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CHAPTER NINE: IMPLEMENTATION

OVERVIEW

The text and images in this chapter describe how Spartanburg County can turn the vision of a connected network of safe bicycle and pedestrian routes into a reality. The strategy for doing so involves some physical changes to the roadway environment and other landscapes, as well as new local government policies and programs. Successful implementation will also require the dedication of SPATS, county, and municipality staffs, the creation of a countywide Bicycle and Pedestrian Advisory Committee (BPAC), and the support of local advocates. This chapter will serve as a simple guide with key action steps, top priority projects, staffing recommendations, an evaluation and monitoring process, and methods of for bicycle and pedestrian facility development.

KEY ACTION STEPS

ADOPT THIS PLAN

Before any other action takes place, Spartanburg County, the City of Spartanburg, and all municipalities should adopt, publicize, and champion this plan. This should be considered the first step in implementation. Through adoption of this document and its accompanying maps as the County's official bicycle and pedestrian plan, Spartanburg County will be better able to shape transportation decisions so that they fit with the goals of this plan. The County and City of Spartanburg will more appropriately shape future land development so that the resulting built form achieves the goals and vision of this plan. Most importantly, adoption is key to securing funding from SCDOT and other state and federal agencies in support of implementing the recommendations of this plan.

BENCHMARK PROGRESS

In crafting this Plan, a comprehensive database has been developed that documents the location and type of existing bicycle and pedestrian facilities, pedestrian and bicycle crash data, and roadway bicycling suitability (BLOS) in Spartanburg County. Now that the hard part is done (compiling the database from scratch), keeping the database current (as new facilities come online and new crash data is published) should be a relatively easy task. The outputs (maps, etc.) of this

database should be made accessible to local governments, residents, and visitors through website and/or hardcopy formats.

As a complement to this dynamic database, an annual performance report should be published to benchmark progress made in improving the bicycle and pedestrian environment in Spartanburg County. This report would provide an update on a variety of topics, including: bicycle and pedestrian crashes (including changes in high-crash locations); specific new facilities that have been added to the network that year; cumulative statistics on facilities (miles of bike lanes, miles of sidewalks, percentage of intersections that meet ADA guidelines for pedestrian signals and curb ramps, etc.); and education, enforcement, and encouragement programs. This document would be a showcase of success stories and would serve as a barometer for work that still needs to be accomplished. Such a performance report would also be an excellent tool as the City of Spartanburg works toward improving its Bicycle Friendly Community status.

ESTABLISH A BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

As described in Chapter 8, SPATS should encourage and facilitate the establishment of a Bicycle and Pedestrian Advisory Committee (BPAC) to assist in the implementation of this Plan. The BPAC would be comprised of both commuting and recreational cyclists, and should work in cooperation with the SPATS Intermodal Transportation Planner, to champion the recommendations of this Plan. The BPAC's role would be to provide a communications link between the citizens of Spartanburg County, City of Spartanburg, and municipality governments, as well as an avenue for reviewing/revising project priorities for implementation. The BPAC should meet periodically and be tasked with assisting the City and County staff in community outreach, marketing, and educational activities recommended by this Plan.

BEGIN TOP PRIORITY PROJECTS

The entire Spartanburg County Bicycle and Pedestrian Facility Network is described in Chapters 4-6. However, the system will be developed incrementally. For a complete overview of the Top Priority Projects (including the process used for prioritization and cut-sheets for the top projects in metro Spartanburg) refer to Appendix B.

The prioritization of bicycle and pedestrian facility develop-

ment provides a list of the most important projects to improve connectivity and safety, the Top Priority Projects. Steering Committee input, public input, and criteria such as sidewalk gap closure and proximity to schools, tourist destinations, and other trip attractors were used to develop this prioritization list for the City of Spartanburg. Municipality leader input and fieldwork identified 3-5 top priority projects for each municipality.

Immediate attention to the Top Priority Projects will build momentum for the Plan and instantly have a large impact on bicycle and pedestrian conditions throughout Spartanburg County. These projects are the most readily implementable and/or serve to fill critical gaps in the existing network. Development of these Top Priority Projects should result in a swift return on investment, noticeable improvements in the bicycle and pedestrian network, and ultimately generate positive buzz and excitement for the implementation of additional Plan components. Top Priority Projects should be supported by local funding and become part of local Capital Improvement Programs (CIPs).

The Top Priority Project list should be regularly evaluated by the BPAC and SPATS to assess success and progress. Additionally, it should be a dynamic list and as projects are completed and come off the list, new Top Priority Projects should be identified.

IMPROVE AND ENFORCE BICYCLE/PEDESTRIAN POLICIES

As discussed in Chapter 7, Spartanburg County lacks any ordinance for sidewalk or bicycle facility provision. The City of Spartanburg does provide bicycle and pedestrian requirements in its regulations, but improvements are needed. To ensure future development provides pedestrian and bicycle facilities and improves bicycle/pedestrian friendliness, regulations should be updated and enforced. These policy recommendations are provided in more detail in Chapter 7. It should be the goal of the Spartanburg County and City of Spartanburg Planning Department to update zoning and subdivision regulations as soon as possible and to enforce these. The other twelve municipalities in Spartanburg County should also develop and/or enhance their policy documents to be modeled after recommendations in this Plan. SPATS should consider facilitating these efforts by developing a model ordinance that could be customized and adopted by municipalities that may not have the available resources to craft such

for themselves. All pedestrian and bicycle-related regulations should be subject to case-by-case environmental evaluation.

PREPARE ADDITIONAL DOCUMENTS AND STUDIES

This Plan should be viewed as a springboard for additional bicycle and pedestrian planning, research, and documentation. Additional efforts that should be completed include:

- *Develop a Greenway Master Plan* to address the hundreds of miles of greenway recommended throughout the County as part of the Enhancement Plan. The plan would provide more specific trail type, routing, and alignment recommendations and provide an implementation strategy for trail acquisition and development.
- *Publish the bicycle/walking map* described in Chapter 8. The map would encourage individuals and groups to become more active through biking and walking by showcasing key destinations, designated routes, facility locations, and safety/etiquette information.
- *Work with SCDOT and local municipalities to investigate bicycle detection at intersections and traffic signal timing.* Upon completion of evaluation, specific improvement recommendations should be made.
- *Conduct a bicycle parking study.* Such should identify and inventory existing parking facilities and make specific recommendations for the location of additional bicycle parking facilities. A phased priority listing should be developed for implementation.
- *Partner with SPARTA and local municipalities to perform a bus stop access improvement study.* The purpose of such a study would be to assess the need for and recommend sidewalk connections and safe crossings in the vicinity of bus stops. Additionally, comfortable facilities (e.g., shelters, benches, etc.) for people waiting for the bus could also be recommended.

BEGIN SEMIANNUAL (TWICE A YEAR) MEETING WITH PROJECT PARTNERS

It is critical to establish a procedure for the development of bicycle and pedestrian facilities as part of future roadway reconstruction and resurfacing projects. Roads throughout Spartanburg County vary in ownership between the state, the county, and local municipalities. Semiannual meetings with representatives from SCDOT, Spartanburg County Pub-

lic Works, City of Spartanburg Public Works and Engineering, SPATS, BPAC, and local municipalities should occur in order for proper communication to occur. These meetings will help establish a process of incorporating bicycle and pedestrian improvements into upcoming roadway projects. Many bicycle and pedestrian projects recommended in this Plan could be developed as part of roadway reconstruction, widening, or resurfacing projects. Coordination between all appropriate government agencies will establish a system of checks and balances, provide a level of accountability, and ensure that recommendations in this Plan are implemented. The meetings could also feature special training sessions on bike/ped issues.

SEEK MULTIPLE FUNDING SOURCES AND FACILITY DEVELOPMENT OPTIONS

Multiple approaches should be taken to support bicycle and pedestrian facility development and programming. It is important to secure the funding necessary to undertake the short-term, Top Priority Projects but also to develop a long-term funding strategy to allow continued development of the overall system. Capital and local funds for sidewalk, bicycle lane, crosswalk, and greenway construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). A variety of local, state, and federal options and sources exist and should be pursued. These funding options are described in Appendix C. Other methods of pedestrian and bicycle facility development that are efficient and cost-effective are described later in this chapter.

CREATE A SIDEWALK/BICYCLE LANE/GREENWAY REQUEST FORM

Several communities across the county have created an on-line bicycle/pedestrian facility request form that citizens can use to ask for sidewalks and bicycle lanes to be built on streets that they use regularly. This practice should be expanded to all municipalities in the County. A universal request form should be developed, to ensure that prospective projects are judged "apples to apples" and that key funding eligibility questions are asked and answered.

Utilizing local citizens to help find gaps in the current bicycle and pedestrian network is highly important because they are familiar with their specific neighborhoods and needs. After these forms are completed the requested facility can be evaluated by BPAC and SPATS personnel and if deemed important for connectivity purposes they should be added as Top Priority Projects.

STAFFING RECOMMENDATIONS

Currently, the Intermodal Transportation Planner for SPATS handles all bicycle and pedestrian planning responsibilities. As SPATS grows and evolves, it is recommended that a fulltime Bicycle and Pedestrian Coordinator position be established. The “keeping” of this Plan would be the Coordinator’s primary responsibility, including working closely with the SCDOT, Spartanburg County, and municipalities to ensure its implementation, review, and regular update. The Bicycle and Pedestrian Coordinator would also serve as “staff” to the BPAC and would report BPAC progress as appropriate to the Technical and Policy Committees of the MPO.

Additionally, each local government within the County should designate a staff member to “wear the hat” of local bicycle and pedestrian coordinator. The City of Spartanburg should create a bicycle and pedestrian coordinator position. For all other municipalities, these will likely not be fulltime positions; rather, each municipality would assign an existing staff member to now dedicate some specified level of time (10-15%) to bicycle and pedestrian issues. This would include distribution and collection of the facility request forms mentioned above. These individuals would also serve as liaisons to the regional bicycle and pedestrian coordinator.

FACILITY DEVELOPMENT

This section describes types of transportation facility construction and maintenance projects that can be used to create new bicycle and pedestrian facilities. Note that roadway re-construction projects offer excellent opportunities to incorporate facility improvements for bicyclists and pedestrians. It is much more cost-effective to provide a bicycle facility when these road projects are implemented than to initiate the improvement as a “retrofit.”

In order to take advantage of upcoming opportunities to incorporate bicycle and pedestrian facilities into routine transportation projects, the County and its municipalities should continue to track repaving schedules, and other lists of projects. Additionally, the SCDOT’s district office should be encouraged to use this Plan as a ready reference when maintenance projects are being programmed. As recommended in this chapter, a semiannual meeting with project partners will ensure this critical communication. As the long-range transportation plan is updated in future years, bicycle and pedestrian improvements should be included in appropriately programmed projects.

BICYCLE PROJECTS

Restriping

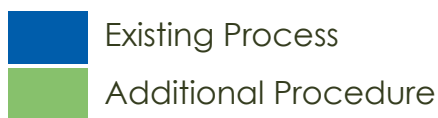
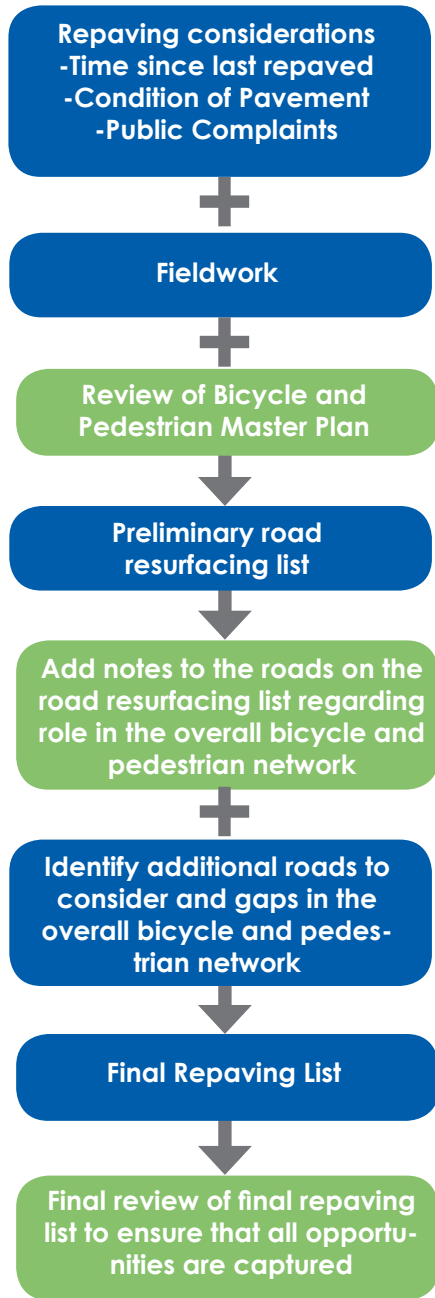
The simplest type of restriping project is the addition of bicycle lanes, edgelines, or shoulder stripes to streets without making any other changes to the roadway. Bicycle lanes, edgelines, and shoulder stripes can also be added by narrowing the existing travel lanes or removing one or more travel lanes. In some locations where the existing lanes are 12- or 13-foot wide, it may be possible to narrow them to 10 feet. This requires changing the configuration of the roadway during a resurfacing project. Several upstate municipalities are considering lane narrowing or “road diet” initiatives as a traffic calming measure. This type of downsizing represents an opportunity for adding bicycle and pedestrian facilities while working within the construct of an existing right-of-way width.

Removing Parking

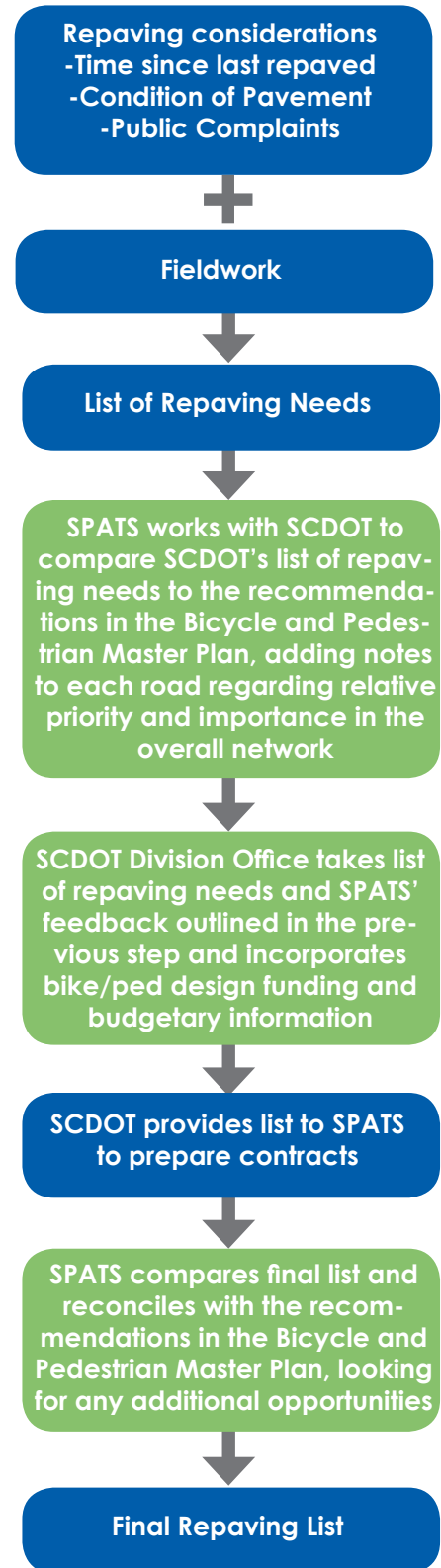
Some neighborhood collector roadways are wide enough to stripe with bike lanes, but they are used by residents for on-street parking, especially in the evening. In locations like this, removing parking is likely to create considerable controversy and is not recommended unless there is no other solution (unless the parking is never used). In the rare case that removing parking is being considered, the parking should not be removed unless there is a great deal of public support for the bike lanes on that particular roadway, and a full public involvement process with adjacent residents and businesses is undertaken prior to removing parking.

If it is not practical to add a bike lane, edgelines and shared lane markings may be considered. On roads where the outside lane and parking area combined are more than 17-foot-wide, 10-foot-wide travel lanes can be striped with an edgeline, leaving the rest of the space on either side for parking. The stripe would help slow motor vehicles and provide extra comfort for bicyclists, especially during the daytime when fewer cars would be parked along the curb. On roads with outside lane and parking areas that are narrower than 17-foot-wide, shared lane markings can be provided every 100 to 200 meters on the right side of the motor vehicle travel lane to increase the visibility of the bike route.

RECOMMENDED ADDITIONS TO THE LOCAL RESURFACING PROCESS



RECOMMENDED ADDITIONS TO THE SCDOT'S RESURFACING PROCESS



Repaving

Repaving projects provide a clean slate for revising pavement markings. When a road is repaved, the roadway should be restriped to create narrower lanes and provide space for bike lanes and shoulders, where feasible. In addition, if the spaces on the sides of non-curb and gutter streets have relatively level grades and few obstructions, the total pavement width can be widened to include paved shoulders.

Installing Shared Lane Markings

Spartanburg County should adopt the use of shared lane markings, or “sharrows” as one of its bicycle facility types. Shared lane markings are a new, experimental, pavement marking that takes the place of traditional bicycle lanes where lanes are too narrow for striping, where speeds do not exceed 35 mph, and/or where there is on-street parking. The intent of the shared lane marking is threefold: 1) they draw attention to the fact that the roadway is accommodating bicycle use and traffic; 2) they clearly define direction of travel for both bicyclists and motorists; and 3) with proper placement, they remind bicyclists to bike further from parked cars to prevent “dooring” collisions.

The National Committee on Uniform Traffic Control Devices (NUTCD) has recommended to the Federal Highway Administration (FHWA) that this marking be incorporated in the next edition of the Manual on Uniform Traffic Control Devices (MUTCD). However, until official action is taken by the FHWA to finalize approval and adoption of shared lane markings in the next edition of the MUTCD, the use of these markings is still considered experimental. The markings are not authorized for use except under written experimental authorization by the FHWA.

Roadway Construction and Reconstruction

Bicyclists should be accommodated any time a new road is constructed or an existing road is reconstructed. In the long-term, all roadways should have on-road bicycle facilities. However, sidepaths can be an acceptable solution in the short-term when a road has few driveways and high-speed, high-volume traffic.

Bridge Replacement

All new or replacement bridges should accommodate bicycles with on-road facilities on both sides of the bridge. If the bridge is in a developed area or an area that may experience development in the future, it should also have wide sidewalks on both sides to accommodate all types of bicyclists and pedestrians.

Federal law, as established in the Transportation Equity Act for the 21st Century (TEA-21), makes the following statement with respect to bridges:

“In any case where a highway bridge deck is being replaced or rehabilitated with Federal financial participation, and bicyclists are permitted on facilities at or near each end of such bridge, and the safe accommodation of bicyclists can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.” (23 U.S.C. Section 217)

Bridge replacement projects on controlled access freeways where pedestrians and bicyclists are prohibited by law should not include facilities to accommodate bicyclists and pedestrians. In cases, however, where a bridge replacement project on a controlled access freeway impacts a non-controlled access roadway (i.e., a new overpass over an arterial roadway), the project should include the necessary access for pedestrians and bicyclists on the non-limited access roadway (i.e., paved shoulders, sidewalks, and pedestrian/bicycle crossing improvements). Existing and planned greenway crossings, both at-grade and below new bridges, should be similarly accommodated during bridge replacement projects.

Retrofit Roadways with New Bicycle Facilities

There may be critical locations in the Bicycle Route Network that have bicycle safety issues or are essential links to destinations. In these locations, it may be justifiable to add new bicycle facilities before a roadway is scheduled to be repaved or reconstructed.

In some places, it may be relatively easy to add extra pavement for shoulders, but others may require removing trees, moving landscaping or fences, or regrading ditches or hills. Retrofitting roadways with sidepaths creates similar challenges. Improvements in these locations are typically recommended in the long-term.

Some roads may require a “road diet” solution in order to accommodate bicycle facilities. Road diets involve removing vehicle travel lanes and replacing these lanes with on-road bicycle facilities and sidewalks or sidepaths. These are generally recommended only in situations where the vehicular traffic count can be safely and efficiently accommodated with a reduced number of travel lanes. Further study may be nec-

essary for recommended road diets to ensure that capacity and level-of-service needs are balanced against bicycle level of service needs.

Signage and Wayfinding Projects

Signage along specific routes or in an entire community can be updated to make it easier for people to find destinations. Bicycle route signs are one example of these wayfinding signs, and they should be installed along routes independently of other signage projects or as a part of a more comprehensive wayfinding improvement project.

PEDESTRIAN PROJECTS

Residential and Commercial Development

As detailed in Chapter 7, the construction of sidewalks and safe crosswalks should be required during development. Construction of pedestrian facilities that corresponds with site construction is more cost-effective than retrofitting. In commercial development, emphasis should also be focused on safe pedestrian access into, within, and through large parking lots. This ensures the future growth of the pedestrian network and the development of safe communities.

Retrofit Roadways with New Pedestrian Facilities

For top priority pedestrian projects, it may be necessary to add new facilities before a roadway is scheduled to be reconstructed. In some places, it may be relatively easy to add sidewalk segments to fill gaps, but other segments may require removing trees, relocating landscaping or fences, regrading ditches or cut and fill sections, and/or relocating/reconfiguring the drainage system.

Repaving

Repaving and resurfacing projects provide a clean slate for revising pedestrian crosswalk facilities, especially high visibility marked crosswalks, advanced stop lines, and enhanced curb ramps. Depending on the project, sidewalk and refuge islands may be developed as well.

ACTION STEPS TABLE

| Task | Lead Agency | Support | Details | Phase |
|--|---------------------------|---|--|------------------------|
| Present Plan to City of Spartanburg Council | SPATS | Project Consultant | Presentation to City Council - Late 2009. Focus on the benefits of bicycle and pedestrian transportation and key aspects of this plan. | Short Term (2009-2010) |
| Present Plan to Spartanburg County Council | SPATS | Project Consultant | Presentation to County Council - Late 2009. Focus on the benefits of bicycle and pedestrian transportation and key aspects of this plan. | Short Term (2009-2010) |
| Present Plan to all municipalities | SPATS | Local municipalities | Presentation to town councils - 2010. Focus on the benefits of bicycle and pedestrian transportation and key aspects of this plan. | Short Term (2009-2010) |
| Approve and adopt this Plan - City | City of Spartanburg | SPATS/Project Consultant | Official letter of approval expected by Early 2010. Through adoption, the Plan becomes a legitimate planning document of the City. Adoption shows that the city has been part of a successful, supported planning process and are partners in implementation. | Short Term (2009-2010) |
| Approve and adopt this Plan - County | Spartanburg County | SPATS/Project Consultant | Official letter of approval expected by Early 2010. Through adoption, the Plan becomes a legitimate planning document of the County. Adoption shows that the County has been part of a successful, supported planning process and are partners in implementation. | Short Term (2009-2010) |
| Approve and adopt this Plan - towns | Municipalities | SPATS | Official letter of approval expected by Early 2010. Through adoption, the Plan becomes a legitimate planning document of the county municipalities. Adoption shows that the municipalities have been part of a successful, supported planning process and are partners in implementation. | Short Term (2009-2010) |
| Create official Spartanburg County Bicycle and Pedestrian Advisory Commission (BPAC) | SPATS, Spartanburg County | City of Spartanburg, municipalities | BPAC will be instrumental in promoting bicycling/walking and championing implementation of this plan. The group would play a strong role in assisting Spartanburg County and its municipalities, fundraising, and establishing programs and activities. The group should be divided into meaningful subcommittees such as policy, program, implementation, and evaluation groups. BPAC members should be responsible for reading the Bicycle and Pedestrian Plan and becoming familiar with the content. | Short Term (2009-2010) |
| Involve media to spread word to public and elected officials. | SPATS | Spartanburg County, City of Spartanburg, Partners for Active Living | SPATS should utilize the media to announce the adoption of the bicycle and pedestrian plan. Media would include all local newspapers, websites, and local television. When significant trails are constructed, the media should be notified in order to spread the word to the public. This will help build upon successes. | Short Term (2009-2010) |
| Update bicycle and pedestrian database | SPATS | City of Spartanburg, municipalities | Continuous updating of bicycle and pedestrian database as new facilities come online and new crash data is published. SPATS should lead this effort, but the City of Spartanburg and other municipalities must coordinate as improvements are made. | Continuous/Ongoing |
| Publish Annual Performance Report | SPATS | City of Spartanburg, municipalities | Publish an annual report to provide an update on progress made during that year to advance bicycle and pedestrian modes. SPATS should lead this effort, but the City of Spartanburg and other municipalities must coordinate. | Annually |

| Task | Lead Agency | Support | Details | Phase |
|--|--|--|---|------------------------|
| Begin semiannual project development meeting with project partners | SPATS, BPAC | SCDOT, Spartanburg County Public Works, City of Spartanburg Public Works and Engineering Depts; municipality planning/public works officials | These meetings will help establish a process of incorporating bicycle and pedestrian improvements into upcoming roadway projects. Many bicycle and pedestrian projects recommended in this Plan could be developed as part of a roadway reconstruction, widening, or resurfacing project. Coordination between all appropriate government agencies, especially SCDOT, will ensure that recommendations in this Plan are implemented. | Short Term (2009-2010) |
| Begin semiannual project development meeting with SCDOT | SPATS, BPAC | SCDOT | These meetings will help establish a process of incorporating bicycle and pedestrian improvements into upcoming roadway projects. Many bicycle and pedestrian projects recommended in this Plan could be developed as part of a roadway reconstruction, widening, or resurfacing project. Coordination is critical and a process should be established. SPATS, with assistance from the county and municipalities, will need to develop "typicals" to provide to SCDOT each bicycle and pedestrian facilities may be added through a roadway redesign. SPATS, with assistance from BPAC, may need to "chase pavers" on occasion to ensure facilities are implemented during ongoing projects. | Short Term (2009-2010) |
| Provide bicycle and pedestrian project lists, plan, and maps to SCDOT. Develop "typicals" with SCDOT so that bicycle and pedestrian facilities are implemented during upcoming roadway projects. | SPATS, SCDOT | Spartanburg County | The plan, project lists, and maps should be provided to appropriate personnel at SCDOT to ensure that recommendations are implemented during upcoming state roadway resurfacing, reconstruction, and widening projects. SCDOT has indicated their need for "typicals" as well for each project. The bicycle and pedestrian coordinator should develop these with assistance from appropriate agencies. | Short Term (2009-2010) |
| Empower municipalities to develop projects. | SPATS, BPAC | Municipalities | With this plan adopted and complete, municipalities across Spartanburg County should seek their own funding sources to implement projects. Having a plan in place will provide them greater opportunity to receive funds. | Short Term (2009-2010) |
| Ensure planning efforts are integrated regionally | SPATS, Spartanburg County, SCDOT, City of Spartanburg, municipalities, | BPAC, Partners for Active Living | Combining resources and efforts with surrounding municipalities, regional entities, and stakeholders is mutually beneficial. Communicate and coordinate Spartanburg County and neighboring municipalities on regional greenway corridors; partner for joint-funding opportunities. After adoption by the County, this document should also be recognized in regional transportation plans. | Short Term (2009-2010) |
| Encouragement Action #1 | SPATS, PAL, Spartanburg County, City of Spartanburg, municipalities | Local schools, BPAC, SRTS Program | Apply for Safe Routes to School funding for planning and implementation. Establish 'bike-to-school' groups and regular bicycling activities for children through the Safe Routes to School Programs through 2012. | Short Term (2009-2010) |
| Enforcement Action #1 | SPATS, PAL | Spartanburg County Council, Spartanburg City Council, and other municipalities | Consider mandatory helmet law for the county and cities that would extend the existing South Carolina law (under age 16) to more ages or all ages. | Short Term (2009-2010) |

| Task | Lead Agency | Support | Details | Phase |
|---|--|--|--|--------------------|
| Begin development of Spartanburg County Greenways Plan and Palmetto Trail Master Plan | SPATS, Palmetto Conservation Foundation, greenway groups | Upstate Forever, Spartanburg County, City of Spartanburg, BPAC | A greenway master plan would address the hundreds of miles of greenway recommended throughout the county as part of the Enhancement Plan. The plan would provide more specific trail type, routing, and alignment recommendations and provide an implementation strategy for trail acquisition and development. A Palmetto Trail Master Plan for Spartanburg County is also critical because of its great potential as a long distance trail corridor. | Short Term (2010) |
| Identify and secure specific funding sources for Top Priority Projects implementation | SPATS | Partners for Active Living, Mary Black Foundation, Spartanburg County and City of Spartanburg, SCDOT | Appendix E contains funding opportunities. | Short Term (2010) |
| Complete Top Priority Projects | SPATS, SCDOT, Spartanburg County, City of Spartanburg | Municipalities | The prioritization of bicycle and pedestrian facility development provides a list of the most important projects to improve connectivity and safety. Immediate attention to these Top Priority Projects will instantly have a large impact on bicycling and walking conditions in Spartanburg County. Consider a bond referendum for greenways and roadway improvements for bicycle transportation. First phase work that can be done at a low cost includes crossing improvements and the simple bicycle lane/sharrow paint projects. The intersection recommendations are very critical because of safety concerns and because these projects are more affordable. | Short Term (2010) |
| Develop a long term funding strategy | SPATS, BPAC, Spartanburg County, City of Spartanburg | Municipalities | To allow continued development of the overall system, capital funds for bicycle and pedestrian facility construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). Funding for an ongoing maintenance program should also be included in the county and town operating budgets. | Short Term (2010) |
| Be open to creative solutions. | BPAC, City of Spartanburg, Spartanburg County | SCDOT, municipalities | In many cases, the most ideal bicycle and pedestrian scenario (such as a complete street of bicycle lanes and sidewalks) will not be achievable because of ROW issues, homeowners issues, etc. Consider alternative, creative means such as traffic calming techniques (speed humps, chicanes, bulb-outs, and speed limit reductions). | Continuous/Ongoing |
| Policy Action #1 | Spartanburg County | SPATS | The Spartanburg County Bicycle and Pedestrian Master Plan should become a component of the Comprehensive Plan. This step will make clear the importance of both documents working together in future development and growth decisions. | Short Term (2010) |
| Policy Action #2 | City of Spartanburg | SPATS | The Spartanburg County Bicycle and Pedestrian Master Plan should become a component of the Comprehensive Plan. This step will make clear the importance of both documents working together in future development and growth decisions. | Short Term (2010) |
| Policy Action #3 | Spartanburg County | SPATS | Growth Management Audit should be adopted and implemented. Additional policies recommended in the Spartanburg County Bicycle and Pedestrian Plan should be incorporated | Short Term (2010) |

| Task | Lead Agency | Support | Details | Phase |
|---|---|---|---|------------------------|
| Policy Action #4 | Spartanburg County | SPATS | Revisions and additions to the Spartanburg County Unified Land Mangement Ordinance (ULMO): The changes suggested in Chapter 7 serve as recommendations for the ordinance, reflecting the findings and recommendations of this Bicycle and Pedestrian Plan, and clarify some basic policy positions regarding future development and the provision of bicycle and pedestrian facilities. Some edits are also suggested for consistency in terminology. Currently, the ULMO has no requirements for bicycle and pedestrian facilities with development. | Short Term (2010) |
| Policy Action #5 | City of Spartanburg | SPATS | Revisions and additions to the City of Spartanburg Zoning Ordinance and Land Development Regulations: The changes suggested in Chapter 7 serve as recommendations for the ordinance, reflecting the findings and recommendations of this Bicycle and Pedestrian Plan, and clarify some basic policy positions regarding future development and the provision of bicycle and pedestrian facilities. Some edits are also suggested for consistency in terminology. | Short Term (2010) |
| Policy Action #6 | SPATS, SCDOT, Spartanburg County, City of Spartanburg | Municipalities | Consider a design guideline policy to create bicycle lanes through the narrowing of travel lanes to 10' or 11' and lowering of speed limits. | Short Term (2010) |
| Policy Action #7 | Municipalities | SPATS | Municipalities should develop and/or enhance policy documents to be modeled after the recommendations of this Plan. SPATS should consider developing a model ordinance to facilitate local municipality adoption of policy recommendations. Such could be customized and adopted by municipalities that may not have the resources to craft such for themselves. | Short Term (2010) |
| Develop Spartanburg County and City bicycle/walking map | BPAC, SPATS, Partners for Active Living | Spartanburg County, City of Spartanburg, and municipalities | A hardcopy and online map will display bicycle and pedestrian facilities, destinations, and educational materials. A map or series of maps would be developed for the cities and towns of Spartanburg County. These maps should be updated every 3-5 years. | Short Term (2010) |
| Perform bicycle detection and traffic signal timing analyses. | SPATS, SCDOT | Spartanburg County, City of Spartanburg, Municipalities | Work with SCDOT and local municipalities to investigate bicycle detection at intersections and traffic signal timing. Upon completion of evaluation, specific improvement recommendations should be made. | Continuous/Ongoing |
| Conduct a bicycle parking study. | SPATS, Spartanburg County, City of Spartanburg | Municipalities, Partners for Active Living, BPAC | Identify and inventory existing parking facilities and make specific reommendations for the location of additional bicycle parking facilities. A phase priority listing should be developed for implementation. | Short Term (2009-2010) |
| Apply for bicycle parking/locker grant applications. | SPATS, Partners for Active Living | Spartanburg County, City of Spartanburg, and municipalities | Apply for grant funding to provide enhanced bicycle parking and lockers. | Short Term (2009-2010) |

| Task | Lead Agency | Support | Details | Phase |
|--|---|---|--|--------------------------------|
| Provide bicycle parking in key locations throughout City of Spartanburg and municipalities throughout the County. | SPATS, SCDOT, Spartanburg County, City of Spartanburg | Municipalities, Partners for Active Living, BPAC | Provide bicycle services such as bicycle racks, covered parking, bicycle stations, showers at employment centers, and bicycle rentals. Provide bicycle parking at sites recommended in this Plan. Work with downtown groups and BPAC to determine other key locations for future parking facilities. | Short- to Mid-Term (2010-2011) |
| Continually support and evaluate implementation of this plan | SPATS, BPAC | Spartanburg County, City of Spartanburg, and municipalities | The different county and city departments and boards and BPAC representatives should meet quarterly to assess implementation and evaluate progress. | Continuous/Ongoing |
| Perform bus stop access improvement study. | SPARTA, Spartanburg County, City of Spartanburg | SPATS, Municipalities | Assess the need for and recommend sidewalk connections and safe crossings in the vicinity of bus stops. Additionally, comfortable facilities (e.g., shelters, benches, etc.) for people waiting for the bus could also be recommended. | Short- to Mid-Term (2010-2011) |
| Take the necessary steps to increase bronze status by the League of American Bicyclists as a 'Bicycle Friendly Community' by 2011. | Partners for Active Living | SPATS | Download and review the application for the Bicycle Friendly Community designation. Determine which action steps of this plan would be the most strategic in terms of applying for the desired designation. Place emphasis on completing those steps, then apply. | Short- to Mid-Term (2009-2011) |
| Begin pilot programming effort | SPATS, BPAC | Spartanburg County, City of Spartanburg, and municipalities, Partners for Active Living | As described in Chapter 8, begin pilot education/encouragement/enforcement campaign immediately following the completion of a major bicycle and/or pedestrian project, such as SC 9 in Boiling Springs. | Continuous/Ongoing |
| Use updated AASHTO bicycle and pedestrian design guide | SPATS, SCDOT, Spartanburg County, City of Spartanburg | Municipalities | Obtain new published AASHTO bicycle and pedestrian guidelines when published in late 2009/early 2010. Consider utilization of these new guidelines for facilities recommended in this Plan. | Short- to Mid-Term (2009-2011) |
| Online form for bicycle/pedestrian facility request | SPATS | Spartanburg County, City of Spartanburg, and municipalities | Provide a service that allows residents to request bicycle and pedestrian facilities. | Short- to Mid-Term (2009-2011) |
| Hire fulltime Bicycle and Pedestrian Coordinator | SPATS | Spartanburg County | The "keeping" of this Plan would be the Coordinator's primary responsibility, including working closely with the SCDOT, Spartanburg County, and municipalities to ensure its implementation, review, and regular update. The Coordinator would also serve as "staff" to the BPAC and report BPAC progress as appropriate to the Technical and Policy Committees of the MPO. | Mid-Term (2011-2012) |
| Designate staff member to be local bicycle and pedestrian coordinator | City of Spartanburg, Municipalities | SPATS | Each local government within the County should designate a staff member to "wear the hat" of local bicycle and pedestrian coordinator. The City of Spartanburg should create a bicycle and pedestrian coordinator position. For the other municipalities in Spartanburg County, these will likely not be fulltime positions; rather, each municipality would assign an existing staff member to now dedicate some specified level of time (10-15%) to bicycle and pedestrian issues. | Mid-Term (2011-2012) |

| Task | Lead Agency | Support | Details | Phase |
|--|---|---|--|-----------------------|
| Enforcement Action #2 | Spartanburg County, City, and other municipality Police Departments | General Public (for reporting enforcement issues/violation incidents) | Establish an easy-to-use and well-publicized bicycle and pedestrian enforcement hot line and online resource. Complaints that include license numbers should result in a letter to the owner of the vehicle that includes the complaint as well as a handout that outlines the rules of the road and rights for both cyclists and motorists. | Mid-Term (2011-2012) |
| Maintain bicycle and pedestrian facilities | Spartanburg County, SCDOT, City of Spartanburg, municipalities, SPATS | BPAC + General Public (for reporting maintenance needs) | SCDOT, Spartanburg County, and the municipalities should make immediate repairs to any on-road bicycle facilities that are damaged or have hazardous conditions. The governments should make commitment to regular sweeping of bicycle lanes. | Continuous/Ongoing |
| Encouragement Action #2 | SPATS, PAL, Spartanburg County, City of Spartanburg, municipalities | BPAC, SPARTA | Develop programs and incentives for employers to bicycle to work. Work with local employers to accomplish this goal. Continue to promote and expand Bike to Work Month and Bike to Work Day. | Continuous/Ongoing |
| Enforcement Action #3 | Spartanburg County, City, and other municipality Police Departments | General Public (for reporting enforcement issues/violation incidents) | Target and enforce all illegal motorist and bicyclist behavior that may jeopardize public safety and the success of the Bicycle and Pedestrian Network, particularly speeding. Base the location of targeted enforcement areas on reported incidents from the hotline. | Continuous/Ongoing |
| Continue to make regional bicycle and pedestrian connections | SPATS, PAL, Spartanburg County, City of Spartanburg, municipalities | Surrounding counties and towns, SCDOT | Work with surrounding counties and towns to ensure bicycle and pedestrian connectivity. Focus on regional trail systems. | Continuous/Ongoing |
| Complete phase 2 projects | SPATS, PAL, Spartanburg County, City of Spartanburg, municipalities | BPAC, SCDOT | In 2011, reevaluate priorities based on what has been completed thus far by creating a new agenda of "Phase 2" projects. Consider including phase one projects that were not completed and consider updating certain aspects of the plan's design standards, programs, and policies based on innovations and new ideas since 2009. | Mid Term (2011-2013) |
| Complete phase 3 projects | SPATS, PAL, Spartanburg County, City of Spartanburg, municipalities | BPAC, SCDOT | In 2014, reassess projects and reevaluate priorities and phases. Consider updating the entire plan. | Long Term (2014-2019) |

