnectivity
 - No Safe Routes to Schools program – yet
 - No master plan – need “road map” and cost estimates; need articulated vision
 - Parking is always an issue for community events (e.g., Spring Fling, art festival, music in the park, Christmas tree lighting, etc.) – more walking would help
- Other thoughts:
 - Chesnee is marketed as an “elder ready” community so pedestrian mobility is essential
 - Assault on Mount Mitchell comes right through Chesnee
 - Bicycle groups ride around Lake Blalock
 - Many cyclists have been observed on Casey Creek Rd.

March 16, 2009
TOWN OF COWPENS
10:30 A.M.

Attendees:

Pam Camp, Council Member, Town of Cowpens
Bobby Dowis, Council Member, Town of Cowpens
Roy Logan, Council Member, Town of Cowpens
Fred Gossett, Town Manager, Town of Cowpens

Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Cowpen's vision for a walkable/bikeable community.

Meeting Summary

- Destinations were discussed:
 - Downtown
 - Cowpens National Battlefield
 - Depot
 - Veterans Park
 - Little League Field
 - Future Senior Center along Foster St.
- Pressing issues related to walking/bicycling:
 - Safety
 - Mobility
 - Pulling the community together
 - Convenience
- Desired linkages include:
 - Top priority - Circulator sidewalk system along Go-forth St., Battleground Rd., Main St., and Foster St.
 - Waters Rd. is receiving SCDOT sidewalk stimulus money
 - Trail connecting Little League Park, Depot, and Veterans Park
 - Sidewalks along Old Pacolet Highway
 - Regional bike connection from Glendale (Beacon Light), through Cowpens (Palmetto, Main, Battleground), to Chesnee (via Hwy 11)
- Areas of concern:
 - Old Pacolet Rd. needs sidewalks
 - Maple Street has sidewalks but trees overhang very low so people walk in road
 - Intersection of Hwy 110 and US 29 – poor geometrics – no good way to get pedestrians across. Trucks cannot turn right onto Hwy 110 when traveling south on US 29 so they cut through on Moore St. posing a pedestrian safety concern).
 - Crosswalks needed at Main Street's intersections with Palmetto St., Church St., and Old Pacolet Rd.

- Obstacles/Challenges:
 - Walkable Communities Committee is dormant
 - If money and political will were there – it would happen
- Other thoughts:
 - Currently have small informal groups that walk throughout town
 - Mighty Moo Festival generates large amounts of pedestrian traffic in the vicinity of the Veterans Park between Palmetto St. to Church St.

April 15, 2009
TOWN OF DUNCAN
10:00 A.M.

Attendees:

Frances Bowen, Town Administrator, Town of Duncan
Cory Swaim, Parks and Recreation Director, Town of Duncan
Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Duncan's vision for a walkable/bikeable community.

Meeting Summary

- Preliminary recommendations are reasonable. Necessary updates to existing conditions:
 - Stoneledge Park is new playground, walking loop, and Shipwreck Cove water park (to be completed in May 2009) at the corner of Spencer St. and Spring St.
 - Park shown at the corner of Main St. and Danzler Rd. is SCALE (South Carolina Academic Learning Environment) Park, which includes walking trails.
 - Spring Street continues to the west into large residential development "Duncan Station."
- Desired linkages include:
 - Potential for sharrow along Main St.
 - Potential for sharrow along Spencer St. – wide pavement width in places.
 - Connections from residential neighborhood of Duncan Station to Stoneledge Park.
 - Spencer St. south of Main St., Danzler Rd., and

Groce Rd. would all make nice bicycle routes.

- Areas of Concern:
 - Intersection of Main St., Spencer St., and SC 292 is impossible for pedestrians.
 - Existing crosswalks in front of Byrnes High School are of concern for pedestrian safety.
- Other thoughts:
 - 67.5% of children in Duncan live below the poverty line.
 - Spartanburg County congregates parks in/around the City of Spartanburg.

April 20, 2009
CITY OF GREER
11:00 A.M.

Attendees:

Rick Danner, Mayor
 Lisa Bollinger, Spartanburg Area Transportation Study
 Trey Hodges, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Greer's vision for a walkable/bikeable community.

Meeting Summary

- The meeting began with an overview of the Community Map and the existing conditions (see session's working map).
 - SC-80 is not depicted on the Community Map. We need to add this connector between SC-14 and Wade Hampton Boulevard (US-29).
 - The recommended paved shoulder along SC-290 may need to be rethought. The City thinks this may not be the best option given the large amount of truck traffic on this route.
- The City of Greer has completed several large-scale projects in the downtown area that will spawn focused pedestrian use.
 - The new City Hall and City Park encompasses 12 acres of outdoor attractions – an amphitheater, picnic shelters, playground, and lake. Usage plans include live concerts during the lunch hour and an evening movie series. These venues may dramatically increase pedestrian traffic and increase the need for bike/ped facilities. There are

many walking groups already meeting at the Park.

- In order to continue the momentum inspired by the new Park, the City wishes to improve connectivity to the Park. The City has developed a goal of connecting City Hall with all neighborhoods within ¼ mile.
- The area immediately east of City Hall and Line Street in the vicinity of Dunbar Elementary School is a Low-to-Moderate Income (LMI) neighborhood, traditionally void of sidewalks. There are recently-constructed sidewalks along Lorla Avenue that connect this neighborhood to the Wal-Mart. The City would like to install a main sidewalk along Sunnyside Drive between Highland Avenue and Arlington Road to serve as a pedestrian thoroughfare. Connections could then be made between Sunnyside Drive and the City Hall complex via new sidewalks on Highland Avenue, E. Church Street, or Oak Street.
- Spartanburg County is currently working to revitalize the Old Victor Mill site located near the intersection of S. Line Street and Victor Avenue. This effort will include brown-field remediation efforts, but may ultimately require bike/ped improvements for connectivity.
- The intersection of SC-101 and SC-290 is seen as a priority. There are two railroad tracks in close proximity, and a lack of pedestrian facilities currently creates a barrier into the downtown area.
- The residential area to the west of Main Street is a 1920-1950's era traditional neighborhood with a large number of interior sidewalks. However, external connectivity can be improved with short sidewalks along Poinsett or Jason Streets to funnel pedestrians to the City Hall and City Park complex.
- The City has adopted several policies regarding pedestrian facilities in new developments. The City requires interior sidewalks in new subdivisions along at least one side of all streets. Additionally, the City requires exterior sidewalks along road frontages.
- The Greenville County Redevelopment Authority has an on-going revitalization project in the vicinity of Canteen and Oakland Avenues. The City provided a contact for coordination purposes: Martin Livingston. We should inquire about the project's future vision regarding bike/ped facilities.
- The area southwest of the City center is targeted for future revitalization. There is still some build-out potential, and the City feels that a future sidewalk will be needed along Pelham Street, possibly between S. Main Street and Trade Street, in order to provide pedestrian connectivity between the revitalized district and the downtown center.

- The area around Riverside High School and Riverside Middle School has traditionally been the fastest growing segment of the City. Therefore, land costs were high and there is very little space dedicated for recreation. Additionally, bike/ped connectivity will be a future concern.
- Greenway Vision: The City has some properties that they may be able to leverage in the future to develop trails/greenways:
 - The City and Commission of Public Works (CPW) owns a stretch of the Enoree River between Riverside Park and Brushy Creek Road. This has potential for use as a greenway trail.
 - The Park on Country Club Road presents a possibility for an additional greenway trail along the Tyger River. This project will most likely become a reality prior to the Enoree River trail.
- The Greer CPW recently acquired the service rights to the “Golden Box,” an area of high growth potential south of Interstate 85 and between SC-101, Brockman McClimon Road, and SC-296. This area previously had no sewer service, but as CPW extends service to a new elementary school in the area, rapid development may follow. Bike/ped planning will be important to promote connectivity.
- The Greenville-Pickens Area Transportation Study (GPATS) has recommended the widening or improvement of Abner Creek Road from SC-14 to SC-101.
- The City would like the Master Plan to investigate bike/ped options in the vicinity of two new hospitals.
 - The Village at Pelham hospital complex near the intersection of SC-14 and Westmoreland Road.
 - The Greer Medical Campus of the Greenville Hospital System on SC-136.
- The City has several clubs that meet regularly for bike/ped activities.
 - A bicycle group meets on Thursday evenings at City Hall and generally rides out Victor Avenue to access the rural roadways southeast of the City. Victor Avenue may be a good candidate for some share the road signage or other bike improvements.
 - A walking program has been started downtown, although we could not determine if it is City-sponsored or a program of the downtown association.
- There are currently no bike racks at the new City Park.
- Crestview Elementary, located near the intersection of Country Club Road and Arlington Street, is bordered to

the north and east by entry-level residential developments that contain interior sidewalks. Chandler Creek Elementary, located near the intersection of SC-14 and Chandler Road, is in the vicinity of primarily multi-family housing. According to the Mayor, these two schools are primarily bus/car schools, and new sidewalks are a lower priority.

March 31, 2009
CITY OF INMAN
9:00 A.M.

Attendees:

Doug Hurlbert, Planning Commission, City of Inman
Bessie Fisher, Planning Commission, City of Inman / President,
Chamber of Commerce
Paul Ricardi, City of Inman
Dale Culbreath, Spartanburg County Council
Lynn Skinner-Johnson, Inman PEACHeS / Citizen
Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Inman's vision for a walkable/bikeable community.

Meeting Summary

- Inman has a strong pedestrian focus with grass roots advocacy for active lifestyles.
 - The Inman PEACHeS (People Enjoying Active Community Health and Safety) started with a Walkable Workshop and continue to meet once a month. They have produced a brochure/map through a Michelin Grant, support walking tours, conduct a Bike Rodeo, publish a periodic newsletter, and raise funds for Safe Routes to Schools.
- Inman has developed a conceptual "Inman Trail" plan (see attached map and trail link descriptions). The complete trail would include five links: School Link (0.75 mile); North Main Street Link (0.50 mile); South Main Street Link (0.50 mile); Mill Street Link (0.30 mile); and Asheville Highway Link (0.60 mile).
 - The School Link is considered the top priority and would run along an abandoned railroad bed. The tracks have been removed but right-of-way has reverted back to adjacent landowners, so acquisition or easement (similar to an alley) would be necessary. There are several large parcel owners and 12 owners of smaller parcels (these are con-

- sidered the more oppositional to the trail). This link would be a shared-use trail and serve as a Safe Route to School.
 - Another important link, considered a second priority, is the North Main Street Link. Pending successful negotiations with the railroad, this would be a rails with trails.
 - The South Main Street Link has utility issues.
 - The Asheville Hwy. Link would bring the character of downtown out to US 176.
 - Ultimately, as part of future links, it would be desirable to continue trail out both E. Main St. and Asheville Hwy.
- Envision Inman as a community that is personified by:
 - Community pride
 - Friendly community
 - Healthy lifestyles – exercise choices
 - Informed community
 - Economically friendly
- Desired linkages include:
 - Linkage to Inman Health & Fitness on Asheville Hwy. south of E. Main St.
 - Group would like the Palmetto Trail to come through Inman. Presently the link between Spartanburg and Landrum is missing and could be brought through Inman via Ayers Dr. to Blue Ridge St. from Campobello. It could pass through “Windmill Hill” and connect to the Inman Trail.
 - Potential for trail along Marlowe Farm Rd. behind Chapman High School.
- Areas of concern:
 - There is a crown in E. Main St. from Gosnell Ave. to Gallman Rd. that causes vehicular accidents (especially when wet).
 - Compton Bridge Rd. is very dangerous going out to Chapman High School.
- Other thoughts:
 - Need areas large enough for golf carts and bikes with trailers.
 - Lots of walkers/runners on E. Main St.
 - Lots of bikes out Holy Springs Rd. – bike club comes through Inman.

April 20, 2009
CITY OF LANDRUM
9:00 A.M.

Attendees:

Steven Wolochowicz, City Administrator
John Cash, Bicycle Enthusiast
Lisa Bollinger, Spartanburg Area Transportation Study
Trey Hodges, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Landrum's vision for a walkable/bikeable community.

Meeting Summary

- The initial focus of the meeting was to confirm the Community Map's existing conditions. Several updates are necessary (see session's working map):
 - Existing sidewalks are located along both sides of SC-14 from Interstate 26 to the Library/School area.
 - An existing sidewalk is located on the south side of SC-14 from Randolph Avenue to the western boundary of the City Limits.
 - An accessible interior trail is located in Brookwood Park, complete with pedestrian bridges.
 - Several greenspaces were added to the map. A leased site at N. Randolph Avenue and W. Simmons Street provides a picnic area and playground. A pocket park at W. Rutherford Street and W. Finger Street includes landscaping and park benches. A walking area and landscaped greenspace connects the Landrum Depot to E. Rutherford Street.
 - The Map's far western portion of SC-14 has been improved with a wider shoulder that is more bike-friendly. This begins at approximately Oak Grove Road, and continues to the four-way stop at SC-11.
 - The City now owns a significant portion of the railroad right-of-way, extending from approximately Greenwood Road to the north to Hulon Howard Road to the south. Several development options are being considered, including a scenic privately owned tourism train or a Rails-to-Trails project. Both options require railroad abandonment of the line, which is not forthcoming. The line is not currently in use, and signals and barrier arms have been removed.

- It is important to understand that the City is perhaps more connected with Polk County, NC and the Town of Tryon than it is to other Spartanburg County municipalities. Any bike/ped improvements should keep this in mind. There are live-work commuters between these two communities that would benefit from Bike/Ped improvements to US-176 north of Landrum.
- Landrum recently installed small landscaped bumpouts along Rutherford Street in the downtown area to beautify the corridor and calm traffic. These have increased pedestrian access. However, the sidewalk has accessibility shortcomings that may need to be addressed.
- The City has identified several sidewalk projects for the future. The first will install a sidewalk along N. Randolph Avenue from Barnett Street to W. Rutherford Street, and is funded through a combination of a SCDOT Enhancement Grant and Spartanburg County grants. Other sidewalk needs include repair of deteriorating sidewalks in the S. Lyle Avenue area, and construction of new sidewalks along Bomar Avenue and E. Brookwood Drive to increase connectivity with Brookwood Park.
- The Map's recommended bicycle facilities were well accepted. Of note, the stretch of US-176 between the City Limits and Greenwood Road needs priority. This area contains the speed limit change from 35mph to 45mph, and the existing conditions are particularly unsafe for bicyclists. However, this route sees a lot of bike use, especially on Sundays. Consider extending the recommended bike lane to incorporate this stretch.
- To the south of Landrum, New Cut Road (near the intersection of SC-11 and SC-14) is a popular bicycle route. It is a share-the-road route, but could be a candidate for upgrade to a bike lane due to its popularity.
- Mr. Cash raised a question about the SC-11 bike lane from the Cowpens Battlefield to Seneca. He wanted to know why the project was unfinished after its initial progress 6-7 years ago.
- The City's popular destinations include the downtown district, Brookwood Park, the Landrum Library, and the School facilities. In general, connectivity to these areas is enhanced by the sidewalks along E. Rutherford Street. Bike racks may be simple but much needed improvements.
- The City's regional connections and destinations include Tryon, NC, the Palmetto Trail's Blue Wall Passage, and the Foothills Equestrian Nature Center (F.E.N.C.E.). The Palmetto Trail and F.E.N.C.E. provide important recreational opportunities that may need to be recognized and incorporated in the Master Plan.
- The City does not maintain any bike and/or walking programs.

- There are no bike/ped-related development policies in place. NOTE: The City is currently negotiating with a private landowner in the area of Mountain View Road for annexation that may support subdivision development. If annexation occurs, this may be an opportunity for the City to explore mandatory internal or external sidewalk connections.
 - The City no longer owns a utility. Spartanburg Water has taken over water distribution and wastewater collection services. The City is not aware of any water or sewer easements utilizing the alternate route on the Textile Town Tour.

April 9, 2009
TOWN OF LYMAN
1:30 P.M.

Attendees:

Dennis Lindey, Citizen

Mike Frost, Startex-Jackson-Wellford-Duncan Water District (SJWD)

Lisa Bollinger, Spartanburg Area Transportation Study

Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Lyman's vision for a walkable/bikeable community. Another meeting was held on April 22, 2009 with additional representatives from the Town of Lyman.

Meeting Summary

- The meeting began by viewing the newly installed pedestrian bridge over the Middle Tyger River at River Place Park adjacent to the Middle Tyger Library. This bridge provides a critical pedestrian and bicycle connection along Groce Rd., as the vehicular bridge is not wide enough to safely accommodate these modes.
- Correction to map – Lyman Elementary School has moved out near D.R. Hill Middle School on Holly Springs Rd.
- Desired linkages include:
 - Utilize former utility service road along south bank of Middle Tyger River for shared-use trail. Potential to utilize Duke Power right-of-way to connect back up to Groce Rd. sidewalks, which run back down to River Place Park to complete loop.
 - Potential for trail along rail line running from Lawrence St. to Groce Rd. and connect to pedestrian bridge.

- Northern bank of Middle Tyger River could serve as kayak landing and “blueway.”
- Loop through Startex to SC 290.
- Other thoughts:
 - SJWD owns facilities and rights-of-way in the area that could assist in making connections.

April 22, 2009
TOWN OF LYMAN
10:00 A.M.

Attendees:

Rodney Turner, Mayor
 Dennis Drozbak, Finance Director
 Janice Daniel, Town Engineer
 Bob Bowman, Middle Tyger Area Association
 Lisa Bollinger, Spartanburg Area Transportation Study
 Trey Hodges, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Lyman's vision for a walkable/bikeable community. Another meeting was held on April 9, 2009 with additional representatives from the Town of Lyman.

Meeting Summary

- The meeting began with an overview of the Community Map and the existing conditions (see session's working map).
 - The Town has some concerns about the recommended bike facilities on SC-292 to the north of Town. There is a lot of quarry-truck traffic here, and therefore some safety concerns.
- The Town's #1 priority was quickly highlighted. The close proximity of the two schools on Holly Springs Road (DR Hill Middle and the new Lyman Elementary) have challenged the existing two-lane road's capacity. These schools support a combined 2,000 students. This is seen by the Town as a safety issue. The Town has posted a police officer near the trouble spots on a daily basis.
 - There are existing crosswalks, but no sidewalks.
 - The Mayor suggested widening Holly Springs Road from the schools southeast to Pine Ridge Road to a 4-lane road. According to the Mayor, Pine Ridge Road is also a candidate for widening from Holly Springs Road to US-29. Sidewalks and/or bike lanes should be incorporated into the widening effort.

- Due to the close proximity of the schools and very low build-out of the surrounding property, the Town expects a high growth potential in this area over the next few years. Several developers have inquired about future projects. Holly Springs Road is the main connector to the Town center, so congestion is only expected to worsen.
- There is a perceived issue on Holly Springs Road, particularly east of Pine Ridge Road, concerning narrow or uncertain right-of-way. Partly for this reason, the Mayor does not recommend the widened road of Holly Springs Road beyond Pine Ridge Road.
- The Town is eager to work with its close neighbors, Duncan and Wellford, to improve connectivity among the municipalities. “Middle Tyger Connected” was mentioned as a theme of teamwork to bring more visibility to the transportation needs of the west end of the County.
 - The Lyman Police Department has entered into a cooperative framework with Wellford’s Police Department for patrols and traffic enforcement. This cooperation includes alignment of many standards and procedures, and could be a benchmark for future cooperation in other areas (bike/ped, transportation).
 - There is a possibility of improving bike/ped facilities along Groce Road to connect a large number of public facilities. Among these facilities are the Lyman Senior/Youth center, the future River Place Park and Trail, the Lyman Library, new Vocational Rehabilitation Center, the Byrnes High School, Freshmen Academy, Elementary, and Middle School megacomplex, and the SCALE park. Each of these facilities are important destinations, but the existing sidewalk is not properly functioning to promote the needed connections.
 - ⊙ A pedestrian bridge has been constructed in River Place Park over the Middle Tyger River, but the approaches remain unfinished. This needs to be a priority, as there is currently no safe pedestrian access across the Middle Tyger River.
 - The Town views potential sidewalks along Pine Ridge Road from US-29 to Duncan as an important connection to the new Duncan water park.
- The Town is eager to learn more about Rails-to-Trails projects. There are unused railroad facilities in the Town as a result of the Mill’s closing in 2005. They are seeking control of the rights-of-way, but there is disagreement over the current ownership (railroad, Mill, etc.). The Town would like to have this issue resolved and secure a commitment towards a donation, purchase, or lease agreement prior to expending resources in planning a project.

- The Town is interested in learning more about a connection to the Palmetto Trail. Inman is currently trying to secure a Palmetto Trail connection via US-176, and Lyman would be able to then connect to Inman via SC-292 and Lake Cooley.
- There is evidence of deterioration among the Town's existing sidewalks. Many of the sidewalks in the old mill village have been destroyed by tree roots, and the sidewalks are now unusable/unsafe. The Town expects SCDOT to maintain the sidewalks, and periodically hears complaints from the residents.
- Greenways Vision
 - The Town has a vision of a river trail concept along the Middle Tyger River all the way upstream to Lake Lyman.
 - The Town owns several water and sewer easements that may serve as future recreational/transportation corridors for bike/ped participants.
 - ⦿ There is a 50' permanent easement along the raw water supply line that runs along the Seaboard railroad all the way to the North Tyger Reservoir.
 - ⦿ There is a sewer easement that serves the gravity sewer line from DR Hill Middle and Lyman Elementary south towards US-29 and then east into Lyman.
 - The future trail in River Place Park may provide a connection between Lyman and Startex.
- The Town perceives a level of service problem at the intersection of Holly Springs Road and SC-292. This intersection becomes overloaded during peak hours, and will become more of a choke point as development heats up in the area around DR Hill Middle and Lyman Elementary.
- The Mayor discussed the Town's festival, Lymanfest, on May 16. This will be an opportunity for SPATS to seek more public comment.
- The Mayor offered to share with SPATS traffic count and traffic speed data within their jurisdiction.
- The Mayor is concerned about safety on future/proposed trails.
 - The Town will investigate bike-mounted police patrols as a means to provide services and promote bike transportation.
 - The Mayor has concerns about night usage of the trails, and wants to investigate lighting.
- The Town views Lake Cooley, located approximately 2 miles north, as a high growth potential area. They con-

sider bike/ped connections to the area important to the Town's long term growth, but understand these types of projects will require close coordination with Startex-Jackson-Wellford-Duncan (SJWD) water district.

- There is a walking group that meets at the First Baptist Church everyday.
- The Town currently has no bike/ped-related policies concerning sidewalk or connectivity requirements within new developments.

April 14, 2009
TOWN OF PACOLET
9:00 A.M.

Attendees:

Elaine Harris, Mayor, Town of Pacolet
Betty Littlejohn, Mayor Pro Temp, Town of Pacolet
Jean Crow, Partners for Active Living
Lou Kinsey, T.W. Edwards Recreation Center
Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Pacolet's vision for a walkable/bikeable community.

Meeting Summary

- Overall, map of existing conditions appeared accurate and preliminary recommendations are reasonable.
 - Need to show connection between sidewalk on south side of Sunny Acres Rd. and the Pacolet Trail via the sidewalk in front of Middle School of Pacolet.
- Existing "Textile Town Tour" bicycle route enters takes Old Pacolet Rd. to Short Dr. to Hwy. 150 across river. It then circles up around museum and Town Hall to Montgomery Avenue, turning right on Stone St. It then travels Hwy. 150 to Memorial Dr. and then onto W. Main St. Next it turns right onto Goldmine Rd., connects to Bethesda Dr. and then follows out to Emma Cudd. An alternate connection exists from the Town Hall area of the route along Sunny Acres Rd. connecting to W. Main St. but this is more challenging topographically.
- Currently have CTC/Enhancement/Stimulus monies for the construction of sidewalk along Hillbrook Circle from Glenn Springs Rd. to existing sidewalk just south of Sunset Dr. Ready to go to bid.

- Desired linkages include:
 - Need crosswalks:
 - ⊙ Crossing Memorial Dr. at Hwy. 150.
 - ⊙ Crossing US 176 at Hwy. 150.
 - ⊙ All four quadrants of the intersection of US 176 and Church St.
 - ⊙ Crossing Hillbrook Circle at Glenn Springs Rd.
 - ⊙ Crossing Hillbrook Circle at Sunset Dr.
 - ⊙ Crossing Sunset Dr. at T.W. Edwards Recreation Center.
 - ⊙ Crossing Church St. at Sunset Dr.
 - ⊙ Crossing Sunny Acres Rd. connecting two sides of Greater Pacolet Park.
 - ⊙ Crossing Hwy. 150 at Sunny Acres Rd. near museum.
 - ⊙ Crossing Sunny Acres Rd. at Hwy. 150 near museum.
 - Need sidewalks:
 - ⊙ Along W. Main St. from McDowell St. to Sunny Acres Rd.
 - ⊙ Along Sunny Acres Rd. from W. Main St. to McDowell St.
 - ⊙ Along Sunny Acres Rd. and Hwy 150 near museum.
 - ⊙ Along Hillbrook Circle from Deerwood Dr. to Sunset Dr.
 - Potential for some type of connection to amphitheater on Sunny Acres Rd. near end of Pacolet Trail.
 - Need pedestrian crossing of railroad at Church St. and W. Main St.
 - Master Plan shows future boardwalk along river in front of former mill site.
 - Master Plan shows future trail along railroad line on south side of river wrapping around Walker St.
- Areas of Concern:
 - Drainage grates along Hwy. 150.
 - Bike hazard at railroad crossing of W. Main St.
 - Sidewalk in disrepair along Montgomery Ave.
- Other thoughts:
 - Want folks to know that Pacolet is accessible! Two meanings: 1) accessible to bikes and pedestrians; and 3) close to everything. There is a misconception that Pacolet is far away and out of the way.
 - Add bike parking near museum.

- Citizens walk in cemetery along Memorial Dr.
- Restrooms at Greater Pacolet Park could serve as a stop-off point for bicyclists utilizing the alternate route on the Textile Town Tour.

April 15, 2009
TOWN OF REIDVILLE
2:00 P.M.

Attendees:

Sandra Gowan, Town Clerk, Town of Reidville
Community Citizens (Virginia, Ann, and Carol)
Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the Town of Reidville's vision for a walkable/bikeable community.

Meeting Summary

- Preliminary recommendations are reasonable. Necessary updates to existing conditions:
 - Bike lanes exist on Main St. from Spring St. to College St. (same extents as sidewalks that are shown on map).
 - Reidville Rd. (SC 296) has been realigned to the south at its intersection with SC 101 to create more of a perpendicular intersection (this also realigned Sharon Rd.) (see sketch on map).
 - Western town limits need to be revised somewhat to capture properties in the vicinity of Apple Valley Rd. at Brushy Creek.
- Desired linkages include:
 - Reidville Sharon Rd., Sharon Rd. Greenpond Rd., Fowler Rd., and Old Bethel Rd. would all make nice bicycle routes.
 - Connecting Reidville Elementary School to Reidville Academy Park - sidewalks and bike lanes will be added to Main St. from Spring St. to Gaston Dr. as part of Phase II of streetscape.
 - Sidewalks are needed on Pine St.
 - Existing former highway bridge over South Tyger River may provide potential for trail – may have maintenance issues.
 - Sidewalks desired on Reidville Rd. from western town limits to Dillard Rd.

- Sidewalks desired on Dillard Rd. from Reidville Rd. to Westside Regional Park.
- Other thoughts:
 - Lots of mothers and children walk between residential areas south of Reidville Rd. and the elementary school – low traffic volumes, so not many safety issues.

April 9, 2009
CITY OF WELLFORD
10:30 A.M.

Attendees:

Sallie Peake, Mayor, City of Wellford
 Lisa Bollinger, Spartanburg Area Transportation Study
 Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Wellford's vision for a walkable/bikeable community.

Meeting Summary

- The meeting began with Mayor Peake stating that Wellford has a history of being left out of SPATS funding/projects. She specifically cited her pursuit of an enhancement grant for bike lanes or shared-use paths along Main St., Carver St., and Syphrit Rd. since 2005 with no success.
- Citizens walk for health and as a primary mode of transportation for those who do not have automobiles. They need a safe place to walk. The community would prefer paved shared-use pathways to sidewalks.
- Desired linkages include:
 - Main St. from Lucille Dr. to the Jackson Mill neighborhood.
 - Carver St. from Fort Prince Blvd. to Syphrit Rd.
 - Syphrit Rd. from US 29 to existing sidewalk at N. Craft St.
 - Connections to Food Lion, Family Dollar, and Fred's along US 29.
 - Old Spartanburg Hwy. may provide a better pedestrian linkage as an alternate to the divided US 29.
- Areas of concern:
 - Intersection of Syphrit Rd. and US 29.

- Intersection of Tucapau Rd. and US 29.
 - Intersection of “SEW Eurodrive Road” and US 29.
 - Old Spartanburg Hwy. is utilized by many citizens from neighborhoods and small nursing home facility.
 - School bus drop-off at Dodd St. and Old Spartanburg Hwy.
- Other thoughts:
 - Monarch Pl. has a large low income population where many do not own cars.
 - A pedestrian bridge exists over Jimmies Creek adjacent to Syphrit Rd. Bridge.
 - A wide right-of-way exists between Main St. and the railroad.

April 14, 2009
CITY OF WOODRUFF
11:30 A.M.

Attendees:

Brad Burnett, Mayor, City of Woodruff
Stephen Seese, City Manager, City of Woodruff
Michael Doles, Building & Zoning, City of Woodruff
Audrey Bettis, Historic Preservation Commission
Jessie Fuller, Woodruff City Bulletin
Breanna White, Woodruff City Bulletin
Lisa Bollinger, Spartanburg Area Transportation Study
Ernie Boughman, BP Barber

Objective:

Discuss the purpose of the Spartanburg Comprehensive Bicycle and Pedestrian Plan and how it can assist in achieving the City of Woodruff’s vision for a walkable/bikeable community.

Meeting Summary

- Preliminary recommendations are reasonable. Necessary updates to existing conditions:
 - Hwy 101’s intersection with US 221 has been realigned to the north to be more perpendicular (see map).
 - New ball fields have been added south of Woodruff High School.
 - As part of a streetscape project, crosswalks have been added on all four quadrants of the intersection of Main St. and Pine St.

- Sidewalk exists along Chamblin St. between Armory Dr. and Woodruff St. It may be overgrown and not recognizable in aerial photography (there may be other similar cases in Woodruff – possibly section of W. Peachtree St.).
- The cross country team at Woodruff High School runs a loop from the school on Cross Anchor Rd. to Varner Rd. to US 221 to Fairview Ave. back to Cross Anchor Rd.
- Desired linkages include:
 - Loop to include Chamblin St. to Irby St. to McArthur St. to Woodruff St. to connect social service establishments including Helping Hands, Soup Kitchen, and Safe Haven. Irby St. has some utility issues that may pose a problem for sidewalks.
 - Connections across Peachtree St. at Main St. are needed.
 - A sewer right-of-way exists along Jimmies Creek from Pearson St. and might provide a good connection to the Woodruff Center Park.
 - Investigate potential for connecting to the Walnut Grove Tour bicycle route.
- Areas of Concern:
 - Offset intersection of Chamblin St. and Church St. at Main St. has no traffic light or crosswalks and it is difficult for pedestrians to cross here.
- Other thoughts:
 - New parking will soon be constructed behind buildings on both sides of Main St. in the vicinity of Georgia St., Hayne St., and Pine St. Should provide more opportunities for pedestrian traffic on Main St.
 - Spartanburg County Parks and Recreation Commission has indicated that future phases of the Woodruff Center may include trails on the south side of the property near Jimmies Creek.

