

## CHAPTER 5: QUALITY OF LIFE

### 5.1 Introduction

Our region's quality of life is helped immensely by having a viable multimodal transportation system that enables persons to experience area attractions and destinations beyond the use of a car. A multimodal system that provides residents with travel choices, such as bike and walking facilities and greenway trails and encourages access to scenic vistas and walkable downtowns helps to enhance one's travel experience. This section on quality of life improvements will discuss bike-pedestrian planning and the enhancement program in the region.

#### GOALS ADDRESSED:

- Consultation
- Mobility
- Accessibility
- Safety
- Environment
- Economic Vitality
- Finance

### 5.2 Bike & Pedestrian Planning

Transportation planning has historically focused on streets and highways as the primary means of travel. Bicycling and walking facilities have generally been regarded as recreational facilities and not realized for their potential as modes of transportation. With the passage of SAFETEA-LU and the rise in air quality issues, public advocacy, gas prices and traffic congestion, bicycle and pedestrian planning has become more integrated into the overall transportation planning process. The result is an emerging focus on a more balanced transportation system among all modes of travel. In the COATS area, bicycle and walking facilities can complement motorized transportation and provide commuters with another travel choice throughout much of the year.

One of the key facets of the SAFETEA-LU legislation was a more cooperative focus on safety among all modes of transportation. Having safe access for people, who want to travel from place to place without utilizing a vehicle, is important for our region. Safe bicycling and walking facilities not only enhance our community quality of life, but help to make the Central Midlands a better place to live by:

- conserving and creating open space
- encouraging physical fitness and healthy lifestyles
- creating opportunities for outdoor recreation and non-motorized travel
- enhancing our local economy
- protecting the environment (i.e. reducing traffic congestion)

- preserving cultural and historical areas

### 5.2.1 Bike & Pedestrian Planning in the COATS

CMCOG has long recognized the need for bicycle and walking facilities. In 1996, CMCOG initiated development of the Columbia Area Bikeways and Pedestrian Pathways Study, a bicycle-pedestrian plan that primarily delineated policy recommendations for each jurisdiction. Building upon the momentum of the 1996 plan, CMCOG in 2006 adopted the COATS Bike and Pedestrian Pathways Plan, a new bicycle and pedestrian plan which not only addressed existing policy matters, but also recommended strategies and projects that could be implemented by 2008. The COATS Bike and Pedestrian Pathways Plan calls for the provision of pedestrian and bicycle facilities and serves to encourage walking and bicycling for transportation. It proposes a network of on-road bicycle improvements; off-road multi-use trails and sidewalks to provide a pedestrian or bicyclist with connections between various origins and destinations in the region. On-road bicycle improvements can include bicycle lanes, additional paved shoulders, and shared travel lanes. Multi-use trails are paved, linear corridors designed for use by bicyclists and pedestrians. The plan identifies keys actions to be taken in developing best practices, policies, strategies, and tangible bicycle and pedestrian projects—all in encouraging and promoting bicycling and walking throughout the region. Figure 5.1 shows the vision and goals of the COATS Bike and Pedestrian Pathways Plan. This Bicycle-Pedestrian Element of the 2035 LRTP incorporates by reference the COATS Bike and Pedestrian Pathways Plan.

The following sections labeled Sidewalks, Bike Lanes, and Trails outline existing bicycle and pedestrian facilities in the region. CMCOG is currently working on creating a comprehensive inventory of bike lanes, shared-use trails, and sidewalks. Map 5.1 below shows a composite of existing and potential bike-related facilities.

#### **Figure 5.1** **Vision & Goals of the COATS** **Bike & Pedestrian Pathways** **Plan**

*The Central Midlands region will be a place where people choose to make walking and/or bicycling a part of their everyday lives. Residents and visitors will walk and ride with confidence, safety, and security, as bicycling and walking become a routine part of our transportation system.*

GOAL 1: To provide a safe, efficient, and accessible transportation system to all residents and visitors, which allows them to walk and bicycle alongside other modes with independence and comfort.

GOAL 2: To foster bicycle and pedestrian access and mobility in all transportation and development projects at local, regional, and state levels of government and in all project phases, including planning, design, construction, and maintenance.

GOAL 3: To support and encourage the integration of transportation and land use decisions that result in the promotion of development patterns that allow bicycling and walking to be viable, everyday modes of travel.

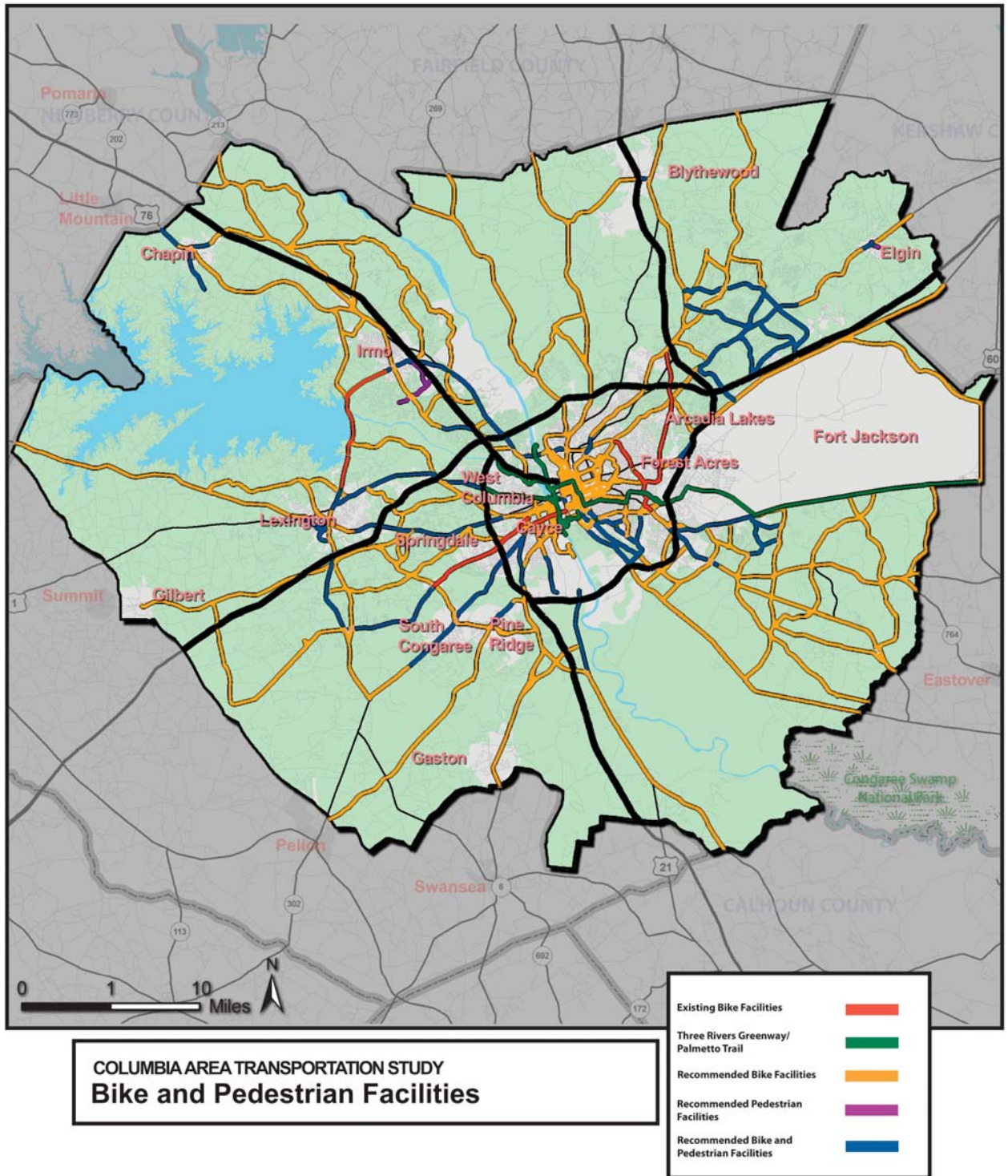
GOAL 4: To support and enhance healthy lifestyles and good stewardship of the environment by providing safe and convenient opportunities for bicycle and pedestrian travel, thereby increasing active living, while reducing auto emissions and fuel usage.

GOAL 5: To identify opportunities, funding sources, and responsible public and private agencies/entities at the local, regional, and state levels so that bicycle and pedestrian projects and programs can be implemented.

**Sidewalks**

Sidewalks serve as the backbone for any pedestrian circulation system. Currently, most streets in Columbia and surrounding communities that were developed prior to 1950 have sidewalks on both sides of the street. Additionally, most new developments in Lexington and Irmo incorporate sidewalks on one side of the street (if not both sides). As part of our LRTP planning efforts, COATS will develop a regional sidewalk map. A sidewalk map will not only identify the locations of sidewalks but pinpoint gaps or absences of sidewalks, thus serving as an instrumental piece toward the overall development of a region wide pedestrian circulation map.

**Map 5.1: Existing Bike and Pedestrian Facilities**



*NOTE: Bicycling is legally allowed on most roadways within the region, with the exception of freeways. Thus, in essence, nearly the entire system of roads and off-street trails constitutes the available regional bicycle system.*

### **Bike Lanes**

There are currently over 23 miles of bike lanes existing on six roadways throughout the urbanized area (see Map 5.1). All of these bike lanes are located along roadways that were specified as either high priority or principal bikeway corridors in the Regional Bikeway System Concept of the 1996 Columbia Area Bikeways and Pedestrian Pathways Study. Each of these bike lanes is summarized in Table 5.1. Typically, arterial streets are not appropriate for most cyclists due to safety concerns far outweighing the benefits. Residential collectors and shared-use paths provide the best routes, in terms of safety, system connectivity, for a continuous bicycle/pedestrian network.

**Table 5.1: Existing Bike Lanes in the COATS Boundary**

<b>Location</b>	<b>Limits</b>	<b>Length</b>
Beltline Boulevard	Valley Road to Dubard Street	1.2 miles
Blossom Street/ Knox Abbott Drive	Huger Street to 12th Street	1.8 miles
Parklane Road	Two Notch Road to Old Legrand Road	2.0 miles
Platt Springs Road	Charleston Highway to Divinci Road	5.7 miles
Trenholm Road	Beltline Boulevard to Decker Blvd	4.5 miles
N. Lake Road/Lake Murray Blvd	US 378 (Lexington) to Irmo Dr (Irmo)	7.6 miles

In addition, CMCOG will work with officials at Fort Jackson in developing potential routes (particularly those routes that go through the Fort). While roadways within Fort Jackson could provide a cycling route that is safer and more direct than alternative routes on Leesburg and Garners Ferry Roads, it is important to discuss sensitive issues and concerns (i.e., security) with Fort commanders. One potential route that should be considered for bicycle and pedestrian access is the designated Palmetto Trail Route, which uses Fort Jackson Boulevard, Marion Avenue and Semmes Road. Other roads that should be considered include Newell Road, Lee Road, Imboden Street, and Strom Thurmond Boulevard.

---

## **Trails**

The COATS planning area consists of three trail systems (altogether totaling over 27 miles of multi-use trails). They include the:

- Three Rivers Greenway
- The Palmetto Trail
- The Harbison Community Pathways

The River Alliance, a non-profit public/private partnership, oversees the development of the Three Rivers Greenway, a 12-mile linear park system, linking citizens of Columbia, Cayce and West Columbia to the confluence of the Broad, Saluda, and Congaree Rivers (i.e., at the border of Richland and Lexington Counties).

The Greenway is comprised of an eight-foot wide pathway that includes lighting, trash receptacles, water fountains, picnic benches, overlooks, fishing access, canoe/kayak access, public restrooms, and parking. Additional amenities include connections to area recreational facilities, such as: Granby Park, Cayce Riverwalk, West Columbia Riverwalk, Columbia Canal, Mill Villages River Link, West Columbia Extension, and Congaree Riverwalk.

Future plans call for the Greenway to expand along the river and provide linkages into surrounding communities. Expansion plans for the Three Rivers Greenway were incorporated into the recommendations of *COATS Bike and Pedestrian Pathways Plan* and The River Alliance's *Three Rivers Plan*.

When completed, the Palmetto Trail will encompass over 425 miles of recreational linkage reaching from the Upstate to the Lowcountry of South Carolina. The trail begins in Oconee State Park and ends north of Charleston along the Atlantic Coast. The system, overseen by the Palmetto Conservation Foundation, consists of more than 15 individual passages.

In the COATS study area, the Palmetto Trail currently consists of two passages: the Capital City Passage and the Fort Jackson Passage. These two passages connect directly to each other, but their linkages to the north and south are currently incomplete, so they do not formally connect outside the region.

The Capital City Passage was the first urban portion of the Palmetto Trail to open. This 7.5-mile passage connects Riverfront Park and the

Three Rivers Greenway to the Fort Jackson Passage by utilizing existing streets and sidewalks through the City of Columbia’s downtown, directly past the Statehouse, in and around the USC campus, and adjacent to Five Points, ultimately connecting to the Fort Jackson Passage.

The Fort Jackson Passage is a natural-surface trail that runs adjacent to paved roads through the 52,000-acre Fort Jackson military training facility. In contrast to the very urban Capital City Passage, the Fort Jackson Passage is ideal for hiking and mountain biking.

Although the Palmetto Trail is not a single unique facility (i.e., it utilizes existing roadways, sidewalks, and trails), it is important to recognize this significant statewide bicycle and pedestrian linkage in the COATS study area. A conscious effort continues to be made to connect existing roadway, sidewalk, and trail segments to form the continuous Palmetto Trail.

Harbison is a master planned community straddling the borders of the City of Columbia and the Town of Irmo. It is a mixed use development that has become a center for residential, office, and retail uses. Included are neighborhood sidewalks, retail connections, and bridges and tunnels to assist in negotiating major roadways. Trail segments total over 12 miles of paved trails.

### **Roadway Projects**

As part of the roadways selection process, over 35 miles of roadway projects were identified with the potential for accommodating bicycle and/or pedestrian facilities. According to SCDOT Engineering Directive Memorandum 22, all road improvement projects will be evaluated for bike and walking facilities. Refer to the COATS 2035 Prioritized List of Widening Projects in the Highway Element of this document to view those projects with bicycle and pedestrian potential.

### **5.2.2 Local Initiatives**

Table 5.2 lists several of the local initiatives that have been established to advance bicycle and pedestrian transportation at the local level throughout our region.

In addition, CMCOG has further promoted the development of bicycle and walking facilities by providing member governments with both a model resolution as well as a model policy guide. The model

resolution raises awareness about biking and walking as viable modal choices and encourages localities to adopt the plan. The model policy guide goes a step further by encouraging jurisdictions to include more bike and pedestrian activities as part of the daily planning process and/or land development regulations (i.e. zoning ordinance or subdivision regulations). Having these legislative tools in place would aid in the transformation of the Central Midlands region into a more bikeable and walkable place.

**Table 5.2: Local Government Initiatives**

Local Government	Initiatives
Cayce	Three Rivers Greenway and Cayce extension
Chapin	Council had goal setting meeting in January 2005 to make more walkable community – failed to produce goals; subdivision on Old Lexington Avenue will have walking trail surrounding cluster-patio homes; Amicks Ferry Road and Lexington Avenue have been signed for shared use
Columbia	Three Rivers Greenway; City is currently undertaking actions to be designated as a “Bicycle Friendly City” by 2009 through the League of American Bicyclists; establishing committee/task force to achieve this goal
Irmo	Concentration on sidewalk program but no formal inventory
Lexington (Town)	Sidewalk program built into land development regulations but no formal inventory
Richland County	County-wide transportation study underway that will recommend projects for roadways, transit, and bike-greenway trails; County Comprehensive Town and Country plan encourages non-motorized linkages in new development
Springdale	Recently reconstructed Platt Springs Road with bike lanes and sidewalks from West Columbia to Springdale
West Columbia	Three Rivers Greenway and plans for West Columbia extensions

### **Bicycle Friendly Community (BFC)**

CMCOG is actively working with a coalition of bicycle users, activists, planners and government agencies in helping the City of Columbia obtain national designation for Bicycle Friendly Community. Activities aimed at achieving this designation include demographic data, creation of a community-wide bicycle route map, designation of

bike routes and paths, and promoting the bicycle as an acceptable mode of transportation.

CMCOG will strive to include bicycle elements into its planning efforts and long-range and short-range planning further to assist in helping all of its communities achieve BFC designation.

### 5.2.3 Gaining Public Support & Funding

Bicycling and walking are important elements of an integrated, intermodal transportation system. In order to build support and momentum for regional bike and pedestrian initiatives, like the ones noted above, the Pathways Plan identified a series of “early action projects” for local government consideration. These 26 Early Action Projects can be implemented in a relatively short period of time (0 – 10 years). These projects, although not necessarily the least expensive, are considered to be projects that are most readily implementable and/or able to fill critical gaps in the existing network. By completing them, local governments will gain a quick return on investment in the form of “noticeable improvement”, thus helping to build further excitement and momentum for other bicycle and pedestrian initiatives. Table 5.3 on the next page identifies these projects and their geographical locations.

**Table 5.3: Early Action Projects**

#	Improvement
1	Improve pedestrian crossings at the intersection of North Main Street (US 1) and Columbia Avenue (US 378) in the Town of Lexington.
2	Establish a signed bike route and striped shoulders on Center Street in the City of West Columbia.
3	Stripe bike lanes on Assembly Street in downtown Columbia.
4	Provide signage that shows bicyclists how to get to the Pennington Drive underpass to cross I-77 in Richland County.
5	Improve the signage and connection between the University of South Carolina and Three Rivers Greenway.
6	Construct new sidewalks and bus shelters on both sides of Shop Road on the south side of Columbia.

7	Stripe bike lanes on Two Notch Road between Beltline Boulevard and Parklane Road on the northeast side of Columbia, Forest Acres, and Richland County.
8	Add a paved shoulder on Farrow Road between Hard Scrabble Road and Clemson Road in Richland County.
9	Add sidewalks and bike lanes on Columbia Avenue between downtown Chapin and Chapin High School.
10	Construct sidewalks on both sides of Augusta Road (US 1) in Lexington County.
11	Include wide sidewalks and bike lanes on the new Broad River Road (US 176) Bridge.
12	Add sidewalks on both sides of Columbiana Drive on the south side of Irmo.
13	Develop a design for the Three Rivers Greenway along the Saluda River.
14	Provide a connection between the Three Rivers Greenway in the Granby Park area and Gervais Street in Columbia.
15	Install pedestrian signals and crosswalks at intersections along Harbison Boulevard on the south side of Irmo.
16	Improve pedestrian conditions along Garners Ferry Road (US 76/US 378) between Veteran Road and Benson Road.
17	Provide new pedestrian signals at the intersection of Laurel Street and Harden Street in Columbia.
18	Kick off a new Neighborhood Sidewalk Program in the Town of Lexington.
19	Provide sidewalks on both sides of Sunset Boulevard (US 378) on the east side of the Town of Lexington.
20	Add new sidewalks on both sides of Clemson Road in the commercial area north of Percival Road in Richland County.
21	Improve pedestrian accommodations at the intersection of North Springs Road and Clemson Road in Richland County.

22	Provide new facilities to accommodate pedestrians at the intersection of Blossom Street and Assembly Street in Columbia.
23	Start planning for a new greenway trail in the abandoned rail corridor between Elmwood Park and Downtown Columbia.
24	Plan and design an extension to the Three Rivers Greenway to the south of Cayce along the Congaree River.
25	Add sidewalks on the southeastern side of Two Notch Road in the commercial area between North Brickyard Road and Burmaster Drive in Richland County.
26	Study the Kilbourne Road/Shady Lane/Kings Grant Drive/Fort Jackson Boulevard area and develop a conceptual design for bicycle facility improvements.

*(See Section 6 of the [Bike and Pedestrian Pathways Plan](#) for a detailed description of each project)*

Realizing that funding may be a deterrent for some communities in completing some of these early action projects in the near future, communities can undertake other activities to improve the overall pedestrian and bicycling climate. These include:

- Constructing more signalized crosswalks
- Placing mid-block crossing treatments where necessary
- Installing countdown pedestrian signals and pedestrian scale lighting
- Continuing compliance with the Americans with Disabilities Act (ADA) and retrofitting existing facilities with ADA standards
- Incorporating a wider range of accessibility features in the final design
- Placing more emphasis on pedestrian connections to bus stops
- Constructing wider, more inviting sidewalks with wider planting (buffer) strips
- Creating additional multi-use paths (pedestrian and bicycle) on alignments separated from roads and streets
- Connecting neighborhoods to schools, parks and commercial areas as well as to other neighborhoods
- Continuing encouragement of land use and development patterns that promote walking and bicycling as forms of transportation

- Emphasizing pedestrian and bicycle features internal to land use developments; and,
- Raising public awareness campaigns to educate pedestrians and drivers about pedestrian and cyclist rights and responsibilities

Historically, sidewalks have been funded primarily with local sales tax revenue and now may be included in new development, construction, and/or expansion projects—depending upon the jurisdiction. The newest source of funding for bicycle/pedestrian facilities and, to a much more limited degree, sidewalk renovation, is Transportation Enhancement funds available through SAFETEA-LU. Transportation Enhancement funds have provided improved opportunities for expansion of the bicycle/pedestrian system. In recent years, there has been marked increase in the issue of sidewalk funding.

Neighborhood residents are strong advocates for sidewalk construction or repairs, and sidewalks have typically been the most requested projects in local capital improvement programs (i.e., sales tax and bond issues). The proposed 2035 transportation system should be funded by continuing aggressive pursuits of federal, state and local funds and by incorporating bicycle/pedestrian needs into the design of future construction and expansion projects. Several additional funding sources can include:

- Local Government Initiatives
- Capital Programs (bond issues and sales tax)
- Federal and State Enhancement and Recreational Trail Programs
- National and Local Foundations
- Public/Private Partnerships

### **5.3 Transportation Enhancements**

Transportation Enhancements (TE) are innovative, community-based projects that provide opportunities to expand transportation choices beyond traditional highway programs. Such projects enhance one's travel experience by walking, bicycling, taking transit, or simply riding in a car. TE funds are provided through SAFETEA-LU and are allocated by SCDOT. The program facilitates retrofitting of local streets and roads to accommodate bicycles and pedestrians. Included are numerous projects nationwide that help communities protect scenic vistas, create bike paths, develop walkable downtowns and protect the environment.

In order to qualify for TE funding, projects must adhere to certain criteria. First, they must be oriented toward surface transportation; that is they must illustrate a relationship to a particular highway or a pedestrian/bicycle corridor and whether it serves a current or past transportation purpose. Second, “enhancement” projects must accomplish one or more of the following activities:

- Provision of facilities or safety and educational activities for bicyclists and pedestrians
- Acquisition of scenic or historic easements and sites related to transportation
- Creation or expansion of scenic or historic highway programs (such as tourist and welcome centers)
- Landscaping and scenic beautification
- Historic preservation of transportation-related activities
- Rehabilitation and operation of historic transportation buildings, structures or facilities
- Conversion of abandoned railway corridors to trails
- Inventory, control, and removal of outdoor advertising
- Archaeological planning & research
- Environmental mitigation of runoff pollution and provision of wildlife connectivity
- Establishment of transportation museums

In general, SCDOT works with the Federal Highway Administration (FHWA) and the COATS Policy Board to ensure that projects meet the funding criteria. Funding of TE projects typically run as an 80/20 match. The federal government provides up to 80 percent of a TE project cost. The remaining 20 percent of the project cost is generally the responsibility of the project sponsor. The sponsor may generate these "matching funds" from a variety of sources. The value of donated materials, services and land; funds from other state or non-DOT federal programs; the value of local and state government services, and the value of preliminary engineering prior to project approval may be counted towards the matching requirement.

The COATS staff coordinates the project evaluation and recommendation process of projects for the metropolitan area. The COATS Policy Board performs annual evaluation of these projects and then approves them for inclusion into the TIP. Grants are limited to \$145,000 federal funds per project. Local governments with a population of less than 50,000 will require only a 20% match, while populations greater than 50,000 will have a 40/60 match.

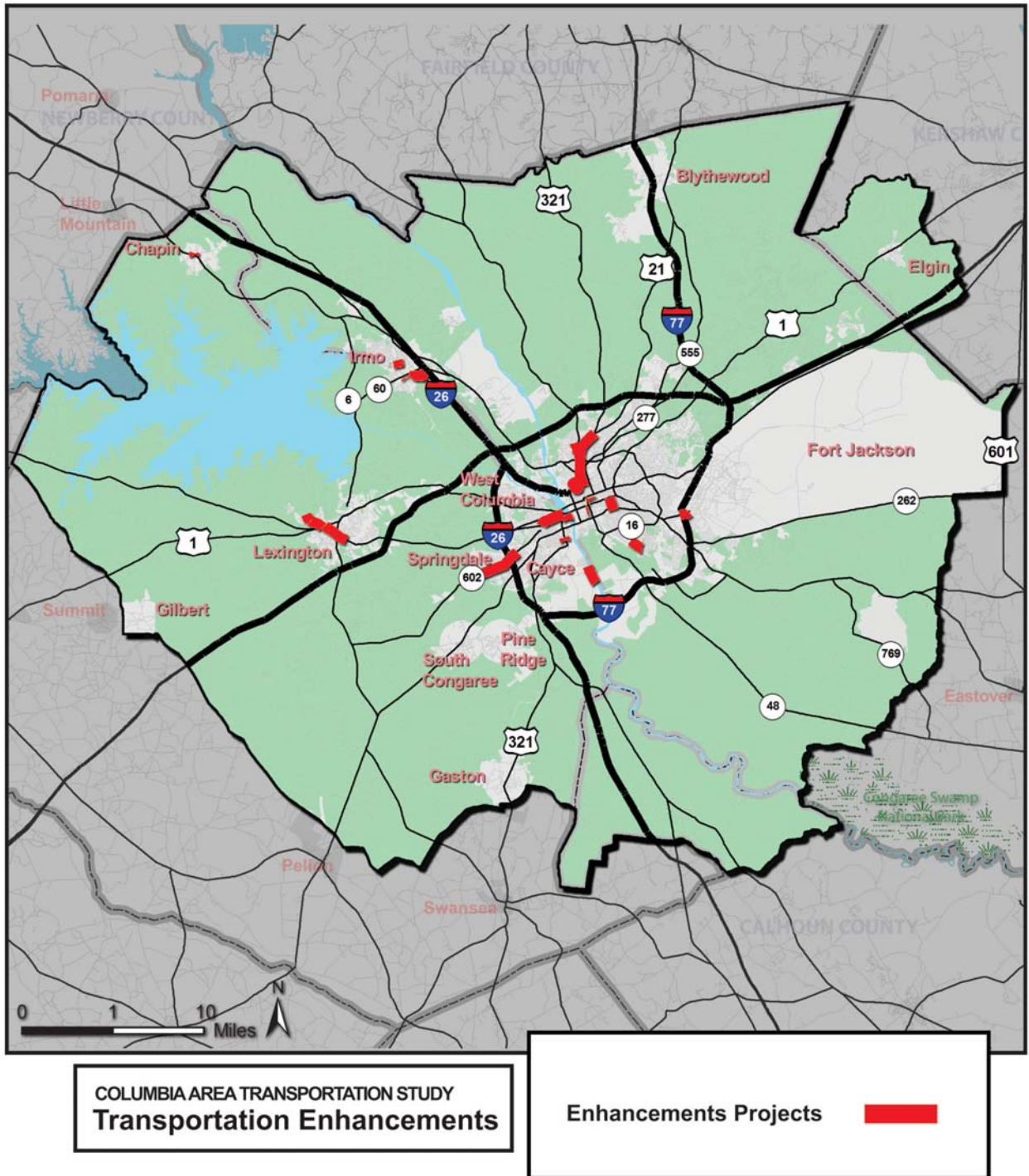
TE funds have been used in the past to finance key local projects in the COATS, such as the Gervais Street streetscape, Three Rivers Greenway Trail development through West Columbia, Cayce, and Columbia, and sidewalk extensions in Irmo. Since 2005, 30 projects have been funded in the greater Columbia metro, helping to create over 12 miles of beautification to our region. Table 5.4 and Map 5.2 show the projects funded since 2005 and where these projects are located in the COATS area.

**Table 5.4: COATS Transportation Enhancement Projects**

City/Town	Name	Description	Length (miles)
Cayce	State St Streetscape	Sidewalks, lighting	0.1
Cayce	Riverwalk expansion	Trail construction	0.5
Chapin	Clark St Enhancement	Sidewalks, landscaping	0.2
Chapin	Lexington Ave Sidewalks	Sidewalks	1
Chapin	Downtown beautification	Landscaping	n/a
Columbia	Historic Markers	New markers/rehab existing markers	n/a
Columbia	East Gervais St Streetscape	Planted median	0.7
Columbia	Two Notch Rd	Landscaping, crosswalks, bus shelters	1.8
Columbia	Elmwood Park	Pedestrian lighting	n/a
Columbia	Five Points (Harden St) Streetscape	Sidewalks, landscaping, lighting	0.6
Irmo	Fork Ave/Deptford Dr Sidewalks	Sidewalks	0.3
Irmo	Finsbury Rd Sidewalks	Sidewalks	0.4
Irmo	River Song Rd/Friarsgate Blvd Sidewalks	Sidewalks	0.5
Irmo	Friarsgate Blvd Sidewalks	Sidewalks	0.7
Irmo	Charing Cross Rd Sidewalks	Sidewalks	0.5
Irmo	Columbia Ave/College St Sidewalks	Sidewalks	0.6
Irmo	Carlisle St Sidewalks	Sidewalks/parking facility	0.1
Irmo	St. Andrews Rd	Sidewalks	0.6
Lexington	Harmon St/Azalea Dr Sidewalks	Sidewalks	0.9
Lexington	Park Rd Sidewalks	Sidewalks	0.7
Lexington Co.	Leaphart Rd Sidewalks	Sidewalks	0.9
Springdale	Platt Springs Rd Beautification	Landscaping ( <i>various locations</i> )	n/a

Springdale	Platt Springs Rd Pedestrian Lighting	Pedestrian lighting ( <i>various locations</i> )	n/a
West Columbia	Klapman Blvd Streetscape	Street lights, landscaping, sidewalks	0.2
West Columbia	Triangle City Streetscape	Street lights, landscaping, sidewalks	0.2
West Columbia	Meeting St/State St Streetscape	Streetscaping	0.4
West Columbia	12th St Streetscape	Architectural fencing	0.1
West Columbia	State St./Marble St. Streetscape	Street lights, sidewalks	0.6
West Columbia	Marble St/Augusta Rd Streetscape	Street lights, sidewalks	0.5
<b>Total</b>			<b>13.1</b>

**Map 5.2: COATS Transportation Enhancement Projects**



---

## 5.4 Objectives & Strategies

### 1. Improve the transportation system to accommodate bicycle and pedestrian access along roadways.

- Partner with SCDOT in making pedestrian and bicycle travel a routine part of every roadway project
- Coordinate with SCDOT and local governments to study traffic signal timing and detection of bicycles at intersections, and then identify specific locations where signal system improvements/adjustments should be made.
- Encourage the removal of physical barriers and the provision of facilities (such as ramps, curb cuts, and adequate sidewalks) for persons with physical disabilities.
- Partner with Central Midlands Regional Transit Authority (CMRTA) and municipalities to conduct a bus stop access improvement study. This study will make specific recommendations to provide sidewalks and safe road crossings near bus stops and more comfortable facilities for people waiting for the bus.
- Require transportation projects to include bicycle and pedestrian considerations in order to be eligible for inclusion on the TIP.
- Use the results of the suitability analysis to develop a bicycle map for the Central Midlands Region. This bike map will highlight key destinations for bicycling, show the most comfortable routes to destinations, and provide guidance on how to ride safely.
- Encourage SCDOT and CMCOG member governments to increase their capital budgets for curb ramp and sidewalk maintenance projects, as well as maintenance of bicycle lanes (e.g., trimming trees, removing roadway debris, etc.).

### 2. Encourage more cooperative land use and transportation policies

- Encourage every municipality/jurisdiction to adopt and implement the COATS Bike and Pedestrian Pathways Plan or develop and implement their own bike-pedestrian plan;
- Encourage colleges and universities (e.g. University of South Carolina) to develop a pedestrian and bicycle plan for the campus and surrounding neighborhoods.
- Encourage land development regulations that require nonmotorized facilities, support bicycle and pedestrian connectivity, promote the efficient use of the existing transportation network, and foster regional coordination;

- Encourage local governments to update land development regulations to support bicycle and pedestrian connectivity and the efficient use of the transportation network through the inclusion of pedestrian facilities as a requirement of development and performance standards that promote multimodal access.
- Coordinate with representatives of Fort Jackson to investigate the long-term prospects of having the Fort “open” to bicycle and pedestrian through-traffic
- Create comprehensive inventory of bike lanes, shared-use trails, and sidewalks in developing a regional pathways plan that promotes interconnectivity between the various trail, bike, and sidewalk systems across the region.

### **3. Increase bicycle and pedestrian safety through public awareness**

- Coordinate with law enforcement agencies and schools to educate residents on the rights and responsibilities of pedestrians, bicyclists and motorists. This may include making public service announcements about pedestrian and bicycle safety and driver responsibility and produce brochures on nonmotorized safety.
- Partner with area school districts to establish Safe Routes to School policies that encourage local and state entities to provide adequate pedestrian and bicycle facilities linking residential areas and school campuses and encourages students to walk or bike to school.
- Partner with DHEC, member governments, and health providers to promote pedestrian and bicycle transportation as a means of obtaining physical activity, improving personal health, and enhancing area quality of life.
- Continue regular meetings with the CMCOG Bicycle & Pedestrian Advisory Committee to gather feedback and ideas from advocates and member agency representatives.
- Develop a pilot program to teach pedestrian and bicycle safety education in two or three elementary schools in the region.
- Encourage communities to obtain designation as a Bicycle Friendly Community (BFC)

### **4. Encourage municipalities to participate in annual SCDOT Transportation Enhancement (TE) process**

- Continue circulating information on the benefits of the TE Program through MPO Committees and member governments

- Partner with SCDOT in sponsoring annual introductory workshops on the SCDOT Transportation Enhancement Program