



Travelers Rest

Front Porch

CONNECTIVITY PLAN

Part 1 - Bicycle Master Plan



PREPARED BY:





Acknowledgements

City of Travelers Rest, SC
Front Porch Connectivity Plan
Bicycle Master Plan

August 2015

The project team would like to recognize and express appreciation for the myriad of individuals who participated in the development of this Plan. **Special thanks to Project Steering Committee Members, Mayor Wayne McCall, Dianna Tuner, City Council, and the many public stakeholders who provided input** for their contribution to this Plan and for their commitment to making Travelers Rest an active community where bicycling is a safe, healthy, fun, and normal daily activity.

Project Steering Committee Members:

- Rick Floyd – City Council
- Yancey Fouché – Furman University
- Jeff George – City Council
- Ty Houck – Greenville County
- Wayne McCall – City of TR
- Andy O’Mara – Business Owner
- Robert Stringer – Local Advocate
- Dianna Turner – City of TR
- George Varn – Local Advocate
- Steve Waddell – City Council

Plan prepared by:



Alta Planning + Design
638 East Washington Street
Greenville, SC 29601



Arnett Muldrow & Associates
316 W Stone Ave
Greenville, SC, 29609

Plan prepared for:



The City of Travelers Rest, SC



Table of Contents

1	Introduction.....	4
1.1	Plan Overview	4
1.2	National Perspective: Benefits	4
1.3	Planning Process.....	6
1.4	The Five E's Approach to Bicycle-Friendly Communities	7
1.5	Project Vision, Goals, and Objectives	8
2	Existing Conditions.....	10
2.1	Travelers Rest Characteristics and Demographics	10
2.2	Review of Existing Planning Efforts	14
2.3	Public Input Summary.....	17
2.4	Opportunities and Constraints.....	19
3	Policy Recommendations.....	23
4	Bicycle Friendly Community Application.....	23
5	Network Recommendations	24
5.1	Bicycle Facility Types	24
5.2	Network Recommendations.....	32
6	Implementation Plan	34
6.1	Cost Estimates.....	34
6.2	Top 10 Priority Projects.....	35
6.3	Implementation Strategy	45
7	Potential Funding Sources.....	46
7.1	Federal Funding Sources.....	46
7.2	State Funding Sources.....	52
7.3	Local Government Funding Sources	54
7.4	Private Sector Funding Sources.....	57
7.5	Other Sources	63



1 Introduction

1.1 Plan Overview

The City of Travelers Rest has reaped many benefits from the opening of the Swamp Rabbit Trail, streetscape improvements on Main Street, and comprehensive branding and wayfinding signage effort that have all taken place in the last ten years. These improvements have collectively brought substantial new investment, interest, and vibrancy to the community.

Community leaders have recognized the incredible impact that these efforts have had to date, and are committed to continuing Travelers Rest's advancement as a top-tier small city. Thus, the City has commissioned this Bicycle Master Plan, one part of the Front Porch Connectivity Plan, with the goal of making bicycling a safe, fun and normal daily transportation and recreation choice for residents and visitors of all ages and abilities.

Travelers Rest's Front Porch Connectivity Plan differentiates itself from typical community master plans with its **tenet on community planning and design that enriches social and physical activity**. The Front Porch philosophy promotes a strong community fabric where residents and visitors are vested in the city's future, and where welcoming first impressions are a reflection of Travelers Rest's tight-knit small town character. **Continuing to improve the bicycle environment in Travelers Rest is a cost-effective way to further enhance the health and well-being of the city's citizens, as well as enhance the community's attractiveness to prospective businesses, employees, and visitors.**

The primary objectives of this Plan are to **develop a long-term city-wide vision for bicycling, build broad public support for bicycle transportation and recreation, and provide a clear implementation action plan** for the City of Travelers Rest to follow as it moves towards advancing bicycling and quality of life in all parts of the community.

1.2 National Perspective: Benefits

Many cities and towns across the nation are realizing the great impact that the relatively small investment in more livable transportation options and public spaces can have in their communities. While investments in active and livable communities is certainly not a panacea for the economic, health, and transportation safety issues that many communities face – they have been shown to have a significant impact. The sections presented below show some of the acute health, safety and economic issues many cities today face and the ways in which improved active transportation and recreation can have a positive impact on these.

1.2.1 Economy

Issues

- **Traffic congestion in 2011 caused Americans in cities to travel an additional 5.5 billion hours, purchase an additional 2.9 billion gallons of fuel, and spend an additional \$121 billion in gas.** This means, on average, each car commuter spends roughly 40 hours and over \$800 per year waiting in traffic.

Opportunities

- Reducing the number of vehicular lane-miles through road-diets and other methods decreases wear and tear from motor vehicles. Replacing these with pedestrian facilities, bicycling facilities or transit capacity increases transportation capacity with less investment.
- Reducing the dependence on personal motor vehicles decreases personal and family expenditures on autos, potentially saving thousands of dollars per family annually.
- Reports have shown that pedestrians and bicyclists spend more, on average, than motorists.
- Bikeways and trails across many regions and cities have been shown to have a major economic impact. For example, following the opening of the Swamp Rabbit Trail in 2010, **most businesses along the trail saw a 30%-50% increase in sales after the trail opened, and businesses that relocated to the trail observed a 30% to 90% increase in sales.**
- **Pedestrian and bicycle infrastructure projects create 8–12 jobs per \$1 million of spending.** Road infrastructure projects create 7 jobs per \$1 million of expenditures (Garrett-Peltier, 2011)
- Focusing investment in Pedestrian and Bicycle Infrastructure Improvements has proven to be more cost effective than vehicular infrastructure across the board.

1.2.2. Health

Issues

- In 2009, it is estimated that **\$1.2 billion dollars were spent due to obesity in South Carolina**, with the projected increase to **\$5.3 billion dollars in 2018 or about \$1,505 dollars per adult in South Carolina.** (2011 South Carolina Obesity Burden Report)
- **“The estimated annual health care costs of obesity-related illness are a staggering \$190.2 billion or nearly 21% of annual medical spending in the United States.** Childhood obesity alone is responsible for \$14 billion in direct medical costs.”

Opportunities

- A recent study shows that people who live within 0.6 miles of a pedestrian and bicycle path get 45 minutes more of exercise a week, on average.
- “A 5% increase in walkability [has been found] to be associated with a per capita 32.1% increase in time spent in physically active travel, a 0.23-point reduction in body mass index, 6.5% fewer vehicle miles traveled, 5.6% fewer grams of oxides of nitrogen (NOx) emitted, and 5.5% fewer grams of volatile organic compounds (VOC) emitted.”
- Studies have shown that increased amounts of physical exercise, including walking and bicycling, improves mental well-being.

1.2.3 Safety

Issues

- Higher traffic speeds result in reduced driver response times and increased accident severity. A chance a pedestrian would survive if hit by a car travelling at 20 mph is 95%. This percentage is reduced to 60% at 30mph and 20% at 40mph.
- Nationally, there were over 33,500 traffic fatalities reported in 2012. The Alliance for Bicycling and Walking reports that 14.9% of traffic fatalities are pedestrians or bicyclists, while only 11.4% of all trips are made either walking or bicycling.

Opportunities

- Increasing the number of pedestrians and bicyclists along a corridor, and network-wide, by itself creates a safer environment for these users. Motorists expect the presence of these users and drive more cautiously as a result.
- Complete Streets Improvements that reduce crossing distances for pedestrians and bicyclists, highlight conflict zones, create dedicated roadway space for non-motorized users, reinforce safe roadway behavior, increase visual stimulation or a sense of enclosure, and/or actively reduce speeds through geometric roadway changes foster safer speeds and behavior among all roadway users.

1.3 Planning Process

The development of the *City of Travelers Rest Bicycle Master Plan* was guided by the City of Travelers Rest, a Project Steering Committee consisting of members representing various stakeholder groups throughout the community, and public input. The City of Travelers Rest established a Project Steering Committee of representatives crucial to bikeways implementation in Travelers Rest, including city council, local business owners, bicycling advocates, and Furman University to help guide the development of the Plan.

1.3.1 Data Collection and Analysis

The Project Steering Committee and City of Travelers Rest staff were engaged early on in the planning process to gather baseline information, personal perspective on existing conditions in Travelers Rest, and the desired outcomes of this planning effort. In addition, the project team utilized the U.S. Census Bureau's American Community Survey for information on the demographics of Travelers Rest. Through this information combined with aerial photography, geographic information systems (GIS) data, and on-the-ground field investigation, Alta evaluated existing transportation data and identified opportunities and constraints for bicycle facility development. A review of the planning documents, policies, and bicycle access to resources and cultural and recreation programs supplemented the analysis of the physical environment. Specifically, the planning team surveyed existing and proposed recreation facilities, capital improvement projects, land use and transportation plans, and economic development/tourism plans as they relate to future bikeways development in order to determine key bicycling attractors and generators.

The general public was solicited to gather input and raise public awareness of the Planning effort. Outreach to the citizens of Travelers Rest was conducted through an online survey that was open for comment from 3/20-4/5. This information is summarized in Section 2.3 Public Input Survey.

1.3.2 Plan Development

The recommendations of the Bicycle Master Plan reflect the input from the public, Project Steering Committee, and City of Travelers Rest staff as well as national best practices for bicycle planning in communities of similar size and conditions. The Plan includes network and infrastructure recommendations for a connected bicycle and trail system that take into account issues such as safety, grades, route directness, barriers, and system connectivity. In addition, the Plan includes non-infrastructure recommendations to promote safe bicycling and bringing about cultural change to make bicycling part of daily life in Travelers Rest. The Implementation chapter outlines the project prioritization, project cost estimates, and funding recommendations as well as design guidelines and wayfinding recommendations.

1.4 The Five E's Approach to Bicycle-Friendly Communities

Research has shown that a comprehensive approach to improving conditions for walking and bicycling 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. For the purposes of this Plan, a sixth 'E', Equity, is included in order to fulfill the goals and vision of this Plan. This Plan has been developed using the "6 E's" approach as a guiding framework.

1.4.1 Engineering

Designing, engineering, operating, and maintaining quality pedestrian and bicycle facilities is a critical component in creating a pedestrian-friendly and bicycle-friendly community. This category includes projects that address and impact the built environment, such as adding new bicycle and pedestrian specific infrastructure, improvements to street crossings, traffic calming, trail design, traffic management, school zones, or other related strategies.

1.4.2 Education

Educational opportunities are critical for bicycle and pedestrian safety. Education should span all age groups and include motorists as well as cyclists and pedestrians. The focus of an educational campaign can range from information about the rights and responsibilities of road users to tips for safe behavior;

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.

from awareness of the communitywide benefits of bicycling and walking to technical trainings for municipality staff.

1.4.3 Encouragement

Encouragement programs are critical for promoting and increasing walking and bicycling. These programs should address all ages and user groups from school children, to working adults, to the elderly and also address recreation and transportation users. The goal of encouragement programs is to increase the amount of bicycling and walking that occurs in a community. Programs can range from work-place commuter incentives to a “walking school bus” at an elementary school; and from bicycle- and walk-friendly route maps to a bicycle co-op.

1.4.4 Enforcement

Enforcement is critical to ensure that motorists, bicyclists, and pedestrians are obeying common laws. It serves as a means to educate and protect all users. The goal of enforcement is for bicyclists, pedestrians, and motorists to recognize and respect each other’s rights on the roadway. In many cases, officers and citizens do not fully understand state and local laws for motorists, bicyclists, and pedestrians, making targeted education an important component of every enforcement effort.

1.4.5 Evaluation

Evaluation methods can include quarterly meetings, the development of an annual performance report, update of bicycle and pedestrian infrastructure databases, pedestrian and bicycle counts, assessment of new facilities, and plan updates. Monitoring implementation of this Plan on a regular basis and establishing policies that ensure long-term investment in the bikeway and walkway network are critical to effective evaluation. Monitoring progress of implementation will facilitate continued momentum and provide opportunities for updates and changes to process if necessary.

1.4.6 Equity

Equity in transportation planning refers to the distribution of impacts (benefits and costs) and whether that distribution is considered appropriate. Transportation planning decisions have significant and diverse equity impacts. Equity in bicycle and pedestrian planning decisions should reflect community needs and values. Communities may choose to give special attention to variances in age, income, ability, gender, or other characteristics.

1.5 Project Vision, Goals, and Objectives

1.5.1 Project Vision

The project’s overarching goals and the desired outcomes of the Plan are developed based on the analysis of existing conditions and input from key community stakeholders and the residents of Travelers Rest. The following statement serves as an overriding vision for this Plan:



The City of Travelers Rest Bicycle Master Plan provides a foundation for the City to achieve Silver-level Bicycle-Friendly Community status, and realize the benefits that result from accommodating bicyclists at this level and beyond. The Plan envisions a network of bikeway improvements, with facility types that are safe and attractive to cyclists of all ages and abilities, connecting all parts of the community. This will, in turn, lead to a future where bicycling is a common part of everyday life, fueling responsible community growth by drawing new businesses, residents, and visitors into the heart of the community.

The Swamp Rabbit Trail will serve as the bikeway “spine” for the community *branching out to connect residents and visitors with other important community destinations such as businesses along Highway 25; recreational destinations such as Trailblazer Park, the YMCA, and Paris Mountain State Park; and schools such as Travelers Rest High School, Gateway Elementary, and Furman University.*

1.5.2 Goals and Objectives

This Plan uses local input, as well as characteristics of typical Silver-level Bicycle Friendly Communities, to establish objectives, goals, and benchmarks for the City as it moves forward with advancing bicycling. Specific objectives and goals of this plan are:

- **Create a community network of on- and off-street walkways, bikeways, and trails designed for all ages, abilities, and user groups.**
 - Complete this plan’s top five priority bicycle projects by 2020.
 - By 2025, the total bikeway network mileage will be 30% of the total roadway network mileage, and 45% of major roadways will have dedicated bicycle facilities.
- **Capitalize on existing amenities and utilize bicycling as a tool for targeted community growth.**
 - Focus first on improving bicycle connectivity at the core of the community, linking the Swamp Rabbit Trail, existing businesses, neighborhoods, recreational destinations, and schools.
 - Incorporate active transportation -supportive policies and regulations to ensure that new development supports the bicycling and livability goals of the community.
- **Improve the safety and comfort of bicycling and walking routes to destinations such as schools, parks, and the library.**
 - Reduce the number of bicycle and pedestrian injuries and fatalities by 40% by 2020.
 - Increase the community bicycling mode share to 5% of all commute trips by 2020.
 - Reduce annual traffic crash fatalities to zero by 2025.
- **Promote bicycling, walking, and trail usage for both recreation and transportation.**
 - Initiate a local bicycle safety and courtesy educational campaign.
 - Start a waling and bicycle safety education/encouragement program in all Travelers Rest schools by 2016.

- Integrate bicycling encouragement and education into existing community programs and events such as farmers markets, performances at Trailblazer Park, and Art on the Trail.
- Plan and promote events around Bike to Work Month.
- **Ensure that Plan recommendations are implemented equitably.**
 - By 2025, all households in Travelers Rest will be within a quarter-mile of a bikeway.
 - Establish a mayor-appointed bicycle advisory committee with a diverse group of representatives to oversee implementation of plan recommendations.

2 Existing Conditions

This chapter analyzes the key bicycling characteristics of Traveler's Rest that relate to the community's bicycling environment. Benchmarking the current demographics as well as existing transportation system is a vital step towards developing context-sensitive recommendations that will help Traveler's Rest to enhance active transportation options throughout the community.

Data was gathered using a variety of sources. The American Community Survey (ACS) was used to collect demographic and commute-mode data for Travelers Rest. The ACS is an ongoing survey conducted by the US Census Bureau that collects social, economic, and demographic information from respondents and includes a question on respondents' commute to work.

Field work was conducted to get a sense of existing conditions on the ground. To supplement field observations and measurements, the team obtained GIS data and plans from GPATS, Greenville County, the City of Travelers Rest, Furman University, and SCDOT, among other sources.

2.1 Travelers Rest Characteristics and Demographics

Travelers Rest is located in Greenville County, South Carolina and has a population just under 5,000 people.² The city is located at the base of the Blue Ridge Mountains and gained its name from its history as a popular resting point for travelers before journeying into the mountains. Furman University is located within the city limits of Travelers Rest, and the Swamp Rabbit Trail, an 18.7 mile shared-use trail that largely follows the bed of a former railroad in Greenville County, connects Travelers Rest, Furman University, and Greenville. **With over 500,000 documented annual users, the Swamp Rabbit Trail has had a substantial impact on the environment and local economy in Travelers Rest** since its completion in 2010.³

² Per the U.S. Census Bureau American Community Survey 2009-2013 five-year estimates, the population was 4,685: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0101&prodType=table. The U.S. Census Bureau population estimate for 2013 was 4,843.

³ Swamp Rabbit Trail Year Three Economic Impact Study (2012-2013): <http://greenvillerec.com/wp-content/uploads/2014/12/SRT-Impact-Study-Year-3-Final.pdf>



2.1.1 Age and Sex

Approximately 53% of the Travelers Rest population is female.⁴ The overall median age of Travelers Rest residents is 31.4 years old, and the median age for females is 34.1 compared to 27.3 for males.⁵ The most populous age groups are between the ages of 20 and 54, and 30.8% of the population is under the age of 18 compared to 12.3% over the age of 65. Notably almost 80% of the population in their early 20s is female (approximately 393 females compared to 112 males), whereas 70% of the population under the age of 14 is male. Figure 2-1 displays the gender and age distribution for Travelers Rest.

Studies have shown that younger people are more apt to bicycle in lieu of other means of transportation. The US Census Bureau Report⁶ *Modes Less Traveled—Bicycling and Walking to Work in the United States: 2008–2012*⁶ showed that, on average, workers between the ages of 16 and 24 bike the most to work, followed by those 25 to 29 years old, and so on. **The high concentration on young people in Travelers Rest make it an especially well-suited place for active transportation modes.**

⁴ U.S. Census Bureau American Community Survey Table S0101 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina.

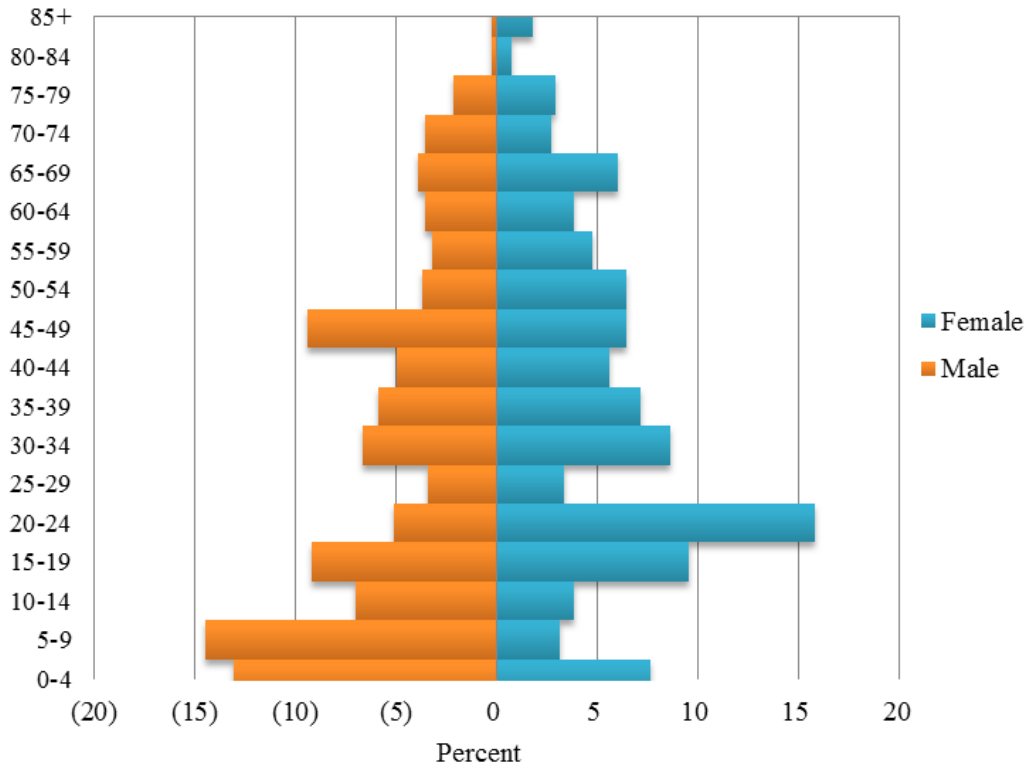
http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0101&prodType=table

⁵ U.S. Census Bureau American Community Survey Table S0101 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina.

http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0101&prodType=table

⁶ <http://www.census.gov/hhes/commuting/files/2014/acs-25.pdf>

Figure 2-1: Travelers Rest Population Pyramid



2.1.2 Race and Ethnicity

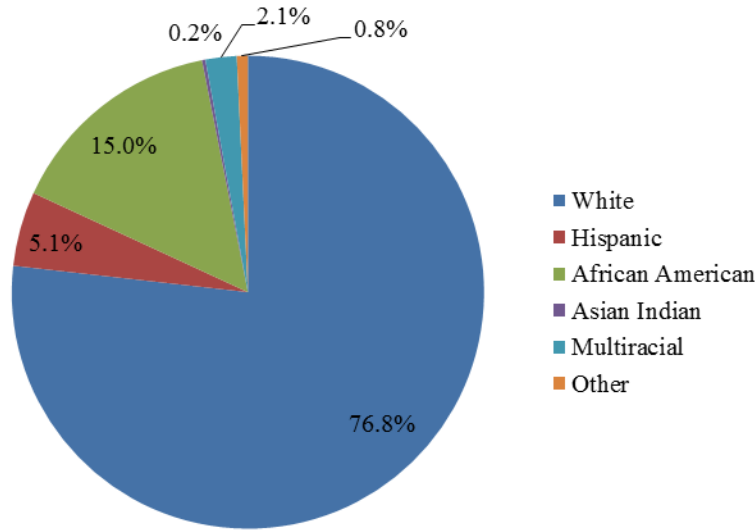
The majority of the Travelers Rest’s population is white (82.5%) followed by African American (15.1%), multiracial (2.1%), other (0.8%), and Asian Indian (0.2%).^{7,8} Furthermore, approximately 6% of Travelers Rest identified as Hispanic or Latino.⁹ Of this Hispanic or Latino population, the majority is white (5.1%).

⁷ U.S. Census Bureau American Community Survey Table DP05 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_DP05&prodType=table

⁸ There were no American Indian residents in Travelers Rest as of 2013.

⁹ U.S. Census Bureau American Community Survey Table DP05 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_DP05&prodType=table

Figure 2-2: Travelers Rest Racial and Ethnic Makeup



2.1.3 Income

The median income of households in Travelers Rest of \$50,768 is greater than the median income in both Greenville County and South Carolina (\$49,022 and \$44,779, respectively).¹⁰ Conversely, the mean household income in Travelers Rest of \$57,583 is lower than in both Greenville County and South Carolina (\$67,633 and \$60,601, respectively).

Approximately 19.9% of the Travelers Rest 2009-2013 average population was below the poverty level, which was greater than the South Carolina average of 18.1% and the Greenville County average of 15.8%.¹¹ At the same time, the percent of the Travelers Rest workforce population that was unemployed (5.8%) was lower than in Greenville County (9.4%) and lower than for all of South Carolina (11.4%).

2.1.4 Commute Mode

As of the 2009-2013 ACS estimates, no Travelers Rest residents used a bicycle, public transportation, taxicab, or motorcycle to commute to work.¹² Approximately 87.4% of residents drove alone, and 10.4% carpooled to work. Approximately 1.7% of workers work from home, and only 0.5% walk to work. The Greenville County average bicycle to work commute rate for 2009-2013 was 0.1% compared to 0.3% in South Carolina, and the Greenville County average walk to work commute rate was 1.8% compared to 2.1% in South Carolina.

¹⁰ U.S. Census Bureau American Community Survey Table DP03 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_DP03&prodType=table

¹¹ U.S. Census Bureau American Community Survey Table DP03 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_DP03&prodType=table

¹² U.S. Census Bureau American Community Survey Table S0801 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0801&prodType=table

Furthermore, 86.2% of Travelers Rest residents worked outside of the city, and the mean travel time to work was approximately 20.8 minutes for 2009-2013.¹³ This mean commute time is lower than the mean for all Greenville County residents (22.1 minutes) and South Carolina residents (23.5 minutes).

Note that with a sampling of over 250,000 households per month, the ACS is the largest survey that asks Americans about their transportation habits, and the most widely available source of walking and bicycling data in communities.

2.2 Review of Existing Planning Efforts

This section highlights recent planning efforts and recommendations from these studies that are relevant to the development of the Travelers Rest Bicycle Master Plan. The following findings were considered in the development of this Plan.

2.2.1 City of Travelers Rest Market Analysis & Economic Development Plan (2014 Update)

The 2014 update to the City of Travelers Rest Market Analysis and Economic Development Plan outlines four major relevant strategies for economic development as follows:

- 1) **Business recruitment and retention:** “By 2017, Travelers Rest will recruit the restaurants, specialty shops, and customer base to support a vibrant downtown core and a robust retail corridor along U.S. 25.”
- 2) **Managing infill development:** “Travelers Rest will continue to develop as a complete community, filling in vacant sites, rehabilitating existing buildings, and improving its streetscape, and completing a pacesetter mixed-use development to connect downtown to U.S. 25.”
- 3) **Cultivating the destination:** “Travelers Rest will continue to cultivate its reputation as the hub of outdoor recreation, pedestrian-friendly shopping and dining, and high-quality living for residents and visitors.”
- 4) **Organization and partnerships:** “The City, Chamber of Commerce, and other partners will unite to implement economic development initiatives and ensure ongoing activity and growth in the community.”

The 2014 Update recognizes this bicycle planning effort as an important piece of the City’s business model. In addition, it recognizes the need to focus on the Main Street and Highway 25 corridors for infill and redevelopment. **The Economic Development Plan recommends programs that encourage businesses to face the trail as well as program offerings along the trail.**

2.2.2 Furman University Trail Master Plan

The Furman University Trail Master Plan is more focused on recreational natural surface trails than transportation trails. The plan was written before Swamp Rabbit Trail had been programmed. While not a part of this plan, a proposed extension of the Swamp Rabbit Trail has been made through the Furman campus to Paris Mountain State Park.

¹³ U.S. Census Bureau American Community Survey Table S0801 of the 2009-2013 five-year estimates for the City of Travelers Rest, South Carolina. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S0801&prodType=table

2.2.3 Furman University Sustainability Master Plan (2009)

The Furman University Sustainability Master Plan outlines long-range sustainability strategies for the University. It does not contain any specific, pertinent recommendations for bicycling in Travelers Rest.

2.2.4 Greenlink Transit Vision and Master Plan (2010)

Greenlink currently has a bus service that runs between Furman University and downtown Greenville. A Travelers Rest express bus service is expected to commence in 2018. This plan mirrors the greenway recommendations included in the Greenville County Greenways Master Plan.

2.2.5 Greenville County Comprehensive Plan (2009)

The Greenville County Comprehensive Plan recommends highway 25 as a transit corridor. Specifically, it states:

The form and function will vary along the corridor from the highest level of urban, with tall buildings oriented to the street, to a more typical suburban with shorter buildings and larger setbacks. All development should share a common design that supports multi-modal transportation alternatives including bicycle, pedestrian, and bus rapid transit. With high volume and speed of traffic, access is managed with design principles that are intended to limit curb cuts and have access points off the road.

2.2.6 Greenville County Safe Routes to School, Recreation, and Work Plan (2014)

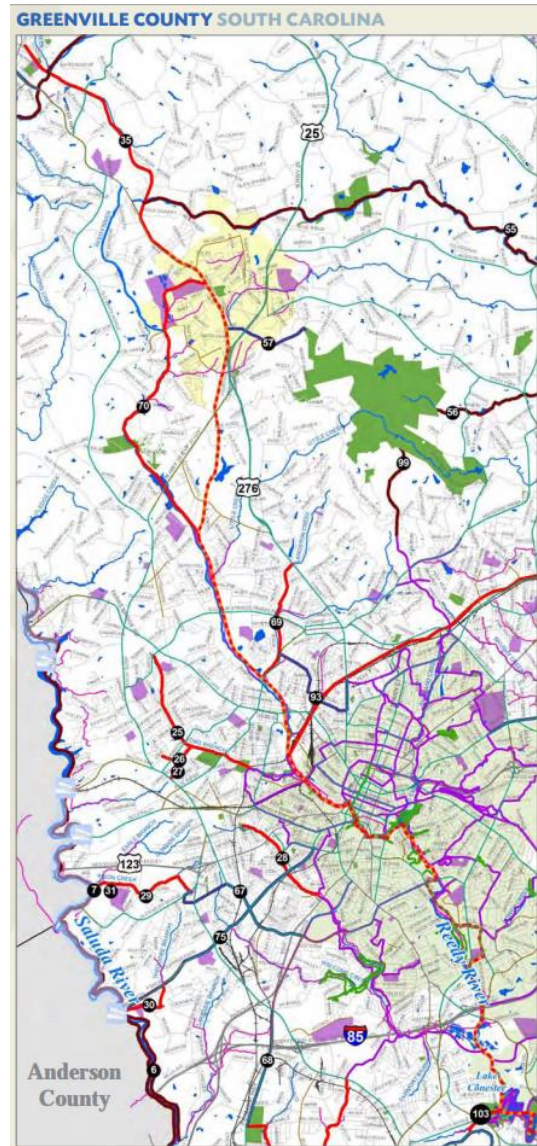
This Planning effort provides a comprehensive work plan for high priority active transportation projects throughout Greenville County with a focus on connectivity to schools, parks, and jobs. Several high-priority projects were identified in Travelers Rest including:

- Duncan Chapel Rd – sidewalks and bike lanes from the Swamp Rabbit Trail to the Publix Shopping Center.
- McElhane Rd – sidewalk from Havenwood Ln to Foot Hills Rd. Sidewalk to YMCA.
- Roe Ford Rd at Hwy 276 – bike lanes and intersection improvements.
- Hawkins Rd. – sidewalk from Walnut Ln to Enoree Rd. (adjacent to Gateway Elementary).

2.2.7 Greenville County Trails and Greenways Master Plan (2010)

The Greenville County Trails and Greenways Master Plan proposes an alternate connection of the Swamp Rabbit Trail continuing north along the Reedy River where the trail currently veers off to the right of the River. The trail continues to the west of the Green Valley Country Club and then continues to connect the YMCA property and Travelers Rest High School, terminating at the Swamp Rabbit Trail north of Poinsett Highway.

The Plan also proposes an on-street bikeway connection to Paris Mountain State Park via Roe Rd/Little Texas Road. In addition, the Plan proposes a connection between Travelers Rest and Greer along the Enoree River.



2.2.8 Greenville-Pickens Area Transportation Study (GPATS) 2035 Long Range Transportation Plan (LRTP)

The Greenville-Pickens Area Transportation Study (GPATS) Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP) was last updated in November 2013. Chapter 6 of the LRTP includes the following pertinent recommendations related to pedestrians and bicyclists:

- Bike lanes out Tigerville Road connecting to Greer.
- Signed bike route on State Park Rd. between Hwy 25 and 276.
- Signed bike route on Hwy 88 to Hwy 13 connecting past Furman University and into Greenville.
- Wide outside lane on White Horse Road.
- Continuing four-foot paved shoulders along Highway 25 north of Travelers Rest.

2.2.9 Trailblazer Park Master Plan (2014)

The Trailblazer Park is currently programmed with an amphitheater, open space, farmers' market space, and festival space. It is connected to the Swamp Rabbit Trail via sidewalk. Bicycle facilities to be installed as part of Wilhelm Winter St reconstruction.

2.2.10 Travelers Rest Comprehensive Plan

The Travelers Rest Comprehensive Plan includes the following goals pertinent to pedestrians and bicyclists:

Goal 2: Encourage alternatives to motorized modes of transportation.

- 3. Develop a city bicycle route system and provide bicycle lanes for newly expanded roads.

Goal 5: Increase recreational opportunities in the city.

- 2. Construct more bicycle and walking trails.
- Additional walking goals – primarily centered around improving accessibility and crossings on major corridors.

2.2.11 Travelers Rest Economic Assessment (2003)

The following items from this assessment are relevant to the Bicycle Master Plan:

- Identifies growing senior citizens market.
- Presents goal to connect with Furman and N Greenville College.
- Community vision for an entrepreneurial bedroom community.
- Identifies the need for a clear marketing theme and wayfinding/navigation.

2.2.12 Travelers Rest Wayfinding Master Plan

The Wayfinding Master Plan provides guidelines for wayfinding signage around Travelers Rest. The Plan is mostly oriented towards motor vehicle users. Most recommendations have been implemented. The following link shows sign locations:

<http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=205776934961479258659.000492fd329c0cdc0953d>.

2.3 Public Input Summary

The project team conducted an online input survey to collect information on existing bicycling conditions in Travelers Rest and input on areas most in need of improvement for bicycling. **578 individuals completed the online survey**, a testament to the community's interest in making Travelers Rest a better place for bicycling. The 30-question survey asked respondents about their perceptions of current conditions, their bicycling habits, destinations they would like to access on bike, preferred bicycle facility types, improvements to address specific barriers that discourage residents from being more active, and new facilities that would encourage more bicycling.



When asked to select up to three types of improvements would encourage them to bicycle more often, survey respondents pointed to **new bicycle facilities** as the most significant factors. **More on-street bicycle facilities (58%) and more off-road bike paths and greenways (51%)** would encourage the most number of people to bike more frequently.

Most survey respondents are current bicyclists who bicycle for a variety of reasons. Many directly and indirectly identified **Highways 276 and 25 as large barriers to bicycling in the community**. Also, many commented that local thoroughfares such as **McElhaney Rd, State Park Rd, Poinsett Highway, and Roe Ford Rd. are good opportunities to improve for bicycling**. The full findings of the survey, included in **Appendix A**, were incorporated into the development of Plan recommendations.

2.4 Opportunities and Constraints

The following photo inventory presents opportunities and constraints identified during field work. Observed opportunities are shown in **GREEN** and constraints in **RED**. A base map of existing conditions in Travelers Rest is provided following the opportunities and constraints photo inventory.



1.) Highway 25 and Poplar St. intersection could be signalized to provide a safe and comfortable bicycle and pedestrian crossing of Highway 25.



2.) Potential for Swamp Rabbit Spur connection along creek bed. Termini would potentially be Poinsett Hwy/Main St intersection and Poplar St. at Highway 25. Could cross 25 to connect with Gateway Elementary among other destinations. (Photo: Plaza Dr.)



3.) Roe Rd and State Park Rd between Hwy 276 and 25 could be reconfigured to accommodate bicycle lanes. Intersection improvements would be needed at Hwy 25 and 276. Would provide important connections to existing businesses and draw new growth to these corridors. (Photo: Roe Rd.)



4.) Benton Rd. could be reconfigured to add bike lanes. This would serve employees and shoppers of Wal-Mart and surrounding businesses. (Photo: Benton Rd.)



5.) Tubbs Mountain Rd. and Old Buncombe Rd. are popular routes for recreational road cyclists. However, there is no room to add bicycle facilities, and poor sight lines and high traffic speeds make these corridors hazardous for bicycling. (Photo: Tubbs Mountain Rd.)



6.) There is ample available ROW to add a shared-use path in front of Gateway Elementary connecting to potential future bike facilities on Hawkins Rd/Poinsett Hwy. (Photo: Hawkins Rd.)



7.) There is opportunity for adding bicycle facilities on Poinsett Hwy by reconfiguring lane widths and shoulders. Also bicycle wayfinding signage could be integrated into existing wayfinding signage throughout the City. (Photo: Poinsett Hwy)



8.) While Travelers Rest High School is directly across from the Swamp Rabbit Trail, there is no connection for bicyclists and pedestrians to the trail from the school entrance. There also is potential for a greenway spur connecting the SRT to Travelers Rest High School and continuing on to the YMCA. (Photo: Travelers Rest High School)



9.) McElhaney Rd is an important connection and has enough room to accommodate bicycle facilities from Main St. to Ina St with simple lane configuration.



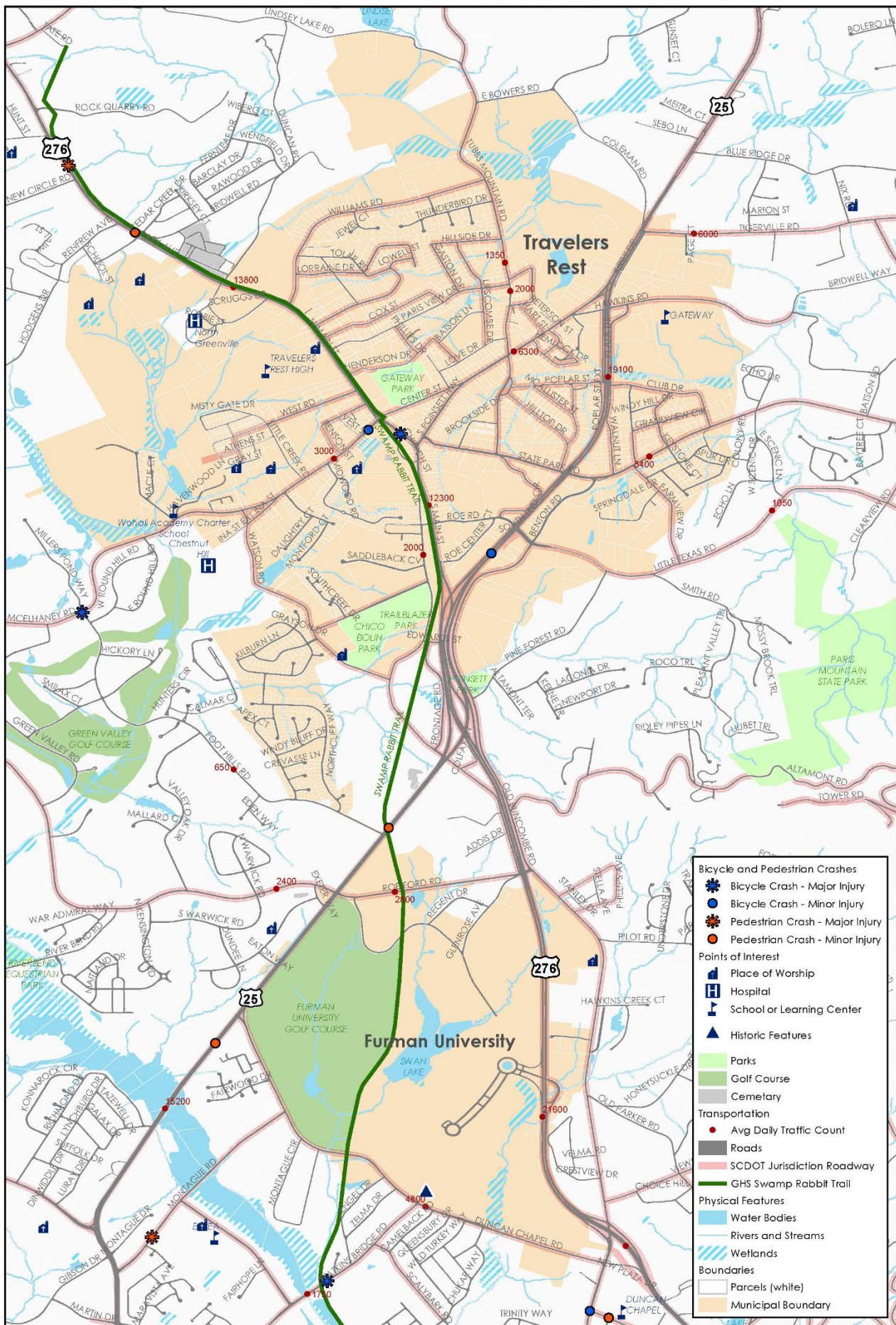
10.) The McElhaney Rd./Center St./Main St. intersection force bicyclists to cross two legs of traffic and is a safety and comfort for many. This may be an opportunity to install a dedicated diagonal bicycle (and pedestrian) crossing signal.



11.) While the Swamp Rabbit Trail has significantly impacted businesses to the west of Main St., east side properties have not received the same traffic due to lack of bicycle and pedestrian connectivity. Better bicycle connectivity along Main Street is key to addressing this issue.



12.) Bicycle parking is highly utilized in Travelers Rest. However, there are many areas that lack enough bicycle parking, or bicycle parking altogether. Taking a close look at locations to add parking will be an important consideration of this Plan.



TRAVELERS REST, SOUTH CAROLINA - BICYCLE MASTER PLAN

EXISTING CONDITIONS MAP

Map Created: February, 2015

Data Obtained from: GFATS, SCDOT, SCDNR, Greenville County, and census.gov



3 Policy Recommendations

The project team conducted a plan and policy review as part of the existing conditions analysis. The City of Travelers Rest has a Zoning Ordinance that was last updated in 2007. The City will benefit from continuing to adopt development standards that are appropriate for the local land use context and that support more bicycle- and pedestrian-friendly development.

This Plan presents a table of potential policy and regulatory changes to be considered for adoption in Travelers Rest. The development resulting from such changes will help to support Travelers Rest's bike-friendly community aspirations, as well as support implementation of the infrastructure recommendations as part of new development.

The following list contains the top ten policy and regulatory recommendations. The full list of policy recommendations, full descriptions, and resources can be found in **Appendix B** (numbering refers to the item number in Appendix B).

- 2.1. Require bicycle facilities (greenways, bike lanes, shoulders, parking, etc.) with new development
- 3.1. Reduce vehicle parking minimums and maximums
- 3.2. Require off-street automobile parking behind or to side of buildings in pedestrian-oriented districts
- 3.3. Establish bicycle parking requirements
- 3.4. Require pedestrian entrances on street frontage (regardless of parking location)
- 3.5. Develop pedestrian-oriented set-back or build-to requirements
- 3.8. Increase limitations on curb cuts
- 6.1. Adopt a Complete Streets Policy
- 6.3. Establish roadway connectivity requirements
- 6.5. Consider pedestrian and bicyclist concerns in site planning

4 Bicycle Friendly Community Application

One of the overriding goals of this plan is for Travelers Rest to become a recognized silver-level Bicycle Friendly Community by the League of American Bicyclists. As part of this planning effort, the project team worked with the City of Travelers Rest and community partners to complete an application for recognition by the League of American Bicyclists Bicycle Friendly Community Program. The Bicycle Friendly Community Program application is an in-depth analysis of existing conditions and recent efforts the community has taken to improve bicycling.

The League of American Bicyclists and this Plan both recommend a 5 E's approach (outlined in Section 1) to developing a bicycle-friendly community. The 5 E's approach is important for both providing infrastructure that ensures that bicyclists have a safe and comfortable operating environment, and building a local culture where bicycling is a normal and expected means of transportation and recreation. While the scope of this Plan doesn't specifically address education, encouragement, and enforcement activities, the LAB Bicycle-Friendly Community Program mentions several program examples within the

application, and also provides many resources for bicycle support program planning and funding through their website (<http://bikeleague.org/content/resources>). The application itself can also be used as a community self-evaluation tool and resource for ideas of non-infrastructure bicycle education, encouragement, and enforcement programs.

The draft Bicycle Friendly Community (BFC) Program application is provided in **Appendix C**. Highlighted questions will require an update after completion and adoption of this Plan. The next round of applications for the BFC Program is due **August 11, 2015**; the City should submit the BFC application by this date. This Plan recommends that the City of Travelers Rest and its partners continue to build upon this planning effort and **initiate the following bicycle support policies and programs** described in the BFC application:

- Establish a **mayoral Bicycle Advisory Committee** (Question 12 BFC application).
- Develop and adopt a **local Complete Streets policy** (Question 20 BFC application).
- Establish a **citywide bicycle parking ordinance** (Question 25 BFC application).
- Incorporate **bicycle safety messaging** into the City website and into the bi-annual newsletter or other public messaging (Question 64 BFC Application).
- Promote bicycling through **public messaging or programs** (Question 69 BFC Application).
- Establish Main Street as a **bicycle-friendly business district** and encourage businesses to participate in the **LAB Bicycle Friendly Business program** (Question 78 BFC Application).

Taking these steps before submitting the BFC application will help to improve the City's chances of achieving Silver BFC status.

5 Network Recommendations

The following section presents a comprehensive long-term vision for a Travelers Rest bicycle network. These recommendations are intended to reflect the needs bicyclists of all ages and abilities, whether it is 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. Recommendations are representative of the project vision, goals and objectives, community needs discovered in the existing conditions analysis and stakeholder input.

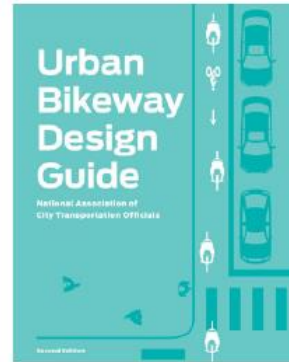
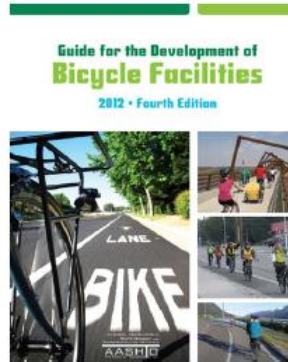
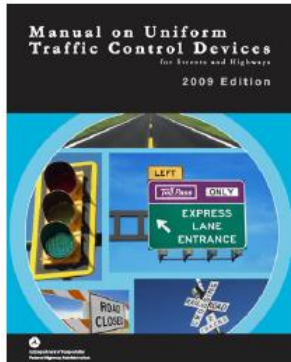
5.1 Bicycle Facility Types

5.1.1 Bicycle and Design Resources

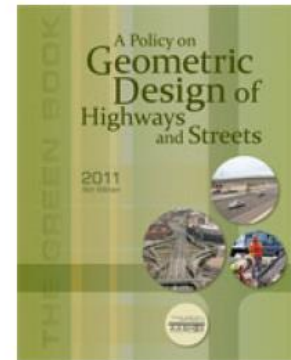
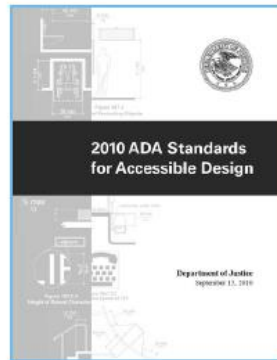
There are a number of state and national design resources that provide more detailed information on the design of the facilities recommended in this Plan. An overview of these is presented below:

- **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

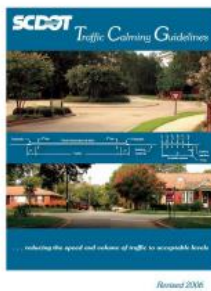
- **American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities***, updated in June 2012 provides guidance on dimensions, use, and layout of specific bicycle facilities. The standards and guidelines presented by AASHTO provide basic information, 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) *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 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 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 hybrid beacons, bike lanes, shared lane markings, rumble strips and other complete streets treatments.



5.1.2 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.

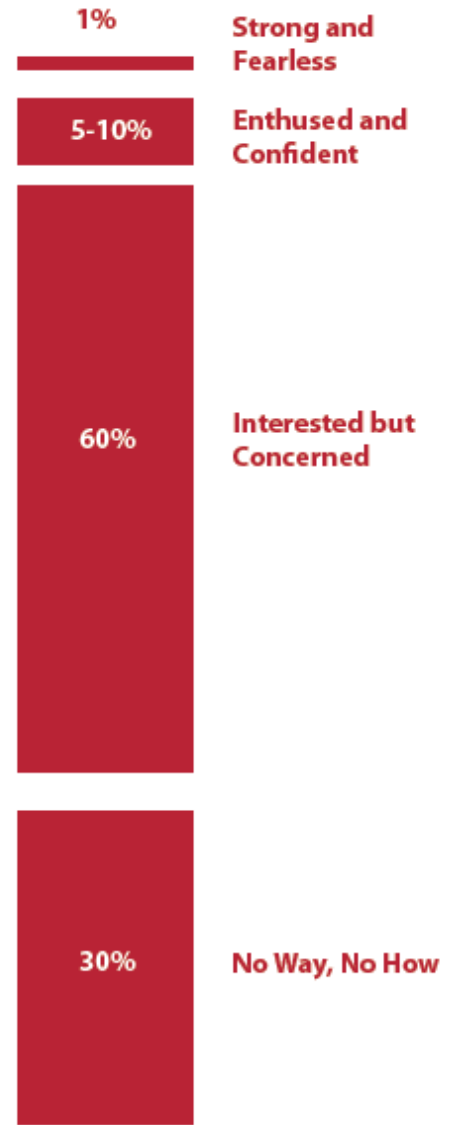
Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The 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 connections - even if shared with vehicles - over separate bicycle facilities such as shared use paths.
- **Enthusied 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 “Enthusied & 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



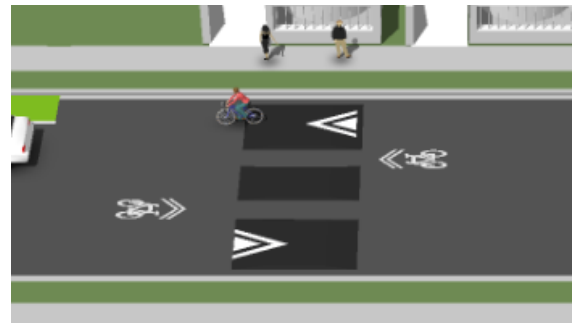
Typical Distribution of Bicyclist Types

eventually become regular cyclists with time and education. A significant portion of these people will not ride a bicycle under any circumstances.

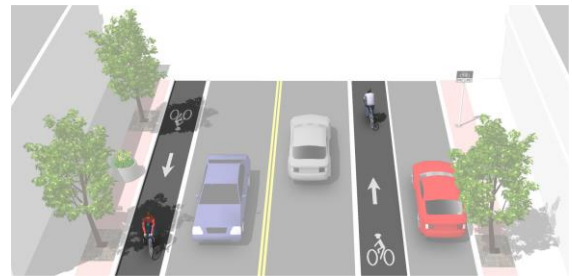
Bicycle Facility Types

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 Travelers Rest:

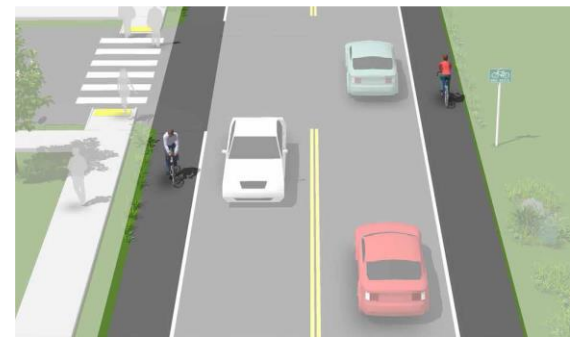
- **Bicycle Boulevards** are enhanced bike routes on local street networks. They are minimally designated by pavement markings and bicycle wayfinding signage. Traffic calming devices to reduce vehicle speeds and volumes while maintaining bicycle access such as traffic diverters, chicanes and chokers 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.



- **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.



- 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 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.



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 Travelers Rest, 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 City 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>



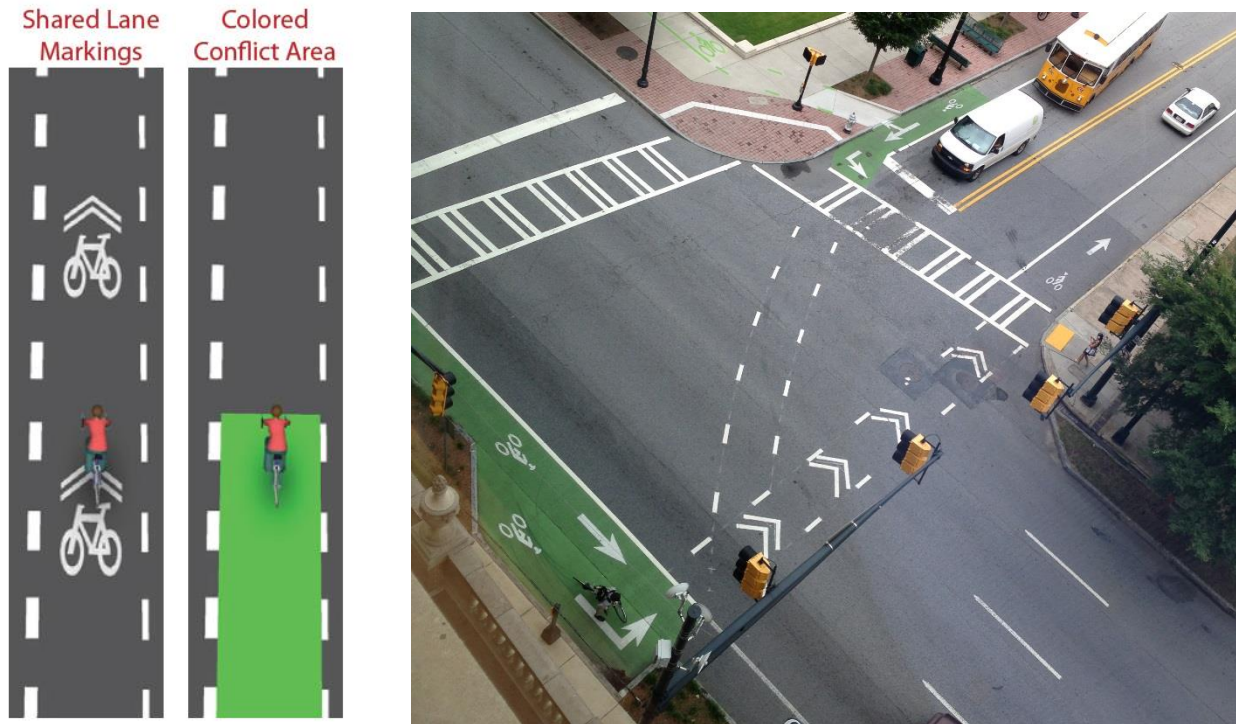
Intersections

Intersections are also an important piece of the bicycle realm and they can either be facilitators of or barriers to bicycle transportation. If a potential bicyclist knows that they have to cross an uncomfortable intersection to get to their destination, they will be less apt to choose to bicycle there even if there are safe and comfortable on-street bicycle facilities along the route. The following considerations should be made when addressing the specific intersections recommended for improvement:

- **Visibility:** It is critical that bicyclists have a good view of vehicle travel lanes and that motorists in the travel lanes can easily see bicyclists. Roadways should be designed to intersect at a 90 degree angle as much as possible to improve visibility.
- **Legibility:** Symbols, markings, and signs used at corners should clearly indicate what actions the bicyclist should take through the intersection. Pavement markings should also heighten driver's awareness of potential conflicts with bicyclists or pedestrians.
- **Speed:** Intersections where regular bicycle or pedestrian traffic is expected should be designed to minimize the speed of vehicles driving or turning through the intersection. This can be accomplished through improvements such as curb extensions, turning radii reductions, and pavement markings.

- **Separation from Traffic:** Intersection designs should strive to segregate bicycle and vehicular traffic as much as possible. Designs that allow bicyclists to locate at the front of the intersection when traffic is stopped are preferred.
- **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 bicycle movements should still be taken into account during design.



Examples of different pavement markings and signals for bicyclists at intersections (Photo: W. Peachtree St., Atlanta)

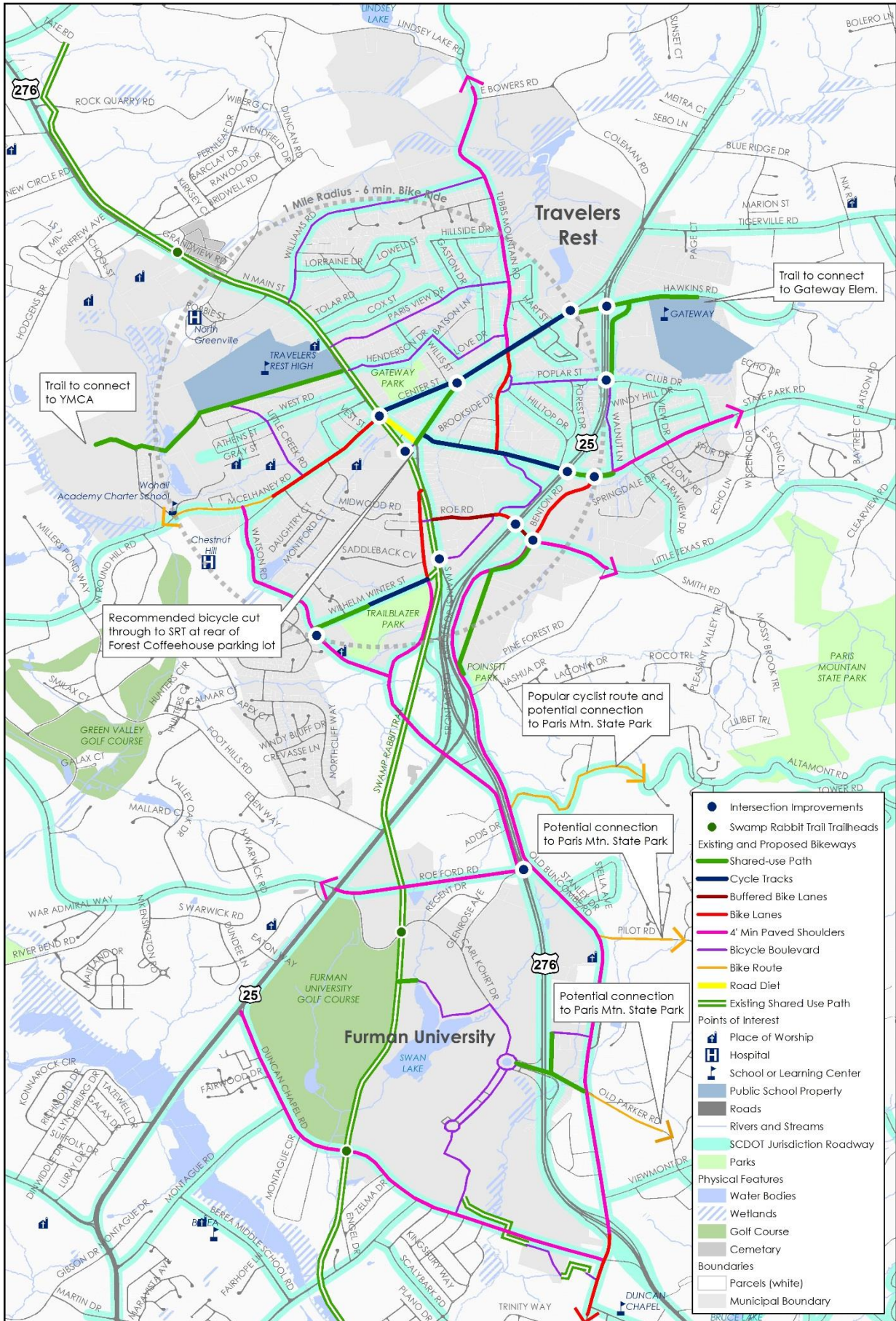
5.2 Network Recommendations

The following map depicts the **long-range vision** for bicycling in Travelers Rest utilizing recognized best practices for active transportation planning from around the southeast and the country. **Section 6 of this Plan identifies initial implementation priorities and action** steps to ensure that the first projects to be implemented as a part of this network have the largest impact on bicycling safety and comfort with the lowest impact and investment.

Within and bordering the city limits, the long-range bicycle network vision includes:

- 0.7 Miles of Designated Bicycle Routes
- 7.0 Miles of Bicycle Boulevards
- 17.2 Miles of Bicycle Lanes or Paved Shoulders
- 0.3 Miles of Buffered Bicycle Lanes
- 1.6 Miles of Cycle Tracks
- 3.3 Miles of Shared-use Paths
- 13 Bicycle Intersection Improvements

A complete list of projects and higher resolution maps can be found in **Appendix D**.



TRAVELERS REST, SOUTH CAROLINA - BICYCLE MASTER PLAN

BIKEWAY RECOMMENDATIONS

Map Created: June, 2015
 Data Obtained from: GPATS, SCDOT, SCDNR, Greenville County, and census.gov



6 Implementation Plan

Even among cities most committed to improving bicycling conditions, realizing a long-term community-wide vision for bicycling infrastructure improvements can take decades. This is why a thoughtful implementation plan is a must for ensuring that the most impactful and cost-effective projects are prioritized first.

This Implementation Plan identifies the top 10 priority projects from the project recommendations and provides cost estimates for these improvements. Expanded priority project descriptions provide more detail on these top recommendations including photosimulations to help convey what some of these improvements might look like.

6.1 Cost Estimates

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 the following table. 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.

Cost Estimates and Assumptions

Facility Type	Cost Estimate	Assumptions
Bicycle Boulevards and Bicycle Routes	\$45,000 per mile	Includes signage and pavement markings only
Bike Lanes	\$75,000 per mile	Pavement Restriping Costs Only
Buffered Bike Lanes	\$130,000 per mile	Pavement Restriping Costs Only
Cycle Tracks	\$160,000 per mile	Pavement Restriping Costs Only
Greenway or Sidepath	\$600,000 per mile	10' asphalt path and no ROW purchase required.
Intersection Improvements	\$50,000 - \$100,000	\$50,000 for pavement markings only. \$100,000 for pavement marking and signal improvements.

6.2 Top 10 Priority Projects

The projects listed in this section represent the highest priority recommendations. These projects were selected as initial priorities for implementation due to the following characteristics:

- **Connection to important community destinations:** those that link neighborhoods to healthy food sources, retail destinations, the GHS SRT, schools, parks, etc.
- **Cost effectiveness:** projects that benefit the greatest number of residents at the least cost.
- **Safety:** projects that address known safety issues – such as locations with high instances of non-motorized user crashes.
- **Stakeholder Input:** areas in need of improvement that were frequently mentioned in the Plan outreach process.
- **Project Feasibility:** projects along local jurisdiction roadways and projects along roadways likely to be resurfaced or reconstructed in the near future.
- **Equity:** projects that connect with low-income areas of the community and provide a key connection to neighborhoods that lack bicycle connectivity.



While this list of projects constitute improvements that would have the most impact with the least amount of initial investment, the City and its implementation partners such as SCDOT should continuously look for opportunities to incorporate any of the recommended improvements into already programmed maintenance activities such as roadway resurfacing or reconstruction. Close coordination with roadway implementing agencies will lead to substantial cost and time savings in Plan implementation. The top 10 priority projects are listed in the table below:

Travelers Rest Top 10 Priority Projects

No.	Corridor	From	To	Fac. Type	Miles	Cost Est.	Notes
1.	Wilhelm Winter Rd.	Old Buncombe Rd.	Watson Rd.	Cycle track/shared-use path	0.48	\$182,000	Programmed project – will connect Trailblazer Park and neighborhoods with GHS SRT.
2.	Roe Rd.	Old Buncombe Rd.	Hwy 25	Bike lanes/ buffered bike lanes/ bike boulevard	0.45	\$41,350	Local-jurisdiction roadway. Provides connection to WalMart.
3.	Highway 25/Roe Rd. Intersection			Intersection improvements		\$100,000	Bicycle/pedestrian actuation and pavement markings.
4.	McElhaney Rd	Main St./276	Macle Ct.	Bike lanes/bike route	0.94	\$58,200	Can be implemented through lane narrowing. Connects to YMCA.
5.	Center St./ Poinsett Hwy	Main St./276	Hawkins Rd	Cycle track	0.84	\$134,400	Provides connection along a popular biking corridor approaching Gateway Elementary.
6.	Hawkins Rd.	Poinsett Hwy	Gateway Elementary	Greenway/ sidepath	0.47	\$282,000	Provides connection to Bilo and Gateway Elementary.



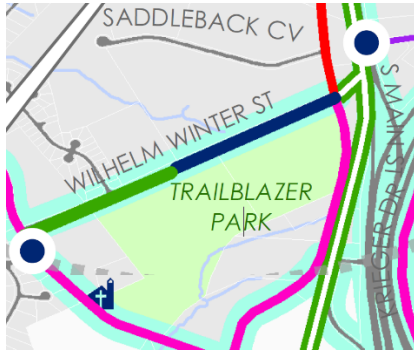
No.	Corridor	From	To	Fac. Type	Miles	Cost Est.	Notes
7.	Hwy 25/ Hawkins Rd.			Intersection improvements		\$50,000	High visibility pavement markings.
8.	South End Cir./Roe Center Ct.	State Park Rd.	Hwy. 276	Bike boulevard	0.74	\$33,300	Provides connection for north TR neighborhoods to GHS SRT, retail opportunities, and WalMart.
9.	Roe Center Ct./Hwy 276 Intersection			Intersection improvements		\$50,000	City gateway improvements and connection to GHS SRT.
10.	Main St./ Hwy 276	Poinsett Hwy.	Center St.	Road diet and intersection improvements	0.18	\$118,000	Will continue road diet to Poinsett Intersection. Include no Right Turn on Red at intersection and add pedestrian/bike scramble phase.
Total						\$1,059,250	

6.2.1 Priority Project Detailed Descriptions

1.) Wilhelm Winter Rd. - from Old Buncombe Rd. to Watson Rd.

Facility Type: Cycle Track/ Shared-use Path - **Miles:** 0.48 - **Cost Estimate:** \$182,000

This priority corresponds with an already programmed project to implement a road diet on Wilhelm Winter Rd. and install bicycle lanes adjacent to the new Trailblazer Park. While this improvement would be a benefit to bicyclists along the roadway, a cycle track and shared-use path would provide essentially an on-street trail experience for bicyclists coming off of the Swamp Rabbit Trail. The images below show the extents of the project segment and what these improvement types might look like.



Wilhelm Winter St. Map Excerpt



Two-way cycle track example

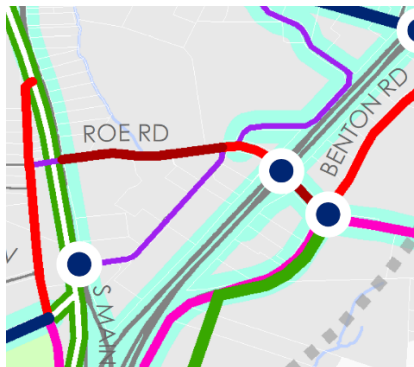


Shared-use Sidepath Example

2.) Roe Rd. - from Old Buncombe Rd. to Highway 25

Facility Type: Bike Boulevard/Buffered Bike Lanes/Bike lanes - **Miles:** 0.45 - **Cost Estimate:** \$41,350

Roe Rd. serves as an important connection from Main St. Travelers Rest to retail destinations surrounding Highway 25. Also, this project is along a local-jurisdiction road which provides additional flexibility in project implementation. Currently, Roe Rd. is a two-lane road with a center turn lane. This Plan recommends restriping the roadway without the center turn-lane to accommodate buffered-bicycle lanes (near the intersection of Roe Rd. and Highway 25, buffered lanes would be reduced to standard bike lanes to accommodate a dedicated left-hand turn lane. Current traffic volumes indicate that this treatment would likely have little impact to existing traffic operations. The images and photosimulation below show the extents of the project segment and what these improvement types might look like.



Roe Rd. Map Excerpt

Buffered Bike Lane Example

Standard Bike Lane Example



3.) Roe Rd. / Highway 25 Intersection Improvements

Facility Type: Cycle Track/ Shared-use Path - **Miles:** n/a - **Cost Estimate:** \$100,000

These intersection improvements correspond with the bikeway improvements to Roe. Rd. Currently, no pedestrian or bicycle infrastructure provides a continuous connection to WalMart from downtown Travelers Rest. Intersection improvements could potentially include pedestrian and bicycle-actuated signals, pedestrian/bicycle refuge islands, high-visibility crosswalks, and bicycle intersection markings. The examples below show what these improvements might look like.



High-visibility Crosswalks and Refuge



Pedestrian/Bicycle Actuation

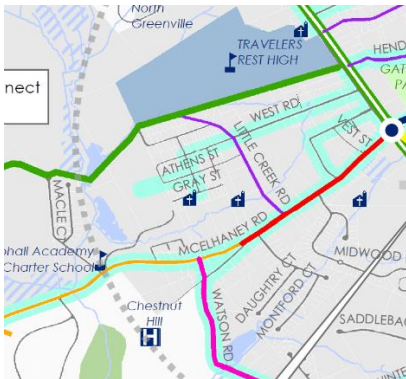


Bicycle Intersection Pavement Markings

4.) McElhane Rd. – from Main St. to Macle Ct.

Facility Type: Bike Lanes/Bike Route - **Miles:** 0.94 - **Cost Estimate:** \$58,200

This improvement involves restriping McElhane Rd. with narrower travel lanes to make room for Bicycle lanes from Main St. to Ina St. Beyond Ina St. the road narrows and a signed, shared bicycle route is the most appropriate improvement type. This connection would provide connectivity to Main St. and the GHS SRT for several adjacent neighborhoods, as well as connectivity to the YMCA from downtown Travelers Rest. The images and photosimulation below show the extents of the project segment and what these improvement types might look like.



McElhane Rd. Map Excerpt



Standard Bike Lanes



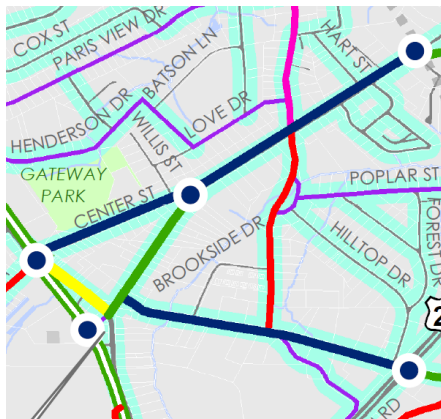
Signed Bicycle Route



5.) Center St. / Poinsett Hwy. – from Main St. to Hawkins Rd.

Facility Type: Cycle Track - **Miles:** 0.84 - **Cost Estimate:** \$134,400

This improvement would include a two-way cycletrack along the north side of the roadway. This would provide a comfortable and safe bicycling connection for bicyclists of all ages and abilities. It would provide a direct connection from downtown and the GHS SRT to Gateway Park, the Travelers Rest Library, and would eventually connect to Gateway Elementary (via a shared-use path along Hawkins Rd.). It would also provide connection for adjacent neighborhoods. The images and photosimulation below show the extents of the project segment and what these improvement types might look like.



Center St. / Poinsett Hwy Map Excerpt

Two-way Cycle Track



6.) Hawkins Rd. – from Poinsett Hwy. to Gateway Elementary

Facility Type: Greenway/Sidepath - Miles: 0.47 - Cost Estimate: \$282,000

This connection would continue the bikeway started along Center St. and Poinsett Hwy providing a bicycle and pedestrian connection, comfortable for users of all ages and abilities, across Highway 25 to Gateway Elementary and the Bilo shopping center. The images below show the extents of the project segment and what these improvement types might look like.



Hawkins Rd. Map Excerpt



Shared-use Sidepath Example

7.) Highway 25 / Hawkins Rd. Intersection Improvements

Facility Type: Intersection Improvements - Miles: n/a - Cost Estimate: \$50,000

This intersection would be improved in conjunction with the recommended Hawkins Rd. sidepath. Existing pedestrian signals are in place at the intersection, but no curb ramps or sidewalks connecting to the intersection are currently installed. In addition, due to the proximity to Gateway Elementary, high-visibility crosswalks should be used to warn drivers to the presence of potentially inexperienced pedestrians/bicyclists. The examples below show what these improvements might look like.



High-visibility Crosswalks and Refuge



Pedestrian/Bicycle Actuation



Bicycle Intersection Pavement Markings

8.) South End Circle / Roe Center Ct. – From State Park Rd. to Hwy. 276

Facility Type: Bicycle Boulevard - Miles: 0.74 - Cost Estimate: \$33,300

These existing low-volume streets are a good opportunity to install a Bicycle Boulevard connection since they offer a comfortable, parallel bicycling connection to Main St. and Highway 25 for residents living north of State Park Rd. This will offer connection to destinations such as restaurants and retail along Roe Center Ct. and the WalMart shopping center. The images below show the extents of the project segment and what these improvement types might look like.



South end Cir/Roe Center Ct Map Excerpt Bicycle Boulevard Example

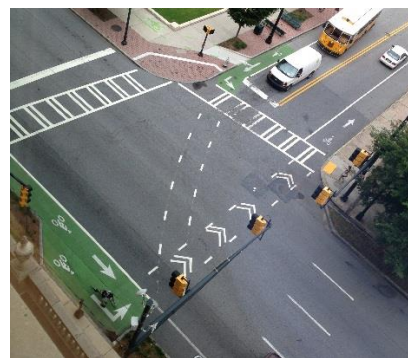
9.) Roe Center Ct./Hwy 276 – Intersection Improvements

Facility Type: Intersection Improvements - Miles: n/a - Cost Estimate: \$50,000

Intersection improvements such as crossing markings and signage would be needed at the end of the Bicycle Boulevard to connect across Highway 276 to the GHS SRT. These improvements would include, at minimum, signage, pavement markings, and curb ramps to access the trail. Since this is also the beginning of downtown Travelers Rest, the improvements could include some sort of gateway features and/or landscaping to indicate that the character of the roadway has changed. This will help indicate that drivers have arrived in downtown Travelers Rest and should slow down since bicyclists and pedestrians may be present. The images below show what these improvement types might look like.



High-visibility Crosswalks



Bicycle Intersection Markings

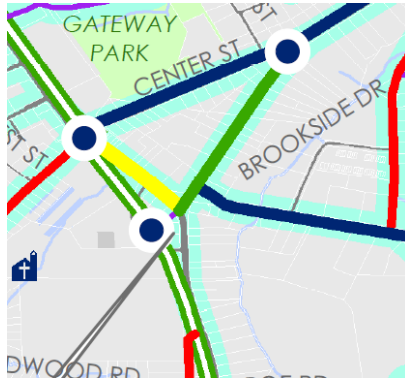


Curb Ramps

10.) Main St. / Hwy 276 – Poinsett Hwy. to Center St.

Facility Type: Road Diet and Intersection Improvements - **Miles:** 0.18 - **Cost Estimate:** \$118,000

This recommendation continues the road diet that was implemented recently on Main St. south of Poinsett Hwy. Continuing the road diet could add needed on-street parking and reduce the effective pedestrian/bike crossing distance at the intersection of Center St. and Main St. Intersection improvements could include an actuated “scramble” phase where pedestrians and bicyclists could cross the roadway diagonally to continue along the GHS SRT instead of in separate phases as it is currently. Minimally, a Leading Pedestrian Interval or no right turn on red at all legs of the intersection would make a safer environment for bicyclists and pedestrians. The images below show the extents of the project segment and what these improvement types might look like.



Main St/276 Map Excerpt



Bike/Ped “Scramble” Intersection



Road Diet (ex: 276 south of Poinsett)

6.3 Implementation Strategy

The 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 Travelers Rest 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, many bikeway improvement recommendations in the Plan are located on South Carolina Department of Transportation jurisdiction roadways. While project priorities are representative of the identified project need and potential 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 that are not priorities being implemented before identified priorities. Coordinating with resurfacing and re-engineering projects that are already programmed **will greatly reduce the costs** of implementing recommended facilities in most cases.

7 Potential Funding Sources

7.1 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

7.1.1 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>

7.1.2 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. Travelers Rest's funding would come through GPATS. TA funds require a 20% local match and must be administered by either SCDOT or a qualified Local Public Agency (LPA).

7.1.3 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.

7.1.4 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). Travelers Rest should track partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: <http://www.epa.gov/smartgrowth/partnership/>

7.1.5 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 Travelers Rest 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>

7.1.6 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.

More information: www.hud.gov/cdbg

7.1.7 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/>

7.1.8 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>

7.1.9 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.

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>

7.1.10 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

7.1.11 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/>

7.1.12 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.

7.1.13 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.

7.1.14 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/>

7.2 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 Travelers Rest.

7.2.1 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. GPATS is the third largest MPO in South Carolina and typically receives \$14.8M in Guideshare funding each year.

7.2.2 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, Greenville County received \$4M for C-fund projects.

More information on the C-fund program can be found here:

<http://www.scdot.org/doing/cprogram.aspx>

7.2.3 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

7.2.4 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>

7.2.5 South Carolina Department of Transportation – Capital Projects

Travelers Rest 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 Travelers Rest Bicycle Master Plan.

7.2.6 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 Travelers Rest, 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.

7.2.7 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>.

7.2.8 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>

7.3 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 Travelers Rest active transportation projects.

7.3.1 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.

7.3.2 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.

7.3.3 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.

7.3.4 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.

7.3.5 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.

7.3.6 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.

7.3.7 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.

7.3.8 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.

7.3.9 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.

7.3.10 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. Greenville County residents voted against a local sales tax increase in 2014 that would have funded individual transportation improvement projects across the County.

7.3.11 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 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.

7.3.12 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.

7.3.13 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>

7.4 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.

7.4.1 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/>

7.4.2 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/>

7.4.3 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>

7.4.4 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>

7.4.5 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>

7.4.6 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>

7.4.7 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>

7.4.8 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>

7.4.9 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>

7.4.10 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>

7.4.11 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/>

7.4.12 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 reduce 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/>

7.4.13 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.

7.4.14 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.

7.5 Other Sources

7.5.1 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.

7.5.2 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.

7.5.3 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.

7.5.4 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.

7.5.5 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 Travelers Rest 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.