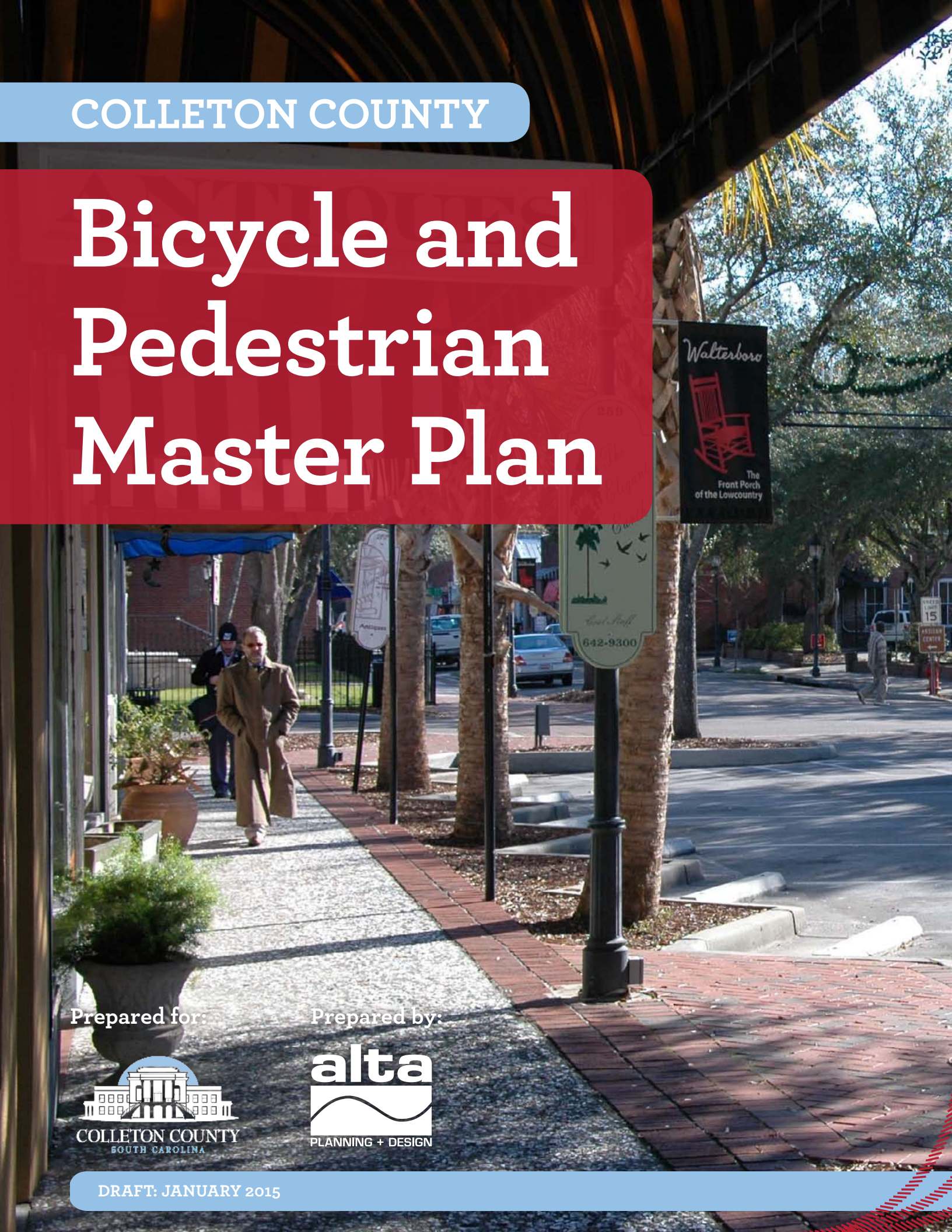
COLLETON COUNTY

Bicycle and Pedestrian Master Plan



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COLLETON COUNTY
SOUTH CAROLINA

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DRAFT: JANUARY 2015

Acknowledgements

Public Participants

Thank you to the many Colleton County leaders and citizens who participated in this planning process through comment forms, interviews, and public meetings. Thanks also to the many individuals of the press and those engaged in social media throughout the process.

Project Partners

COLLETON COUNTY
SOUTH CAROLINA

Project Steering Committee

The Project Steering Committee consisted of members of the East Smart Move More Colleton County board of directors, Colleton County and City of Walterboro staff, Lowcountry Council of Governments staff, SCDHEC staff members, active citizen volunteers, and many others. This planning effort would not have been possible without the valuable time, energy, and input provided by these individuals.

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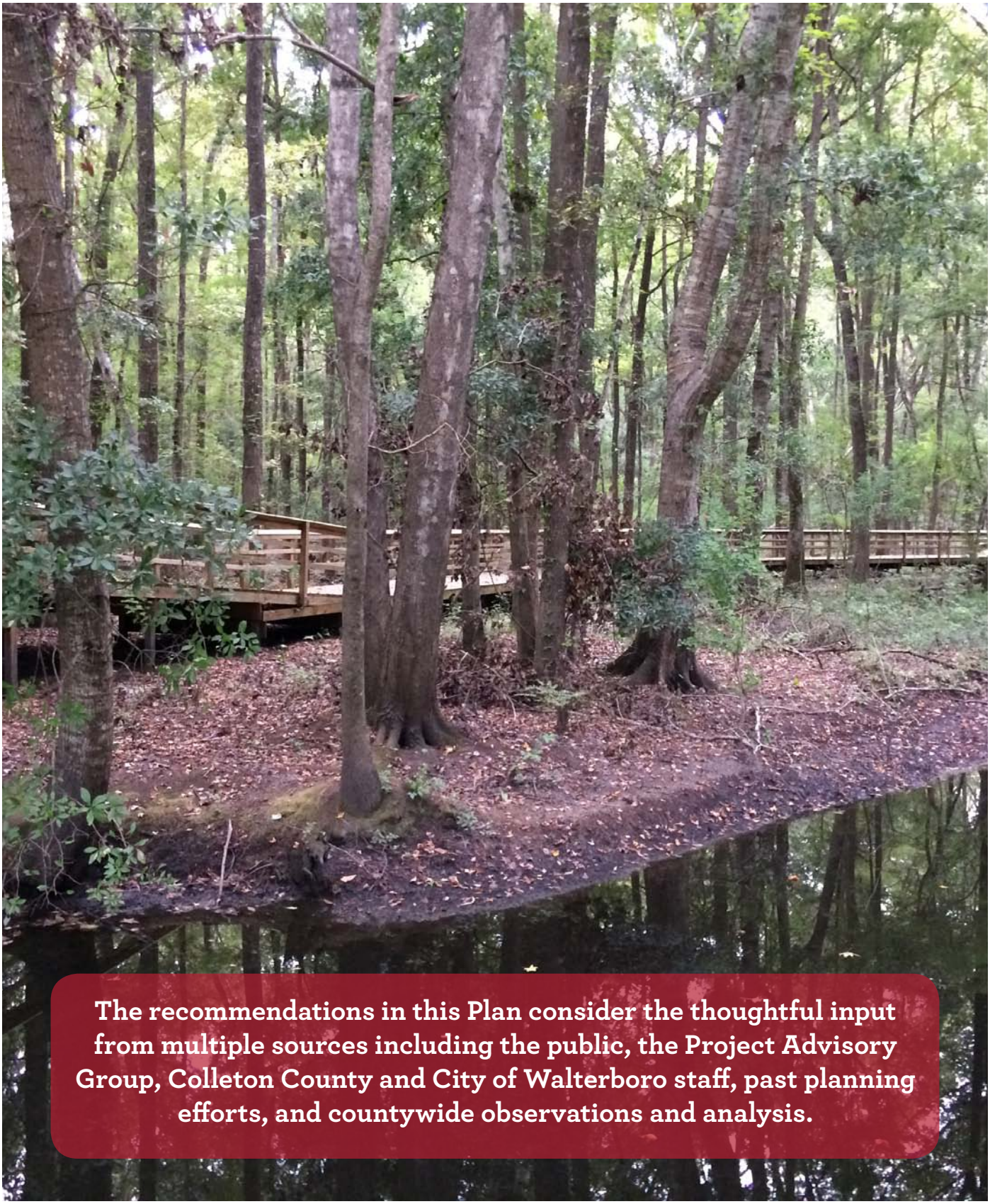


The recommendations in this Plan consider the thoughtful input from multiple sources including the public, the Project Advisory Group, Colleton County and City of Walterboro staff, past planning efforts, and countywide observations and analysis.

1: Introduction

1.1 Plan Overview

The Colleton County Bicycle and Pedestrian Master Plan provides a vision for a better transportation future for Colleton County. Crafted through months of background research using best practice tools for bikeway and walkway network planning, the document identifies priority projects as well as long-term goals. By including specific implementation guidelines, the document becomes a guide that will positively impact the region's residents and visitors for years to come.

1.2 Setting

Colleton County is an area proud of its Lowcountry charm and hospitality. The region's earliest settlers planted the seeds for iconic architectural style, quaint tree-lined streets for strolling, and a rural economy. Colleton County's current residents enjoy a way of life based in these traditions and updated with contemporary culture. The Plan seeks to complement these traditions while continuing the County's progress and advancing community assets.

1.3 Planning Process

The Project Advisory Group, along with Colleton County and Walterboro staff, guided the development of the *Colleton County Bicycle and Pedestrian Master Plan*. The committee is made up of citizen advocates and representatives from multiple stakeholder organizations and local groups. The committee met several times throughout the process and provided guidance on the overall vision, facility recommendations, programs, policies, and draft plan development.

1.3.1 Data Collection and Analysis

The Project Advisory Group, staff of the County, municipalities, and regional planning organizations, and stakeholders provided baseline information about the existing conditions of Colleton County. Through aerial photography, geographic information systems (GIS) data, and on-the-ground field investigation, the project consultants identified opportunities and constraints for bicycle and pedestrian facility development. Field research also included examining potential corridors, verifying road widths, studying lane configurations, and preparing a photographic inventory. A review of planning documents, polices, bicycle and pedestrian access to outlets for healthy foods, and existing cultural and recreational programs supplemented the analysis of the physical environment.

Residents and visitors gave feedback at public workshops. The Plan reflects their desire for new walking and biking routes, intersections in need of improvement, and ideas to improve the County's active transportation options.

1.3.2 Public Involvement

Outreach to the citizens and visitors of Colleton County included two public workshops, an online and hard-copy citizen comment form, and progress updates provided through the Colleton County website. For development of this Plan, the Project Advisory Group provided a key source of public input. Three Project Steering Committee meetings provided useful information about public concerns and preferences. Throughout the planning process, the project team shared information about key events and activities related to the Plan with local media.

1.3.3 Plan Development

The recommendations of the draft Plan reflect national best practices in pedestrian and bicycle planning as well as input from the public, the Project Advisory Group, County and municipal staff, past planning efforts, and the existing conditions analysis. The team shared draft recommendations with the public, local officials, Colleton County and Walterboro staff and revised recommendations based on this feedback. This document provides a long-term, community supported vision for walking and bicycling in Colleton County.

Research has shown that a comprehensive approach to bicycle- and walk-friendliness is more effective than a singular approach that would address infrastructure issues only.[1] Recognizing this, the national Bicycle Friendly Community program, administered by the League of American Bicyclists, and the Walk Friendly Community program, administered by the National Center for Walking and Bicycling, recommend a multi-faceted approach based on the following five 'E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. Also, a sixth 'E', Equity, is often included in order to ensure equal consideration for those whom pedestrian and bicycling improvements may benefit the most. Colleton County and Walterboro are fortunate to have partnerships with organizations such as Eat Smart Move More Colleton County, which have led education and encouragement programs to support active transportation and healthy lifestyle choices.

Education courses encourage more people to bicycle and to do so in a safe manner.

1 Pucher, J. Dill, J. and Handy, S. (2010). Infrastructure, programs, and policies to increase bicycling: An international review. Preventative Medicine, 50. S106-S125; Krizek, K., Forsyth, A., and Baum, L. (2009). Walking and cycling international literature review. Melbourne, Victoria: Department of Transport.

1.4 Project Vision, Goals, and Objectives

1.4.1 Vision Statement

Inspired by findings in the existing conditions analysis, as well as a robust public outreach process, the Plan provides recommendations based on the following vision statement:

Colleton County and Walterboro will be places where walking and bicycling for transportation and recreation are an important and normal part of everyday life. The community will build a robust network of multi-modal travel options for people of all ages and abilities throughout the rural and developed areas of the County. Colleton County residents and visitors will enjoy comfortable and safer bicycle and pedestrian connections to where they want to travel, resulting in an improved economy and quality of life throughout the region. Through such improvmeents, Colleton County and Walterboro will fully realize and capitalize on their position as the gateway to the ACE basin – one of the most important and unique wetland preserves in the world.

1.4.2 Plan Goals and Objectives

Accessibility and Connectivity Objectives

- Implement context-sensitive designs such as bike lanes and sidewalks in urban or suburban areas as well as options such as sidepaths, paved shoulders, and sidewalks in rural areas.
- Close existing gaps in sidewalk coverage along all major roadways.
- Improve bicycle and pedestrian connections along and across roads with higher vehicle volumes and speeds such as Bells Highway, Robertson Boulevard and Jefferies Highway.

- Ensure all new pedestrian facilities are ADA compliant.
- Facilitate improved bike and pedestrian connections to existing trails, recreational centers and natural areas throughout the County, such as the Great Swamp Sanctuary, ACE Basin Sports Complex, ACE Basin Wildlife Refuge and Colleton State Park.
- Implement new and/or improved bicycle and pedestrian connections to destinations such as retail centers, schools, grocery stores, restaurants, visitor attractions, and more.
- Provide adequate amenities for bicycling, walking and transit users such as bicycle parking throughout the County. Provide bicycle parking throughout the developed portion of the County, and in rural areas near points of interest and visitor attractions.

Planning and Implementation Objectives

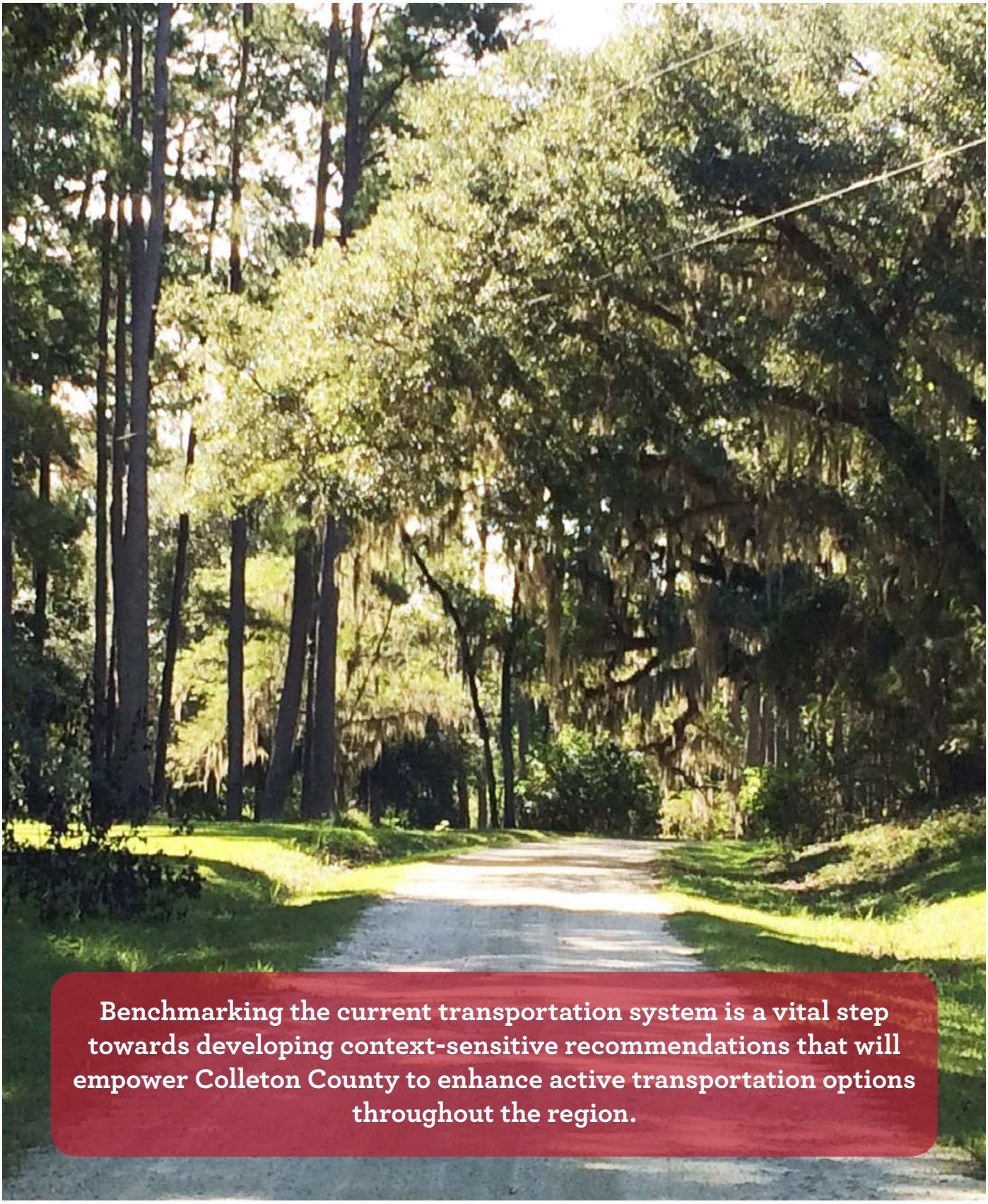
- Build 20 miles of bikeways and 10 miles of sidewalk by 2020.
- Adopt design guidelines, policies and practices, as recommended in this plan, to institutionalize bicycling and walking throughout Colleton.
- Continue to expand education and encouragement programs such as Eat Smart Move More.
- Implement at least one recommendation from each "E" within six months of adopting the Plan.
- Encourage collaboration across municipal and County boundaries. Ensure all stakeholders throughout the County have equal representation throughout countywide planning efforts and coordinate with other regional, statewide and national planning efforts.
- Ensure equitable non-motorized facility development by ensuring all residents in population centers and jurisdictions have access to walking and bicycling facilities from/to where they live, work play and learn.
- Benchmark progress by including measurable bicycle and pedestrian considerations and goals within countywide and municipal land-use and transportation planning and programming efforts.
- Review all roadway proposals for their impact on localized and overall non-motorized activity. Ensure that all projects take into consideration pedestrian and bicyclist safety and comfort.

Safety Objectives

- Ensure proper maintenance of bikeways by regularly sweeping paved trails and roadways, including paved shoulders.
- Strategically implement and track sidewalk improvements and maintenance efforts through an annual or biannual evaluation.
- Work with law enforcement officers and community partners to encourage and enforce safe bicyclist and pedestrian traffic behaviors.
- Reduce the number of bicycle and pedestrian injuries and fatalities by 20% by 2018 and by 40% by 2020.

Economic Development Objectives

- Support existing community revitalization efforts by integrating high-quality streetscaping that is appealing to all roadway users within projects.
- Implement pedestrian and bicycle wayfinding throughout the County.
- Develop bicycle wayfinding for local and long-distance rural routes. This can be in the form of physical or online maps and physical wayfinding signs.
- Provide resources for and promote bicycle touring on the Walterboro & Colleton County website. Showcase opportunities to reach natural and historical points of interest by foot and by bicycle.
- Effectively coordinate and discuss the benefits of bicycle and pedestrian projects to Colleton communities and leaders.
- Open a bike shop in Walterboro.



Benchmarking the current transportation system is a vital step towards developing context-sensitive recommendations that will empower Colleton County to enhance active transportation options throughout the region.

2: Existing Conditions

Introduction

This chapter analyzes the key characteristics of contemporary Colleton County. Benchmarking the current transportation system is a vital step towards developing context-sensitive recommendations that will empower Colleton County to enhance active transportation options throughout the region. Connections to Walterboro are especially important and are highlighted in this report.

Key findings were gathered using a variety of sources: US Census data, traffic data from County and State-level research (ADT, crashes, traffic flow, etc.), stakeholder input, GIS analysis, and field work. The existing conditions report consists of the following sections:

- Colleton County Characteristics and Demographics
- Review of Existing Planning Efforts
- Public Input Summary
- Opportunities and Constraints Analysis
- Bicycle and Pedestrian Vision, Goals and Objectives

A bicyclist on his way to work in Walterboro. Bicyclists often seek sidewalks when the roadway is perceived as unsafe for bicycling.

2.1 Colleton County Characteristics and Demographics

2.1.1 Introduction

Colleton County was originally founded as an agricultural community and was the country's leading producer of rice throughout the 1700s.[1] Colleton County today retains these agricultural roots, with the exception of the Walterboro Urban Cluster and natural areas. The County is uniquely situated between major metropoles: Charleston, Savannah, and Atlanta. The interstate system and the Lowcountry Regional Airport connect these activity centers.

The South Carolina coast and Charleston are both nearby, linking Colleton County residents to a major population center, recreation opportunities, green space, and waterways.

Colleton County is composed of six municipalities, the largest being Walterboro, which is also the County Seat. The small towns offer an authentic Lowcountry way of life: quaint, near the coast, friendly, and rural. Connections to Walterboro offer high quality arts, culture, recreation, and leisure opportunities for residents throughout the County. The ACE Basin estuary is one of the largest on the east coast. It protects endangered species in over 200,000 acres of pristine natural habitats.[2] Colleton is one of 17 counties touching the South Carolina National Heritage Corridor, which travels from the northwestern foothills to Charleston—with numerous historic towns, rivers, and landscapes along the way.[3] The Colleton Museum and Farmers Market preserves the cultural and historical bounty of the lowcountry.[4]

1 http://www.cceainc.com/history

2 http://www.acebasin.net/acreage.html

3 http://www.scnhc.org/index.html

4 http://www.cceainc.com/art-culture

2.1.2 Who Lives, Works, and Plays in Colleton County?

Understanding demographic characteristics provides a nuanced and complete understanding of Colleton County's current conditions.

Colleton County's workforce is employed in the retail trade; health care and social assistance; public administration; accommodation and food services; and manufacturing.[5] Businesses and industry locate in Colleton County to enjoy the County's location near distribution centers, airports, and waterways, competitive tax credits for job creation, and the low cost of land.[6]

Countywide Demographics

The five most populous towns in Colleton compose only 28.5% of the population of Walterboro, the most populous city in the County. Colleton County is much more rural than the state as a whole. Approximately 37 people are found per square mile versus just under 154 people per square mile in the entire state.[7] Walterboro's population density is 832.0 residents per square mile.[8] Charleston has a population density of 1,101.9 people per square mile.[9]

Age and Sex Data

38,892 people live in the County. The age-sex distribution (also called a "population pyramid") illustrates the high numbers of middle-aged to older adults who live in Colleton County. These groups are generally more populous than adults in their 20s, 30s, and 40s.[10] The median age in the County is 40.7 years old.[11] Walterboro's median age is 38.9. As residents between the ages of 50-65 age over time and retire, they will need a variety of resources for retirement, including a supportive transportation system.

Table 2-1: Population[1]

City/Town	Population
Cottageville	762
Edisto	414
Lodge	120
Smoaks	126
Walterboro	5,398
Williams	117

1 www.colletoncounty.org/walterboro

Walterboro's population has grown 4.75% since 2000, which is far lower than the 9.71% national average and 15.29% average for South Carolina.[12] By comparison, the countywide population has grown only 1.64% since 2000.[13] There are slightly more females (52%) than males (48%) living in the County. In Walterboro, the population percentage by gender is 44% male and 55% female.

Race Data

As expected, the bulk of the population lives in the area surrounding Walterboro. The following chart examines the racial demographics of Colleton County. 55.9% of residents identify as White, Non-Hispanic. 38.8% of residents identify as Black, Non-Hispanic and 2.8% of residents identify as Hispanic or Latino.

The County's racial diversity varies throughout the region. The maps to the left show a scale (from zero to 100) to measure minority population.[14] The darker shading signifies a higher value and greater racial diversity.

5 http://www.cceainc.com/wage-salary

6 http://www.cceainc.com/; http://www.cceainc.com/wage-salary

7 Colleton County, Geography QuickFacts, US Census: http://quickfacts.census.gov/qfd/states/45/45029.html

8 Walterboro, Geography QuickFacts, US Census: http://quickfacts.census.gov/qfd/states/45/4574275.html

9 Charleston, Geography QuickFacts, US Census: http://quickfacts.census.gov/qfd/states/45/4513330.html

10 2010 Demographic Profile Data, US Census http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1

11 Ibid.

12 www.usa.com/walterboro-sc-population-and-races.htm#PopulationGrowth

13 www.usa.com/colleton-county-sc-population-and-races.htm#

14 http://www.city-data.com/county/Colleton_County-SC.html#mapOSM?mapOSM[zl]=9&mapOSM[c1]=32.825755&mapOSM[c2]=-80.66505000000001&mapOSM[s]=sql1&mapOSM[fs]=false

Figure 2-1: Colleton County Population Pyramid

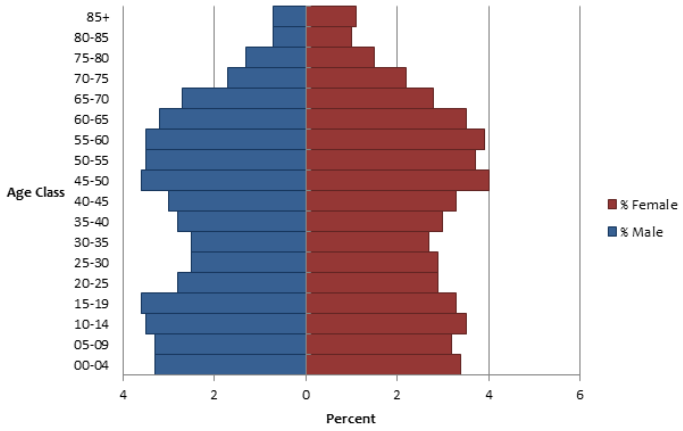


Figure 2-2: Walterboro, SC Gender and Age Comparison

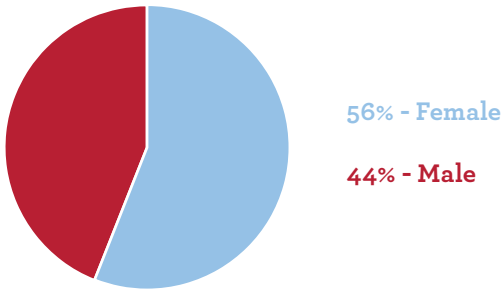


Figure 2-3: Colleton County, SC Gender and Age Comparison

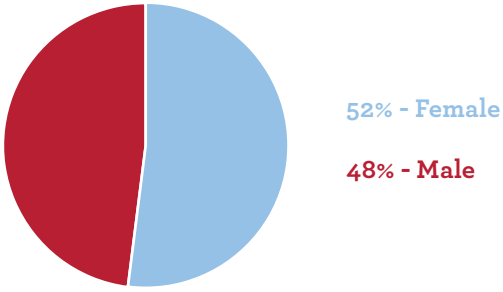


Figure 2-4: Race Comparison in Colleton County

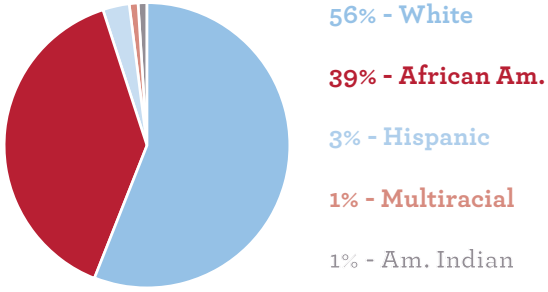


Figure 2-5: Colleton Co. Low to Moderate Income by Census Tract

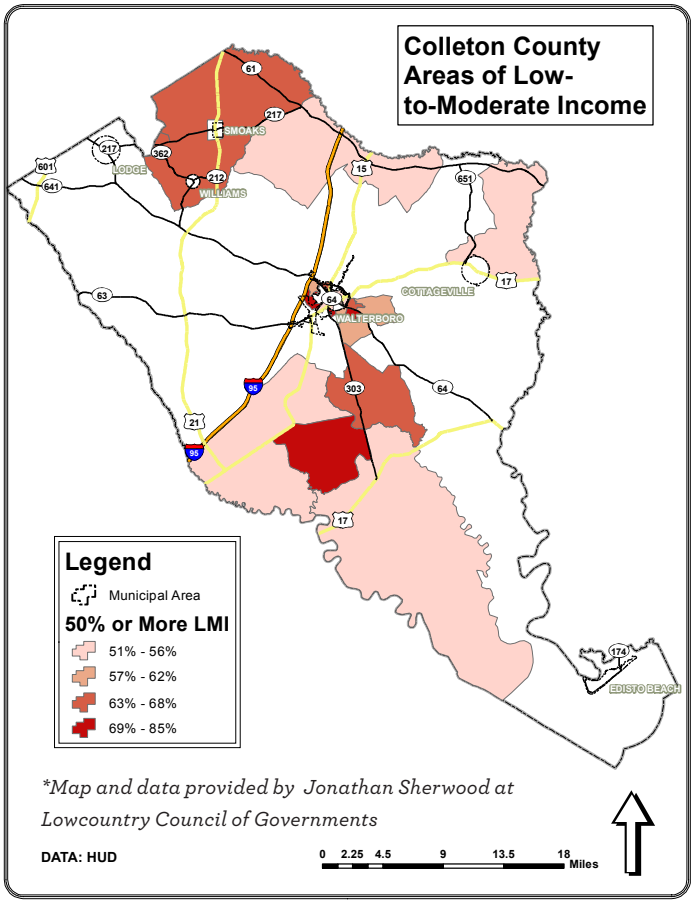


Figure 2-6: Colleton Co. Minority Concentration by Census Block

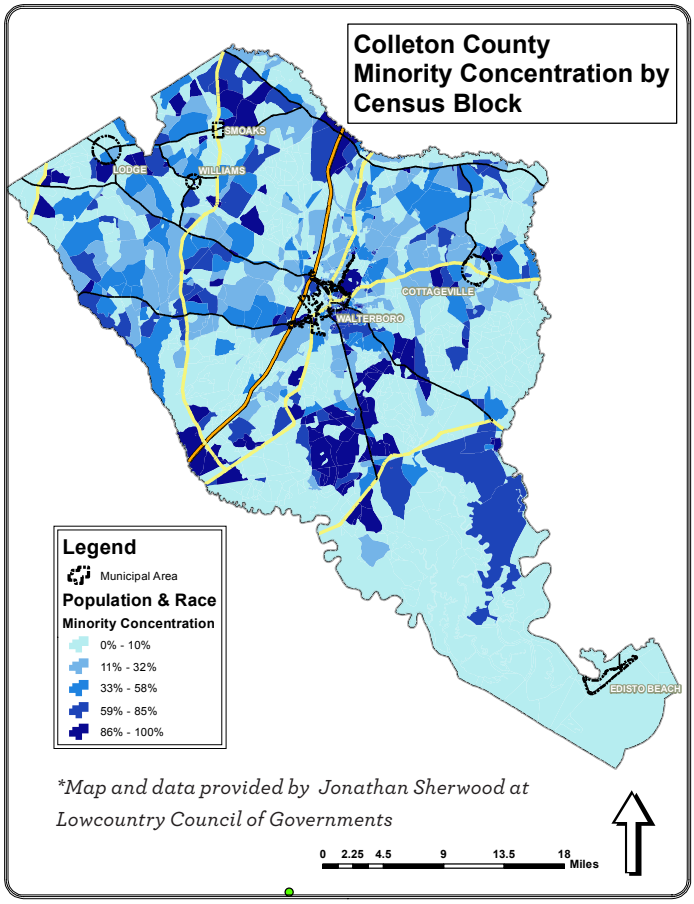


Figure 2-7: Walterboro Low to Moderate Income by Census Tract

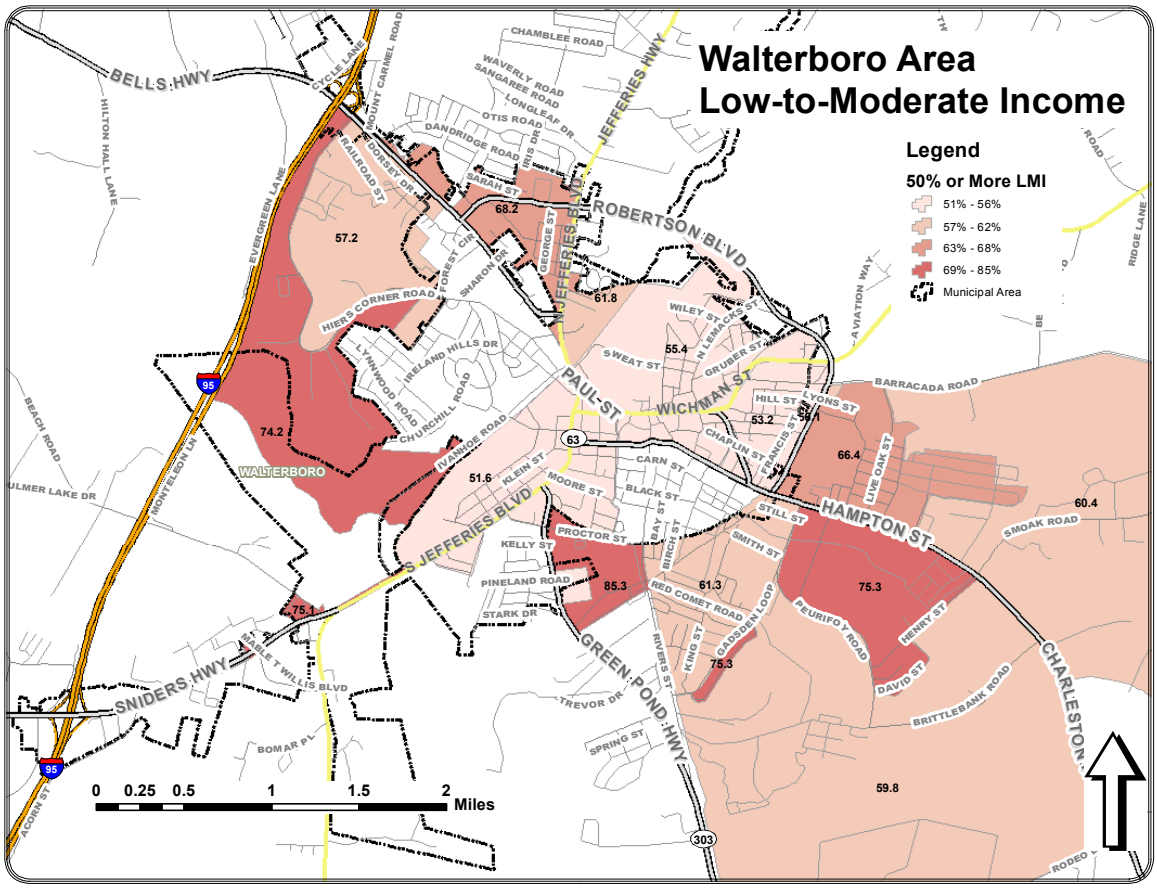
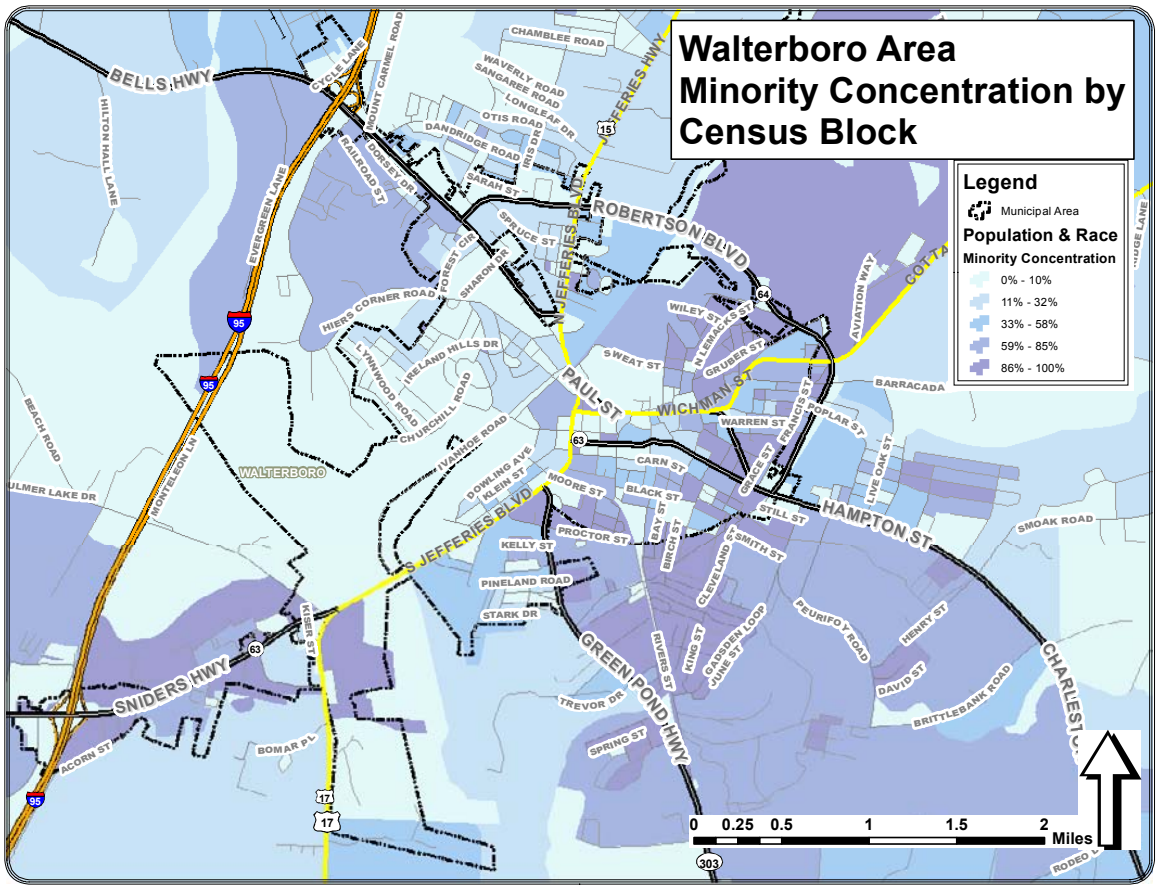


Figure 2-8: Walterboro Minority Concentration by Census Block



**Maps and data on this page provided by Jonathan Sherwood at Lowcountry Council of Governments*

Likewise, the City of Walterboro varies with regards to the level of racial diversity. There is a large contrast between the city limits and the less diverse area to the north.

Income Data

Colleton County's median annual household income is 70% that of the South Carolina average or $31,289 compared to $44,623.[15] Approximately 21.6% of residents from 2008-2012 were categorized as are living below the poverty level. The South Carolina average is 17.6% of the population.[16]

2.1.3 Projected Future Demographics

As discussed in the previous section, Colleton County is experiencing slow population growth. Table 2-2 illustrates projected population estimates for Transportation Analysis Zones (TAZ) within the County. Out of 44 TAZs studied within the region, 32 or roughly three-fourths (73%) have grown at a "slow" rate.[17]

The employment outlook for Colleton County is expected to increase, given the projected population increase.

The available parcels for manufacturing, industry, retail, agriculture, and other industries throughout Colleton County makes it an attractive place for new businesses and industries. Table 2-3 describes projected job creation throughout all TAZs in the County.[18]

Increased school enrollment usually follows increased population. Table 2-4 describes the projected increases.

15 http://quickfacts.census.gov/qfd/states/45/45029.html

16 http://quickfacts.census.gov/qfd/states/45/45029.html

17 Projections_Pop_Emp_Colleton2012 TAZ Network Pop Rates Emply Proj_LRA. "Slow" in this case signifies a 0%-1% growth rate. The average for these units is .5% growth.

18 Projections_Pop_Emp_Colleton2012 TAZ Network Pop Rates Emply Proj_LRA

Table 2-2: Projected Population Growth

2010 Population	2020 Projected Population	2020 Projected Percent Growth from 2010 Levels	2030 Projected Population	2030 Projected Percent Growth from 2010 Levels	2040 Projected Population	2040 Projected Percent Growth from 2010 Levels
38,892	39,200	0.79%	39,500	0.76%	39,900	1.0%

Table 2-3: Projected Job Creation

2010 Jobs	2020 Projected Jobs	2020 Projected Percent Growth from 2010 Levels	2030 Projected Jobs	2030 Projected Percent Growth from 2010 Levels	2040 Projected Jobs	2040 Projected Percent Growth from 2010 Levels
13,456	14,112	4.87%	15,010	6.36%	15,931	6.13%

Table 2-4: Projected School Enrollment

2010 Enrollment	2020 Projected Enrollment	2020 Projected Percent Growth from 2010 Levels	2030 Projected Enrollment	2030 Projected Percent Growth from 2010 Levels	2040 Projected Enrollment	2040 Projected Percent Growth from 2010 Levels
6,331	6,350	0.3%	6,399	0.77%	6,463	1.0%

Table 2-5: Commute percent mode share according to geographic region

Geographic Area	Single Occupancy Vehicle Percent Mode Share	Bicycle Percent Mode Share	Walking Percent Mode Share	Public Transportation Percent Mode Share	Carpool Percent Mode Share	Work at Home
Colleton County[1]	84.5%	1.5%	2.7%	0.6%	9.2%	1.7%
City of Walterboro[2]	82.8%	0.0%	6.4%	1.7%	4.3%	3.5%
State Average[3]	82.2%	1.6%	2.7%	0.6%	9.9%	3.6%

* This figure is called "Other Means", so it is not exclusive to bicycle commute mode share

1 http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

2 http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_5YR_S0801

3 http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk

2.1.4 Commute Data

Mode Share

The commuting patterns of Colleton County residents resemble those of the rest of the state. The County faces a high drive-alone rate, although its walking mode share is greater than the state as a whole.

Since the available data groups bicycle commuters in the "Other Means' category, we do not have a precise value for the number of bicycle commuters within Colleton County. Despite the presence of some bicycle commuters, the City of Walterboro's bicycle commute data is displayed as 0.0%.

Commute Time and Patterns

The mean travel time to work within the City of Walterboro is 23.2 minutes. The majority of citizens reach their workplace in less than 10 minutes (33.4%) or within 10 to 14 minutes (32.1%). Countywide commute show that many residents travel longer distances to reach their workplace. The countywide mean travel time to work is 33.0 minutes. A little more than one in five residents have a commute that exceeds one hour (21.6%). A little more than one in eight residents in Walterboro have a comparable commute time (11.8%). [19]

Of commuters within the County, only 26.1% live and work in Colleton. 31.3% travel to work in another county, the most common of which is Dorchester County. Out-commuters compose the largest percentage at 42.6%. The majority of these commuters are from Charleston County.[20]

2.1.5 Today's Transportation Network

The primary road network is composed of Interstate 95, as well as several significant State and US highways such as US 17. Other highways travel outwards from Walterboro, which forms the County's transportation hub.

The 2020 Comprehensive Plan identifies four economic development zones across I-95. Each zone contains two or more interchanges along the highway. Zone Four is considered the largest potential growth engine, with capacity for new manufacturing, continued increases in commerce, and other industries. As such, I-95 will likely gain traffic volume over time.[21]

19 http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_12_5YR_S0801&prodType=table

20 http://lmi.dew.sc.gov/lmi%20site/Documents/CommunityProfiles/04000029.pdf

21 Colleton County, Colleton County 2020 Comprehensive Plan (2009), Pg. B-7 – B-9.

Transit System

Colleton County currently lacks a well-developed public transportation network, although the Lowcountry Long-Range Regional Transportation Plan advocates for these developments, especially near Walterboro. [22]

Colleton County is currently served by bus route 320. The fixed commuter route connects Ruffin, Walterboro and Hendersonville along the County's North-South axis.[23]

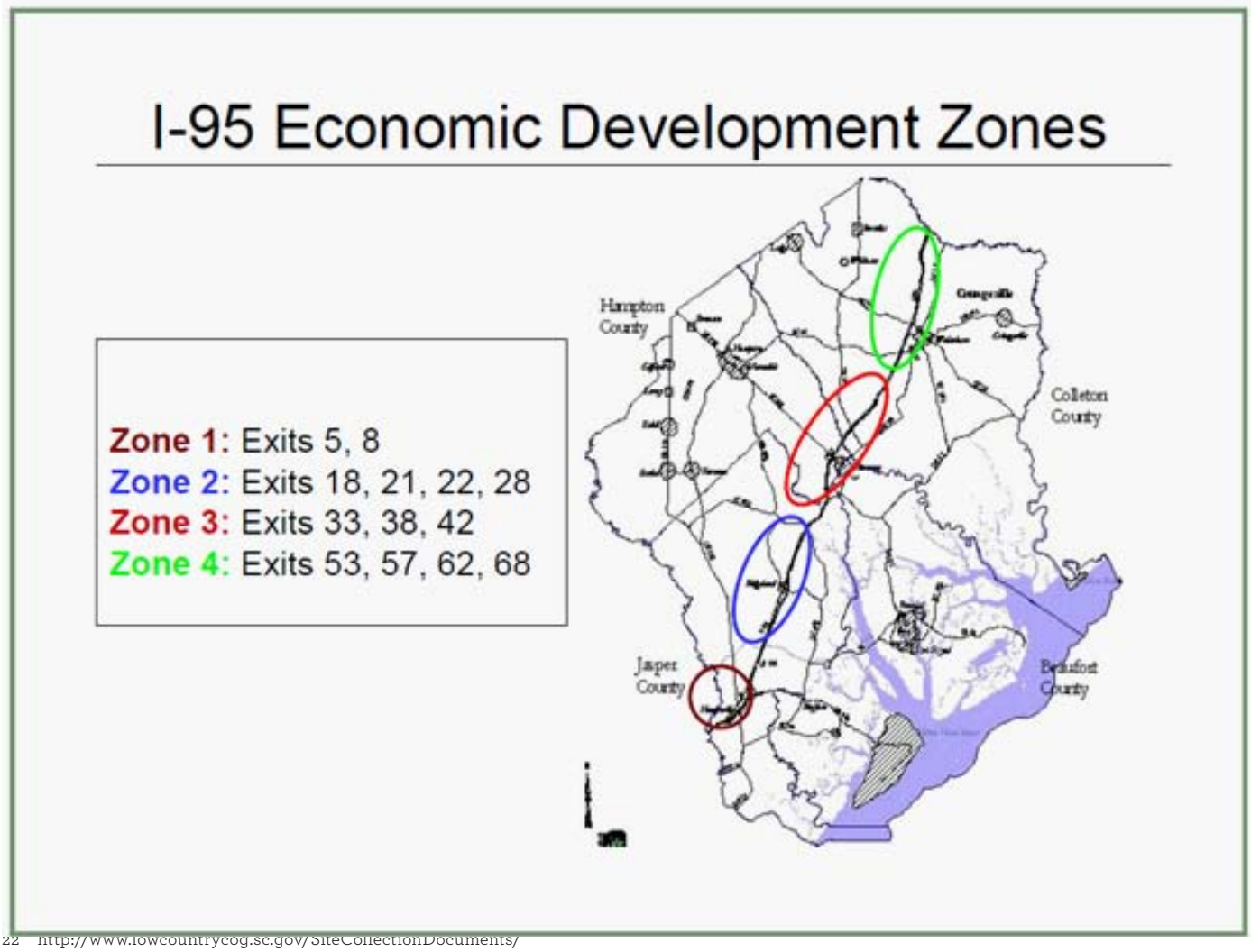
There is not currently an Amtrak station in Colleton County. The closest is located in Yemassee in Beaufort and Hampton counties.

Bikeway System

Although the County lacks comprehensive on- and off-street bikeway networks, Colleton offers some opportunities for recreational riding—as well as walking and other activities—by virtue of its multi-use paths and quiet rural roads. The Great Swamp Sanctuary offers three miles of trails that travel through the Walterboro Wildlife Sanctuary.

13.6 miles of on-street bike lanes originate in the Town of Edisto Beach. The bike lanes continue past the county line along both sides of SC 174, which is the Scenic Byway into Charleston County. The Edisto Island National Scenic Byway has several points of interest along the corridor that could be oriented towards bicyclists as well.

Figure 2-9: I-95 Economic Development Zones



22 http://www.lowcountrycog.sc.gov/SiteCollectionDocuments/Transportation%20Documents/Region%20Transportation%20Plan--Final.pdf

23 http://sc-lowcountry.civicplus.com/DocumentCenter/View/268

There are several state and nationally-designated long-distance bicycle routes that traverse the County such as the South Carolina Coastal Route, East Coast Greenway and the Adventure Cycling Network Atlantic Coast Route which runs from Maine to the Florida Keys. These are currently a source of tourism for the county and are a national draw for bicycle tourists. These routes are shown on the existing conditions maps in section 2.4.

A pair of touring cyclists says the following about bicycling in South Carolina: "Bike lanes do not exist and, once again, unpaved roads are often the only alternative to the main highway. So we dodged fast-moving vehicles and rode on sandy lanes and finally made it to Charleston."

(http://www.liveabigliferide.com/day-58-59-may-1st-2nd-aiken-sc-to-charleston/)

Sidewalk System

Most roadways around the downtowns of Colleton County communities have some sidewalks. Surface condition of sidewalks and the presence of ADA accessible curb ramps varies. See the Opportunities and Constraints section of this report for more information on the sidewalk system in Colleton County.

2.1.6 Safety Analysis

There were 30 documented crashes involving bicycles or pedestrians within the County from 2010 to 2014. Of those, 17 involved a pedestrian and 13 involved a bicyclist. The crash rate from 2010-2014 does not follow a discernable pattern.

Although crashes occur on a number of different streets, Jefferies Highway and Cottageville Highway had five and two crash sites, respectively. Major geographic trends are as follows:

- Geocoding information could not be achieved for all locations. Geographic review was possible for 23 of the 30 locations.
- Nine crashes were located within the City of Walterboro. Seven of these (78%) involved a pedestrian.
- Three crashes occurred on Edisto Island, with two involving a pedestrian (67%).
- Crashes are generally located in the northwest region of the County. Ten were located in this area.
- Almost one-third of the crashes involved fatal or incapacitating injuries (27%).

Failure to yield was the most-occurring primary collision factor (PCF) for about 17% of the crashes (five total). Non-motorist failure to yield was cited as the PCF in three cases (10%). Distraction/Inattention and "other improper action (driver)" were the PCFs for three cases, each (10%). "Lying or being in the roadway illegally" along with "darting" were reported for two cases each (7%).[24] The PCF when the driver was said to contribute to the crash was "Other improper action (driver)", composing 25% of driver-contributing crashes. Distraction and failure to yield each compose 17% of the crashes where the driver contributed to the incident. Interestingly, the pedestrian as contributing factor was cited in the crash listing "Driver Under the Influence" as PCF.

2.1.7 Successes, Achievements, and Programming

Colleton County has already achieved many successes in its planning over time. Work toward setting and accomplishing pedestrian and bicycle-oriented goals support the County's community spirit and help advance quality of life. **The Complete Streets Resolution publicly announces the County's resolve to embrace multi-modal travel and create a space for all users, especially those most vulnerable in the current street system.** The resolution's impacts are already becoming measurable, due to a number of new sidewalk installations and more planned for the future.

Let's Go! Colleton County has helped promote better health and wellness practices across the County. The initiative has a far-reaching impact, with the mission

24 The following PCFs were responsible for one case each: disregarding the sign/signal' DUI; Wrong side/way; obstruction; run off; not visible/dark clothing; lane usage/change; too fast; vision obscured; non-motorist inattention; swerving to avoid; improper crossing.

of catering to residents in a variety of settings, from workplaces, residences, faith-based institutions, and schools. The initiative's impact in schools, for example, has educated more students than there are residents in Walterboro!! All nine schools in the district have received some level of programming. Active living, including walking and biking, are discussed as part of the Let's Go! strategy. They form an important program that will continue to gain momentum as the County's bicycle and pedestrian resources expand.

2.2 Review of Existing Planning Efforts

2.2.1 Introduction

This section provides a summary of bicycle and pedestrian planning efforts in Colleton County. Existing plans include: two relevant comprehensive plans, a corridor streetscaping plan, the 2010 County Zoning Ordinance, City of Walterboro Unified Development Ordinance, and other relevant documents. The eight documents reviewed for this plan are listed in Table 2-7 and are described in subsequent sections.

2.2.2 Summary of Planning Efforts

Lowcountry Long-Range Regional Transportation Plan

Year: 2007 (currently being updated)

Description: The Lowcountry Long-Range Regional Transportation Plan charts a course for the next 20 years (2007-2017). Population trends, income data, commuting patterns, and existing land use characteristics help form transportation-focused recommendations. The document's regional nature means the plan measures existing patterns related to air freight, rail freight, ports, and tourism. The plan features a chapter on bicycle and pedestrian facilities. Recommendations contained in this section are presented to help allay congestion; diversifying the region's transportation portfolio can help reduce dependence on private automobiles. Other stated goals include developing a safer environment for non-motorized transportation users, such as opportunities for children within a two-mile radius of their school.

Recommendations: Due to limited available funds, the plan aims to implement small-scale improvements to intersections and focus on pedestrian and bicycle treatments, due in part to their lower costs. The plan does not include recommendations for new roads or road-widening. Recommendations cover physical infrastructure changes as well as residents' education. Although guidance regarding bicycle lanes and wide shoulders does not match contemporary best practice, the stated objectives create a strong framework for progress over time.

- Wide shoulders and bike lanes
- Uniform signage and markings at conflict locations
- Railroad and power line easement conversion to multi-use trail
- Local and regional linkages to activity centers
- Bike racks on public transit
- Education and encouragement for developers
- Public outreach and education including print materials, training, and signage.

Colleton County Comprehensive Plan 2020

Year: 2009

Description: The Colleton County Comprehensive Plan is a "living" document to guide the County's land use planning decisions until 2020. The long-range plan aims to steer urban and rural growth while conserving natural areas. The 2020 Vision is summarized with the following statement: "Preparing for growth, protecting our natural resources, and preserving our rural character".

Transportation plays a significant role in the plan. The existing street network connects activity centers with rural areas of the County. Stakeholders reported a need for improved paving throughout the existing network. 19% of the plan's survey respondents indicated "lack of bicycle lanes" as a transportation issue affecting the County.

Table 2-6: The background document review included an assessment of bicycle and pedestrian planning documents.

Plan	Agency	Year
Local and Regional Plans		
Lowcountry Long-Range Regional Transportation Plan	Lowcountry Council of Governments	2007
Colleton County Comprehensive Plan 2020	Colleton County Council	2009
North Lemacks Street Village Renaissance Comprehensive Revitalization Study	City of Walterboro	2009
Eat Smart Move More – Let's Go Colleton County	Eat Smart Move More	2011
I-95 Business Loop Streetscape Corridor Master Plan (recommendations presentation to City Council)	City of Walterboro	2014
Other Relevant Planning Efforts		
East Coast Greenway Alliance	Statewide	N/A
Comprehensive Park Master Plan Study	City of Walterboro	2009
Colleton County Zoning Ordinance	Colleton County Council	2010
City of Walterboro Unified Development Ordinance	City of Walterboro	2012
South Carolina Statewide Multimodal Transportation Plan	SCDOT	2014
Walterboro Wildlife Sanctuary – New Trails map; untitled table describing Sanctuary trail lengths, surface type, and condition.	City of Walterboro	N/A

21% marked "lack of sidewalks". Respondents frequently discussed the need for buses and public transportation, especially for children and the elderly.

The Transportation Goals and Strategies section in Chapter 4 also recommends a time-frame for implementation. Non-motorized transportation received soft support (pg. 4-3). See below (under the 'Recommendations' section) for the plan's policy language. Appendix G: Transportation Element mentions pedestrian and bicycle projects as elements of a transportation network. As of the plan's publication, the County does not have an alternative transportation plan. 72% of the workforce drove alone to work. The statewide average is 79%. 22% used carpools to commute. A small percentage used active or public transportation.

Recommendations:

- The main transportation-focused goal is to maintain Colleton County roads' current levels of service. The goal also strives to complete all identified improvements during the plan's timeframe. Identified improvements include a new facility for the north side of Walterboro (SC 64/Walterboro Bypass) and widening of US 17 and US 17A. Bicycle, pedestrian, and transit-focused facilities are not discussed in the "Planned Transportation Improvements and the Land Use Connection" section (G-4).
- Greenway, bicycle, and pedestrian connections should exist in Urban Transition Areas to create connections to existing and proposed trails (3-6).
- The Transportation Element states that a Bicycle and Pedestrian Plan "may be needed in the Urban Transition area to promote connections with Walterboro and the surrounding neighborhoods" (G-7).

North Lemacks Street Village Renaissance Comprehensive Revitalization Study

Year: 2009

Description: Walterboro's Village Renaissance program revitalizes in-town residential neighborhoods within a half mile of the city's business center. The general goal works towards improvements for both commercial and residential areas of the city. Each plan involves a 5-year plan with three phases. The City will file an additional CDBG grant in 2014. If received, the grant would implement the third and final phase.

The study included a list of current obstacles to biking and walking within the neighborhood and the City in general. Although the study includes multiple maps illustrating the existing and proposed sidewalk inventory in North Lemacks Street, the maps do not contain existing or proposed bikeways.

Recommendations:

- Pedestrian and Bicycle Goal: "Plan and implement a pathway, sidewalk, and bike lane system within Walterboro" (pg. 8).
- Require new residential, commercial, industrial, and mixed use developments and redevelopments to include bicycle/pedestrian connections and amenities.
- Create connections for bicycles and pedestrians that include existing highway commercial areas, "existing built-up area", and other locations that are not currently connected.
- Work with SCDOT to include the plan's recommendations in all SCDOT roadway improvement plans.

Eat Smart Move More – Let's Go Colleton County

Year: 2011

Description: Eat Smart Move More is a statewide initiative to promote healthy eating and daily activity. The program addresses obesity with the mission of "lead[ing] a unified movement to make the healthy choice the easy choice". The Colleton County chapter is one of more than a dozen County chapters across the state. Eat Smart Move More Colleton County sponsors the Let's Go! program, which organizes community events such as a bike ride in the Great Swamp Sanctuary, a walk with the Mayor, and activities to involve faith leaders.

Recommendations:

- The program works in four main settings: worksites, faith-based communities, the community-at-large, and schools and childcare facilities.
- Award mini-grants to implement the Faithful Families Eating Smart & Moving More curriculum.
- Create employee wellness programming.
- Install marked walking routes throughout Walterboro.
- Implement Safe Routes to School programming.

I-95 Business Loop Streetscape Corridor Master Plan

Year: 2014

Description: The I-95 Business Loop Streetscape Corridor Master Plan helps connect the City of Walterboro's downtown to the two main exits on I-95. The master plan studies the corridor's typologies. The typologies include: highway commercial, rural transition, rural (Great Swamp), suburban (urban transition), urban (downtown). The plan shows street-level existing conditions photographs of each typology.

Public outreach collected opinions from business owners and residents along the corridor. Landscaping, traffic, signage, lighting, and other corridor-specific observations (i.e. - the need for entry gateways; ability to attract visitors and tourists to downtown) were collected from the survey effort. The community opinion survey received 245 responses. The survey's 'Traffic' section asked respondents about the need for reduced speed limits, bicycle lanes, and sidewalks, trails, and crosswalks.

The conceptual recommendations are divided into 12

sections. Each section features a proposed road section and aerial plan.

Recommendations:

- Section 1: Sniders Hwy (Hwy 63, Exit 53 – Highway Commercial) – 14' shared travel lanes
- Section 2: Sniders Hwy (Hwy 63, Exit 53 – Highway Commercial & Rural Development) – 14' shared travel lanes
- Section 3: Sniders Hwy (Hwy 63 – Rural Development) – 14' shared travel lanes
- Section 4: Sniders Hwy – S. Jefferies Blvd. (Hwy 63 – Rural Development/Great Swamp) – 14' shared travel lanes
- Section 5: S. Jefferies Blvd (Hwy 63, Great Swamp – Suburban Development) – 14' shared travel lanes
- Section 6: S. Jefferies Blvd (Hwy 63 – Suburban Development) – 6' bicycle lanes between one travel lane and one parking lane
- Section 7: S. Jefferies Blvd (Hwy 63 – Suburban Development, Downtown, Suburban Development) – 14' shared travel lanes
- Section 8: N. Jefferies Blvd. (Hwy 64 – Suburban Development) – 14' shared travel lane
- Section 9: Bells Hwy. (Hwy 64 – Suburban Development, Mixed-Use Commercial Development) – 14' shared travel lanes
- Section 10: Bells Hwy (Hwy 64 – Mixed-Use Commercial Development, Rural Transition) – 14' shared travel lanes
- Section 11: Bells Hwy (Hwy 64 – Rural Transition, Highway Commercial Development) – 14' shared travel lanes
- Section 12: No information about bicycle treatments provided.

East Coast Greenway Alliance (Ongoing)

The East Coast Greenway is a 2,500 mile hiking and biking route that, once completed, will extend from Maine to Key West, Florida. In South Carolina, the proposed route links neighborhoods, communities, schools, health care centers, and shopping nodes for local users; and connects local, state, and national parks (including the Francis Marion National Forest, the Santee Coastal Reserve, and the Cape Romain National Wildlife Refuge), and local, state, and national bicycle routes and trails (including the Palmetto Trail). The proposed greenway also passes through the southeast portion of Colleton County. The East Coast Greenway Alliance nonprofit organization, based in Durham, North Carolina, is a partner in the development of the route and has recently organized new trail planning and development committees in each region of South Carolina's coast for the purpose of advancing development of the East Coast Greenway.

South Carolina Statewide Multimodal Transportation Plan – Charting a Course to 2040 (2014)

The South Carolina Statewide Multimodal Transportation Plan provides a comprehensive evaluation and needs assessment of all transportation modes for the State of South Carolina. The plan outlines SCDOT's recommendations for transportation investments across all modes, including bicycling and walking, through the year 2040. The plan includes a statewide geodatabase of all adopted municipal, County, and regional bicycle and pedestrian plans, an assessment of existing bicycle and pedestrian programs and policies at SCDOT, and recommended best practices for bicycle and pedestrian facility design, safety education, and implementation policy. At the time of this writing, the recommendations of the Multimodal Plan were not yet finalized for adoption by SCDOT.

City of Walterboro Unified Development Ordinance (2012)

Walterboro's Unified Development Ordinance was adopted on August 14, 2012. The 2012 Ordinance as well as the 2010 Colleton County Zoning Ordinance mention bicycle parking: "A secure bicycle rack is encouraged for all

parking lots greater than 15 spaces. Bicycle parking may be placed in the front yard" (8-3). Car parking minimums do not include information about bicycle parking or parking substitution.

The City may use funds from fees collected in lieu of dedications to acquire and develop greenways, including those for bicycle use (6-20).

Colleton County Zoning Ordinance (2010)

As stated in the City of Walterboro Unified Development Ordinance summary, the Colleton County Zoning Ordinance gives soft support for bicycle parking in parking lots greater than 15 spaces. The document does not provide other guidance for integrating bicycle traffic within the zoning code.

Comprehensive Park Master Plan Study (2009)

Completed in 2009, the document recommends short and long term improvements for six park facilities in the City of Walterboro. New concrete sidewalks or new connections for existing sidewalks are recommended for all six facilities (Doodle Hill Park, Forest Hills Tennis Facility, Gladys Whiddon Park, Gruber Street Park, Mayfield Terrace Park, and Pinckney Park). The recommended sidewalks form walking paths within the park and usually connect to parking lots. The study observed possible improvements for the parks themselves instead of studying connections to nearby locations.

Walterboro Wildlife Sanctuary – New Trails Map

The Walterboro Wildlife Sanctuary contains 4.4 miles of trails. The longest stretch of bicycle and walking trail travels parallel to Ivanhoe Rd. from Detreville St. to Washington St. This inventory concludes that the vast majority of these paths are in good condition.

Overall, the County's existing planning documents focus mainly on moving private motor vehicles. This Plan will build upon previously created studies and existing recommendations to produce bikeways and walkways across the County.

Colleton County One Cent Sales Tax Projects

Colleton County residents approved a sales tax addendum to sponsor several various infrastructure projects, including roadway and recreational facilities. The I-95 business loop improvements listed previously are a part of this list of improvements, along with spot sidewalk improvements. One proposal that didn't make the list was for sidewalks along Jefferies Highway and a shared-use path along Tuskegee Airmen Drive to provide a non-motorized connection to Colleton County Middle School and the ACE Basin Recreational Complex, as well as several employment centers along Thunderbolt Drive. A map of the proposed improvements can be seen in Figure 2-10.

2.2.3 Key Findings

The majority of planning documents reviewed for this report focus on maintaining the current motor vehicle level of service. **References to active transportation are brief and general in scope.** The Lowcountry Long-Range Transportation Plan is one exception; underscoring the principles of multimodal travel and recommending smaller scale changes to the existing system, rather than prescribing road-widening and new road creation.

Walterboro, in particular, and Colleton County in general are committed to revitalizing the area while preserving and celebrating the small town/rural atmosphere. The Colleton County Comprehensive Plan 2020 discusses the need for preserving these ways of life as well natural areas. Enhancing the area's transportation options will bolster efforts to bring economic vitality to the region's main activity centers. It will ensure safer and more comfortable connections for bicyclists and pedestrians and it will help

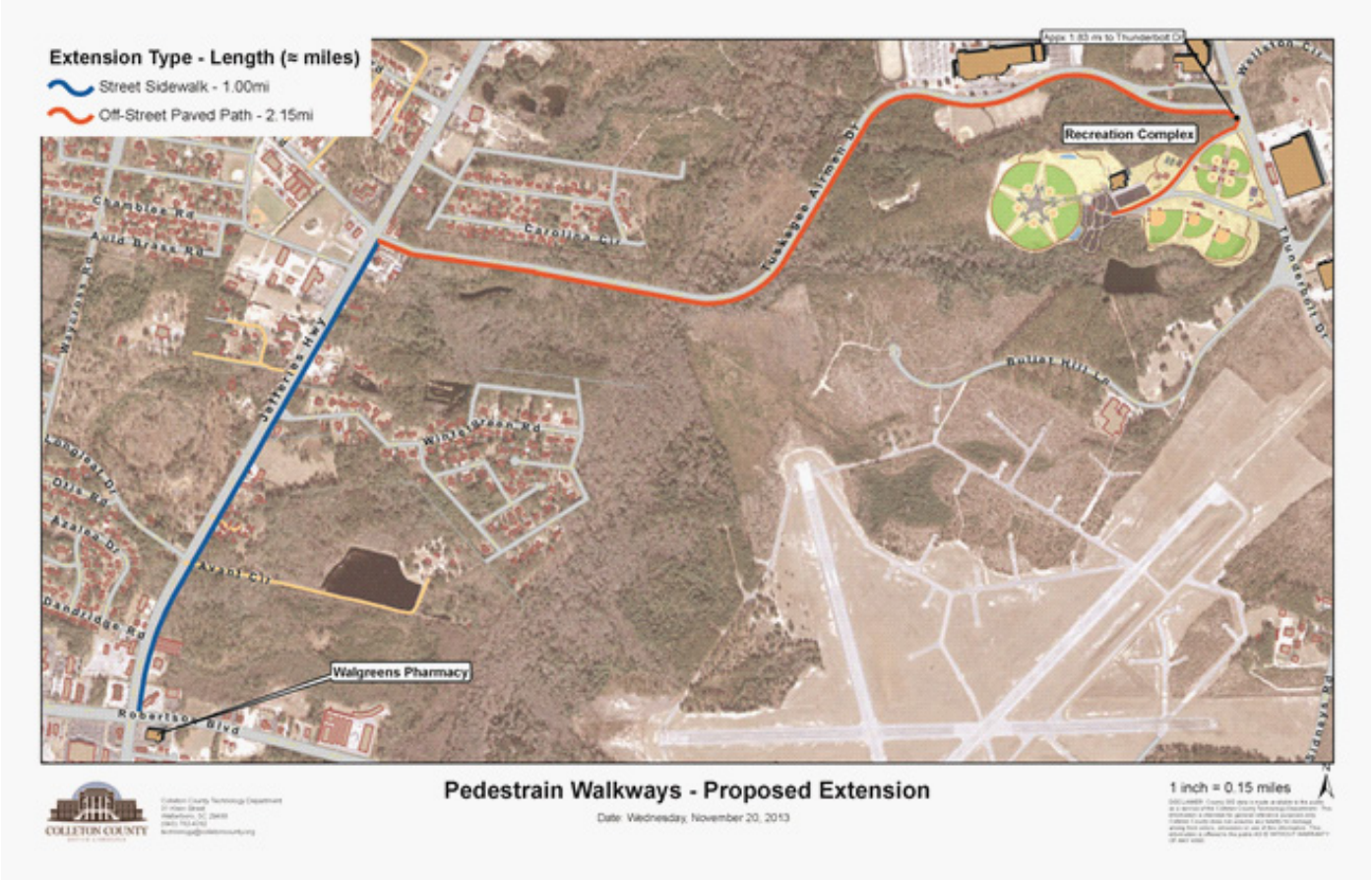


Figure 2-10: Tuskegee Airmen Drive Shared Use Path

to incentivize further work towards establishing more recreational offerings in the area.

The planning documents reviewed for this report sometimes present conflicting goals and recommendations. For example, the Colleton County Comprehensive Plan's brief mention of enhanced opportunities for bicycling and walking are overshadowed by the Transportation Element section's attention to road widening and the creation of a new bypass. Shared travel lanes—and a 6' standard bike lane in one section—are recommended as part of the I-95 Business Loop Streetscape Corridor Master Plan, but the presence of bicycle-specific facilities are not defined in detail.

Other trends include:

- Eat Smart Move More can provide education and encouragement programming to support the County's bicycle planning efforts.
- The mention of bicycles and pedestrians in several planning documents suggests that more detailed planning efforts can turn general suggestions into a roadmap for improved bikeways and pedestrian pathways.
- Neighborhood revitalization efforts continue throughout Walterboro and are aided by Colleton County Council.
- Existing conditions enable easy flow for private motor vehicles. Future planning efforts will help improve motorists' safety as well as provide for a variety of transportation options.
- The County's rural characteristics should be celebrated and natural resources should be preserved. Residents are interested in expanded recreational activities.

2.3 Public Meeting Summary

2.3.1 Introduction

The project team held a public workshop during the existing conditions assessment phase of the Colleton County Bicycle and Pedestrian Master Plan to collect input from different resident stakeholders around the County. The meeting was held on September 2nd in the evening at the City of Walterboro Council Chambers and the meeting was a drop in format where participants arrived and participated in the exercises at their leisure. The team set up and manned several display boards with information, maps of existing bikeways, walkways and transit lines in Colleton; and ran exercises to help determine preferences on infrastructure types. The team also hosted an exit survey to collect any additional information that might be helpful to the planning staff.

There were 28 participants who signed into the meeting, and a few more in attendance who didn't sign in.

2.3.2 Summary of Comments on the Existing Walking and Bicycling Network Maps

During the meeting, comments focused primarily on connectivity to community amenities and points of interest in and around Walterboro through sidewalk improvements and bicycle facilities. Participants also identified some key intersections in need of improvement. Within downtown Walterboro, corridors such as Hampton Street, Wichman Street, Forest Hills Rd, and Ivanhoe Rd were designated as primary focus areas for bicyclist

Several display boards around the room discuss existing conditions. Meeting attendees were free to drop in at their leisure, learn more, and provide comments.

and pedestrian improvements. Participants desired intersection improvements for bicyclists and pedestrians along Jefferies downtown as well. Better connectivity to and within the Forest Hills neighborhood was also heavily requested. Finally, some participants requested better lighting along the Great Swamp Sanctuary and corridors such as Hampton Street.

Leading out of town, participants desired to see connections to destinations such as Colleton Prep, Colleton County Middle and High Schools, and the ACE Basin Recreational Complex along Jefferies Highway and Tuskegee Airmen Dr. Local hotel operators desired connectivity from downtown and the Great Swamp Sanctuary to Hotels and restaurants at the intersection of Interstate 95 and Highway 63. Participants also identified connectivity along Hampton Street across Robertson Blvd, connecting to the H&D Super Market and neighborhoods east of town, as being a priority improvement.

Regionally, a trail along the abandoned rail alignment following Green Pond Highway to the ACE Basin was heavily requested. There are many trails that such a connection could tie into within the nature preserve. Connectivity to the Hendersonville community and to the East Coast Greenway alignment were also identified as priorities. Participants also marked connections to the towns of Williams, Lodge and Colleton State Park along the Edisto River as being important regional destinations for bicycling – these could potentially utilize former rail lines in the County.

It was noted that several long-distance touring cyclists pass through the region and better efforts could be made to attract these types of tourists. Informational maps and on-road infrastructure improvements are both measures that would help retain and attract additional long-distance bicyclists.

Comments left on walking/biking maps and exit surveys helped the team chronicle the public's thoughts.

Public workshop attendees expressed their preferences for bicycling and walking infrastructure types.

2.3.3 Summary of Comments on Infrastructure Improvement Types

Attendees were asked to vote on pedestrian and bicycle infrastructure improvements that they'd like to see made in Colleton. As seen in the exercise summary chart above, greenways and trails were the most favored improvements with shared lane markings, pedestrian crossing islands and ADA accessibility being the least requested. More bike lanes, shared-use paths, paved shoulders and better intersection treatments for pedestrians and bicyclists were also desirable.

2.3.4 Summary of Survey Comments

Participants were asked to answer the following questions in an individual exit survey following participation in other exercises. A total of 27 survey responses were collected, and a summary of this feedback is provided in the following section:

Question 1: What destinations would you most like to (or do you currently) reach by walking and/or bicycling?

Most participants indicated schools, the downtown shopping district and other civil destinations, restaurants, grocery stores and recreational areas such as the Great Swamp Sanctuary as being desired destinations for walking and bicycling. Wal-Mart in particular was listed several times as a desired destination, as well as retail and restaurants off of Bells Highway.

Question 2: What roads are most in need of safety improvements for walking? Please be as specific as possible.

Similar to the mapping exercise, corridors connecting to and within the Forest Hills neighborhood were frequently mentioned as needing sidewalks such as Forest Hills Rd and Ireland Hills Rd. Major roadways around the

downtown such as Jefferies Road, Bells Highway, Hampton Street, and Robertson Boulevard were also frequently mentioned.

Question 3: What roads are most in need of safety improvements for bicycling? Please be as specific as possible.

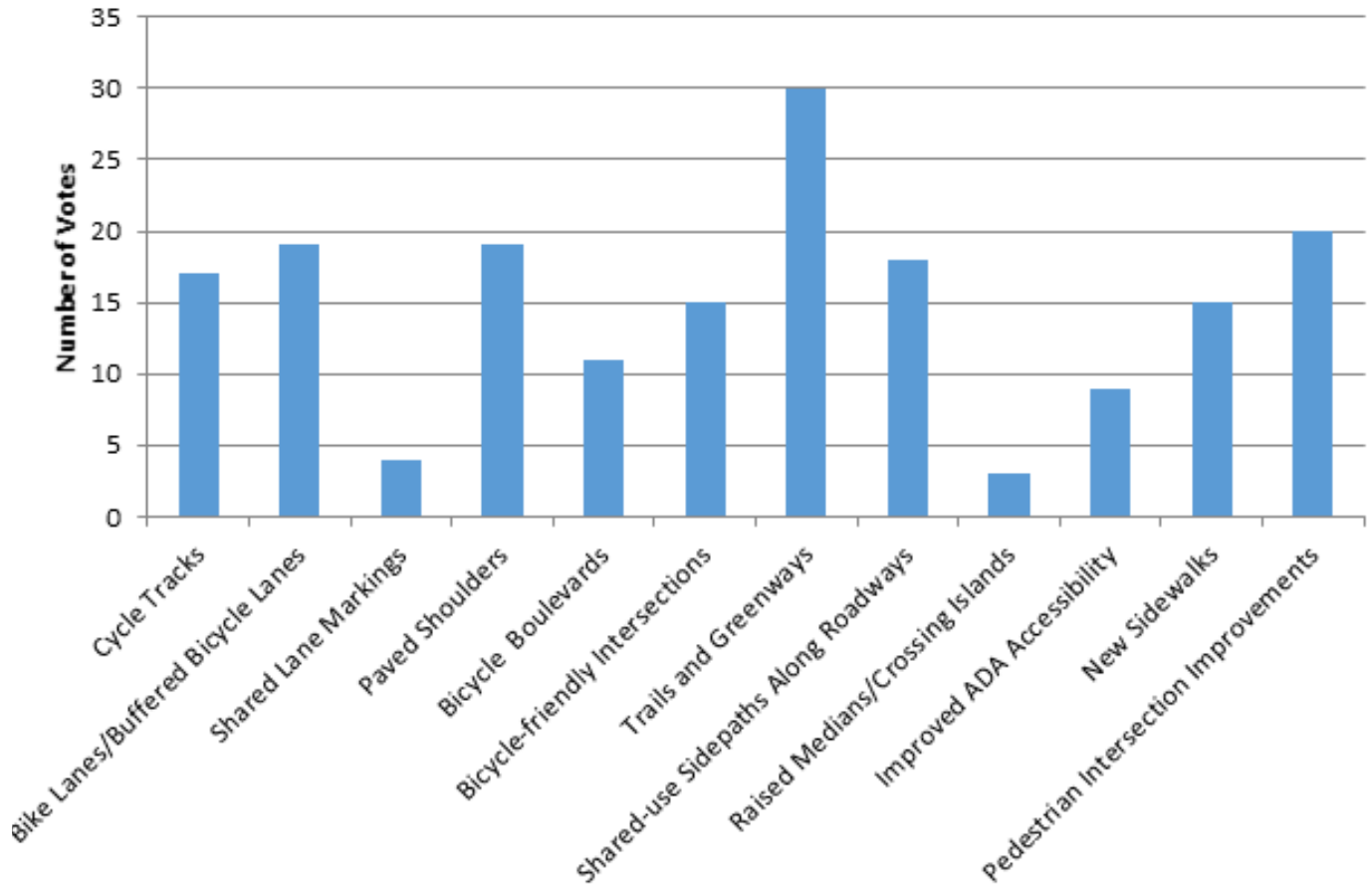
Typically similar streets were mentioned as in the Question 2. Connectivity to key destinations such as grocery stores, restaurants, schools, recreational areas and retail was an important consideration.

Question 4: Please share any additional comments.

Two of the most frequent comments were the need for better maintenance of bikeways, sidewalks and roadways as a whole, and the need for better lighting around the community.

Participant surveys showed support for better connectivity throughout Colleton County. Schools, for instance, were almost unanimously cited as necessary destinations to link with bicycle- and pedestrian-friendly routes.

Figure 2-11: Preferred Infrastructure Types By Public Meeting Participants



2.4 Opportunities and Constraints

2.4.1 Introduction

Colleton County has the foundation to become a strong walking and bicycling-friendly City. **The relatively mild climate year-round, the flat terrain, relatively high neighborhood and retail density in jurisdictions, and the well-connected street grid that prevails across the County's towns and cities are all characteristics that will push the region forward on its goals for walking and bicycling.**

However, as indicated in the public outreach, network analysis and safety analysis there are many significant safety concerns, physical barriers and gaps in network connectivity that must be addressed in order to reach these goals. The following sections present existing and proposed network conditions and discuss the current strengths and barriers of the transportation network for walking and bicycling.

2.4.2 Pedestrian Network

The existing and proposed pedestrian network has many **strengths and opportunities:**

- The street and sidewalk network is well connected in the downtown core of Walterboro. There are many existing streets in this area that are walk friendly and easy to cross.
- Recent efforts such as the Bells Highway Corridor Plan, Walterboro Downtown Redevelopment Master Plan and Walterboro Parks Master Plan show momentum for improved pedestrian connectivity in planning efforts.
- The downtown business district in Walterboro offers a walk-friendly environment that many residents currently utilize.
- The railway corridor between Walterboro and Highway 17 along Green Pond Highway presents a very good opportunity for a regional, greenway connection to the ACE Basin National Wildlife Refuge. There is also opportunity for continuation west and north of Waterboro connecting to Colleton County State Park, Williams and Lodge.
- Many civic destinations such as schools, libraries and parks are within walking distance of where homes are concentrated.
- There are several opportunities for recreational walking or running around the County including the Great Swamp Sanctuary, the Walking Park at Colleton Medical Center and Colleton State Park.
- High-visibility crosswalk markings are installed at some highly-trafficked pedestrian areas such as near schools.
- There have been many recent ADA and maintenance upgrades made to curb ramps and sidewalks where they currently exist throughout Walterboro and the County.

However, there are many **physical barriers** currently present for pedestrians as well:

- Major roadways such as (but not limited to) Bells Highway, Robertson Boulevard and Jefferies Highway are barriers for pedestrians trying to cross or traverse these roads due to large distances between safe crossings, long distances across roadways and long wait times for traffic signals to change. Also, there are several gaps in sidewalk coverage along these roadways.
- Many of the City's busiest retail, employment, recreation and learning centers are difficult to access by foot due to their location along high-traffic, high-speed and wide roadways. Also, the low density of development, high-frequency of curb-cuts and large parking lots in front of businesses along these corridors decreases walking comfort and increases walking distances and potential safety issues.
- Many residents are concerned about the lack of lighting for pedestrians around town. This discourages walking and decreases safety and comfort at night.
-

Better pedestrian and bicycle access could mean more visitors to local businesses, recreational activities, and other destinations. Hotel guests who frequently express a desire for these opportunities would have another way to see and do more throughout the County.

- Pedestrian access to several significant Walterboro and regional parks such as the Great Swamp Sanctuary and the ACE Basin Sports Complex is limited or non-existent.
- As ones moves away from the Walterboro city core, as well as the center of other County jurisdictions, the presence of sidewalks, sidewalk connectivity and street connectivity worsens, rendering many areas outside these centers un-walkable.
- Several existing sidewalks, especially in downtown Walterboro, are narrow, adjacent to fast moving traffic, or constrained by obstructions such as utility poles or maintenance issues. This creates an uncomfortable and potentially unsafe environment for pedestrians that discourages walking
- While much improvement has been made recently, many crosswalks are unmarked or are lacking curb cuts throughout the County.

2.4.3 Bicycling Network

The existing and proposed bicycling network has many **strengths and opportunities:**

- Low-volume neighborhood streets offer well-connected routes for bicycling off of streets with higher vehicular traffic volumes and speeds (like Bells Highway and Jefferies Highway).
- There are several streets in the roadway network with available space for adding bikeways within the existing curb-lines, either through lane width reduction or road diet projects such as Hampton Street, Wichman Street, Padgett Loop, Washington Street west of Jefferies Highway and Forest Hills Drive.
- The Great Swamp Sanctuary and many areas of the downtown are bike-friendly and appeal to a wide variety of users.
- Destinations are fairly well dispersed throughout town and density and street connectivity are supportive of bicycling near Walterboro's downtown core.
- The railway corridor between Walterboro and Highway 17 along Green Pond Highway presents a very good opportunity for a regional, greenway connection to the ACE Basin National Wildlife Refuge. There is also opportunity for continuation west and north of Waterboro connecting to Colleton County State Park, Williams and Lodge.
- Other utility corridors throughout the County offer opportunities for potential greenway connections to destinations like the ACE Basin Recreational Complex.
- A substantial amount of long-distance touring cycling and long-distance recreational bicycle riding already exists within the County. Improving facilities and outreach can attract more bicycle tourism to the region.
- Events like the Downtown Walterboro Criterium attract a number of cyclists to the region and existing programs like Eat Smart, Move More/Let's Go! Colleton encourage healthy and active lifestyle choices for residents.

However, there are many **physical barriers** currently present for bicyclists as well:

- Major roadways such as Bells Highway, Jefferies Highway, and Robertson Boulevard are barriers for bicyclists trying to cross or traverse these roads. Most roadways throughout the County do not have bicycle-friendly shoulders.
- Many of the City's busiest retail, employment, recreation and learning centers are difficult to access by bike due to their location along high-traffic, high-speed and wide roadways. Also, the low density of development, high-frequency of curb-cuts and large parking lots in front of businesses along these corridors decreases bicycling comfort and increases bicycling distances and potential safety issues.

- There are no delineated bicycle facilities in the County in spite of several areas being able to benefit from them.
- The presence of regional, designated bike routes is minimal throughout the County. Many residents and most visitors are unaware of preferred and safe routes for bicycling.
- There is no information as to what are preferred local bike routes and limited digital or physical wayfinding leading people to regional bicycle routes such as the East Coast Greenway, Coastal Route and Savannah River Run.
- Street connectivity and neighborhood density worsens as one moves out from town and city centers. This results in longer distances and the necessity to travel on higher speed and volume roadways for those travelling by bicycle.
- The surface condition and debris on some roadways make it difficult for bicyclists, who are more greatly susceptible to poor maintenance conditions.
- Bicycle parking is limited throughout jurisdictions, even in bike-friendly areas such as downtown.

The images and maps on the following pages show the existing conditions for walking and bicycling in Walterboro and across Colleton County.

The County can employ a variety of traffic calming techniques to tame wide, bicycle-unfriendly roads. Installing separated on- or off-street bicycle infrastructure will give bicyclists more comfortable rides. These types of improvements can transform physical barriers. The Plan's subsequent chapters contain a road map to implement these changes throughout Colleton County.

Colleton County Existing Conditions Photo Inventory

Sidewalks like this not only discourage walking by making it an uncomfortable activity, but they are an accessibility and safety issue to those with visual or mobility impairments. The narrow functional width of the sidewalk make this a difficult environment for users with mobility impairments, or even two pedestrians walking side by side or passing each other. (location: downtown Walterboro)

One of the comments the team heard at the public workshop was that h**otel guests on Jefferies Highway were frustrated that they weren't able to walk to nearby destinations** such as restaurants and the Great Swamp Sanctuary. (location: Jefferies Highway at Interstate 95)

Several curb ramp and sidewalk improvements have been made by SCDOT in recent years. However, many more still need to be made. (location: Walterboro)

Roadway design doesn't typically change to account for potential non-motorized traffic through population centers in Colleton County. For example, the roadway pictured is wide to cross and only has sidewalks on one side. This type of design is unsafe and discouraging to bicycle and pedestrian traffic. (location: Alternate 17, Cottageville)

Within Walterboro and other Colleton County communities, **there are many wide and low-volume roadways that are good candidates for adding bike lanes.** This would have the added benefits of slowing traffic speeds through neighborhood streets and reducing effective crossing distances for pedestrians. (location: Hampton Street, Walterboro)

While schools such as Forest Hill Elementary are easy for students to walk or bike to, **most schools in Colleton County are not easy accessible by walking or bicycling** (location: Colleton Prep, Academy Rd)

Jefferies Highway has several gaps in sidewalk connectivity and is a difficult environment for bicyclists. A sidewalk or sidepath along Jefferies Highway and Tuskegee Airmen Drive (as has been proposed previously) could create non-motorized connectivity to popular destinations such as the ACE Basin recreational fields, and Colleton County middle and high schools.

There are some great recreational walking amenities around Walterboro such as the Great Swamp Sanctuary and the Walking Park at Colleton Medical Center (pictured). These amenities should be connected into the City's bicycling and walking network.

The City of Walterboro and Colleton County houses the South Carolina Coastal Route, a statewide bike route. While this route has wider shoulders to more comfortably accommodate bicyclists, the rumble strips are not a bicycle-friendly design. These should be corrected to make this route more friendly and attractive for bicycling. (location: Alternate Route 17 near Walterboro)

A greenway could be built along the abandoned railroad corridor which runs along Green Pond Highway. This could be a very attractive non-motorized connection to the ACE Basin National Wildlife Refuge.

The ACE Basin National Wildlife Refuge is a regional and national destination for hiking, birding, hunting and other activities. Improving non-motorized connectivity to the Refuge and well-placed wayfinding signage for drivers, bicyclists and walkers in this area could attract more people to other destinations in the County such as downtown Walterboro.

Bicyclists and pedestrians are especially sensitive to poorly maintained facilities. **Poor maintenance of roadways and existing non-motorized facilities can be an issue for bicyclists and pedestrians in Colleton County.** (location: Great Swamp Sanctuary)

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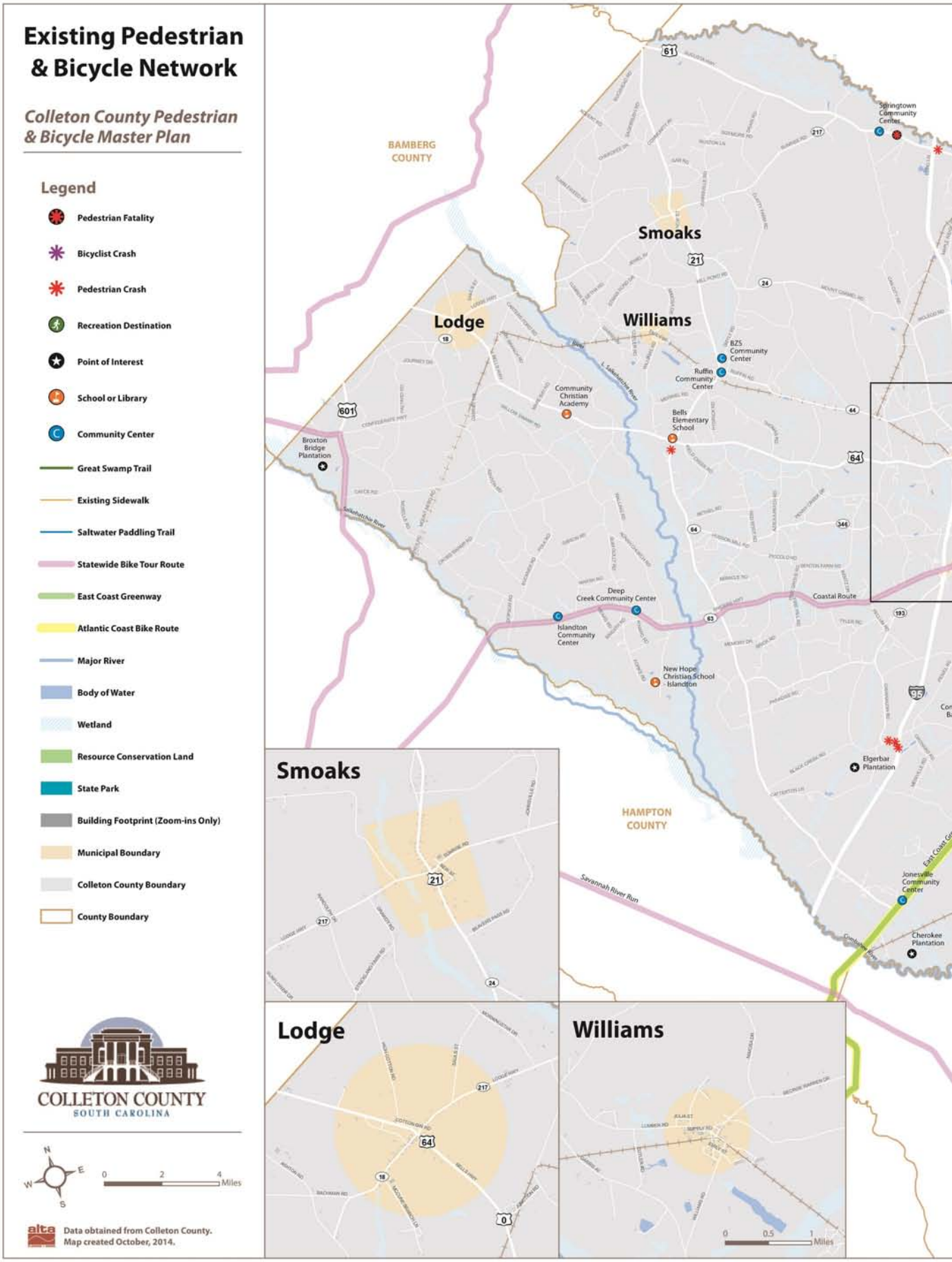
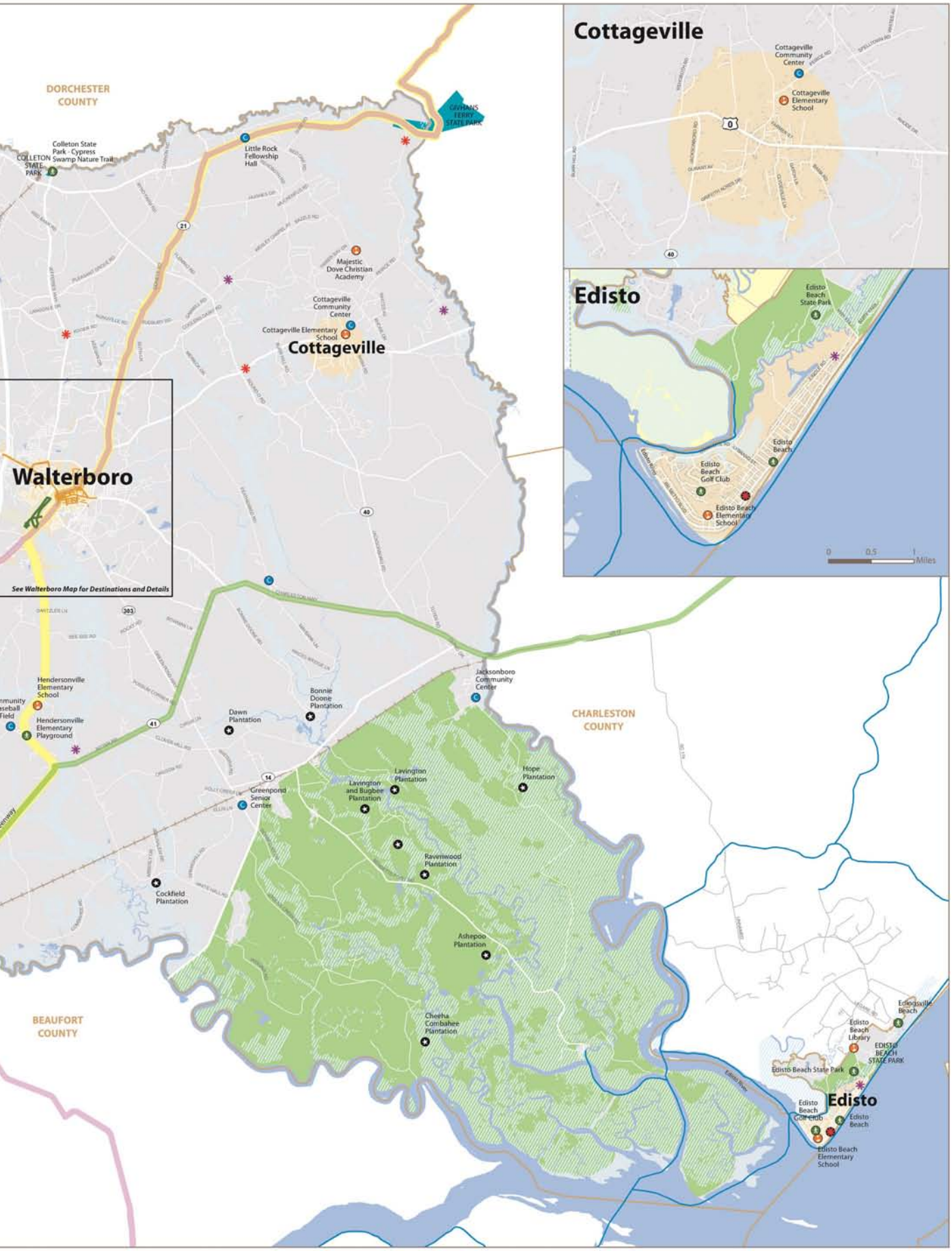
Figure 2-12 - Colleton County Existing Pedestrian and Bicycle Network




Cottageville
Cottageville Community Center
Cottageville Elementary School
Edisto
Edisto Beach State Park
Edisto Beach
Edisto Beach Golf Club
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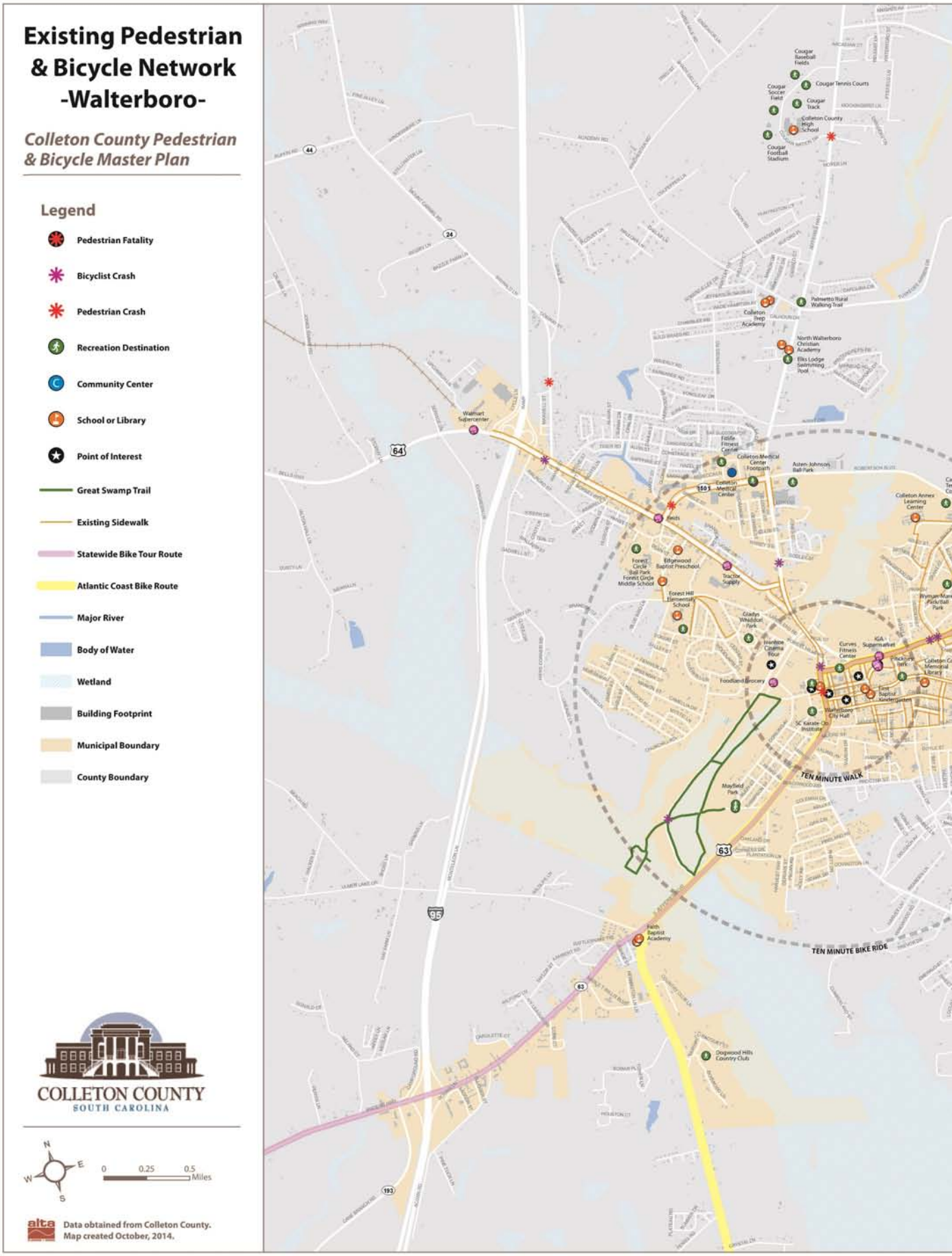
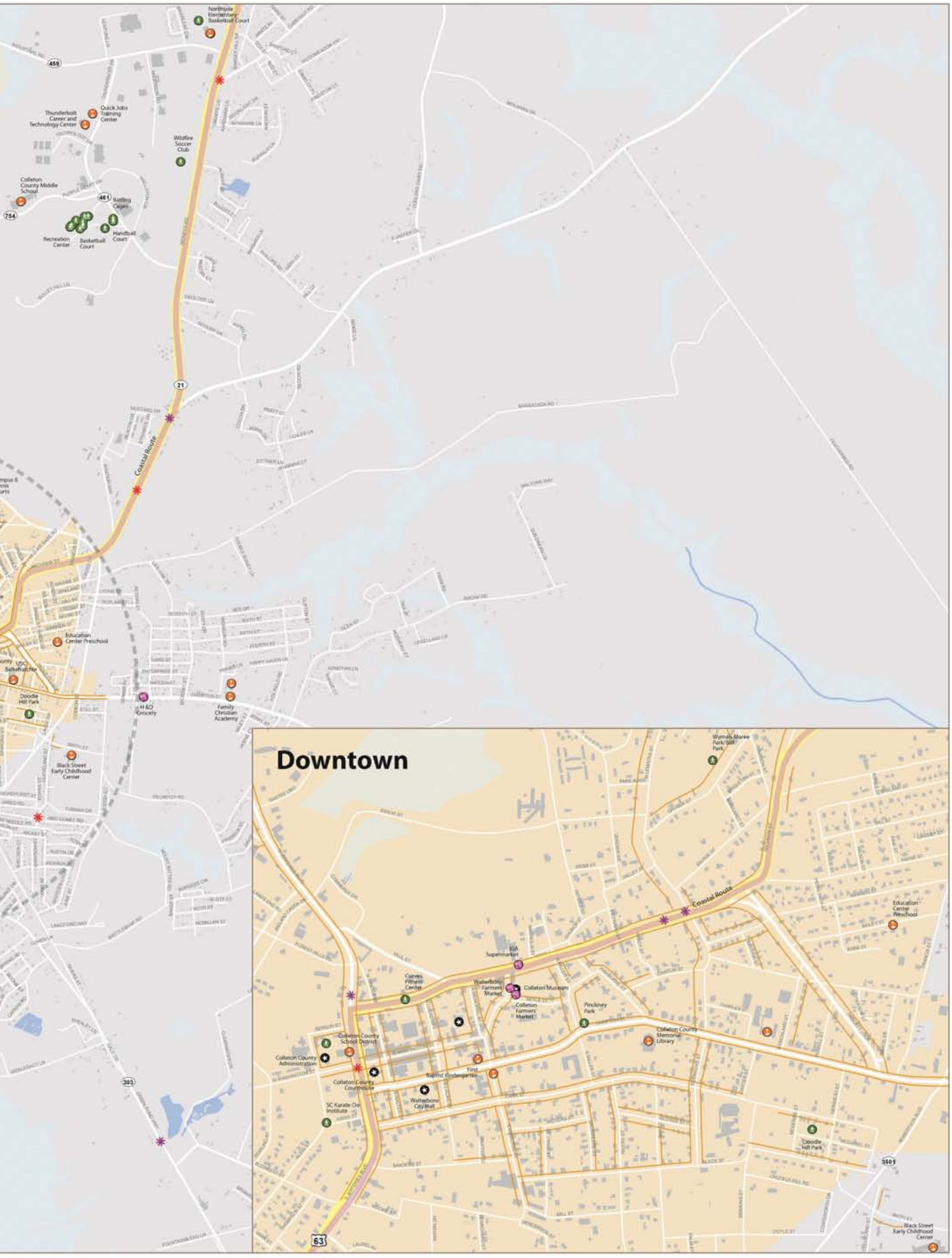
0 0.5 1 Miles
DORCHESTER COUNTY
Colleton State Park - Cypress Swamp Nature Trail
COLLETON STATE PARK
Little Rock Fellowship Hall
GIVHANS FERRY STATE PARK
Majestic Dove Christian Academy
Walterboro
See Walterboro Map for Destinations and Details
Hendersonville Elementary School
Hendersonville Elementary Playground
Bonnie Doone Plantation
Dawn Plantation
Jacksonboro Community Center
CHARLESTON COUNTY
Greenpond Senior Center
Lavington Plantation
Lavington and Bugbee Plantation
Hope Plantation
Ravenwood Plantation
Cockfield Plantation
Ashepoo Plantation
Cheeha Combahee Plantation
BEAUFORT COUNTY
Edisto Beach Library
EDISTO BEACH STATE PARK

Figure 2-13 - Walterboro Existing Pedestrian and Bicycle Network




Downtown
Coastal Route
Northside Elementary Basketball Court
Thunderbolt Career and Technology Center
Quick Jobs Training Center
Wildfire Soccer Club
Colleton County Middle School
Batting Cages
Recreation Center
Basketball Court
Handball Court
Education Center Preschool
H&O Grocery
Family Christian Academy
Doodle Hill Park
Black Street Early Childhood Center
Wymun Maree Park/Skit Park
IGA Supermarket
Curves Fitness Center
Walterboro Farmers Market
Colleton Museum
Colleton Farmers' Market
Pinckney Park
Colleton County School District
Colleton County Administration
Colleton County Courthouse
First Baptist Kindergarten
Walterboro City Hall
SC Karate-Do Institute
Colleton County Memorial Library
Doodle Hill Park
Black Street Early Childhood Center
459
461
754
21
303
63
1609

Walterboro, in conjunction with East Smart Move More! Colleton County, provides information on walking routes, healthy food access, and walking and bicycling destinations and related events. The downtown reference map (pictured) is an great example of this.

3: Network Recommendations

Recommendations Overview

The final three chapters of this Plan present the pedestrian and bicycle network recommendations for Colleton County and provides a roadmap to implement these recommendations. Recommendations are representative of the project vision, goals and objectives, community needs discovered in the existing conditions analysis and public and stakeholder input. The section is divided into three primary parts:

Chapter 3 presents the network recommendations for Colleton County and Walterboro, highlighting key considerations in the development of the recommended network.

Chapter 4 presents the implementation plan. This prioritizes projects based on best practices and identified community need. Walterboro projects are grouped into five year implementation phases and construction cost estimates are calculated for each project.

Chapter 5 presents potential funding sources to implement the Plan. This section identifies federal, state, local and private sources of funding that should be explored when implementing this plan.

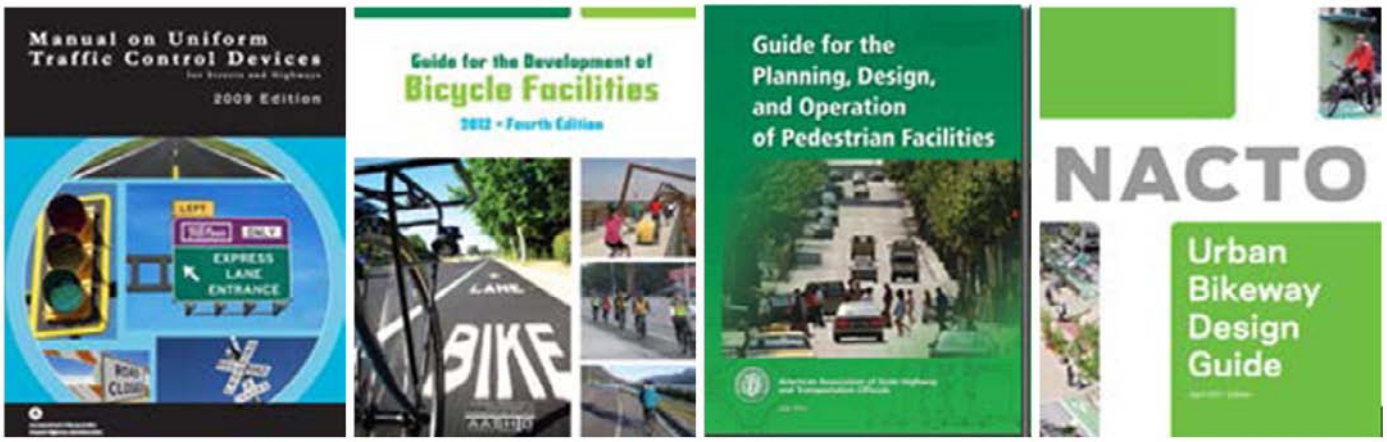
The project team and stakeholders developed pedestrian and bicycle network recommendations that, when implemented, will provide safe and comfortable access by foot or bike to a variety of destinations throughout Walterboro and Colleton County. Recommended facility types are based on national best practices for pedestrian and bicycle design and are compliant with state and national design guidelines. The following sections present an overview of recommended facility types to provide context for the recommendations.

3.1 Design Resources

There are a number of state and national design resources that provide more detailed information on the design of the facilities recommended in this Plan. An overview of these is presented below:

Manual on Uniform Traffic Control Devices (MUTCD): defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is the primary source for guidance on lane striping requirements, signal warrants, and recommended signage and pavement markings. To clarify guidance on bicycle facilities, FHWA has set up the following website as a resource: *http://www.fhwa.dot.gov/environment/bikeped/mutcd_bike.htm*

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, updated in June 2012 provides guidance on dimensions, use, and layout of



specific bicycle facilities. The standards and guidelines presented by AASHTO provide basic information, such as minimum sidewalk widths, bicycle lane dimensions, detailed striping requirements and recommended signage and pavement markings.

The National Association of City Transportation Officials' (NACTO) 2012 Urban Bikeway Design Guide is the newest publication of nationally recognized bicycle-specific design guidelines, and offers guidance on the current state of the practice designs. The NACTO Urban Bikeway Design Guide is based on current practices in the best cycling cities in the world. The intent of the guide is to offer substantive guidance for cities seeking to improve bicycle transportation in places where competing demands for the use of the right of way present unique challenges. All of the NACTO Urban Bikeway Design Guide treatments are in use in many cities around the US and internationally.

The 2004 AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities provides comprehensive guidance on planning and designing for people on foot.

The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for the construction of accessible facilities. This includes requirements for sidewalk curb ramps, slope requirements, and pedestrian railings along stairs. Meeting the requirements of the Americans with Disabilities Act (ADA) is an important part of any bicycle and pedestrian facility project.

The 2011 AASHTO: A Policy on Geometric Design of Highways and Streets commonly referred to as the "Green Book," contains the current design research and practices for highway and street geometric design.

The South Carolina Department of Transportation has published a variety of additional resources for designing bicycle and pedestrian facilities. These include the SCDOT Highway Design Manual, SCDOT Traffic Calming Design Guidelines, SCDOT Traffic Signal Design Guidelines and SCDOT Access and Roadside Management Standards. In recent years, SCDOT has also issued several Traffic Engineering Guidelines and Engineering Directive Memorandums for such treatments as pedestrian hybrid beacons, shared lane markings, rumble strips and other complete streets treatments.

3.2 Design for Pedestrians

The transportation network should accommodate pedestrians with a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive

the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

The Manual of Uniform Traffic Control Devices (MUTCD) recommends a normal walking speed of three and a half feet per second when calculating the pedestrian clearance interval at traffic signals. Typical walking speeds can drop to three feet per second in areas with older populations and persons with mobility impairments. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest reasonable extent.

3.2.1 Sidewalks

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Sidewalks are typically constructed of concrete and are separated from the roadway by a curb and gutter and preferably a landscaped planting strip area. Sidewalks are a common application in both urban and suburban environments. Attributes of well-designed sidewalks include the following:

Accessibility: A network of sidewalks should be accessible to all users. Roadway crossing distances and distances between crossings should be minimized to accommodate and encourage pedestrian travel.

Adequate width: Two people should be able to walk side-by-side. Different walking speeds should be possible. In areas of intense pedestrian use, sidewalks should accommodate the high volume of walkers.

Safety: Design features of the sidewalk should allow pedestrians to have a sense of security and predictability. Sidewalk users should not feel they are at risk due to the presence of adjacent traffic.

Continuity: Walking routes should be obvious and should not require pedestrians to travel out of their way unnecessarily.

Lighting: Good lighting is an important aspect of visibility, safety, and accessibility.

Landscaping: Plantings and street trees contribute to the overall psychological and comfort of sidewalk users, and should be designed in a manner that contribute to the safety of people and provide shade.

Drainage: Sidewalks and curb ramps should be designed so that standing water is minimized.

Social space: There should be places for standing, visiting, and sitting. The sidewalk area should be a place where adults and children can safely participate in public life.

Quality of place: Sidewalks should contribute to the character of neighborhoods and business districts.

Sidewalk Zones

The sidewalk area can be broken down into four distinct zones as seen in **Figure 3-1** below. The concept of sidewalk zones should be strictly followed for a sidewalk to function properly and provide safe passage for all users. This is especially important for users with visual or physical impairments to be able to effectively navigate the corridor.

Other considerations such as sidewalk obstructions, driveways, width and access through construction areas are important to consider as well.

3.2.2 Intersections

Intersections are also an important piece of the pedestrian realm. Attributes of pedestrian-friendly intersection design include:

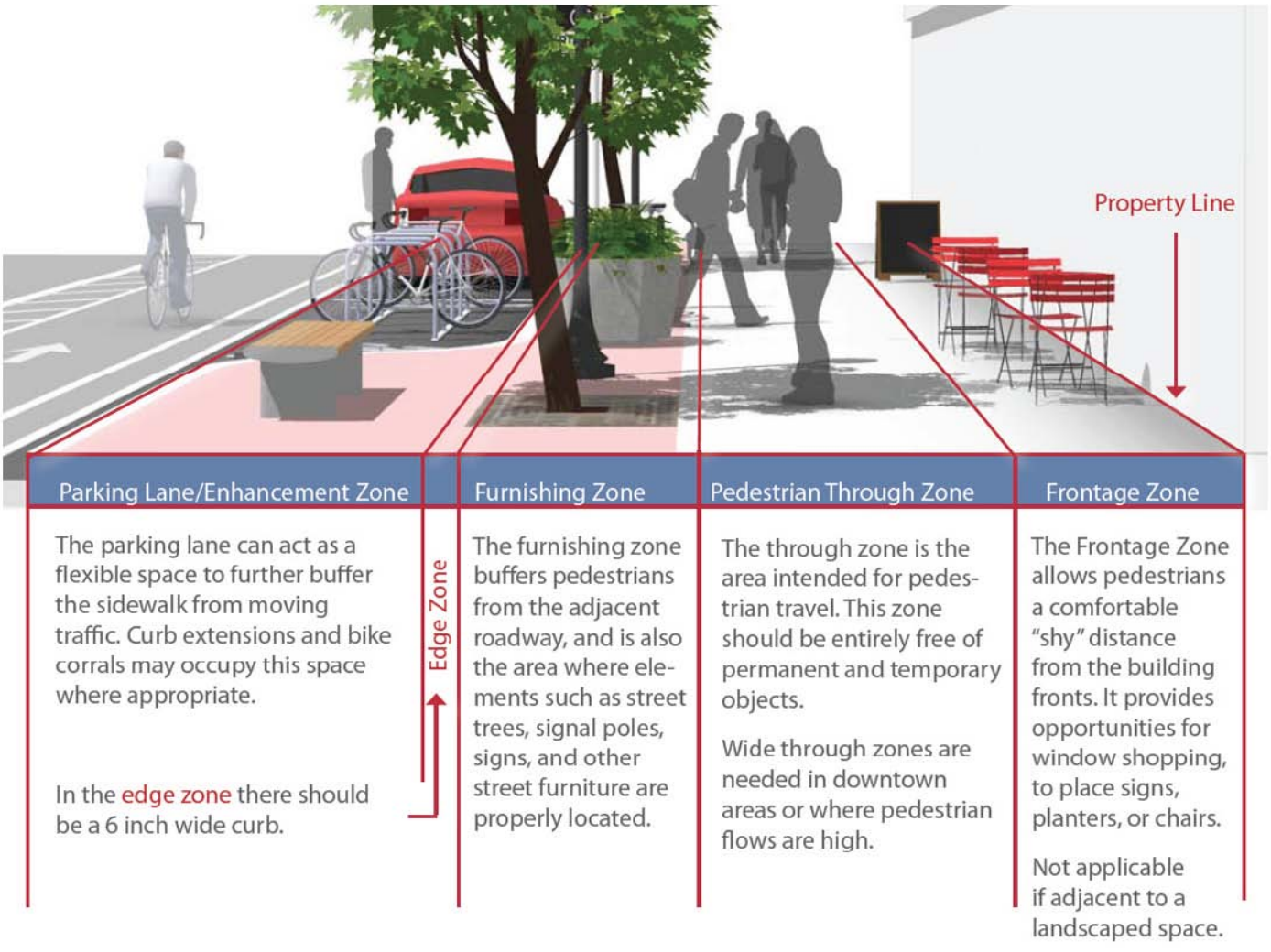
Clear Space: Corners should be clear of obstructions. They should also have enough room for curb ramps, for transit stops where appropriate, and for street conversations where pedestrians might congregate.

Visibility: It is critical that pedestrians on the corner have a good view of vehicle travel lanes and that motorists in the travel lanes can easily see waiting pedestrians.

Legibility: Symbols, markings, and signs used at corners should clearly indicate what actions the pedestrian should take.

Accessibility: All corner features, such as curb ramps, landings, call buttons, signs, symbols, markings, and textures, should meet accessibility standards and follow universal design principles.

Figure 3-1 - Sidewalk Zones



Separation from Traffic: Corner design and construction should be effective in discouraging turning vehicles from driving over the pedestrian area. Crossing distances should be minimized.

Lighting: Good lighting is an important aspect of visibility, legibility, and accessibility.

These attributes will vary with context but should be considered in all design processes. For example, more remote intersections may have limited or no signing. However, legibility regarding appropriate pedestrian movements should still be taken into account during design.

3.2.3 Design for Bicyclists

Bicyclists, by nature, are much more affected by poor facility design, construction and maintenance practices than motor vehicle drivers. Bicyclists lack the protection from the elements and roadway hazards provided by an automobile's structure and safety features. By understanding the unique characteristics and needs of bicyclists, a facility designer can provide quality facilities and minimize user risk.

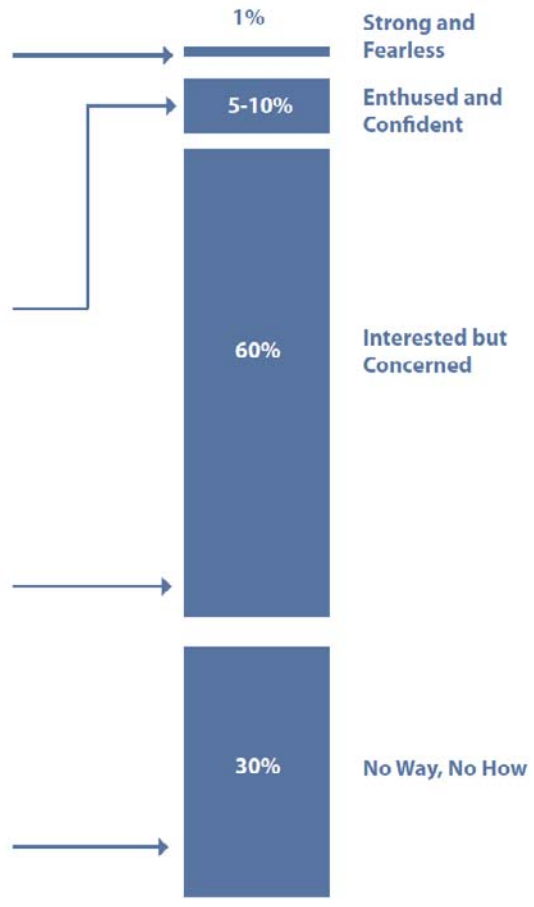
Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions.

It is important to consider bicyclists of all skill levels when creating an active transportation or complete street plan or project. Bicyclist skill level greatly influences expected speeds and behavior, both in separated bikeways and on shared roadways. Bicycle infrastructure should accommodate as many user types as possible, with decisions for separate or parallel facilities based on providing a comfortable experience for the greatest number of people.

The planning and engineering professions currently use several systems to classify the cycling population, which can assist in understanding the characteristics and infrastructure preferences of different bicyclists. The most conventional framework classifies the "design cyclist" as Advanced, Basic, or Child. A more detailed understanding of the US population as a whole is illustrated in the following figure. Developed by planners in Portland, OR and supported by data collected nationally since 2005, this classification provides the following alternative categories to address varying attitudes towards bicycling in the US:

Strong and Fearless (approximately 1% of population) – Characterized by bicyclists that will typically ride anywhere regardless of roadway conditions or weather. These bicyclists can ride faster than other user types, prefer direct routes and will typically choose roadway

Figure 3-2 - The Four Types of Bicyclists



connections - even if shared with vehicles - over separate bicycle facilities such as shared use paths.

Enthused and Confident (5-10% of population) - This user group encompasses bicyclists who are fairly comfortable riding on all types of bikeways but usually choose low traffic streets or shared use paths when available. These bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists such as commuters, recreationalists, racers and utilitarian bicyclists.

Interested but Concerned (approximately 60% of population) – This user type comprises the bulk of the cycling population and represents bicyclists who typically only ride a bicycle on low traffic streets or multi-use trails under favorable weather conditions. These bicyclists perceive significant barriers to their increased use of cycling, specifically traffic and other safety issues. These people may become "Enthused & Confident" with encouragement, education and experience and higher level facilities, such as buffered and protected bike lanes.

No Way, No How (approximately 30% of population) – Persons in this category are not bicyclists, and perceive severe safety issues with riding in traffic. Some people in this group may eventually become regular cyclists with time and education. A significant portion of these people will not ride a bicycle under any circumstances.

3.2.4 Bicycle Facility Types

Consistent with bicycle facility classifications throughout the nation, the facility types presented in the figures below identify classes of facilities by degree of separation from motor vehicle traffic. In general, the wider the roadway, the higher the traffic volume, and the greater the traffic speed, the more separation is necessary to provide safe and comfortable riding conditions for bicyclists. This Plan recommends the following facility types for implementation in Colleton County and Walterboro.

Paved Shoulders Typically found in more rural areas, shoulder bikeways are paved roadways with striped shoulders (4'+) wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway. In rural areas shoulders also provide an area for pedestrian travel where traffic volumes or development may not warrant sidewalks or sidepaths.

Bicycle Boulevards are enhanced bike routes on local street networks. They are minimally designated by pavement markings and bicycle wayfinding signage. Traffic calming devices to reduce vehicle speeds and volumes while maintaining bicycle access such as traffic diverters, chicanes and chokers may also be used in conjunction with bicycle boulevards.

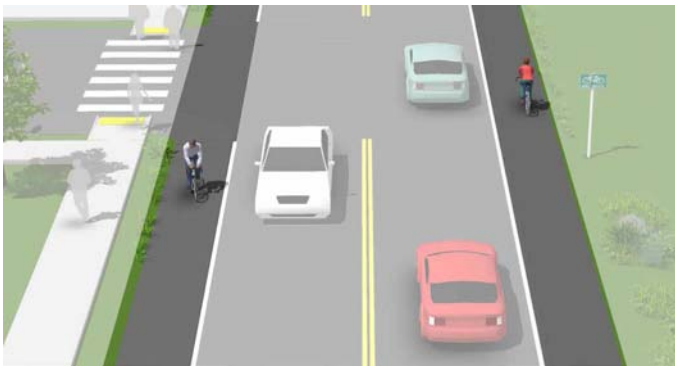
Bike Lanes use striping and optionally signage to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes encourage predictable movements by both bicyclists and motorists.

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffered bike lanes are designed to increase the space between the bike lane and the travel lane and/or parked cars.

Cycle Tracks are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of conventional bike lanes. These are also referred to as protected bicycle lanes. Cycle tracks are either raised or at street level and use a variety of elements for physical protection from passing traffic.

Shared Use Paths are facilities separated from roadways for use by bicyclists and pedestrians. Sidepaths usually

Paved Shoulders

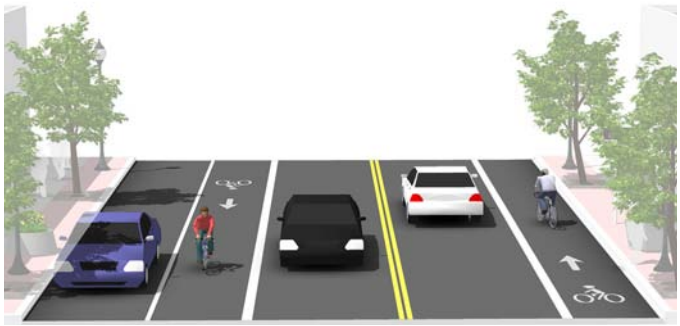


Cycle Tracks

Bicycle Boulevards

Shared Use Path

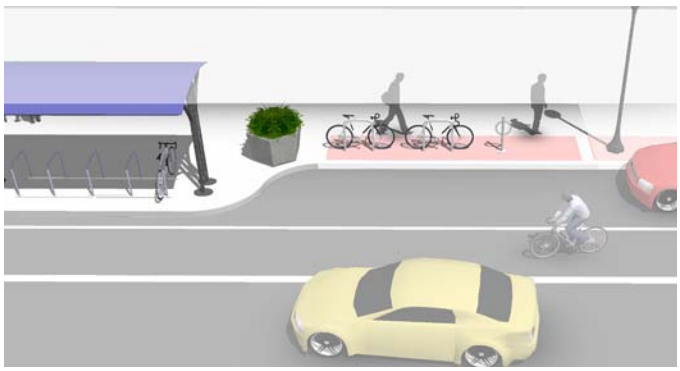
Bike Lanes



Buffered Bike Lanes

refer to shared use paths immediately adjacent to the roadway. Greenways refer to shared-use paths that don't necessarily follow a roadway alignment. Greenways typically follow other features such as railroads, utility lines, or streams

3.2.5 Bicycle Parking



Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of two hours or less, or long-term parking for employees, students, residents, and commuters. In order to encourage bicycling in Walterboro and Colleton County, plentiful, convenient and attractive bicycle parking must be provided. While specific bicycle parking locations are not identified in this planning effort, ample bicycle parking should be provided at popular bicycling destinations such as parks, schools, retail areas and other gathering places. The County could better insure this by including bicycle parking as part of their requirements for new development. Best practice guidelines for bicycle parking policy and the design and planning of bicycle parking can be found in the ABPB Bike Parking Guidelines: *http://www.apbp.org/?page=publications*

3.3 Network Recommendations

Figures 3-3 to 3-6 present a comprehensive long-term vision for a Colleton County pedestrian and bicycle network. These recommendations are intended to reflect the needs pedestrians and bicyclists of all ages and abilities, whether it is a child walking to school, a wheelchair-bound individual fulfilling their daily needs, an employee bicycling to their job, a family out for a leisurely bike ride or a recreational cyclist taking long-distance ride across the County.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&
FRAMING

Figure 3-3 - Colleton County Pedestrian Network Improvements

Existing and Proposed Pedestrian Improvements

Colleton County Pedestrian & Bicycle Master Plan

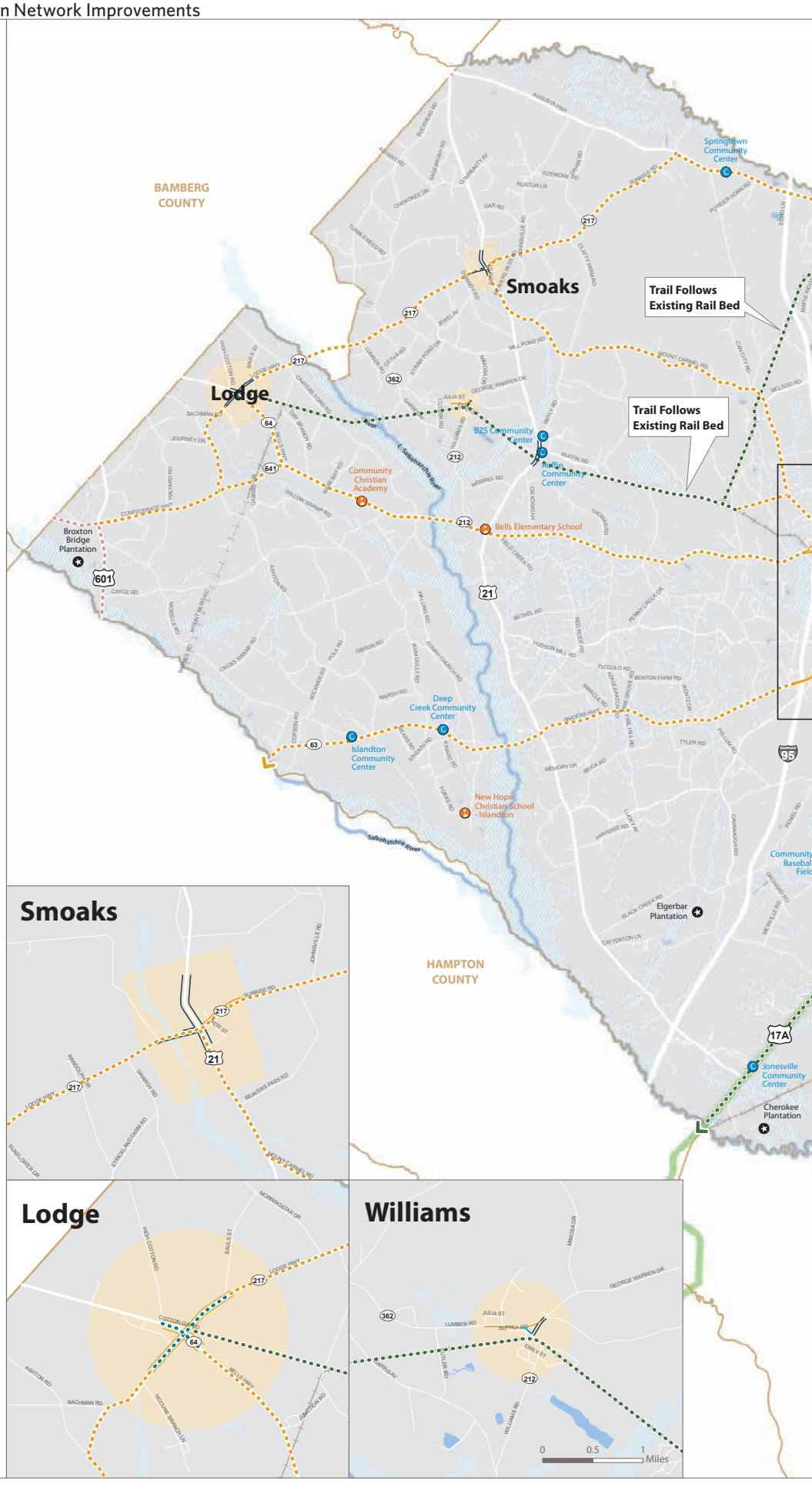
Legend

Sidewalk Improvements

- Existing
- Proposed

Proposed Bike/Ped Improvements

- Greenway or Sidepath
- 4' Paved Shoulders
- 6' Paved Shoulders
- Great Swamp Trail
- Recreation Destination
- Point of Interest
- School or Library
- Community Center
- Saltwater Paddling Trail
- Statewide Bike Tour Route
- East Coast Greenway
- Atlantic Coast Route
- Major River
- Body of Water
- Wetland
- Resource Conservation Land
- State Park
- Municipal Boundary



COLLETON COUNTY
SOUTH CAROLINA

Data obtained from Colleton County.
Map created December, 2014


Reroute State Bike Touring Route and Adventure Cycling Route via Wire Road
DORCHESTER COUNTY
GIVHANS FERRY STATE PARK
Colleton State Park - Cypress Swamp Nature Trail
Little Rock Fellowship Hall
Majestic Dove Christian Academy
Cottageville Community Center
Cottageville Elementary School
Cottageville
Walterboro
See Walterboro Map for Destinations and Details
East Coast Greenway
Jacksonboro Community Center
CHARLESTON COUNTY
Hendersonville Elementary School
Hendersonville Elementary Playground
Dawn Plantation
Bonnie Doone Plantation
Lavington Plantation
Lavington and Bugbee Plantation
Hope Plantation
Greenpond Senior Center
Ravenwood Plantation
Cockfield Plantation
ACE Basin National Wildlife Refuge
Ashepoo Plantation
Cheeha Combahee Plantation
BEAUFORT COUNTY
Edisto River
Combahee River
SC Saltwater Paddling Trail
Edingsville Beach
Edisto Beach Library
Edisto Beach State Park
EDISTO BEACH STATE PARK
Edisto Beach
Cottageville
Cottageville Community Center
Cottageville Elementary School
Edisto
0 0.5 1 Miles

Figure 3-4 - Colleton County Bicycle Network Recommendations

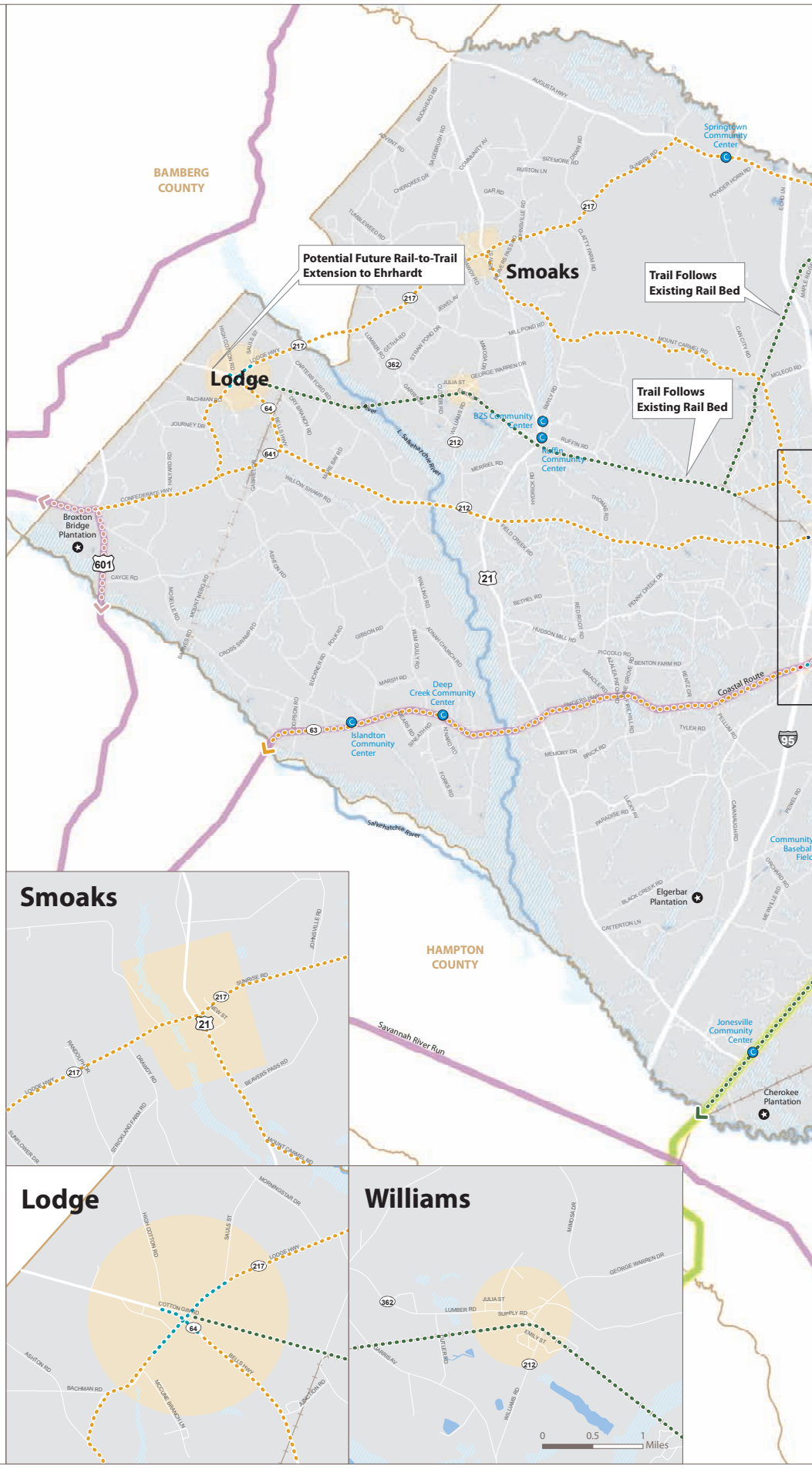
Existing and Proposed Bicycle Network

Colleton County Pedestrian & Bicycle Master Plan

Proposed Bicycle Improvements

- Greenway or Sidepath
- Cycle Tracks
- Buffered Bike Lanes
- Bike Lanes
- 4' Paved Shoulders
- 6' Paved Shoulders
- Bicycle Boulevard
- Bike Route
- Existing Bike Lanes
- Great Swamp Trail

- Recreation Destination
- Point of Interest
- School or Library
- Community Center
- Saltwater Paddling Trail
- Statewide Bike Tour Route
- East Coast Greenway
- Atlantic Coast Bike Tour Route
- Major River
- Body of Water
- Wetland
- Resource Conservation Land
- State Park
- Municipal Boundary



COLLETON COUNTY
SOUTH CAROLINA

Data obtained from Colleton County.
Map created November, 2014


Reroute State Bike Touring Route and Adventure Cycling Route via Wire Road
DORCHESTER COUNTY
GIVHANS FERRY STATE PARK
Colleton State Park - Cypress Swamp Nature Trail
Cottageville
Cottageville Community Center
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See Walterboro Map for Destinations and Details
Atlantic Coast Route
East Coast Greenway
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Jacksonboro Community Center
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Hendersonville Elementary Playground
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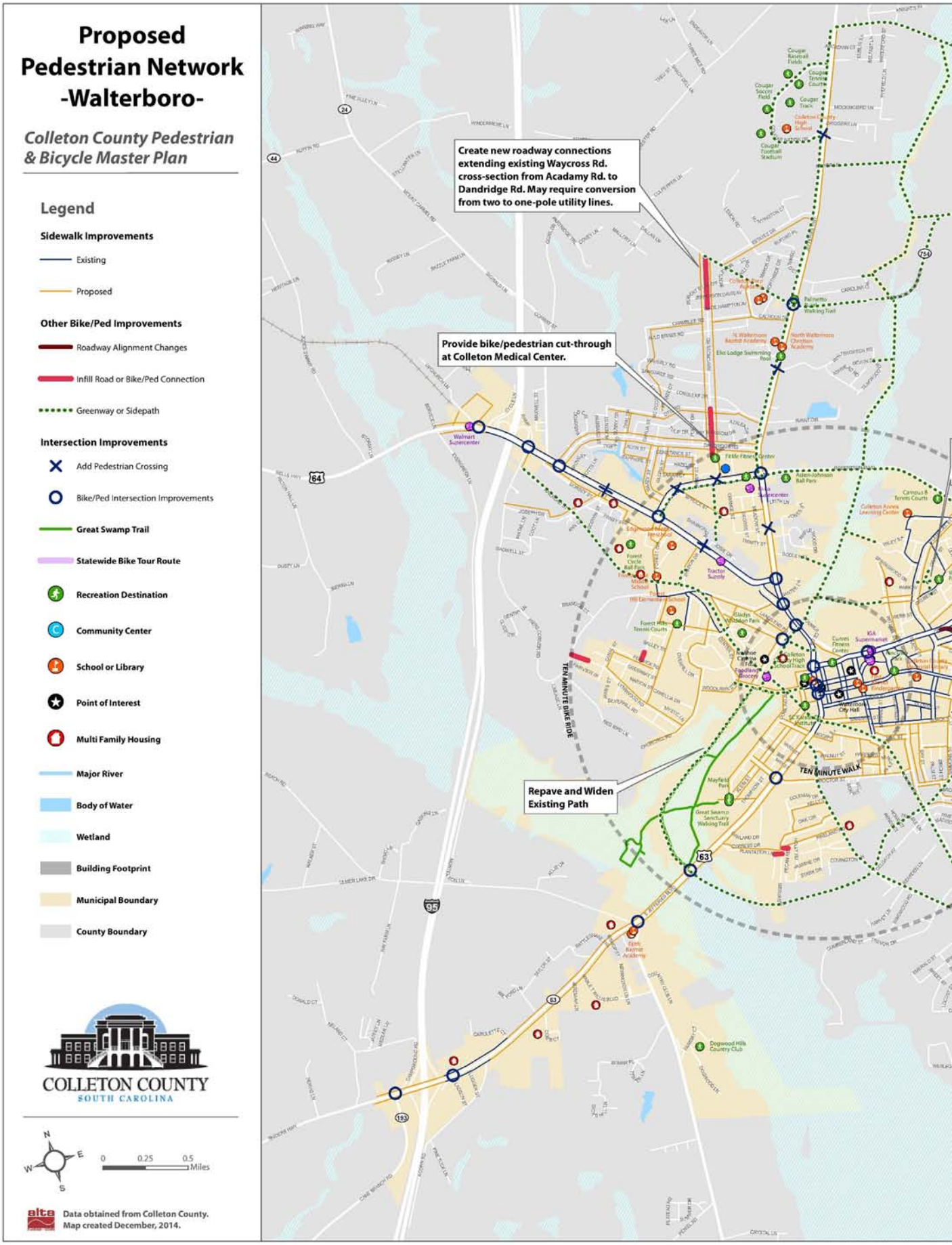
Bonnie Doone Plantation
Lavington Plantation
Lavington and Bugbee Plantation
Hope Plantation
Greenpond Senior Center
Ravenwood Plantation
Cockfield Plantation
ACE Basin National Wildlife Refuge
Ashepoo Plantation
Cheeha Combahee Plantation
BEAUFORT COUNTY
Edisto
Edisto Beach State Park
EDISTO BEACH STATE PARK
Edingsville Beach
Edisto River
Cottageville Elementary School
Edisto Beach Golf Club
Edisto Beach Elementary School
0 0.5 1 Miles

Figure 3-5 - Walterboro Pedestrian Network Recommendations



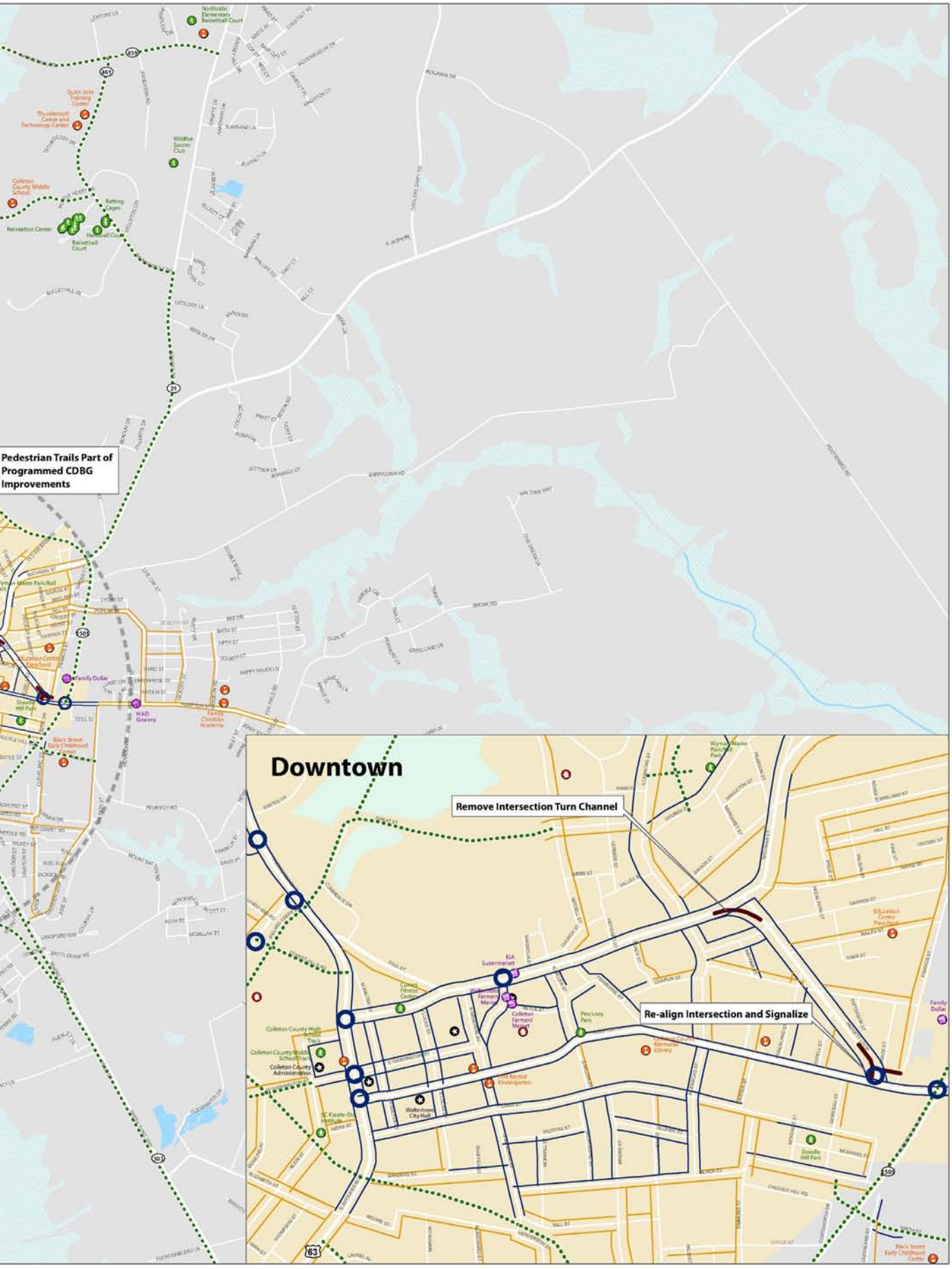
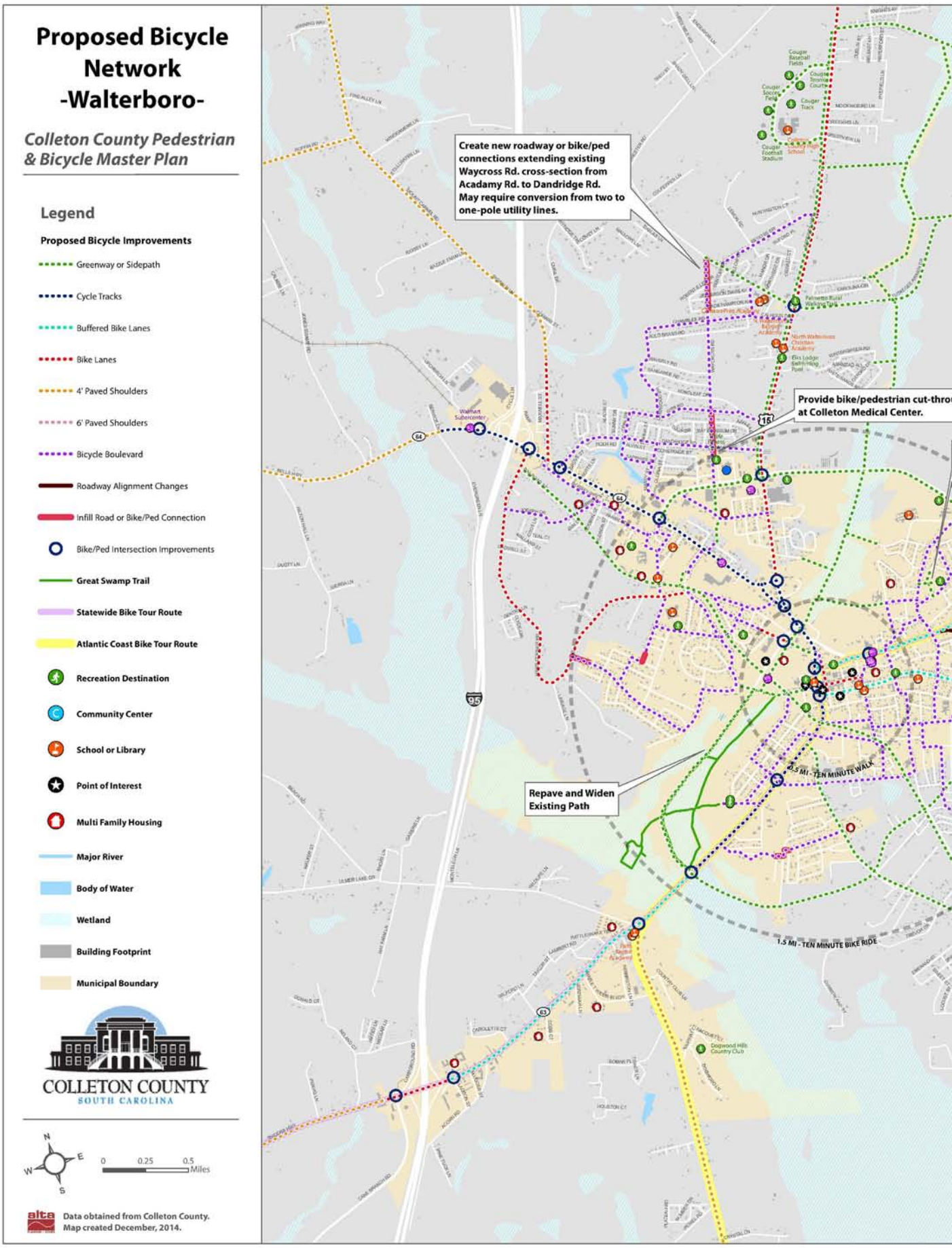
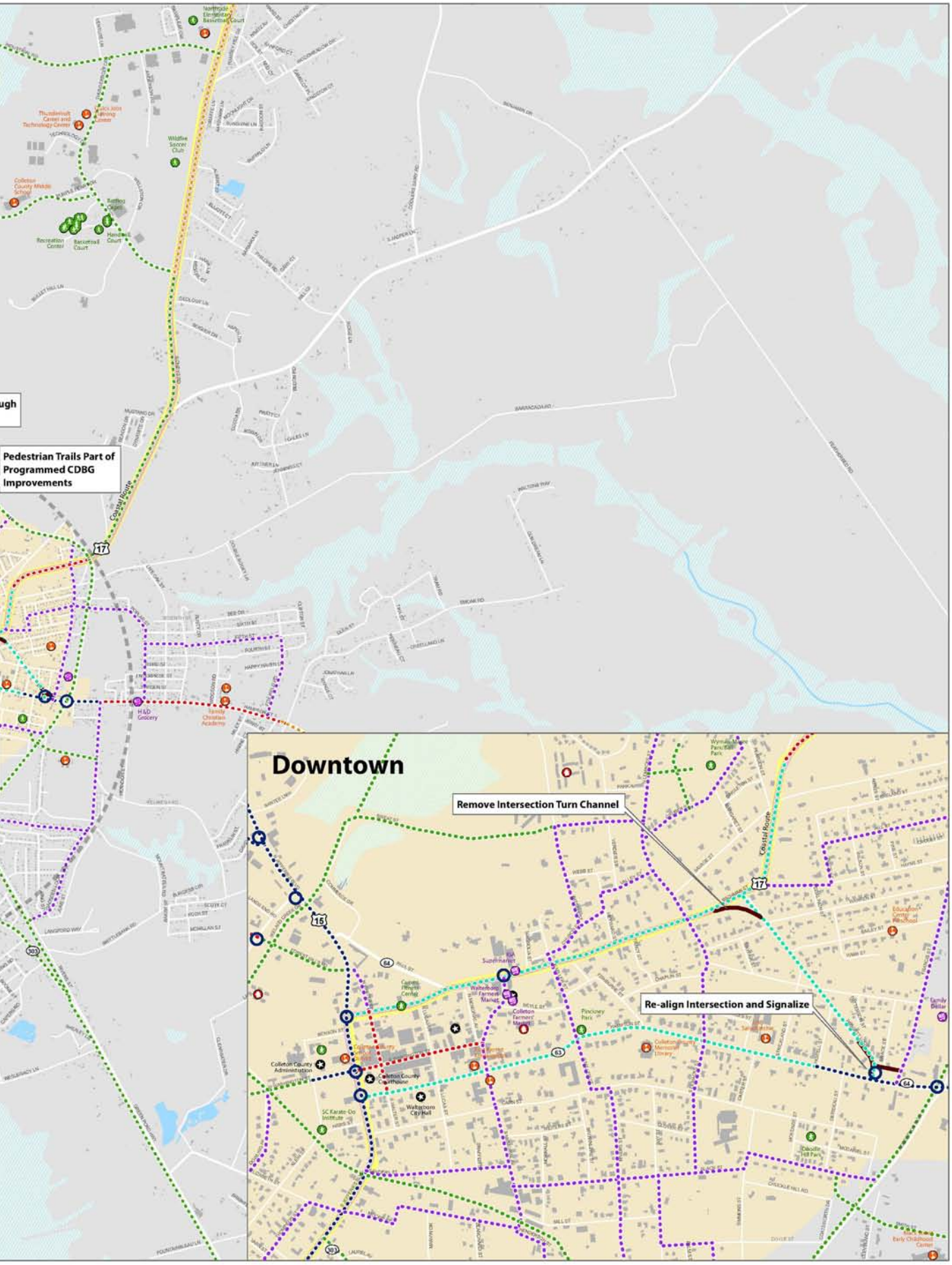

Pedestrian Trails Part of Programmed CDBG Improvements
Downtown
Remove Intersection Turn Channel
Re-align Intersection and Signalize

Figure 3-6 - Walterboro Bicycle Network Recommendations




Pedestrian Trails Part of Programmed CDBG Improvements
Coastal Route
17
Downtown
Remove Intersection Turn Channel
Re-align Intersection and Signalize
15
64
63
303

Project prioritization targets high-impact, low-cost opportunities like sidewalk gaps and road-diet opportunities in the pedestrian and bicycle network.

Photo Credit: SC Safe Routes to School Network

4: Implementation Plan

Introduction

The network recommendations presented in the previous section show the long-term vision for the walking and bicycling network. Achieving this vision will require: political support; local advocacy; coordination with project partners such as SCDOT; and adequate, and preferably dedicated, funding to cover installation and long-term maintenance of facilities.

To help obtain the highest value on investment, meet Plan goals and build support for improvements over time, the both the pedestrian and bicycling network have been prioritized and divided into five year phases with the highest-priority projects being targeted for implementation first. The goal of prioritization is to ensure that improvements are distributed equitably, and that projects generating the greatest benefit while expending the least amount of resources are implemented first. Prioritization factors and weights are based upon feedback the project team received from the public and other key project stakeholders.

4.1 City of Walterboro Prioritization and Cost Estimates

4.1.1 Prioritization and Phasing Methodology

Each project segment in the City of Walterboro was assigned a prioritization score in GIS based on the sum of the characteristics below:

10 Points - Design Feasibility

- Projects included in previous proposals or adopted plans
- Projects that are relatively easy to implement (bike boulevards, projects with no land acquisition)
- Projects with expressed community support

8 Points - Provides primary cross-city/cross-county connectivity

3-9 Points - Proximity to schools (3 points for proximity to one school, 6 for two schools, 9 for 3+)

- Within ½ mile for bicycle projects, ¼ mi for pedestrian projects.

3-9 Points - Connects to multi-family housing (an indicator of high-density, lower-income and/or senior populations in Walterboro) (3 points for proximity to one development, 6 for two developments, 9 for 3+)

- Within ½ mile for bicycle projects, ¼ mi for pedestrian projects.

3-6 Points - Connects to healthy food sources (3 points for proximity to one source, 6 for two+ sources)

- Within ½ mile for bicycle projects, ¼ mi for pedestrian projects.

5 Points – Within 100ft of recorded pedestrian or bicycle crashes

3 Points – Provides access to recreational facilities and parks

- Within ½ mile for bicycle projects, ¼ mi for pedestrian projects.

4.1.2 Cost Estimate Methodology

Cost estimates for projects were generated from a variety of sources including national datasets such as the *2013 Costs for Pedestrian and Bicyclist Infrastructure Improvements*, Conducted by the University of North Carolina , average costs for buffered bikeways and cycle tracks in the *2040 Hennepin County Transportation Plan* and recent, regional implementation experience. While these costs represent averages for pedestrian and bicycle projects in **2014 dollars**, note that individual project costs can vary widely based on a number of conditions including, but not limited to:

- Facility design (width, frequency of material placement, demolition)

- Temporary traffic control requirements
- Environmental requirements
- Utility relocation
- Required right of way acquisition
- Contractor experience and material availability
- Project length or grouping (projects of longer length are typically less expensive than short projects)

Cost estimates and assumptions are presented in Table 4-1. **Project cost estimates are separated into low-end and high-end values to reflect the probable range of project costs.** Project costs will vary due to conditions such as physical constraints, rights-of-way purchase, frequency of pavement markings, intersection design, etc. These costs do not include additional considerations such as project design or contingency costs.

4.1.3 Walterboro Pedestrian and Bicycle Projects

Following scoring, projects were divided into phases with the highest scoring projects being included in earlier phases. Phase breaks are generally 20 mile phases for bicycle and greenway projects and 10 mile phases for pedestrian projects. This is reflective of the Plan implementation goal: to **build 20 miles of bikeways and 10 miles of sidewalk by 2020**. The following maps and tables provide a summary of projects broken down by phase and estimated costs for the City of Walterboro. A full list of project segments can be found in **Appendix A**.

4.1.4 Walterboro Intersection Projects and Infill Roads

Several intersection improvements, midblock pedestrian crossings, infill connections and roadway realignments were identified throughout Walterboro. Due to the wide range of designs that these projects may require and the varying costs that these projects may incur, specific design concepts and cost estimates were not generated for the intersection recommendations. These projects should be evaluated as the corridors where they are located are considered for pedestrian or bicycle improvements.

Building a network of connected sidewalks and pathways would benefit those with accessibility needs. Well-connected accessible routes provide opportunities for a more independent and healthier lifestyle for many of those with mobility impairments.

Table 4-1: Cost Estimates and Assumptions

Facility Type	Low-end cost estimate	High-end cost estimate	Assumptions
Sidewalks w/o curb construction	$ 60 per linear foot	$ 70 per linear foot	No ROW purchase required
Sidewalks w/ curb construction	$200 per linear foot	$350 per linear foot	No ROW purchase required; includes the installation of storm sewers.
Bicycle Boulevards and Bicycle Routes	$15,000 per mile	$45,000 per mile	Includes signage and pavement markings only
Bike Lanes	$35,000 per mile	$75,000 per mile	Pavement restriping costs only
Buffered Bike Lanes	$65,000 per mile	$130,000 per mile	Pavement restriping costs only
Cycle Tracks	$85,000 per mile	$160,000 per mile	Pavement restriping costs only
Greenway or Sidepath	$400,000 per mile	$600,000 per mile	10' asphalt path and no ROW purchase required.

Tables 4-2: Walterboro Pedestrian Project Summary Tables

		Low-end cost estimate		High-end cost estimate	
Phases	**Sum of Miles**	**Sum of cost estimate w/o curb construction**	**Sum w/o curb construction + 10% contingency**	**Sum of cost estimate w/o curb construction**	**Sum w/o curb construction + 10% contingency**
Phase 1	11.88	$3,763,000	$4,139,000	$4,390,000	$4,829,000
Phase 2	8.66	$2,742,000	$3,016,000	$3,199,000	$3,519,000
Phase 3	9.89	$3,135,000	$3,448,000	$3,657,000	$4,023,000
Phase 4	10.67	$3,441,000	$3,785,000	$4,014,000	$4,416,000
Phase 5	10.16	$3,217,000	$3,539,000	$3,753,000	$4,129,000
Phase 6	7.51	$2,379,000	$2,617,000	$2,776,000	$3,053,000
Grand Total	58.76	$18,677,000	$20,545,000	$21,790,000	$23,969,000

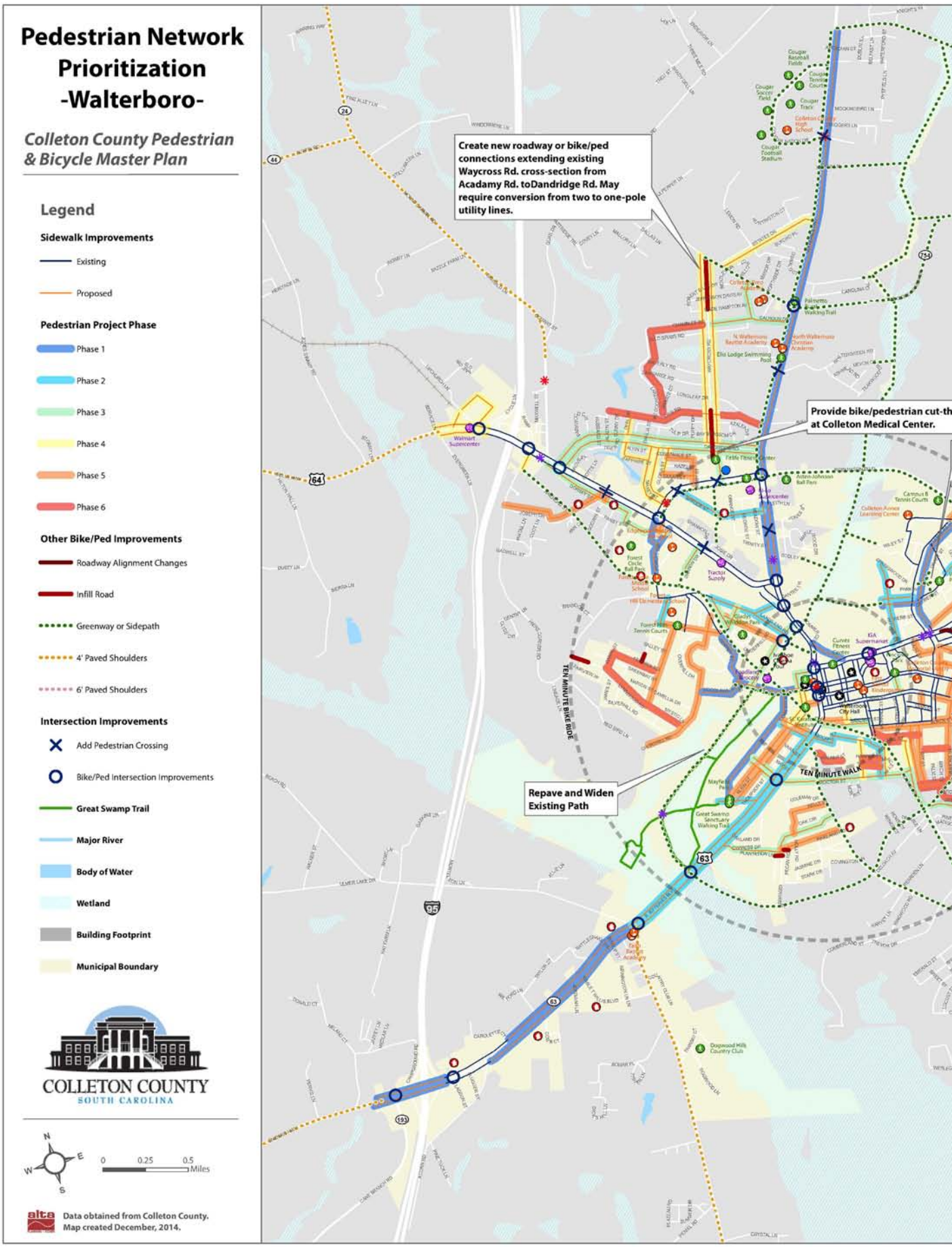
		Low-end cost estimate		High-end cost estimate	
Phases	**Sum of Miles**	**Sum of cost estimate w/curb construction**	**Sum of w/ curb construction + 10% contingency**	**Sum of cost estimate w/curb construction**	**Sum of w/ curb construction + 10% contingency**
Phase 1	11.88	$12,543,000	$13,797,000	$21,950,000	$24,145,000
Phase 2	8.66	$9,141,000	$10,055,000	$15,997,000	$17,596,000
Phase 3	9.89	$10,449,000	$11,494,000	$18,285,000	$20,114,000
Phase 4	10.67	$11,470,000	$12,617,000	$20,072,000	$22,080,000
Phase 5	10.16	$10,724,000	$11,796,000	$18,767,000	$20,643,000
Phase 6	7.51	$7,931,000	$8,724,000	$13,878,000	$15,266,000
Grand Total	58.76	$62,257,000	$68,482,000	$108,949,000	$119,844,000

Tables 4-3: Walterboro Bicycle Project Summary Tables

Facility Type By Phase	Sum of Miles	Sum of low-end costs	Sum of low-end costs + 10% contingency
Phase 1	22.07	$1,968,000	$2,165,000
Bicycle Boulevard	12.88	$193,000	$213,000
Bike Lanes	0.16	$6,000	$6,000
Buffered Bike Lanes	0.95	$62,000	$68,000
Cycle Tracks	4.84	$411,000	$452,000
Greenway/Sidepath	3.24	$1,296,000	$1,426,000
Phase 2	19.15	$2,072,000	$2,279,000
Bicycle Boulevard	8.00	$120,000	$132,000
Bike Lanes	5.82	$204,000	$224,000
Buffered Bike Lanes	1.14	$74,000	$81,000
Greenway/Sidepath	4.19	$1,674,000	$1,841,000
Phase 3	23.23	$5,787,000	$6,365,000
Bicycle Boulevard	6.93	$104,000	$114,000
Bike Lanes	0.17	$6,000	$7,000
Buffered Bike Lanes	2.31	$150,000	$166,000
Greenway/Sidepath	13.82	$5,526,000	$6,079,000
Phase 4	17.66	$4,838,000	$5,321,000
4' Paved Shoulders	1.58	$253,000	$278,000
Bicycle Boulevard	0.92	$14,000	$15,000
Bike Lanes	3.90	$136,000	$150,000
Cycle Tracks	0.21	$18,000	$20,000
Greenway/Sidepath	11.04	$4,416,000	$4,858,000
Grand Total	82.11	$14,664,000	$16,131,000

Facility Type By Phase	Sum of Miles	Sum of high-end costs	Sum of high-end costs + 10% contingency
Phase 1	22.07	$3,434,000	$3,777,000
Bicycle Boulevard	12.88	$580,000	$638,000
Bike Lanes	0.16	$12,000	$13,000
Buffered Bike Lanes	0.95	$123,000	$136,000
Cycle Tracks	4.84	$774,000	$851,000
Greenway/Sidepath	3.24	$1,944,000	$2,139,000
Phase 2	19.15	$3,456,000	$3,801,000
Bicycle Boulevard	8.00	$360,000	$396,000
Bike Lanes	5.82	$436,000	$480,000
Buffered Bike Lanes	1.14	$148,000	$163,000
Greenway/Sidepath	4.19	$2,511,000	$2,762,000
Phase 3	23.23	$8,915,000	$9,807,000
Bicycle Boulevard	6.93	$312,000	$343,000
Bike Lanes	0.17	$13,000	$14,000
Buffered Bike Lanes	2.31	$301,000	$331,000
Greenway/Sidepath	13.82	$8,290,000	$9,119,000
Phase 4	17.66	$7,941,000	$8,735,000
4' Paved Shoulders	1.58	$949,000	$1,044,000
Bicycle Boulevard	0.92	$41,000	$46,000
Bike Lanes	3.90	$292,000	$322,000
Cycle Tracks	0.21	$34,000	$38,000
Greenway/Sidepath	11.04	$6,624,000	$7,287,000
Grand Total	82.11	$23,746,000	$26,120,000

Figure 4-1 - Walterboro Pedestrian Network Prioritization



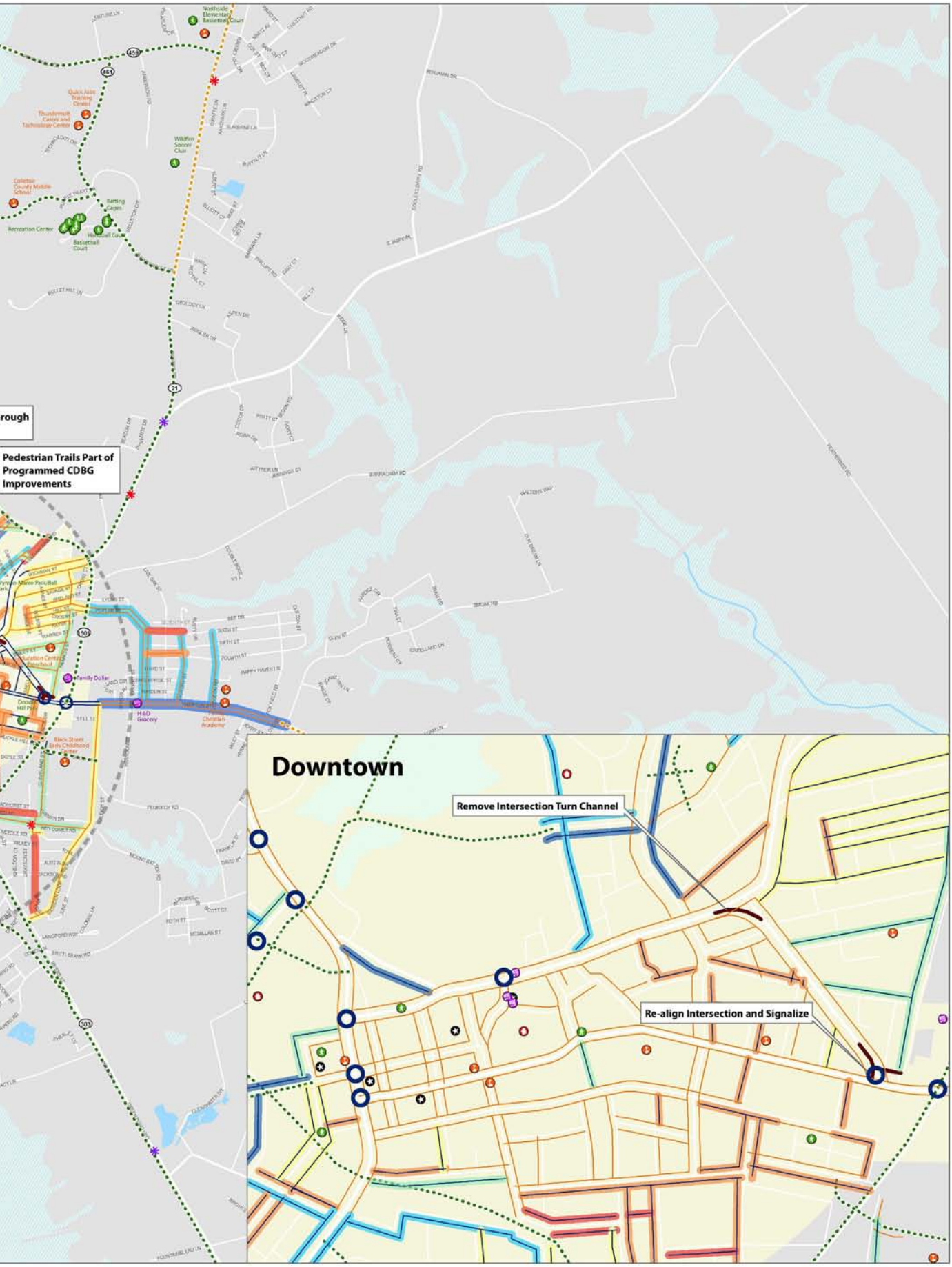
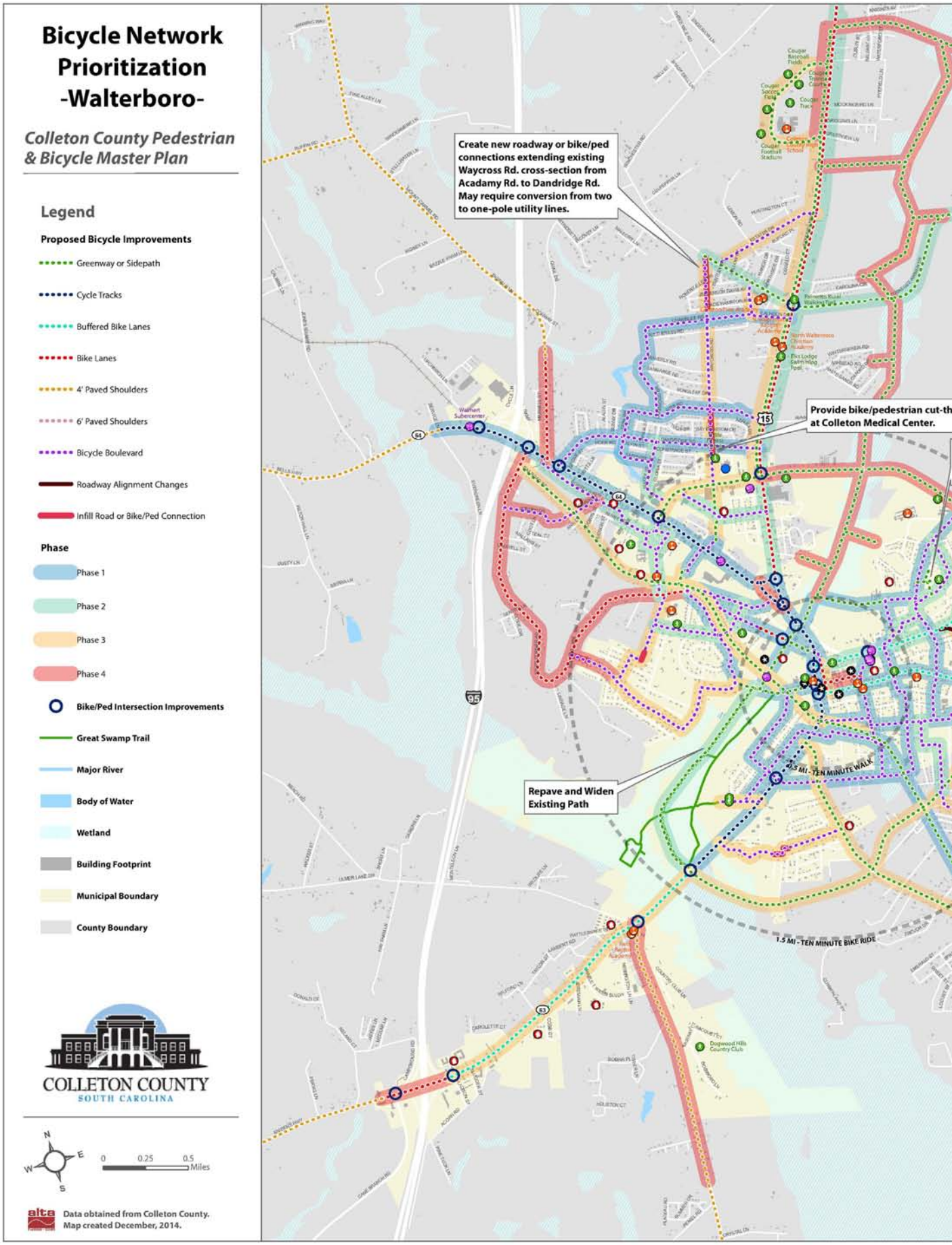
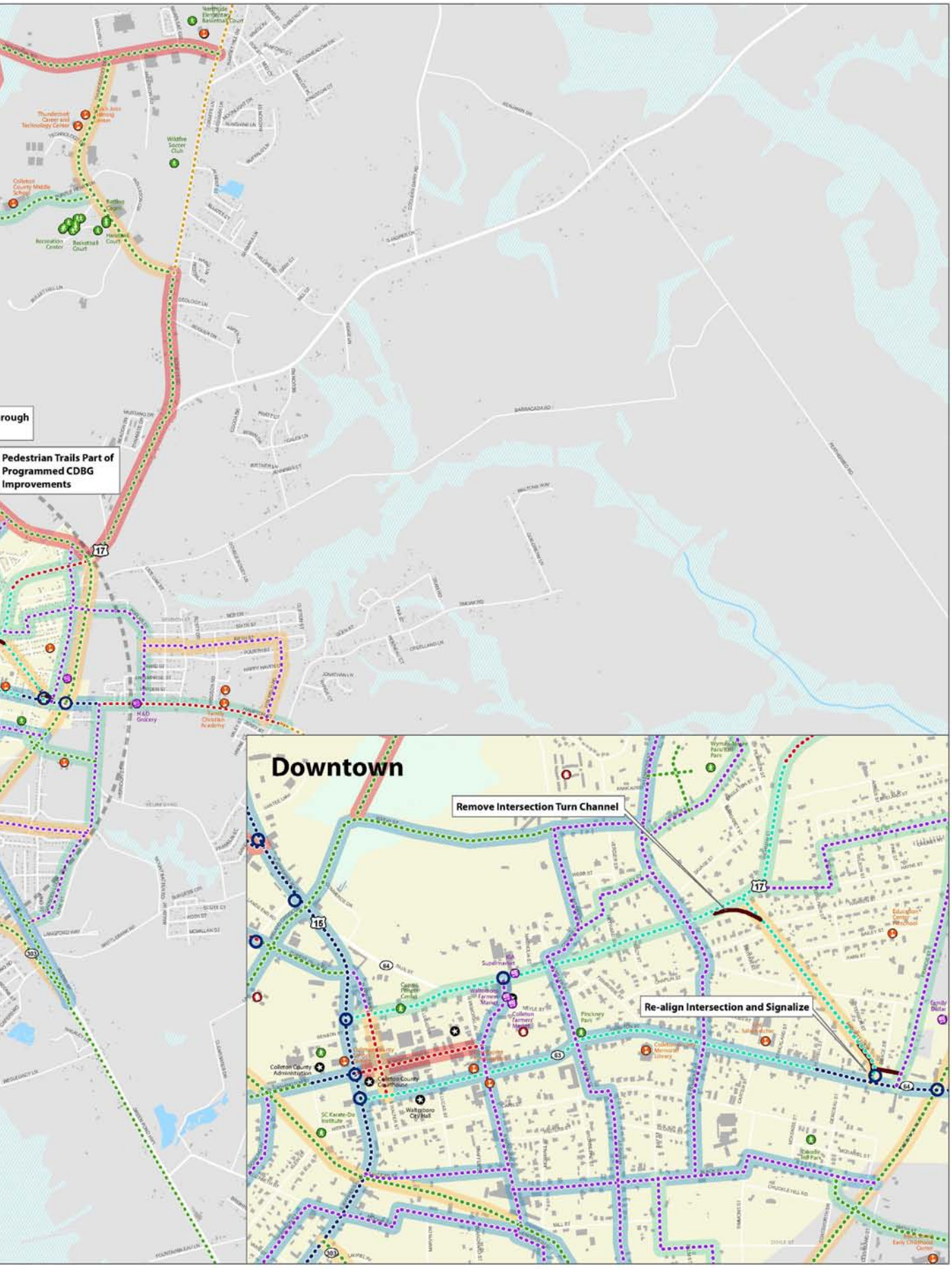

Pedestrian Trails Part of Programmed CDBG Improvements
Downtown
Remove Intersection Turn Channel
Re-align Intersection and Signalize

Figure 4-2 - Walterboro Bicycle Network Prioritization




rough
Pedestrian Trails Part of Programmed CDBG Improvements
Downtown
Remove Intersection Turn Channel
Re-align Intersection and Signalize

4.2 Colleton County Prioritization and Cost Estimates

Shoulder bikeway, greenway and sidewalk projects outside the City of Walterboro were not included in the GIS prioritization due to the low density of destinations and populations. However, **sidewalk projects identified in Cottageville, Smoaks and Williams should be implemented within 10 years** due to their connectivity to important community destinations such as schools and stores.

The potential greenway connecting Walterboro and the ACE basin should be considered an implementation priority for the County, especially since the right of way is under County ownership. This corridor would offer the opportunity for people to bike from Walterboro to the ACE basin, potentially drawing many visitors to the region for this specific purpose. Trail feasibility, including studying alignment opportunities and constraints, the structural integrity of railroad trestles, intersection treatments and the potential costs and benefits should be studied separately to help guide implementation and build support.

Other potential greenway corridors identified to the west and north of Walterboro should be considered as secondary regional greenway priorities. These would be easily implementable extensions to the greenways in Walterboro and provide recreational and transportation opportunities for residents in other parts of the County. A greenway extension connecting Lodge to the nearby, larger town of Ehrhardt in Bamberg County would also create active transportation and recreation opportunities for residents of both communities. County shoulder and bikeway projects identified in this plan should be implemented in coordination with regularly-scheduled SCDOT resurfacing projects.

A summary of county-wide projects, their cost estimates and mileages are provided in **Tables 4-3 and 4-4** below.

4.2.1 Implementation Strategies

The pedestrian and bicycle facility types presented in the network recommendations are considered the most appropriate facility types for the conditions observed. Considerations when selecting facility types included feasibility of implementation, intended user groups, current traffic and physical conditions, past safety incidents, public input and extensive site observations. While the City of Walterboro, Colleton County, and SCDOT should strive to implement the network as it is presented herein, other unforeseen constraints may prevent this from being possible in all cases. If unforeseen constraints prevent the recommended facility type from being feasible, the implementing agency should strive to implement the next best facility type in terms of user separation and safety. For example, if cycle tracks are not feasible on a section of roadway, buffered bike lanes should be installed as an alternative treatment.

In addition, most bikeway and sidewalk improvement recommendations in the Plan are located on South Carolina Department of Transportation jurisdiction roadways. While project phasing is representative of the identified project need and benefit and should be followed when possible, the implementing agency should also look for opportunities to coordinate bikeways construction with SCDOT regularly-programmed maintenance activities, even if this results in projects being implemented outside of their scheduled phasing. Coordinating with resurfacing and re-engineering projects that are already programmed will greatly reduce the costs of implementing recommended facilities in most cases.

4.3 Priority Project Cutsheets

As a part of this planning effort, the project team developed project cutsheets for the top 5 priority pedestrian and the top 5 priority bicycle projects within the County. These cutsheets can be utilized for a variety of uses - to convey what improvements will potentially look like to residents and stakeholders, as well as assist in applying for grant money to fund implementation.

Tables 4-4 Summary Tabes of Colleton County Recommended Pedestrian Facilities

		Low-end cost estimate		High-end cost estimate	
Facility Type	**Sum of Miles**	**Sum of cost estimate w/o curb construction**	**Sum w/o curb construction + 10% contingency**	**Sum of cost estimate w/o curb construction**	**Sum w/o curb construction + 10% contingency**
Sidewalk	3.17	$1,006,000	$1,106,000	$3,352,000	$3,687,000

		Low-end cost estimate		High-end cost estimate	
Facility Type	**Sum of Miles**	**Sum of cost estimate w/curb construction**	**Sum of w/ curb construction + 10% contingency**	**Sum of cost estimate w/curb construction**	**Sum of w/ curb construction + 10% contingency**
Sidewalk	3.17	$1,173,000	$1,291,000	$5,866,000	$6,453,000

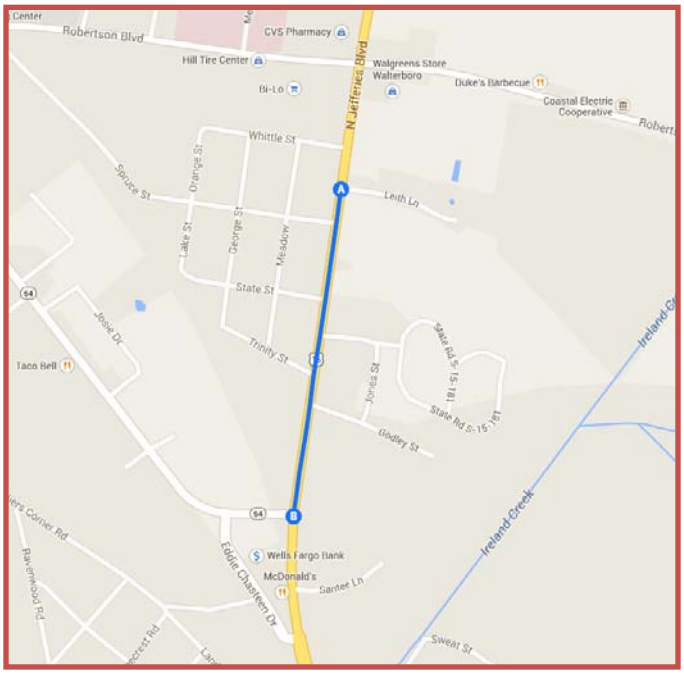
Table 4-5 Summary Tables of Colleton County Recommended Bicycle Facilities

Facility Type	**Sum of Miles**	**Sum of low-end cost estimates**	**Sum of low-end cost estimates + 10% contingency**
4' Paved Shoulders	155.15	$24,823,000	$27,306,000
6' Paved Shoulders	4.19	$943,000	$1,037,000
Bike Lanes	2.01	$703,000	$773,000
Bike Route	21.69	$325,000	$358,000
Buffered Bike Lanes	4.55	$296,000	$325,000
Green-way/Sidepath	90.41	$36,164,000	$39,781,000
Grand Total	277.99	$63,255,000	$69,580,000

Facility Type	**Sum of Miles**	**Sum of high-end cost estimates**	**Sum of high-end cost estimates + 10% contingency**
4' Paved Shoulders	155.15	$93,088,000	$102,396,000
6' Paved Shoulders	4.19	$2,934,000	$3,227,000
Bike Lanes	2.01	$151,000	$166,000
Bike Route	21.69	$976,000	$1,074,000
Buffered Bike Lanes	4.55	$592,000	$651,000
Green-way/Sidepath	90.41	$54,247,000	$59,671,000
Grand Total	277.99	$151,986,000	$167,185,000

Priority Project Cutsheets

1.) Sidewalk Improvements - Jefferies Blvd



Extents - Bells Hwy to Leith Ln - .45mi

Proposed Facility Type - Sidewalks both sides

Key Safety Issues - No pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - One reported

Planning-level Cost Estimate:

$844,600 (one side w/curb)

Jurisdictional Responsibility:

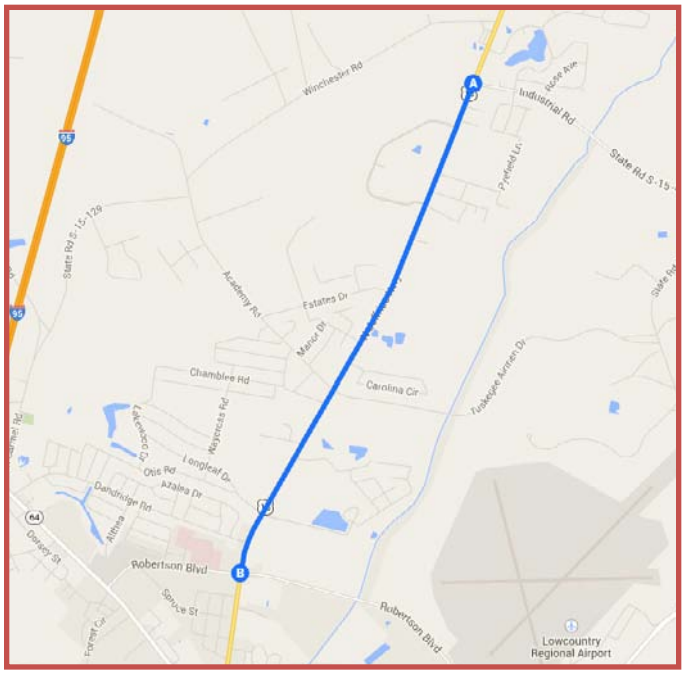
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Bike lanes also proposed on this corridor.

2.) Sidewalk Improvements - Jefferies Blvd



Extents - Robertson Blvd to Industrial Rd - 2.7mi

Proposed Facility Type - Sidewalk one side

Key Safety Issues - No pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - None reported

Planning-level Cost Estimate:

$5,357,500 (sidewalk w/ curb)

Jurisdictional Responsibility:

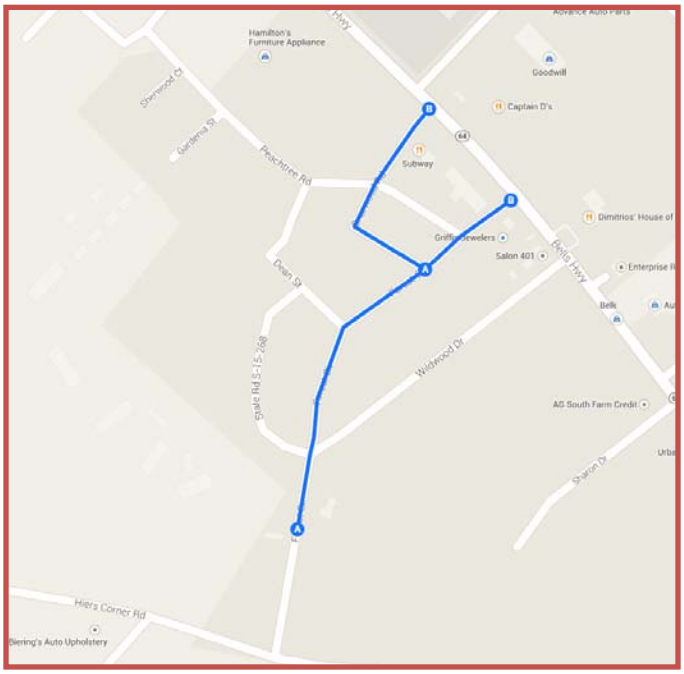
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Shared-use path also proposed on corridor (shown), this may be substituted as a alternative for a sidewalk.

3.) Sidewalk Improvements - Forest Cir and Briarwood Rd



Extents - Forest Cir sidewalk end to Bells Hwy - .35 mi

Proposed Facility Type - Sidewalk single side

Key Safety Issues - No pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - None reported

Planning-level Cost Estimate:

$698,000 (one side w/curb)

Jurisdictional Responsibility:

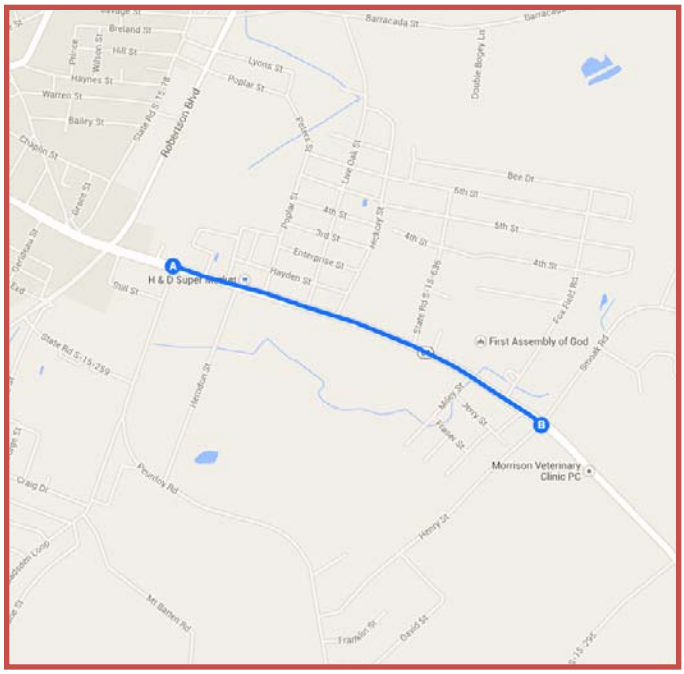
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Bike Boulevards are also proposed on this corridor. Provides direct connection to Forest Circle Middle School.

4.) Sidewalk Improvements - Hampton St



Extents - Peurifoy Ln to Smoak Rd - .95 mi

Proposed Facility Type - Sidewalk

Key Safety Issues - No pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - None reported

Planning-level Cost Estimate:

$5,357,500 (sidewalk w/ curb)

Jurisdictional Responsibility:

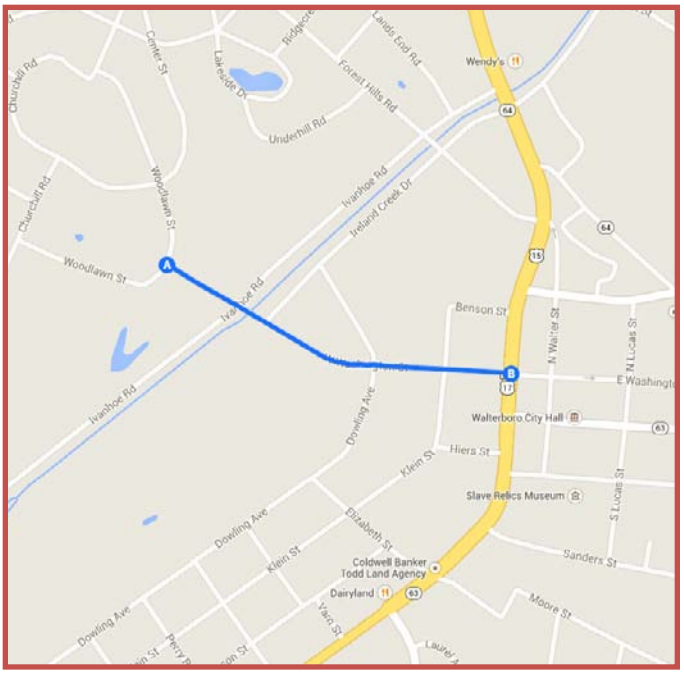
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Bike lanes also proposed on this corridor. Provides access for residents of neighborhoods west of Walterboro and access to food sources.

5.) Sidewalk Improvements - Washington St



Extents - Jefferies Blvd to Woodlawn St - .38 mi

Proposed Facility Type - Sidewalk single side

Key Safety Issues - No pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - None reported

Planning-level Cost Estimate:

$787,000 (one side w/curb)

Jurisdictional Responsibility:

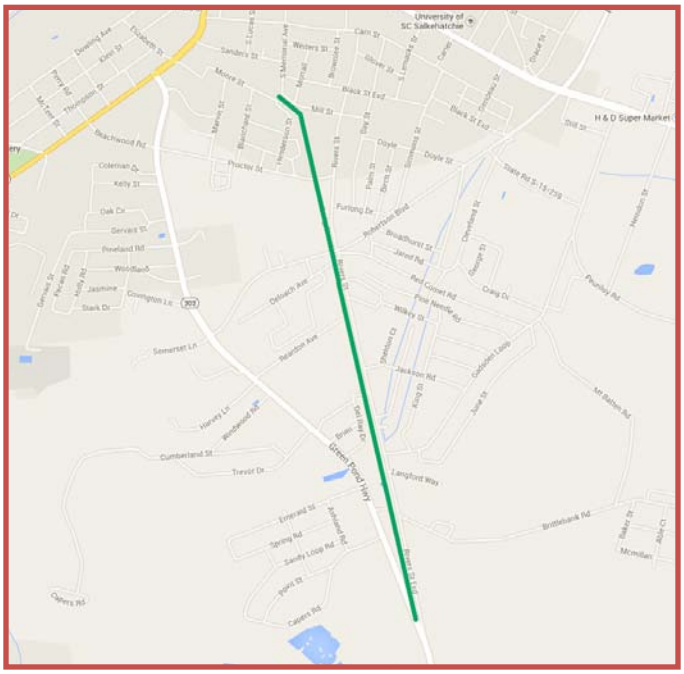
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: A greenway/sidepath may be substituted for sidewalk improvements (shown below). This segment provides connectivity to the Great Swamp Sanctuary.

6.) Greenway Trail Improvement - Green Pond Hwy



Extents - Memorial Ave to Green Pond Hwy - 1.75 mi

Proposed Facility Type - Greenway Trail

Key Safety Issues - No bicycle or pedestrian facilities

Number of Pedestrian Crashes - None reported

Number of Bicycle Crashes - None reported

Planning-level Cost Estimate:

$1,123,000

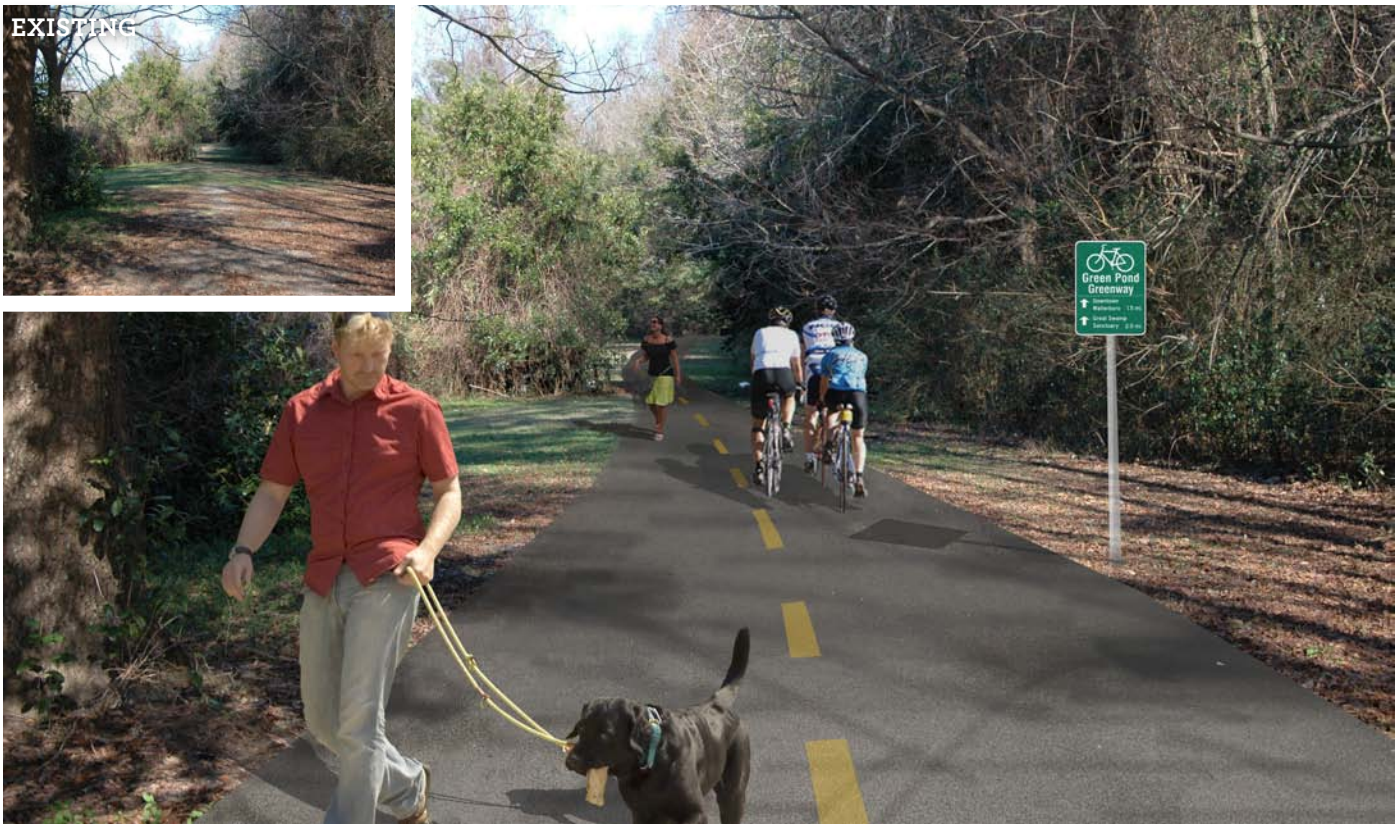
Jurisdictional Responsibility:

SCDOT, Colleton County, Walterboro

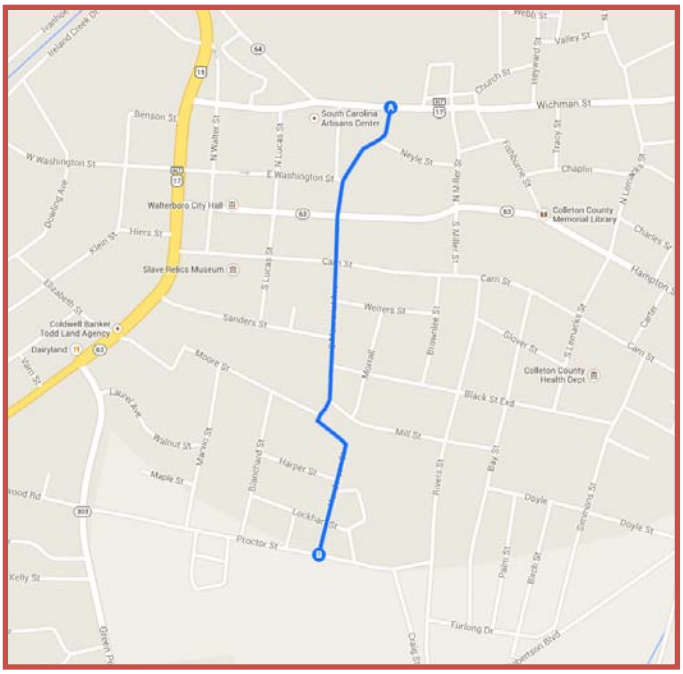
Required Actions:

Identify funding, detailed design, construction

Notes: Implementation should be relatively easy and inexpensive since ROW is currently owned by Colleton County.



7.) Bike Boulevard - Henderson/Memorial/Washington



Extents - Proctor St to Wichman St - .64 mi

Proposed Facility Type - Bike Boulevards

Key Safety Issues - Need bicycle connectivity to downtown from proposed greenway

Number of Pedestrian Crashes - none reported

Number of Bicycle Crashes - none reported

Planning-level Cost Estimate:

$38,400

Jurisdictional Responsibility:

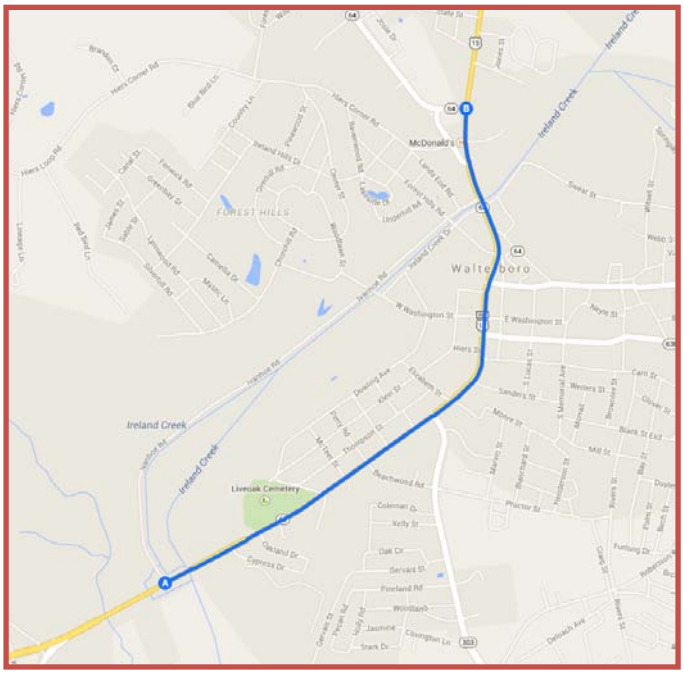
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Will connect healthy food opportunities and the proposed greenway to downtown.

8.) Cycle Tracks - Jefferies Blvd



Extents - Bells Hwy to Ivanhoe Rd - 2.1 mi

Proposed Facility Type - Cycle Tracks

Key Safety Issues - No bicycle facilities

Number of Pedestrian Crashes - one reported

Number of Bicycle Crashes - one reported

Planning-level Cost Estimate:

$365,000

Jurisdictional Responsibility:

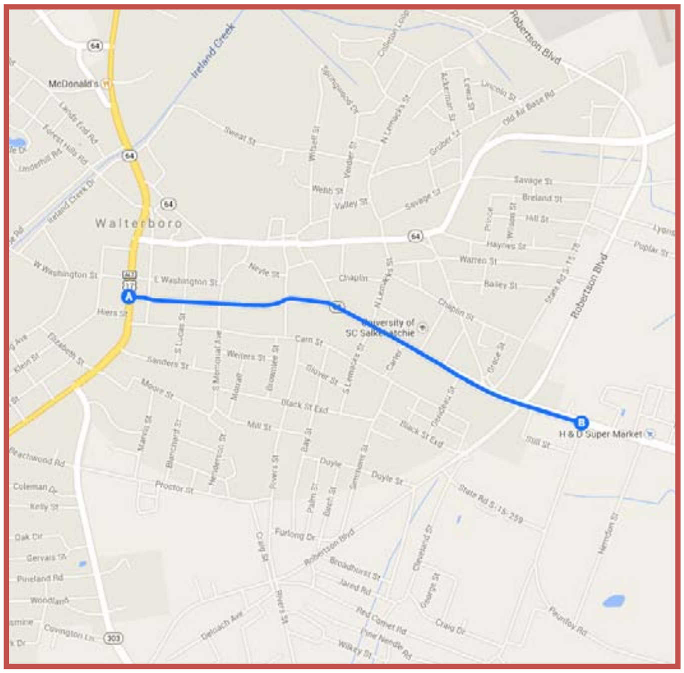
SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: 5 to 3 road diet with one-way cycletracks. Provides direct bicycle connectivity through downtown Walterboro

9.) Buffered Bike Lanes and Cycle Tracks - Hampton St



Extents - Jefferies Blvd to Peurifoy Rd - 1.39 mi

Proposed Facility Type - Buffered Bike Lanes and Cycle tracks

Key Safety Issues - wide roadway with no bicycle facilities

Number of Pedestrian Crashes - none reported

Number of Bicycle Crashes - none reported

Planning-level Cost Estimate:

$212,500

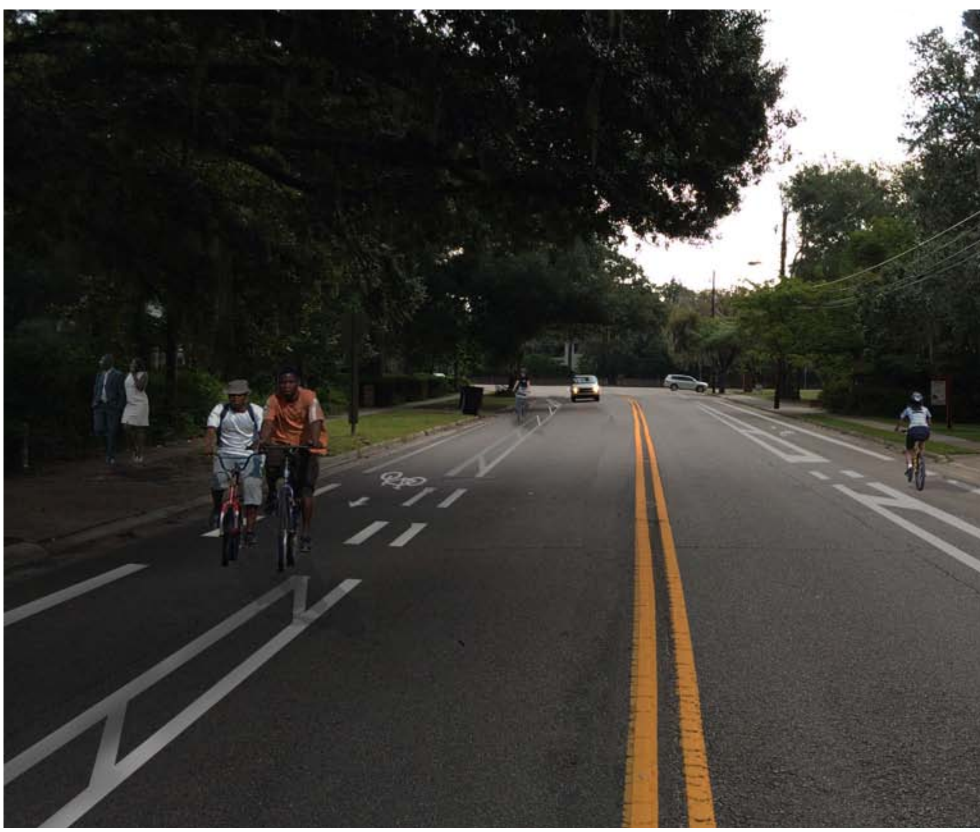
Jurisdictional Responsibility:

SCDOT, Colleton County, Walterboro

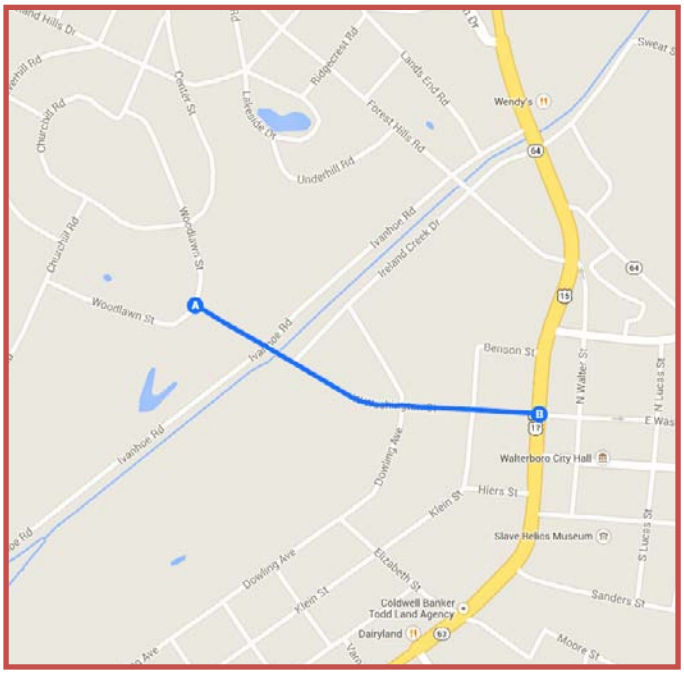
Required Actions:

Identify funding, detailed design, construction

Notes: Provides needed connection to healthy food.



10.) Sidepath/Greenway - Washington St



Extents - Jefferies Blvd to Woodlawn St - .38 mi

Proposed Facility Type - Sidepath/Cycle track

Key Safety Issues - No bike or pedestrian facilities

Number of Pedestrian Crashes - none reported

Number of Bicycle Crashes - none reported

Planning-level Cost Estimate:

$282,300

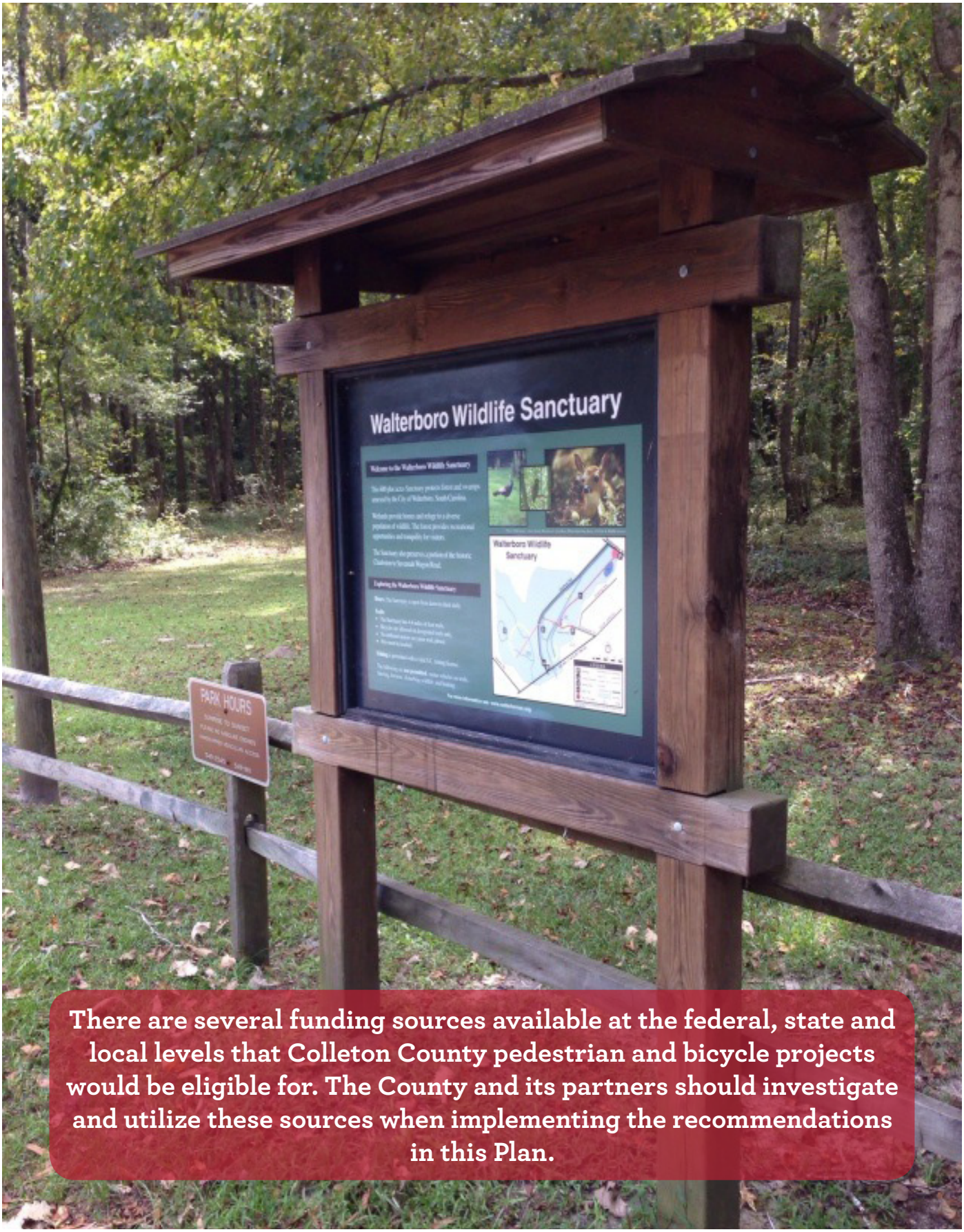
Jurisdictional Responsibility:

SCDOT, Colleton County, Walterboro

Required Actions:

Identify funding, detailed design, construction

Notes: Utilizing existing shoulder would save on construction costs. A sidepath may be substituted as a lower-cost alternative for a sidewalk west of Klein St.



There are several funding sources available at the federal, state and local levels that Colleton County pedestrian and bicycle projects would be eligible for. The County and its partners should investigate and utilize these sources when implementing the recommendations in this Plan.

5: Potential Funding Sources

5.1 Federal Funding Sources

Federal funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match.

The following is a list of possible Federal funding sources that could be used to support construction of many pedestrian and bicycle improvements. Most of these are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. It should be noted that the FHWA encourages the construction of pedestrian and bicycle facilities as an incidental element of larger ongoing projects. Examples include providing paved shoulders on new and reconstructed roads, or building sidewalks, on-street bikeways, trails and marked crosswalks as part of new highways.

The FHWA has recently put together a table that outlines pedestrian and bicycle funding opportunities by improvement type within the US Department of Transportation, Federal Transit Administration and Federal Highway Funding that is helpful as a reference supplement to this chapter: *http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm*

5.1.1 Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicyclists and pedestrians is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012.

MAP-21 authorizes funding for federal surface transportation programs including highways and transit for the 27 month period between July 2012 and September 2014. It is not possible to guarantee the continued availability of any listed MAP-21 programs, or to predict their future funding levels or policy guidance. Nevertheless, many of these programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and thus may continue to provide capital for active transportation projects and programs.

In South Carolina, federal monies are administered through the South Carolina Department of Transportation (SCDOT) and Council of Governments (COG's) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to pedestrian and bicycle projects. These programs are discussed below. More information: *http://www.fhwa.dot.gov/map21/summaryinfo.cfm*

5.1.2 Transportation Alternatives

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. South Carolina's Governor did not

opt–out of the Recreational Trails Program funds, ensuring that dedicated funds for recreational trails continue to be provided as a subset of TA. MAP-21 provides $85 million nationally for the RTP.

Complete eligibilities for TA include:

1. Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of pedestrian and bicycle infrastructure including "on–road and off–road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety–related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity.

For the complete list of eligible activities, visit: *http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm*

2. Recreational Trails. TA funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly $85 million annually. South Carolina will receive $1,211,220 in RTP funds per year through FY2014. Grant applications are typically due in April. More info on administration of the Recreational Trails Program in South Carolina can be found through the following site: *http://www.scprt.com/our-partners/grants/trails.aspx*

3. Safe Routes to School. The purpose of the Safe Routes to Schools eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school. All projects must be within two miles of primary or middle schools (K-8).

Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential pedestrian and bicycle conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible projects include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street pedestrian and bicycle facilities, and secure bicycle parking facilities.
- Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists,

pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

In South Carolina, SRTS projects utilizing the remaining SAFETEA-LU funding require no matching funds by the local implementing agency. However, all SRTS projects moving forward that utilize MAP-21 TA funding require a 20% monetary match.

4. Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways. At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

Average annual funds available through TA over the life of MAP-21 equal $814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. It is likely that 2015 funding will be substantially less than previous years due to a smaller overall apportionment of MAP-21 funding *(http://www.fhwa.dot.gov/MAP21/funding.cfm)*. State DOTs may elect to transfer up to 50% of TA funds to other highway programs, so the amount listed above represents the maximum potential funding.

TA funds are typically allocated through the planning districts. Colleton County's funding would come through the COG. TA funds require a 20% local match and must be administered by either SCDOT or a qualified Local Public Agency (LPA).

5.1.3 Congestion Mitigation/Air Quality Program

The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. States with no non-attainment areas such as South Carolina may use their CMAQ funds for any CMAQ or STP eligible project. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

5.1.4 Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for pedestrian and bicycle infrastructure ("Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health").

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). Colleton County should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: *http://www.epa.gov/smartgrowth/partnership/*

5.1.5 Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments.

This program may benefit trail development in Colleton County and the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.

More information: *http://www.nps.gov/orgs/rtca/apply.htm*

5.1.6 Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs."

Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write an ADA Transition Plans. Colleton County currently regularly receives CDBG funds annually for local disbursement – 2014 award amounts totaled $950,277.

More information: *www.hud.gov/cdbg*

5.1.7 Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community–level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

In past years, SCDHEC has received over $4.5 M annually in grant money from this program and has used it to fund internal position and has administered it to various programs across the state such as Eat Smart Move More!

More info: *http://www.cdc.gov/communitytransformation/*

5.1.8 Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right–of–way acquisition and construction. The program is administered by the South Carolina Department of Parks, Recreation & Tourism as a grant program. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Trail corridor acquisition can be funded with LWCF grants as well. This program requires a 50-50 match – applications are due in the spring.

More information: *http://www.scprt.com/our-partners/grants/lwcf.aspx*

5.1.9 Federal Lands Access Program (FLAP)

FLAP is a grant program initiated by the MAP-21 transportation bill that provides funding specifically for access on or to federal lands – this includes bicycle and pedestrian improvements. In Colleton County, this could be specifically for projects that connect to the Ace Basin National Wildlife Refuge.

Unless reauthorized, the funding for this program will expire with MAP-21, for more information on this program, refer to the following website: *http://www.efl.fhwa.dot.gov/programs/federal-lands-access.aspx*

5.1.10 EPA Green Infrastructure Grant Sources

The EPA offers a number of grant resources that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act

Nonpoint Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants. More information on these, and other funding sources can be found through the EPA's website: *http://water.epa.gov/infrastructure/greeninfrastructure/gi_funding.cfm*

5.1.11 New Freedom Initiative

MAP-21 continues this initiative under Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities. Section 5310 provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other communities through the New Freedom Initiative include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing a mobility coordinator position. In 2013 and 2014, over $250 M dollars were available nationwide through this grant program, Funds granted through this program require a 20% local match.

More information: *http://www.hhs.gov/newfreedom/*

5.1.12 Other Federal Transit Administration Funding Sources for Pedestrian Infrastructure, Bicycling Infrastructure and Bike Share.

Most FTA funding can be used to fund pedestrian and bicycle projects "that enhance or are related to public transportation facilities."

According to the FTA, an FTA grantee may use any of the following programs under Title 49, Chapter 53, of the United States Code to fund capital projects for pedestrian and bicycle access to a public transportation facility:

- Section 5307 Urbanized Area Formula Program;
- Section 5309 New Starts and Small Starts Major Capital Investment Programs;
- Section 5309 Fixed Guideway Modernization Program;
- Section 5309 Bus and Bus Facilities Discretionary Program;
- Section 5310 Elderly Individuals and Individuals with Disabilities Formula Program;
- Section 5311 Non-Urbanized Area Formula Program;
- Section 5311 Public Transportation on Indian Reservations;
- Section 5316 Job Access and Reverse Commute Formula Program;
- Section 5317 New Freedom Program; and,
- Section 5320 Paul S. Sarbanes Alternative Transportation in Parks and Public Lands.

5.1.13 Center for Disease Control Grant Opportunities

The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs. An overview of these different programs and funding cycles can be found here: *(http://www.cdc.gov/chronicdisease/features/funding-opportunity-announcements.htm, http://www.cdc.gov/chronicdisease/about/2014-foa-awards.htm#stateLocal).*

As an example of a project type, the YMCA of Greater Cleveland was awarded close to $1M in funding in 2014 to administer funding of a citywide protected bikeway plan and transportation-related Health Impact Assessments, among other projects.

5.1.14 Additional Federal Funding

The landscape of federal funding opportunities for pedestrian and bicycle programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to pedestrian and bicycle planning and implementation, and may do so again in the future.

For up-to-date information about grant programs through all federal agencies, see: *http://www.grants.gov/*

5.2 State Funding Sources

The following is a list of possible State funding sources that could be used to support construction of many pedestrian and bicycle improvements in Colleton County.

5.2.1 Surface Transportation Program (Guideshare)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of pedestrian and bicycle improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, pedestrian and bicycle signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded pedestrian and bicycle facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. Fifty percent of each state's STP funds are sub-allocated geographically by population. These funds are funneled through SCDOT to the MPOs in the state. The remaining fifty percent may be spent in any area of the state. In South Carolina, STP is known as Guideshare.

In 2014 the total amount of approved Guideshare funding for the State is $764 M. Total STP funding in 2015 is projected to be 35% less than 2014 levels statewide, so Colleton County's allocation will likely drop as well.

5.2.2 South Carolina C Funds

South Carolina has a long-established program that provides funding to counties to administer projects on state and local roads. Funding for this program comes from a portion of State fuel tax revenues. Up to 75% of these funds may be used for projects on local-jurisdiction roadways, with the remainder being utilized on State-jurisdiction roadways. Bikeway and sidewalk improvements as a part of repaving or reconstruction are eligible project types. In FY 2014-2015, Colleton County received $1,847,300 for C-fund projects.

More information on the C-fund program can be found here: *http://www.scdot.org/doing/cprogram.aspx*

5.2.3 Highway Safety Improvement Program

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

Pedestrian and bicycle strategies identified in the 2014 Draft SHSP include engineering bike lanes, sidewalks and shared-use paths, especially where supported by crash data, educational programs and targeted enforcement.

Last updated in 2007, the SCDOT SHSP is located here: *http://www.scdot.org/inside/pdfs/Multimodal/Road_Map.pdf*

The 2014 Draft SHSP can be accessed here: *http://www.dot.state.sc.us/inside/pdfs/publicComment/multimodal_scStrategicHighwaySafetyPlan.pdf*

5.2.4 The South Carolina Transportation Infrastructure Bank

(SCTIB) is a statewide revolving loan fund designed in 1997 to assist major transportation projects in excess of $100 million in value. The SCTIB has since approved more than $4.5 billion in financial assistance and is arguably the largest and most active State Infrastructure Bank in the country. SCTIB funded development of the Palmetto

Parkway in Aiken County, which included development of a roughly five mile multi-use trail within the parkway's right of way.

More information: *http://sctib.sc.gov/Pages/default.aspx*

5.2.5 South Carolina Department of Transportation – Capital Projects

Colleton County should work closely with SCDOT to include pedestrian and bicycle improvements as part of major projects. The two groups should cooperate on a regular basis to identify opportunities for implementation of the Colleton County Pedestrian and Bicycle master Plan.

5.2.6 South Carolina Department of Transportation – Maintenance Program

The South Carolina Department of Transportation carries out a number of road resurfacing maintenance projects annually. There may be opportunities for road restriping to be completed as part of regular roadway maintenance. This will require coordination between Colleton County, the SCDOT District Traffic Engineer and the local maintenance office to ensure that the pavement marking design is appropriate and safe for cyclists and drivers.

5.2.7 South Carolina Parks and Recreation Development Fund (PARD)

The PARD grant program is a state funded non–competitive reimbursable grant program for eligible local governments or special purposes district entities within each county which provide recreational opportunities. The fund requires a 20% cash or in-kind match. The following bullets highlight characteristics of the grant program.

- Monthly grant cycle.
- Non–competitive program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities.
- Projects need endorsement of majority weighted vote factor of County Legislative Delegation Members.
- This is an 80-20 match program.
- Application Deadline is the 10th of each month.

PARD funding is allocated on a county-by-county basis and comes from a portion of the State's bingo revenues. In 2013, insufficient revenue was generated to fund the PARD program, but this program may be revitalized in the future.

More information: *http://www.scprt.com/our-partners/grants/pard.aspx.*

5.2.8 Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is SCDOT's short-term capital improvement program, providing project funding and scheduling information for the department and South Carolina's metropolitan planning organizations. The program provides guidance for the next six years and is updated every three years. The South Carolina Department of Transportation Commission, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), approve the STIP.

In developing this funding program, SCDOT must verify that the identified projects comply with existing transportation and comprehensive plans. The STIP must fulfill federal planning requirements for a staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on Federal planning requirements and the specific State plans.

More information: *http://www.scdot.org/inside/stip.aspx*

5.3 Local Government Funding Sources

Local funding sources that would support bike facility project construction will most likely be limited but

should be explored to support Colleton County active transportation projects.

5.3.1 Lowcountry COG

Councils of Governments (COGs) are rural-regional transportation planning organizations that cover the entire State of South Carolina. COGs produce Long-range Transportation Planning documents which allocate funding and program transportation projects throughout the region.

Colleton County falls within the boundaries of the Lowcountry COG *(http://www.lowcountrycog.sc.gov/transportation/latsmpo/Pages/default.aspx)*. COGs are a partnership between local and state government that makes decisions about transportation planning in rural areas and meets planning requirements established by federally authorizing legislation for transportation funding. Lowcountry COG works cooperatively with SCDOT to develop transportation plans, travel models, transit plans, and pedestrian and bicycle plans. They work with the state on funding issues for transportation improvements, project planning issues, and other issues such as environmental and air quality concerns. Finally, they also work with local governments to coordinate land use and transportation planning.

COGs maintain a long-range transportation plan (LRTP) and develop a transportation improvement program (TIP) to develop a fiscally constrained program based on the long-range transportation plan and designed to serve the region's goals while using spending, regulating, operating, management, and financial tools. This Plan recommends that the County and its partners continue to work closely with the COG to ensure pedestrian, bikeways and transit improvement projects recommended in this Plan are programmed in the TIP.

5.3.2 General Fund

The General Fund is often used to pay for maintenance expenses and limited capital improvement projects. Projects identified for reconstruction or re-pavement as part of the Capital Improvements list should also incorporate recommendations for bicycle or pedestrian improvements in order to reduce additional costs. More information on the City of Colleton County budget and General Fund can be found here:

5.3.3 Local Bond Measures

Local bond measures, or levies, are usually general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for engineering, design and construction of trails, greenways, and pedestrian and bicycle facilities. A bond issued in Denver, Colorado funded $5 million for trail development and also funded the City's bike planner for several years. In 2012, voters in Austin, Texas approved a $143 million bond measure to fund a variety of mobility and active transportation projects. A project paid for with a bond measure will need to be repaid through a designated revenue stream such as parking revenues or other user fees.

5.3.4 Stormwater Utility Fees

Stormwater charges are typically based on an estimate of the amount of impervious surface on a user's property. Impervious surfaces (such as rooftops and paved areas) increase both the amount and rate of stormwater runoff compared to natural conditions. Such surfaces cause runoff that directly or indirectly discharges into public storm drainage facilities and creates a need for stormwater management services. Thus, users with more impervious surface are charged more for stormwater service than users with less impervious surface.

The rates, fees, and charges collected for stormwater management services may not exceed the costs incurred to provide these services. The costs that may be recovered through the stormwater rates, fees, and charges includes any costs necessary to assure that all aspects of stormwater quality and quantity are managed in accordance with federal and state laws, regulations, and rules. Open space may be purchased with stormwater fees, if the property in question is used to mitigate floodwater or filter pollutants.

5.3.5 System Development Charges/ Developer Impact Fees

System Development Charges (SDCs), also known as Developer Impact Fees, represent another potential local funding source. SDCs are typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site pedestrian improvements that will encourage residents to walk (or use transit, if available) rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

5.3.6 Street User Fees

Many cities administer street user fees through residents' monthly water or other utility bills. The revenue generated by the fee can be used for operations and maintenance of the street system, and priorities would be established by the Public Works Department. Revenue from this fund can be used to maintain on-street pedestrian and bicycle facilities, including routine sweeping of bicycle lanes and other designated bicycle routes.

5.3.7 In Lieu of Fees

Developers often dedicate open space or greenways in exchange for waiving fees associated with park and open space allocation requirements in respect to proposed development. These types of requirements are presented within local municipal codes and ordinances.

5.3.8 Utility Lease Revenue

A method to generate revenues from land leased to utilities for locating utility infrastructure on municipally owned parcels. This can improve capital budgets and support financial interest in property that would not otherwise create revenue for the government.

5.3.9 Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. Based on South Carolina's Municipal Improvements Act of 1999, LIDs can include a Municipal Improvement District (MID), a County Public Works Improvement District (CPWID) or a Residential Improvement District (RID).

Several cities have successfully used LID funds to make improvements on residential streets and for large scale arterial projects. LIDs formed to finance commercial street development can be "full cost," in which the property assessments are entirely borne by the property owners.

5.3.10 Business Improvement Area or District (BIA or BID)

Trail development and pedestrian and bicycle improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Business Improvement Areas collect levies on businesses in order to fund area wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, including as wider sidewalks, landscaping and ADA compliance.

5.3.11 Sales Tax

Local governments that choose to exercise a local option sales tax use the tax revenues to provide funding for a wide variety of projects and activities. Colleton County included pedestrian and bicycle projects as part of the county-wide one-cent sales tax addendum which was approved in the November 2014 elections. This will be used to fund 13 projects, totaling almost $30 M, in transportation improvements county-wide over the following 8 years. A portion of this will be used to fund bicycle and pedestrian improvements in the County,

including the I-95 loop in Walterboro and recreational facilities in Cottageville.

More Information: *http://www.colletoncounty.org/capital-projects-sales-tax*

5.3.12 Property Tax

Property taxes generally support a significant portion of a local government's activities. However, the revenues from property taxes can also be used to pay debt service on general obligation bonds issued to finance open space system acquisitions. Because of limits imposed on tax rates, use of property taxes to fund open space could limit the county's or a municipality's ability to raise funds for other activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. It should be noted that other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

5.3.13 Excise Taxes

Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage taxes that generate funds for promotion of tourism, and the gas tax that generates revenues for transportation-related activities.

5.3.14 Tax Increment Financing (TIF)

Tax Increment Financing is a tool to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., shared use trail) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to support the debt created by the original public improvement project. More information on the legal requirements for TIF for Redevelopment Projects can be found here:

http://www.scstatehouse.gov/code/t31c006.php

5.4 Private Sector Funding Sources

Many communities have solicited greenway funding assistance from private foundations and other conservation-minded benefactors. Below are several examples of private funding opportunities available.

5.4.1 Bikes Belong Grant Program

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded $1.2 million and leveraged an additional $470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

More information: *http://www.bikesbelong.org/grants/*

5.4.2 The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: *http://www.rwjf.org/applications/*

5.4.3 Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

More information: *http://www.bankofamerica.com/foundation*

5.4.4 The Walmart Foundation

The Walmart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of $250 to $5,000 through local Walmart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December. The State Giving Program provides grants of $25,000 to $250,000 to 501c3 nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women's Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Walmart Foundation's National Giving Program awards grants of $250,000 and more, but does not accept unsolicited applications.

More information: *http://foundation.walmart.com/apply-for-grants*

5.4.5 Duke Energy Foundation

Funded by Duke Energy shareholders, this non-profit organization makes charitable grants to selected non-profits or governmental subdivisions. Each annual grant must have:

- An internal Duke Energy business "sponsor"
- A clear business reason for making the contribution

The grant program has three focus areas: Environment and Energy Efficiency, Economic Development, and Community Vitality. Related to this project, the Foundation would support programs that support conservation, training and research around environmental and energy efficiency initiatives.

More information: *http://www.duke-energy.com/community/foundation.asp*

5.4.6 Duke Energy Water Resources Fund

Duke Energy recently established a grant program that funds local efforts to address water quality and quantity issues on waterways it works on. The grant is prioritized to projects that 1.) Address water quality and quantity issues in streams or watersheds that are identified as priorities in state or local watershed action plans 2.) Encourage education and awareness of water quality, quantity and conservation issues preferably focused on helping individuals understand how their actions impact the overall health of a river basin 3.) Research focused on improving water quality, quantity and conservation issues 4.) River management plans 5.) Watershed studies 6.) Purchase conservation easements and 7.) Improve public access to waterways. For example, greenway projects that run adjacent to waterways and provide access to those resources or educational opportunities about them would be viewed favorably.

There are currently 6 grant cycles planned which run through May 2017. Grants are for one year and will range from $10,000 to $100,000. Grants which leverage funds from other sources are favorable. For more information on grant cycles and application requirements visit the Water Resources Fund website:

http://www.duke-energy.com/community/foundation/water-resources-fund.asp

5.4.7 The Kodak American Greenways Program

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and

the National Geographic Society to award small grants ($250 to $2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

More information: *http://www.conservationfund.org*

5.4.8 National Trails Fund

American Hiking Society created the National Trails Fund in 1998, the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. 73 million people enjoy foot trails annually, yet many of our favorite trails need major repairs due to a $200 million backlog of badly needed maintenance. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools and materials to protect America's cherished public trails. To date, American Hiking has granted more than $240,000 to 56 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from $500 to $10,000 per project.

Projects the American Hiking Society will consider include:

- Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
- Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.
- Constituency building surrounding specific trail projects - including volunteer recruitment and support.

More information: *http://www.americanhiking.org/alliance/fund.html*

5.4.9 The Conservation Alliance

The Conservation Alliance is a non-profit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to protect wild and natural areas. One hundred percent of its member companies' dues go directly to diverse, local community groups across the nation–groups like Southern Utah Wilderness Alliance, Alliance for the Wild Rockies, The Greater Yellowstone Coalition, the South Yuba River Citizens' League, RESTORE: The North Woods and the Sinkyone Wilderness Council (a Native American-owned/operated wilderness park). For these groups, who seek to protect the last great wild lands and waterways from resource extraction and commercial development, the Alliance's grants are substantial in size (about $35,000 each), and have often made the difference between success and defeat. Since its inception in 1989, The Conservation Alliance has contributed $4,775,059 to grassroots environmental groups across the nation, and its member companies are proud of the results: To date the groups funded have saved over 34 million acres of wild lands and 14 dams have been either prevented or removed- all through grassroots community efforts.

The Conservation Alliance is a unique funding source for grassroots environmental groups. It is the only environmental grant maker whose funds come from a potent yet largely untapped constituency for protection of ecosystems – the active transportation outdoor recreation industry and its customers. This industry has great incentive to protect the places in which people use the clothing, hiking boots, tents and backpacks it sells. The industry is also uniquely positioned to educate outdoor enthusiasts about threats to wild places, and engage them to take action. Finally, when it comes to decision–makers, especially those in the Forest Service, National Park Service, and Bureau of Land Management, this industry has clout - an important tool that small advocacy groups can wield.

The Conservation Alliance Funding Criteria: The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation. The Alliance does not look for mainstream education or scientific research projects, but rather for active campaigns. All projects should be quantifiable, with specific goals, objectives and action plans and should include a measure for evaluating success. The project should have a good chance for closure or significant measurable results over a fairly short term (one to two years). Funding emphasis may not be on general operating expenses or staff payroll.

More information: *http://www.conservationalliance.com/index.m*

5.4.10 National Fish and Wildlife Foundation (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation awards matching grants under its Keystone Initiatives to achieve measurable outcomes in the conservation of fish, wildlife, plants and the habitats on which they depend. Awards are made on a competitive basis to eligible grant recipients, including federal, tribal, state, and local governments, educational institutions, and non-profit conservation organizations. Project proposals are received on a year-round, revolving basis with two decision cycles per year. Grants generally range from $50,000-$300,000 and typically require a minimum 2:1 non-federal match.

Funding priorities include bird, fish, marine/coastal, and wildlife and habitat conservation. Other projects that are considered include controlling invasive species, enhancing delivery of ecosystem services in agricultural systems, minimizing the impact on wildlife of emerging energy sources, and developing future conservation leaders and professionals.

More information: *http://www.nfwf.org/AM/Template.cfm?Section=Grants*

5.4.11 The Trust for Public Land

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the Trust for Public Land is the only national nonprofit working exclusively to protect land for human enjoyment and wellbeing. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. Also, TPL is the leading organization helping agencies and communities identify and create funds for conservation from federal, state, local, and philanthropic sources.

Since 1996, TPL has helped states and communities craft and pass over 382 successful ballot measures, generating $34 billion in new conservation-related funding.

More information: *http://www.tpl.org/what-we-do/services/conservation-finance/*

5.4.12 Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between $90,000 and $275,000.

More information: *http://www.epa.gov/care /*

5.4.13 Local Trail Sponsors

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

5.4.14 Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

5.5 Other Sources

5.5.1 Volunteer Work and Public-Private Partnerships

Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs. Local schools or community groups may use the bikeway projects as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

5.5.2 Private Individual Donations

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

5.5.3 Fundraising / Campaign Drives

Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Oftentimes fundraising satisfies the need for public awareness, public education, and financial support.

5.5.4 Land Trust Acquisition and Donation

Land trusts are held by a third party other than the primary holder and the beneficiaries. This land is oftentimes held in a corporation for facilitating the transfer between two parties. For conservation purposes, land is often held in a land trust and received through a land trust. A land trust typically has a specific purpose such as conservation and is used so land will be preserved as the primary holder had originally intended.

5.5.5 Adopt a Trail Program

A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a trail and help maintain the facility. Foundation grants, volunteer work, and donations of in-kind services, equipment, labor or materials are other sources of support that can play a supporting role in gathering resources to design and build new pedestrian and bicycle facilities.

Residents and other community members are excellent resources for garnering support and enthusiasm for a

trail, and Colleton County should work with volunteers to substantially reduce implementation and maintenance costs. Local schools, community groups, or a group of dedicated neighbors may use the project as a goal for the year, possibly working with a local designer or engineer. Work parties can be formed to help clear the right-of-way for a new trail or maintain existing facilities where needed.

Appendix A: Project Master Tables

ID#	Priority Score	Beginning	End	Corridor	Miles	
145	33	Industrial Rd	Robertson Blvd	Jefferies Hwy	2.636	
51	27	Jefferies Blvd	Woodlawn St	Washington St/Woodlawn St	0.387	
73	25	Churchill Rd	Ireland Hills Dr	Woodlawn St/Center St	0.561	
75	25	Bells Hwy	Rail/greenway corridor	Forest Cir	0.284	
139	25	Bells Hwy	Peachtree Rd	Briarwood Rd	0.060	
141	25	Forest Circle	Peachtree Rd	Dean St	0.077	
35	24	Klein St	Washington St	Dowling Ave	0.740	
107	22	Robertson Blvd	Savage St	Lemacks St	0.745	
132	22	Wichman St	Jefferies Blvd	SC64	0.195	
39	21	Hendersonville Hwy	Carolette Ct	Jeffereies Blvd/Sniders Hwy	1.18	
78	21	Bells Hwy	Leigth Ln	Jefferies Blvd	0.415	
164	21	Hwy 95 E on-ramp	City Limits	Jeffereies Blvd/Sniders Hwy	0.44	
38	20	Hendersonville Hwy	Carolette Ct	Jeffereies Blvd/Sniders Hwy	0.99	
79	20	Bells Hwy	Leigth Ln	Jefferies Blvd	0.408	
113	20	Hampton St	6th Street	Widgeon St	0.420	
115	20	Poplar St	Peurifoy Rd	Hampton St	0.243	
116	20	Poplar St	Smoak Rd	Hampton St	0.823	
117	20	Smoak Rd	Peurifoy Rd	Hampton St	1.085	
129	20	Lemacks St	Witsell St	Sweat St	0.188	
161	20	DeTreville Rd	Hendersonville Hwy	Jeffereies Blvd/Sniders Hwy	1.034	
162	20	DeTreville Rd	Hendersonville Hwy	Jeffereies Blvd/Sniders Hwy	1.015	
165	20	Hwy 95 E on-ramp	City Limits	Jeffereies Blvd/Sniders Hwy	0.42	
27	18	Proctor St	Jefferies Blvd	Henderson St/Moore St	0.610	
44	18	Jeffereies Blvd	Great Swamp Sanctuary trail	De Treville Rd	0.225	
45	18	Jefferies Blvd	Dowling Ave	Elizabeth St	0.173	
62	18	Ravenswood Rd	Eddie Chasteen Dr	Hiers Corner Rd	0.381	
64	18	Hiers Corner Rd	Ivanhoe Rd	Lands End Rd	0.208	

Walterboro Sidewalk Projects Master List

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$918,423.93	$3,061,413.11	$1,071,494.59	$5,357,472.95	Phase 1	1
	$134,946.23	$449,820.77	$157,437.27	$787,186.34	Phase 1	1
	$195,331.45	$651,104.82	$227,886.69	$1,139,433.44	Phase 1	1
	$98,888.64	$329,628.81	$115,370.08	$576,850.41	Phase 1	1
	$20,792.99	$69,309.95	$24,258.48	$121,292.41	Phase 1	1
	$26,880.03	$89,600.11	$31,360.04	$156,800.20	Phase 1	1
	$258,023.38	$860,077.94	$301,027.28	$1,505,136.40	Phase 1	1
	$259,496.82	$864,989.39	$302,746.29	$1,513,731.43	Phase 1	0
	$68,059.21	$226,864.04	$79,402.42	$397,012.08	Phase 1	1
	$411,206.40	$1,370,688.00	$479,740.80	$2,398,704.00	Phase 1	0
	$144,784.03	$482,613.42	$168,914.70	$844,573.49	Phase 1	1
	$153,331.20	$511,104.00	$178,886.40	$894,432.00	Phase 1	0
	$344,995.20	$1,149,984.00	$402,494.40	$2,012,472.00	Phase 1	0
	$142,171.93	$473,906.42	$165,867.25	$829,336.23	Phase 1	1
	$146,299.33	$487,664.42	$170,682.55	$853,412.74	Phase 2	0
	$84,768.30	$282,561.00	$98,896.35	$494,481.74	Phase 1	0
	$286,940.46	$956,468.19	$334,763.87	$1,673,819.34	Phase 1	0
	$378,205.04	$1,260,683.47	$441,239.22	$2,206,196.08	Phase 1	0
	$65,515.82	$218,386.07	$76,435.12	$382,175.62	Phase 1	1
	$360,420.67	$1,201,402.22	$420,490.78	$2,102,453.89	Phase 2	0
	$353,738.38	$1,179,127.94	$412,694.78	$2,063,473.90	Phase 2	0
	$146,361.60	$487,872.00	$170,755.20	$853,776.00	Phase 1	0
	$212,527.17	$708,423.91	$247,948.37	$1,239,741.84	Phase 2	0
	$78,542.18	$261,807.27	$91,632.54	$458,162.72	Phase 2	1
	$60,451.96	$201,506.53	$70,527.29	$352,636.44	Phase 2	1
	$132,930.72	$443,102.39	$155,085.84	$775,429.18	Phase 2	1
	$72,602.43	$242,008.08	$84,702.83	$423,514.15	Phase 2	1

ID#	Priority Score	Beginning	End	Corridor	Miles	
67	18	Hiers Corner Rd	Shamrock Dr	Country Ln	0.159	
80	18	Bells Hwy	Robertson Blvd	Spruce St	0.507	
111	18	Hampton St	Robertson Blvd	Poplar St	0.770	
112	18	Hampton St	Robertson Blvd	Poplar St	0.806	
114	18	6th Street	Hampton St	Hickory St	0.387	
128	18	Ackerman St	road end	Gruber St	0.271	
130	18	Springwood Dr	Wichman St	Witsell St	0.489	
131	18	Lemacks St	Witsell St	Sweat St	0.184	
159	18	Elizabeth St	De Treville Rd	Jeffereies Blvd/Sniders Hwy	0.499	
160	18	Elizabeth St	De Treville Rd	Jeffereies Blvd/Sniders Hwy	0.515	
32	16	Proctor St	Robertson Blvd	Rivers St	0.218	
33	16	Jeffereies Blvd	Green Pond Hwy	Beachwood Rd	0.198	
34	16	Dowling Ave	Jeffereies Blvd	Perry Rd	0.174	
40	16	Dowling Ave	Jeffereies Blvd	Perry Rd	0.169	
41	16	Green Pond Hwy	Jeffereies Blvd	Gervais St/Plantation Ln/Cypress Dr	0.745	
154	16	Old Air Base Rd	Gruber St	Lincoln St	0.038	
26	15	Rivers St	Green Pond Hwy	Proctor St	0.546	
52	15	Washington St	Jefferies Hwy	Klein St/Benson St	0.171	
74	15	Bells Hwy	End	Sharon Dr	0.161	
76	13	Forest Cir	Bells Hwy	Peachtree Rd/Dorsey St	0.889	
120	13	Hampton St	Poplar St	Smith St	0.498	
133	13	Robertson Blvd	Dandridge Rd	Hospital Driveway	0.160	
146	13	Hampton St	Carn St	Miller St	0.091	
59	11	Washington St	Jefferies Blvd	Ivanhoe Rd	0.428	
61	11	Ireland Hills Dr	Hiers Corner Rd	Ravenwood Rd	0.213	
81	11	Jefferies Hwy	Bells Hwy	Dandridge Rd	1.190	
96	11	Chamblee Rd	Academy Rd	Calhoun Dr	0.212	
108	11	Lemacks St	Robertson Blvd	Colleton Loop Rd	0.115	
126	11	Smith St	Padgett Loop	Chaplin St	0.175	
127	11	Padgett Loop	Smith St	Bailey St	0.290	
134	11	Robertson Blvd	Gadsen Loop	Red Comet Rd	0.630	
135	11	Pine Needles Rd	Smith St	Cleveland St	0.511	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$55,532.28	$185,107.61	$64,787.66	$323,938.31	Phase 2	1
	$176,769.21	$589,230.72	$206,230.75	$1,031,153.75	Phase 2	1
	$268,172.53	$893,908.44	$312,867.95	$1,564,339.77	Phase 2	0
	$280,765.58	$935,885.26	$327,559.84	$1,637,799.20	Phase 2	0
	$134,857.13	$449,523.76	$157,333.32	$786,666.58	Phase 2	0
	$94,520.92	$315,069.73	$110,274.41	$551,372.03	Phase 2	0
	$170,579.75	$568,599.16	$199,009.71	$995,048.54	Phase 2	1
	$64,286.84	$214,289.48	$75,001.32	$375,006.59	Phase 2	1
	$173,958.79	$579,862.65	$202,951.93	$1,014,759.64	Phase 2	1
	$179,527.73	$598,425.77	$209,449.02	$1,047,245.09	Phase 2	1
	$75,837.31	$252,791.04	$88,476.86	$442,384.32	Phase 3	0
	$69,125.16	$230,417.21	$80,646.02	$403,230.12	Phase 3	1
	$60,798.99	$202,663.29	$70,932.15	$354,660.75	Phase 3	1
	$58,948.34	$196,494.47	$68,773.06	$343,865.32	Phase 3	1
	$259,510.63	$865,035.44	$302,762.40	$1,513,812.01	Phase 3	0
	$13,086.40	$43,621.32	$15,267.46	$76,337.31	Phase 3	0
	$190,234.96	$634,116.52	$221,940.78	$1,109,703.91	Phase 3	0
	$59,729.87	$199,099.56	$69,684.84	$348,424.22	Phase 3	1
	$56,018.75	$186,729.16	$65,355.21	$326,776.03	Phase 3	1
	$309,805.49	$1,032,684.95	$361,439.73	$1,807,198.66	Phase 3	1
	$173,640.67	$578,802.23	$202,580.78	$1,012,903.90	Phase 3	0
	$55,805.56	$186,018.54	$65,106.49	$325,532.45	Phase 3	1
	$31,582.05	$105,273.49	$36,845.72	$184,228.60	Phase 3	1
	$149,275.57	$497,585.23	$174,154.83	$870,774.15	Phase 3	1
	$74,336.62	$247,788.74	$86,726.06	$433,630.29	Phase 3	1
	$414,779.21	$1,382,597.35	$483,909.07	$2,419,545.36	Phase 3	1
	$73,869.19	$246,230.64	$86,180.72	$430,903.62	Phase 3	1
	$40,222.12	$134,073.74	$46,925.81	$234,629.05	Phase 3	0
	$61,138.98	$203,796.59	$71,328.81	$356,644.04	Phase 3	0
	$101,089.84	$336,966.13	$117,938.15	$589,690.73	Phase 3	0
	$219,396.77	$731,322.55	$255,962.89	$1,279,814.47	Phase 3	0
	$177,992.67	$593,308.90	$207,658.11	$1,038,290.57	Phase 3	0

ID#	Priority Score	Beginning	End	Corridor	Miles	
95	10	Waycross Rd	Jeffereies Blvd	Cahmblee Rd/Calhoun Dr	0.431	
163	10	Railroad St	Bells Hwy	Hiers Corner Rd	0.097	
54	9	Jeffereies Blvd	Memorial Ave	Sanders St	0.272	
65	9	Ravenswood Rd	Hiers Corner Rd	Ireland Hills Dr	0.132	
82	9	Jeffereies Hwy	Bells Hwy	Dandridge Rd	1.236	
83	9	Dandridge Rd	Robertson Blvd	Althea Rd	0.348	
93	9	Academy St	Dandridge Rd	Waycross Rd	1.099	
100	9	Bells Hwy	Interior Rd	Walmart Loop	0.358	
101	9	Interior Rd	Bells Hwy	Walmart Loop	0.091	
102	9	I-95 Ramp	Evergreen Ln	Bells Hwy	0.316	
103	9	I-95 Ramp	Evergreen Ln	Bells Hwy	0.270	
105	9	Padgett Loop	Existing Sidewalk (near Saveage St)	Wichman St	0.182	
106	9	Existing Side-walk (near Saveage St)	Robertson Blvd	Wichman St	0.459	
119	9	Prince St	Robertson Blvd	Poplar St/Hill St	0.336	
125	9	Smith St	Wichman St	Haynes St	0.344	
46	8	Elizabeth St	Washington St	Klein St	0.243	
50	8	Elizabeth St	Washington St	Klein St	0.208	
56	8	Sanders St	Carn St	Lucas St	0.088	
57	8	Hampton St	Padgett Loop	Howell St	0.081	
22	7	greenway	Proctor St	Henderson St	0.175	
23	7	Proctor St	Mill St	Rivers St	0.184	
28	7	Proctor St	Moore St	Blanchard St	0.216	
84	7	Dandridge Rd	Robertson Blvd	Althea Rd	0.395	
85	7	Dandridge Rd	Sarah St	Gloria St	0.153	
89	7	Dandridge Rd	Gloria St	Althea St	0.223	
90	7	Dandridge Rd	Otis Rd	Opal Rd	0.119	
92	7	Academy St	Dandridge Rd	Waycross Rd	1.060	
98	7	Academy Rd	Jefferies Blvd	Estates Dr	0.600	
110	7	Robertson Blvd	Existing sidewalk (near Old Airport Road)	Wichman St	0.339	
118	7	Prince St	Robertson Blvd	Poplar St/Hill St	0.357	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$150,352.50	$501,175.01	$175,411.25	$877,056.26	Phase 3	1
	$101,238.00	$337,460.01	$118,111.00	$590,555.01	Phase 4	1
	$94,748.82	$315,829.41	$110,540.29	$552,701.46	Phase 3	1
	$45,945.64	$153,152.14	$53,603.25	$268,016.24	Phase 3	1
	$430,800.11	$1,436,000.37	$502,600.13	$2,513,000.65	Phase 3	1
	$121,200.74	$404,002.48	$141,400.87	$707,004.34	Phase 4	1
	$383,118.65	$1,277,062.17	$446,971.76	$2,234,858.80	Phase 4	1
	$124,624.10	$415,413.68	$145,394.79	$726,973.94	Phase 4	0
	$31,608.31	$105,361.03	$36,876.36	$184,381.80	Phase 4	0
	$110,010.13	$366,700.45	$128,345.16	$641,725.78	Phase 4	0
	$94,032.50	$313,441.67	$109,704.58	$548,522.92	Phase 4	0
	$63,369.48	$211,231.58	$73,931.05	$369,655.27	Phase 4	0
	$160,093.58	$533,645.27	$186,775.84	$933,879.22	Phase 4	0
	$116,924.83	$389,749.42	$136,412.30	$682,061.49	Phase 4	0
	$119,909.65	$399,698.83	$139,894.59	$699,472.95	Phase 4	0
	$84,595.03	$281,983.44	$98,694.20	$493,471.02	Phase 4	1
	$72,500.33	$241,667.77	$84,583.72	$422,918.59	Phase 4	1
	$30,642.24	$102,140.82	$35,749.29	$178,746.43	Phase 4	1
	$28,188.44	$93,961.46	$32,886.51	$164,432.56	Phase 4	0
	$61,055.26	$203,517.53	$71,231.14	$356,155.68	Phase 4	0
	$64,011.23	$213,370.76	$74,679.77	$373,398.84	Phase 4	0
	$75,318.60	$251,062.00	$87,871.70	$439,358.50	Phase 4	1
	$137,535.49	$458,451.65	$160,458.08	$802,290.38	Phase 4	1
	$53,398.04	$177,993.47	$62,297.71	$311,488.57	Phase 4	1
	$77,753.95	$259,179.85	$90,712.95	$453,564.73	Phase 4	1
	$41,521.05	$138,403.51	$48,441.23	$242,206.14	Phase 4	1
	$369,544.84	$1,231,816.12	$431,135.64	$2,155,678.20	Phase 4	1
	$209,104.57	$697,015.23	$243,955.33	$1,219,776.66	Phase 4	1
	$117,979.09	$393,263.63	$137,642.27	$688,211.36	Phase 4	0
	$124,489.66	$414,965.54	$145,237.94	$726,189.69	Phase 4	0

ID#	Priority Score	Beginning	End	Corridor	Miles	
121	7	Smith St	Poplar St	Wichman St	0.199	
122	7	Wichman St	Robertson Blvd	Savage St	0.451	
123	7	Smith St	Prince St	Breland St	0.269	
137	7	Cleveland St	Kings St	Pine Needles St	0.045	
144	7	Hampton St	Rivers St	Gadsen Loop Rd	1.363	
55	6	Lucas St	Jeffereies Blvd	Sanders St	0.147	
60	6	Ivanhoe Rd	Ravenwood Rd	Forest Hills Rd	0.355	
77	5	Bells Hwy	Hiers Corner Rd	Kimbrell St/Joseph Dr	0.604	
142	5	Bells Hwy	Peachtree Rd	Kimbrell St	0.028	
143	5	Bells Hwy	Peachtree Rd	Kimbrell St	0.028	
1	4	Lemacks St	Strickland St	Chaplin St	0.184	
2	4	Chaplin St	Padgett Loop	Strickland St	0.022	
3	4	Chaplin St	Padgett Loop	Strickland St	0.011	
5	4	Fishburne St	Lemacks St	Chaplin St	0.083	
6	4	Wichman st	Chaplin St	Fishburne St	0.087	
7	4	Lemacks St	ex. sidewalk near Mckenzie St	Carn St	0.160	
8	4	Gerideau St	Black St Ext	Carn St/Lavoe Dr	0.147	
9	4	Carn St	Glover St	Bay St	0.055	
10	4	Hampton St	Carn St	Carter St	0.088	
12	4	Black St Ext	Carn St	Simmons St	0.107	
15	4	Robertson Blvd	Simmons St	Black St Ext	0.248	
53	4	Jeffereies Blvd	Klein St	Hiers St	0.062	
58	4	Hampton St	Lemacks St	Charles St	0.180	
66	4	Center St	Country Ln	Ireland Hills Dr	0.365	
68	4	Shamrock Dr	Lynwood Rd	Ireland Hills Dr	0.492	
72	4	Center St	End of roadway	Ridgecrest Rd/ Churchill Rd	1.037	
87	4	Constance St	Robertson Blvd	Ruby St	0.143	
109	4	Colleton Loop Rd	Robertson Blvd	Lemacks St	0.073	
140	4	Bells Hwy	Peachtree Rd	Briarwood Rd	0.041	
155	4	Hampton St	Carn St	Gerideau St	0.092	
156	4	Chuckle Hill Rd	Carn St	Simmons St	0.119	
4	2	Hampton St	Chaplin St	Lemacks St	0.131	
11	2	S Memorial Ave	Simmons St	Black St Ext	0.445	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$69,480.64	$231,602.14	$81,060.75	$405,303.74	Phase 4	0
	$157,228.45	$524,094.83	$183,433.19	$917,165.95	Phase 4	0
	$93,780.92	$312,603.07	$109,411.08	$547,055.38	Phase 4	0
	$15,833.15	$52,777.16	$18,472.00	$92,360.02	Phase 4	0
	$474,982.82	$1,583,276.08	$554,146.63	$2,770,733.14	Phase 4	0
	$51,395.90	$171,319.67	$59,961.88	$299,809.42	Phase 5	1
	$123,554.73	$411,849.10	$144,147.19	$720,735.93	Phase 5	1
	$210,314.76	$701,049.20	$245,367.22	$1,226,836.10	Phase 5	1
	$9,890.13	$32,967.09	$11,538.48	$57,692.41	Phase 5	1
	$9,723.29	$32,410.95	$11,343.83	$56,719.16	Phase 5	1
	$64,064.77	$213,549.22	$74,742.23	$373,711.14	Phase 5	0
	$7,831.54	$26,105.13	$9,136.80	$45,683.98	Phase 5	0
	$3,696.75	$12,322.49	$4,312.87	$21,564.35	Phase 5	0
	$28,935.05	$96,450.17	$33,757.56	$168,787.80	Phase 5	0
	$30,478.51	$101,595.03	$35,558.26	$177,791.31	Phase 5	1
	$55,703.26	$185,677.55	$64,987.14	$324,935.71	Phase 5	0
	$51,319.93	$171,066.42	$59,873.25	$299,366.24	Phase 5	0
	$19,291.54	$64,305.14	$22,506.80	$112,533.99	Phase 5	0
	$30,566.78	$101,889.26	$35,661.24	$178,306.20	Phase 5	0
	$37,179.28	$123,930.93	$43,375.83	$216,879.13	Phase 5	0
	$86,433.26	$288,110.85	$100,838.80	$504,193.99	Phase 5	0
	$21,613.39	$72,044.65	$25,215.63	$126,078.14	Phase 5	1
	$62,888.88	$209,629.61	$73,370.36	$366,851.81	Phase 5	0
	$127,062.44	$423,541.47	$148,239.51	$741,197.57	Phase 5	1
	$171,278.84	$570,929.46	$199,825.31	$999,126.56	Phase 5	1
	$361,300.80	$1,204,336.00	$421,517.60	$2,107,587.99	Phase 5	1
	$49,968.73	$166,562.44	$58,296.86	$291,484.28	Phase 5	1
	$25,573.93	$85,246.42	$29,836.25	$149,181.24	Phase 5	0
	$14,116.15	$47,053.84	$16,468.85	$82,344.23	Phase 5	1
	$31,961.81	$106,539.36	$37,288.78	$186,443.88	Phase 5	0
	$41,526.03	$138,420.11	$48,447.04	$242,235.20	Phase 5	0
	$45,801.07	$152,670.24	$53,434.58	$267,172.91	Phase 5	0
	$155,217.37	$517,391.22	$181,086.93	$905,434.64	Phase 5	0

ID#	Priority Score	Beginning	End	Corridor	Miles	
13	2	Bay St	Simmons St	Doyle St	0.079	
14	2	Black St Ext	Robertson Blvd	Simmons St	0.335	
36	2	Dowling Ave	Perry Rd	Klein St	0.243	
37	2	Perry Rd	Elizabeth St	Klein St	0.268	
42	2	Green Pond Hwy	Gervais St	Kelly St/Coleman St	0.329	
43	2	Green Pond Hwy	Gervais St	Pineland Rd	0.357	
47	2	Jeffereies Blvd	Dowling Ave	Elizabeth St	0.275	
48	2	Perry St	Dowling Ave	Klein St	0.208	
49	2	Elizabeth St	Perry St	Klein St	0.248	
86	2	Gloria St	Ruby St	Constance St	0.152	
88	2	Gloria St	Ruby St	Sarah St	0.173	
104	2	Lemacks St	Wichman St	Savage St	0.223	
124	2	Breland St	Haynes St	Prince St	0.123	
147	2	Cottageville Hwy	Cottageville Elementary	Peirce Rd	0.686	
157	2	Hickory St	Poplar St	4th St	0.221	
16	0	Black St Ext	Furlong Dr	Rivers St	0.349	
17	0	Black St Ext	Furlong Dr	Bay St	0.353	
18	0	Bay St	Simmons St	Doyle St	0.135	
19	0	Rivers St	Memorial Ave	Mill St	0.188	
20	0	Bay St	Rivers St	Mill St	0.047	
21	0	Rivers St	greenway	Mill St	0.128	
24	0	Robertson Blvd	Rivers St	Furlong Dr	0.174	
25	0	Robertson Blvd	Rivers St	Furlong Dr	0.170	
29	0	Blanchard St	Henderson St	Harper St	0.100	
30	0	Blanchard St	Henderson St	Lockhart St	0.100	
31	0	Green Pond Hwy	Marvin St	Laurel Ave	0.177	
69	0	Ireland Hills Dr	Canal St	Lynwood Dr	0.572	
70	0	Lynwood Dr	Fenwick Rd	Canal St	0.102	
71	0	Canal St	Ireland Hills Dr	Fenwick Rd	0.253	
91	0	Aladin St	Longleaf Dr	Otis Rd	0.782	
94	0	Lakewood Dr	Waycross Rd	Chamblee Rd	0.303	
97	0	Otis Rd	Jeffereies Blvd	Longleaf Dr	0.136	
99	0	Chamblee Rd	Otis Rd	Lakewood Dr	0.526	
136	0	Cleveland St	Robertson Blvd	Jared Rd/Birch St	0.265	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$27,356.27	$91,187.58	$31,915.65	$159,578.26	Phase 5	0
	$116,657.90	$388,859.68	$136,100.89	$680,504.44	Phase 5	0
	$84,771.10	$282,570.32	$98,899.61	$494,498.06	Phase 5	1
	$93,231.70	$310,772.32	$108,770.31	$543,851.56	Phase 5	1
	$114,527.25	$381,757.51	$133,615.13	$668,075.65	Phase 5	1
	$124,449.93	$414,833.11	$145,191.59	$725,957.94	Phase 5	0
	$95,844.58	$319,481.94	$111,818.68	$559,093.39	Phase 5	1
	$72,482.49	$241,608.31	$84,562.91	$422,814.55	Phase 5	1
	$86,381.54	$287,938.48	$100,778.47	$503,892.34	Phase 5	1
	$53,029.45	$176,764.84	$61,867.69	$309,338.47	Phase 5	1
	$60,149.06	$200,496.85	$70,173.90	$350,869.49	Phase 5	1
	$77,675.72	$258,919.05	$90,621.67	$453,108.34	Phase 5	0
	$42,784.43	$142,614.77	$49,915.17	$249,575.85	Phase 5	0
	$239,042.11	$796,807.03	$278,882.46	$1,394,412.31	Phase 5	1
	$77,077.73	$256,925.75	$89,924.01	$449,620.07	Phase 5	0
	$121,748.43	$405,828.11	$142,039.84	$710,199.20	Phase 5	0
	$122,970.94	$409,903.12	$143,466.09	$717,330.46	Phase 5	0
	$47,212.08	$157,373.60	$55,080.76	$275,403.79	Phase 6	0
	$65,447.97	$218,159.91	$76,355.97	$381,779.84	Phase 6	0
	$16,376.40	$54,588.01	$19,105.80	$95,529.01	Phase 6	0
	$44,556.14	$148,520.46	$51,982.16	$259,910.81	Phase 6	0
	$60,657.75	$202,192.50	$70,767.37	$353,836.87	Phase 6	0
	$59,069.18	$196,897.27	$68,914.04	$344,570.22	Phase 6	0
	$34,912.94	$116,376.48	$40,731.77	$203,658.84	Phase 6	1
	$34,995.24	$116,650.79	$40,827.78	$204,138.88	Phase 6	0
	$61,678.16	$205,593.87	$71,957.85	$359,789.27	Phase 6	1
	$199,214.01	$664,046.70	$232,416.35	$1,162,081.73	Phase 6	1
	$35,471.59	$118,238.62	$41,383.52	$206,917.58	Phase 6	1
	$88,079.15	$293,597.17	$102,759.01	$513,795.04	Phase 6	1
	$272,441.84	$908,139.45	$317,848.81	$1,589,244.04	Phase 6	1
	$105,522.53	$351,741.78	$123,109.62	$615,548.11	Phase 6	1
	$47,268.10	$157,560.33	$55,146.12	$275,730.58	Phase 6	1
	$183,355.54	$611,185.13	$213,914.79	$1,069,573.97	Phase 6	1
	$92,455.86	$308,186.21	$107,865.17	$539,325.87	Phase 6	0

ID#	Priority Score	Beginning	End	Corridor	Miles	
138	0	Pine Needles St	Gadsen Loop	King St	0.467	
148	0	Depot Rd	Bama Rd	Cottageville Rd	1.028	
149	0	Depot Rd	Jacksonboro Rd	Griffith Acres Rd	0.293	
150	0	City Limits	Low Country Highway	Sunrise Rd	0.481	
151	0	George Warren Dr	Brabham Rd	Lumber Rd	0.596	
152	0	Lumber Rd	George Warren Dr	Joel Padgett St	0.090	
153	0	Robertson Blvd	Lincoln St	Old Air Base Rd	0.191	
158	0	Hickory St	Poplar St	6th St	0.207	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency	Phase	Eligible for SRTS Funding
	$162,766.21	$542,554.03	$189,893.91	$949,469.56	Phase 6	0
	$358,325.62	$1,194,418.72	$418,046.55	$2,090,232.76	Phase 6	1
	$102,031.95	$340,106.50	$119,037.28	$595,186.38	Phase 6	1
	$167,677.35	$558,924.49	$195,623.57	$978,117.86	Phase 6	0
	$207,763.99	$692,546.62	$242,391.32	$1,211,956.59	Phase 6	0
	$31,330.57	$104,435.22	$36,552.33	$182,761.63	Phase 6	0
	$66,476.80	$221,589.33	$77,556.27	$387,781.33	Phase 6	0
	$71,985.81	$239,952.70	$83,983.45	$419,917.23	Phase 6	0

Walterboro Bicycle Projects Master List

ID#	Facility Type	Priority Rank	Beginning	Ending	Corridor	
5	Alignment Change	<null>		Hampton St	Padgett Loop Rd	
6	Alignment Change	<null>		Hampton St	Padgett Loop Rd	
11	Alignment Change	<null>		Wichman St	Padgett Loop Rd	
32	New Connections	<null>	Academy Rd	Wade Hampton Ave	Waycross Rd	
33	New Connections	<null>	Otis Rd	Hopsital Property	Waycross Rd	
67	New Connections	<null>	Gervais St	Plantation Ln	Infill Rd	
92	New Connections	<null>	End of Lynwood	Hiers Corner Rd	Lynnwood Rd	
98	New Connections	<null>	Pineland Rd	Gervais St	Infill Road	
20	Bicycle Boulevard	41	Wichman St	Jefferies Blvd	N Walter St	
16	Bicycle Boulevard	37	Carn St	Proctor St	Memorial Ave/Henderson St	
49	Bicycle Boulevard	37	Wichman St	Proctor St	Rivers St	
138	Bicycle Boulevard	37	Proctor St	Wichman St	Rivers St/Carn St/Miller St	
139	Bicycle Boulevard	37	Perry St	Washington St	Dowling St	
4	Cycle Tracks	35	Howell St	Peurifoy Rd	Hampton St	
25	Bicycle Boulevard	34	Hiers Corner Rd	Honeysuckle Ln	Ravenwood Rd/Forest Hills Rd	
52	Bicycle Boulevard	34	Lemacks St	Witsell St	Sweat St	
58	Bicycle Boulevard	34	Otis Rd	Jefferies Blvd	Lakewood Dr/Chamblee Rd/Calhoun Dr	
88	Bicycle Boulevard	34	Wichman St	Sweat St	Magnolia St/Church St/Witsell St	
1	Buffered Bike Lanes	33	Jefferies Blvd	Howell St	Hampton St.	
15	Bicycle Boulevard	33	Wichman St	Carn St	Washington St/Memorial Ave	
43	Cycle Tracks	33	Ivanhoe Rd	Bells Hwy	Jefferies Blvd	
46	Bicycle Boulevard	33	Black St	Robertson Blvd	Lemacks St	
68	Cycle Tracks	33	Service Ln	Jefferies Blvd	Bells Hwy	
36	Bicycle Boulevard	32	Greenway	Greenway	Josie Dr/Sharon Dr	
48	Bicycle Boulevard	32	Memorial Ave	Jefferies Blvd	Sanders St	
56	Bicycle Boulevard	32	Jeffereies Blvd	Dandridge Rd	Otis Rd/Opal Dr	
141	Bicycle Boulevard	32	Dandridge St	Althea St	Sapphire St	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency	Phase	Eligible for SRTS Funding
	0.078	<null>	<null>	<null>	0
	0.057	<null>	<null>	<null>	0
	0.097	<null>	<null>	<null>	0
	0.298	<null>	<null>	<null>	1
	0.286	<null>	<null>	<null>	1
	0.046	<null>	<null>	<null>	0
	0.104	<null>	<null>	<null>	1
	0.029	<null>	<null>	<null>	0
	0.103	$1,701.73	$5,105.20	Phase 1	1
	0.502	$8,290.53	$24,871.60	Phase 1	0
	1.020	$16,825.14	$50,475.42	Phase 1	0
	0.768	$12,674.65	$38,023.96	Phase 1	0
	0.456	$7,516.21	$22,548.64	Phase 1	1
	0.435	$40,712.29	$76,634.91	Phase 1	0
	0.349	$5,753.98	$17,261.94	Phase 1	1
	0.182	$3,001.05	$9,003.16	Phase 1	1
	1.420	$23,434.63	$70,303.90	Phase 1	1
	0.324	$5,346.99	$16,040.98	Phase 1	1
	0.950	$67,916.25	$135,832.50	Phase 1	0
	0.274	$4,521.16	$13,563.47	Phase 1	1
	2.074	$193,897.76	$364,984.02	Phase 1	0
	1.362	$22,479.84	$67,439.51	Phase 1	0
	2.240	$209,457.83	$394,273.57	Phase 1	0
	0.276	$4,557.24	$13,671.71	Phase 1	1
	0.291	$4,800.54	$14,401.62	Phase 1	1
	0.992	$16,368.80	$49,106.39	Phase 1	1
	0.287	$4,732.11	$14,196.34	Phase 1	1

ID#	Facility Type	Priority Rank	Beginning	Ending	Corridor	
9	Greenway/Side-path	31	Klein St	Ivanhoe Rd	W Washington St	
19	Greenway/Side-path	31	Jefferies Blvd	Ivanhoe Rd	Forest Hills Rd	
27	Bicycle Boulevard	31	Bells Hwy	Peachtree Rd	Briarwood Rd	
131	Cycle Tracks	31	Jefferies Blvd	Ivanhoe Rd	W Washington St	
132	Bike Lanes	31	Ivanhoe Rd	Honeysuckle Ln	Forest Hills Rd	
51	Greenway/Side-path	30	Witsell St	Washington St	Sweat St	
54	Bicycle Boulevard	30	Jefferies Blvd	Bells Hwy	Dandridge Rd	
23	Bicycle Boulevard	29	Hiers Corner Rd	Woodlawn St	Woodlawn St	
26	Bicycle Boulevard	29	Center St	Eddie Chasten Dr	Hiers Corner Rd	
44	Bicycle Boulevard	28	Thompson St	S Memorial Ave	Elizabeth St/Moore St	
47	Bicycle Boulevard	28	Robertson Blvd	Memorial Ave	Black St	
124	Greenway/Side-path	28	Memorial Ave	Green Pond Hwy	Abandoned Railroad	
137	Bicycle Boulevard	28	Thompson St	Memorial St	Elizabeth St/Moore St	
13	Buffered Bike Lanes	27	Jefferies Blvd	Aviation Way	Wichman St	
65	Bicycle Boulevard	27	Robertson Blvd	Jefferies Blvd	Spruce St	
142	Bicycle Boulevard	27	Robertson Blvd	Carn St	Birch St/Doyle St/ Bay St	
12	Bicycle Boulevard	26	Robertson Blvd	Hampton St	Francis St	
28	Bicycle Boulevard	26	Forest Cir	Bells Hwy	Peachtree Rd/Dorsey St	
29	Bicycle Boulevard	26	Peachtree Rd	Forest Cir	Dean St	
42	Bike Lanes	26	Bells Hwy	Lafayette Ln	Jefferies Blvd	
53	Bicycle Boulevard	26	Hampton St	Francis St	Poplar St	
59	Bicycle Boulevard	26	Hiers Corner Rd	Country Ln	Ireland Hills Dr	
64	Greenway/Side-path	26	Black St	Peurifoy Rd	Smith St	
136	Bicycle Boulevard	26	Hiers Corner Rd	Peachtree Rd	Forest Cir	
140	Bicycle Boulevard	26	Wichman St	Smith St	Hayes St/Prince St/ Breland St	
3	Bike Lanes	25	Peurifoy Rd	Fox Field Rd	Hampton St	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency	Phase	Eligible for SRTS Funding
	0.295	$129,600.30	$194,400.45	Phase 1	1
	0.196	$86,233.83	$129,350.74	Phase 1	1
	0.075	$1,237.37	$3,712.11	Phase 1	1
	0.088	$8,184.73	$15,406.55	Phase 1	1
	0.158	$6,099.88	$13,071.17	Phase 1	1
	1.049	$461,677.22	$692,515.82	Phase 1	1
	1.247	$20,576.60	$61,729.81	Phase 1	1
	0.639	$10,546.84	$31,640.51	Phase 1	1
	0.541	$8,920.59	$26,761.77	Phase 1	1
	0.549	$9,054.22	$27,162.66	Phase 1	1
	0.764	$12,612.93	$37,838.79	Phase 1	0
	1.701	$748,448.69	$1,122,673.03	Phase 1	0
	0.463	$7,637.75	$22,913.25	Phase 1	1
	1.139	$81,405.62	$162,811.25	Phase 2	0
	0.565	$9,320.60	$27,961.81	Phase 2	1
	0.524	$8,640.28	$25,920.84	Phase 2	0
	0.928	$15,308.29	$45,924.87	Phase 2	0
	0.928	$15,313.25	$45,939.75	Phase 2	1
	0.150	$2,482.62	$7,447.87	Phase 2	1
	4.249	$163,598.95	$350,569.18	Phase 2	0
	0.889	$14,674.05	$44,022.14	Phase 2	0
	0.624	$10,297.04	$30,891.11	Phase 2	1
	0.440	$193,554.34	$290,331.52	Phase 2	0
	0.377	$6,226.51	$18,679.52	Phase 2	1
	0.503	$8,292.76	$24,878.29	Phase 2	0
	1.097	$42,251.57	$90,539.08	Phase 2	0

ID#	Facility Type	Priority Rank	Beginning	Ending	Corridor	
14	Bike Lanes	25	Aviation Way	Robertson Blvd	Wichman St	
38	Bicycle Boulevard	25	Medical Park Dr	Academy Rd	Waycross Rd/Waycross Rd Ext	
70	Greenway/Sidepath	25	Washington St	Jefferies Blvd	Ivanhoe Rd	
89	Bicycle Boulevard	25	Lemacks St	Lemacks St	Gruber St/Ackerman St	
22	Bicycle Boulevard	24	Country Ln/Fenwick Rd/Sable St	Hiers Corner Rd	Lynnwood Rd	
37	Bicycle Boulevard	24	Robertson Blvd	Waycross Rd Ext	Medical Park Dr	
39	Greenway/Sidepath	24	Jefferies Blvd	Thunderbolt Dr	Tuskegee Airmen Dr	
57	Bicycle Boulevard	24	Dandridge Rd	Robertson Blvd	Maxey St	
62	Bicycle Boulevard	24	Hampton St	Rivers St	Peurifoy Rd/Gadsen Loop	
90	Bicycle Boulevard	24	Witsell St	Lemacks St	Church St/Heyward St/Valley St	
122	Greenway/Sidepath	24	Waycross Rd	Jefferies Blvd	Academy Rd	
123	Greenway/Sidepath	24	Academy Rd	Robertson Blvd	Jefferies Blvd	
133	Bicycle Boulevard	24	Washington St	Lynwood Rd	Woodlawn Rd/ Churchill Rd	
134	Bicycle Boulevard	24	Churchill Rd	Sable St	Lynwood Rd	
10	Greenway/Sidepath	23	Ivanhoe Rd	Woodlawn St	Woodlawn St	
87	Bicycle Boulevard	23	Gadsen Loop	Robertson Blvd	Red Comet Rd	
21	Bike Lanes	22	Wichman St	E Washington St	N Walter St	
61	Bicycle Boulevard	21	Hampton St	Poplar St	Fox Field Rd/5th St	
97	Buffered Bike Lanes	21	Hendersonville Hwy	highway overpass	Sniders Hwy	
125	Greenway/Sidepath	21	Bells Hwy	Jefferies Hwy	Robertson Blvd	
34	Greenway/Sidepath	20	Robertson Blvd	Josie Dr	Utility Corridor	
35	Greenway/Sidepath	20	Sharon Dr	Hiers Corner Rd	Open Space	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency	Phase	Eligible for SRTS Funding
	0.470	$18,106.45	$38,799.53	Phase 2	0
	1.183	$19,521.68	$58,565.04	Phase 3	1
	1.321	$581,244.95	$871,867.42	Phase 2	0
	0.502	$8,287.17	$24,861.51	Phase 2	0
	0.841	$13,868.49	$41,605.48	Phase 3	1
	0.144	$2,372.45	$7,117.34	Phase 3	1
	1.831	$805,491.15	$1,208,236.73	Phase 2	1
	0.410	$6,771.62	$20,314.87	Phase 2	1
	1.395	$23,014.85	$69,044.54	Phase 2	0
	0.209	$3,449.72	$10,349.16	Phase 2	1
	0.594	$261,158.37	$391,737.55	Phase 2	1
	1.017	$447,288.69	$670,933.04	Phase 3	1
	0.502	$8,276.10	$24,828.29	Phase 3	1
	0.477	$7,866.96	$23,600.89	Phase 3	1
	0.110	$48,336.73	$72,505.10	Phase 3	1
	0.648	$10,690.16	$32,070.49	Phase 3	0
	0.170	$6,529.20	$13,991.15	Phase 3	1
	1.269	$20,944.90	$62,834.70	Phase 3	0
	1.859	$132,951.01	$265,902.03	Phase 3	0
	0.675	$297,179.38	$445,769.07	Phase 3	1
	0.385	$169,297.17	$253,945.76	Phase 3	1
	0.118	$52,031.41	$78,047.11	Phase 3	1

ID#	Facility Type	Priority Rank	Beginning	Ending	Corridor	
107	Greenway/Side-path	20	Gruber St	Grant St	Open Space	
99	Greenway/Side-path	19	Green Pond Rd	Jefferies Hwy	Somerset Ln/utility ROW/open space	
100	Bicycle Boulevard	19	Jefferies Blvd	Green Pond Hwy	Cypress Drive/Plantation Ln/Gervais St/ Pineland Rd	
2	Greenway/Side-path	18	Hampton St	Craig St	Robertson Blvd	
40	Greenway/Side-path	18	Tuskegee Airmen Dr	Sidneys Rd	Thunderbolt Dr	
60	Bicycle Boulevard	18	Academy Rd	Chamblee Rd	Calhoun Dr	
113	Greenway/Side-path	18	Hiers Loop Rd	Jefferies Hwy	Abandoned Railbed	
121	Greenway/Side-path	18	Jefferies Hwy	Memorial Ave	Abandoned Railbed	
128	Greenway/Side-path	18	Green Pond Hwy	Rivers St	Robertson Blvd	
7	Buffered Bike Lanes	17	Hampton St	Wichman St	Padgett Loop Rd	
55	Bicycle Boulevard	17	Academy Rd	Jefferies Blvd	Estates Dr	
94	Greenway/Side-path	17	Academy Rd	Cougar Nation Dr (north)	Jeffereies Blvd/Cougar Nation Dr	
101	Bicycle Boulevard	17	Great Swamp Sanctuary Tr	Jeffereies Hwy	De Treville Rd	
31	Bicycle Boulevard	16	Hiers Corner Rd	Dorsey St	Joseph Dr/Kimbrell St	
50	Greenway/Side-path	16	Rivers St	Robertson Blvd	Green Pond Hwy	
63	Greenway/Side-path	16	Rivers St	Green Pond Greenway	Rail Corridor	
108	Greenway/Side-path	16	Lemacks St	Park property	Open Space	
127	Greenway/Side-path	16	Wichman St	Hampton St	Robertson Blvd	
129	Greenway/Side-path	16	Robertson Blvd	Jefferies Hwy	Green Pond Hwy	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency	Phase	Eligible for SRTS Funding
	0.146	<null>	<null>	<null>	0
	1.169	$514,220.13	$771,330.20	Phase 3	0
	0.804	$13,263.98	$39,791.94	Phase 3	0
	0.889	$391,307.20	$586,960.81	Phase 3	0
	0.669	$294,201.04	$441,301.56	Phase 3	1
	0.186	$3,074.47	$9,223.40	Phase 3	1
	2.355	$1,036,375.85	$1,554,563.77	Phase 3	1
	0.325	$143,185.38	$214,778.07	Phase 3	1
	0.495	$217,581.62	$326,372.44	Phase 3	0
	0.455	$32,566.41	$65,132.83	Phase 3	0
	0.652	$10,765.55	$32,296.66	Phase 3	1
	1.944	$855,213.72	$1,282,820.58	Phase 3	1
	0.228	$3,763.27	$11,289.80	Phase 3	1
	0.600	$9,898.70	$29,696.11	Phase 4	1
	1.108	$487,566.02	$731,349.03	Phase 3	0
	0.021	$9,414.50	$14,121.76	Phase 3	0
	0.092	<null>	<null>	<null>	0
	0.820	$360,728.78	$541,093.17	Phase 3	0
	0.871	$383,038.14	$574,557.22	Phase 3	0

ID#	Facility Type	Priority Rank	Beginning	Ending	Corridor	
24	Bike Lanes	15	Center St	Bells Hwy	Hiers Corner/Loop Rd	
69	Cycle Tracks	15	Bells Hwy	Jeffereies Blvd	Eddie Chasteen Dr	
95	Greenway/Side-path	15	Tuskegee Airmen Dr	Industrial Rd	Thunderbolt Dr	
8	Bike Lanes	13	Jefferies Blvd	Memorial Ave/ Washington St	E Washington St	
102	Bike Lanes	13	Bells Hwy	Quail Rd	Mt. Carmel Rd	
130	4' Paved Shoul-ders	13	Sniders Hwy	Wexford St	Hendersonville Hwy	
126	Greenway/Side-path	12	Jefferies Hwy	Wichman St	Robertson Blvd	
41	Greenway/Side-path	11	Thunderbolt Dr	Alt 17	Sidneys Rd	
93	Bicycle Boulevard	10	Sable St	Hiers Corner Rd	Lynnwood Rd	
45	Bike Lanes	9	City Limits	Overpass	Sniders Hwy	
112	Greenway/Side-path	9	Cougar Nation Dr	Industrial Rd	Jefferies Hwy	
96	Greenway/Side-path	8	Jeffereies Hwy	Sidneys Rd	Industrial Rd	
143	Greenway/Side-path	8	Robertson Blvd	Tuskegee Airmen Blvd	Utility Line	
144	Greenway/Side-path	8	Tuskegee Airmen Blvd	Industrial Rd	Utility Line	
145	Greenway/Side-path	8	Moyer Ln	Utility Line Green-way	Spur Trail	
146	Greenway/Side-path	8	Carolina Cir	Utility Line Green-way	Spur Trail	
147	Greenway/Side-path	8	Colleton County Middle School	Utility Line Green-way	Spur Trail	
148	Greenway/Side-path	8	Teakwood Dr	Utility Line Green-way	Spur Trail	
149	Greenway/Side-path	8	Godley St	Utility Line Green-way	Spur Trail	
150	Greenway/Side-path	8	Bethea St	Utility Line Green-way	Spur Trail	
151	Greenway/Side-path	8	Sweat Street	Robertson Blvd	Utility Line	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency	Phase	Eligible for SRTS Funding
	2.586	$99,568.35	$213,360.74	Phase 4	1
	0.213	$19,956.37	$37,564.94	Phase 4	1
	0.846	$372,051.23	$558,076.85	Phase 3	1
	0.261	$10,046.13	$21,527.42	Phase 4	1
	0.624	$24,034.91	$51,503.38	Phase 4	1
	1.582	$278,360.38	$1,043,851.43	Phase 4	0
	1.798	$791,326.18	$1,186,989.27	Phase 4	0
	1.788	$786,746.18	$1,180,119.28	Phase 4	0
	0.320	$5,283.56	$15,850.69	Phase 4	1
	0.429	$16,499.74	$35,356.58	Phase 4	0
	0.630	$277,069.81	$415,604.71	Phase 4	1
	2.012	$885,451.04	$1,328,176.56	Phase 4	1
	1.067	$469,639.68	$704,459.52	Phase 4	1
	1.755	$772,409.75	$1,158,614.63	Phase 4	1
	0.497	$218,526.06	$327,789.09	Phase 4	1
	0.063	$27,897.01	$41,845.51	Phase 4	1
	0.175	$77,208.95	$115,813.43	Phase 4	1
	0.115	$50,734.93	$76,102.40	Phase 4	1
	0.178	$78,395.58	$117,593.38	Phase 4	1
	0.180	$79,111.69	$118,667.54	Phase 4	1
	0.780	$343,265.00	$514,897.50	Phase 4	1

Colleton Co. Sidewalk Projects Master List

ID#	Beginning	End	Corridor	Miles	
318	21	Smoaks Town Limit	217	0.48	
320	212	Lumber Rd	362	0.09	
315	17 A	Cottageville Elementary	Peirce Rd	0.69	
319	Breland St	Brabham Rd	212/362	0.60	
316	Depot Rd	Bama Rd	17 A	1.03	
317	Depot Rd	Peirce Rd	17 A	0.29	

Colleton Co. Bikeway Projects Master List

ID#	Facility Type	Beginning	Ending	Corridor	
83	4' Paved Shoulders	Hwy 17 A	Hwy 61	Hwy 651	
71	4' Paved Shoulders	Thunderbolt Dr	County Line	S15-21	
77	4' Paved Shoulders	Hwy 64	Hwy 61	Hwy 217	
82	4' Paved Shoulders	Honey Dr	County Line	Hwy 15	
105	4' Paved Shoulders	Ruffin Rd	Hwy 217	Logan Farm Rd/Mt Carmel Rd	
106	4' Paved Shoulders	S15-21	Hwy 651	Hwy 61	
107	4' Paved Shoulders	Botany Bay Rd	Hwy 17	Hwy 174	
141	4' Paved Shoulders	S 15 129	Ritter Rd	Mt Carmel Rd	
79	4' Paved Shoulders	Hwy 217	Hwy 15	Hwy 64	
75	4' Paved Shoulders	Sniders Hwy	Ritter Rd	17 A	
78	4' Paved Shoulders	Smoak Rd	Ritter Rd	Hwy 64	
81	4' Paved Shoulders	Hwy 17 A	Hwy 651	Peirce Rd/Rhode Dr	
87	4' Paved Shoulders	Walterboro City Limit	Lodge	Hwy 64	
72	4' Paved Shoulders	S Walterboro City Limits	County Line	Hwy 63	
113	4' Paved Shoulders	Hwy 64	Hwy 17 A	Jacksonboro Rd	
117	4' Paved Shoulders	Mt Carmel Rd	Stokes Rd	Ritter Rd	
123	4' Paved Shoulders	Hwy 641	McCune Branch Ln	Lodge Hwy	
124	4' Paved Shoulders	Hwy 61	Hwy 604	Hwy 641	
125	6' Paved Shoulders	County Line	County Line	Hwy 604	
84	Bike Lanes	Rehoboth Rd	Cottageville Town Line	17 A	
119	Bike Route	Hwy 17	Roads End	Bennetts Point Rd	

	Low-end w/o curb construction + 10% contingency	Low-end cost-estimate w/ curb construction + 10% contingency	High-end w/o curb construction + 10% contingency	High-end cost-estimate w/ curb construction + 10% contingency
	$167,677.35	$558,924.52	$195,623.58	$978,117.90
	$31,330.55	$104,435.16	$36,552.31	$182,761.53
	$239,042.12	$796,807.07	$278,882.47	$1,394,412.37
	$207,763.99	$692,546.62	$242,391.32	$1,211,956.58
	$358,325.64	$1,194,418.80	$418,046.58	$2,090,232.90
	$102,031.95	$340,106.49	$119,037.27	$595,186.36

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency
	8.2	$1,449,126.29	$5,434,223.59
	11.2	$1,971,524.09	$7,393,215.32
	14.8	$2,596,121.69	$9,735,456.32
	6.3	$1,105,327.78	$4,144,979.19
	13.2	$2,314,927.65	$8,680,978.68
	1.4	$243,590.20	$913,463.23
	18.2	$3,204,113.56	$12,015,425.86
	1.8	$309,903.90	$1,162,139.62
	6.4	$1,129,677.56	$4,236,290.85
	8.8	$1,543,146.12	$5,786,797.96
	4.8	$844,803.06	$3,168,011.48
	3.7	$646,146.74	$2,423,050.28
	18.7	$3,287,975.13	$12,329,906.75
	16.6	$2,920,005.86	$10,950,021.98
	10.7	$1,876,029.21	$7,035,109.55
	1.6	$283,673.90	$1,063,777.11
	3.0	$521,906.07	$1,957,147.76
	6.0	$1,057,706.34	$3,966,398.77
	4.2	$1,037,401.50	$3,227,471.32
	2.0	$773,012.86	$165,645.61
	15.6	$257,961.31	$773,883.94

ID#	Facility Type	Beginning	Ending	Corridor	
120	Bike Route	Bennetts Point Rd	Hwy 17	Donnelley Dr	
86	Buffered Bike Lanes	Sauls St	McCune Branch Ln	Lodge Hwy	
88	Buffered Bike Lanes	End Shoulders	High Cotton Rd	Hwy 64	
111	Buffered Bike Lanes	Jungle Rd	Edisto St	Palmetto Blvd	
17	Greenway/Sidepath	Rivers St	Wood Rd	Green Pond Hwy Rail Corridor	
142	Greenway/Sidepath	Hwy 17	Wood Rd	Green Pond Hwy	
18	Greenway/Sidepath	Stokes Rd	Lodge	Rail Corridor	
73	Greenway/Sidepath	Wood Rd	County Line	Hwy 17	
74	Greenway/Sidepath	Hwy 17	County Line	Hwy 64/Ritter Rd/17 A	
137	Greenway/Sidepath	County Line	Hwy 174	Hwy 17	
138	Greenway/Sidepath	Hwy 64	County Line	Hwy 17	
139	Greenway/Sidepath	Hwy 64	Bennetts Point Rd	Hwy 17	
140	Greenway/Sidepath	Bennetts Point Rd	Wood Rd	Hay 17	
76	Greenway/Sidepath	Lodge Greenway	County Line	Rail Corridor	
112	Greenway/Sidepath	Edisto St	Palmetto Blvd	Palmetto Blvd/Dock-site Rd	
118	Greenway/Sidepath	Green Pond Hwy	Hwy 17	Wood Rd	

	Miles	Low-end cost estimates + 10% Contingency	High-end cost estimates + 10% Contingency
	6.1	$99,887.50	$299,662.49
	1.1	$76,201.71	$152,403.42
	0.5	$34,979.66	$69,959.32
	3.0	$214,153.58	$428,307.15
	9.7	$4,277,823.57	$6,416,735.36
	1.7	$768,874.66	$1,153,311.98
	15.7	$6,916,658.72	$10,374,988.07
	8.2	$3,619,081.14	$5,428,621.70
	26.0	$11,449,716.65	$17,174,574.98
	5.9	$2,590,541.05	$3,885,811.58
	1.1	$476,120.35	$714,180.52
	7.3	$3,191,440.12	$4,787,160.18
	0.8	$358,784.40	$538,176.61
	9.8	$4,321,521.20	$6,482,281.81
	2.5	$1,084,088.68	$1,626,133.01
	1.7	$726,129.45	$1,089,194.17