

**CHAPTER SEVEN OUTLINE:**

Policy Recommendations  
 Spartanburg Co. Comp Plan  
 City of Spartanburg Comp Plan  
 Spartanburg Co. Unified Land Mgmt. Ord.  
 City of Spartanburg Zoning Ord.  
 Land Dev. Regs for the City of Spartanburg  
 Bike/Ped-Related Policies in Spartanburg Co.

## CHAPTER SEVEN: POLICY

### POLICY RECOMMENDATIONS

Existing land development and planning policies have a significant effect on pedestrian and bicycle transportation and recreation within Spartanburg County. These policies are established in the Spartanburg County Comprehensive Plan, City of Spartanburg Comprehensive Plan, Spartanburg County Unified Land Management Ordinance, City of Spartanburg Zoning Ordinance and the Land Development Regulations for the City of Spartanburg.

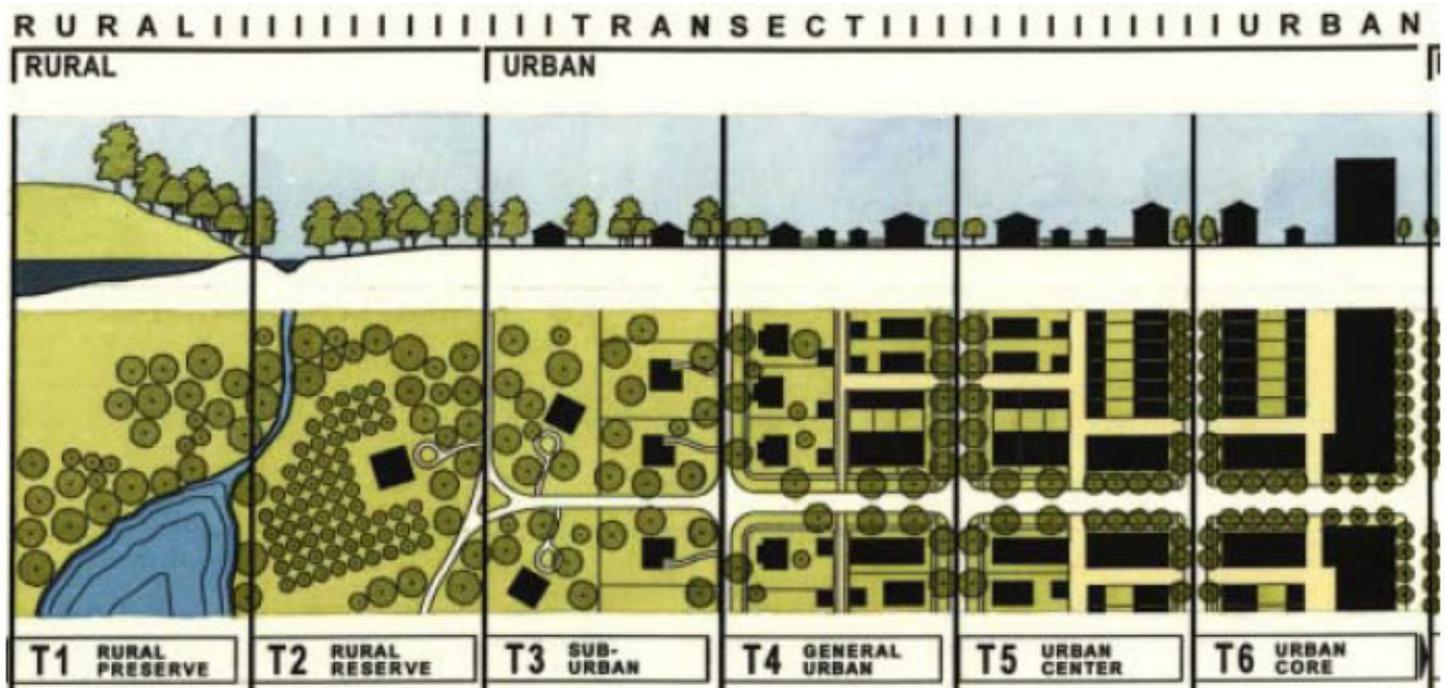
The existing policies need to be strengthened to improve accommodations for non-motorized transportation and recreation facilities. Several key requirements for pedestrian, bicycle, and greenway facilities are listed below. These and other requirements for creating a safe and convenient environment for pedestrian and bicycle transportation should be integrated into policy documents, such as the recommendations shown in Chapters 4-6 as well as the Spartanburg Area Active Living Assessment and the Spartanburg County Growth Management Audit. They apply to all new roadway construction and roadway reconstruction projects in urban, suburban, and village center areas, as well as in rural areas as appropriate (e.g., areas where new developments are being constructed).

- The existing Complete Streets policies within Spartanburg County need to be updated and made mandatory in all new and repair construction.
- Sidewalks should be provided on both sides of all collector, sub-collector, and local streets (except for roadways in areas with rural developments with less than one dwelling unit per 6 acres). Sidewalks should have a minimum width of 5 feet (wider sidewalks are recommended on streets with high traffic volumes and higher anticipated pedestrian activity).
- Developers should extend pedestrian and, where required, bicycle connections at least to the edge of the development and, in appropriate cases, to the nearest connection to other public facilities or developments.

- Consider applying the transect model for land use policy direction and pedestrian and bicycle facility type guidance. (See image below)

### THE TRANSECT MODEL

The urban-to-rural transect is an urban planning model created by New Urbanist Andrés Duany. The transect defines a series of zones that transition from sparse rural farmhouses to the dense urban core. Each zone is fractal in that it contains a similar transition from the edge to the center of the neighborhood. In contrast to modern Euclidean zoning and suburban development, the transect decreases the necessity for long-distance travel by any means. For more on the Transect and the accompanying SmartCode, visit [www.dpz.com/transect.aspx](http://www.dpz.com/transect.aspx)



- The buffer space between the sidewalk and the curb and gutter should be maximized within the available right-of-way.
- Streetscape requirements should be provided so streets have canopy trees, landscaped buffers, and visually appealing features.
- Pedestrian facilities, such as cross-walks, countdown signals, and curb ramps need to be provided on all intersections (except rural locations) especially where there is an existing sidewalk or planned sidewalk or trail.
- Raised medians or pedestrian refuge islands should be provided, where practical, at crosswalks on streets with more than three lanes, especially on streets with high volumes of traffic. They should be six to ten feet wide.

- Bicycle lanes should be provided, where practical, on collector and arterial roadways. They should be at least five feet wide (width may include gutter pan if it is flush with the pavement surface). Where there is not enough roadway width available for bicycle lanes, other treatments such as sharrows, and wide outside lanes should be used to improve conditions for bicyclists.
- Paved shoulders should be provided on rural roadways with moderate to high traffic volumes. There is no minimum width for paved shoulders, but a width of at least four feet is preferred.
- Roadway travel lane widths should not be excessively wide. Local and collector roadways should generally be striped with 10-foot travel lanes. Arterial roadways should have 11 to 12 foot travel lanes, depending on traffic volume and use by heavy trucks (SCDOT consultation will be necessary).
- Pedestrians and bicyclists should be accommodated on roadway bridges, underpasses, and interchanges and on any other roadways that are impacted by a bridge, underpass, or interchange projects. All new bridges should be constructed with bicycle lanes and wide sidewalks.
- Pedestrian and bicycle facilities and accommodation, including sidewalks, curb ramps, bicycle racks, and connections should be integrated into all parking lot design and construction.
- Bicycle parking should be required for all commercial, institutional, government, multi-use, and medium-high residential land uses.
- Connectivity of new residential subdivisions needs to be addressed through requiring multiple connections and multiple entrances-exits. Where cul-de-sacs are the last option (although not recommended) there needs to be pedestrian and bicycle access provided at the end so as to minimize the extra travel time cul-de-sacs present to pedestrians and bicyclists.

- On multi-lane roadways with excess existing and future traffic capacity, underutilized travel lanes should be removed. This extra right-of-way should be used for bicycle and pedestrian facilities.
- Where new development includes the routes of proposed trails or greenways, require that developers dedicate the rights-of-way for such trails or greenways and require that the developer complete construction of the trails or greenways.

In summary, for both the County and City of Spartanburg to be able to offer better facilities for pedestrians and bicyclists the development ordinances and plans need to require these facilities and provide strong guidance on their design. Furthermore, all of these ordinances and plans need to coincide with each other, all requiring the same standards and designs. Lastly, pedestrians and bicyclists need to be provided the same level of importance, preferably more, than the automobile, and appropriate accommodation for them needs to be provided in all instances.

### **SPARTANBURG COUNTY COMPREHENSIVE PLAN 1998**

This plan needs to provide more specific planning and support for pedestrians and bicyclists throughout the entire contents. Strengthening this plan will help provide a strong foundation for the county to provide better and more pedestrian and bicycle facilities and policies. Below are a few of the main recommended changes needed to better accommodate pedestrians and bicyclists (for a more detailed list see Chapters 4-6):

- Consider applying the transect method for context-based development standards.
- Consider context sensitive street design standards that provide minimum standards for roadway development, including accommodations for all roadway users (including bicyclists and pedestrians) and streetscape requirements.
- Link this plan to the Spartanburg County Bicycle and Pedestrian Master Plan
- Maximize walk/bike access to school sites in site design. Seek partnership funding that schools could use for bicycle and pedestrian infrastructure.

- Dedicate funding to expand the greenway and park system to provide recreation and active transportation opportunities for more residents.
- Add a Transportation Element to the plan (as required by the South Carolina Priority Investment Act) with an Alternative Transportation Element (bicycle and pedestrian transportation) within.

### **CITY OF SPARTANBURG COMPREHENSIVE PLAN 2004**

While this plan does contain pedestrian and bicycle provisions, they should be strengthened and revised. Below are a few of the main recommended changes needed to better accommodate pedestrians and bicyclists (for a more detailed list see Chapters 4-6):

- Offer more mixed use nodes where compatible residential, commercial, and civic uses can be provided within walking and biking distance of each other.
- Consider applying the transect method for context-based development standards.
- Consider context sensitive street design standards that provide minimum standards for roadway development, including accommodations for all roadway users (including bicyclists and pedestrians) and streetscape requirements.
- Dedicate funding to expand the greenway and park system to provide recreation and active transportation opportunities for more residents.
- Include streetscape and street tree requirements in all roadway design standards.
- Add a Transportation Element to the plan (as required by the South Carolina Priority Investment Act) with an Alternative Transportation Element (bicycle and pedestrian transportation) within.
- Link this plan to the Spartanburg County Bicycle and Pedestrian Master Plan

## SPARTANBURG COUNTY UNIFIED LAND MANAGEMENT ORDINANCE 1999

This ordinance needs to better follow the standards and requirements set forth in the City of Spartanburg Comprehensive Plan, City of Spartanburg Zoning Ordinance and the Spartanburg County Comprehensive Plan. This ordinance provides design guidelines but does not make building sidewalks or streetscapes mandatory nor does it provide any guidance or requirements for bicycle provisions. In order for the County to offer better and more pedestrian and bicycle facilities it is imperative that this ordinance provide mandatory policies and guidelines that follow suit with the other plans and ordinances in play in the County and City. Below are a few of the main recommended changes needed to better accommodate pedestrians and bicyclists (for a more detailed list see Chapters 4-6):

- Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire County Unified Land Management Ordinance Requirements. These modes and facilities need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan as well as the Spartanburg Active Living Assessment and the Spartanburg County Growth Management Audit.
- Revise the 'Goals and Projects' to include bicycle and pedestrian facilities: Provide choices for alternative means of transportation that can be used to reduce congestion on existing streets and roads and add to the general quality of life in the county. The following projects and initiatives are designed to implement this goal:
  - Create a governmental committee composed of local officials whose mission is to promote alternative transportation systems in the county. The agency would also be responsible for the procurement of funding for the implementation of such facilities.
  - Secure a public and private partnership to oversee the implementation of proposed improvements.
  - Promote the use of alternative transportation through educational, promotional and incentive programs.

- Consider applying the transect method for context-based development standards.
- Consider context sensitive street design standards that provide minimum standards for roadway development, including accommodations for all roadway users (including bicyclists and pedestrians) and streetscape requirements.
- Link this plan ordinance to the Spartanburg County Bicycle and Pedestrian Master Plan.
- Require sidewalks: Sidewalks should be required in appropriate urban locations (the Transect can provide guidance) and should be a preferred minimum width of five feet on most streets (the width required for two persons to walk side-by-side) and wider for certain higher density streets and environments.
- Add bicycle parking requirements to all commercial, multi-family residential, institutional, and government land uses.
- Provide design standards for parking lots, curb cuts, and driveways that are pedestrian and bicycle orientated and follow the design guidelines set forth in the the Spartanburg County Bicycle and Pedestrian Master Plan.
- Reduce the usage and requirements for cul-de-sacs. Cul-de-sacs should only be permitted when deemed absolutely necessary, and if used, their length should not exceed 250 feet and should provide pedestrian and bicycle access at the end.
- Developers should extend pedestrian and, where required, bicycle connections at least to the edge of the development and, in appropriate cases, to the nearest connection to other public facilities or developments.
- Pedestrian facilities, such as crosswalks, countdown signals, and curb ramps need to be provided on all intersections (except rural locations), especially where there is an existing sidewalk or planned sidewalk or trail.
- Bicycle lanes should be provided, where practical, on collector and arterial roadways. They should be at least five feet wide (width may include gutter pan if it is flush with the pavement surface). Where there is not enough roadway width available for bicycle lanes, other treatments such as sharrows, and wide outside lanes should be used to improve conditions for bicyclists.

- Where new development includes the routes of proposed trails or greenways, require that developers dedicate the rights-of-way for such trails or greenways and require that the developer complete construction of the trails or greenways.

## **CITY OF SPARTANBURG ZONING ORDINANCE 1999 AND LAND DEVELOPMENT REGULATIONS FOR THE CITY OF SPARTANBURG 1999**

While the ordinance and regulations do contain some pedestrian and bicycle provisions and requirements, they should be strengthened and revised. Below are a few of the main recommended changes needed to better accommodate pedestrians and bicyclists (for a more detailed list see Chapters 4-6):

- Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire City of Spartanburg Zoning Ordinance. These modes and facilities need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan as well as the Spartanburg Active Living Assessment and the Spartanburg County Growth Management Audit .
- Consider applying the transect method for context-based development standards.
- Consider context sensitive street design standards that provide minimum standards for roadway development, including accommodations for all roadway users (including bicyclists and pedestrians) and streetscape requirements.
- Link this plan ordinance to the Spartanburg County Bicycle and Pedestrian Master Plan
- Add bicycle parking requirements to all commercial, multi-family residential, institutional, and government land uses.
- Provide design standards for parking lots, curb cuts, and driveways that are pedestrian and bicycle orientated and follow the design guidelines set forth in the Spartanburg County Bicycle and Pedestrian Master Plan.

- Reduce the usage and requirements for cul-de-sacs. Cul-de-sacs should only be permitted when deemed absolutely necessary, and if used, their length should not exceed 250 feet and should provide pedestrian and bicycle access at the end.
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- Pedestrian facilities, such as crosswalks, countdown signals, and curb ramps need to be provided on all intersections (except rural locations), especially where there is an existing sidewalk or planned sidewalk or trail.
- Bicycle lanes should be provided, where practical, on collector and arterial roadways. They should be at least five feet wide (width may include gutter pan if it is flush with the pavement surface). Where there is not enough roadway width available for bicycle lanes, other treatments such as sharrows, and wide outside lanes should be used to improve conditions for bicyclists.
- Where new development includes the routes of proposed trails or greenways, require that developers dedicate the rights-of-way for such trails or greenways and require that the developer complete construction of the trails or greenways.

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