



WINNSBORO

PEDESTRIAN MASTER PLAN

JULY 2018

Produced by



Produced for



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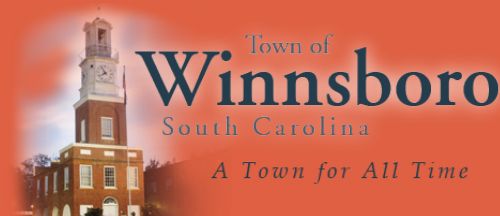
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Greenville, SC 29601

ACKNOWLEDGEMENTS

THANK YOU WINNSBORO



PUBLIC PARTICIPANTS

Thank you to the residents of Winnsboro for their participation in this planning process and their passion for improving the place they call home.

STEERING COMMITTEE

Thank you to the engaged leaders of the Winnsboro community for their continued participation throughout the planning process and for their commitment to furthering the efforts of this Plan.

STAKEHOLDERS AND PARTNERS

Thank you to the South Carolina Department of Health and Environmental Control (DHEC) for support and involvement in the planning process, as well as other local, regional, and state stakeholders including the Central Midlands Council of Governments and the South Carolina Department of Transportation (SCDOT).

EXECUTIVE SUMMARY

The recommendations of the Winnsboro Pedestrian Master Plan, as well as the planning process behind the Plan, are guided by three key tenets intended to promote healthy eating and active living, particularly for the community's most vulnerable populations. The three tenets are equity-based planning, access to healthy foods, and inclusive community engagement. The Winnsboro Pedestrian Plan focuses on detailed recommendations for the pedestrian network, including key crossing connections between Zion Hill and surrounding destinations, and program recommendations for improving walkability throughout Winnsboro.

1

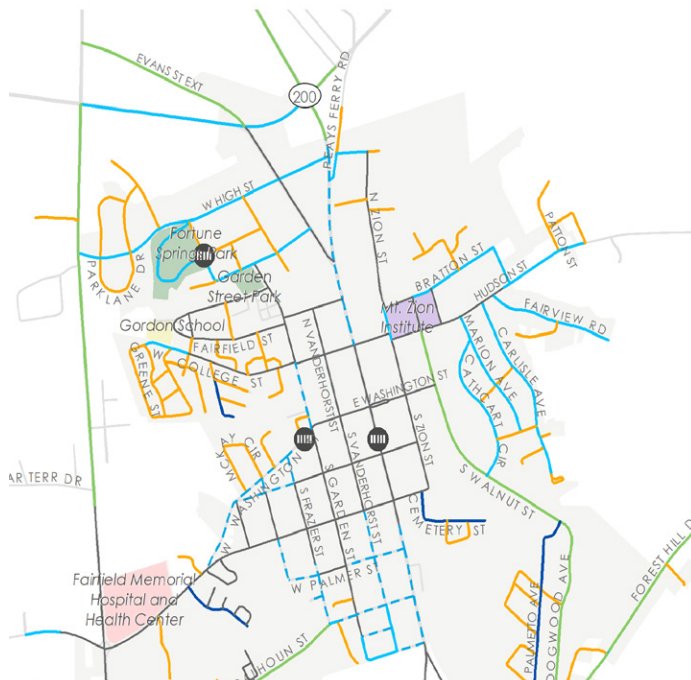
DEVELOPMENT OF PEDESTRIAN NETWORK RECOMMENDATIONS

The pedestrian network analysis, which incorporates traditional and new treatments from the FHWA's Small Town and Rural Multimodal Networks Guide, takes a practical and innovative approach to network development. Recommendations are made for all roadways in Winnsboro that currently lack pedestrian facilities (see map below and appendix). Priority recommendations for are mapped in Part 2. Design guidance and implementation details are included in the plan appendix.

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PROPOSED PEDESTRIAN NETWORK

FOR FULL MAPS, SEE PART 2
RECOMMENDATIONS & APPENDIX



Proposed Network Elements

Priority Paved Shoulder	2 mi
Priority Pedestrian Lane	1 mi
Priority Sidewalk	1.3 mi
Priority Yield Roadway	0.9 mi
Total Priority Network	5.3 mi
Proposed new crossings	4

Project Recommendations

- Paved Shoulder
- Pedestrian Lane
- Sidewalk - One Side
- Sidewalk - Add One Side
- Yield Roadway
- Intersection Improvements
- Existing or no recommendation

Existing Conditions



Intersection Improvements

3 Priority Intersection projects are identified in this plan, with information on existing conditions and proposed improvements.

The Fairfield County Public Library is a primary community asset, within walking distance of Main Street/Congress Ave and the Zion Hill neighborhood. Therefore the main intersection adjacent to the library is one of the three focus areas.

Catalyst Intersection Project- Washington Street and Garden Street



Recommended Pedestrian Facility Types



YIELD ROADWAYS



PEDESTRIAN LANES



NEW SIDEWALKS

01

INTRODUCTION

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THREE KEY TENETS

The recommendations of the Winnsboro Pedestrian Master Plan, as well as the planning process behind the Plan, are guided by three key tenets intended to promote healthy eating and active living, particularly for the community's most vulnerable populations.



EQUITY-BASED PLANNING

Equity-based planning involves trying to understand and give people what they need to enjoy full healthy lives. Safe, healthy, affordable and convenient transportation options are not always available to the vulnerable populations that need them the most. This document defines vulnerable populations as seniors, children, non-white populations, low-income households, households without vehicle access, non-English speaking populations, and SNAP recipients. Engaging these residents and understanding their needs is a starting point for pedestrian planning.



ACCESS TO HEALTHY FOODS

Improving walking access to healthy foods makes it easier for people, especially those in low-income communities and communities of color, to reduce their risk of health disparities and diet-related chronic diseases like obesity and diabetes. By understanding the local food access situation, we can uncover how walking infrastructure and programs will have the largest effect on accessibility to healthy food outlets.



COMMUNITY ENGAGEMENT

Engagement opportunities should take place in safe, central locations accessible by foot, bike, and transit. They should occur at convenient times or be tacked onto other local events to encourage community participation. Provide a variety of outreach opportunities to give space for all community members to be heard, to mold the outcomes of the plan, and to champion those recommendations.

PROJECT GOALS

The project goals and vision are listed here and are based on public input, feedback from the Steering Committee, and the Winnsboro Visioning Event. The vision helps to ground the plan with an overarching statement, and the goals represent specific strategies to help achieve this vision.

GOALS AND OBJECTIVES

- Improve sidewalk connectivity by filling in gaps in the sidewalk network
- Increase pedestrian safety by improving crossing conditions, especially on major roads near schools
- Increase pedestrian activity downtown, recognizing the benefits of a lively pedestrian realm and activated storefronts
- Increase the number of events that promote walking as a fun and rewarding activity
- Identify local champions and to work with the Steering Committee on moving recommendations to implementation
- Create synergy through low-cost, easy-to-implement demonstration projects
- Increase the percentage of trips that are made by walking

VISION

Winnsboro will be a place where a **connected network** of comfortable pedestrian facilities are provided to **all residents**; where residents can easily **access healthy food**, recreational areas, and other destinations on foot; and where **pedestrian-friendly design** is prioritized in all future roadway, recreation, and development projects.



COMMUNITY PROFILE

Winnsboro is home to approximately 3,550 residents. It is located in Fairfield County, which is part of the Columbia, South Carolina MSA. The population of Winnsboro has remained steady since the 1990s.

The Winnsboro area has been settled by indigenous groups since the archaic period, or about 1500 BC. Present day Winnsboro was established in the years before the revolutionary war, and was chartered in 1785 by the Winn family of Virginia.

The early economy revolved around the cotton gin and the slave labor of more than one million African Americans that were forcibly migrated into the region. In the late 1800s a number of textile mills were built in Winnsboro, some of which were later converted to serve the needs of the auto industry. Many granite quarries were created in the 1800s as well, which extracted “Winnsboro Blue Granite”, which is used around the world for buildings and monuments.

DEMOGRAPHICS

The racial make-up of the Town of Winnsboro is predominantly Black or African American (58.5%), and White (40.3%). For comparison, Fairfield County is 61% Black (or African American), and South Carolina as a whole is 27.7% Black (or African American).

The median income for households in the Town of Winnsboro is \$25,094, which is below the median income of the county (\$30,376) and the median income for all of South Carolina (\$45,033).

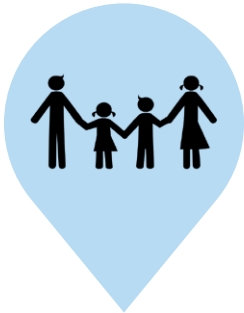
Over a quarter (24.4%) of individuals in Winnsboro live below the poverty level. For comparison, this is higher than the state-wide poverty rate (18.1%).

GETTING TO WORK

Almost 1.7% of the working population walk to work in Winnsboro, slightly more than the county (1.4%) and less than the state (2.1%). This data from the American Community Survey (2016) excludes walking trips other than to and from work, which account for approximately 80% of all trips.



BENEFITS OF WALKABILITY



IMPROVES SAFETY FOR ALL ROAD USERS

Streets that are designed for pedestrians create safety benefits for all users of the road.



INCREASES HOUSING VALUES

Walkable communities have higher housing values and greater stability than auto-dependent communities during an economic downturn.



PRESERVES OPEN SPACE AND GREENSPACE

Compact, walkable places allow for more green space, water sources, and wildlife habitats.



IMPROVES MENTAL HEALTH

Walking reduces symptoms of depression and anxiety, and prevents the onset of cognitive decline while improving mental function.



PUBLIC INFRASTRUCTURE SAVINGS

Compact, walkable places save construction and maintenance costs on roadway and other public infrastructure investments.



ATTRACTS BUSINESSES

Walkable downtowns have lower vacancy rates and offer convenient commutes for residents and visitors.



IMPROVES ECONOMIC MOBILITY

Concentrated jobs that are easily accessible on foot provide residents with more opportunities.



ATTRACTS VISITORS

Walkable communities with lively streets and storefronts, short lengths between attractions, and a unique sense of place attract tourist dollars.



ATTRACTS RECREATION SPENDING

Outdoor recreation culture loves walkable places. Trails and safe streets attract events and people who pump money into the local economy.



IMPROVES AIR QUALITY

Replacing short vehicle trips with walking reduces emissions and our reliance on fossil fuels.



REDUCES INDIVIDUAL TRANSPORTATION COSTS

Residents save money on costs associated with transportation, including vehicle ownership and operating costs, and parking costs.



IMPROVES PHYSICAL HEALTH

Residents of walkable places have lower rates of chronic disease related to physical inactivity, and are two times more likely to get enough physical exercise.



MAGNET FOR MILLENNIALS AND BABY BOOMERS

Demand for walkable places is growing, especially among millennials and boomers who wish to drive less and easily reach destinations on foot.

DATA COLLECTION & ANALYSIS

The Winnsboro Pedestrian Plan is shaped by data collected from previous plans and the feedback received from the public. The public input process was crucial for understanding Winnsboro's primary needs and identifying specific programs, projects, and policies that address those needs.

This chapter provides an overview of the major data collection and public input components that shaped the recommendations of this Plan. Each section describes the information gained and the critical outcomes of that process. This includes:

- Plan Review
- Safety Analysis
- Equity Analysis
- Access Analysis
- Public Input Overview

PLAN REVIEW

The detailed plan review can be found in the Appendix. Three relevant plans have been created in recent years for the study area:

- CMCOG Long Range Transportation Plan
- Fairfield County Comprehensive Plan
- CMCOG Model Policy Guidelines for Bicycle - Pedestrian Circulation

SAFETY ANALYSIS

Pedestrian safety is a primary concern in South Carolina. South Carolina ranks 45th in the nation for levels of walking mode share, and ranks 7th in the nation on the Pedestrian Danger Index, which measures the rate of pedestrian fatalities relative to the number of people by commute on foot. Additionally, pedestrian fatalities in South Carolina have

increased 19% between 2010 and 2014.

Fairfield County has a pedestrian fatality rate of 4.6 deaths per 100,000 people, double the state rate of 2.3 deaths per 100,000 people.¹

EQUITY ANALYSIS

An equity analysis provides insight about the areas of Winnsboro that have higher concentrations of seven vulnerable populations (and therefore have a high need for access and infrastructure improvements):

- Seniors
- Children
- Non-white populations
- Low-income households
- Limited vehicle access households
- Linguistically isolated populations
- SNAP recipients

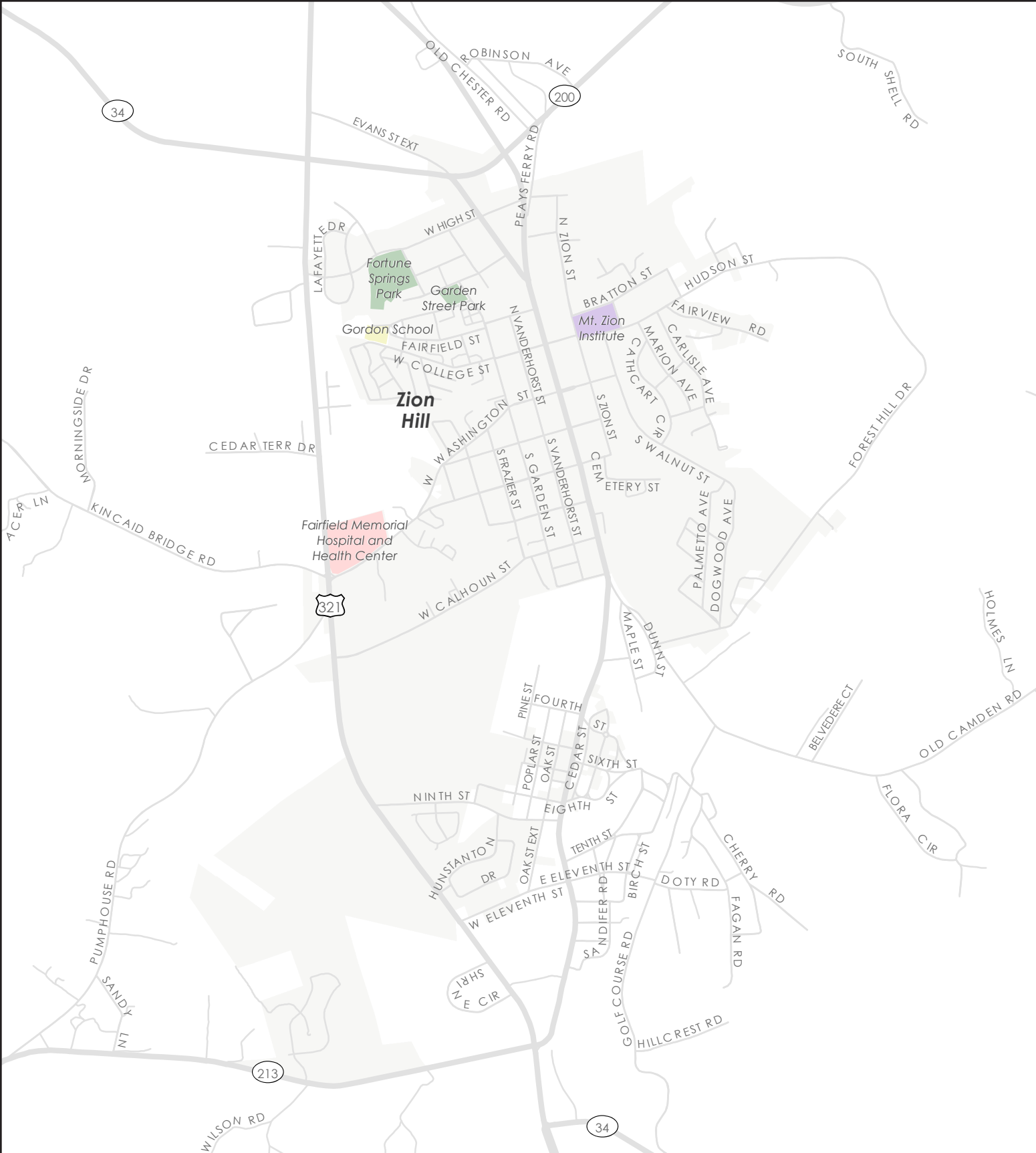
ACCESS ANALYSIS

The access analysis combines the equity analysis with two primary factors impacting health and well-being in Winnsboro: access to healthy food and access to active spaces. Providing quality pedestrian infrastructure to healthy food and active spaces boosts not only the town's physical activity level, but also increases mobility, accessibility, and quality of life for all citizens.

PUBLIC INPUT OVERVIEW

The public input analysis synthesizes feedback collected from the steering committee, focus groups, online and hard-copy surveys, and public meetings.

¹ Dangerous by Design - South Carolina



Existing Conditions Map

SAFETY ANALYSIS

PEDESTRIAN FATALITIES ARE RISING IN THE U.S.

Between 2005 and 2014, 46,149 pedestrians were killed walking on streets in the U.S. In 2014 alone, 4,884 pedestrians died, the most in more than 10 years. Meanwhile, the number of vehicle drivers and passengers who died in traffic crashes declined by a third during this period. The rise in pedestrian fatalities while overall traffic fatalities declined means pedestrians now account for more than 15% of all traffic fatalities.

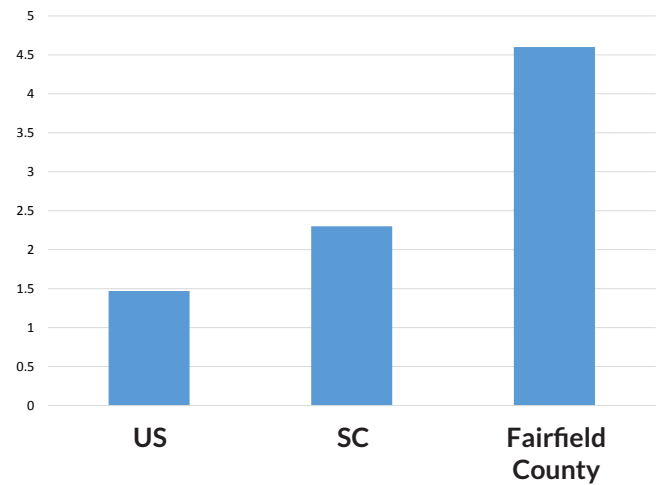
A number of factors impact pedestrian safety. Visibility, driver behavior, time of day/year, access to safe crossings, and traffic volume all play a role. However, key factors such as speed, the number of traffic lanes, and roadway design disproportionately affect safety for vulnerable roadway users.

SOUTH CAROLINA IS THE 7th MOST DANGEROUS STATE FOR WALKING

Pedestrian safety is a primary concern in South Carolina. South Carolina ranks 45th in the nation for levels of walking mode share, and ranks 7th in the nation on the Pedestrian Danger Index, which measures the rate of pedestrian fatalities relative to the number of people by commute on foot. Additionally, pedestrian fatalities in South Carolina have increased 19% between 2010 and 2014.

According to Fatality Analysis Reporting System data, 58.8% of all pedestrian deaths in South Carolina were on arterials — wide, high speed roads rarely built with pedestrian safety in mind. Similarly, **78.8% of South Carolina's pedestrian fatalities occurred on roads with a speed limit of 40 mph or higher.**

PEDESTRIAN FATALITY RATE PER 100,000 RESIDENTS



THE PEDESTRIAN CRASH RATE IN FAIRFIELD COUNTY IS 2X THE SOUTH CAROLINA RATE

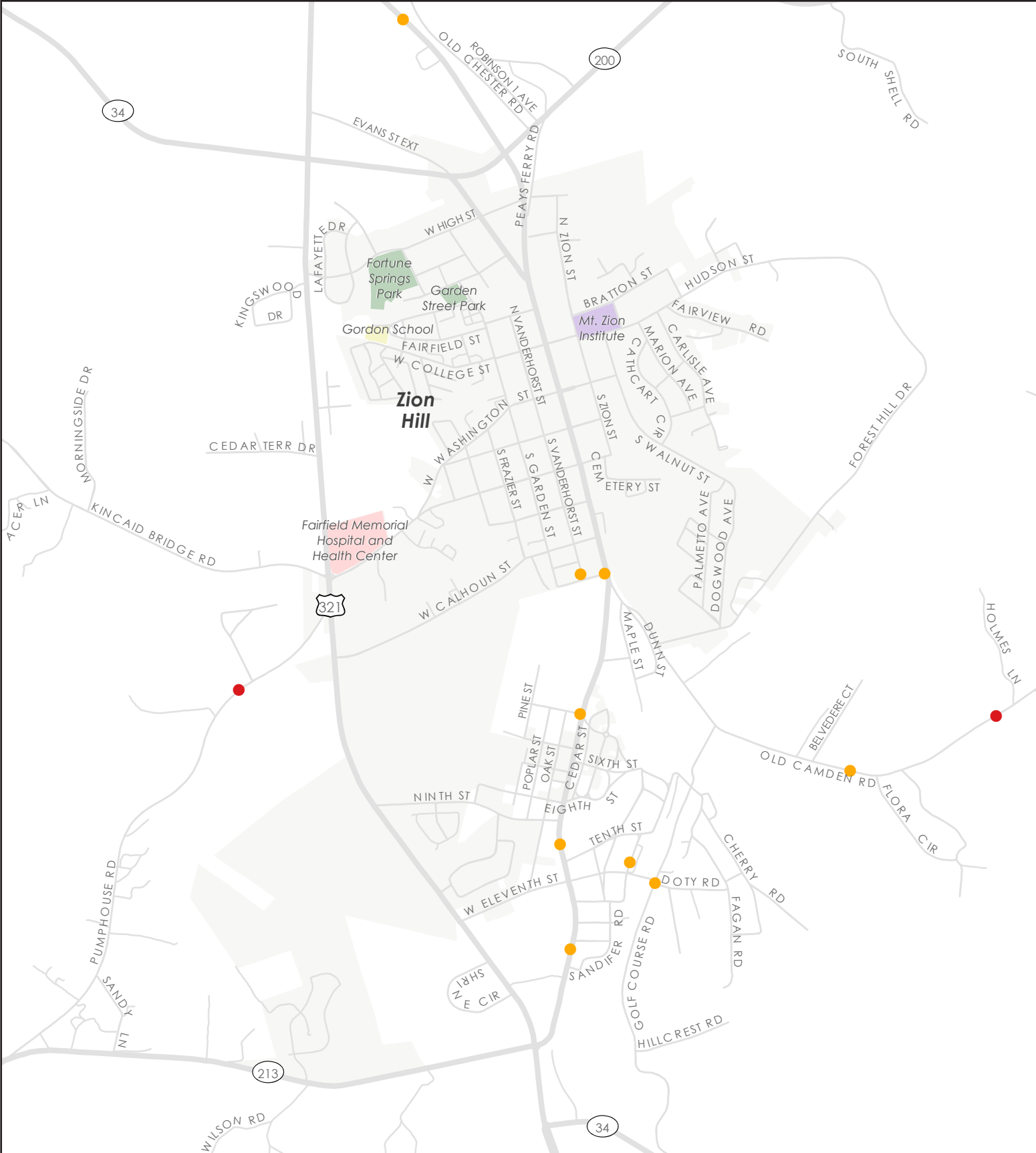
Fairfield County has a pedestrian fatality rate of 4.6 deaths per 100,000 people, double the state rate of 2.3 deaths per 100,000 people.¹

Pedestrian-involved collisions reported between 2012 and 2017 in the region are shown at right. While there were no pedestrian collisions within the Zion Hill focus area, **9 pedestrian crashes resulting in injuries and 2 pedestrian fatalities were reported in the Winnsboro/Winnsboro Mills area.**

Two pedestrian fatalities in the study area occurred on 2-lane state roads. In both instances, there are high traffic speeds, poor visibility, a lack of sidewalks or crossings, and nearby residential neighborhoods.

Five of the 11 total crashes occurred on the main thoroughfare through Winnsboro and Winnsboro Mills (Hwy 321), four of which were clustered on the southern side of the town between Calhoun Street and the convergence with Highway 213. This road is a four lane, undivided road with few pedestrian crossings.

1 Dangerous by Design - South Carolina



Pedestrian Safety Analysis Map

Pedestrian-Involved Collisions

- Collision Resulted in Property Damage or Injury
- Collision Resulted in Fatality

EQUITY ANALYSIS

OVERVIEW

An equity analysis provides insight about the areas of Winnsboro that have higher concentrations of vulnerable populations. This information, coupled with an overlay of healthy food outlet locations and active space locations, can also distinguish which neighborhoods may need pedestrian improvements the most.

This quantitative analysis provides the project team a starting point for identifying priority areas. Ultimately, recommendations are based on a synthesis of factors, including the equity analysis results, current best practices, public input, existing conditions analysis, and the pedestrian collision analysis.

METHODOLOGY

The equity analysis incorporates the following seven socioeconomic criteria:

Seniors

Metric: senior citizens are defined as those who are 65 years old and older. This follows the 2010 Census Brief - The Older Population.

Children

Metric: children are defined as individuals 14 years old and younger.

Non-White Populations

Metric: non-white is measured as the percentage of all races, excluding those that identified as white.

Low-Income Households

Metric: low-income is measured as the percent of the population living below two times the federal poverty level.

Limited Vehicle Access Households

Metric: Vehicle access is measured from a question

on the American Community Survey about whether a household has access to a car, truck, or van of 1-ton capacity or less.

Linguistically Isolated Populations

Metric: Linguistic isolation is measured as percentage of households in which those over the age of 5 speak English “not well” or “not at all.”

SNAP Recipient

Metric: SNAP (Supplemental Nutrition Assistance Program) recipients measures the percentage of households who have received SNAP assistance in the past 12 months.

SUMMARY

The adjacent map reflects the areas of Winnsboro with greater than average concentrations of the seven vulnerable populations.

The red equity tier represents areas with the highest concentration of vulnerable populations. These areas have the highest need and are priorities for pedestrian infrastructure improvements. The high red equity tier overlaps the entire area of the Zion Hill focus area, and continues south to Ninth Street and the central part of Winnsboro Mills.

Areas to the north and south of the study area have moderate concentrations of vulnerable populations. The wealthier neighborhoods east of Congress Street and west of Highway 321 have low concentrations of vulnerable populations.

FOOD ACCESS ANALYSIS

OVERVIEW

The results of the Composite Equity Analysis are combined with a mapping study of the locations and walkability of healthy food outlets. Healthy food outlets are defined to include all grocery stores, farmers markets, and community gardens.

A half-mile walkshed is a widely accepted catchment area for pedestrian analyses. A half-mile is about a ten minute walk for most pedestrians. This distance also serves as the Federal Transit Authority’s (FTA’s) designated catchment area for pedestrian improvements that are eligible for transit enhancement funds. This diameter presumes that, barring barriers to mobility and accessibility, individuals within the catchment area would be willing to walk to these activities and destinations. Walksheds, in combination with equity data, assess the connectivity and reveal opportunities where infrastructure improvements may have the greatest impact.

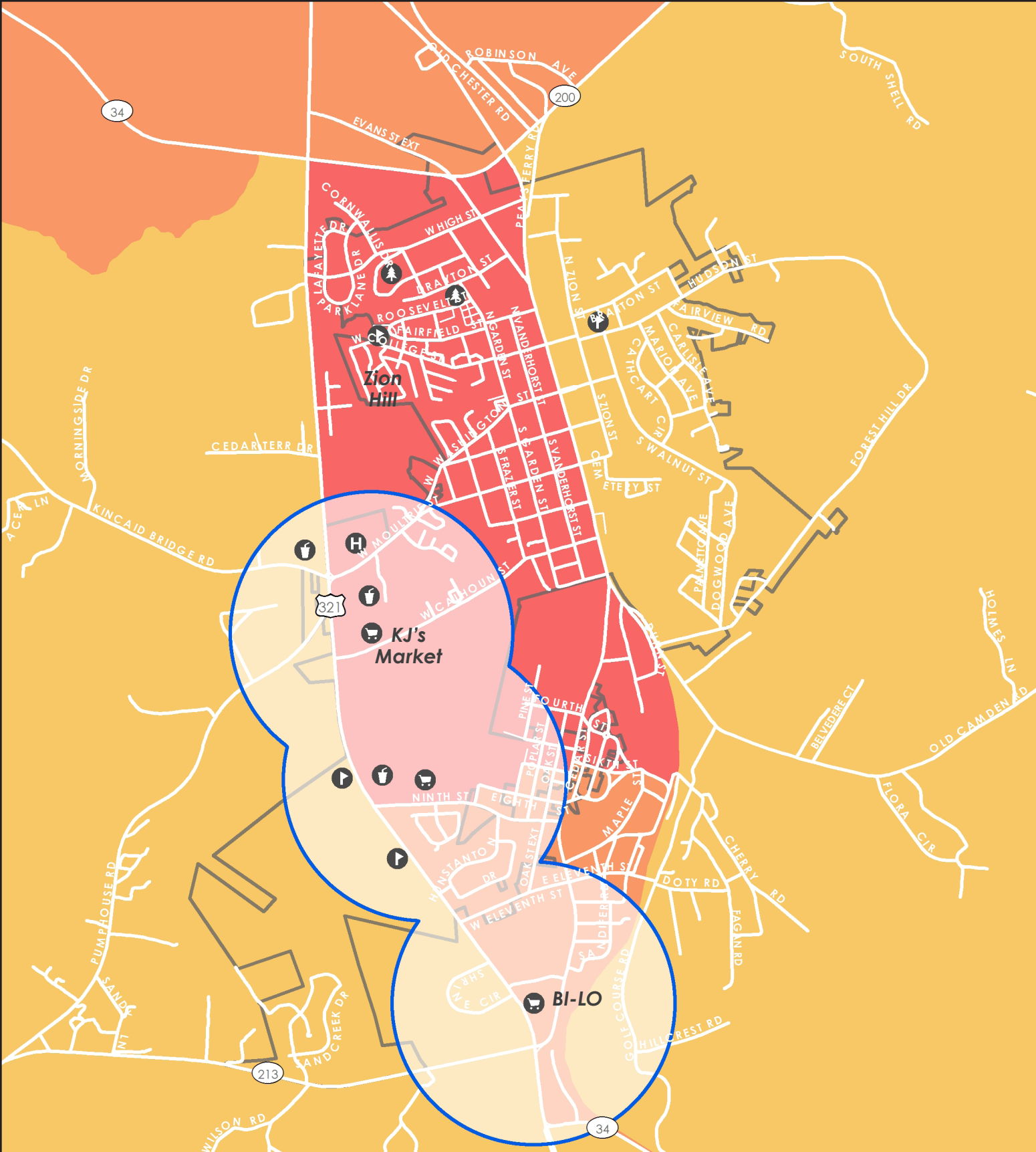
HEALTHY FOOD OPTIONS ARE LIMITED IN ZION HILL

The healthy food outlets in Winnsboro are concentrated in the southwest part of the town along highway 321. This includes the KJ’s Market at Moultrie Street and the BI-LO near Columbia Road. The half-mile catchment circle indicates that very few Zion Hill residents have walking access to a grocery store, and the majority of the land area with vulnerable populations has limited access.

A farmer’s market provides healthy food options to central Winnsboro for part of the year (Sept-Jan). However, areas of central Winnsboro and areas east of Main Street are not within walking distance of a year-round healthy food outlet. Furthermore, the few existing food outlets are located primarily in newer developments designed to prioritize automobile access, and so easy access on foot is a challenge even for adjacent residents.

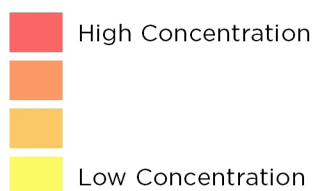
WINNSBORO’S FOOD RETAIL ENVIRONMENT

Number of food retail establishments (FRE)	2
Community population/FRE	3,550
Community square miles/FRE	3.2
Number of grocery stores	1
Community population/number of grocery stores	3,550
Community square miles/number of grocery stores	3.2
Healthy food outlet density	0.5



FOOD ACCESS ANALYSIS MAP

Concentration of Vulnerable Populations



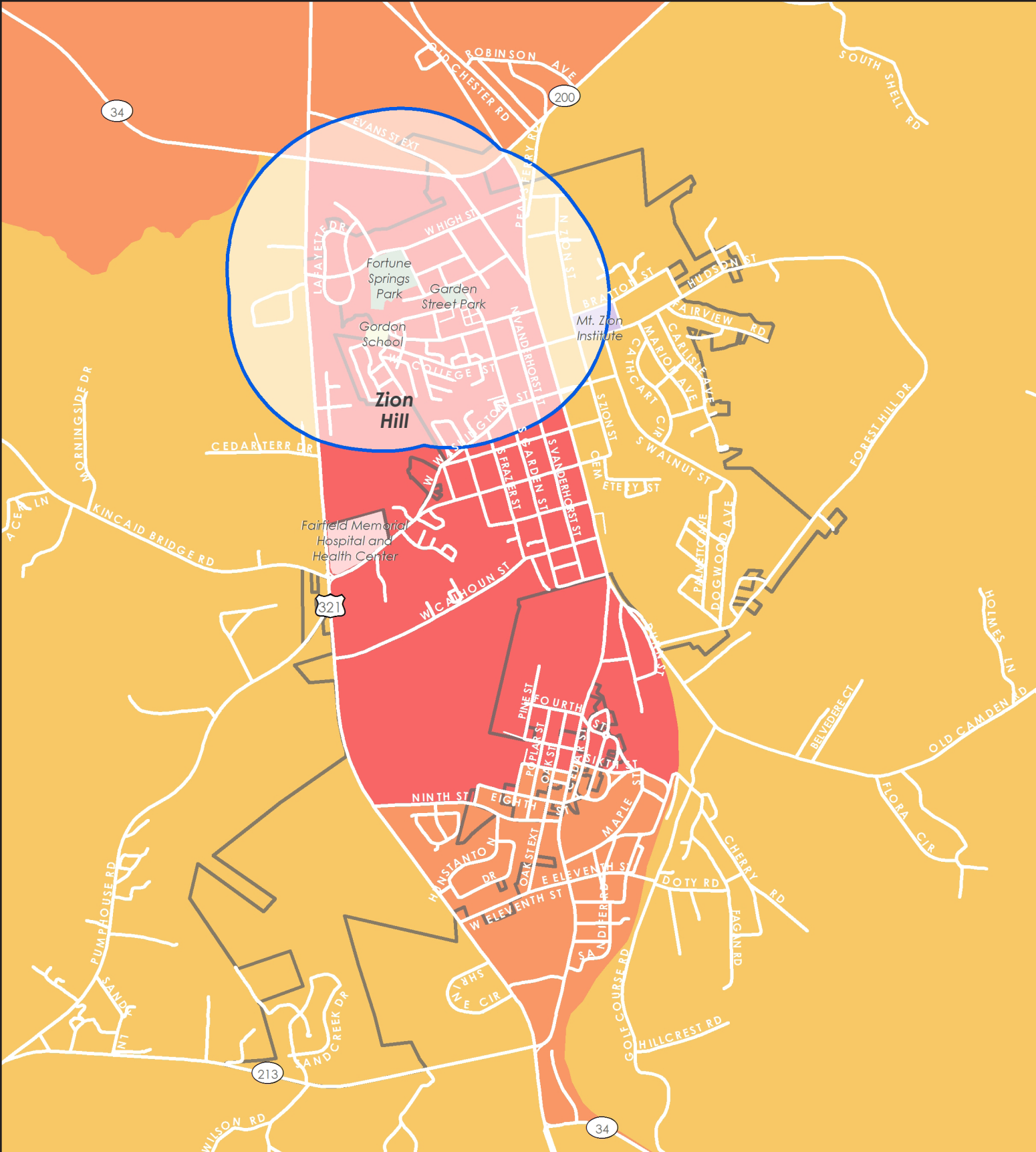
ACTIVE SPACE ACCESS ANALYSIS

OVERVIEW

The results of the Composite Equity Analysis were also combined with a mapping study of the locations and walkability of active spaces. Active spaces are defined to include all existing parks and greenspace. In communities where more resources exist, trails, YMCA's, or community recreation centers are typically included.

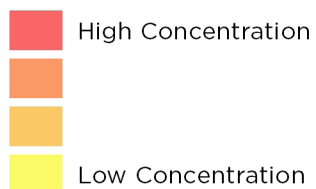
This analysis again uses a half-mile walkshed or 10 minute walk for most pedestrians. The resulting map is a starting point for understanding how to link areas in need to active space destinations through pedestrian infrastructure improvements.

The northern part of Zion Hill has abundant park and recreation access between the Garden Street baseball fields and Fortune Springs Park. However, park access is lacking on the south side of Zion Hill, with no park access in central Winnsboro.



ACTIVE SPACE ANALYSIS MAP

Concentration of Vulnerable Populations



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PUBLIC INPUT

The Winnsboro Pedestrian Plan gathered feedback through the project Steering Committee, a neighborhood focus group, a community charrette held April 3 - 4, and a final presentation on May 30.

MAIN TAKEAWAYS

The Steering Committee, focus group, and charrette indicated that the town has strong momentum and a passion for improvements. This is particularly true within residential neighborhoods around Winnsboro. **The need for enjoyable places to walk, traffic calming, and sidewalk improvements arose as priorities** in each discussion, and provided clear guidance for turning feedback into recommendations.

STEERING COMMITTEE

Two steering committee meetings were held during the plan process - April 3 and May 30. The kickoff meeting on April 3 gathered feedback on broad community needs and specific issues impacting walkability in Zion Hill. This input informed the draft infrastructure, program, and policy recommendations presented on April 4. A follow up meeting on May 30 included a presentation on updated recommendations and the draft planning document. Feedback from the second meeting was incorporated from the committee into the final plan.

FOCUS GROUP

On April 3, a diverse group of stakeholders and residents from the Zion Hill neighborhood provided information on challenges and opportunities facing the community. Questions and answers for the focus group members included:

- **What motivates you to walk in Winnsboro?**
Exercise Morning walkers/joggers in downtown, shops in town

- **What are the biggest barriers to walking?**
Lack of sidewalks, few vibrant storefronts, cars parked on existing sidewalks, few safe crossings, weather, lack of desire to walk
- **What are the key destinations?**
Downtown, post office, schools, football games
- **Are there ongoing projects or existing programming in Winnsboro to encourage walking?**
Commercial kitchen in the Farmers Market building, Fortune Springs Park improvements, National Walk to School Day, Zion Hill Walking Trail

At the end of the discussion, **participants were asked to share one word to describe walkability in Winnsboro. The most common answer: POTENTIAL.**

COMMUNITY CHARRETTE

Based on the feedback received from the Steering Committee and focus group members, the consultant team produced a set of draft infrastructure, policy, and program recommendations. More than 30 people attended the charrette, which was held at the County Government Complex. A lively discussion followed the final presentation with a few key thoughts in the Q&A:

- Recommendations should include specific sidewalk treatments on Zion Hill residential streets
- Some Winnsboro residents would like to see recommendations for improvements outside of Zion Hill, **which suggests a need for a larger downtown or community master planning effort**
- There were mixed opinions on developing recommendations for Main Street due to recent focus on downtown, which were perceived to have been prioritized over residential improvements

PUBLIC INPUT AND FIELDWORK

PHOTO GLOSSARY



Main Street/
Congress Ave
lacks crosswalks
between
Washington and
College Streets



The downtown
Farmers Market
is located in
an accessible
location to
encourage
walkability



Garden Street
parking, unused

Empty lot on
Main Street
identified as
potential popup
park by Steering
Committee



The BI-LO
grocery store
serves the
southern portion
of the Town of
Winnsboro

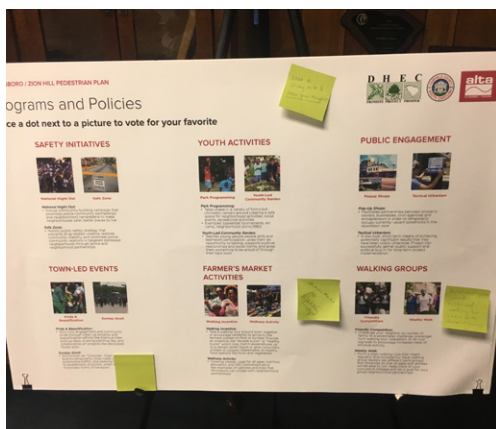


A wide shoulder
on Washington
Street can be
adapted to
pedestrian &
bicycle space





Residents discuss opportunities at the community charrette



Comments on the Programs and Policies board at the charrette



A residential street in Zion Hill presents opportunities for pedestrian improvements

Placemaking by a shop on Congress Avenue



Recommendation boards at the charrette



A location near the High School identified by the Steering Committee as needing a pedestrian crossing



02

RECOMMENDATIONS

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RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following sections detail priority recommendations for Winnsboro. The intent of these recommendations is to present a framework for walkability priorities, ensuring accessibility and mobility for pedestrians of all ages and abilities. Improvements focus on making walking safer and a more enjoyable experience for residents of and visitors. To achieve such a vision, the recommendations are organized as follows:

INFRASTRUCTURE RECOMMENDATIONS

CORRIDOR AND INTERSECTION TREATMENTS

A general explanation of improvement types corresponding to a map showing where those treatments can be applied.

TRAFFIC CALMING AND PLACEMAKING IDEAS

An overview of traffic calming and placemaking methods, corresponding to a map showing where those ideas can be applied.

INTERSECTION CONCEPTS

These spreads are intended to convey what crossing improvements can look like to residents and stakeholders, as well as assist in applying for implementation funds. The project cutsheets identify corridors that are crucial catalysts for economic development and quality of life.

PROGRAMMATIC RECOMMENDATIONS

PROGRAM CUTSHEETS

These spreads provide program ideas that can be championed and implemented by the Steering Committee and citizens of Winnsboro. Program cutsheets list examples, specific applications, and cost estimates.

BE OPPORTUNISTIC

While the recommendations herein are considered community priorities, this should not preclude Winnsboro from remaining opportunistic and flexible.

New developments, roadway reconstruction projects, and regularly programmed maintenance should not prevent other improvements from occurring.

The recommended facility types described herein are based on national best practices for pedestrian and bicycle design and are compliant with state and national design guidelines.

INFRASTRUCTURE RECOMMENDATIONS

CORRIDOR TREATMENTS

The corridor recommendations show where Winnsboro should prioritize safer walking routes. Recommended facility types in Winnsboro are modeled on FHWA's Small Town and Rural Design Guide. These include traditional treatments such as sidewalks and paved shoulders, as well as innovative treatments such as pedestrian lanes and yield roadways.

Facility Types

The specific facility types were selected based on the roadway characteristics - primarily traffic volumes and speeds. Because project resources are limited, sidewalks may not be feasible for every road in the study area. For neighborhood streets with lower traffic speeds and volumes, it may be appropriate to use paint to delineate a dedicated space for walking, called a pedestrian lane. In other cases, it may be sufficient to add signage and select traffic calming, creating a yield roadway. Sidewalks are prioritized for higher traffic roads where people walking in the roadway would be a safety issue.

TRAFFIC CALMING TREATMENTS

Along with the corridor treatments, Winnsboro and SCDOT should install traffic calming elements where there is a documented history or concern about speeding. As vehicle speeds increase, they have an exponential affect on likelihood of pedestrian fatality should a crash occur. Therefore, it is important that speeds are kept below 25 mph on any streets where people are expected to walk in the street. A description of appropriate traffic calming treatments is included in the Traffic Calming and Placemaking cutsheet in this chapter.

INTERSECTION IMPROVEMENTS

A walking trip is only as comfortable as the least comfortable portion the person encounters along the entire trip. Therefore, intersections need to maintain a high level of safety and comfort for people walking.

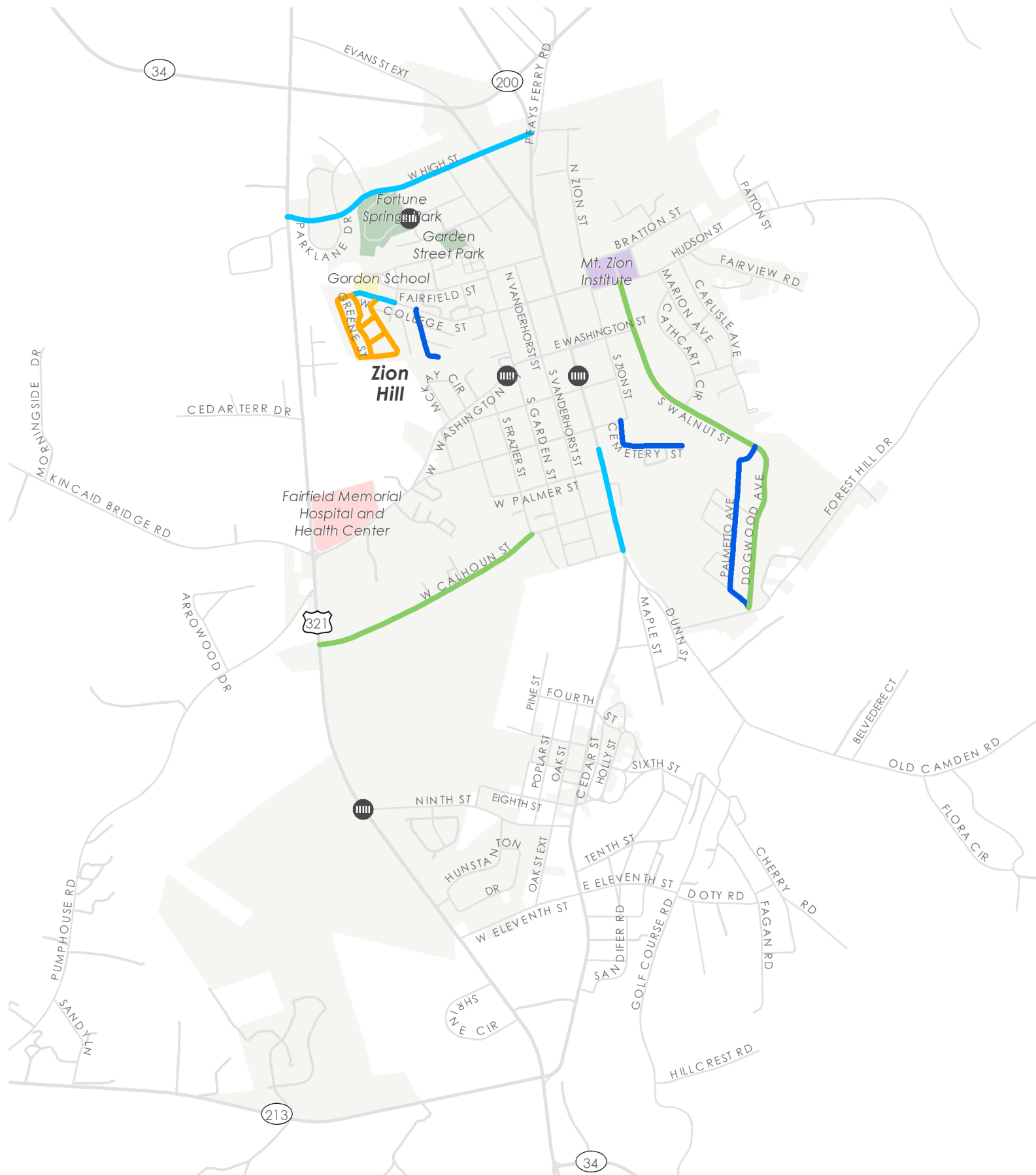
Most of the major intersections in the study area have basic pedestrian accommodations. But there is an opportunity to improve the crossing experience at high-demand midblock locations and within the neighborhoods, where there is limited traffic control and people walking may feel unsure about how to negotiate with drivers and cross the street.

Mid-block crossings recommendations include pedestrian-actuated beacons such as Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs). Neighborhood-scale traffic circles are an appropriate treatment for those local intersections where the community wants to create a more formal intersection, calm traffic, and provide an opportunity for some landscaping or artwork. Four priority intersection projects are detailed in the intersection cutsheets within this chapter.

PRIORITY RECOMMENDATIONS MAP




The map on the facing page highlights priority locations for corridor treatments and intersection improvements. A map of recommended treatment types for all roadways in Winnsboro is found in the appendix.

Design guidance for sidewalks, pedestrian lanes, and yield roadways are also included in the appendix.



Priority Recommendations Map

Recommendation Type  Intersection Improvements

-  Priority Paved Shoulder
-  Priority Pedestrian Lane
-  Priority Sidewalk
-  Priority Yield Roadway

Data provided by the DHEC.
Map produced May 2018.



WINNSBORO PEDESTRIAN MASTER PLAN | 29

0 0.5 1 MILES

PRIORITY INFRASTRUCTURE PROJECTS

Corridor	Mileage	Pedestrian Lane	Sidewalk One Side Only	S Add
1st Ave	0.06			
Calhoun Street + W. Calhoun Street	0.77			
Cemetery Street	0.26	X		
Dogwood Ave	0.54			
Gaither Street	0.21			
Greene Street	0.21			
Johnson Street	0.06			
Manigault Street	0.18	X		
N Walnut Street	0.16			
Palmetto Ave	0.48	X		
S Congress Street	0.33			
S Walnut Street	0.56			
Valley Drive	0.08	X		
W. College Street	0.14		X	
W. College Street	0.24			
W. College Street Extension	0.12			

YIELD ROADWAYS

A yield roadway is designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.. These roads are used by such low volumes of traffic that crashes are rare, as vehicles hardly encounter other vehicles.



PEDESTRIAN LANE

A pedestrian lane is an interim or temporary pedestrian facility that may be appropriate on roads with low to moderate speeds and volumes. A pedestrian lane is a designated space on the roadway for exclusive use of pedestrians. The lane may be on one or both sides of the roadway and can fill gaps between important destinations in a community. Pedestrian lanes may be a good interim treatment for neighborhood streets in the Zion Hill neighborhood and other areas where sidewalk installation is infeasible in the near term.



Sidewalk One Side	Yield Roadway	Paved Shoulder	Notes
	X		Gaither Street to Greene Street
		X	US Highway 321 Bypass to S. Frazier Street
			E. Moultrie Street to end of Cemetary Street
		X	Palmetto Avenue to Valley Drive
	X		W. College Street to W. College Street Extension
	X		W. College Street to W. College Street Extension
	X		Gaither Street to Greene Street
			Manigault Street
		X	Bratton Street to Hudson Street
			Valley Drive to Dogwood Avenue
X			North of W. Palmer Street to W. Buchanan Street
		X	E. Washington Street to Palmetto Avenue
			Dogwood Avenue to Palmetto Avenue
			Greene Street to Spring Street
	X		Greene Street to W. College Street Extension
	X		W. College Street to Gaither Street

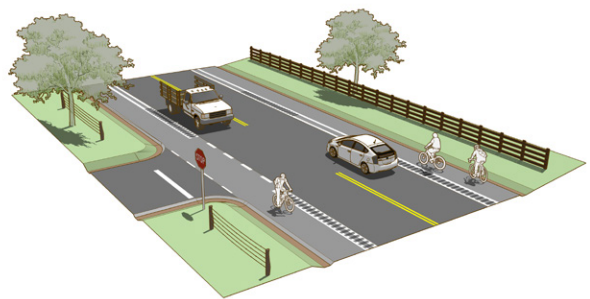
SIDEWALKS

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space. Many neighborhood streets already have sidewalk. The Town of Winnsboro, Fairfield County, and SCDOT should be opportunistic about constructing new sidewalk during roadway or utility projects.



PAVED SHOULDER

Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.



Traffic Calming & Placemaking



SPEED TABLES

Speed tables are raised areas like speed bumps, but with flat tops to reduce impact for emergency vehicles and bicyclists. Speed tables can also be combined with crosswalks to create a raised crossing. For best results, speed tables should be spaced NO more than 350' from one another.



Example Location: W. High St

PINCHPOINTS

Pinchpoints are curb extensions placed on both sides of the street, narrowing the travel lane and encouraging all road users to slow down. When placed at intersections, pinchpoints reduce curb radii and further lower motor vehicle speeds.



Example Location: W. College St

TRAFFIC CIRCLES

Traffic circles are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii and the travel lane. Traffic circles can also include a paved apron to accommodate the turning radii of larger vehicles like fire trucks or school buses.



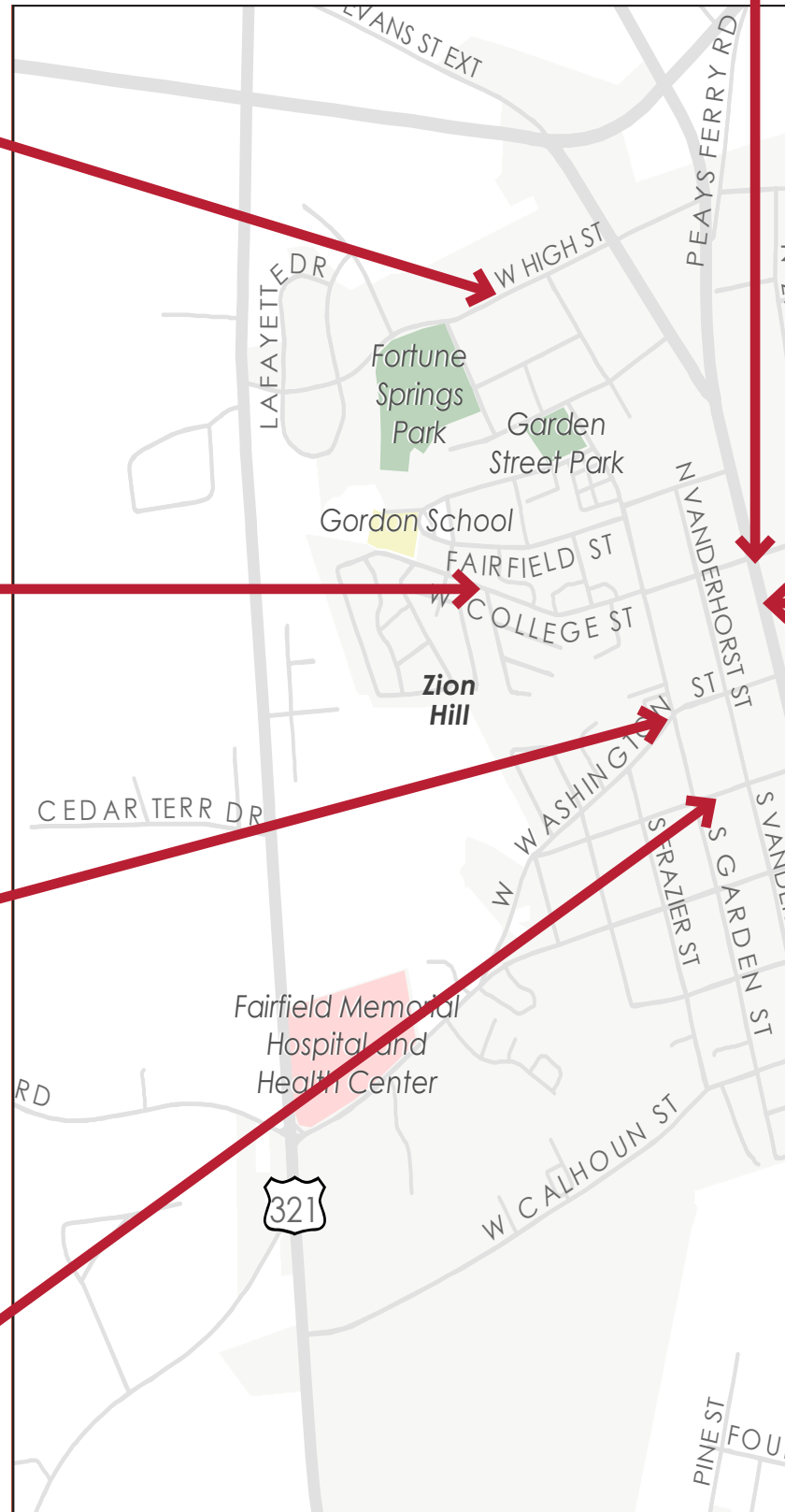
Example Location: Washington/ Garden St intersection

CHICANES

Chicanes are a series of raised or delineated curb extensions, edge islands, or parking bays on alternating sides of a street forming an "S"-shaped curb, which reduce vehicle speeds by requiring motorists to shift laterally through narrowed travel lanes.



Example Location: Liberty St



Federal guidelines on crosswalk pavement markings provide flexibility to create unique markings between the continental lines that outline a crosswalk. This can be done with paint for a six-month demonstration project, or with thermoplastic for a longer term project.

Example Location: College/
Congress St intersection



Example Location: Walking Loop at Mt. Zion Institute

Pedestrian wayfinding signs are part of a coordinated and continuous system of signs that direct people walking to key civic, cultural, visitor, and recreational attractions and other destinations within Winnsboro. Wayfinding signage also helps to create a cohesive brand reflecting the community's unique character. Wayfinding can include walking times in addition to distance to help people realize proximity to destinations.

Example Location: Empty lot on Congress St

A parklet is an outdoor space typically the size of an on-street parking space. These mini-parks are often designed for passive recreation and may include planters, benches, café tables and chairs. Parklet projects should include adjacent community members and business owners as partners.



Example Location: Empty lot/
blank wall at Washington/
Congress

Public art can take many forms, including murals, sculpture, banners, or decorated utility boxes. Public art helps to reinforce community character and highlight local artists. They fill in empty or unattractive spaces between destinations that can make walking trips feel longer than they actually are.



Example Location:
Demonstration bike lanes on
Congress St

Where there are concerns about feasibility or outcomes of a particular project, a temporary pilot project can be implemented to make improvements in the near term and test results. These projects are generally utilize inexpensive resources such as paint, planters, and bollards.

Congress Street Mid-Block Crossing



Prioritize walking in the historic town center with a midblock crossing on Main St between Washington St and Liberty St.

About this Project

- A median and high-visibility crosswalk at this location along Congress Street formalizes an existing crossing point where curb ramps exist, making it more visible so vehicles can anticipate the presence of pedestrians while also making it a more attractive environment for those pedestrians.
- Features:
 - Landscaped median/ pedestrian refuge
 - High-visibility/decorative crosswalk
 - Signage
 - Shade trees

Existing



Examples



Proposed



Existing curb extensions and ramps make this an ideal spot to add a midblock crossing.

Add crosswalk art between transverse crosswalk markings to enhance sense of place.

Maintain enough space for vehicles to back out of angled parking.

Pedestrian warning signage (W11-2)

Median provides opportunity for shade trees, beautification, and left-turn lanes at intersections.

Washing Street @ Garden Street Traffic Circle



Create a gateway that emphasizes the library as a community node, slowing traffic and creating safe crossings for people walking

About this Project

- The wide expanse and skewed angle of the streets at the intersection of Washington Street and Garden Street allows traffic to travel at speeds that are unsafe and incompatible with pedestrian activity associated with the library. The conversion to a roundabout at the intersection will slow traffic and create more predictable traffic movements that will provide a safer environment for pedestrians.
- Features:
 - Roundabout
 - High-visibility crosswalks

Existing



Examples



Proposed



High-visibility crosswalk set back 25 ft from intersection

Center island presents opportunity for gateway treatment, such as landscaping or public art

Median creates horizontal deflection for vehicles, nudging them to travel at or below the speed limit.

Park Street @ Chalmers Street

Traffic Circle and Sidewalks

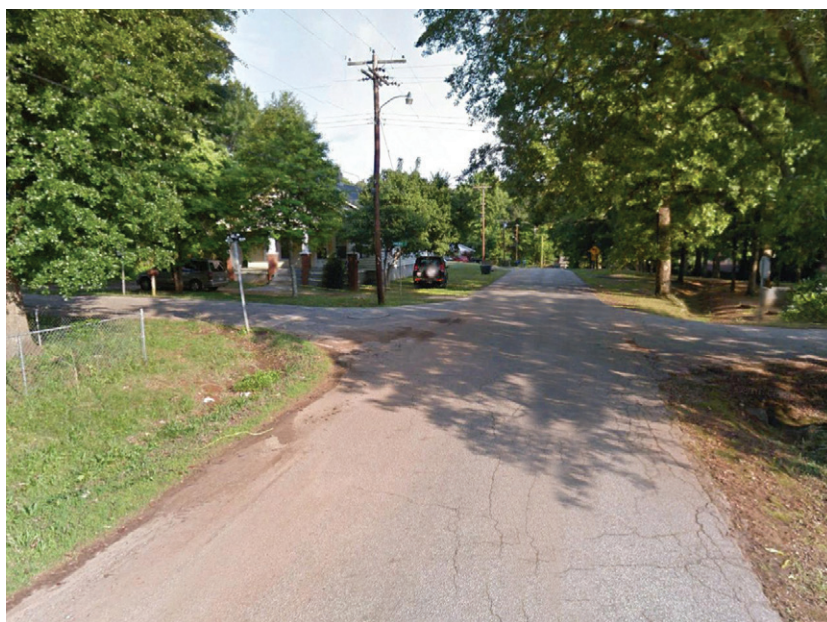


Slow vehicle speeds with horizontal deflection at the intersection and add sidewalks for people walking

About this Project

- The traffic circle proposed at the intersection of Park St and Chalmers St will provide some traffic calming and improve the safety of pedestrians in this quiet residential area. The additions of sharrows will indicate to bicyclists that they are to share the lane with vehicles, and it will serve as a reminder to vehicle drivers that bicyclists are allowed to operate within the right-of-way.
- Features:
 - Sidewalks
 - Shared-lane markings ("Sharrows")
 - Roundabout
 - Wayfinding signage

Existing



Proposed



Sidewalks added on both sides of street

Add shared lane markings

Encourage bicycling with wayfinding signage

Examples



Route 321 @ Fairfield Middle School: Mid-Block Crossing & Pedestrian Hybrid Beacon



Create a pedestrian crossing allowing people to access schools and grocery stores on either side of Rt 321

About this Project

- This project creates a safer and more comfortable pedestrian environment with the addition of a pedestrian-hybrid beacon that alerts vehicle drivers to the presence of pedestrians. By providing a mid-block crossing, this project also shortens the length and time it takes pedestrians to safely cross the street, making walking a more feasible and attractive mode of transportation to access the middle school.
- Features:
 - Pedestrian-hybrid beacon
 - Pedestrian refuge island
 - High-visibility crosswalk
 - Curb-bulb outs

Existing



Proposed



Add new
ramps and
tactile
domes

New high-
visibility
crossing

Pedestrian refuge
island provides
a waiting space
mid-crossing to
people only have
to cross two lanes
at a time.

Beacon requires
pedestrian actuation,
so it does not create
vehicle delay when
people are not
crossing the street.

Examples



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PROGRAMMATIC RECOMMENDATIONS

OVERVIEW

Research has shown that a comprehensive approach to walk- and bicycle-friendliness is more effective than a singular approach that would address infrastructure issues only. Programs can leverage Winnsboro's creativity, existing resources, leadership, and community spirit to build interest in walking. These ideas can be implemented quickly and with minimal investment, while providing a clear direction for the Winnsboro Steering Committee to generate immediate progress and short-term goals.

While the Town and its agency and jurisdictional partners (namely SCDOT, the County, and the Central Midlands COG) are responsible for infrastructure projects and policy development, community programs can and should be supported and championed by outside partners such as nonprofit organizations, advocacy groups, foundations, private sector businesses, and interested citizens.

The national the Walk Friendly Community program, administered by the National Center for Walking and Bicycling, recommends a multi-faceted approach to programs based on the following five 'E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. A sixth 'E', Equity, is often included in order to ensure equal consideration for those whom pedestrian improvements may benefit the most.

The programmatic recommendations outlined here incorporate the education, encouragement, enforcement, and equity components of this multi-faceted approach. Infrastructure recommendations, described in the previous chapter, represent the "engineering" element.

Public Safety Programs



Public safety events that unite residents and law enforcement can foster an environment where people feel safe walking during the day and at night in Winnsboro. The purpose of public safety events is not only to reduce crime, but to improve perceptions of public safety, to increase enforcement, particularly of right-of-way laws, and to create an ongoing dialogue between law enforcement and community members.

Specific event ideas include walk vigils that recognize and show support for crime victims, and festivals that involve police officers and community members in fun activities. At these events, police can share information about local crimes and inform residents on how to be vigilant. Residents can also share their concerns and identify where more police presence is needed.

Benefits

- Increases public safety through trust and information sharing
- Improves the perception of public safety by increasing police visibility
- Offers opportunities to build relationship between the police and citizens
- Provides direction on when and where safety resources should be focused

How To

Implementation Strategy

- Work with the Winnsboro Police department and neighborhoods to coordinate National Night Out activities
- Contact community partners, businesses, or interested citizens to sponsor activities
- Promote the event through social media, websites, and campus communications

Potential Partners

- Neighborhood Associations
- Winnsboro Police Department

Resources

- [National Night Out](#)
- [Safe Routes to School Resource Center](#)

National Night Out

Annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie to make neighborhoods safer, better places to live



Estimated Cost:
\$\$

Safe Zone

Holistic public safety strategy that prevents drug-related violence, restores community stability, and promotes police-community relations in targeted distressed neighborhoods through police and neighborhood partnerships



Estimated Cost:
\$\$

Public Engagement



Get to know your neighbors and get to know your community by walking in your community and to events in the area. Organize groups to follow a walking route around the city (see Tactical Urbanism, at right). Challenge your neighbor, co-worker, or family to a pedometer challenge, scavenger hunt walking tour, or walkathon to encourage increased rates of physical activity.

Creating a temporary wayfinding signage system can be a cost-effective and fast way to promote walking in Winnsboro. By clearly marking walking routes and loops with signs that specify distances and times to walk to key destinations helps people say “Yes!” to walking. With the help of high school art students and teachers to design the signs, this can be a great way to engage the community and build a culture around walking.

Benefits

- Brings energy and positive use to derelict or underutilized spaces
- Improves health outcomes for Winnsboro's younger residents
- Brings all of Winnsboro together around fun competition
- Allows youth to get involved and have a stake in the town's revitalization
- Creates opportunities for beautification

How To

Implementation Strategy

- Identify approximately 12 key destinations
- Partner with school district to explore partnership with Art Department.
- Map out locations, distances, times.
- Seek donations for signage production.

Potential Partners

- Neighborhood Associations
- Health Department
- Library
- Winnsboro Police Department

Resources

- WalkYourCity.org
- [The Tactical Urbanism Materials Guide](#)

Pop-up Shops

Facilitates partnerships between property owners, businesses, civic agencies and entrepreneurs in order to temporarily occupy currently vacant storefronts in the downtown core



Estimated Cost:
\$-\$\$

Tactical Urbanism

A low-cost, short-term means of achieving potentially significant results that may have been costly otherwise. Project can successfully garner public support and political buy-in for long-term project implementation

Examples: wayfinding, curb extensions, bicycle facilities neighborhood partnerships



Estimated Cost:
\$-\$\$

Town-Led Events



A town-wide beautification event or program helps set the stage to make the town more inviting and attractive for pedestrians to enjoy. These events get people out in their neighborhoods and interacting with each other, which are both important steps toward more people feeling comfortable walking in and around town.

Holding an “Sunday Stroll” or “Open Streets” event is a popular way that entails closing a road (or several) to automobile traffic, and allowing pedestrians, bicyclists, and all other non-motorized forms of transport to have free reign on the streets as a way of reclaiming streets for the people, not just cars.

Benefits

- Stronger connections between town leadership and constituents
- Opportunity for meaningful community service
- Increased support—political and financial—for activities
- Town leadership is respected for taking creative initiative
- Chance to experiment with creative uses of public space

How To

Implementation Strategy

- Work with the Winnsboro Police department and neighborhoods to determine best streets to close
- Contact community partners, businesses, or interested citizens to host activities (like a bike safety rodeo or dance party) as part of the Open Streets event
- Promote the event through social media, websites, and campus communications

Potential Partners

- Neighborhood Associations
- Winnsboro Police Department

Resources

- OpenStreetsProject.org

Pride & Beautification

Stirs civic engagement and community pride through clean-up projects and beautification efforts like biannual litter pick-up days, a spring planting day, and collaborative art projects like decorated flower pots



Estimated Cost:
\$-\$\$\$

Sunday Stroll

Also known as “Ciclovias”, Open Streets Events temporarily close roads to automobile traffic, and opening the streets to pedestrians, bicyclists, other non-motorized forms of transport.



Estimated Cost:
\$-\$\$\$

Farmer's Market Activities



The Winnsboro Farmers Market is an easily accessible, centrally located resource of healthy food options for community residents. Building on this resource to make it a gathering place for social activity, a tactical urbanism campaign can be used to create spaces where people can gather. Pairing that with promotional efforts to encourage walking to the market, and events that take place at the market, such as walking tours, healthy cooking classes, or yoga, will help support a healthy lifestyle while contributing to a growing sense of community.

Regular physical activity has been shown to have considerable health benefits, such as helping to maintain a healthy weight and reduce the risk of heart disease, high blood pressure, and Type 2 diabetes. Reaching out to residents to encourage walking and other physical activities can help to improve personal health and strengthen ties within the community.

Benefits

- Reinforces walking as a positive behavior and supports town health goals
- Rewards programs benefit businesses and supports economic vitality by encouraging foot-traffic
- Using an existing event builds on the success of the Farmer's Market while providing an audience and customer base for activities

How To

Implementation Strategy

- Partner with health department or Eat Smart Move More to develop programs and schedule
- Work with Farmers Market to create incentives/rewards/prizes that reinforce physical activity and healthy foods
- Promote the events and programs through social media, websites, and campus communications

Potential Partners

- Neighborhood Associations
- Health Department
- Eat Smart Move More
- Farmers Market

Resources

- [Healthy Bucks Program Guidelines for a Successful Market Tour](#)

Walking Incentive

Take a walking tour around town together or encourage residents to arrive to the farmers market on foot or by bike. Provide an incentive like “double bucks” or “healthy bucks” which may match expenditures up to a certain dollar figure or give consumers a token or coupon redeemable on healthy food options like fruits and vegetables



Estimated Cost:
\$

Wellness Activity

Cooking classes, yoga for all ages, nutrition education, and WIC workshops are a few examples of wellness activities that Winnsboro can initiate with neighborhood partnerships



Estimated Cost:
\$

Park Programs



A great park provides ample opportunities for socialization and is a catalyst for transforming and building communities. By integrating park programming into the cultural lives of the surrounding communities, parks provide opportunities to meet other people and build connections.

These programs can leverage the unique Winnsboro landscape, existing resources, and community spirit to build interest and attract diverse groups of people to the park. Programming in parks such as the Garden Street Park and Fortune Springs Park will create a neighborhood asset for Zion Hill and a walkable destination for all residents of Winnsboro.

Benefits

- Can be implemented quickly and with minimal investment
- Provide an attraction for all ages
- Activates park spaces that otherwise may go underutilized
- Provides education opportunities for residents and visitors of all ages
- Makes use of an existing community asset

How To

Implementation Strategy

- Identify existing programs and where there are gaps. Program types may include arts-based programs, health-based programs, popup places and spaces, and all ages educational programs
- The Winnsboro Pedestrian Plan steering Committee can work with the Parks and Recreation Department to narrow down a list of park programs that will enhance walkability and public health
- Start with a couple of park program ideas, and implement them through a program champion and community outreach

Potential Partners

- Winnsboro Parks and Recreation Department
- Local schools and senior centers

Exercise Classes in the Park

Many areas of Fortune Springs Park may be suitable for frequent free exercise classes led by volunteers or park staff. This may include a range of classes that target specific age groups and that involve various levels of intensity. Examples may include Yoga, Zumba, Tai Chi, and Qi Gong. Participants may be encouraged to arrive by foot or bike



Estimated Cost:
\$

Concerts in the Park

Music can draw more people to use the trails through programming and events. To hold concerts and attract musical talent, a temporary or permanent stage may be designed in a prominent and accessible location within a Winnsboro park. Additionally, opportunities for people to interact with music and/or instruments along the trail can provide a fun environment



Estimated Cost:
\$

03

STEPS FOR MOVING FORWARD

55 NEXT STEPS

58 FUNDING SOURCES

WHAT NEXT?

The implementation of the Winnsboro Pedestrian Plan recommendations will require a comprehensive approach that includes multiple sources of funding, partnerships, design, construction, and management. It will also require the dedication of town staff and a commitment to the vision established by the steering committee and this plan.

Communities across the country that have successfully implemented pedestrian programs have relied on multiple funding sources to achieve their goals. No single source of funding will meet the recommendations identified in this plan.

Stakeholders will need to work cooperatively across a range of private sector, municipality, state, and federal partners to generate funds sufficient to implement this network. A descriptive list of potential funding sources can be found in this section.

The resources provided herein — the pedestrian safety analysis, the access to healthy foods assessment, program and infrastructure recommendations, coupled with the following appendices resources — can serve as a daily reference material for Winnsboro and its implementing partners.

Winnsboro should strive to follow the priority recommendations, as each program, project, and policy was selected based on public input, need, and potential impact. However, the town should also look for opportunities to coordinate pedestrian enhancements with regularly-programmed maintenance activities, new developments, and large roadway construction projects, regardless of whether enhancements occur on priority corridors or intersections.



NEXT STEPS

- 1. Continue the Steering Committee**
- 2. Prioritized funding for infrastructure**
- 3. Develop and implement one program at a time**
- 4. Build on existing events**
- 5. Share the plan**
- 6. Keep collaborating**

STEPS FOR MOVING FORWARD

1

CONTINUE THE STAKEHOLDER COMMITTEE

A team effort is required to move the plan forward. The stakeholder committee process includes citizens and community leaders that can partner to make programs and projects a reality. Capitalize on this momentum, and formalize the committee as a Winnsboro Walkability Commission that meets quarterly, at a minimum.

2

PRIORITIZE FUNDING FOR INFRASTRUCTURE

To kickstart the funding conversation, partner with the Central Midlands Council of Governments to identify eligible TAP projects and matching funds. Continue the Plan's momentum by sharing project priorities directly with the region's funding partners. This includes CMCOG, SCDOT, Town and County Councils, and private sector partners. The funding analysis included in this section provides a resource for matching grants with programs and projects.

3

DEVELOP AND IMPLEMENT ONE PROGRAM AT A TIME

Programs have a big impact on walkability and are easy to accomplish without a major investment. A variety of community partners can assist by funding efforts or volunteering their time. Convene "Program Champions" as part a steering committee meeting to develop a list of communications strategies to promote each program and attract volunteers. Make a goal to implement each program within six months of announcing the program.

STEPS FOR MOVING FORWARD

4

BUILD ON EXISTING EVENTS

Events like Rock Around the Clock present excellent opportunities to build community interest and showcase plan and demonstration projects. This is also a great time to gather public feedback and register volunteers due to the large and diverse audience at community events.

5

SHARE THE PLAN

Continue to share the Plan with Winnsboro residents and affiliated groups and organizations. Spread the word about proposed improvements and program opportunities that directly respond to residents' concerns and ideas for improving their community.

6

KEEP COLLABORATING

A multi-jurisdictional effort will ensure projects are implemented. The Town, County, local schools, and CMCOG have forged a strong working relationship through this project and other cross-jurisdictional efforts. Continue this collaboration and information-sharing to ensure an efficient use of time and resources for both entities.



FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
FAST ACT	<p>In South Carolina, federal monies are administered through the South Carolina Department of Transportation (SCDOT) and Council of Governments (COG's) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.</p> <p>There are a number of programs identified within the FAST Act that are applicable to pedestrian and bicycle projects. These programs are discussed below.</p>	http://www.fhwa.dot.gov/map21/summary-info.cfm
TRANSPORTATION ALTERNATIVES	<p>Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of pedestrian and bicycle infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity.</p>	<p>For the complete list of eligible activities, visit: http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm</p>



FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
RECREATIONAL TRAILS	<p>TA funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.</p> <p>Recreational Trails Program funds may be used for:</p> <ul style="list-style-type: none"> Maintenance and restoration of existing trails Purchase and lease of trail construction and maintenance equipment Construction of new trails, including unpaved trails Acquisition or easements of property for trails State administrative costs related to this program (limited to seven percent of a state's funds) Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds) <p>Grant applications are typically due in April each year.</p>	<p>More info on administration of the Recreational Trails Program in South Carolina can be found through the following site: http://www.scprr.com/our-partners/grants/trails.aspx</p>
SOUTH CAROLINA C FUNDS	<p>South Carolina has a long-established program that provides funding to counties to administer projects on state and local roads. Funding for this program comes from a portion of state fuel tax revenues. Up to 75% of these funds may be used for projects on local-jurisdiction roadways, with the remainder being utilized on State-jurisdiction roadways. Bikeway and sidewalk improvements as a part of repaving or reconstruction are eligible project types.</p>	<p>More information on the C-fund program can be found at: http://www.scdot.org/doing/cprogram.aspx</p>
HIGHWAY SAFETY IMPROVEMENT PROGRAM	<p>HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.</p> <p>Pedestrian and bicycle strategies identified in the 2015 SHSP include engineering bike lanes, sidewalks and shared-use paths, especially where supported by crash data, educational programs and targeted enforcement.</p>	<p>Last updated in 2015, the SCDOT SHSP is located here: http://www.scdps.gov/docs/Target%20Zero_Final_w_Signatures_15APR15.pdf</p>



FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
CMAQ	The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. States with no nonattainment areas such as South Carolina may use their CMAQ funds for any CMAQ or STP eligible project. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.	More info on administration of the Recreational Trails Program in South Carolina can be found through the following site: http://www.scpvt.com/our-partners/grants/trails.aspx
RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM	The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.	More information: http://www.nps.gov/orgs/rtca/apply.htm
COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)	<p>The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”</p> <p>Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to create an ADA Transition Plan. States designate CDBG funds to “entitlement communities” – generally major cities with more than 50,000 people – and “non-entitlement communities”, whereby DHEC communities may be eligible for funding.</p>	More information: https://www.hud.gov/program_offices/comm_planning/community-development/programs



FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
LAND AND WATER CONSERVATION FUND	The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by the South Carolina Department of Parks, Recreation & Tourism as a grant program. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Funding is also available for new parks, and trail corridor acquisition can be funded with LWCF grants as well. This program requires a 50-50 match – applications are due in the spring.	More information: http://www.scprt.com/our-partners/grants/lwcf.aspx
EPA GREEN INFRASTRUCTURE GRANTS	The EPA offers a number of grant resources that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Nonpoint Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants.	More information on these, and other funding sources can be found through the EPA's website: https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES	Section 5310 of the FAST ACT – Enhanced Mobility of Seniors and Individuals with Disabilities provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other rural communities include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing regional one-click systems.	More information: https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310



FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
ADDITIONAL FTA FUNDING SOURCES FOR BIKE/PED INFRASTRUCTURE	<p>Most FTA funding can be used to fund pedestrian and bicycle projects “that enhance or are related to public transportation facilities.”</p> <p>According to the FTA, an FTA grantee may use any of the following programs under Title 49, Chapter 53, of the United States Code to fund capital projects for pedestrian and bicycle access to a public transportation facility:</p> <ul style="list-style-type: none"> • Section 5307 Urbanized Area Formula Program; • Section 5309 New Starts and Small Starts Major Capital Investment Programs; • Section 5309 Fixed Guideway Modernization Program; • Section 5309 Bus and Bus Facilities Discretionary Program; • Section 5310 Elderly Individuals and Individuals with Disabilities Formula Program; • Section 5311 Non-Urbanized Area Formula Program; • Section 5311 Public Transportation on Indian Reservations; • Section 5316 Job Access and Reverse Commute Formula Program; • Section 5317 New Freedom Program; and, • Section 5320 Paul S. Sarbanes Alternative Transportation in Parks and Public Lands. 	
CDC GRANTS	The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs.	An overview of these different programs and funding cycles can be found here: http://www.cdc.gov/chronicdisease/about/foa.htm ,
ADDITIONAL FEDERAL FUNDING	The landscape of federal funding opportunities for pedestrian and bicycle programs and projects is always changing. A number of Federal agencies, including the Bureau of Land Management, the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency have offered grant programs amenable to pedestrian and bicycle planning and implementation, and may do so again in the future.	For up-to-date information about grant programs through all federal agencies, see: http://www.grants.gov/



STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
SOUTH CAROLINA MAIN STREET PROGRAM	The South Carolina Main Street program is coordinated through the Municipal Association of South Carolina. The South Carolina branch is accredited by the National Main Street Center, which is affiliated with the National Trust for Historic Preservation. Communities of any size may apply for Main Street funding and assistance. The program follows the National Four Point model; organization, promotion, design, and economic restructuring. Benefits to becoming a Main Street program include developing a work plan, customized workshops, design services, and training for staff committees.	For more information: http://www.masc.sc/programs/main-street-south-carolina
FEDERAL AND STATE HISTORIC PRESERVATION TAX CREDITS	The South Carolina Historic Preservation Office (SHPO) offers a number of tax credits in addition to the standard 20% federal historic preservation tax credit for historic renovations. Tax credits and incentives in South Carolina include the 10% state historic rehabilitation tax credit for income producing historic buildings, a 25% state historic rehab tax credit for owner occupied historic buildings, and local property tax abatements for both.	More information, see the SC tax incentive table: http://shpo.sc.gov/pubs/Documents/htln1112.pdf
SOUTH CAROLINA TRANSPORTATION INFRASTRUCTURE BANK	The South Carolina Transportation Infrastructure Bank (SCTIB) is a statewide revolving loan fund designed in 1997 to assist major transportation projects in excess of \$100 million in value. The SCTIB has since approved more than \$4.5 billion in financial assistance and is arguably the largest and most active State Infrastructure Bank in the country. SCTIB funded development of the Palmetto Parkway in Aiken County, which included development of a roughly five mile multi-use trail within the parkway's right of way.	More information: http://sctib.sc.gov/Pages/default.aspx
SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION - CAPITAL PROJECTS	Municipalities should work closely with SCDOT to include pedestrian and bicycle improvements as part of major projects. The two groups should cooperate on a regular basis to identify opportunities for implementation of the Pedestrian Master Plan.	



STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
SOUTH CAROLINA PARKS AND RECREATION DEVELOPMENT FUND	<p>The PARD grant program is a state funded non-competitive reimbursable grant program for eligible local governments or special purposes district entities within each county which provide recreational opportunities. The fund requires a 20% cash or in-kind match.</p> <p>The following bullets highlight characteristics of the grant program.</p> <ul style="list-style-type: none"> • Monthly grant cycle. • Non-competitive program available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities. • Projects need endorsement of majority weighted vote factor of County Legislative Delegation Members. • This is an 80-20 match program. • Application Deadline is the 10th of each month. • PARD funding is allocated on a county-by-county basis and comes from a portion of the State's bingo revenues. 	<p>More information: https://www.scprt.com/our-partners/grants/pard.aspx</p>
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM	<p>The Statewide Transportation Improvement Program (STIP) is SCDOT's short-term capital improvement program, providing project funding and scheduling information for the department and South Carolina's metropolitan planning organizations. The program provides guidance for the next six years and is updated every three years. The South Carolina Department of Transportation Commission, as well as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), approve the STIP.</p> <p>In developing this funding program, SCDOT must verify that the identified projects comply with existing transportation and comprehensive plans. The STIP must fulfill federal planning requirements for a staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on Federal planning requirements and the specific State plans.</p>	<p>More information: http://www.scdot.org/inside/stip.aspx</p>



LOCAL FUNDING SOURCES

SOURCE	SUMMARY
CENTRAL MIDLANDS COG	<p>Councils of Governments (COGs) are rural-regional transportation planning organizations that cover the entire State of South Carolina. COGs produce Long-range Transportation Planning documents which allocate funding and program transportation projects throughout the region.</p> <p>COGs are a partnership between local and state government that makes decisions about transportation planning in rural areas and meets planning requirements established by federally authorizing legislation for transportation funding. The regional COG works co-operatively with SCDOT to develop transportation plans, travel models, transit plans, and pedestrian and bicycle plans. They work with the state on funding issues for transportation improvements, project planning issues, and other issues such as environmental and air quality concerns. Finally, they also works with local governments to coordinate land use and transportation planning.</p> <p>COGs maintain a long-range transportation plan (LRTP) and develop a transportation improvement program (TIP) to develop a fiscally constrained program based on the long-range transportation plan and designed to serve the region's goals while using spending, regulating, operating, management, and financial tools. This Plan recommends that the City and its partners continue to work closely with the COG to ensure pedestrian, bikeways and transit improvement projects recommended in this Plan are programmed in the TIP.</p>
GENERAL FUND	<p>The General Fund is often used to pay for maintenance expenses and limited capital improvement projects. Projects identified for reconstruction or re-pavement as part of the Capital Improvements list should also incorporate recommendations for bicycle or pedestrian improvements in order to reduce additional costs.</p>
LOCAL BOND MEASURES	<p>Local bond measures, or levies, are usually general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus. Funding from bond measures can be used for engineering, design and construction of trails, greenways, and pedestrian and bicycle facilities.</p>
STREET USER FEES	<p>Many cities administer street user fees through residents' monthly water or other utility bills. The revenue generated by the fee can be used for operations and maintenance of the street system, and priorities would be established by the Public Works Department. Revenue from this fund can be used to maintain pedestrian facilities such as sidewalks.</p>
UTILITY LEASE REVENUE	<p>A method to generate revenues from land leased to utilities for locating utility infrastructure on municipally owned parcels. This can improve capital budgets and support financial interest in property that would not otherwise create revenue for the government.</p>



LOCAL FUNDING SOURCES

SOURCE	SUMMARY
LOCAL IMPROVEMENT DISTRICTS	<p>Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. Based on South Carolina's Municipal Improvements Act of 1999, LIDs can include a Municipal Improvement District (MID), a County Public Works Improvement District (CPWID) or a Residential Improvement District (RID).</p> <p>Several cities have successfully used LID funds to make improvements on residential streets and for large scale arterial projects. LIDs formed to finance commercial street development can be "full cost," in which the property assessments are entirely borne by the property owners.</p>
BUSINESS IMPROVEMENT AREA OR DISTRICT	<p>Trail development and pedestrian and bicycle improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Business Improvement Areas collect levies on businesses in order to fund area wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, including as wider sidewalks, landscaping and ADA compliance.</p>
SALES TAX	<p>Local governments that choose to exercise a local option sales tax can use the tax revenues to provide funding for a wide variety of projects and activities.</p>
EXCISE TAXES	<p>Excise taxes are taxes on specific goods and services. These taxes require special legislation and the use of the funds generated through the tax are limited to specific uses. Examples include lodging, food, and beverage taxes that generate funds for promotion of tourism, and the gas tax that generates revenues for transportation-related activities.</p>



PRIVATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
THE ROBERT WOOD JOHNSON FOUNDATION	<p>The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:</p> <ul style="list-style-type: none"> • To assure that all Americans have access to basic health care at a reasonable cost • To improve care and support for people with chronic health conditions • To promote healthy communities and lifestyles • To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs 	<p>More information: http://www.rwjf.org/en/how-we-work/grants/funding-opportunities.html</p>
BANK OF AMERICA CHARITABLE FOUNDATION, INC	<p>The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.</p>	<p>More information: http://www.bankofamerica.com/foundation</p>
THE WALMART FOUNDATION	<p>The Walmart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of \$250 to \$5,000 through local Walmart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December. The State Giving Program provides grants of \$25,000 to \$250,000 to 501c3 nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women's Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Walmart Foundation's National Giving Program awards grants of \$250,000 and more, but does not accept unsolicited applications.</p>	<p>More information: http://foundation.walmart.com/apply-for-grants</p>
DUKE ENERGY FOUNDATION	<p>Funded by Duke Energy shareholders, this non-profit organization makes charitable grants to selected non-profits or governmental subdivisions. Each annual grant must have an internal Duke Energy business "sponsor" and a clear business reason for making the contribution.</p> <p>The grant program has three focus areas: Environment and Energy Efficiency, Economic Development, and Community Vitality. Related to this project, the Foundation would support programs that support conservation, training and research around environmental and energy efficiency initiatives.</p>	<p>More information: http://foundation.walmart.com/apply-for-grants</p>



PRIVATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
THE CONSERVATION FUND'S SUSTAINABLE COMMUNITY PROGRAM	The Conservation Fund's Sustainable Community Development Program awards community grants to provide social, economic, and environmental benefits. These grants can be used for activities such as eco-tourism, asset mapping, youth development, access to healthy food, and rural economic development.	More information: https://www.conservationfund.org/our-work/sustainable-community-development
THE TRUST FOR PUBLIC LAND	<p>Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the Trust for Public Land is the only national nonprofit working exclusively to protect land for human enjoyment and wellbeing. TPL helps conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities. Also, TPL is the leading organization helping agencies and communities identify and create funds for conservation from federal, state, local, and philanthropic sources.</p> <p>Since 1996, TPL has helped states and communities craft and pass over 382 successful ballot measures, generating \$34 billion in new conservation-related funding.</p>	More information: http://www.tpl.org/services/conservation-finance



OTHER FUNDING SOURCES

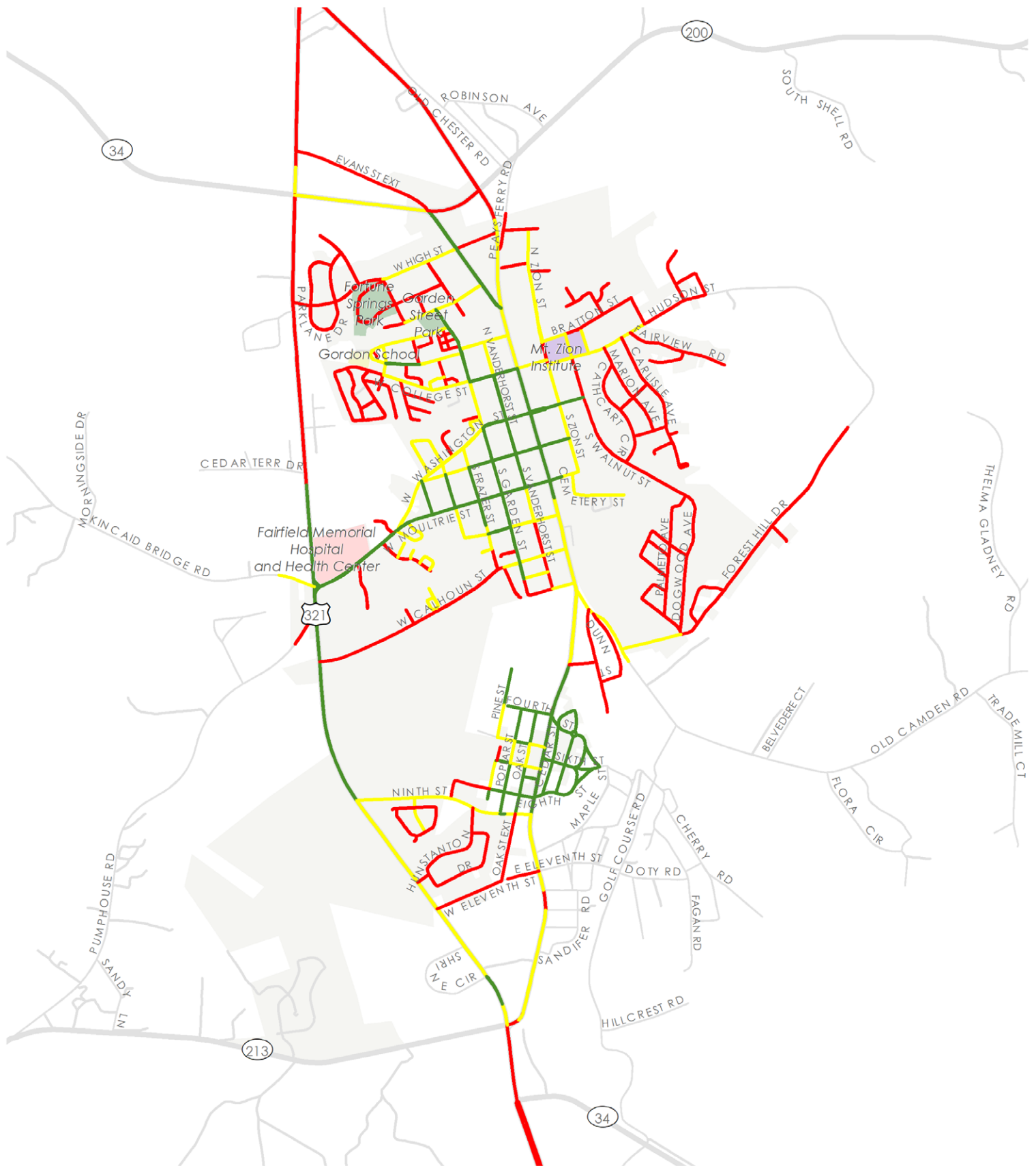
SOURCE	SUMMARY
VOLUNTEER WORK AND PUBLIC-PRIVATE PARTNERSHIPS	<p>Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs. Local schools or community groups may use the bikeway projects as a project for the year, possibly working with a local designer or engineer.</p> <p>Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations ‘adopt’ a bikeway and help construct and maintain the facility.</p>
PRIVATE INDIVIDUAL DONATIONS	<p>Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual’s donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.</p>
INNOVATIVE FUNDING SOURCES	<p>Increasingly, non-profits organizations, municipalities, and individual advocates are using crowdsourcing to fund innovative pedestrian and bicycle projects. Crowdsourcing uses a large audience for fundraising, typically with the help of internet donation websites such as lobby.org and kickstarter.com.</p>
DEMONSTRATION PROJECTS	<p>Temporary pop-up or “demonstration projects” can demonstrate the success of walking and biking infrastructure without a long-term commitment and a big budget. Pop-up projects include temporary protected bike lanes, painted sidewalks, parklets, pedestrian plazas in formerly vacant spaces, and traffic calming techniques.</p> <p>A “Space Activation” program can identify the best candidates for pop-up projects in local communities within the river region. Pop-up projects should reflect community needs and should be easy to implement. Ideas for transforming spaces and projects may emerge from community conversations or neighborhood association meetings. Typically, the most effective demonstration projects are grassroots efforts by passionate citizens that know what problems exist but don’t have the resources for permanent solutions. While demonstration projects may be led by citizens, they should be supported by the City and County. This enables increased communication and allows for neighborhoods and the city or county to test the effectiveness of a proposed project. While Demonstration projects rely primarily on volunteer time, for larger efforts innovative funding sources and private donations are often used to purchase materials.</p>
FUNDRAISING	<p>Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Oftentimes fundraising satisfies the need for public awareness, public education, and financial support.</p>

04

APPENDIX

CONTENTS

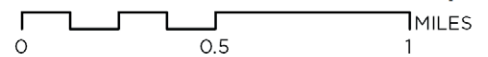
- 71 SIDEWALKS
CONDITIONS MAP
- 72 ALL INFRASTRUCTURE
RECOMMENDATIONS
- 80 DESIGN GUIDANCE
- 86 REVIEW OF PREVIOUS
PLANS



Sidewalk Conditions Map

- No sidewalk
- Sidewalk on one side of road
- Sidewalk on both sides of road

Data provided by the DHEC.
Map produced May 2018.



INFRASTRUCTURE RECOMMENDATIONS

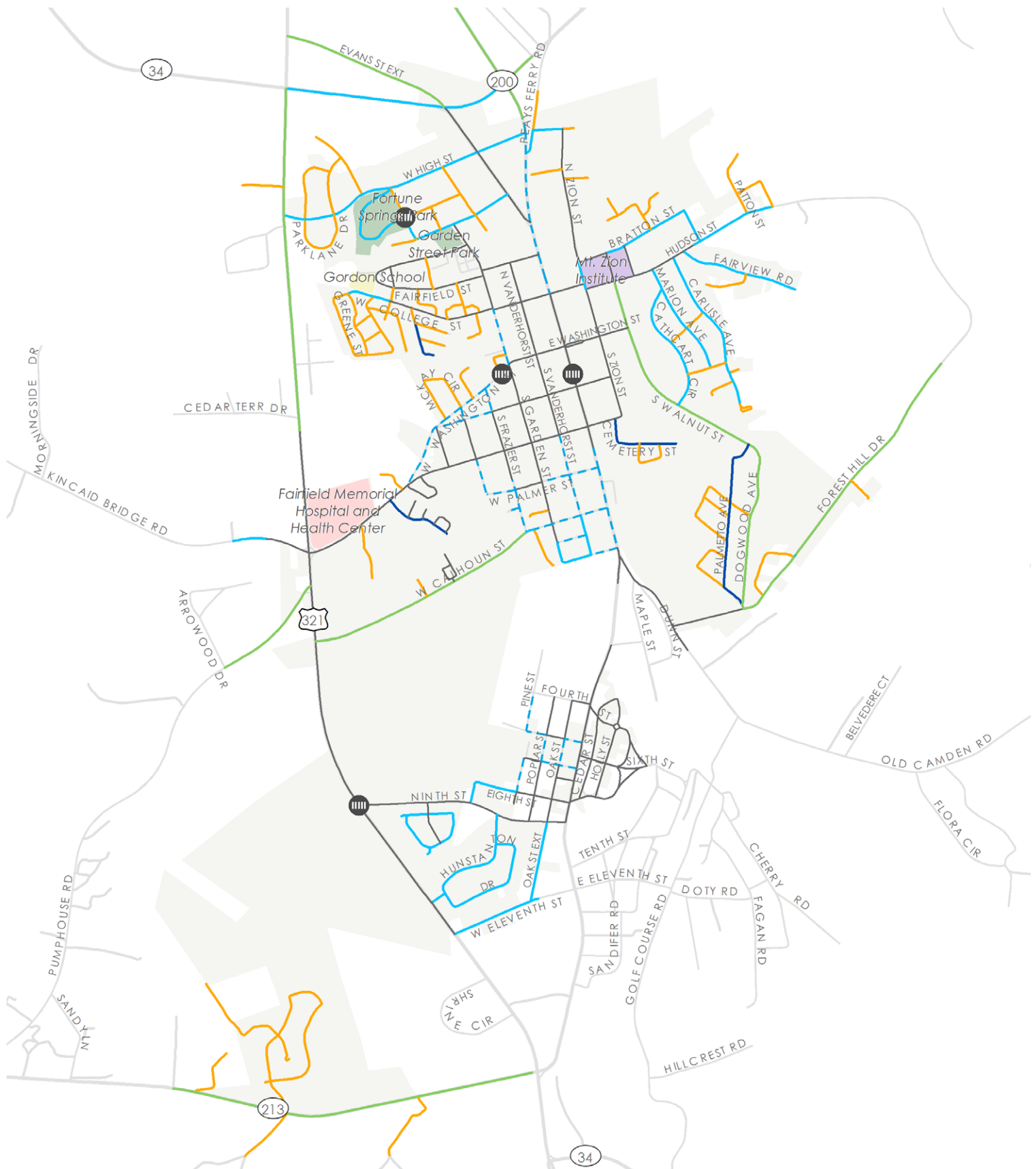
RECOMMENDATIONS MAP

The map on the facing page highlights recommended treatment types for all roadways in Winnsboro. As repaving, resurfacing, or restriping project arise, these recommendations can serve as a guide for treatment options. To develop pedestrian infrastructure recommendations, a sidewalk analysis (previous page) was completed to understand where opportunities for improvements exist. Criteria in from the Small Town and Rural Design guide assisted with developing recommendations for all roadways using four treatments:

- **Paved Shoulder**
- **Pedestrian Lane**
- **Sidewalk - One Side** (for areas where sidewalks on one side are sufficient to meet demand)
- **Sidewalk - Add One Side** (for areas that currently have a sidewalk on one side, but need sidewalks on both sides)
- **Yield Roadway**

Facility Types

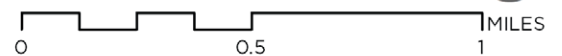
The specific facility types were selected based on the roadway characteristics - primarily traffic volumes and speeds. Because project resources are limited, sidewalks may not be feasible for every road in the study area. For neighborhood streets with lower traffic speeds and volumes, it may be appropriate to use paint to delineate a dedicated space for walking, called a pedestrian lane. In other cases, it may be sufficient to add signage and select traffic calming, creating a yield roadway. Sidewalks are prioritized for higher traffic roads where people walking in the roadway would be a safety issue. For more information on the recommended facility types, see design guidance in this section.



Project Recommendations

- Paved Shoulder
- Pedestrian Lane
- Sidewalk - One Side
- Sidewalk - Add One Side
- Yield Roadway
- Existing or no recommendation
- Intersection Improvements

Data provided by the DHEC.
Map produced March, 2018.



INFRASTRUCTURE RECOMMENDATIONS

Corridor	Mileage	Pedestrian Lane	Sidewalk - 1 Side	Sidewalk - Add On
Alexander Circle (1 + 2)	0.19			
Bratton Street	0.29		X	
Bryant Street	0.09			
Calvert Street	0.13			
Carlisle Ave	0.52		X	
Carlisle Ave	0.10			
Carlisle Court	0.09			
Castlewood 1 Drive	0.06			
Cathcart Circle	0.43		X	
Cedar Court + Cedar Court Extension	0.44			
Chalmers Street	0.08		X	
Chalmers Street	0.19			
Chatham Circle + Court + Drive	0.47		X	
Chestnut Lane	0.05			
Cornwallis Drive	0.24			
Darvin Ridge Road	0.18			
Davis Square	0.17			
Doty Aly	0.06			
Douglas Street	0.06			
Drayton Street	0.33		X	
Drayton Street	0.08			
E High Street	0.09		X	
E High Street	0.04			
E Washington Street	0.14			
Eastview Drive	0.09			
Eberle Street	0.08			
Eighth Street	0.20		X	
Elders Lane	0.11			
Evans Street Extension	0.55			
Fairview Extension Road	0.15			
Fairview Road	0.38		X	
Fifth Street	0.12			X
Forest Hill Circle	0.24			

(ALL STREETS)

Walk - e Side	Yield Roadway	Paved Shoulder	Notes
	X		Manigault Street to end of Alexander Circle 1 + 2
			Gooding Street to Rice Street
	X		Thornwell Street to Hudson Street
	X		Cathcart Street to Carlisle Avenue
			Hudson Street to end of Carlisle Avenue
	X		End of Carlisle Avenue
	X		Carlisle Court
	X		W. Calhoun Street to end of Castlewood 1 Drive
			S. Walnut Street to Marion Avenue
	X		All of Cedar Court and Cedar Court Extension
			Around Fortune Springs Park
	X		Around Fortune Springs Park
			Within Chatham Neighborhood
	X		Tupelo Lane to Palmetto Avenue
	X		W. High Street to end of Cornwallis Drive
	X		W. Moultrie Street to end of Darwin Ridge Road
	X		Cemetary Street to Cemetary Street
	X		Elders Lane to W. College Street
	X		Drayton Street to end of Douglas Street
			Park Street to Evans Street
	X		End of Drayton Street to Park Street
			Peays Ferry Road to N. Zion Street
	X		N. Zion Street to end of E High Street
	X		Cathcart Street to Carlisle Avenue
	X		Woodland Terrace to end of Eastview Drive
	X		Chalmers Street to Drayton Avenue
			Ninth Street to Pine Street
	X		Fairfield Street to W. College Street
		X	Evans Street to US Highway 321 Bypass
	X		Fairview Road to end of Extension
			Hudson Street to end of Fairview Road
			Pine Street to Poplar Street
	X		Forest Hill Drive to Forest Hill Drive

Forest Hill Drive	1.02			
Fortune Springs Drive	0.28		X	
Francis Marion Drive	0.20			
Frantina Terr	0.09			
Frazier Aly	0.04			
Hickory Road	0.16			
Hillcrest Drive	0.08			
Hudson Street	0.28		X	
Hunstanton Drive	0.83		X	
Johnson Street	0.09			
Kincaid Bridge Road	0.11		X	
Kingdom Hall Lane	0.08			
Kingswood 1 Drive	0.13			
Lady D Lane	0.06			
Lafayette Drive	0.24			
Laurelwood Drive	0.22	X		
Madison Ave	0.03			
Marion Ave	0.37		X	
Mcduffie Lane	0.19			
Mckay Circle	0.31			
Mimosa Lane	0.13			
N Congress Street	0.52			
N Garden Street	0.19			
N Vanderhorst Street	0.19			
N Zion Street	0.09		X	
Newberry Road	0.72		X	
Oak Street	0.09			
Oak Street Extension	0.26		X	
Park Street	0.08		X	
Park Street	0.11			
Parklane Drive	0.26			
Partridge Lane	0.10			
Patton Street	0.21			
Peay Street	0.11			
Peays Ferry Road	0.08		X	
Peays Ferry Road	0.13			
Pine Street	0.23			
Poplar Street	0.09			
Pumphouse Road	0.39			
Rescue Squad Ave	0.07			

		X	Dogwood Avenue to City Limits
			Around Fortune Springs Park
	X		W. High Street to Cornwallis Drive
	X		W. Moultrie Street to end of Frantina Terrace
X			S. Frazier Street to end of Frazier Aly
	X		Partridge Lane to Dogwood Ave
	X		N. Zion Street to end of Hillcrest Drive
			Rice Street to Bryant Street
			US Highway 321 Bypass to Ninth Street
	X		Russel Street to Gaither Street
			Existing Sidewalk to end of Kincaid Bridge Road
	X		Forest Hill Drive to end of Kingdom Hall Lane
	X		US Highway 321 Bypass to end of Kingswood 1 Drive
	X		Madison Avenue to Elders Lane
	X		W. High Street to Francis Marion Drive
			W. Moultrie Street to end of Laurelwood Drive
	X		W. College Street to Lady D Lane
			Hudson Street to Calvert Street
	X		State Highway 213 to end of McDuffie Lane
	X		W. Washington Street to W. Washington Street
	X		Palmetto Avenue to Partridge Lane
X			W. College Street to W. High Street
X			W. Washington Street to W. College Street
	X		W. High Street to Drayton Street
			Bratton Street to Hudson Street
			US Highway 321 Bypass to US Highway 321 N.
X			Seventh Street to Fifth Street
			W. Eleventh Street to Ninth Street
			Drayton Street to Chalmers Street
	X		Chalmers Street to W. High Street
	X		W. High Street to W. High Street
	X		Hickory Road to Mimosa Lane
	X		Hudson Street to end of Patton Street
	X		W. College Street to end of Peay Street
			N. Congress Street to E. High Street
	X		E. High Street to end of Peays Ferry Road
X			Eight Street to Seventh Street
X			Seventh Street to Fifth Street
		X	US Highway 321 Bypass to end of Pumphouse Road
	X		N. Garden Street to end of Rescue Squad Avenue

Rice Street	0.11		X	
Ridgeland Drive	0.03			
Russell Street	0.12			
S Crawford Street	0.16			X
S Frazier Street	0.25			X
S Garden Street	0.06		X	
S Vanderhorst Street	0.13		X	
S Vanderhorst Street	0.27			X
S. Winns Drive	0.25			
Sandcreek Drive	0.36			
Serenity 1 Lane	0.12			
Seventh Street	0.12			X
Shootney Aly	0.13			
Smart Street	0.13			
Spring Street	0.10			
State Highway 200	0.12			
State Highway 213	1.17			
Stewart Aly	0.07			
Thornwell Street	0.08			
Timberlane Drive	0.12			
Truman Street	0.10			
Tupelo Lane	0.07			
Us Highway 321 Byp N	1.10			
Us Highway 321 N	0.53			
Us Highway 321 N	0.05			X
Valley Drive	0.11			
W. Buchanan Street	0.09		X	
W. Buchanan Street	0.09			X
W. Calhoun Street	0.26		X	
W. Calhoun Street	0.24			X
W. Eleventh Street	0.29		X	
W. Liberty Street	0.19			X
W. Palmer Street	0.28			X
W. Washington Street	0.52			X
W. Woodward Street	0.09			X
Wheat Road	0.19			
Whippoorwill Lane	0.10			
Winn Street	0.10			
Woodbury Drive	0.30			
Woodland Terrace + Terrace Extension	0.26			

			Bratton Street to Hudson Street
	X		Carlisle Ave to end of Ridgeland Drive
	X		Spring Street to end of Russell Street
			W. Moultrie Street to W. Palmer Street
			North of W. Palmer Street to W. Calhoun Street
			W. Woodward Street to W. Buchanan Street
			W. Calhoun Street to W. Buchanan Street
			W. Moultrie Street to W. Calhoun Street
	X		W. Calhoun Street to end of Smart Street
	X		Timberlane Drive to Woodbury Drive
	X		W. Washington Street to end of Serenity 1 Lane
			Poplar Street to Columbia Road
	X		Fairfield Street to W. College Street
	X		Columbia Road to Fourth Street
	X		Fairfield Street to Roosevelt Street
		X	US Highway 321 North to City Maintenance Boundary
		X	US Highway 321 Bypass to City Maintenance Boundary
	X		S. Garden Street to end of Stewart Aly
	X		Patton Street to Bryant Street
	X		Woodbury Drive to Sand Creek Drive
	X		Fairfield Street to Roosevelt Street
	X		Valley Drive to Chestnut Lane
		X	North of Hospital to Newberry Road
		X	US Highway 321 North to City Maintenance Boundary
			W. High Street to City Maintenance Boundary
	X		Palmetto Avenue to Tupelo Lane
			S. Garden Street to S. Vanderhorst Street
			S. Vanderhorst Street to S. Congress Street
			S. Frazier Street to Smart Street
			Smart Street to S. Congress Street
			W. Eleventh Street to East of Oak Street
			S. Cleveland Street to S. Frazier Street
			S. Garden Street to S. Congress Street
			N. Garden Street to W. Moultrie Street
			S. Garden Street to S. Vanderhorst Street
	X		State HWY 213 to end of Wheat Road
	X		Partridge Lane to Palmetto Ave
	X		N. Zion Street to end of Winn Street
	X		Sandcreek Drive to Timberlane Drive
	X		All of Woodland Terrance and Terrace Extension

Small Town and Rural Multimodal Networks



The *Small Town and Rural Multimodal Networks* guide is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. While rural places vary considerably in geographic scale and character, common issues prevail:



Longer Non-local Trip Distances

Rural trip distances have been increasing.



Health Disparities

Rural areas have higher rates of physical inactivity and chronic disease than urbanized areas.



Higher Crash Rates

While only 19 percent of the population lives in rural areas, 58 percent of all fatal crashes and 60 percent of traffic fatalities were recorded in rural regions.



Income Disparities

Urban households earn 32 percent more in yearly income than rural households.

The guide is intended to:

- Provide a bridge between existing guidance on bicycle and pedestrian design and rural practice.
- Encourage innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas.
- Provide examples of peer communities and project implementation that is appropriate for rural communities.



Partners:

Small Urban and Rural Livability Center – Western Transportation Institute

National Association of Counties

Center for Prevention at Blue Cross and Blue Shield of Minnesota



U.S. Department of Transportation
Federal Highway Administration

Example Guidance from Small Town and Rural Multimodal Networks

MIXED TRAFFIC



Yield Roadway



Bicycle Boulevard



Advisory Shoulder

VISUALLY SEPARATED



Paved Shoulder



Bike Lane



Pedestrian Lane

PHYSICALLY SEPARATED



Shared Use Path



Sidepath



Sidewalk



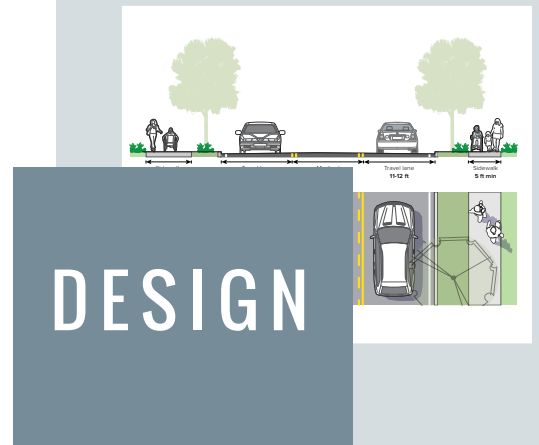
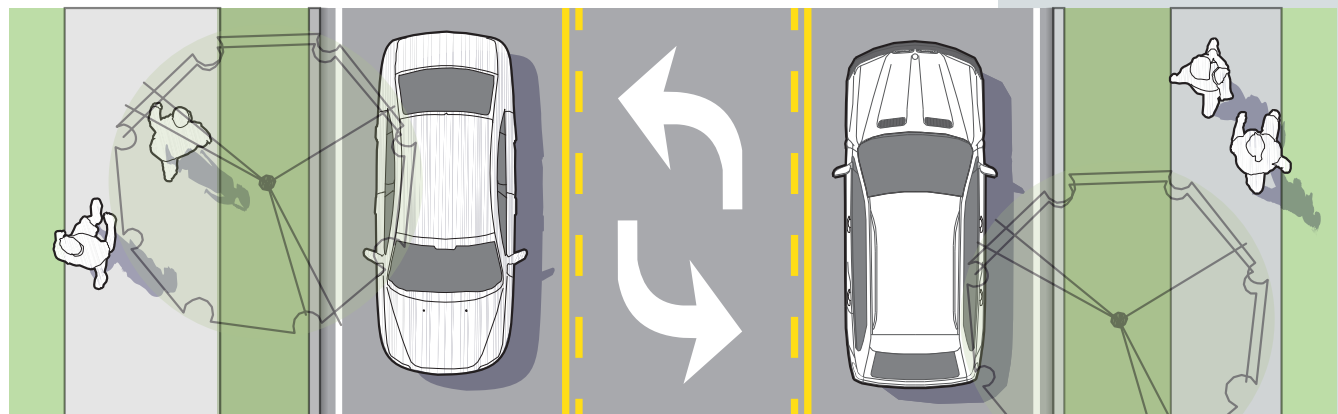
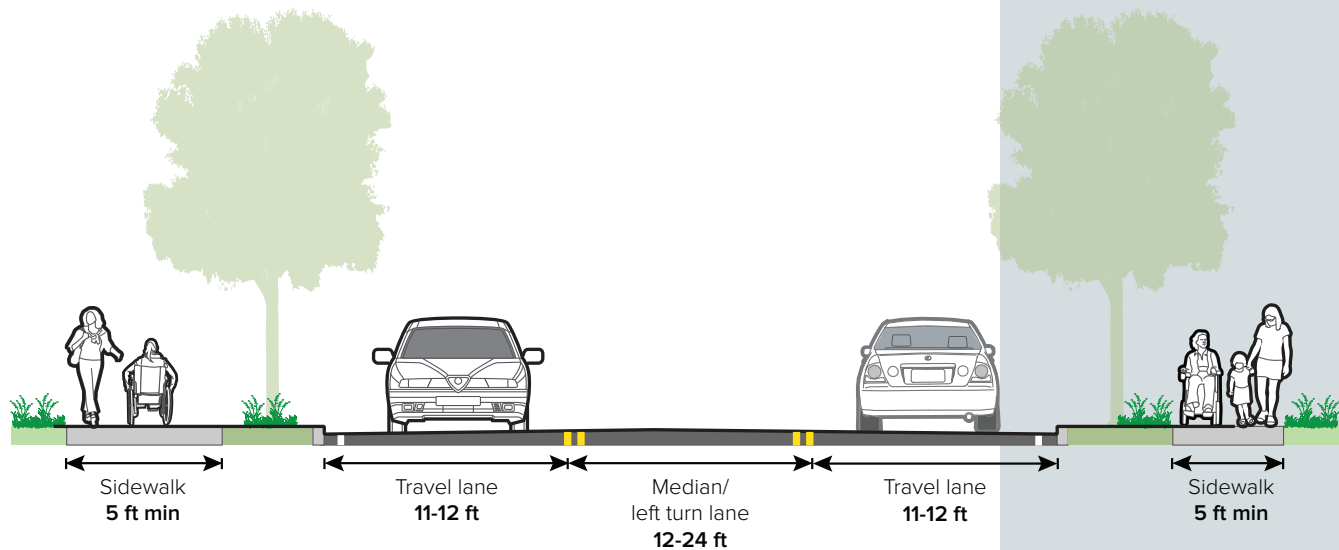
Separated Bike Lane

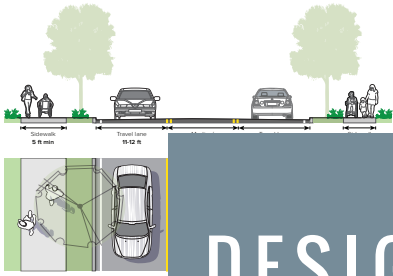
FACILITY DESIGN

This section provides design guidance for the facilities included in the infrastructure recommendations

SIDEWALKS ON COLLECTOR STREETS

Because of higher traffic volumes and vehicle speeds, sidewalks on collectors will ideally be wider than the 5 ft minimum, and have a wider buffer space with shrubs and/or shade trees. Collector streets in Zion Hill such as Vanderhorst Street and Washington Street can be retrofitted with wider sidewalks, sidewalks on both sides of the street, and lanes narrowed to 11-12 ft to calm traffic.

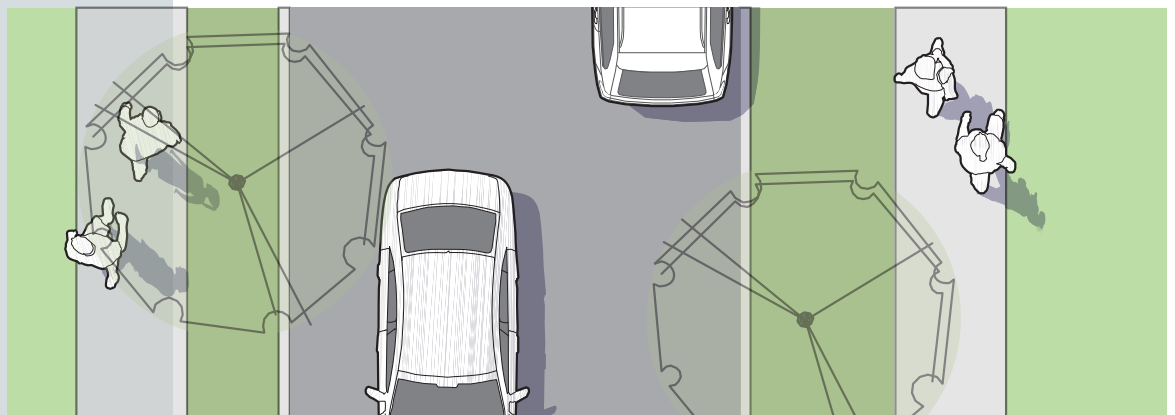
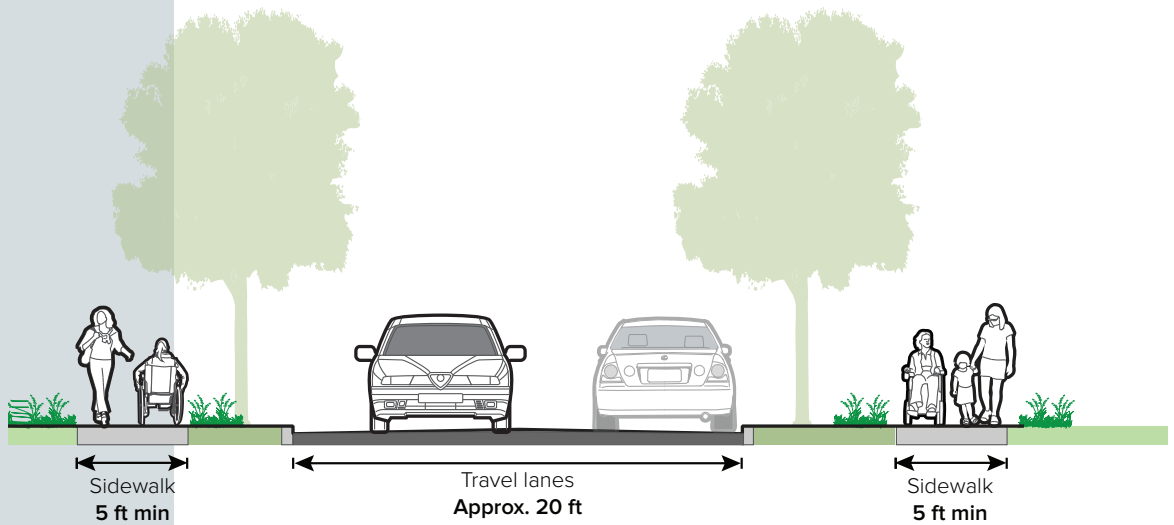




DESIGN

SIDEWALKS ON LOCAL STREETS

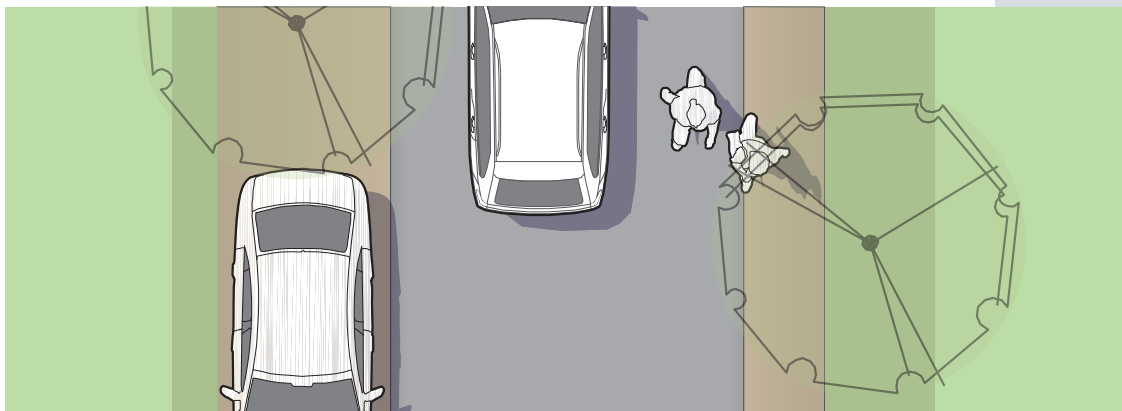
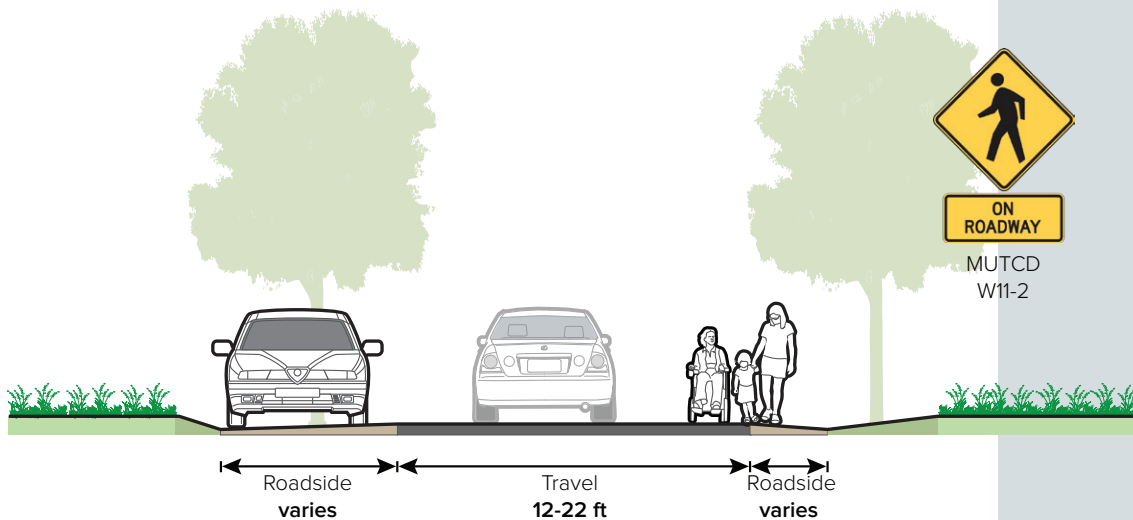
Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space. Many of the Zion Hill neighborhood streets already have sidewalk. The Town of Winnsboro, Fairfield County, and SCDOT should be opportunistic about constructing new sidewalk during roadway or utility projects.

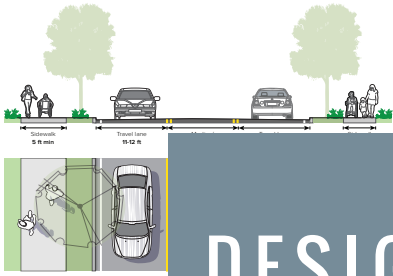


DESIGN

YIELD ROADWAY

A yield roadway is a type of shared roadway, utilizing a local roadway that is designed to serve pedestrians, bicyclists and motor vehicle traffic all within the paved travel area. These roads are used by such low volumes of traffic that crashes are rare, as vehicles hardly encounter other vehicles. Many of the streets in the Zion Hill neighborhood are already operating as yield roadways, but can be formalized with signage (MUTCD W11-2).

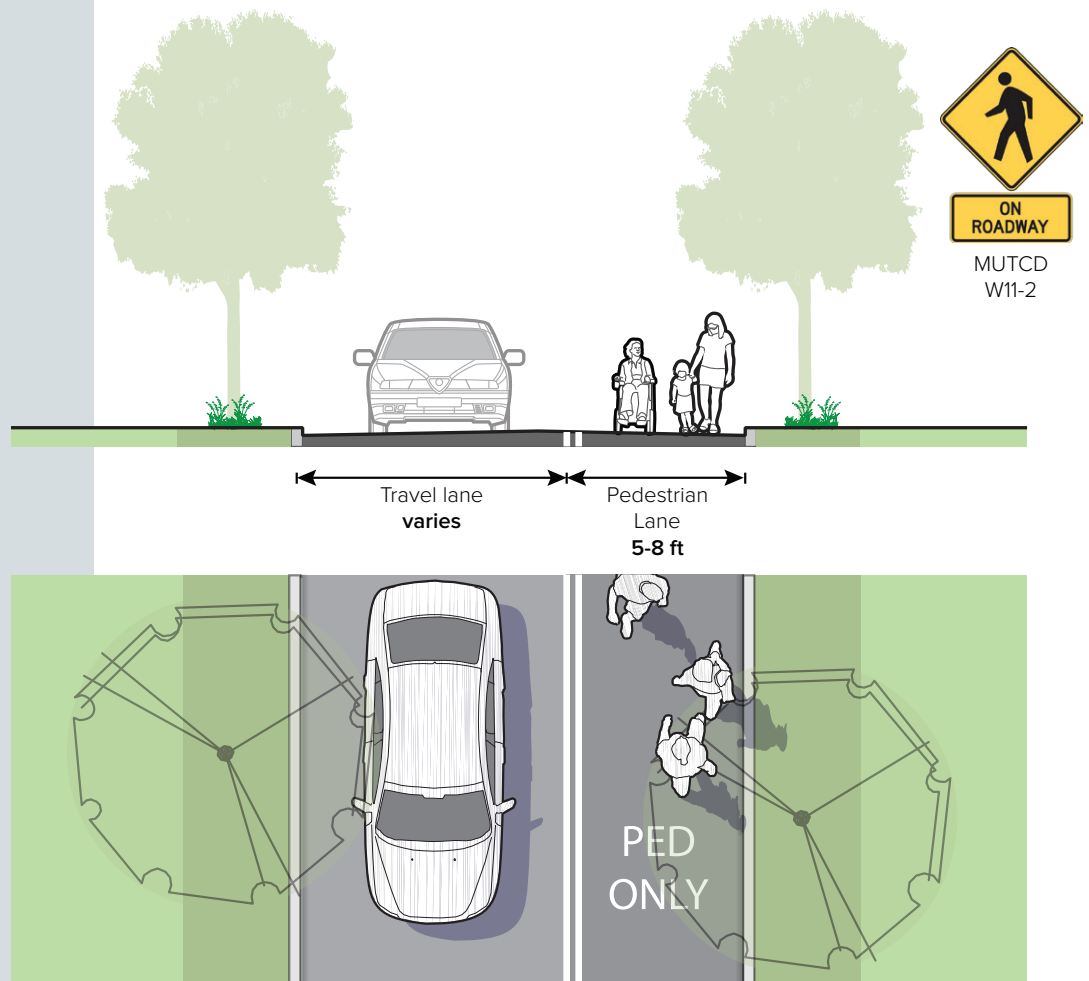




DESIGN

PEDESTRIAN LANE

A pedestrian lane is an interim or temporary pedestrian facility that may be appropriate on roads with low to moderate speeds and volumes. A pedestrian lane is a designated space on the roadway for exclusive use of pedestrians. The lane may be on one or both sides of the roadway and can fill gaps between important destinations in a community. Pedestrian lanes may be a good interim treatment for neighborhood streets in the Zion Hill neighborhood where sidewalk installation is infeasible in the near term.



REVIEW OF PREVIOUS PLANS

This section provides a summary of recent pedestrian and greenway planning-related efforts in the Winnsboro region. Three relevant plans have been created in recent years for the study area - the CMCOG Long Range Transportation Plan, the Fairfield County Comprehensive Plan, and the CMCOG Model Policy Guidelines for Bicycle - Pedestrian Circulation. Additionally, a Bike and Pedestrian Pathways Plan was created for the Columbia Area Transportation Study, but does not include recommendations for Fairfield County or Winnsboro

CMCOG LONG RANGE TRANSPORTATION PLAN

The 2040 Long Range Transportation Plan is a comprehensive transportation investment and prioritization strategy for the Central Midlands COG and the Columbia Area Transportation Study (COATS). The document outlines goals and performance measures for the region that will meet the vision for high-quality and safe roadways, active transportation, transit, and intermodal connections.

The bicycle and pedestrian element of the plan includes a set of guiding principles, a summary of existing conditions, and recommendations for bicycle facilities, pedestrian facilities, greenways, transit connections, and safety. While the plan technically does not incorporate Winnsboro or Fairfield County in the study area, regional connections are recommended such as Fairfield Road (US 321), and Monticello Road (SC 215), both of which can provide bikeway connections between Winnsboro and Columbia.

Key goals in the plan related to bike and pedestrian improvements include:

- Improving transportation choices
- Encouraging healthy lifestyles
- Growing transit ridership and improving access to transit
- Protecting the environment
- Safety and education activities for cyclists and pedestrians
- Conversion of rail corridors into regional trail connections

PLANS

2015

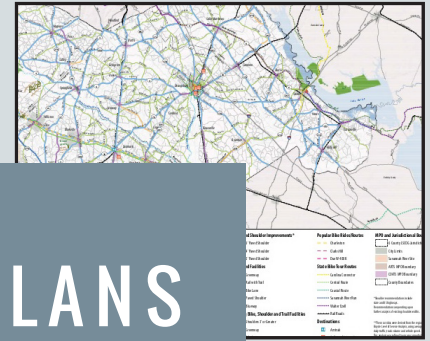
Central Midlands Council of Governments Long Range Transportation Plan

2011

Fairfield County Comprehensive Plan, 2021

2006

CMCOG Model Policy Guidelines for Bicycle - Pedestrian Circulation





PLANS

FAIRFIELD COUNTY COMPREHENSIVE PLAN, 2021

The Comprehensive Plan establishes population trends and surveys housing characteristics, land use, cultural resources, and natural resources to establish a 10-year vision for a more livable and vibrant county.

The plan also includes a transportation element, with a section on bicycle and pedestrian planning. Proposed bicycle routes are listed for the county below. The routes are relevant for a pedestrian plan as they call for 4-foot shoulders, which would also provide walkway space or additional walkway buffers.

Additional priorities established for the bikeway and walkway network include:

- Demand for sidewalks based on desire paths
- Access to schools
- Access to bus stops
- Access to parks
- Access to commercial corridors

PROPOSED BICYCLE ROUTES			
ROUTE	LENGTH	FROM	TO
U.S. 21	6.9	Chester Co line	SC 34
Old River Road	6.6	SC 200	U.S. 21
SC 200	3.0	Winnsboro	Old River Rd
River Road	12.9	U.S. 21	Park Rd
Park Road	9.3	SC 34	River Rd
SC 34	40.5	Kershaw Co	Newberry Co
SC 213/215 State Bike Corridor	25.7	Chester Co	Newberry Co

