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ACKNOWLEDGEMENTS

HDR Engineering, Inc. of the Carolinas would like to thank everyone who was responsible for and participated in this master planning process. It is comforting to know that the community of Spartanburg has citizens who care about their environment and take pride in it. This was truly a collaborative effort and could not have been possible without the full participation of the community.

Community Workshop Participants and Stakeholders

GOVERNMENT

- ☐ Spartanburg County Council
- ☐ Spartanburg City Council

PLANNING

- ☐ Spartanburg County Planning Department Staff
- ☐ Spartanburg County Community and Economic Development Staff
- ☐ City of Spartanburg Planning Staff
- ☐ Spartanburg County Planning Commission
- ☐ City of Spartanburg Planning Commission

RECREATION

- ☐ Spartanburg County Parks and Recreation Department
- ☐ Craft State Park
- ☐ Freewheelers
- ☐ Running Club

GREENWAYS/TRAILS/LAND CONSERVATION

- ☐ Spartanburg Greenway Alliance
- ☐ Palmetto Conservation Foundation
- ☐ Upstate Forever
- ☐ SPACE, local land trust

COMMUNITY HEALTH

- ☐ Heartwise
- ☐ Spartanburg Regional
- ☐ Mary Black

DEVELOPMENT

- ☐ Spartanburg Development Association
- ☐ Spartanburg Area Chamber of Commerce

EDUCATION

- ☐ Wofford College
- ☐ Converse College
- ☐ USCS
- ☐ School Districts
- ☐ School for the Deaf and Blind
- ☐ Spartanburg Technical

TRANSPORTATION

- ☐ SCDOT
- ☐ Enhancement Committee
- ☐ SPATS Policy Committee

UTILITIES

- ☐ Sewer/Water District
- ☐ Duke Power
- ☐ Piedmont Natural Gas

OTHERS

- ☐ Men's Garden Club
- ☐ Pride Task Force
- ☐ Graffiti Group
- ☐ Group of 100
- ☐ Noble Tree Foundation
- ☐ Leadership Cowpens
- ☐ Keep America Beautiful, Inc.
- ☐ Keep Florence Beautiful



EXECUTIVE SUMMARY

HISTORY OF THE SPARTANBURG AREA

The Battle of Cowpens in 1781 was a pivotal battle of the Revolution in which General Daniel Morgan led the Americans. A monument to Morgan stands in the city's square. He was key in the settlement of Spartanburg and is still revered today.

Following the organization of the United States, the economy in the Spartanburg District turned to cotton and the development of textile mills drawing on the abundant water power in the Piedmont. By the 1880s, Spartanburg was booming because of the rapidly expanding textile industry. The town grew quickly with many moving into mill villages to staff the mills.



Spartanburg prided itself on its commercial acumen and cultural advances. The county had been an educational center from its beginning. Wofford and Converse colleges, large residences, a public library, and an Opera House known throughout the South for its musical offerings provided a strong sense of pride in the city. With the construction of several rail lines passing through the city, the state's first municipal airport, several mineral springs resorts within the county, a busy agricultural center, and the ever-present textile mills, Spartanburg was "the Hub of the Piedmont." The area's mild climate and hard-charging businessmen attracted one of the largest troop-training facilities for World War I to the area. In 1917 Camp Wadsworth opened on the western edge of the city.

The 1929 stock market crash, the subsequent prolonged closing of all banks in the county, and the national depression hit Spartanburg hard. The area revived at the beginning of World War II. Another large troop-training facility, Camp Croft, brought hundreds of thousands of soldiers through the county. Peach growing made Spartanburg a top producer of the crop and the textile industry benefited from wartime demands. After the war Spartanburg industry slowly began to diversify and today the county is home to many types of industry. During the late 50s and early 60s, the county became a center of foreign industry when many European companies located plants and offices here. Today the county is a home to many Asian companies as well. The Greenville-Spartanburg Airport has recently expanded to handle increasing commercial traffic and there are several foreign trade zones located here.

Today the city is home to five colleges, Milliken Research Center, BMW, Michelin, Hoechst Celanese and many other businesses. Interstates 85 and 26 criss-cross the area. Spartanburg is an active center of the arts and its downtown is booming once again with restaurants, shops and a new library. A major shopping mall and the proximity to neighboring Greenville has brought expansive growth to the west side of Spartanburg County. Recreational opportunities include boating and fishing on Lake Bowen and Lake Blalock, the bicycling Assault on Mount Mitchell, an extensive youth soccer program, a nationally known youth swimming program, and easy access to the nearby mountains.

Resource: Spartanburg County Public Libraries



STUDY PURPOSE AND PROCESS

The Spartanburg Long-Range Enhancement Master Plan provides Spartanburg Area Transportation Study (SPATS) recommendations for alternate mobility solutions as well as beautification opportunities. SPATS initiated the Master Plan as a tool to coordinate alternative mobility and enhancement projects on the basis of anticipated Federal funds.

Spartanburg County, through SPATS, receives an annual allocation of “enhancement” funds from the South Carolina Department of Transportation (SCDOT). Enhancement funding is provided to the states by the U.S. Department of Transportation under the Transportation Equity Act for the 21st Century, commonly referred to as “TEA-21.” Historically, SPATS has allocated these funds to County projects through a matching grant process, and to a variety of community organizations that, in turn, use them to make enhancements. These enhancements are either alternative mobility or beautification based.

PROJECT INTENT

The purpose of this Master Plan was to identify and prioritize alternative mobility opportunities using natural resources, overland connectors and abandoned rail-lines, and landscape enhancement projects within primary gateways, roadways, corridors, landmarks, and open spaces throughout the County.

The intent of this Master Plan study focuses on, among other things, the following objectives:

1. Serve as an aid to Spartanburg Area Transportation Study (SPATS) and the Spartanburg County citizens for prioritization of enhancement opportunities.
2. Provide basic recommendations for the planning of enhancement opportunities and alternate mobility.
3. Enhance the existing SPATS area character and streetscape to encourage greater pedestrian activity, offer recreation alternatives, and improve overall quality of life.
4. Utilize natural resources and utility easements where possible.
5. Create connections to cultural amenities, residential area, shopping areas, and incorporate opportunities for future development.
6. Offer management and funding alternatives for implementation.

PROCESS

The project team reviewed a number of reports, held field reviews to get acquainted with the study area, and utilized GIS information to establish base maps.

Three days of field analysis was completed in order for the team to fully understand the project area, as well as highlight potential areas for alternative transportation and beautification enhancements. During those three days, team members drove and walked the study area, taking pictures and notes. The team was able to physically map gas easements, overhead powerline easements, and creeks, which are suitable for greenways and multi-purpose trails. It



also provided the opportunity to gain an understanding of the extent of existing landscape enhancements being constructed.

In addition to field analysis, the team reviewed several reports and plans from the last several years. Recommendations outlined in these reports provided a base upon which the team built this study. The Chinquepin Parkway Master Plan illustrated landscape details that the team was able to incorporate into the beautification portion of this report. Plans such as “A Greenway for Spartanburg” and the “Long-Range and Short-Range Bikeways Studies” provided essential linear elements for potential greenway and trail locations.

To ensure the project intent was met, a “Community Driven Approach” was utilized to focus attention to the development of the study. This approach included development of a steering committee comprised of state and local representatives and interviews with several of Spartanburg’s County and City staff members, community stakeholders, local mobility and enhancement focus groups, the organization of two community workshops, and input from the SPATS Policy Committee.

This approach provided an abundance of information, mostly stemming from the community workshops that invited the citizens of Spartanburg County to participate in the master planning process. Two sets of workshops were held; the first was a Visioning Workshop and the other an Opportunities Workshop. Combined, they allowed participants to identify opportunities and set priorities, as well as create vision statements for both alternate mobility and enhancement/beautification. The well-attended workshops focused on developing an overall community vision, identified foreseeable successful projects, and built upon established projects in the Spartanburg community.

The first workshop introduced the project team to the community’s desires while establishing a basis for master planning. Participants were asked to develop visioning statements based on their desires of the Master Plan. This workshop was followed by a second workshop, where the alternate mobility and enhancement/beautification opportunities were presented after extensive analysis of the initial information. After reviewing the maps during the second meeting, they were asked to revisit their visioning statements from the first workshop and make adjustments accordingly.

Alternate Mobility

“To work with the community at large to provide safe, accessible bike and pedestrian accommodations for recreation and transportation throughout Spartanburg County while promoting mutual respect of each mode.”

Enhancement/Beautification

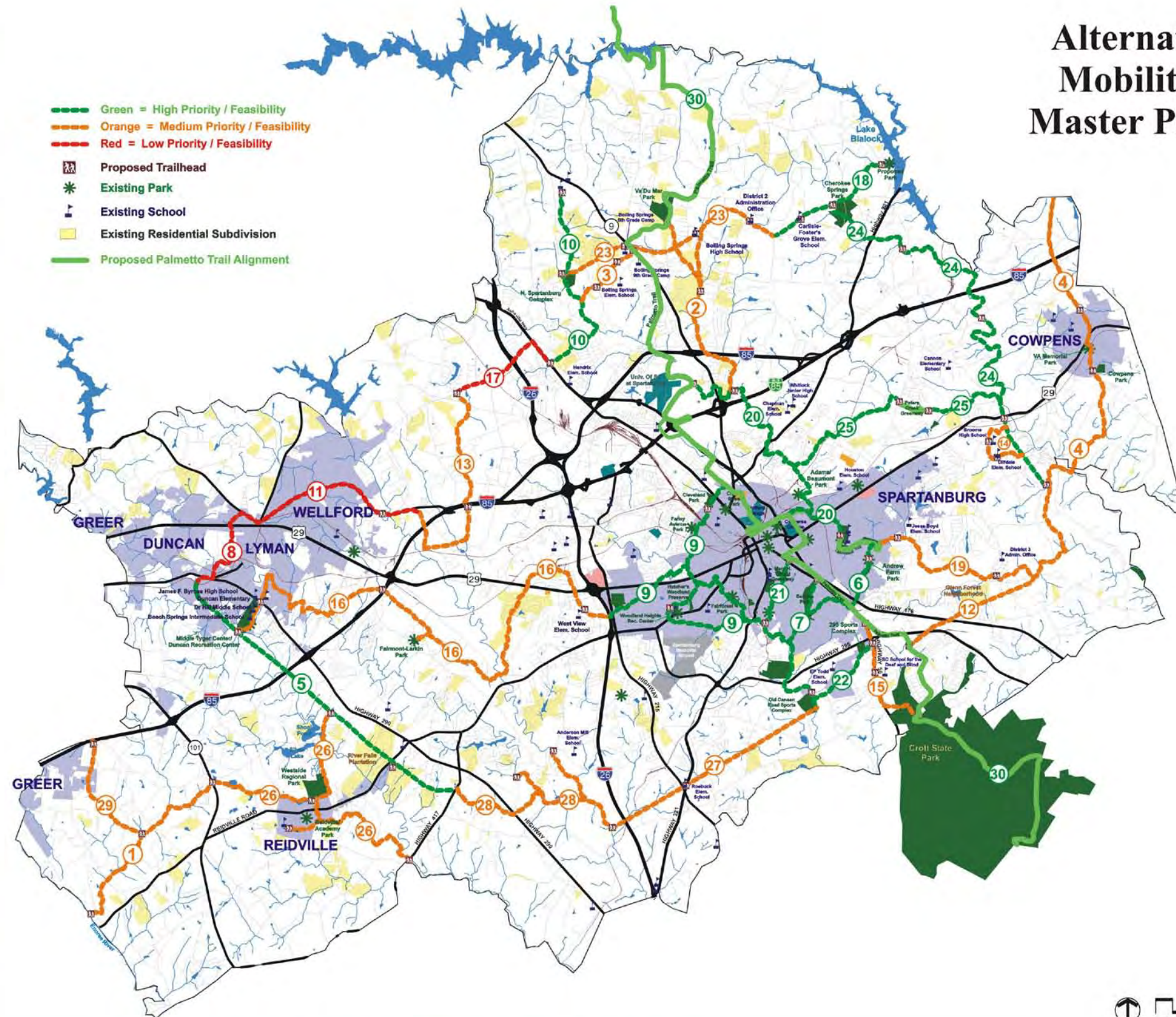
“To enhance beautification of major roads and highways of the area, with coordination from a central entity.”

The participants provided valuable input at both meetings, and their comments were later integrated into the proposed opportunities. The “Community Driven Approach” concluded on August 8, 2003, with a final presentation of the refined Master Plans to the community members, stakeholders, and local interest groups. The following represent the Final Master Plan maps for Alternative Mobility and Beautification. A combined map of the two can be seen in Appendix A.



Alternate Mobility Master Plan

ID	NAME
1	Abners Creek Greenway
2	Big Shoally Creek Greenway
3	Boiling Springs Greenway
4	Cowpens Greenway
5	Duke Greenway
6	Duncan Park - Cottonwood Connection
7	Duncan Park Trail Connection
8	Duncan-Lyman Trail
9	Fairforest Greenway
10	Fawn Branch Greenway
11	Fort Prince Blvd. Strollway
12	Glenn Forest Greenway
13	Grays Creek Greenway
14	Heritage Hill Loop Trail
15	Highway 56 Trail Connection
16	Jimmie's Creek Greenway
17	John Dodd Road Strollway
18	Lake Blalock Greenway Connection
19	Lawsons Fork Greenway South
20	Lawsons Fork Trail
21	Mary H. Wright Greenway Extension
22	Old Canaan Greenway
23	Old Furnace Road Strollway
24	Pacolet Greenway
25	Peters Creek Greenway Extension
26	Reidville Greenway
27	Transcontinental Pipeline Greenway
28	Tyger River Greenway
29	Vines Creek Greenway
30	Palmetto Trail



SPARTANBURG COUNTY, SC LONG-RANGE ENHANCEMENT MASTER PLAN

January 2004





As Spartanburg County continues to grow, decisions will have to be made in order to ensure and maintain the area's livability. Like many other growing communities throughout the nation and worldwide, alternative mobility and beautification are becoming key to the livability of Spartanburg. Pollution, congestion, and other key factors constantly influence decisions on transportation, housing, and recreation. Spartanburg County is fortunate to have citizens who are concerned with their environment, which was evident by the amount of public participation through the process.

RECOMMENDED NEXT STEPS

Implementing an ambitious alternate mobility and beautification Master Plan presents a significant undertaking for the Spartanburg community. The first step in implementation would be to take the recommendations of the plans to local committees and the various private organizations to review the suggestions for their area and determine their interest in participating. These groups will be the key component in spearheading the interest and support needed for successful projects. Implementation will require a solid base of community support and an understanding of the importance of landscape enhancements and alternate mobility.

Alternative Mobility

The following list represents a guide for the implementation of the proposed Alternative Mobility options outlined in this report (Section 6).

1. Coordinate Project Ideas
2. Establish a Local Committee
3. Continue Public Involvement
4. Prioritize and Phase When Necessary
5. Research and Refine
6. Use Available Funding Efficiently
7. Develop Long-Term Maintenance Plan

Beautification

This list provides a guide for the implementation of the proposed Beautification options outlined in this report (Section 7).

1. Improve the Physical Environment
2. Revise and Strengthen County Policies
3. Establish Special Enhancement District
4. Improve and Foster Community Participation and Education
5. Increase Pride and Public Interest in Beautification
6. Develop a Long-Term Maintenance Plan



PROJECT BACKGROUND AND OBJECTIVES

INTRODUCTION

A Long-Range Enhancement Plan should be the starting point for a new way of thinking and an aesthetic vision for Spartanburg County (County). By planning the implementation strategies for alternate mobility and beautification, the County and its communities can work together toward a unified vision. It should improve its visual environment and provide recreational opportunities, while encouraging the community members to participate in improving the image of the County.

This report provides a framework by which to create those tangible projects that will improve the aesthetic qualities and recreation value in the County.

BACKGROUND

Spartanburg County, through the Spartanburg Area Transportation Study (SPATS), receives an annual grant of “enhancement” funds from the South Carolina Department of Transportation (SCDOT). Enhancement funding is provided to the states by the U.S. Department of Transportation under the Transportation Equity Act for the 21st Century, commonly referred to as “TEA-21.” Historically, SPATS has allocated these funds to County projects through a matching grant process, and to a variety of community organizations that in turn use them to make enhancements. These enhancements are either alternative mobility or beautification based. In order to provide a basis for coordinating the anticipated flow of future grant efforts and sponsoring entities, the County decided to prepare a Long-Range (10-year) Enhancement Master Plan (Plan).

In order to accomplish the Master Plan, the County decided to utilize HDR Engineering, Inc. of the Carolinas (HDR) to assist the SPATS Steering Committee in the preparation of this Plan through a “Contract Modification” to a Basic Services Agreement between the County and HDR. As defined in the Objectives of the Scope of Work in the Contract Modification,

“...the plan will identify and prioritize alternative mobility and landscape enhancement projects within primary gateways, roadways, corridors, landmarks, and open spaces throughout the County. Emphasis for landscape enhancements is to be given to the County and State roadway system.”

As a specific demonstration project, the Scope of Work also includes development of preliminary landscape design plans for the I-85/US-29 interchange. The Scope of Work also placed significant emphasis on the utilization of a project Steering Committee and two General Community Workshops as key methodologies for preparation of the Plan.

As presented in the two Community Workshops, the Purpose and Objective statement of the project was:

- ❑ “Spartanburg County has been successful in obtaining Transportation Enhancement Program funding.”
- ❑ “Spartanburg County intends to prepare a Long-Range (10-year) Enhancement Master Plan.”



- “The Plan will identify and prioritize alternative mobility and landscape enhancement projects within the primary gateways, roadways, corridors, landmarks, and open spaces throughout the SPATS study area.”

OBJECTIVES

The purpose and objectives of the mobility element of the Plan were further defined to apply to pedestrian and bicycle “trails” that are, for the most part, located outside of the rights-of-way of the County’s roadway system. In other words, the intent was defined to focus on a “greenways” trail system to the extent possible.

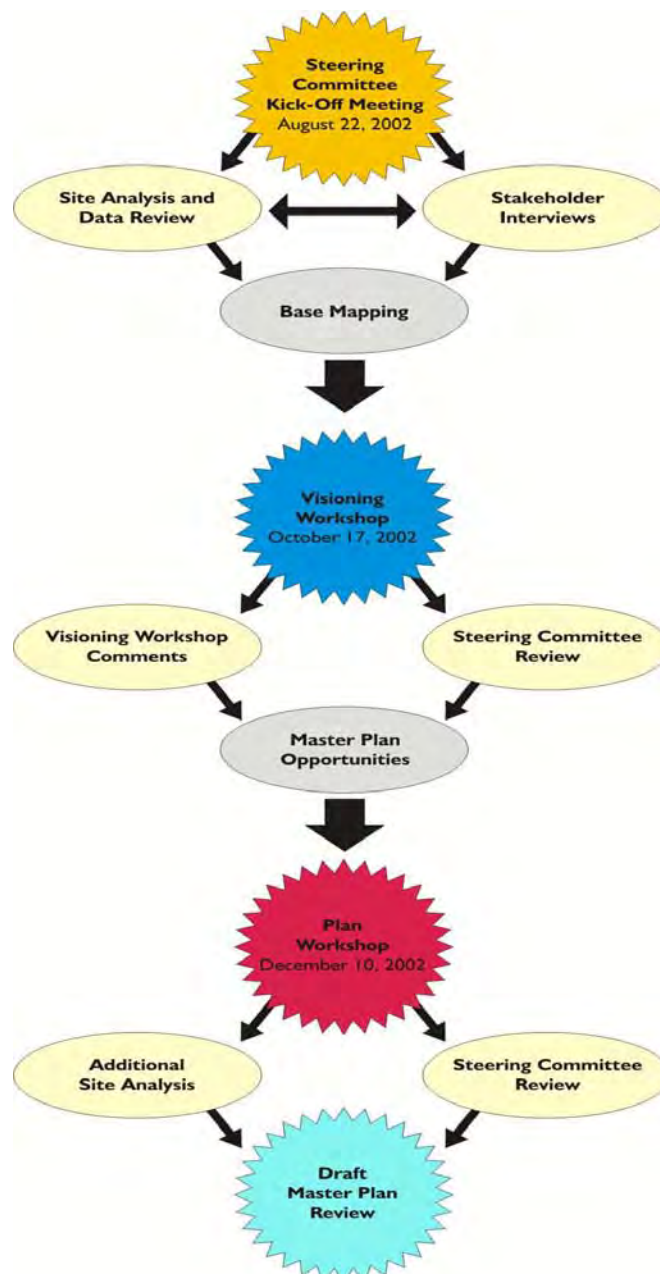
Historically, groups that are more interested in landscape or beautification enhancements, rather than mobility enhancements, have made greater use of the enhancement funding process. While in no way wishing to discourage the interest of the several very effective “beautification groups” in the community, the Enhancement Steering Committee of SPATS became interested in achieving more utilization of the funding for alternative mobility projects. This interest is driven in large part by the intent of the TEA-21 program to emphasize alternative mobility opportunities as well as a desire to provide enhancement opportunities that become a part of the community’s recreational system. Thus, the above-stated objective related to identifying and prioritizing “alternative mobility and landscape enhancement projects” carries a paralleling objective of prioritizing between mobility and landscape projects as well.



MASTER PLAN PROCESS

INTRODUCTION

Throughout the course of this study, there was a great deal of input from the Spartanburg County staff, State and Local officials, surrounding communities within the SPATS area, and local organizations. As stated in Section 2, the Scope of Work for the project placed significant emphasis on the utilization of a project Steering Committee and two General Community Workshops as key methodologies for preparation of the plan. In order to achieve an overall alternate mobility and beautification vision, key steps had to be taken. These steps follow a Master Plan Process that is diagrammed below and explained in more detail throughout this section.



MASTER PLAN STEERING COMMITTEE

To provide technical direction and review for the project, the County appointed an Enhancement Steering Committee of approximately eight to ten key County staff, SCDOT staff, and representatives of select resource groups. The Steering Committee has included:

- ❑ Jim D'Amato, Senior Transportation Planner, SPATS
- ❑ Lisa Bollinger, Intermodal Transportation Planner, SPATS (who is serving as the County's Project Manager)
- ❑ Jeff Caton, Director, Spartanburg County Department of Parks and Recreation
- ❑ Derrell Rice, SCDOT
- ❑ Ron Patton, SCDOT
- ❑ Mark Pleasant, SCDOT
- ❑ Bob Klute, Planning Manager, City of Spartanburg
- ❑ Roger Dyar, Traffic Engineer, City of Spartanburg
- ❑ Stan Tillotson, Landscape and Facility Planner, Spartanburg County Parks and Recreation
- ❑ Graham Rich, Spartanburg Water Systems

STEERING COMMITTEE KICK-OFF MEETING

The Enhancement Steering Committee Kick-Off Meeting was held on August 22, 2002. The meeting was used to review the objectives and work program for the project with the Steering Committee and to discuss their specific interests and recommendations. The meeting also included review of the preliminary project schedule and established specific dates for Visioning Workshops and related Steering Committee Meetings as well as dates for the Stakeholder Interviews. A central focus of the workshop was the identification of the key stakeholder and resource groups in the community, and a discussion of their focus, accomplishments, and leadership. Decisions were also made on the location, equipment, and logistical requirements for the Workshops, and the division of responsibilities for providing equipment, identifying participants, providing invitation/notice, staffing, etc.

STAKEHOLDER INTERVIEWS

A series of interviews was conducted with the community groups that have been involved in various aspects of greenways, trails, and recreation as defined in the Steering Committee meeting. Both County staff and the consultants participated in the interviews. The interviews were used to: 1) define the purpose, interests, and activities of the groups; and 2) identify and map ideas or projects that the respective groups are interested in or may have proposed in other venues.

The following groups, arranged by their respective primary subject of interest, were interviewed. These groups provided a great deal of input to the Master Plan process and to this report. The major findings of the interviews are summarized as well.



MOBILITY

Local Organizations and Agencies

- ❑ City of Spartanburg Planning Department
- ❑ Heartwise
- ❑ The Palmetto Conservation Foundation
- ❑ Upstate Forever
- ❑ Space, Inc.
- ❑ Spartanburg County Department of Parks and Recreation
- ❑ Spartanburg County Historical Association

Comments

- ❑ Working to finish Palmetto Trail within Croft State Park by mid spring.
- ❑ Working with USCS to re-establish existing nature trail.
- ❑ Repave sidewalk within Converse Heights Neighborhood.
- ❑ “Rail-bank” Norfolk Southern line to create Rails to Trails connection.
- ❑ Recently completed Walking and Bicycling Suitability Assessment.
- ❑ Promote “Safe Route to School” Program.
- ❑ Involve more bicyclists in initiatives.
- ❑ Extend trail near Fairfax Soccer Complex.
- ❑ Providing more refuge medians and street crossings for schools and other major institutions.
- ❑ Sidewalks from Foster Road extending to Healthtex and Middle School.
- ❑ Provide link between Arts Complex/Barnett Park/Renaissance Project
- ❑ Trail connection from Cowpens Battlefield to Palmetto Trail.
- ❑ Bike lanes along Cypress and Carver in Wellford.
- ❑ Sidewalks from Woodbine Road to Country Club Road.
- ❑ Reopen Liberty Street through Beaumont Mill.
- ❑ Recommended Corridors:
 - US 221 to South End
 - Hwy 295 to City (Related to Re-genesis)
 - Union Street into Duncan Park
 - Howard Street/Cleveland Park/Fairgrounds
- ❑ Easements and Potential Corridors:
 - Star Jackson Water District (SJWD) is in the process of acquiring land that will complete 700 acres of ownership (westside of Spartanburg to Inman). Lake Cooley is their current main water source.
 - Spartanburg Water System (pulls from Lake Bowen, Buck Creek, and Taylor Lake) has a 140-acre tract available for park use.
 - Lawson’s Fork Creek has a canoe drop at White Mills; also can be connected through sewer and waterway easements to Va-Du-Mar Park.
 - East-west easement near Hwy. 417 to School for Deaf and Blind; also connection from Westside Regional Park.
- ❑ Recommend trail from Duncan Park along waterway through Arkwright Park to Old Cannan Road Soccer Complex.



BEAUTIFICATION

Local Organizations and Agencies

- ❑ City of Spartanburg Planning Department
- ❑ City of Wellford
- ❑ Graffiti Foundation
- ❑ Men's Garden Club
- ❑ Noble Tree Foundation
- ❑ Pride Task Force
- ❑ Town of Cowpens
- ❑ Up State Forever

Comments

- ❑ Interest in Fairview Farms 1,200-acre Conservation Easement (Near Pacolet River).
- ❑ Cleanup at exit #83 Service Station and US 110.
- ❑ Cleanup along Union Street.
- ❑ Kudzu removal at Pacolet River in Cowpens.
- ❑ Use West US 29 as an example of city beautification movement.
- ❑ Recommend beautification on every major corridor within County or SPATS area.
- ❑ Establish beautification signage.
- ❑ Improve Cowpens I-85 interstate exit.
- ❑ Establish US 29 to Cowpens as Heritage Gateway.
- ❑ Church Street as an important corridor.
- ❑ Revisit North Pine Street design.
- ❑ Enhancement to Pacolet Bridge (i.e., light post along bridge wall).
- ❑ Create sports facility in Cowpens similar to existing 295 Sports Complex.
- ❑ Provide enhancements, US176/I-26, East Street, and all major highways and roadways.
- ❑ Fountain at Pine and Main Street in honor of founder Ben Stone (Graffiti Foundation).
- ❑ Pine Street as prime gateway into city.
- ❑ Potential 16-acre tract for park in Wellford.
- ❑ I-85 Interchange enhancements at Hwy. 129 and Hwy. 290.
- ❑ Use Hearon Circle and I-85 as example of what could be done.

These interviews as well as discussions with the Steering Committee and SPATS staff led to the obvious conclusion that the Spartanburg community is blessed with a wealth of very dedicated and focused interest groups that share an objective of greatly enhancing their community. The number of groups and level of dedication probably stand out among communities anywhere. Clearly, these groups present a major opportunity for the community; however, coordinating these efforts presents a significant challenge for the SPATS Policy Committee.

REVIEW AND ANALYSIS

Work Efforts

The project Scope of Work defines a set of Review and Analysis efforts that have been undertaken to support preparation of the Plan. The following is an overview of these efforts.

1. Identification of resource groups, activities, capabilities, and stakeholder interviews: This effort is reviewed in Section 3.



2. Base mapping: The County provided a GIS base map that, at a minimum, illustrates the streets, roadways, major utility corridors, railways, parcel boundaries, and other basic geographic data. The County also provided digital aerial photography files of the study area. These materials were used to prepare the base maps that have been utilized for all aspects of the project.
3. Previous mobility and landscape enhancement projects: Through the interviews previously described, work with the Steering Committee, and field visits, enhancement projects that have been constructed were mapped and photographed. These projects were further reviewed to determine the type of improvement, materials utilized, and common themes. A summary map and supporting analysis memorandum of this experience will be prepared.
4. Programmed and potential roadway, utility, and recreation improvement projects that may have potential for simultaneous or subsequent enhancement activities will be mapped and reviewed.
5. Principal destinations/generators: Principal destinations/generators for a potential greenway/trail system including schools, parks, shopping centers, community centers, hospitals, colleges, historic sites, etc. were identified and mapped. Programmed and potential roadway improvement projects that may have potential for simultaneous or subsequent enhancement activities will be mapped and reviewed.
6. Definition of major related features: A preliminary definition of primary gateways, roadways (County and State system), corridors, landmarks, and open spaces that are potential candidates for enhancement projects was prepared through a working session with County staff and a thorough driving review of the County.
7. Analysis of I-85/US-29 interchange: Utilizing the aerial photography provided by the County, information gathered from visits to the site, and discussions with Wellford's Mayor, Sallie Peak, and Hans Balmer (who recently transplanted several cedar trees into the interchange), an analysis of existing conditions and factors that might affect landscape design and installation was prepared. This analysis of the interchange will be a landscaping prototype for the gateway portion of the study.
8. Organizational models: A review to identify national greenway, trail, and beautification organizations and model organizations that may be helpful to an implementation strategy was undertaken. It was determined through contacts with national leaders in the field that there is no established organization related to greenways and trails that might provide a model for a local trails organization.
9. Two potential models were identified for "beautification" management efforts. The first, Keep America Beautiful, is a national program, which establishes a framework for local "Keep XYZ-Community Beautiful" organizations. The second, "Palmetto Pride: The Governor's Council on Beautification and Litter," is a state initiative that promotes a variety of clean-up and beautification efforts. Materials from both organizations were obtained, reviewed, and discussed at the second community workshop.



Existing Plans Reviewed

In addition to the items listed above, the County provided numerous reports and plans to HDR for review and analysis. Some of these items are over 20 years old, but were revisited to better



understand Spartanburg's enhancement and alternate mobility history, accomplishments, and future steps. The following list represents those items that have been analyzed and compared to the system that exists today.

- **A Greenway for Spartanburg.** Twenty-five years ago the City of Spartanburg began planning for the future of its environmental resources. One initiative was the resource "A Greenway for Spartanburg." This document, completed in 1978, provides a complete list and description of 18 proposed greenways throughout the Spartanburg area. In addition to that are 12 objectives for the greenway network. Combined, they provided information that was cross-referenced against Spartanburg's existing system and helped form the proposed trails and greenways presented within this report.
 1. Promote the strategic use of flood-prone lands for an open-space corridor.
 2. Establish a linear park network, left primarily in its natural state.
 3. Complement the existing and future park system through the introduction of a linear park network which will accommodate public recreation desires which are now unmet.
 4. Enhance private development by giving a common structural system to the elements of urban amenity.
 5. Introduce a trail system, which connects compatible land uses.
 6. Buffer conflicting land uses.
 7. Give alternatives to the automobile for short commuter trips by developing a safe passengerway for bicycles and pedestrians.
 8. Retain natural ecological functions in the urban environment.
 9. Allow more effective planning for future urban growth.
 10. Elevate the livability of the urban environment.
 11. Stimulate the more beneficial expenditure of public funds through the multiple use of public property.
 12. Provide the opportunity for educating our young people in environmental surroundings ideal for the study of biology, botany, and ornithology.
- **Long- and Short-Range Bikeway Studies.** Although this Long-Range Enhancement Master Plan does not specifically address bikeways, it is important to know where existing bikeways are located as well as planned bikeways for potential connections. These bikeway studies provided the community's vision for bikeways. Bikeways were located on the maps for this study and are considered as part of the overall "alternative mobility" system.
- **SPATS Comprehensive Plan, 1995.** A summary of the key recommendations from this plan provided continued insight to the team. An important goal of this plan was "Provide alternative means of transportation that can be used to reduce congestion on existing streets and roads and add to the general quality of life in the county." There are multiple ways this goal can be accomplished, including greenways, trails, and bikeways. In an effort to accomplish the goal of providing alternative means of transportation, bikeways should be considered along several of SPATS Transportation Improvement Projects (TIP). There are a number of projects listed that will be useful to implement this goal. The team reviewed this list and developed alternatives that were consistent with these projects.
- **City of Spartanburg 1999 Comprehensive Plan.** Many natural and cultural resources surround the City of Spartanburg, which is why it has become such a desirable place to live. They range from park and recreation to historic and cultural resources. As the City moves forward and plans for the future, it will be critical to understand what facilities currently exist, what facilities are needed, and what facilities should be protected and preserved. The 1999



Comprehensive Plan provided that information for the team. The team utilized this information to understand where those existing facilities are and then developed potential connections to them by way of trail, greenway, or overland connectors.

- ❑ **South Carolina State Trails Plan (Draft).** This report outlines existing and proposed trails throughout the state of South Carolina. This data was used to coordinate the proposed mobility alternatives to the existing and proposed trails within the SPATS area.
- ❑ **Chinquepin Parkway Master Plan.** The Chinquepin Parkway (SR 9) Master Plan was used to identify potential enhancement/beautification options. This Master Plan provided the team with an example of steps Spartanburg County has taken in beautifying its major corridors. A detailed evaluation of the Parkway Master Plan is provided in Section 8.

Community Visioning Workshop

The Community Visioning Workshop was directed at obtaining maximum community and staff participation in the definition of a community vision for the style, location, and priorities for enhancements to gateways, roadways, corridors, landmarks, trails, and open spaces. The process included the definition of potential alternative Organizational and Partnering strategies for implementing the Plan. The Workshop was structured in three parts:

- ❑ **General Session 1:** The general session was structured in two parts: a) registration and open house; and b) presentation. Maps and illustrations were on display for an open house to provide preview and discussion opportunities. The illustrative materials included base maps of the SPATS area that defined key roadways, corridors, community facilities, and prior enhancement activities, such as the Spots of Pride. The presentation segment summarized the findings of the analysis tasks and organized the structure for the breakout sessions.
- ❑ **Breakout Session:** Breakout groups that are focused on: a) alternative mobility greenways/trails/bikeways; and b) beautification/landscaping were made available and the participants offered a choice. A “facilitator” was provided for each group. The breakout session commenced with election/appointment of a recorder/reporter for each group. The facilitator and recorder/reporter led the discussions to cover alternative themes, potential improvement areas or sites, potential organizational structures, and other topics established during the analysis process.
- ❑ **General Session 2:** The overall group reconvened with the recorder/reporter for each group reporting on the key recommendations/conclusions of its respective group. The presentations were followed by open discussion that focused on the identification of key elements that merit further consideration in the preparation of alternatives. Most importantly, a “Vision Statement” was presented for each of the two subject areas: Mobility and Beautification. See Section 4 for a review and discussion of the Vision Statements.



Community Plan Workshop

Utilizing a similar three-part format to the Community Visioning Workshop – General Session, Breakout Session, General Session – the Community Plan Workshop program was carried out on December 10, 2002. The Workshop was directed at reviewing various alternatives and opportunities that had been prepared based on the field analyses, stakeholder interviews, Steering Committee recommendations, and the findings of the Community Visioning Workshop. The process helped bundle the alternatives and opportunities into preferred plan elements and furthered define program elements.

Plan Review and Final Presentation

Following the Community Plan Workshop, a draft of the Master Plan was prepared and distributed for review by the County, Steering Committee, and the Policy Task Force. A review workshop with the Steering Committee was held on June 2, 2003. Upon completion of the Steering Committee's review of the draft plan, a general presentation was conducted on August 8, 2003, before the community.

Upon assembly of comments, the final report and display graphics will be prepared. Twenty (20) printed copies and a digital copy of the draft report will be provided.



COMMUNITY VISIONING WORKSHOP

On October 17, 2002, the first full Community Workshop, significant emphasis was given in both the general sessions and the breakout sessions on defining the community's vision for both Mobility and Beautification. There were approximately 60 participants in the Visioning Workshop, which provided the ability to support two breakout groups on each topic.

MOBILITY

In the workshop setting, the participants of two breakout groups presented their respective vision statements. These were compared and discussed by the entire group. Based upon suggestions from the group, the consulting team was directed to edit a combined statement for presentation at the second workshop. When presented at the second workshop, the edited statements were generally accepted. The evolution of the mobility vision statement is as follows.

Workshop Alternative Mobility Vision Statements

"Safe and accessible bike and pedestrian accommodations for recreation and transportation throughout Spartanburg County."

"To work with community at large, to raise awareness and desire, to implement alternative mobility routes connecting significant population centers and new transportation project in Spartanburg County, as well as encouraging driver-friendly habits for those who choose to take these routes."

The edited and accepted vision was stated as follows:

Vision for Alternative Mobility

"To work with the community at large to provide safe, accessible bike and pedestrian accommodations for recreation and transportation throughout Spartanburg County, while encouraging driver-friendly habits."

In addition to developing the Visioning Statements, the session was utilized to obtain the participants' interests and opinions related to potential alternate mobility connections and trail paths.

Group 1

Priorities

- ☐ Fernwood sidewalk addition, cross Fernwood Drive, by Spartanburg High.
- ☐ Safe bike lanes - West Main, Fernwood, and Glendale.
- ☐ Running/biking/walking safety – Duncan Park.
- ☐ Bike racks (mall, schools).
- ☐ Main/Fernwood – the Fernwood Loop.
- ☐ Hampton Heights/Downtown bike lanes.
- ☐ 295 and 56 pedestrian access.
- ☐ Any repaving or road project needs to accommodate bike and pedestrian.



- ❑ Desire trails.
- ❑ Converse college to Spartanburg Regional Hospital – Walking trail via Palmetto Trail.
- ❑ Bike/pedestrian for all new developments.

Implementation

- ❑ Paint proposed bike lanes.
- ❑ Identify two-three pilot projects.
- ❑ Bike pedestrian task force - pedestrian/bike coordinator (City/County Support).
- ❑ Identify group.

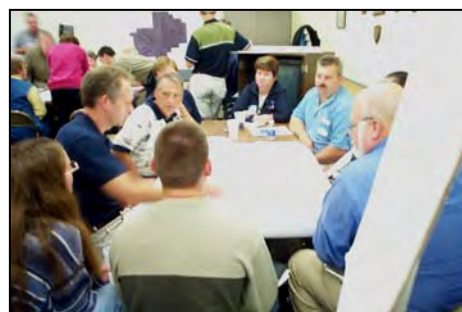
Group 2

Priorities

- ❑ Southeastern Connector to get traffic off of small roads.
- ❑ Link the various communities around Spartanburg County w/trails.
- ❑ Bike lanes off of 295 from Whitestone to Westgate.
- ❑ Bike racks (mall, schools).
- ❑ Bike path parallel to Hwy 129 from Duncan I-85 exit.
- ❑ Link uses into Downtown Spartanburg.
- ❑ Bike path parallel to Hwy 56 at Deaf and Blind School to Croft State Park.
- ❑ Join Neighborhoods Boiling Springs with path greenways.
- ❑ Sidewalk from Spartanburg to Cowpens on Hwy 29.
- ❑ Greenway paralleling Lawson's Fork Creek to USCS to Cottonwood Greenway (would be a "wilderness" alternative to the "urban" route to Palmetto Trail.
- ❑ Maintain bike lanes so as to keep trash/debris off the lanes.
- ❑ Bike lockers/safe storage.

Implementation

- ❑ Create committee that represents the stakeholder (community) to work with the planners, County, etc.
- ❑ Have a bicycle coordinator employed by the County to represent the "stakeholders".
- ❑ Establish contact with the "Rails to Trails" Foundation.



BEAUTIFICATION

The participants of the visioning workshop similarly developed a vision statement for Beautification, as follows.

Workshop Statements

1. "To develop and coordinate a centralized voice to identify and consider enhancement projects as well as exploring funding sources."
 2. "Enhance the quality of life for the people of Spartanburg through beautification"
- The edited and accepted vision was stated as follows:

Vision for Beautification

"To enhance the quality of life for people in Spartanburg through the development and coordination of a centralized voice for enhancement project identification and funding."

In addition to developing the Visioning Statements, the session was utilized to obtain the participants' interests and opinions related to potential enhancement projects and improvements.

Group 1

Priorities

- ☐ Asheville Highway.
- ☐ Duncan Park.
- ☐ Hwy 29 – I-85 Improvements, connect coordinate existing improvements (Interchange Beautification Projects).
- ☐ Gateway to city on I-85.
- ☐ I-85/Business 85 should be on corridor to focus enhancements.
- ☐ Landscaping/ Enhancement should protect / provide for natural habitats (Conservation and Preserve).
- ☐ "Vacant lots into beauty spots" mini-parks.
- ☐ Places for children to play and experience nature.
- ☐ Enhance 221.
- ☐ Intersection 226 and 221.
- ☐ Ordinance to force developers to provide beautification.
- ☐ Gateway or Landmark at Pine Street School and continue north.
- ☐ Connection between Spartanburg and Cowpens.
- ☐ Southport Road.

Implementation

- ☐ Educate the public on funding process. (Define roles of public official in enhancement. Develop better lines of communication.)
- ☐ Public-Private Partnership.
- ☐ Men's Garden Club.
- ☐ Identify Salvation Army as an Implementation Group.



Group 2

Priorities

- ☐ ADA Beautification.
- ☐ Underground Utilities (Union Street, Asheville Hwy, and S. Church St.).
- ☐ Get message to business to maintain property – Enforcement.
- ☐ Drayton Road. Maintenance around bridge.
- ☐ Address vacant lots.
- ☐ Adequate lighting in pedestrian friendly place.
- ☐ Development pathway between Greenville and Spartanburg.

Implementation

- ☐ We need a centralized voice!!!!
- ☐ Wider Partnership.
- ☐ Be open to try new ideas.

Additional comments for resource sheets:

- ☐ Allow roller blades on buses.
- ☐ Involve student organizations.
- ☐ Free-standing bike racks.
- ☐ Parking lot – markings.
- ☐ What would be the water runoff impact, if plant volume reduced (riparian zone)?
- ☐ Bike lanes.



COMMUNITY PLAN WORKSHOP

PLAN WORKSHOP

The development of alternatives and opportunities commenced with the review and analysis as discussed in Section 4. The next step in the development of alternatives and opportunities occurred at the Plan Workshop of December 10, 2002. In addition to developing the Visioning Statements, the session was utilized to obtain the participants' interests and opinions related to potential enhancement projects and improvements.

Because of the importance of implementing strategies that will be well received by the community, the breakouts were asked to critique the presented opportunities maps for alternate mobility and beautification. The suggestions and plan recommendations given at this workshop were then analyzed and evaluated to formulate a draft Master Plan.

The participants were also asked to suggest improvements and strategies that they felt would suit their communities, priorities of implementation for their respective groups, and any suggestions on organization partnership opportunities and steps for implementation.

Alternative Mobility Statement from Visioning Workshop

"To enhance the quality of life for people in Spartanburg through the development and coordination of a centralized voice for enhancement project identification and funding."

Revised Vision Statement

"To work with the community at large to provide safe, accessible bike and pedestrian accommodations for recreation and transportation throughout Spartanburg County while promoting mutual respect of each mode."

Opportunities

- ❑ Integrate Heartwise WABSA connectivity to downtown.
- ❑ More focus on the college population. Link to all colleges especially Methodist College and Technical College. Also to existing Converse/Wofford/USCS, plan to connect /Palmetto Trail. The "Chinquapin" Plan is a good example of how this could work.

Priorities

- ❑ Any repaving, road projects, or school projects to accommodate bike/pedestrian safety.
- ❑ Converse College to Spartanburg Regional Hospital walking rail via Palmetto Trail and connect to downtown.
- ❑ Running/biking/walking safety – Duncan Park.
- ❑ 295 and 56 pedestrian access.
- ❑ Asheville Highway Corridor.
- ❑ *Education: Biker, pedestrian and drivers.



Revised Vision Statement - Group 2

"To work with the community at large to provide safe, accessible bicycle and pedestrian accommodations for recreation and transportation throughout Spartanburg County."

Priorities

- ❑ Palmetto Trail Connection – Converse College/USCS.
- ❑ Rail Trail – Downtown – Country Club – Henry Street.
- ❑ Trail – SC SD&B - Craftz.
- ❑ Bike racks.

Beautification Statement from Visioning Workshop

"To enhance the quality of life for people in Spartanburg through the development and coordination of a centralized voice for enhancement project identification and funding."

Revised Vision Statement - Group 1

Vision

"To enhance beautification of major roads and highways of the area, with coordination from a central entity."

Opportunities

- ❑ Spots of Pride: On all four points of the New Cut Road/Business I-85 Overpass.
- ❑ Maintain already established enhancements along new I-85.
- ❑ Explore EPA funding for maintenance of Enhancements along both I-85 and Business-85.
- ❑ Explore creative ways to provide and maintain regular maintenance.
- ❑ Develop low-maintenance aspects – plants, design, with minimal environmental impact.
- ❑ Enhance interchange (I-85 & 26) exit/entrance of secondary roadway entering/exiting interstate – landscape, signs.
- ❑ Low maintenance beautification of all interchanges on I-85 and Business-85
- ❑ Explore creative ways to maintain enhancements

Priorities

- ❑ Enhance major interstate gateways with emphasis on maintenance, exploring alternative funding Environmental Protection Agency (EPA).
- ❑ Explore low maintenance with environmental low impact.
- ❑ Improve maintenance – identify funding source.
- ❑ Low maintenance beautification of all major interchanges on I-85 and Business-85, plus US 29 at I-26.
- ❑ Improve maintenance of areas along I-85 & Business-85 (loop) between interchanges (loop) (encourage private edge)
- ❑ Beautification of roadsides along Business-85 (Veterans Park).
- ❑ Improve beautification of Asheville Highway from Cleveland Park to Herron Circle.
- ❑ Improve beautification of 221 (South) and I-26 (South), I-26 and I-76 (North) – Improve current condition of interchanges.
- ❑ Find a way to have DOT participate more in maintenance.
- ❑ MOST EXPOSURE FOR DOLLARS SPENT



DEVELOPMENT OF ALTERNATIVES AND OPPORTUNITIES

Management Alternatives and Opportunities

The stakeholder interviews, as well as discussions with the Steering Committee and SPATS staff, led to the obvious conclusion that the Spartanburg community is blessed with a wealth of very dedicated and focused interest groups that share an objective of greatly enhancing their community. The number of groups and level of dedication probably stand out among communities anywhere. Clearly, these groups present a major opportunity for the community, but at the same time coordination may provide a significant challenge for the SPATS Task Force.

Later in the report, in Section 8, the Master Plan identifies two potential models for “beautification” efforts. The first, Keep America Beautiful, is a national program that establishes a framework for local “Keep XYZ-Community Beautiful” organizations. The second, Palmetto Pride: The Governor’s Council on Beautification and Litter,” is a state initiative that promotes a variety of clean-up and beautification efforts. Materials from both organizations were obtained, reviewed, and discussed at the second community workshop.



ALTERNATIVE MOBILITY OPPORTUNITIES

INITIAL IDENTIFICATION OF OPPORTUNITIES AND OVERALL SYSTEM DESIGN

By utilizing information gathered from the public involvement process and data collected during the base mapping process, the HDR team set out to define an initial system of multipurpose trails that would serve pedestrian and bicycle mobility throughout the SPATS study area (see Figure 6-1). The initial guidelines for identifying potential corridors for trail development were as follows (in no particular order):

- ❑ Utilize natural features, such as rivers and streams, where possible.
- ❑ Utilize utility easements, such as power lines and gas lines, where possible.
- ❑ Create connections to cultural amenities such as schools and universities.
- ❑ Create an interconnected system throughout the entire study area.
- ❑ Build on connections to existing parks/trails, recreation centers, and preserves.
- ❑ Create linkages to residential, shopping, and employment areas.

By utilizing natural features such as stream channels and floodplains, trail users are offered a scenic trail experience. In so doing, it is important that trails do not negatively impact the environment, which they strive to showcase. See Appendix B for design guidelines that describe how a trail's impact on natural and cultural resources could be reduced. The SPATS study area is fortunate to have numerous rivers and streams that could be utilized for recreational purposes.



The overall goal of the trail network is to improve the quality of life for the citizens and visitors of the Spartanburg area by increasing recreational opportunities and promoting economic development, while at the same time endorsing the area's unique heritage. Trail and greenways also seek to preserve open space and improve environmental quality of life. With this in mind, the interconnected system of trails and greenways would provide a basis for connecting the area's population centers, as well as linking diverse cultural and natural resources.

The majority of the trails/greenways discussed herein are off-road corridors, although some of the routes take advantage of rural roadways or downtown streets and are thus referred to as "overland connections." Existing commercial zones, major roadway intersections, or public use facilities (schools, parks, recreation centers) are dispersed throughout the system and would serve as trail heads and rest areas. Trailheads are necessary to provide trail access points. Access points provide parking, a gathering place, and information for users. Primary trailheads should be located in areas where heavy trail use is expected.



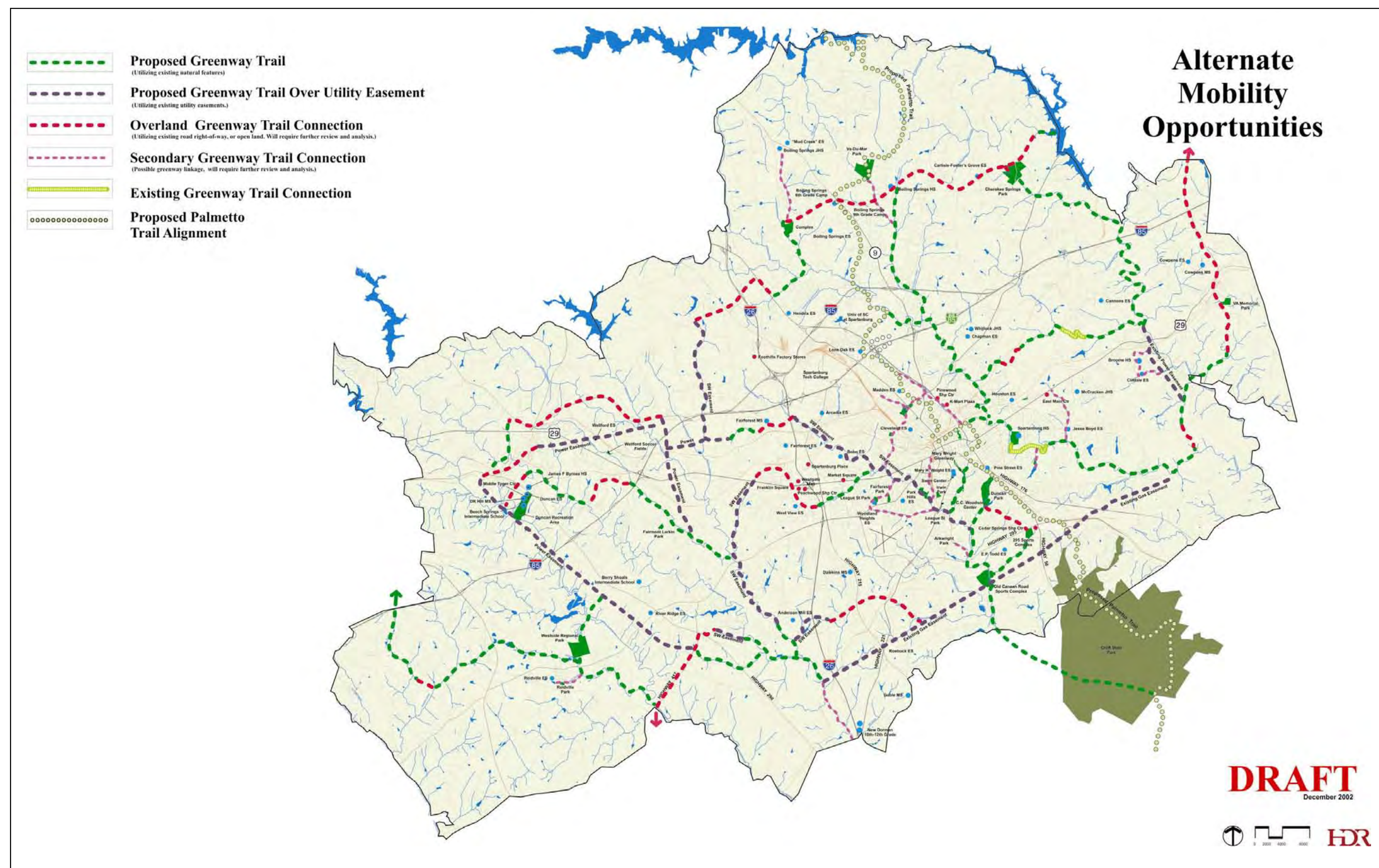
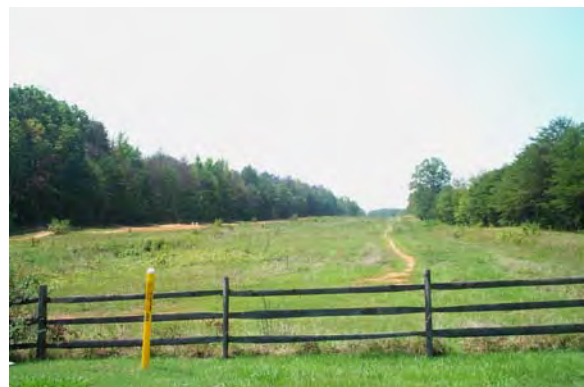


Figure 6-1: Alternative Mobility Opportunities

GREENWAY/TRAIL PROJECT DESCRIPTIONS AND PRIORITIES

Once all the initial trail/greenway opportunities were identified, the next task was to again review input from the public and further analyze mapping data to reduce and prioritize the number of trail segments. The following section of the report will provide general information about each trail segment identified on the Alternate Mobility Master Plan (Figure 6-2). The overall proposed SPATS Greenway System has been broken down and divided into 29 segments (Table 6-1). These segments were then given an initial evaluation based on a set of predefined criteria in order to determine priority and initial feasibility. The evaluation criteria are as follows:

- ❑ Ease of implementation, with high foreseeable use and success rate. The primary goal is to define trails that are easy to construct and cost effective, while at the same time located in areas that would get maximum use. (2 Points)
- ❑ Connection to existing and planned greenways and parks. To build upon the existing recreation/open space framework is another important goal. The Palmetto Trail provides a springboard for opportunities to create trail connections and internal loop systems. In addition, Westside Regional Park in the west and Cherokee Springs Park in the northeast are also anchors for creating other trail systems. (2 Points)
- ❑ Utilizes natural features and utility easements. It often makes sense to utilize natural features such as stream channels and undeveloped land to develop recreational opportunities and pedestrian mobility. Existing utility right-of-way also presents opportunities for trail connections. (2 Points)
- ❑ Connection to existing and planned destinations and cultural features. It is also very important to provide for pedestrian mobility between major community nodes such as educational institutions, shopping centers, employment centers, and high-density residential areas. (1 Point)
- ❑ Provides a missing link for the overall trail system. A possible long-range goal is to create a trail system that is entirely interconnected throughout the SPATS study area. This would be an extensive system that would allow users to walk, run, or bike the network of trails for short duration visits and extended or repeated use. (1 Point)



If a particular trail segment adequately addresses one or more of the five criteria above, then it is given the respective points listed for that criteria. Once the trail segment has been evaluated using each of the criteria, then the points were totaled for that segment and an overall priority score was given to the trail. The scores ranged from 1 to 8, 1 being the lowest priority and 8 being the highest priority or most feasible.

The greenway segments discussed in this report only represent opportunities for future trail development and have not all been thoroughly field checked at this time. Further evaluation and preliminary design will be required before trails can be finalized. All trail names listed in this



report are for the purpose of initial identification and discussion purposes only. If the trail is to be considered for future construction, the names will most likely be re-evaluated.

Table 6-1: Greenway/Trail Priority List

GREENWAY / TRAIL PRIORITIZATION LIST				
ID	PRIORITY / FEASIBILITY	SCORE	NAME	LENGTH (mi.)
10	High	8	Fawn Branch Greenway	5.0
9	High	8	Fairforest Greenway	13.5
5	High	8	Duncan Greenway	7.6
21	High	7	Mary H. Wright Greenway Extension	1.6
20	High	7	Lawsons Fork Trail	7.9
7	High	7	Duncan Park Trail Connection	1.6
6	High	7	Duncan Park - Cottonwood Connection	2.8
18	High	6	Lake Blalock Greenway Connection	3.0
25	High	6	Peters Creek Greenway Extension	5.1
24	High	6	Pacolet Greenway	11.0
22	High	6	Old Canaan Greenway	1.9
1	Medium	5	Abners Creek Greenway	4.6
2	Medium	5	Big Shoally Creek Greenway	5.8
12	Medium	5	Glenn Forest Greenway	3.2
15	Medium	5	Highway 56 Trail Connection	2.7
16	Medium	5	Jimmie's Creek Greenway	14.2
19	Medium	5	Lawsons Fork Greenway South	5.6
26	Medium	5	Reidville Greenway	9.0
27	Medium	5	Transcontinental Pipeline Greenway	5.2
3	Medium	4	Boiling Springs Greenway	1.7
23	Medium	4	Old Furnace Road Strollway	5.2
29	Medium	4	Vines Creek Greenway	2.7
4	Medium	3	Cowpens Greenway	9.5
13	Medium	3	Grays Creek Greenway	5.4
14	Medium	3	Heritage Hill Loop Trail	1.8
28	Medium	3	Tyger River Greenway	6.8
8	Low	1	Duncan-Lyman Trail	2.1
11	Low	1	Fort Prince Blvd. Strollway	4.8
17	Low	1	John Dodd Road Strollway	2.7
Total:				154.0



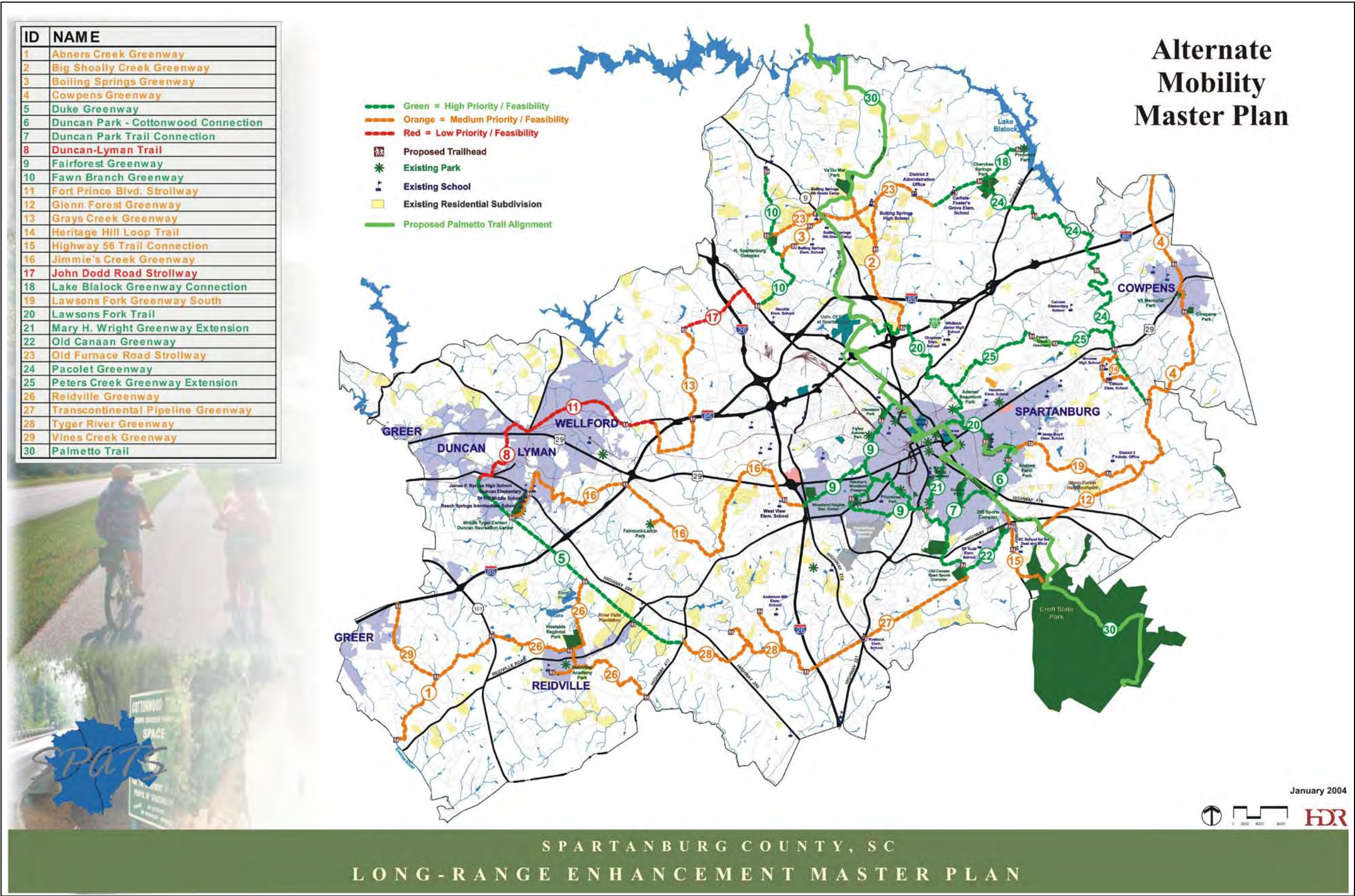


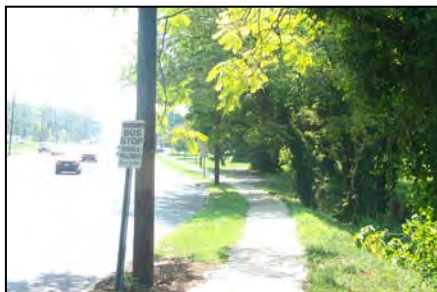
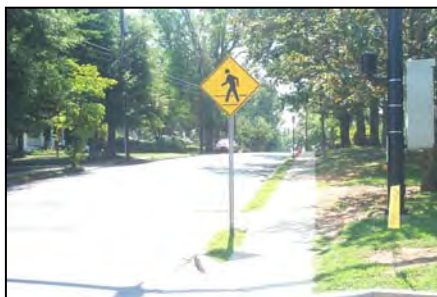
Figure 6-2. Alternative Mobility Master Plan



TRAIL TYPES AND SURFACES

The main purpose of this element of the Long-Range Enhancement Plan is to provide new modes of travel for pedestrians and users of non-motorized vehicles and create a network that provides linkages from residential areas and schools to points of interest. There are a wide variety of pedestrian and non-motorized transportation modes that could be implemented throughout the SPATS study area such as the following:

- ❑ Multi-use greenway trails are major pedestrian/bicycle arterials consisting of a relatively flat and smooth paved surface, wide enough to accommodate all types of uses at the same time.
- ❑ Bikeways should be located along roadways (overland connections) where existing pavement widths are wide enough to support both bicycle and motor vehicles. (Note: For the purposes of this report bikeways have not been considered.)
- ❑ Sidewalks will play an important role in the greenway trail network by providing connections between different types of corridors and destinations. Sidewalks can be used in combination with bikeway corridors.
- ❑ Natural corridors can consist of dirt pathways in natural areas. Hikers and off-road forms of non-motorized vehicles, such as mountain bikes, can use natural corridors.



Throughout the trail system there are opportunities to use a variety of different trail surfaces. The surface could vary depending on factors such as user type, existing conditions, construction costs, and maintenance factors. Asphalt, crushed stone, and earthen trails will likely dominate the system with wood deck/boardwalks used in specific circumstances.

An asphalt trail surface is commonly used on overland connections where the trail shares the roadway or when the trail is on the berm of the roadway. Asphalt is also used in urban trail sections where heavy use is expected for a longer lasting trail. Multi-purpose trails that utilize asphalt are well suited for a variety of uses such as in-line skating, bicycling, walking, and running. This surface is practical in inclement weather and is easily cleared of snow. Disadvantages of asphalt include disruption to environmentally sensitive areas, less natural appearance, and cost.



Often used in place of asphalt or concrete is the crushed stone surface which is less costly and holds up well to foot traffic. Crushed stone will accommodate most users with the exception of



in-line skaters and blend well with the natural landscape. Issues to be aware of with this type of surface include type of surface stone used, the sub-base, and subgrade preparation.

Earthen trails are likely the most natural looking and economical trail surfaces. They are usually used as hiking trails in environmentally sensitive areas. Some of the key issues to consider when using earthen trails are as follows: soil type, erosion, slope, and drainage.

Bridges and boardwalks allow trails to pass over environmentally sensitive areas, stream channels, or other natural features in the landscape. Bridges of various sizes, design, and construction materials are available depending upon intended use and local regulations. All proposed and existing bridges to be used along the greenway trail system should first be evaluated by a structural engineer.



1. ABNERS CREEK GREENWAY

Location: The Abners Creek Greenway segment begins at State Highway 101 approximately 1.6 miles south of the I-85/SC 101 interchange. The trail runs south following a tributary of Abners Creek (approximately 1.2 miles) until it connects with the main branch and continues south (approximately 3.3 miles) to its terminus at the Enoree River. Total length is approximately 4.7 miles.

Priority/Feasibility: This trail was categorized as a medium-high priority trail with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Utilization of natural features (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Ease of implementation with high foreseeable use and success rate (2 pt).



Connections: The primary connection being provided here is pedestrian/bicycle linkage to the Enoree River. The Enoree River is a main destination for tourists and locals who enjoy canoeing. This trail also provides a linkage to residential areas such as Bridgewater and Abner Creek Station. Trailheads are proposed at SC 101, at the junction with the Vines Creek Greenway (see Project 29), and at the terminus with the Enoree River.



Abners Creek Greenway, Approximate Length: 4.7 miles



2. BIG SHOALLY CREEK GREENWAY

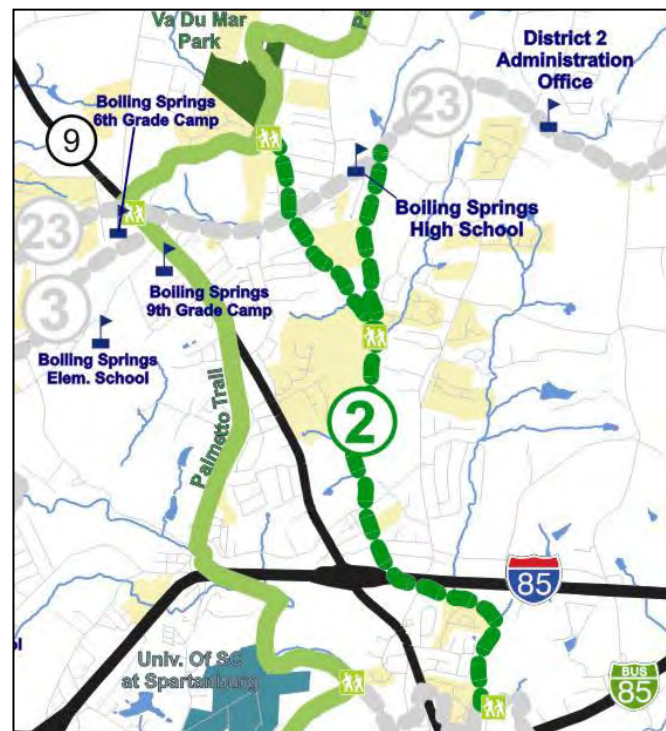
Location: The Big Shoally Creek Greenway segment is a major north-south alternative running parallel to the Palmetto Trail. The greenway begins where Shoally Creek branches off of Lawsons Fork Creek (see Project 20) in the area of the northern terminus of Lawsons Creek Drive. The trail continues north along Shoally Creek, eventually merging with Big Shoally Creek, for approximately 3.0 miles where it then splits. The western segment follows the tributary approximately 1.6 miles north until it connects with the Palmetto Trail in the area of McMillin Boulevard. The eastern segment continues to follow the main branch of Big Shoally Creek approximately 1.3 miles north to Old Furnace Road (see Project 18), in the area of Boiling Springs High School. Approximate total length is 5.8 miles.

Priority/Feasibility: This trail was categorized as a medium-high priority trail with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Utilization of natural features (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: This trail serves to connect several residential subdivisions in the area, such as North River, River Run, Eagle Point, Sterling Estates, Candlewood, and Laurelwood. The trail also provides a connection to Boiling Springs High School and creates a significant loop trail system involving the Palmetto Trail. The ability to link local neighborhoods together and with other community assets, as well as the close proximity to Downtown Spartanburg, makes this trail an attractive option. Trailheads are proposed at the following locations: Lawsons Creek Drive near the junction of Lawsons Fork Creek and Shoally Creek; the western terminus of Parris Ridge Drive; and the northern terminus of Big Shoally Greenway where it meets the Palmetto Trail.



Big Shoally Creek Greenway, Approximate Length: 5.8 miles



3. BOILING SPRINGS GREENWAY

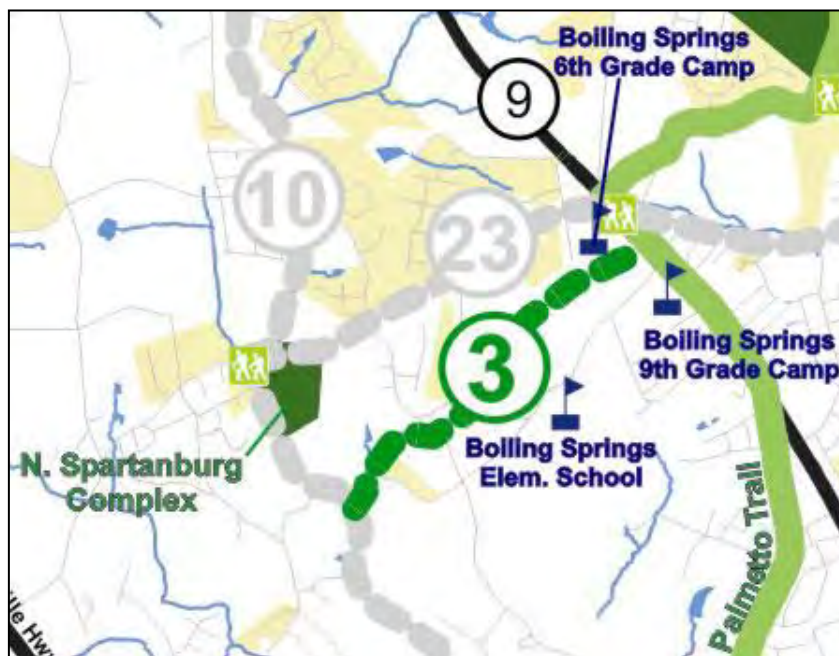
Location: The Boiling Springs Greenway segment is located in the area between Old Furnace Road and Double Bridge Road. It originates at the Palmetto Trail approximately 0.2 miles south of the intersection of Old Furnace Road and Boiling Springs Road. The trail runs southwest approximately 1.7 miles following a stream channel, then connects with “Fawn Branch Creek” (see Project 10). Approximate total length is 1.7 miles.

Priority/Feasibility: This greenway was categorized as a medium priority trail segment with a score of 4 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides an important link to the overall trail system. (1 pt).



Connections: The importance of this particular trail system can be seen in its proximity to educational facilities. The segment contributes to a loop system including the Palmetto Trail, “Project 23” and “Project 8.” This loop would serve the following cultural assets in the area: Boiling Springs Elementary School, Boiling Springs 9th Grade Camp, and Boiling Springs 6th Grade Camp. It would also provide enhanced access to the Palmetto Trail, the North Spartanburg Sports Complex, and numerous residential subdivisions nearby.



Boiling Springs Greenway, Approximate Length: 1.7 miles



4. COWPENS GREENWAY

Location: The Cowpens Greenway is a major north-south corridor stretching approximately 9.5 miles along the eastern side of the SPATS study area. The greenway begins in the area of Lawsons Fork Creek and Farr Road then runs north primarily following natural features approximately 4.0 miles north to E B N Drive. The trail then runs overland (following existing roadways) along E B N Drive to Beacon Light Road. It follows Beacon Light Road to Old Pamelot Road and up into the Town of Cowpens. From here, the overland connection continues on S. Linda Street to E. Church Street, then to N. Main Street, and up Battle Ground Road (SC 110) to the end of the SPATS Study Area. Approximate total length is 9.5 miles.

Priority/Feasibility: This greenway was categorized as a low priority trail segment with a score of 3 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).

Connections: The greenway provides a major connection to the Town of Cowpens and associated cultural amenities such as Cowpens Park, VA Memorial Park, and the Cowpens National Battlefield. Although due to the length of the trail and many overland connections, its ease of implementation and foreseeable success rate are in question. It may be better suited for bikeway improvements.



**Cowpens Greenway,
Approximate Length 9.5 miles**



5. DUNCAN GREENWAY

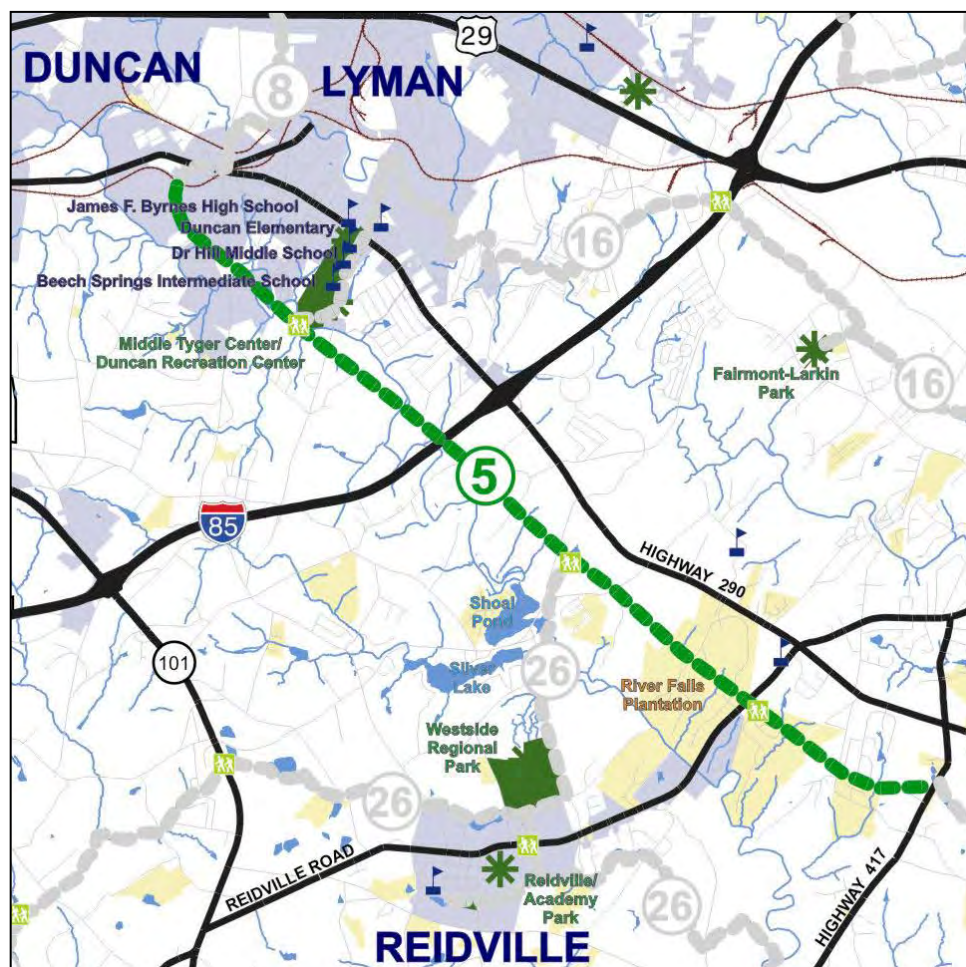
Location: The Duncan Greenway is located on the western side of the SPATS study area and is a major northwest-southeast trail corridor. The greenway is approximately 7.6 miles and utilizes the existing power easement. The corridor begins at Highway 417 in the south and runs north to the Norfolk Southern Railroad just south of Main Street in the Town of Duncan.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 8 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The Duncan Greenway segment provides a major pedestrian connection from the Reidville area and associated residential subdivisions, such as River Falls Plantation, to the Town of Duncan, which includes a major recreation center and several educational institutions.



Duncan Greenway, Approximate length: 7.6 miles



6. DUNCAN PARK – COTTONWOOD CONNECTION

Location: This trail begins at Duncan Park on the north side of the lake along Park Drive. The trail would roughly follow around to Woodside Lane, where it would turn left and follow Union Street (SC 56) south for approximately 0.2 miles. The trail then turns left onto Country Club Drive, crossing over the railroad tracks, and running cross-country to Cameron Drive, where it would travel north for a short distance before going cross-country to connect to the southern tip of the lake at Andrews Farm Park. The trail then continues north following a tributary of Lawsons Fork Creek until it connects with the Cottonwood Trail. Approximate total length is 2.8 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 7 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: The primary goal of the trail is to provide a direct connection from the existing Duncan Park to the existing Cottonwood Trail. This was an objective identified in the *Comprehensive SPATS Long Range Plan (1995)*.



Duncan Park – Cottonwood Connection, Approximate Length:
2.8 miles



7. DUNCAN PARK TRAIL CONNECTION

Location: The Duncan Park Trail Connection is a short north-south trail connecting Duncan Park to the Palmetto Trail. It begins at the Palmetto Trail in the area of Duncan Park Drive and Union Street. The trail runs south through Duncan Park, following natural features, and continues to follow the stream channel all the way to Fairforest Creek (see Project 9). Approximate trail length is 1.7 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 7 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: This trail provides a formal link through Duncan Park connecting to the Palmetto Trail and also creating an urban loop trail system involving “Project 9 – Fairforest Trail” and “Project 21 – Mary H. Wright Greenway Extension.” A trailhead is proposed at the junction of the Duncan Park Trail Connection and the Palmetto Trail.



Duncan Park Trail Connection, Approximate Length:
1.7 miles



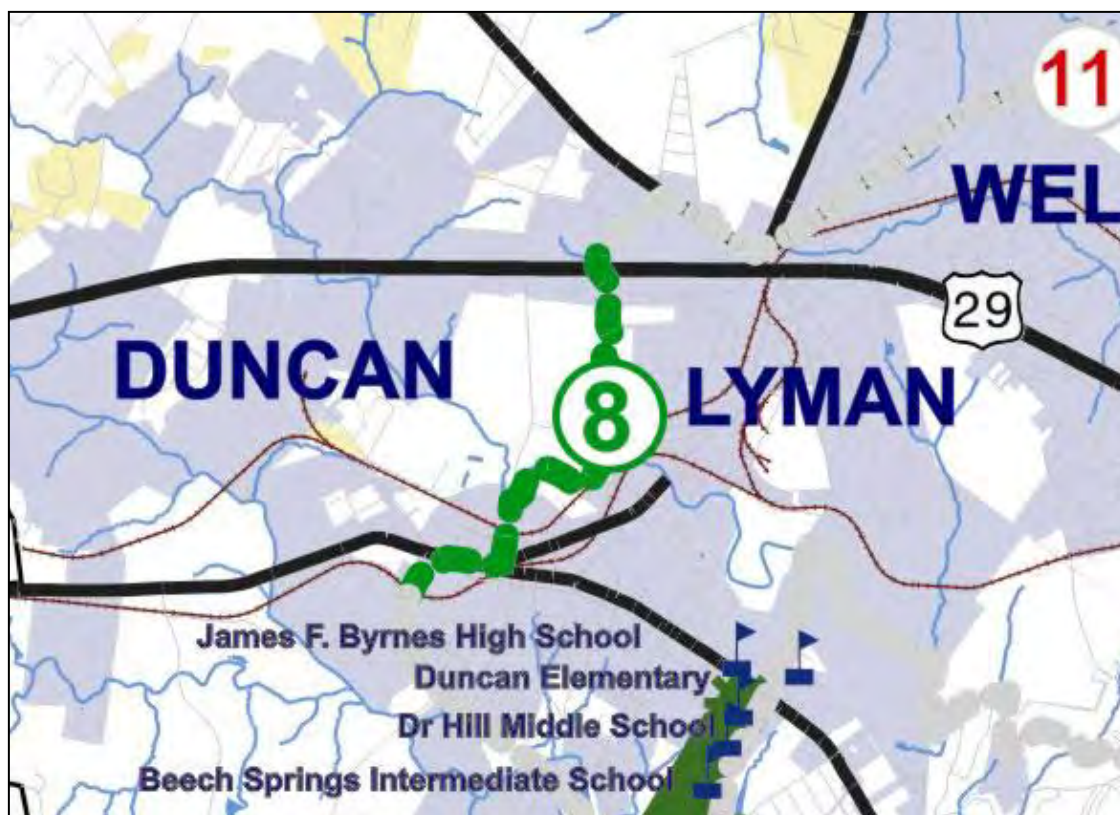
8. DUNCAN – LYMAN TRAIL

Location: The trail provides a north-south link between the Town of Duncan and the Town of Lyman. The trail begins at the northern terminus of the Duncan Greenway, near the Norfolk Southern Railroad. The trail continues north following Main Street and turning left on N. Spencer Street. It follows Spencer Street for ¼ mile then turns right and runs along the stream channel of the Middle Tyger River. The trail follows the stream for approximately 0.7 miles, then turns north on a tributary of the river. The trail follows the tributary north for approximately 0.8 miles until it crosses Greenville Highway (US 29). From there it turns into “Project 11 – Fort Prince Boulevard Strollway.” Approximate trail length is 2.1 miles.

Priority/Feasibility: This greenway was categorized as a low priority trail segment with a score of 1 on a scale of 1 to 8. It was given points in the following categories:

- Provides missing link for the overall trail system (1 pt).

Connections: This trail provides a pedestrian linkage between the Town of Duncan and the Town of Lyman. It connects the “Duncan Greenway” (Project 5) to the “Fort Prince Boulevard Strollway” (Project 11).



Duncan – Lyman Trail, Approximate Length: 2.1 miles



9. FAIRFOREST GREENWAY

Location: The Fairforest Greenway system is an extensive trail linkage connecting western portions of the City of Spartanburg to the Palmetto Trail and other key destinations in Spartanburg. In the west the greenway begins where Holston Creek crosses Interstate 26. This segment of the greenway follows Holston Creek northeast for approximately 1.8 miles where it connects to Fairforest Creek. The main corridor of the Fairforest Greenway starts at the Palmetto Trail on Wood Street, between Melton Avenue and Florida Avenue, and runs south following a stream channel through Cleveland Park. The trail then runs from Cleveland Park crossing the Norfolk Southern Railroad at Franklin Street. From there it follows Franklin Street for approximately 0.3 miles to Farley Avenue Park. It then follows another stream tributary for approximately $\frac{3}{4}$ mile south until the stream connects with the main branch of Fairforest Creek. The Greenway follows Fairforest Creek for approximately 5.8 miles south to Old Canaan Road Sports Complex. The system also contains an urban loop trail, which includes a tributary of Fairforest Creek, Woodland Heights Recreation Center, and Hatcher's Woodland Preserve. Approximate total length is 13.5 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 8 on a scale of 1 to 8. It was given points in the following categories:

- ☐ Ease of implementation with high foreseeable use and success rate (2 pts).
- ☐ Utilization of natural features and/or easements (2 pts).
- ☐ Connection to existing or planned greenways (2 pts).
- ☐ Connection to existing/planned destinations and/or cultural features (1 pt).
- ☐ Provides missing link for the overall trail system (1 pt).

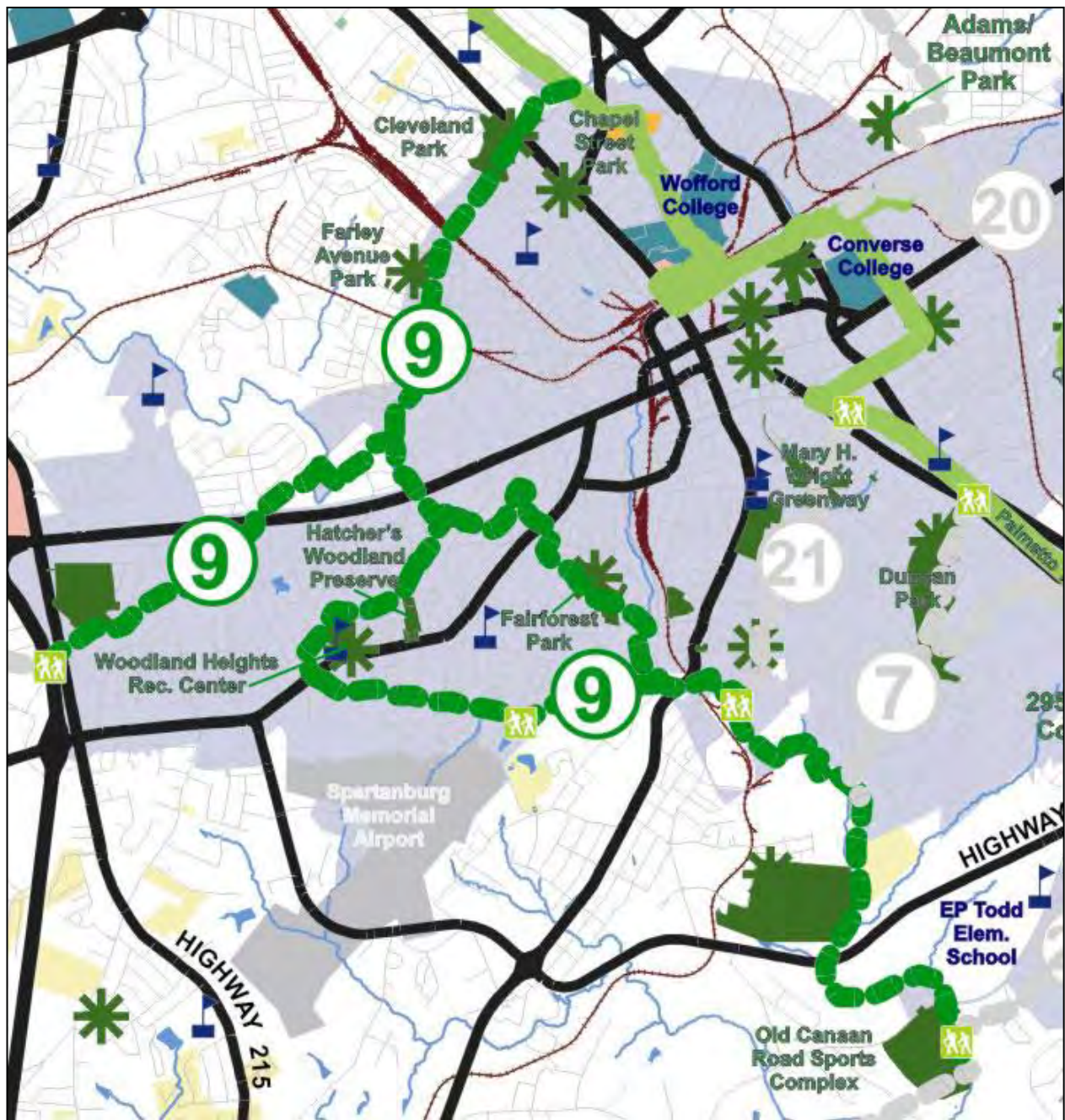


Connections: The Fairforest Greenway is a large system that connects multiple parks, recreation centers, schools, and residential areas. The greenway also provides a significant north-south and east-west route for the overall system. Some of the key connections are as follows:

- ☐ Improved pedestrian connections to and from Cleveland Park.
- ☐ Connection to the Palmetto Trail.
- ☐ Access to Woodland Heights Recreation Center.
- ☐ Access to Hatcher's Woodland Preserve (existing trail).
- ☐ Improved pedestrian connection to Fairforest Park.
- ☐ Improved access to Old Canaan Road Sports Complex.

Trailheads are proposed in the following locations: Cleveland Park at Howard Street; South Blackstock Road at West View Elementary School; Savoy Street at Woodland Heights Recreation Center; near the southern terminus of Logan Street; near the intersection of Old Canaan Road Ext. and Canaan Point Drive.





Fairforest Greenway, Approximate Length: 13.5 miles

10. FAWN BRANCH GREENWAY

Location: The Fawn Branch Greenway is located in the northern portion of the SPATS study area. It is primarily a north-south corridor. Beginning in the south the trail starts at Asheville Highway (US 176) approximately 0.2 miles south of Belcher Road, following a stream channel northeast. The trail follows the stream tributary for approximately 1 mile to the confluence of Fawn Branch Creek and Lawsons Fork Creek. From here the trail turns north following Fawn Branch Creek. It follows Fawn Branch Creek for approximately 1.5 miles to the North Spartanburg Recreation Complex near Old Furnace Road. From here the trail deviates from Fawn Branch Creek and follows a stream tributary north for approximately 2.0 miles where it ends in the area of Boiling Springs Junior High School. Approximate trail length is 5.0 miles.

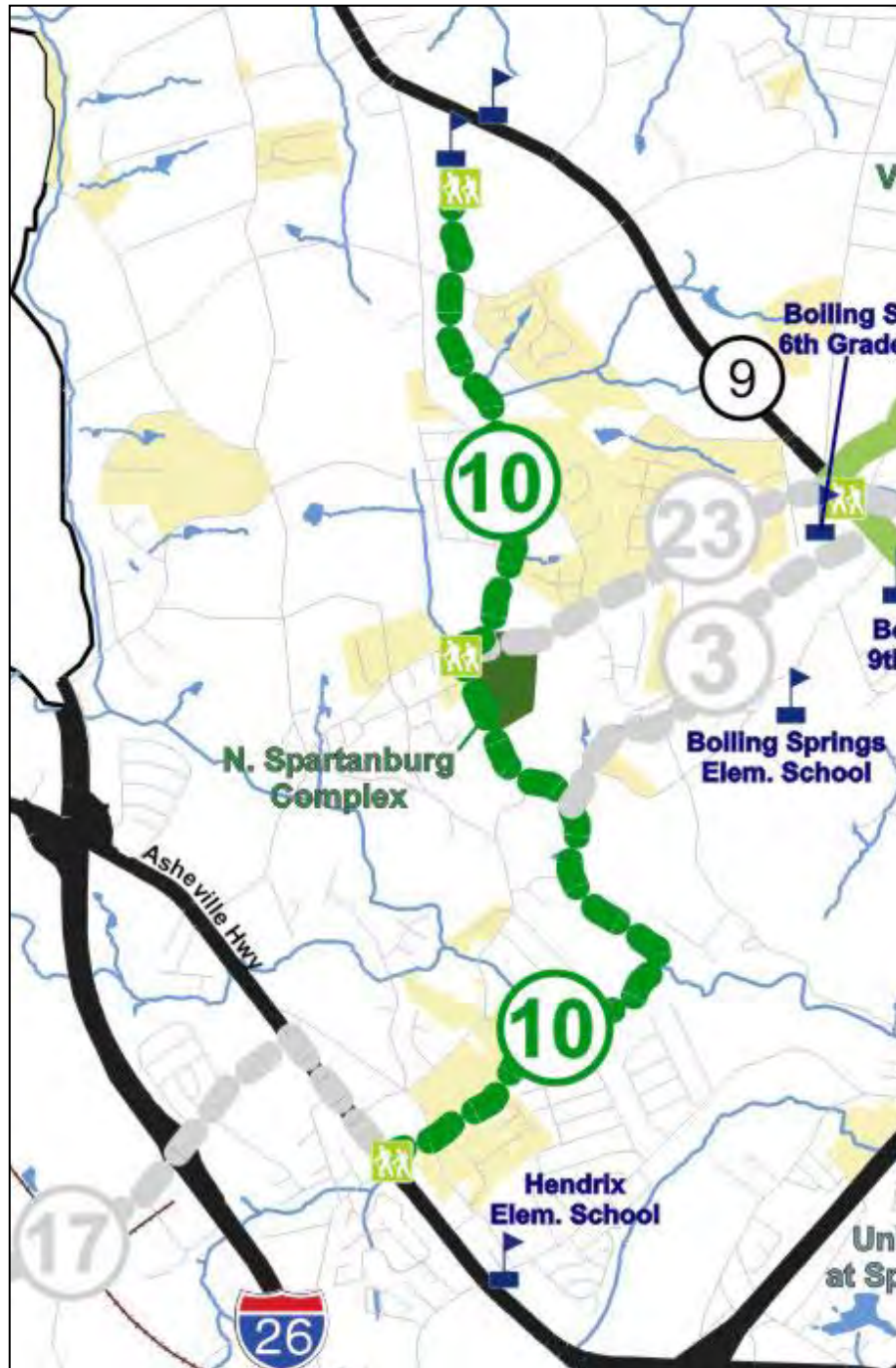
Priority/Feasibility: This trail was categorized as a high priority trail segment with a score of 8 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: Overall, the goal of the greenway is to utilize natural features to provide a pedestrian connection between several subdivisions in this immediate area such as Willowbrook Ridge, Stratton Place, Sunset Ridge, Bayhill Cove, Farmlake, and Turtle Creek. It also provides a connection to the North Spartanburg Sports Complex and Boiling Springs Junior High School.





Fawn Branch Greenway, Approximate Length: 5.0 miles

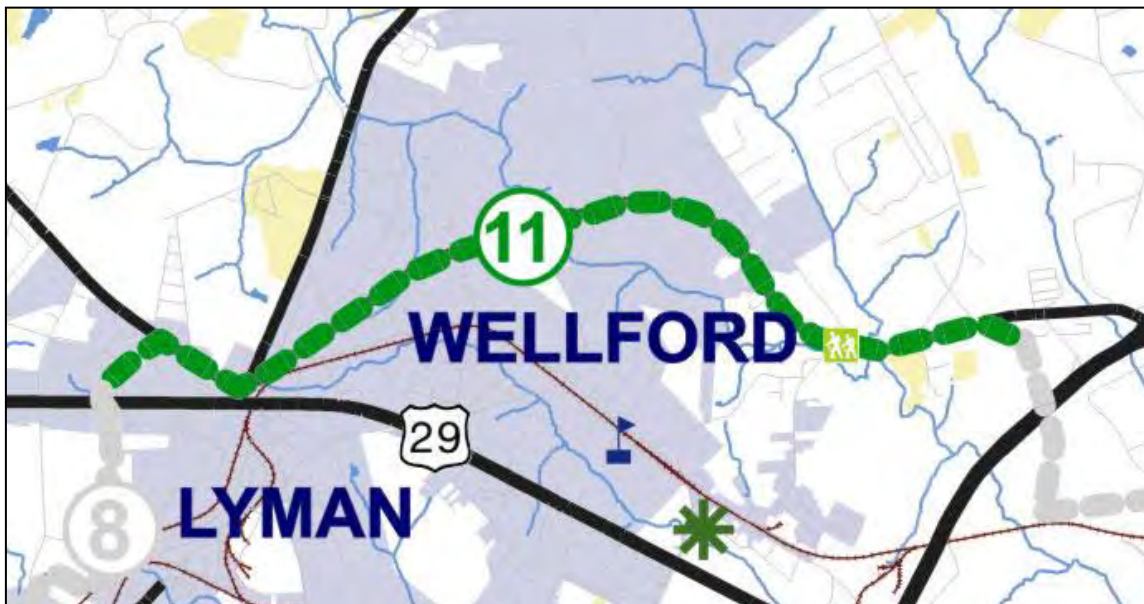
11. FORT PRINCE BOULEVARD STROLLWAY

Location: The Fort Prince Boulevard Strollway is an overland connection located in the northwestern portion of the SPATS Study Area, near the towns of Lyman and Wellford. The strollway begins near the intersection of Holly Springs Road and Earl Drive. From there it continues south on Holly Springs Drive for approximately 0.4 miles and turns left on Charlotte Highway (SC 129). Charlotte Highway turns into Fort Prince Boulevard in approximately ½ mile, and the strollway will follow this route for approximately 3.8 miles, where it would eventually connect to “Grays Creek Greenway” (Project 13). Approximate trail length is 4.8 miles.

Priority/Feasibility: This greenway was categorized as a low priority trail segment with a score of 1 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Provides missing link for the overall trail system (1 pt).

Connections: This is an overland connection, which provides a significant east-west linkage within the overall SPATS area trail system.



Fort Prince Boulevard Strollway, Approximate Length: 4.8 Miles



12. GLENN FOREST GREENWAY

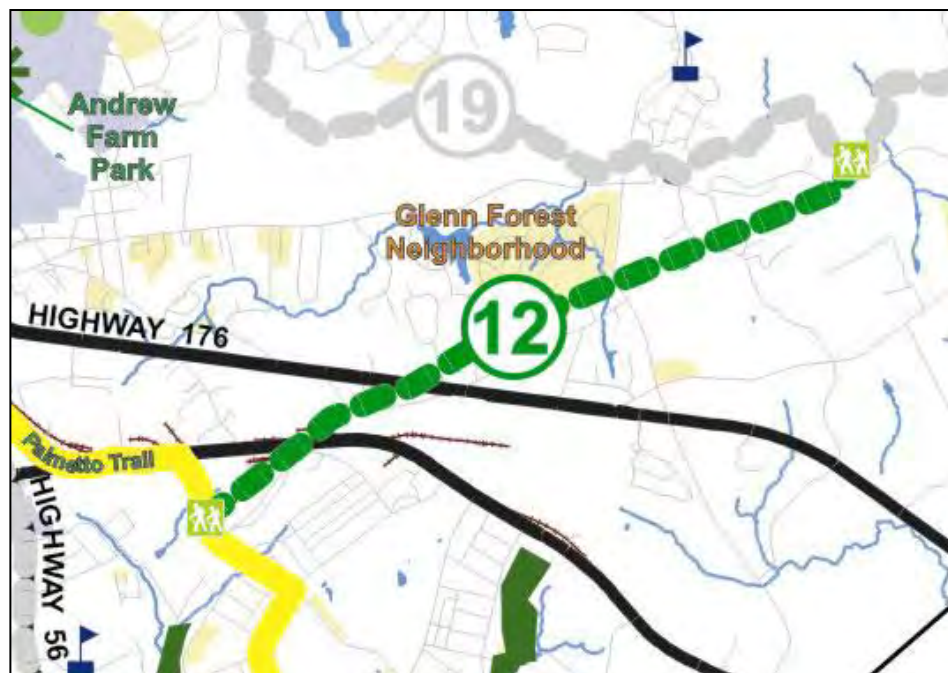
Location: The Glenn Forest Greenway is located in the southeast portion of the SPATS Study Area. This segment follows the existing natural gas easement, and is named for the Glenn Forest residential subdivision located in the area. Total approximate length is 3.2 miles.

Priority/Feasibility: This greenway was categorized as a medium priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: By utilizing an existing gas easement, this greenway provides a connection from the Palmetto Trail to the Glenn Forest Residential Subdivision. The trail also connects to the “Lawsons Fork Greenway South” (Project 19). Trailheads are proposed at the Palmetto Trail and at the “Lawsons Fork Greenway South” (Project 19).



Glenn Forest Greenway, Approximate Length: 3.2 Miles

13. GRAYS CREEK GREENWAY

Location: This is located in the north-central portion of the SPATS study area. The trail begins in the area of Fairhill Drive, following an existing utility easement. The trail runs directly south for approximately 0.8 miles then turns east, following another existing utility easement for approximately 0.9 miles. The trail then ties into Grays Creek and turns north, following the creek north for another 3.6 miles. At its terminus, the trail ties into the John Dodd Road Strollway (Project 17). Total approximate trail length is 5.4 miles.

Priority/Feasibility: This greenway was categorized as a medium-low priority trail segment with a score of 3 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).

Connections: The main goal of the trail is to continue to link the overall system together as a complete circuit. The segment provides a missing segment for the system by linking “Fort Prince Boulevard Strollway” (Project 11) to “John Dodd Road Strollway” (Project 17). Trailhead access points are proposed at Interstate 85, and at the terminus of the greenway where it connects with Project 17.



**Grays Creek Greenway,
Approximate Length: 5.4 Miles**



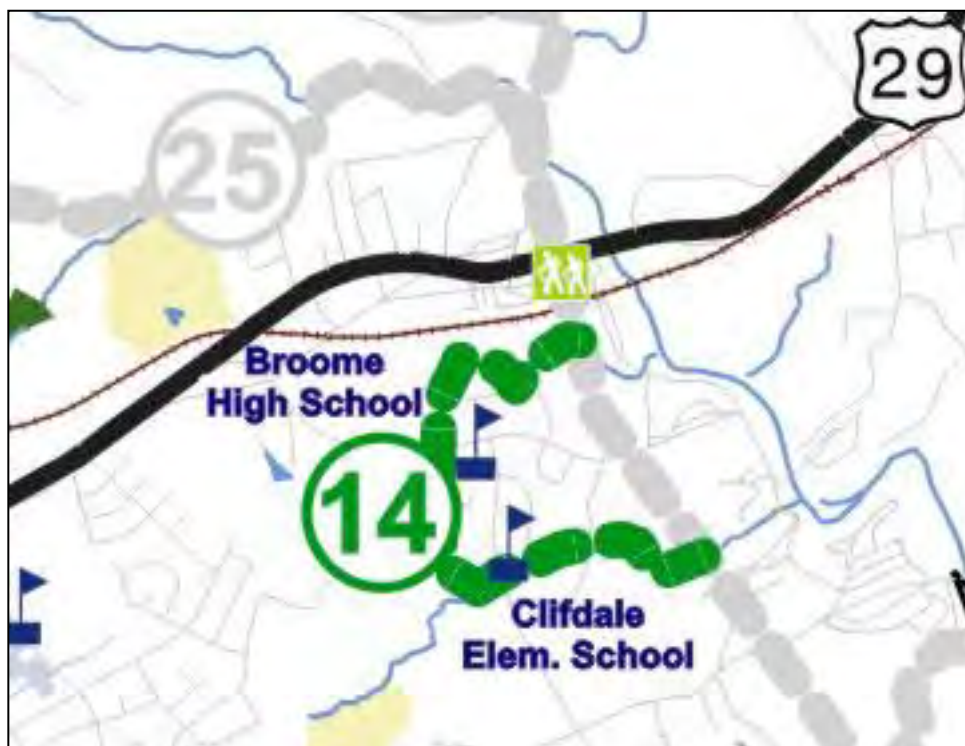
14. HERITAGE HILL LOOP TRAIL

Location: The Heritage Hill Loop Trail is located on the east side of the SPATS study area. This trail is a loop system spurring off of the “Pacelot Greenway” (see Project 24), encompassing Clifdale Elementary School and Broome High School. The trail is approximately 1.8 miles in length.

Priority/Feasibility: This greenway was categorized as a low priority trail segment with a score of 3 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).

Connections: This trail would provide a loop trail that would serve to connect Clifdale Elementary School and Broome High School to the “Pacelot Greenway” (see Project 24). At this time the feasibility of this project is in question due to a lack of data. The trail would utilize existing natural features to some degree, but it would also require a considerable amount of overland connection. With further study of nearby land use and development densities, this project could be a terrific opportunity to create a neighborhood loop trail that would serve the local schools. Trailheads are proposed at the following locations: Cherry Hill Road at Broome High School; Heritage Hills Drive at Clifdale Elementary School.



Heritage Hill Loop Trail, Approximate Length: 1.8 miles

15. HIGHWAY 56 TRAIL CONNECTION

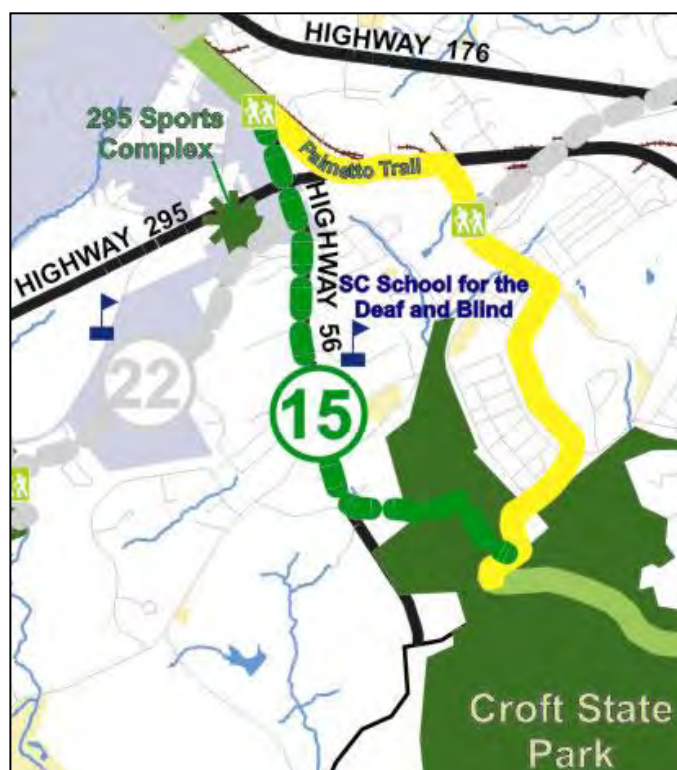
Location: This trail segment is located in the south portion of the SPATS study area on the northern border of the Croft State Park. The trail follows a tributary of Kelsey Creek out of Croft State Park and connects with Highway 56 in the area of Clayton Road. From there the trail follows Highway 56 for approximately 1.8 miles until it connects with the Palmetto Trail. Approximate trail length is 2.7 miles.

Priority/Feasibility: This greenway was categorized as a relatively high priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: This trail segment presents the opportunity to reroute the Palmetto Trail in order to provide access to the South Carolina School for the Deaf and Blind located on Highway 56. This trail segment also provides improved pedestrian connections to the 295 Sports Complex, and ties in well to the Old Canaan Greenway (see Project 22). Trailheads are proposed at the following locations: near the shopping center at Highway 56 and Highway 295; at the South Carolina School for the Deaf and Blind.



Highway 56 Trail Connection, Approximate Length: 2.7 miles.

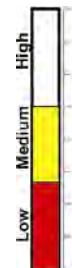


16. JIMMIE'S CREEK GREENWAY

Location: Jimmie's Creek Greenway is a major east-west corridor connecting the Duncan/Lyman area to the City of Spartanburg. This corridor largely follows natural features and utility easements. It begins in the west in the area of the Middle Tyger Center / Duncan Recreation Center following Danzler Road/Groce Road north for approximately 1.2 miles, where it then converges with the Middle Tyger River. The trail follows the Middle Tyger River southeast for approximately 2.3 miles. At N. Main Street, the trail turns northeast then connects with an existing utility easement and runs northeast for approximately 1.5 miles. At Interstate 85 the trail connects with Jimmie's Creek and runs southeast for approximately 3.6 miles. At that point Jimmie's Creek converges with the Middle Tyger River, and the trail turns northeast following a tributary of the Middle Tyger River for approximately 2.3 miles to Greenville Highway. The trail then becomes an overland connection and follows Shoresbrook Road to North Blackstock Road and south for approximately 1.0 mile. The trail then cuts across to Interstate 26 and connects to "Fairforest Greenway" (see Project 9). Approximate trail length is 14.2 miles.

Priority/Feasibility: This greenway was categorized as a relatively high priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: This is a very extensive greenway corridor that provides a major east-west connection from the Duncan/Lyman area to the City of Spartanburg. This is an example of a large link that would serve to connect the overall SPATS trail system. This would adequately provide users with an alternate mode of travel. Some specific destinations that this greenway would serve to connect are as follows: The Middle Tyger Center/Duncan Recreation Center and nearby educational facilities; The Fairmont-Larkin Park; and West View Elementary School.



Jimmie's Creek Greenway, Approximate Trail Length: 14.2 miles



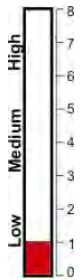
17. JOHN DODD ROAD STROLLWAY

Location: The John Dodd Road Strollway is to be located in the north-central portion of the SPATS study area. This is an overland connection beginning near the intersection of John Dodd Road and Ridgewood Drive. The trail runs northeast on John Dodd Road for approximately 2.0 miles, where it intersects with Asheville Highway. The trail then follows Asheville Highway southeast for approximately 0.6 miles. Total approximate trail length is 2.7 miles.

Priority/Feasibility: This greenway was categorized as a low priority trail segment with a score of 1 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Provides missing link for the overall trail system (1 pt).

Connections: The purpose of the connection is to connect the “Gray’s Creek Greenway” (see Project 13) to the “Fawn Branch Greenway” (see Project 10). Trailheads are proposed at the intersection of John Dodd Road and Ridgewood Drive, as well as at the terminus of John Dodd Road Strollway and the connection with “Fawn Branch Greenway.”



John Dodd Road Strollway, Approximate Length: 2.7 Miles



18. LAKE BLALOCK GREENWAY CONNECTION

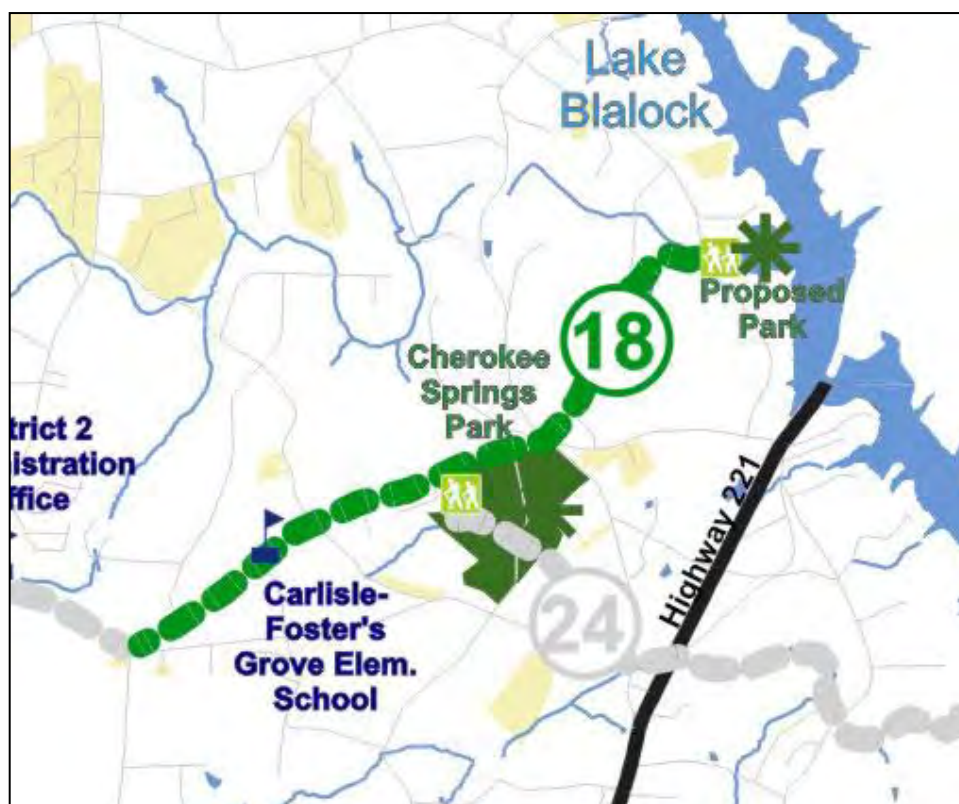
Location: The Lake Blalock Greenway Connection begins near the intersection of Old Furnace Road and Fosters Grove Road. The strollway continues northeast on Fosters Grove Road for approximately 2.0 miles. From there it connects to Narrow Bridge Road and continues northeast for approximately 0.75 miles, then connects to Lake Blalock via a small tributary. Total approximate trail length is 3.0 miles.

Priority/Feasibility: This greenway was categorized as a medium-high priority trail segment with a score of 6 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: This greenway provides greater pedestrian access to Lake Blalock, while also linking many other cultural features along the way such as Carlisle-Foster's Grove Elementary School, and Cherokee Springs Park. It is foreseeable that this could be a very successful greenway with high usage due to its linkage to Lake Blalock, which is in the process of developing a new park complex near the terminus of this proposed greenway.



Lake Blalock Greenway Connection, Approximate Trail Length
3.0: Miles

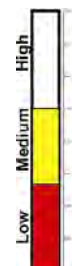


19. LAWSONS FORK GREENWAY SOUTH

Location: The Lawsons Fork Greenway South is located in the southeast portion of the study area. The trail begins at the eastern terminus of the Cottonwood Trail and follows Lawsons Fork Creek for approximately 5.6 miles east.

Priority/Feasibility: This greenway was categorized as a medium-high priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The greenway serves to provide a major east-west connection, involving the existing Cottonwood Trail, and connecting downtown Spartanburg to areas in the eastern portion of the SPATS study area. The trail also provides a linkage to the “Glenn Forest Greenway” (see Project 12). Trailheads are proposed in the following locations: at the junction with the Cottonwood Trail (in the area of Burnett Drive); and at point where the trail meets the “Glenn Forest Greenway.”



Lawsons Fork Greenway South, Approximate Trail Length: 5.6 Miles



20. LAWSONS FORK TRAIL

Location: This trail begins at the northern terminus of the Cottonwood Trail and continues north following Lawsons Fork Creek for approximately 6.3 miles. This trail connects with the Palmetto Trail in two locations, the first being along a short tributary of Lawsons Fork Creek in the area of Linder Street and N. Fairview Avenue. The second connection to the Palmetto Trail is at the northern terminus of the “Lawsons Fork Trail.” Total approximate length is 7.9 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 7 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: This trail serves as a major north-south corridor, running parallel to the Palmetto Trail corridor and creating a significant loop trail system. It also connects such existing trails as the Cottonwood Trail and the Jesse Boyd Trail to the Palmetto Trail. This trail system would provide connections to the following cultural features in the area: Adams/Beaumont Park and Chapman Elementary School.



Lawsons Fork Trail, Approximate Length: 7.9 miles.



21. MARY H. WRIGHT GREENWAY EXTENSION

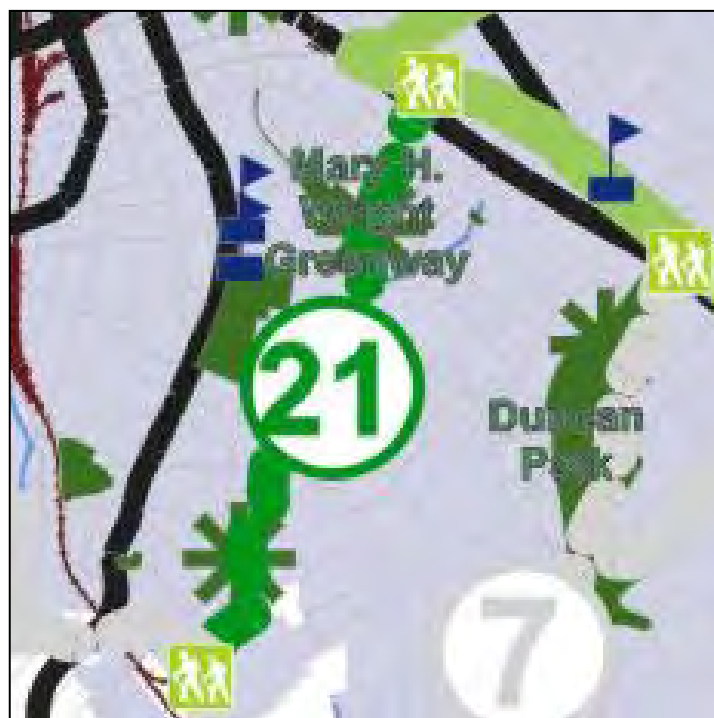
Location: This is an extension of the Mary H. Wright Greenway, located in the central portion of the study area. The greenway runs west from the Palmetto Trail in the area of Ridgewood Avenue. It follows a tributary of Fairforest Creek southwest into the Mary H. Wright Greenway Park. From there it continues southwest for about another mile where it connects with the “Fairforest Greenway” (see Project 9). Total approximate length is 1.6 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 7 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: The purpose of this trail is to provide a better connection to the Mary H. Wright Greenway Park from the Palmetto Trail, as well as create a small loop trail system involving the “Duncan Park Trail Corridor” (see Project 7) and the “Fairforest Greenway” (see Project 9). Improved pedestrian movement in this area serves to connect numerous parks and open space sites, as well as local educational facilities such as the Mary H. Wright Elementary School and Carver Junior High School.



**Mary H. Wright Greenway Extension, Approximate
Length: 1.6 Miles**

22. OLD CANAAN GREENWAY

Location: This greenway is located in the southern portion of the study area approximately 2.0 miles north of Croft State Park. The greenway begins at the Palmetto Trail, 0.1 miles south of Highway 295. It runs west from the Palmetto Trail and connects to the 295 Sports Complex via a tributary of Fairforest Creek. The trail continues southwest along the stream for approximately 1.5 miles where it eventually connects to the Old Canaan Road Sports Complex. Total approximate length is 1.9 miles.

Priority/Feasibility: This greenway was categorized as a high priority trail segment with a score of 6 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Ease of implementation with high foreseeable use and success rate (2 pts).
- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).



Connections: The main purpose of the greenway connection is to provide a connection between the Palmetto Trail, the 295 Sports Complex, and the Old Canaan Road Sports Complex. The greenway also contributes to a connection between the E.P. Todd Elementary School and the South Carolina School for the Deaf and Blind.



Old Canaan Greenway, Approximate Length: 1.9 Miles

23. OLD FURNACE ROAD STROLLWAY

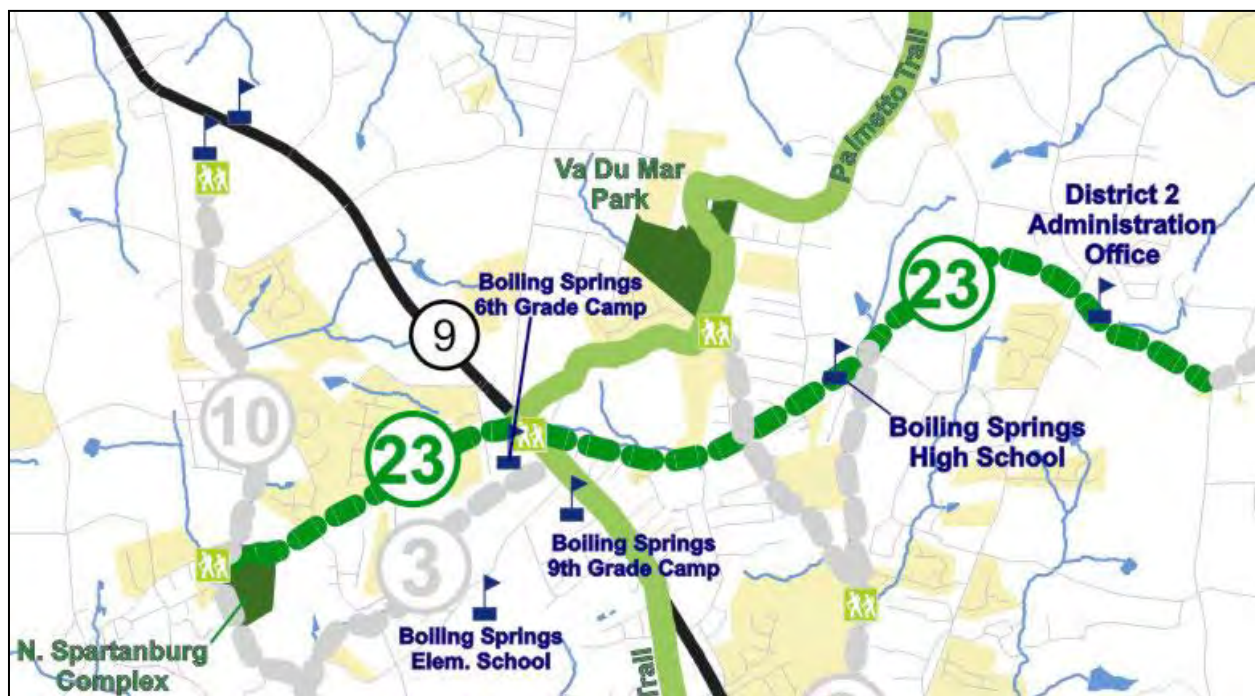
Location: The Old Furnace Road Strollway is located in the north-central portion of the SPATS study area. This strollway represents a major east-west pedestrian connection. It begins near the intersection of Fawn Branch Creek and Old Furnace Road at the North Spartanburg Sports Complex. The trail continues east on Old Furnace Road for approximately 5.2 miles, then eventually connects to the “Lake Blalock Greenway Connection” (see Project 18). Total approximate trail length is 5.2 miles.

Priority/Feasibility: This greenway was categorized as a medium priority trail segment with a score of 4 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The primary connection provided by this strollway is an east-west linkage from the North Spartanburg Sports Complex, connecting multiple educational facilities along Old Furnace Road. The strollway also connects to the Palmetto Trail and contributes to an overall SPATS trail system circuit.



Old Furnace Road Strollway, Approximate Length: 5.2 Miles



24. PACELOT GREENWAY

Location: The Pancelot Greenway is a major north-south corridor located on the eastern portion of the SPATS study area. The greenway begins as a connection to the “Cowpens Greenway” (see Project 4) in the area of Clifdale Road and Turkey Branch Creek. The greenway then continues north from there following an existing utility easement for approximately 2.1 miles. At this point, the greenway connects to the Pancelot River and follows the river north for approximately 9.0 miles to Cherokee Springs Park. Approximate total length is 11.0 miles.

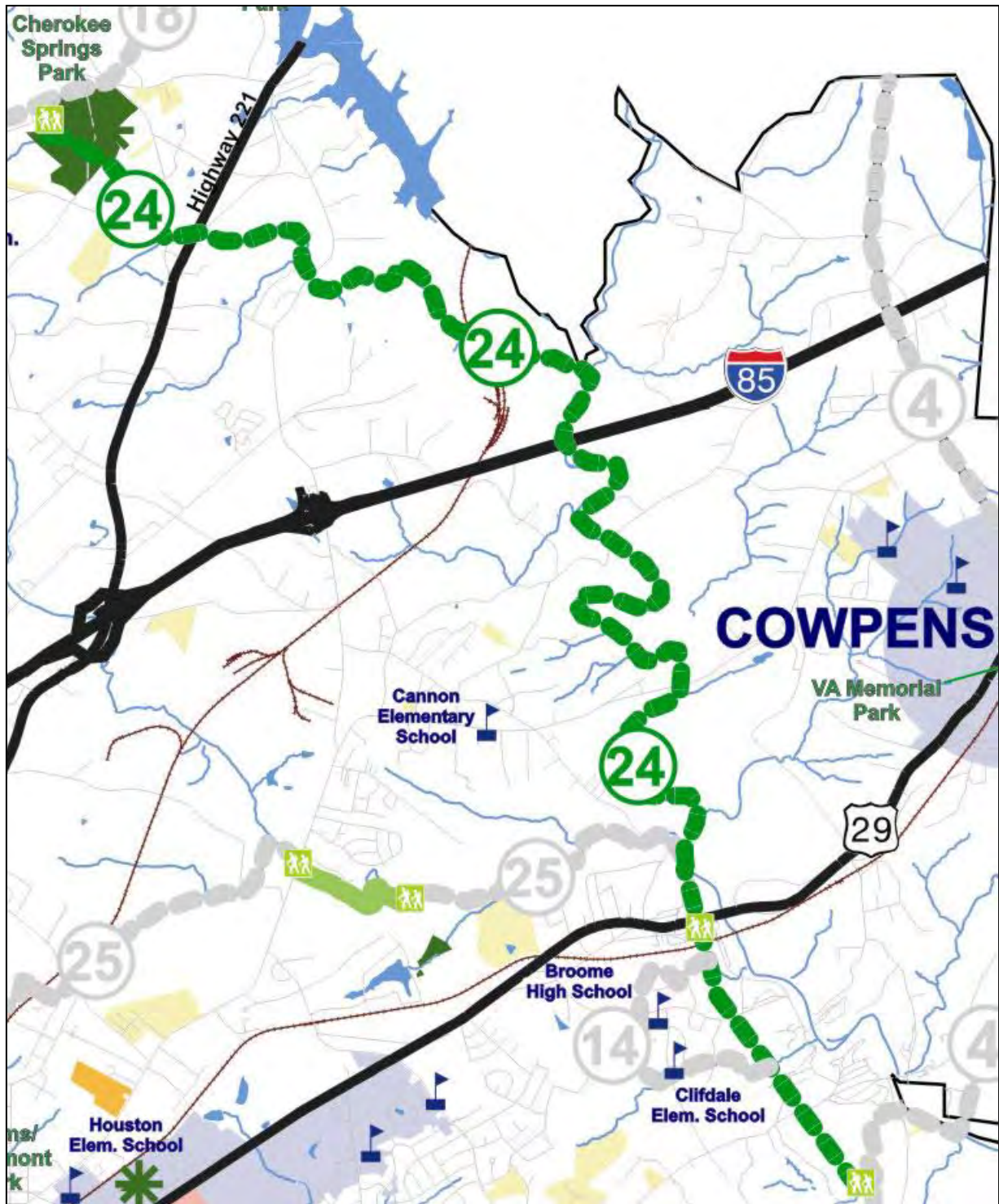
Priority/Feasibility: This greenway was categorized as a relatively high priority trail segment with a score of 6 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The primary role of the major north-south corridor is to provide a mode of pedestrian movement along the Pancelot River, which has already been identified in previous planning documents such as “Trails for South Carolina,” as a potential trail corridor. The Pancelot River is also a major canoeing river in the area. The “Pancelot Greenway” creates an extensive greenway linkage from the “Cowpens Greenway” (see Project 4) to the “Lake Blalock Greenway Connection” (see Project 18) and Cherokee Springs Park. Trailheads are proposed at the convergence of the “Cowpens Greenway” and the “Pancelot Greenway” at US Highway 29 and at Cherokee Springs Park.





Pancelot Greenway, Approximate Length: 11.0 Miles

25. PETERS CREEK GREENWAY EXTENSION

Location: The Peters Creek Greenway Extension is located between the “Lawsons Fork Trail” (see Project 20) and the “Pacelot Greenway” (see Project 24), north of US Highway 29. The greenway extends the existing portion of the Peters Creek Greenway east and west from its current location.

The western extension begins at the western terminus of the Peters Creek Greenway in the area of Cannons Campground Road and Martin Mill Road and runs west following Peters Creek for 0.1 miles. From there it turns southwest along a tributary of Peters Creek for approximately 1.0 mile. At this point it runs overland to Plum Creek Road, crosses Floyd Road, to Burdette Street and left on Audrey Drive. The greenway then crosses the CSX Railroad and connects with a tributary of Lawsons Fork Creek and follows the stream southwest for approximately 1.1 miles, where it converges with the “Lawsons Fork Trail” (see Project 20). Approximate total length is 3.2 miles.

The eastern extension begins at the eastern terminus of the existing Peters Creek Greenway near the convergence of Peters Creek and Mineral Springs Branch. The greenway continues east following Peters Creek for approximately 1.9 miles then connects to the “Pacelot Greenway” (see Project 24). Approximate total length is 1.9 miles.

Priority/Feasibility: This greenway was categorized as a relatively high priority trail segment with a score of 6 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Connection to existing/planned destinations and/or cultural features (1 pt).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The primary purpose of the Peters Creek Greenway Extension is to build east and west upon the existing Peters Creek Greenway. The greenway mainly utilizes natural features to connect the Peters Creek Greenway to the “Lawsons Fork Trail” (see Project 20) and the “Pacelot Greenway” (see Project 24). A possible issue with the greenway will be the CSX Railroad, which will affect the design of the western extension of the greenway.





Peters Creek Greenway Extension, Total Approximate Length: 5.1 Miles

26. REIDVILLE GREENWAY

Location: The Reidville Greenway system is located in the western portion of the SPATS study area near the Town of Reidville. The system has three main corridors that converge on the Town of Reidville. Approximate total system length is 9.1 miles.

The northern segment begins as a connection to the “Duncan Greenway” (see Project 5). It runs southwest from the area near the intersection of Tucapau Road and Berry Shoals Road. From here the segment runs southwest following natural features near Shoal Pond and Silver Lake. The greenway connects to Gano Drive approximately 0.2 miles south of Silver Lake Road. It follows Gano Road approximately 0.75 miles to Westside Regional Park and into Reidville. Approximate segment length is 2.3 miles.

The western segment begins as a connection to “Abners Creek Greenway” (see Project 1). It runs east to Brushy Creek and continues along the creek for approximately 1.75 miles, where it connects to Westside Regional Park and into Reidville. Approximate segment length is 2.2 miles.

The eastern segment begins near the junction of the South Tyger River and Highway 417. It follows the South Tyger River northwest for approximately 0.5 miles, where it connects to Brushy Creek. The greenway then follows Brushy Creek northwest for approximately 3.5 miles to Westside Regional Park and into Reidville. Approximate segment length is 4.0 miles.

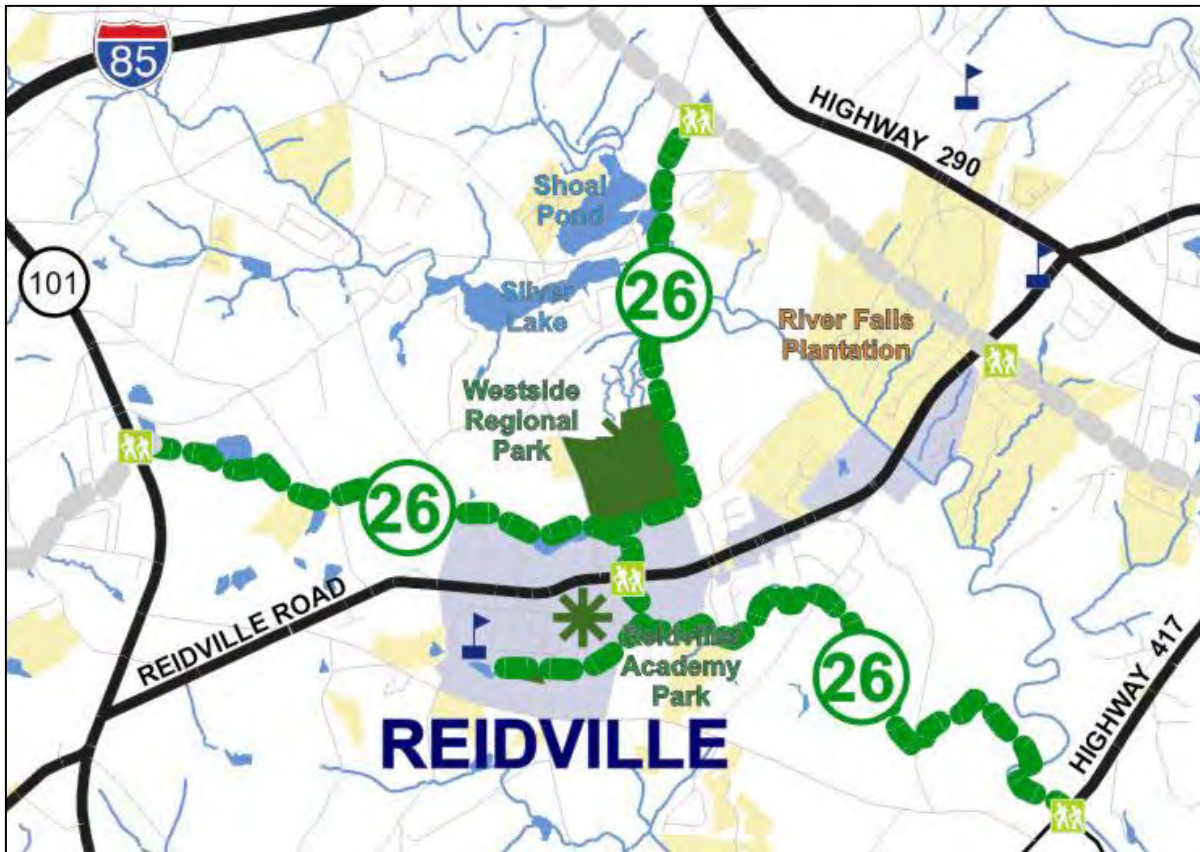
Priority/Feasibility: This greenway was categorized as a medium-high priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ☐ Connection to existing or planned greenways (2 pts).
- ☐ Utilization of natural features and/or easements (2 pts).
- ☐ Connection to existing/planned destinations and/or cultural features (1 pt).



Connections: The main connections served by the Reidville Greenway are Shoal Pond, Silver Lake, and Westside Regional Park. This system is a very good opportunity to create a sub-system in the west that would serve to enhance economic development and recreational opportunities for the Town of Reidville. The Town of Reidville currently has a future streetscape plan underway for Main Street, from College Street to Academy Park. This plan calls for sidewalks and lighting improvements along the corridor.





Reidville Greenway, Approximate Length: 9.0 Miles

27. TRANSCONTINENTAL PIPELINE GREENWAY

Location: This greenway is located in the southern portion of the SPATS study area along an existing utility easement. The Greenway represents a major east-west corridor for the entire system. The “Transcontinental Pipeline Greenway” begins in the west at the North Tyger River and follows the gas line easement for approximately 5.2 miles east. At its terminus, the greenway connects to the Old Canaan Road Sports Complex. This greenway also connects the “Tyger River Greenway” (see Project 28) to the “Fairforest Greenway” (see Project 9). Total approximate length is 5.2 miles.

Priority/Feasibility: This greenway was categorized as a medium-high priority trail segment with a score of 5 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: This extensive greenway segment contributes a major east-west corridor to the overall SPATS trail system. Some of the major connections include Roebuck Elementary School and the Old Canaan Road Sports Complex. The project will require coordination with utilities in order to utilize the gas line easement, but the large easement presents a good opportunity to create a significant greenway.



Transcontinental Pipeline Trail, Total Approximate length: 5.2 Miles

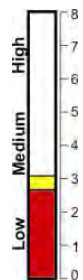


28. TYGER RIVER GREENWAY

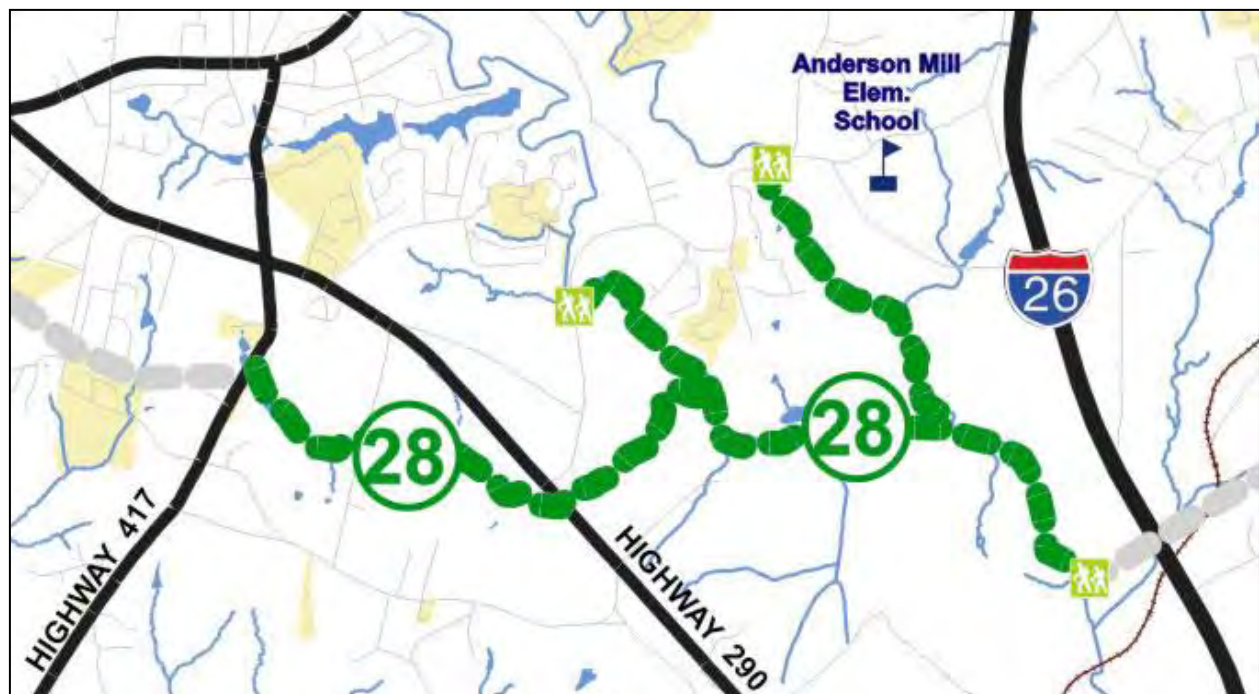
Location: The Tyger River Greenway is located in the southwest portion of the SPATS study area. It connects the “Transcontinental Pipeline Greenway” (see Project 27) to the “Duncan Greenway” (see Project 5). The greenway begins in the east at Project 27 on the North Tyger River and follows the river north approximately 2.5 miles, where it ends at Anderson Mill Road. At the junction of the Middle Tyger River and the North Tyger River, the greenway turns west and follows the Middle Tyger River approximately 2.0 miles to Anderson Mill Road. The greenway also follows a tributary of the Middle Tyger River west for approximately 2.4 miles, crossing Highway 290 and connecting to the “Duncan Greenway” (see Project 5). Total approximate length is 6.8 miles.

Priority/Feasibility: This greenway was categorized as a relatively low priority trail segment with a score of 3 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Utilization of natural features and/or easements (2 pts).
- ❑ Provides missing link for the overall trail system (1 pt).



Connections: The purpose of the Tyger River Greenway is to provide a linkage, utilizing natural features, from the “Transcontinental Pipeline Greenway” (see Project 27) to the “Duncan Greenway” (see Project 5). Enhanced pedestrian access would be created in the area of Anderson Mill Elementary School.



Tyger River Greenway, Approximate Length: 6.8 Miles



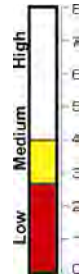
29. VINES CREEK GREENWAY

Location: The Vines Creek Greenway is located in the southwest portion of the SPATS study area. It is primarily a north-south segment, connecting the “Abners Creek Greenway” (see Project 1) to the Greer area. The trail begins at Abners Creek with an overland connection of approximately 0.5 miles, where it connects with Vines Creek. The trail follows Vines Creek north for approximately 2.3 miles where it ends at a trailhead at Interstate 85. Approximate total trail length is 2.7 miles.

Priority/Feasibility: This greenway was categorized as a low-medium priority trail segment with a score of 4 on a scale of 1 to 8. It was given points in the following categories:

- ❑ Connection to existing or planned greenways (2 pts).
- ❑ Utilization of natural features and/or easements (2 pts).

Connections: The Vines Creek Greenway serves to connect the “Abners Creek Greenway” (see Project 1) to the Greer area.



Vines Creek Greenway, Approximate Length: 2.7 Miles



30. PROPOSED PALMETTO TRAIL

The Palmetto Trail in Spartanburg County consists of an 80-mile corridor intended to be the “spine” for a countywide trail network. The proposed corridor was designated by the Spartanburg Greenway Alliance Task Force, which consists of 21 different organizations.

The proposed alignment within the SPATS area is a north-south corridor approximately 23.4 miles in length. This portion of the overall corridor can be sub-divided into two passages: (1) the 12.5-mile multi-modal “Hub City Connector” Passage, and (2) the 10.9-mile multi-modal “Boiling Springs Bikeway Passage.”

Some portions of the trail will be designed, built, and designated as multi-use greenway trails, while other portions will be built as natural corridors, bikeways, and/or sidewalks. The corridor provides improved connections and linkages to multiple amenities such as the 8,000-acre Croft State Park, the South Carolina School for the Deaf and Blind, multiple schools and colleges, a regional hospital, and other employment centers. It also connects rural neighborhoods to community resources such as a YMCA, community parks and recreation centers, museums, local business, and commercial redevelopment projects.

Other proposed projects within the Spartanburg County Long-Range Enhancement Plan that would link with the Proposed Palmetto Trail include:

- ❑ Trail #3: Boiling Springs Greenway
- ❑ Trail #6: Duncan Park-Cottonwood Extension
- ❑ Trail #7: Duncan Park Trail Extension
- ❑ Trail #9: Fairforest Greenway
- ❑ Trail #15: Highway 56 Trail Connection
- ❑ Trail #20: Lawsons Fork Trail
- ❑ Trail #21: Mary H. Wright Greenway Extension
- ❑ Trail #22: Old Caanan Greenway
- ❑ Trail #23: Old Furnace Road Strollway



ENHANCEMENT/BEAUTIFICATION OPPORTUNITIES

ENHANCEMENT/BEAUTIFICATION DESCRIPTION

Beautification can consist of various elements. We most often think of landscaping as the planting of trees, but it can incorporate elements of the road itself, such as the design of a bridge or roadside utilitarian services such as signage, fountains, and benches. There is overwhelming financial support from multiple private organizations throughout Spartanburg County, and because of this support many beautification projects are being constructed every day. Unfortunately, in many cases these projects are happening without an overall theme in mind. This section of the report will begin to guide these existing efforts in such a way as to provide a goal and a vision. This section will also describe the proposed enhancement/beautification projects that have come forth through the community workshops, which include linear enhancements, potential gateways, and interchange enhancements. The proposed enhancement projects can be seen in Figure 7-1.

During the community workshops, an overall “vision” for beautification was developed by the community, which is stated below.

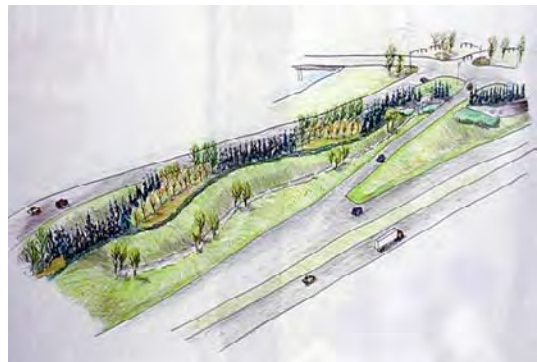
“To enhance beautification of major roads and highways of the area, with coordination from a central entity.”

Primary Enhancements Opportunities

Proposed primary enhancements are located along three major arterials: I-85, Business 85, and SR 56 (Asheville Highway). These projects would require coordination with South Carolina Department of Transportation (SCDOT) before implementation. Enhancements will be located along both sides of the thoroughfares and potentially within the median. These enhancements will include major landscaping efforts, which will eventually be designed to create a theme throughout the community giving a unique identity to the Spartanburg area.

I-85 Corridor

The I-85 Corridor Enhancement begins and ends at the north and south interchange of Business 85. Many areas along this corridor remain barren with little or no buffer between the adjacent communities and the roadway. The natural buffer that once existed has now been removed, providing little character and identity to the corridor. It will be essential to recreate a natural buffer that enhances the theme and image of the County. Much of the corridor should build on existing landscape buffers, such as the section located near the northern County line, extending south to Exit 70. More specifically, volunteer pines mixed with hardwoods and understory planting will help create this image. All of the interchanges along the corridor should receive landscape improvements as described in more detail later in this section.





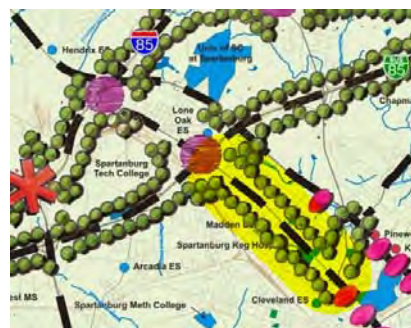
Business 85 Corridor

Business 85 Corridor enhancements should extend the entire length of the corridor. These enhancements should build on the existing Spots of Pride improvements that exist at several interchanges along the corridor. A theme should be created using similar planting of flowering trees, shrubs, and groundcover at all interchanges. Large “Noble” trees should be planted along the corridor to help create an aesthetic environment. The visual character and tree planting will be similar to those along the “Milliken Mile.”



SR 56 (Asheville Highway) Corridor

Asheville Highway Corridor begins at its intersection with Business 85 and continues south for approximately 2.3 miles and terminates at SR 9 (N. Church Street). The image to the right provides a graphic representation of the Asheville Highway Corridor. The possibility of implementing a “road diet” to Asheville Highway has been discussed, which will help create a more pedestrian friendly environment. The preliminary concept proposes reducing the lane width on both sides of the highway, allowing a landscaped buffer and sidewalk for pedestrian travel. It would also utilize a curbed landscaped median extending the entire length of the corridor. Items such as pedestrian refuge islands and mid-block crossings should also be incorporated, allowing pedestrians and bicyclists to cross the roadway in a safer fashion.



Secondary Enhancements Opportunities



“Spots of Pride” are an important part of the existing enhancement program and should remain as a point of emphasis of the implementation strategy. These efforts should continue to focus on points of interest within the study area. Secondary enhancements should also include the planting of large street trees along the corridors identified below. Flowering trees in the medians at major intersections can also be used as part of the secondary enhancement program. For an overview of all proposed secondary enhancements, see Figure 7-1. The following list represents those secondary enhancement corridors that have been identified through the public workshop process.

- ❑ SR 9 Corridor (Boiling Springs Road)
- ❑ US 29 Corridor
- ❑ US 221 Corridor
- ❑ SR 295 Corridor (Southport Road)
- ❑ SR 296 Corridor (Reidville Road)
- ❑ SR 56 Corridor (Cedar Springs Road)



Gateways Opportunities



Gateways provide the sense that one has entered new surroundings or a special place. The Master Plan identifies multiple locations for gateways along major roadways and corridors. Gateways may be in the form of thematic landscape enhancements, accent lighting, artwork, sculptures, monuments, arches, or welcoming signs at designated points within the city. In order to promote community involvement and diversity, each proposed gateway should be designed on a case-by-case basis, allowing the community to voice its opinion, but keeping in mind the overall theme. The list provided below summarizes the locations for the gateways identified throughout this process. Refer to Figure 7-1 for a graphic representation of their locations.



- ❑ I-85/SR 101 Gateway
- ❑ US 29/I-26 Gateway
- ❑ US 221/I-26 Gateway
- ❑ I-85/I-26 Gateway
- ❑ I-85/Business 85 Gateway



Interchange Enhancement Opportunities



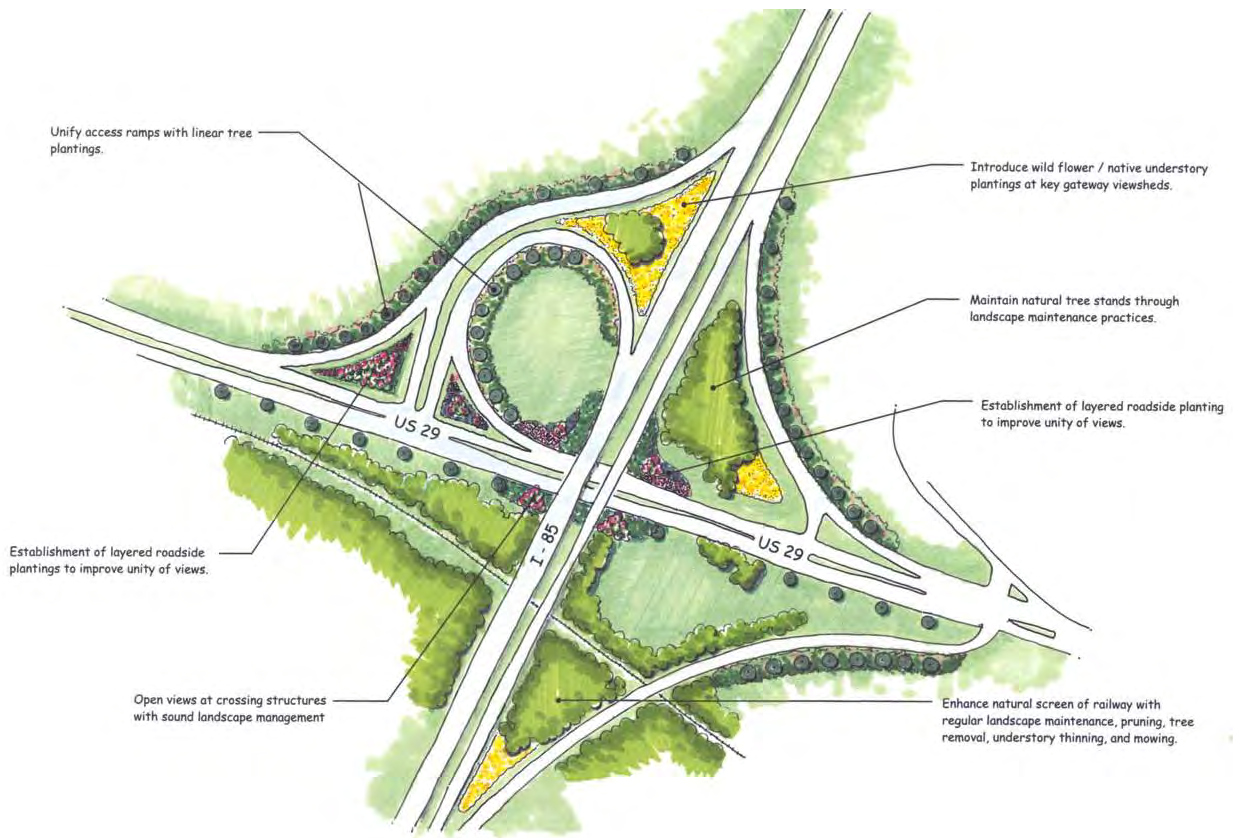
Interchange enhancements are similar to gateways, but focus more on thematic landscape planting than sculptors and monuments. Interchange enhancements should include canopy trees, flowering trees, shrubs, groundcovers, and buffer plantings. The list provided below summarizes the locations for the gateways identified throughout this process. Refer to Figure 7-1 for a graphic representation of their locations.

- ❑ I-85/SR 290
- ❑ I-85/US 29
- ❑ I-85/SR 129 (Fort Prince Boulevard)
- ❑ I-85/SR 56 (Asheville Highway)
- ❑ I-85/SR 9
- ❑ I-85/US 221
- ❑ I-85/Gasset Road
- ❑ I-85/SR 110 (Battleground Road)
- ❑ Business 85/SR 56 (Asheville Highway)
- ❑ SR 296 (Reidville Highway)/I-26



I-85/US 29

This interchange is to be utilized as a landscaping prototype gateway study within the overall study. A base map of the interchange using the County aerial photography will be used. Using the aerial photograph, visits to the site, and discussions with Mayor Sallie Peake and Hans Balmer, who recently transplanted several cedar trees into the interchange, an analysis of existing conditions and factors that might affect landscape design and installation was prepared.



Priority List

Unfortunately not all the projects can be built tomorrow; therefore it's important to set priorities when developing a plan. Early successes help increase City and community support for the Plan. Implementation of highly visible projects (Spots of Pride) can help gain that support. Listening to the community's concerns, studying its priority lists, and looking at the projects visibility developed the list below.

ID	PRIORITY	NAME
1	Highest	Continue Spots of Pride Effort
2	Highest	Business I-85 Primary Enhancement Corridor
3	Highest	I-85 Corridor Primary Enhancement Corridor
4	Highest	US 29/I-26 Gateway
5	Highest	Business I-85/I-85 Gateways
6	Medium	Reidville Road Secondary Enhancements Corridor
7	Medium	Asheville Highway Primary Enhancement Corridor
8	Medium	I-85/SR 101 Gateway
9	Medium	I-85/I-26 Gateway
10	Medium	I-26/US 221 Gateway
11	Medium	I-26/US 176 (Asheville Hwy.) Interchange Enhancement
12	Medium	US 221 Secondary Enhancements Corridor
13	Medium	US 29 Secondary Enhancement Corridor
14	Medium	US 29/I-85 Interchange Enhancement
15	Medium	SR 296 (Reidville Highway)/I-26
16	Low	I-85/SR 110 (Battleground Road) Interchange Enhancement
17	Low	I-85/SR 9 Interchange Enhancement
18	Low	Business 85/US 176 (Asheville Highway) Interchange Enhancement
19	Low	SR 295 Secondary Enhancement Corridor
20	Low	I-85/Gosset Road Interchange Enhancement
21	Low	I-85/US 221 Interchange Enhancement
22	Low	I-85/SR 129 (Fort Prince Boulevard) Interchange Enhancement
23	Low	I-85/SR 290 Interchange Enhancement
24	Low	SR 56 Secondary Enhancement Corridor
25	Low	SR 9 Secondary Enhancement Corridor



Inclusion of Enhancement Plans from Inman, Pacolet, and Chesnee

Every ten years, with the completion of the US census, MPO urban boundaries are reassessed to determine whether the urban area has expanded according to criteria determined by the US Census Bureau. In the case of the SPATS urban area, three major new areas have been added to the urban area: the Inman area, the Pacolet area, and the Chesnee area. In August 2003, the mayors of these municipalities officially joined the SPATS Policy Committee as voting members to ensure those areas' representation within the metropolitan transportation planning process. Now that these areas are included in the SPATS area, current and future enhancement plans for the municipalities of Inman, Pacolet, and Chesnee are incorporated into the SPATS 10-Year Enhancement Master Plan. These plans are reflected in the images in Appendix E.



IMPLEMENTATION STRATEGY

PLANNING CONTEXT

The backbone of the Master Plans has been developed through an extensive public involvement methodology that has proven to be very successful. Many participants within the workshops have expressed their interest in strengthening their community through greenways and trails. The primary objective has been to educate the community on what alternative mobility is and explain the benefits it can have on the community. A goal that has been identified for this project is to balance the multiple funding efforts between beautification and alternative mobility.

Historically, efforts within the Spartanburg community have been geared towards beautification and making the area as attractive as possible. Beautification is the improvement of the visual appearance and aesthetics of the community. These include purely visual elements such as trees, scrubs, annual planting, and colorful banners to more functional elements such as street lighting, furniture, and fountains. They also include major infrastructure projects such as road and sidewalk construction and restoration. However, having alternate mobility options and additional recreational uses for the community is also important. Alternative mobility can improve the quality of life for the citizens and visitors of the Spartanburg area by increasing recreational opportunities and promoting economic development, while at the same time endorsing the area's unique heritage. Trails and greenways also seek to preserve open space and improve the environment. With this in mind, the interconnected system of trails and greenways would provide a basis for connecting the area's population centers, as well as linking the diverse cultural and natural resources of Spartanburg.

COORDINATION

Throughout the country, communities are identifying a need for master plans for alternative mobility and beautification every day because they understand the importance of creating a better place to live. That same attitude and effort is evident in the Spartanburg area by the amount of participation and coordination throughout this process. Unfortunately, developing a master plan and going through the public involvement process is easier than actually implementing the recommendations of the plans.

Implementing the Master Plan will be phased in over time and requires partnership between the County, the City, local communities, private landowners, and commercial developers. The jurisdictional responsibilities of the County's departments must also be considered. Planning, Capital Development, and Maintenance can be overwhelming for one agency to manage. Therefore, it is imperative that a clear partnership plan is developed and all partners are active participants. In addition, the Transportation Improvement Projects (TIPs) must be considered.

Coordination of mobility and beautification projects with other local and regional groups is essential for effective results and an efficient use of resources. Beautification and alternative mobility improvements should also be incorporated into the context of other projects as often as possible. By coordinating efforts, cost can be minimized. For instance, trail connections to the planned Palmetto Trail can be coordinated with the Palmetto Conservation Foundation to ensure efficient implementation. Coordination should also include TIPs whenever possible.



IMPLEMENTATION OBJECTIVES

Implementing an ambitious alternate mobility and beautification master plan presents a significant undertaking for the Spartanburg community. The first step in implementation would be to take the recommendations of the plans to local committees and the various private organizations to review the suggestions for their area and determine their interest in participating. These groups will be the key component in spearheading the interest and support needed for successful projects. Implementation will require a solid base of community support and an understanding of the importance of landscape enhancements and alternate mobility.

Next Steps for Alternate Mobility

1. Coordination. The SPATS area trail system should be implemented through a cooperative effort between state and regional agencies, local governments, private developers, trail advocacy groups, and non-profit organizations. By fostering agency coordination throughout the process of developing a system of alternate mobility choices, the study will effectively maximize funding sources, utilize staff time more efficiently, and adequately market and promote completed trails.
2. Establish a Local Committee. A local committee should be established that would include an adequate diversity of community interests and expertise. It is recommended that the members selected for the committee have a working knowledge of such topics as local politics, fund development, local history, conservation, recreation, economic development, and physical construction. It will be this group that leads the community in the implementation of the trail/greenway system.
3. Continued Public Involvement. Successful implementation of this Master Plan will require a solid base of community support and involvement. Public relations such as news media /publications, speaking engagements, tours, displays, and local activities and events are all ways in which to educate and inform the citizens about the benefits of trails and greenways. Citizens should also be encouraged to visit existing trails and greenways such as the Palmetto Trail, the Cottonwood Trail, and Duncan Park. By continuing to involve the community, controversial issues can be avoided and successful implementation of the plan can occur.
4. Prioritization and Phasing. It is recommended that the local committee, once established, create a strategy for identifying priority/pilot projects, as well as a plan for different phases of construction. Prioritization should account for such things as public land ownership, connections to existing green space, trails/greenways, existing cultural features, and ease of implementation. Design and construction of pilot projects can be an effective public awareness tool.
5. Research and Refinement. Further evaluation and detailed design of trail alignments will be required once the priority trail segments and systems are identified. Improvements such as culverts and crosswalks will also be identified. The local committee should coordinate with local roadway and engineering departments on design refinements, which may be integrated into already scheduled public improvements.
6. Efficient Use of Available Funding. Additional funding sources will be required in order to implement the SPATS area trail system. There are numerous existing grant programs and a



variety of innovative funding techniques that provide financing for different types of trail projects. Recommendations for securing additional funding sources are detailed under “Funding Alternatives” in this section.

7. Development of Long-Term Maintenance Plan. The ability to maintain and fund a project is essential to the long-term success of any project. Early on in the planning and design of a trail, the landowner should consider the operation and maintenance of the trail. Items such as management, policing, and upkeep should be considered and how those items will be funded. Vegetation within each trail or greenway corridor shall be managed to promote safety, serve as wildlife habitat, buffer public trail use from adjacent private property (where applicable), protect water quality, and preserve the unique aesthetic values of the natural landscape. Materials for the trails will be specific to the trail location and purpose. Different types of materials are used for different types of trails. This can only be determined on case-by-case basis.

The demand for public trails seems to be increasing while funding sources, especially at the federal level are decreasing. How can Spartanburg ensure that the trail system now and in the future will be maintained? First, funding at all levels must be pursued. Secondly, cooperation and coordination of trail/greenway advocacy groups, private and public landowners, and volunteers must be achieved. Once a trail is developed an agreement must be created so that maintenance is achieved. The agreement must specify what will happen in the event that the responsible party fails to maintain the trail or greenway.

Next Steps for Beautification

“Landscaped streets are associated with reduced crime and improved human physical and mental health.”

1. Improve the Physical Environment. Create an overall vision that clearly prioritizes benefits to the community.
2. Revise and Strengthen County Policies. The County policies strengthen the quality and guide development of the physical environment. They should involve maintenance, private developer restrictions, and guidelines.
3. Establish Special Enhancement District. Create a district that uses tighter landscape standards and land development codes. Enforce site plan control that would require new developments to meet strict landscape quality and quantity minimums. Encourage high-quality materials, signage, streetscape standardization, and consistency. This would give the areas distinct, identifiable, and attractive images. These areas may result in an enhanced visual appearance and foster positive economic development.
4. Improve and Foster Community Participation and Education. These are the initiatives that encourage the public to actively participate and take pride in their neighborhood and beautification initiatives.
5. Increase Pride and Public Interest in Beautification. Involve as many community groups and private organizations in the planning process to provide input and to help establish a feeling of pride of ownership for the future.



6. Develop a Long-Term Maintenance Plan. The ability to maintain and fund a project is essential to the long-term success of any project. Items such as management, policing, and upkeep should be considered and how those items will be funded. As mentioned above for trails and greenways, coordination and cooperation among all entities involved with beautification is critical for long-term maintenance.

Selection of cost effective landscape material will minimize construction and maintenance cost. Indigenous plant material should comprise a significant percentage of new planting installation. Well-adapted native or cultivated plant species provide an easily maintained installation and have a comparatively long life expectancy.

For each beautification effort completed an agreement must be made so that maintenance is achieved. The agreement must specify what will happen in the event that the responsible party fails to maintain the enhancement.

Recommendations have also included involving national organizations such as Keep America Beautiful and the Salvation Army as a community outreach. Local and state organizations will continue to play an important part in the execution strategy. Pride Task Force, Palmetto Conservation Foundation, Noble Trees, The Men's Garden Club, Heartwise, The Graffiti Group, and numerous others have been instrumental in providing their services to date. SPATS will continue to operate under its current policies, but is committed to fostering better coordination with the private organizations to implement the Master Plans.

Next Steps for Chinquepin Parkway Master Plan

The Chinquepin Master Plan is an illustrative enhancement plan for the I-585 Corridor prepared by Kenneth B. Simmons Associates and Davis & Floyd in 1996. The proposed plan includes landscape enhancements along the corridor, conceptual plans for three new parks, and a new pedestrian/bike trail, which exceeded the City's enhancement budget. Through the master planning process the plans were evaluated with the following recommendations being offered to make the design more feasible.

- ❑ Spacing of Trees: The majority of the trees along the corridor are spaced approximately 20 feet on center. Although the location of trees can be varied, it is recommend that at least one tree is planted every 100 feet of street frontage. Increasing the spacing to a minimum of 50 feet would greatly reduce the amount of trees needed, reducing the cost for installation.
- ❑ Intersections: Many of the intersections illustrated throughout the corridor have elaborate landscaping that may not be needed. Simplifying the proposed design could reduce the costs while still achieving the design intent.
- ❑ Water Feature in Park: The proposed Beaumont Mills Park, located between CSX Railway and Northern Southern Railway overpasses, includes a water feature creating a channel diverting from the Chinquepin Creek. The cost for creating this water feature would be very expensive. The City will have to determine the importance of such a water feature. If the water feature is removed from the master plan, the costs of the enhancements in the park are greatly reduced.



- ❑ **Phasing:** Prioritizing and phasing the enhancements is essential to the success of this project. The Long-Range Enhancement Master Plan recommends the following phasing for the Chinquepin Master Plan:
 1. Pedestrian/Bike Trail
 2. Landscaping along Pedestrian/Bike Trail
 3. Landscaping along the remainder of the corridor
 4. Parks

FUNDING ALTERNATIVE

Although SPATS has been successful in obtaining TEA-21 funds, it remains as one of the greatest challenges of implementing a Master Plan. Given the financial constraints facing cities today, forming partnerships and utilizing alternate funding sources may be required to help implement the Master Plan initiatives. Currently, there is support from multiple private organizations throughout Spartanburg and because of this support many beautification projects are being constructed throughout the area.

Locally applied special taxation and bond initiatives could be established that would set aside monies for alternate mobility and beautification. Similar initiatives have taken place throughout the country. One in particular is the Better Jacksonville Plan.

“The Better Jacksonville Plan is a \$2.2 billion comprehensive growth management strategy that provides road and infrastructure improvements, environmental preservation and targeted economic development, and new and improved public facilities. The Plan is funded through a half-penny sales tax and by leveraging existing revenue sources.”

Other funding may be available through state and federal programs, such as:

- ❑ Safe Route to School Program
- ❑ South Carolina Department of Parks Recreation and Tourism State Trail Program
- ❑ National Recreation Trails Fund
- ❑ Land and Water Conservation Fund
- ❑ 2% Hospitality Tax (additional information can be found in Appendix F).



TECHNICAL RESOURCES

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APPENDIX AND EXHIBITS

Appendix A: Opportunity Maps

Appendix B: Design Guidelines

Appendix C: Public Comments and Suggestions

Appendix D: Workshop Sign-In Sheets

Appendix E: Inman, Chesnee, and Pacolet Current and Future Enhancement Projects

Appendix F: Supportive Funding Information

