



BAMBERG

PEDESTRIAN MASTER PLAN

July 2018



CONTENTS

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03	ACKNOWLEDGEMENTS
04	EXECUTIVE SUMMARY

06	PART 1
	INTRODUCTION
	VISION AND GOALS
	DATA COLLECTION AND ANALYSIS
	WHY PLAN FOR PEDESTRIANS?

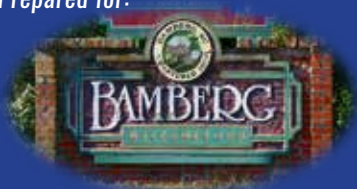
26	PART 2
	RECOMMENDATIONS
	PROJECT CUTSHEETS
	PROGRAM CUTSHEETS

46	PART 3
	STEPS FOR MOVING FORWARD
	NEXT STEPS

62	FUNDING STRATEGIES
----	--------------------

	APPENDIX
	REVIEW OF PREVIOUS PLANNING EFFORTS
	SMALL TOWN AND RURAL DESIGN GUIDANCE

Prepared for:



Prepared by:



ACKNOWLEDGEMENTS

THANK YOU BAMBERG



PUBLIC PARTICIPANTS

Thank you to the residents of Bamberg 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 Bamberg community for their continued participation throughout the planning process and for their commitment to furthering the efforts of this Plan. Special thanks to Mayor Nancy Foster for project leadership, assistance and organization.

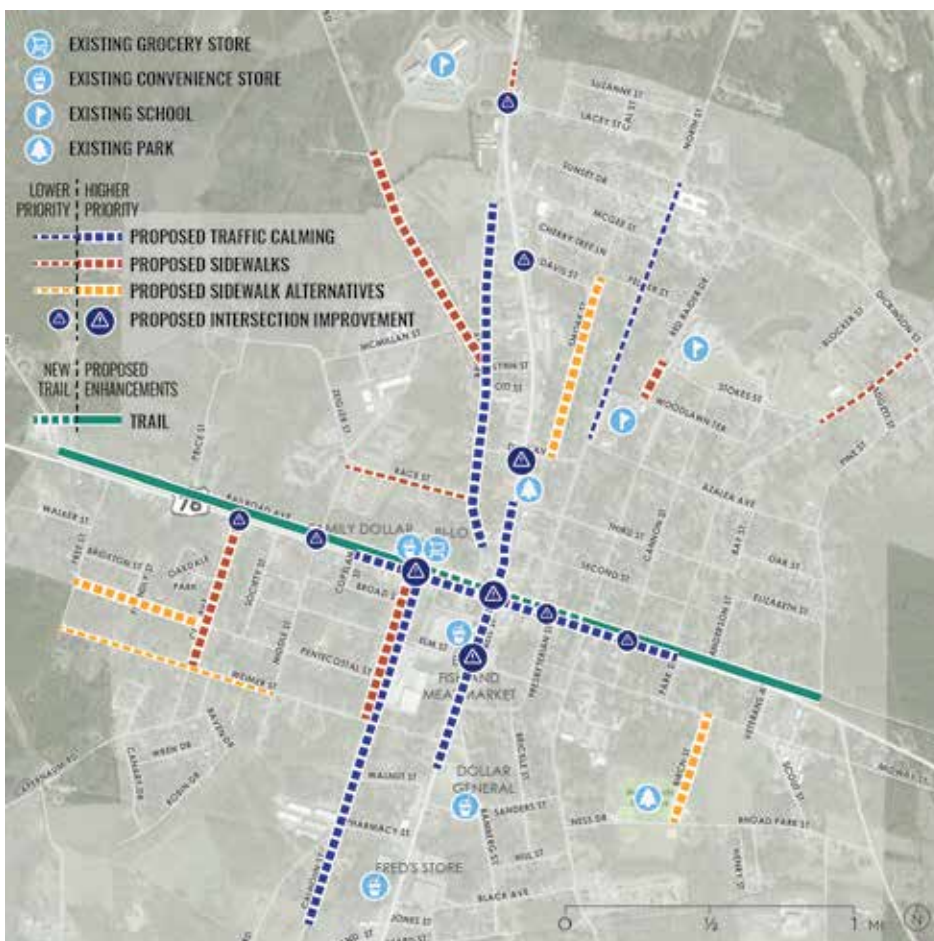
Thank you to the South Carolina Department of Health and Environmental Control (DHEC) for support and involvement in the planning process, as well as other local, regional, and state stakeholders including the Lower Savannah Council of Governments (LSCOG) and the South Carolina Department of Transportation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

EXECUTIVE SUMMARY

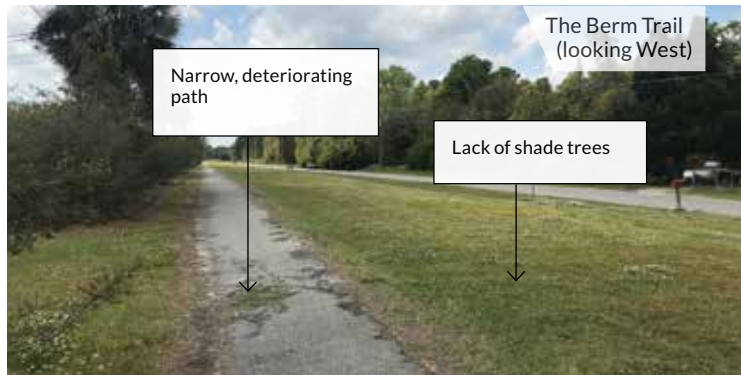
The Bamberg Pedestrian Plan focuses on two catalyst projects, citywide pedestrian infrastructure improvements, and three primary program ideas. The ideas included in this plan are meant as a guide for immediate action. The technical team evaluated all projects for feasibility, and where possible, provided interim improvements as low-cost alternatives.

DEVELOPMENT OF PEDESTRIAN NETWORK RECOMMENDATIONS

The mapping analysis, which incorporates traditional and new treatments from FHWA's 2017 ***Small Town and Rural Design Guide***, takes a practical and innovative approach to network development. Recommendations are organized according to traffic calming elements, sidewalks, sidewalk alternatives, and intersection improvements. Sidewalk alternatives and other proposed treatments are described in detail on pages 66-71. Design guidance and implementation details are included in the plan appendix.



Existing Conditions



Catalyst Projects

Two catalyst projects are identified in this plan - The Berm Trail and Main Street - with information on existing conditions and proposed improvements.

Berm Trail Improvements are shown **here**. Ideas for trail amenities, with a map for expansion and cost estimates are shown on pages 36 and 37.

Proposed Berm Trail Improvements



Facility Recommendations



YIELD ROADWAYS



PEDESTRIAN LANES



NEW SIDEWALKS

PART 1

01

INTRODUCTION

CONTENTS

- 07 THREE KEY TENETS
- 08 PROJECT VISION AND GOALS
- 09 COMMUNITY PROFILE
- 10 BENEFITS OF WALKABILITY
- 12 DATA COLLECTION & ANALYSIS
- 23 PUBLIC INPUT

THREE KEY TENETS

The recommendations of the Bamberg 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 see where walking infrastructure and programs will have the largest effect on accessibility to healthy food outlets.



INCLUSIVE 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 Bamberg 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 & OBJECTIVES

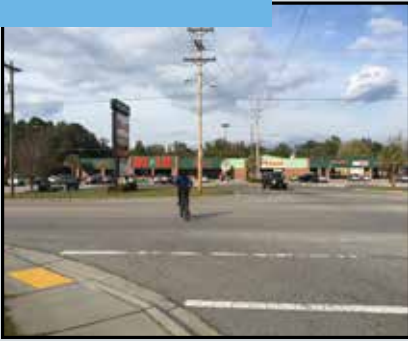
- **Improve sidewalk connectivity by filling in gaps in the sidewalk network**
- **Increase pedestrian safety by improving crossing conditions, especially on major roads near schools**
- **Increase pedestrian activity downtown, recognizing the indirect benefits of a lively sidewalk and activated storefronts**
- **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

Bamberg will be a place where a connected network of comfortable pedestrian facilities are provided to people of all abilities; where the historic Main Street is the vibrant heart of the community; where pedestrian-friendly design is prioritized in all future roadway projects; where citizens and businesses collaborate to improve walkability; and where all residents can easily access healthy food and recreational areas on foot.



GETTING TO WORK



Almost 5% of the working population walk to work, a higher rate than Bamberg County (3.3%) and the state (2.1%). Moreover, this data from the American Community Survey (2016) excludes destinations other than work, which account for 80% of all trips.

COMMUNITY PROFILE

The Town of Bamberg is home to 3,607 people. It is located approximately 70 miles northwest of Charleston, South Carolina. The town was founded by the Bamberg family, which arrived in the area in the 1840s. The town grew quickly throughout the 1970s, and by 1890 it was one of the most important towns in the South Carolina lowcountry.

DEMOGRAPHICS

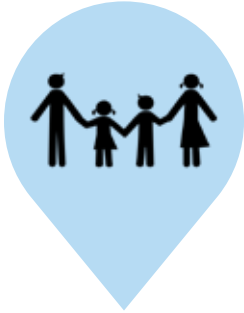
The racial make-up of the Town of Bamberg is predominantly Black or African American (53.6%), and White (45.2%). For comparison, Bamberg County is 61% Black (or African American), and South Carolina as a whole is 27.7% Black (or African American).

The median income for households in the Town of Bamberg is \$21,736, which is below the median income of the county (\$25,495) and below half of the median income for all of South Carolina (\$45,033).¹

Over a quarter (28.3%) of individuals in nearby Denmark are below the poverty level. For comparison, this is higher than the statewide poverty rate (18.1%).

¹ U.S. Census Bureau 2012-2016 American Community Survey 5-Year Estimates

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 Bamberg Pedestrian Plan is shaped by data collected from previous plans and the feedback received during public input. The public input process was crucial for understanding Bamberg'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. Two primary plans have been conducted in the Bamberg area in the past ten years:

- The Lower Savannah Council of Governments (LSCOG) Bicycle and Pedestrian Regional Plan
- The LSCOG Long Range Transportation Plan

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.

Bamberg County has a pedestrian fatality rate of 0.6 deaths per 100,000 people, compared to the state rate of 2.3 deaths per 100,000 people.¹

EQUITY ANALYSIS

An equity analysis provides insight about the areas of Bamberg 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
- Vehicle access
- Linguistic isolation
- SNAP recipients

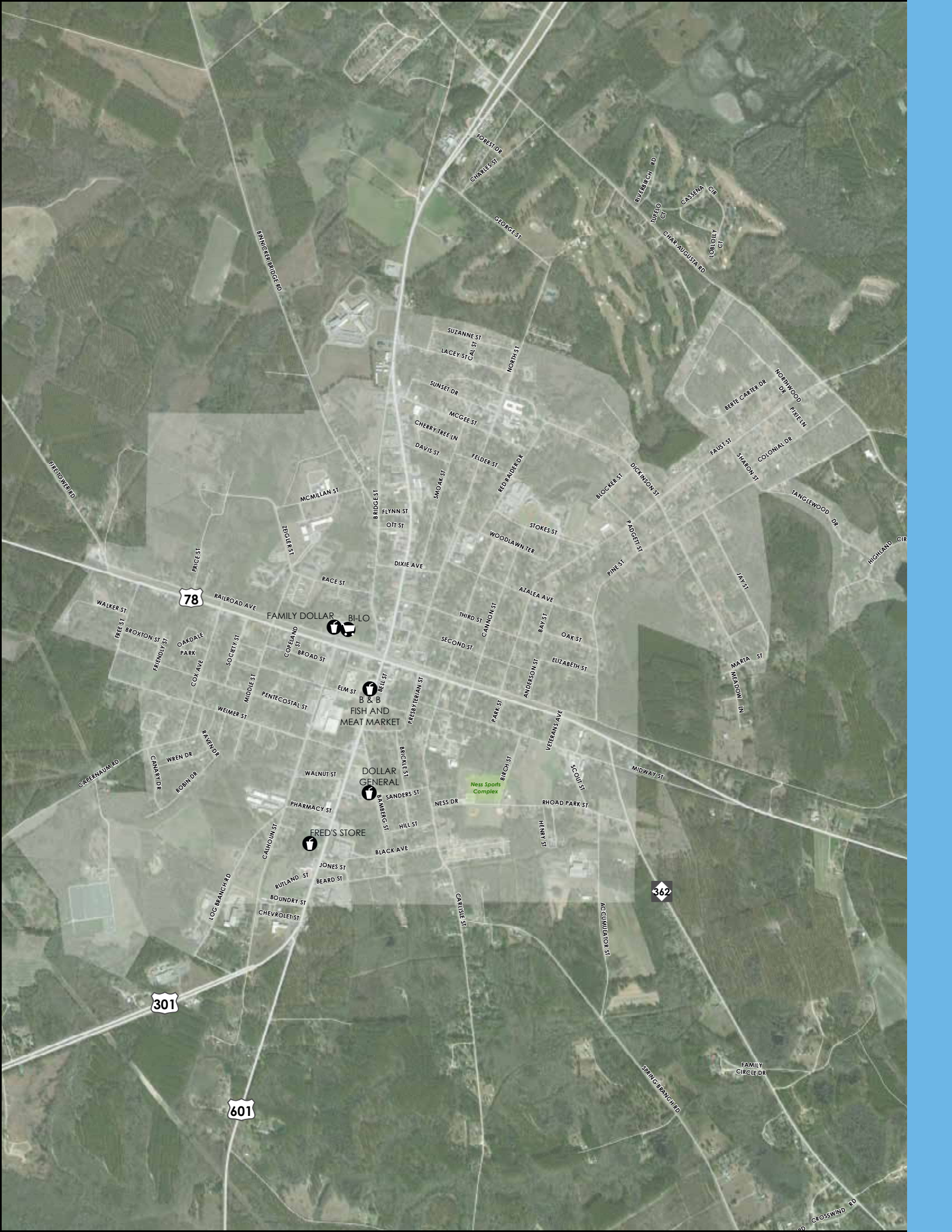
ACCESS ANALYSIS

The access analysis combines the equity analysis with two primary factors impacting health and well-being in Bamberg: 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



EQUITY ANALYSIS

OVERVIEW

An equity analysis provides insight about the areas of Bamberg 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 improvements the most.

This quantitative analysis provides the project team a starting point for identified 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.

Vehicle Access

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.

Linguistic Isolation

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 Bamberg with greater than average concentrations of the seven vulnerable populations.

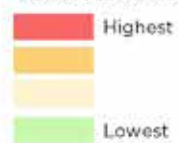
The red equity tier represents areas with the highest concentration of vulnerable populations. These areas have the highest need and are priorities for pedestrian infrastructure improvements. **The northwest quadrant (west of Hwy 301, north of Heritage Hwy), and southeast quadrant (east of Hwy 301, south Heritage Hwy), have the largest concentrations of vulnerable populations.** All of the focus areas for this plan are found within or bordering a red equity tier.

Areas with a lower concentration of vulnerable populations are found in the northeast part of Bamberg, particularly to the north and west of Bamberg-Ehrhardt High School.

EQUITY ANALYSIS MAP

Legend

Concentration of Vulnerable Populations



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.

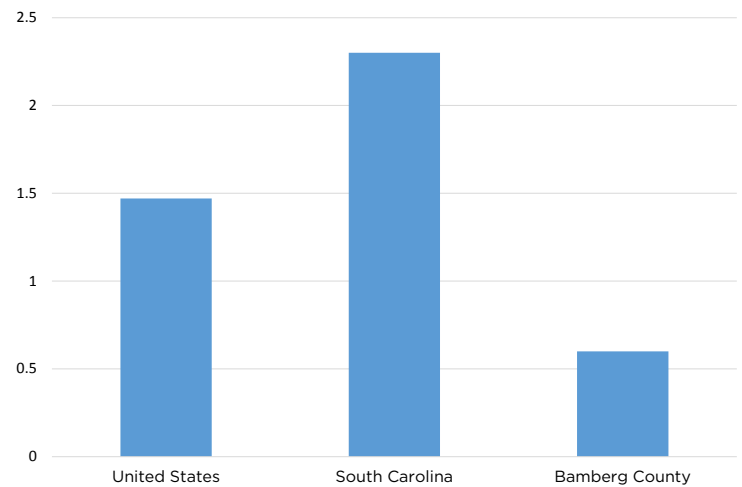
A number of factors impact pedestrian safety. Visibility, driver behavior, time of day/year, access to safe crossings, and traffic volume all play a role. However, key factors such as speed, the number of traffic lanes, and roadway design disproportionately affect safety for vulnerable roadway users.

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

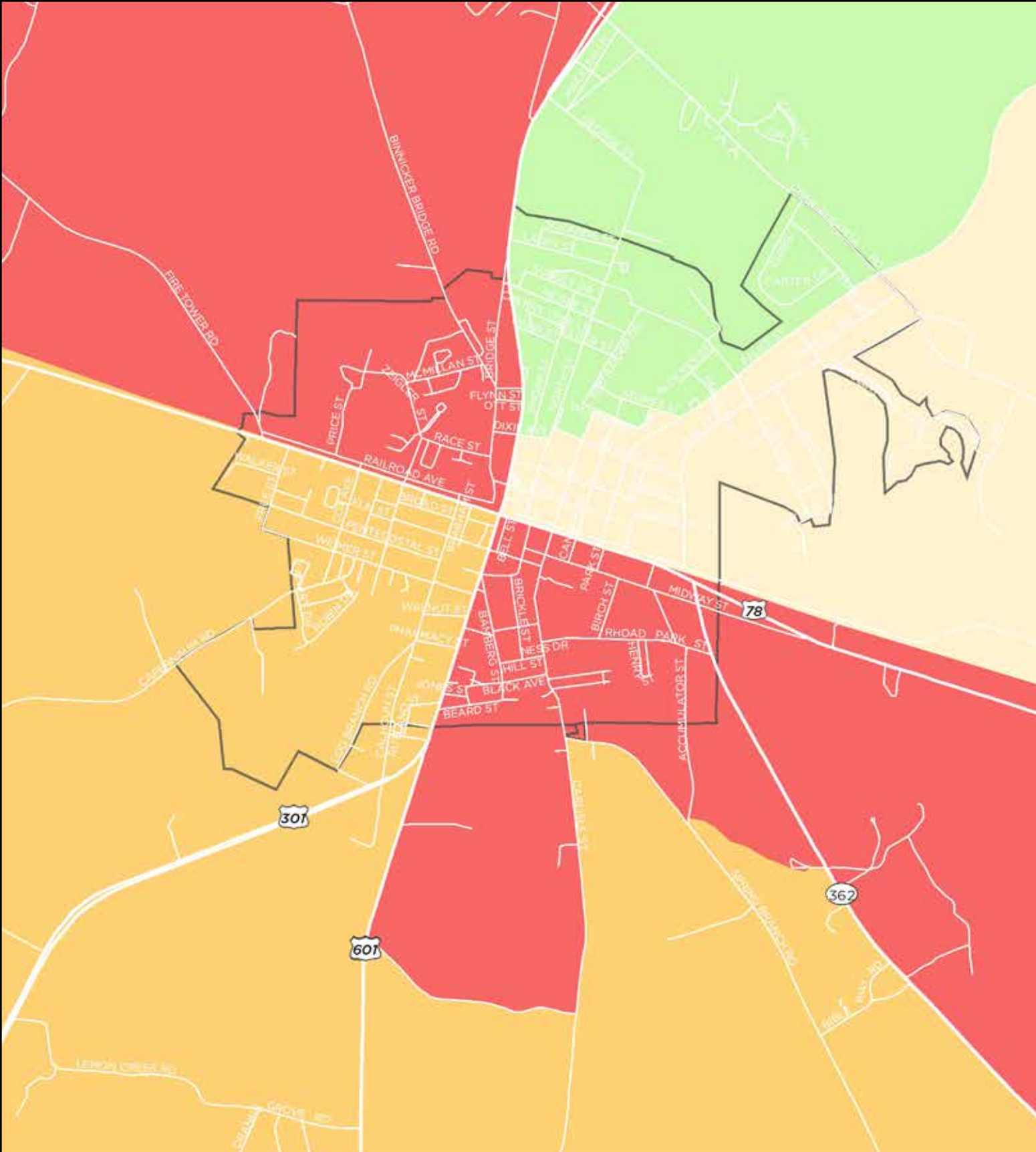


THE PEDESTRIAN CRASH RATE IN BAMBERG COUNTY IS LOWER THAN THE SOUTH CAROLINA RATE

Bamberg County has a pedestrian fatality rate of 0.6 deaths per 100,000 people, compared to 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. There are two reported collisions that resulted in injuries in the area. Both injuries occurred outside the town boundaries on rural two-lane roads with poor visibility and a lack of sidewalks or nearby crossings.

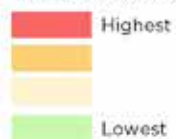
¹ Dangerous by Design - South Carolina



SAFETY ANALYSIS MAP

Legend

Concentration of Vulnerable Populations



The safety analysis shows no pedestrian collisions reported in Bamberg

FOOD ACCESS ANALYSIS

OVERVIEW

The results of the Composite Equity Analysis are combined with the locations of healthy food outlets in the map at right. 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 walking radius presumes that, barring barriers to mobility and accessibility, individuals within the catchment area would be able 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.

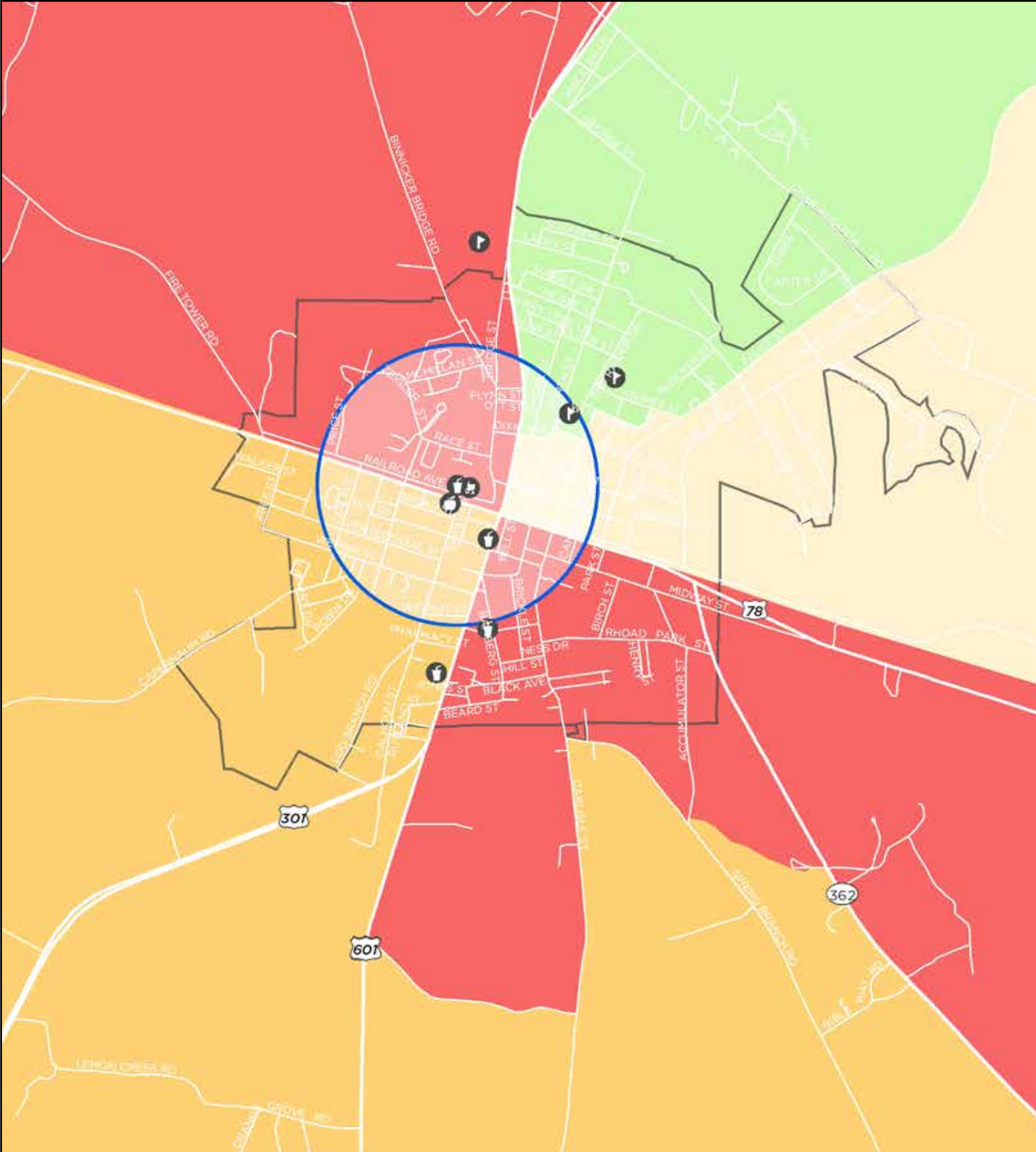
BAMBERG FOOD OPTIONS ARE CENTRALIZED

The primary grocery store in Bamberg is situated near the main intersection at the center of town, at Railroad Ave and Calhoun St. The half-mile catchment circle indicates that many, but not most, of Bamberg’s residents are within walking distance to the Piggly Wiggly, including a large swath of Bamberg’s most vulnerable populations. The B & B fish market, Dollar General, a fruit stand at Calhoun St/ Heritage Hwy, and Fred’s Pharmacy provide additional food options for residents of central Bamberg and the south side, however healthy food options are limited.

The northeast part of Bamberg has the least walkable accessibility to a healthy food outlet, however this area of town has a lower proportion of vulnerable residents and greater vehicle access.

BAMBERG’S FOOD RETAIL ENVIRONMENT

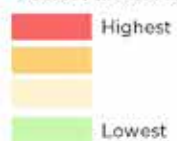
Number of food retail establishments (FRE)	4
Community population/FRE	3,607
Community square miles/FRE	0.9
Number of grocery stores	1
Community population/number of grocery stores	3,607
Community square miles/number of grocery stores	3.6
Healthy food outlet density	1.1



FOOD ACCESS MAP

Legend

Concentration of
Vulnerable Populations



ACTIVE SPACE ACCESS ANALYSIS

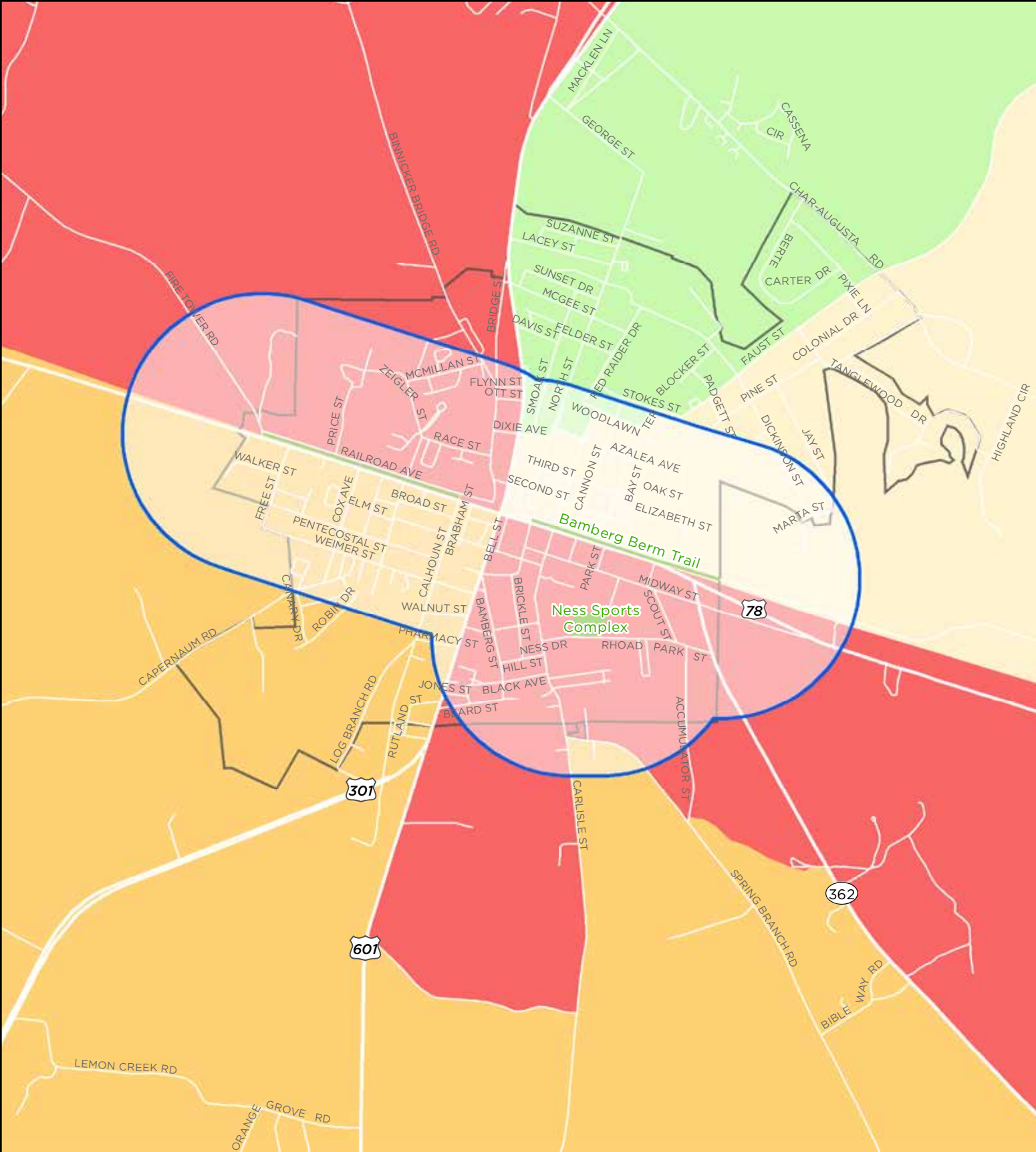
OVERVIEW

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.

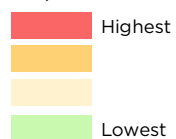
The potential walkability and active space access is focused along the Berm Trail along Heritage Hwy through downtown, and southeast of downtown, near the Ness Sports Complex .

Additional potential locations for physical activity access include the athletic fields for the Bamberg schools, which have limited public access.



ACTIVE SPACE ANALYSIS MAP

Concentration of Vulnerable Populations



Active Space Half Mile Buffer

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PUBLIC INPUT

The Bamberg Pedestrian Plan gathered feedback through the project Steering Committee, a neighborhood focus group, a community charrette held April 11-12 and a final presentation on May 29.

MAIN TAKEAWAYS

The Steering Committee, focus group, and charrette revealed a desire for fast change and a willingness by residents to take charge of project implementation. Traffic calming and pop-up/demonstration projects elicited strong interest. There were two primary areas of interest for pedestrian improvements: the historic section of Main Street between Heritage Highway and Elm Street, and the Berm Trail, which exists in segments along the abandoned rail corridor on Heritage Highway. Key items for each include:

Historic Main Street

- Feelings among residents and business owners that downtown suffered following SCDOT removal of on-street parking and installation of fencing along the sidewalk
- Abundant truck traffic prevents enjoyable strolling due to noise pollution and traffic speed

Berm Trail

- The town wants to immediately add back benches which were previously removed, and wants to see way finding information for visitors and residents

STEERING COMMITTEE

Two steering committee meetings were held during the plan process: April 11 and May 29. The kickoff meeting on April 11 gathered feedback on broad community needs and specific issues impacting walkability in Bamberg. This input informed the draft infrastructure recommendations presented on April 12. A follow up meeting on May 29 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 11, a group of local stakeholders and residents provided information on challenges and opportunities facing the community. Questions and answers for the focus group members included:

- **What motivates you to walk in Bamberg?** The Berm Trail, and the neighborhoods are enjoyable places to walk
- **What are the biggest barriers to walking?** Difficulty of crossing Hwy 78 and Hwy 301, speeding traffic on residential streets, lack of destinations on Main Street, few sidewalks
- **What are the key destinations?** The Berm Trail, Piggly Wiggly, historic neighborhoods around the High School

COMMUNITY CHARRETTE

Based on the feedback received from the Steering Committee and focus group members, the consultant team produced a set of draft infrastructure, recommendations at the Bamberg Civic Center on April 12. Some key points from the discussion:

- Participants noted that town leadership is proactive about creating partnerships and getting things done
- There were supportive comments about the proposed improvements for the Berm Trail and Main Street, however, more options were requested as alternatives for Main Street
- Adding amenities such as benches, trash cans, lighting, and swing sets to the Berm Trail were perceived as easy wins
- Residents would like to see more specific ideas for pop-up/affordable demonstration projects in vacant spaces

PUBLIC INPUT AND FIELDWORK PHOTO GLOSSARY



Fencing creates an unwelcoming environment on Main Street

The unnecessary, wide center turn lane creates opportunities for redeveloping Main Street



The Berm Trail

A potential location for a pedestrian signal in front of Piggly Wiggly



Crosswalk at Heritage Highway and Main Street downtown

Sidewalks on Heritage Highway lack a buffer from high speed traffic



An alley behind Main Street provides opportunities for convenient pedestrian access



Residents discuss opportunities at the focus group meeting



Beautiful buildings line Main Street, waiting renovating



Community members view draft recommendations at the Charrette on April 12



A pleasant sidewalk with wide landscaped buffer on Highway 301



Calhoun Street lacks sidewalks



02

RECOMMENDATIONS

CONTENTS

- 27 OVERVIEW
- 29 INFRASTRUCTURE
RECOMMENDATIONS
- 39 PROGRAMMATIC
RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following sections detail project and program recommendations for Bamberg. The intent of these recommendations is to present a vision of walkability priorities, ensuring accessibility and mobility for pedestrians of all ages and abilities. Improvements focus on making walking for health and transportation a more enjoyable experience for residents and visitors. The recommendations are organized as follows:

INFRASTRUCTURE RECOMMENDATIONS

PEDESTRIAN NETWORK IMPROVEMENTS

This spread identifies specific locations for intersection improvements, sidewalks, sidewalk alternatives, and traffic calming. Priority locations are included, with photos showing example treatments. Design guidelines for proposed treatment types are included in the appendix. This includes new treatment types from FHWA's *Small Town and Rural Design Guide*.

MAIN STREET STREETScape IMPROVEMENTS

The existing conditions on Main Street are summarized, with example streetscape improvements. Interim improvements show removal of existing fencing along the sidewalk and a return to on-street parking. Long-term improvements show sidewalk and landscaping improvements, with on-street parking on at least one side of the street.

BERM TRAIL ENHANCEMENTS

Ideas are provided for physical trail improvements and trail amenities such as benches, brick pavers, trees, lighting, and trash receptacles. A map shows areas for trail expansion.

PROGRAM RECOMMENDATIONS

PROGRAM CUTSHEETS

Three primary program cut sheets list opportunities: Pop-up Beautification Projects, A Farmer's Market, and Main Street Activation. Each cutsheet lists examples, specific applications, and cost estimates.

BE FLEXIBLE!

While the recommendations herein are considered community priorities, **this should not preclude Bamberg from remaining flexible.**

As new developments, roadway reconstruction projects, and regularly programmed maintenance arise, **Bamberg should be opportunistic about including pedestrian infrastructure improvements.**

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.

Pedestrian Network Improvements



Add dedicated walkways, traffic calming and spot improvements at intersections to create a safe walking network.

About this Project

- **7 Sidewalk projects.** Priorities: Calhoun St, Cox Ave, Red Raider Dr, Binnicker Bridge Rd
- **4 Sidewalk Alternative projects.** Priorities: Pentacostal St, Birch St, Smoak St
- **11 Intersection Improvements.** Priorities: Hwy 78/Highway 301, Hwy 78/Calhoun St, Hwy 301/Dixie Ave, Hwy 301/Elm St
- **5 Traffic Calming projects.** Priorities: Hwy 78, Main St/Hwy 301, Calhoun St, Bridge St

Existing Conditions

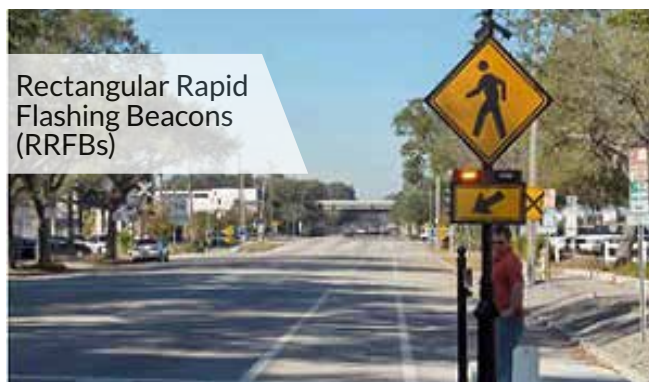


Intersection of Hwy 78 & Hwy 301 is one of the priorities for intersection improvements

Pedestrian Crossing Improvements



Pedestrian hybrid beacons



Rectangular Rapid Flashing Beacons (RRFBs)

Traffic Calming

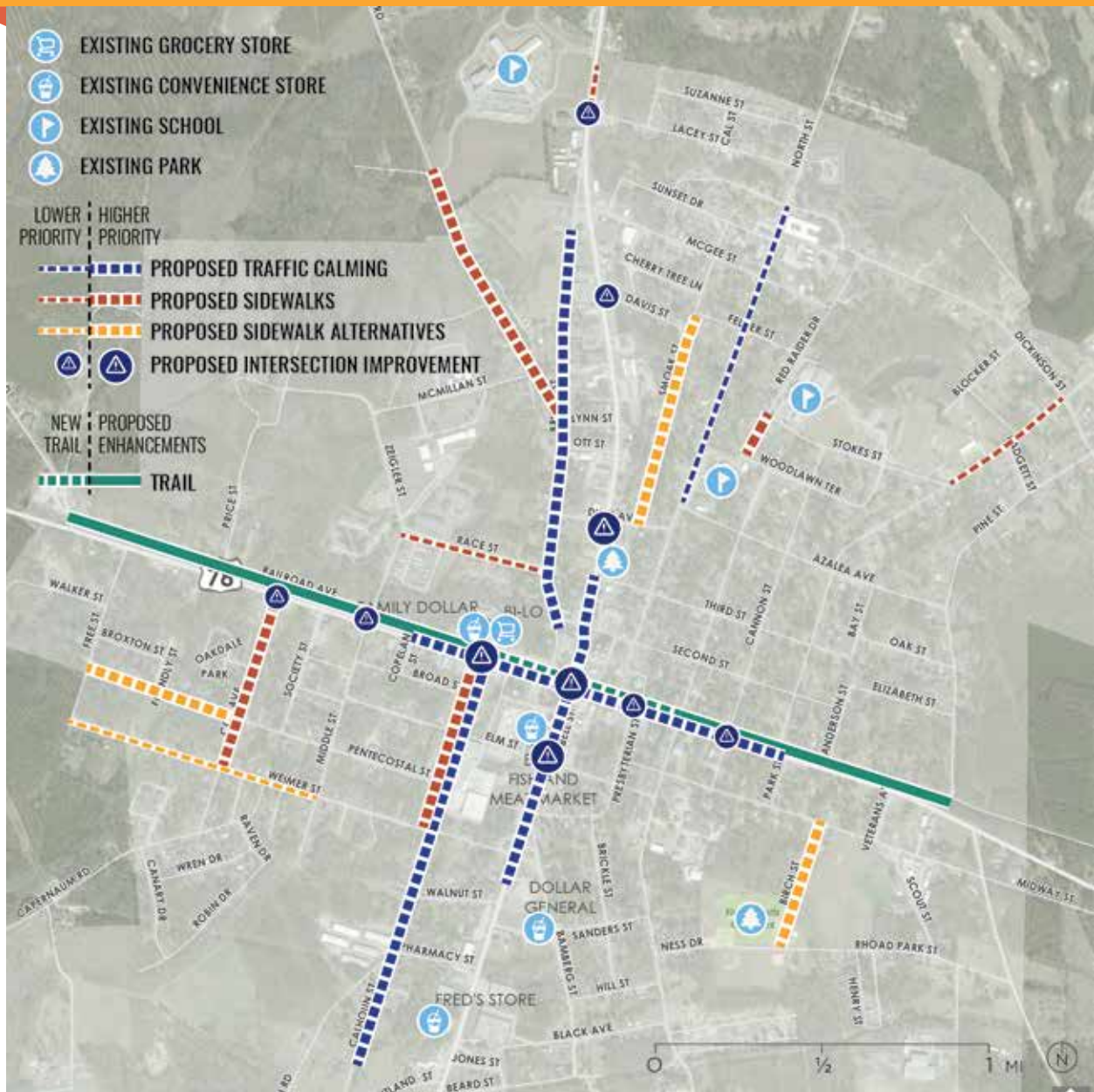


Speed humps



Painted curb extensions

Safety Improvement Locations



Sidewalk Alternatives (details and design guidance pgs. 66-71)



Corridor	Priority	Mileage	New Trail	Trail Enhancements	Proposed Sidewalks	Proposed Crosswalks
Bamberg Berm Trail	High	1.70	◇	◇		
Binnicker Bridge Road	High	0.50			◇	
Bamberg/US 301	High	0.20			◇	
Bamberg/US 301	High	0.60				
Smoak Street	Moderate	0.40				
North Street	Moderate	0.55				
Red Raider Drive	High	0.10				
Faust Street	Moderate	0.25			◇	
Main Street	High	0.19				
Race Street	Moderate	0.26			◇	
Railroad Avenue	High	0.67				
Pentecostal Street	High	0.27				
Cox Street	High	0.33			◇	
Weimer Street	Moderate	0.26				
Calhoun Street	High	0.33			◇	
Calhoun Street	High	0.77				
Bell Street	High	0.37				
Birch Street	High	0.22				

WORK SUMMARY TABLES

Proposed Sidewalk Alternatives	Proposed Traffic Calming	Notes
		Improve existing trail, close gap
		Bridge Street to Pigeon Road
		Lacy Street to School Limits
	◇	Cherry Tree Lane to Second Street
◇		Dixie Avenue and Felder Street
	◇	Azalea Avenue to Cypress Street
◇		Woodlawn Terrace to Stokes Street
		Dickenson Street to Stokes Street
	◇	Railroad Avenue to Third Street
		Zeigler Street to Bridge Street
	◇	Copeland Street to Park Street
◇		Free Street to Cox Ave
		Weimer Street to Railroad Ave
◇		Free Street to Middle Street
		Weimer Street to Railroad Ave
	◇	North of Rutland Street to Railroad Street
	◇	North of Walnut Street to Railroad Ave.
◇		Rhod Park Street to Midway Street

Intersection Improvements	Priority
Calhoun St. and Railroad Ave	High
Bell St. and Railroad Ave.	High
Bell St. and Elm St.	High
Bamberg/US 301 and Dixie Ave.	High
Railroad Ave. and Cox Ave.	Moderate
Railroad Ave. and Middle St.	Moderate
Railroad Ave. and Presbyterian St.	Moderate
Railroad Ave. and Cannon St.	Moderate
Davis Street and Bamberg/US 301	Moderate
Dixie Ave and Bamberg/US 301	High

Main Street Streetscape Improvements

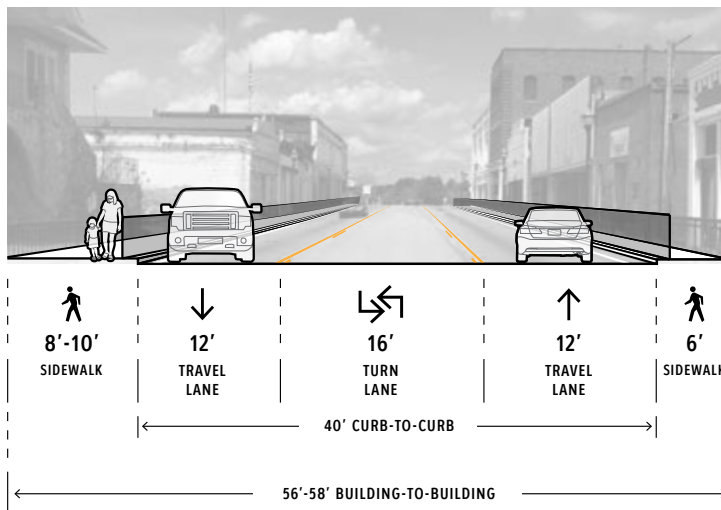


Create a vibrant, walkable town center along Main Street between Elm Street and Heritage Hwy

About this Project

- Current roadway configuration has wide, underutilized center turn lane.
- Interim strategy is to repurpose a travel lane as on-street parking, and remove the fencing along the sidewalk
- Reconstruct roadway with wider sidewalks and shade trees to achieve long term vision.
- Work with SCDOT to provide a truck bypass route around Main St

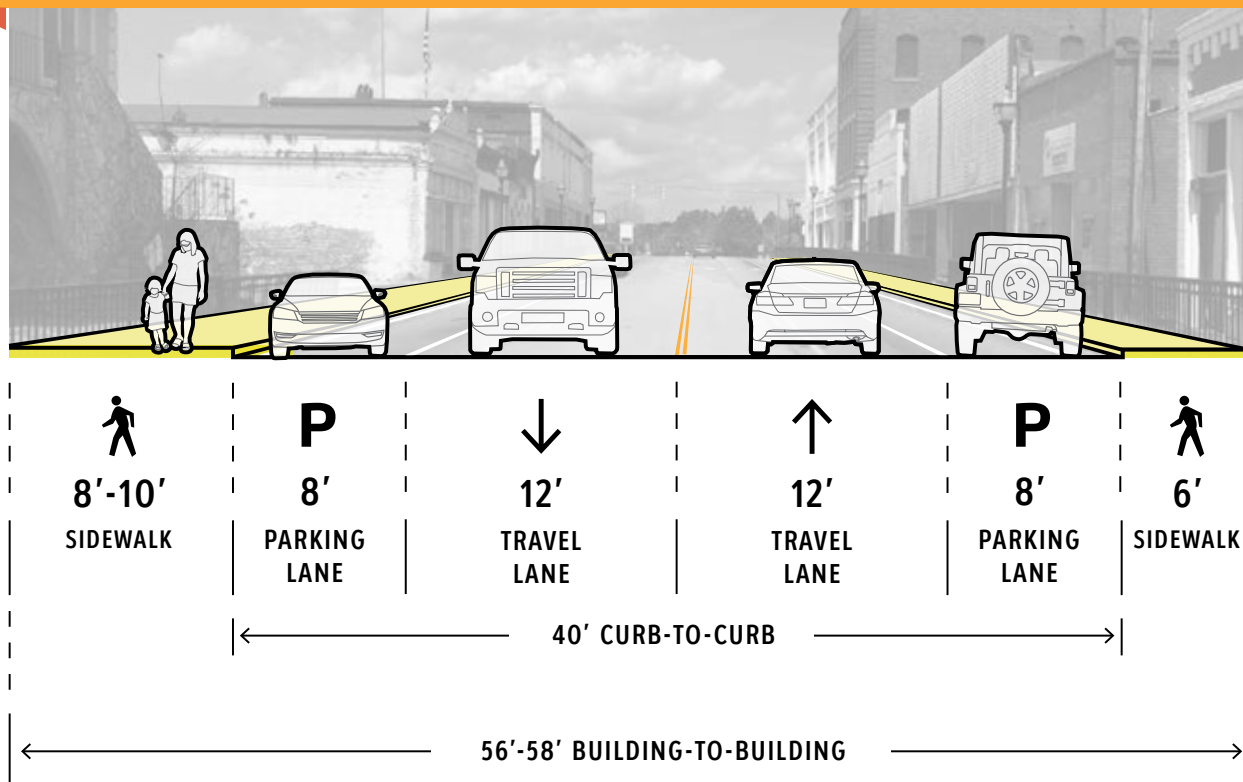
Existing



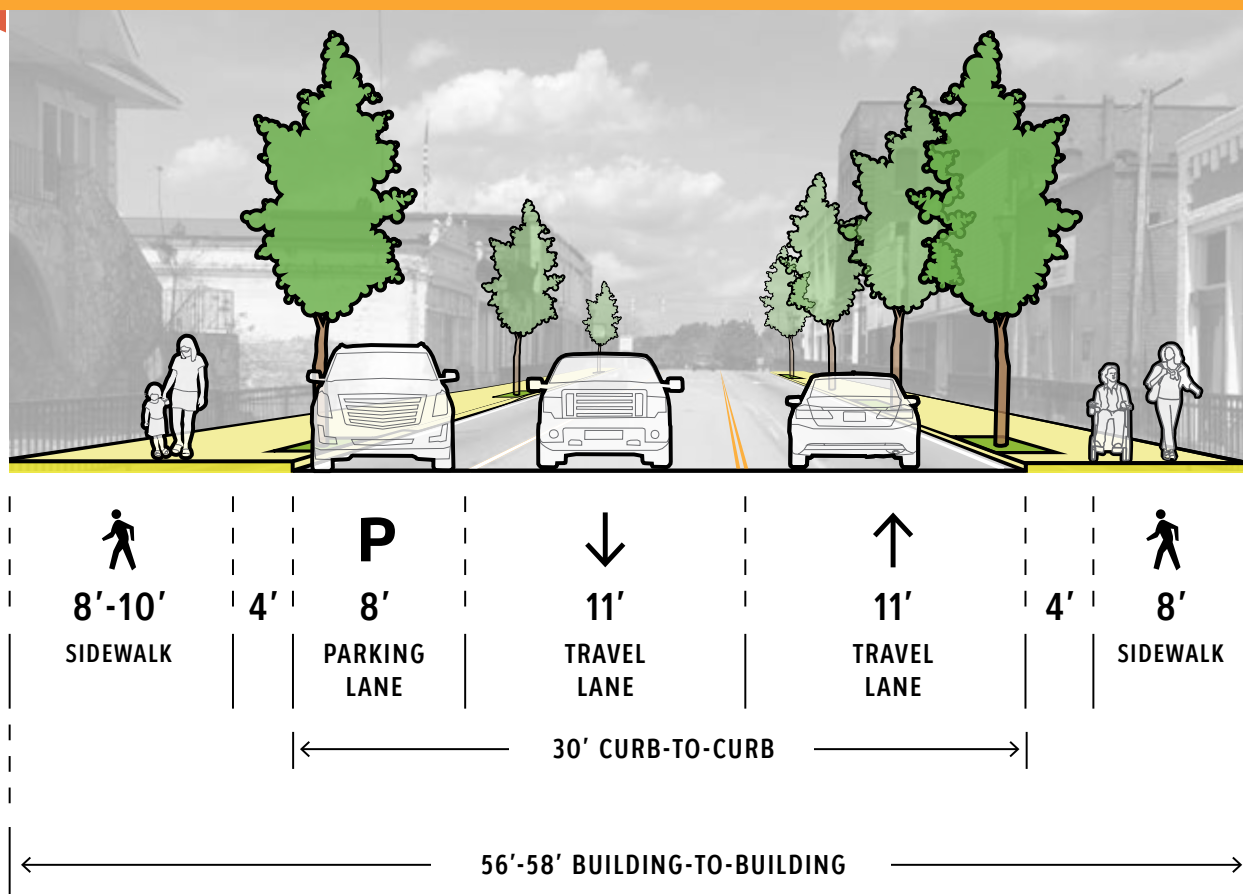
Examples



Proposed Interim Streetscape Improvements



Proposed Long-Term Vision







A Vision for Main Street

Berm Trail Shared Use Trail Enhancements



Transform the existing Berm Trail into a high-quality off-street trail, and fill in existing gaps to connect to Main Street.

About this Project

- Widen Berm Trail to 12'
- Fill in trail gap between Calhoun St & Cannon St
- Extend trail west past Thankful Cemetery Rd & east past Cotton St.
- Add trail amenities at termini and higher volume nodes.

Existing Conditions



Amenities



Lighting



Seating



Trash receptacles



Shade trees

Trail Enhancements



Berm Trail Enhancements

Trail Expansion



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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.¹ **Programs can leverage Bamberg’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 Bamberg Steering Committee to generate immediate progress and short-term goals.

While the City and its agency and jurisdictional partners (namely SCDOT, the County, and LSCOG) are responsible for infrastructure projects and policy development, **community programs can and should be supported and championed by outside partners such as nonprofits, 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**, influences all aspects of walkability 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.

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

Pop-Up Beautification Projects



Targeted beautification projects can activate the public realm and convey Bamberg's unique character

About this Project

- Take an opportunistic, incremental approach to creating a visually stimulating public environment.
- Heavy reliance on volunteers, and low budget
- Pop-up projects are also known as “tactical urbanism”

Pop-Up Beautification Project Types



How to

Implementation Strategy

- Identify the types of projects that are appropriate for and desired by the Bamberg community.
- Create a permitting process & guidelines for necessary public awareness
- Identify some potential locations for each intervention, based on where there is need or where there is a stakeholder that is motivated and willing to lead the effort
- Invite community groups and individuals to contribute and work together.

Potential Partners

- Keep Bamberg Beautiful
- Bamberg County Historical Society
- Bamberg County Building & Planning Department
- Bamberg County Public Works Department
- Bamberg County Chamber of Commerce
- Local schools
- Local volunteer organizations and businesses
- SCDOT

Resources

[Tactical Urbanist's Guide](#)

Wayfinding Signs

Wayfinding signs help people navigate confidently, and improve awareness of surrounding destinations. Signs may mark specific destinations or branded walking routes. Signs should be placed at key decision points, such as intersections.



Open Streets Events

Open Streets events involve closing the street to vehicle traffic for a short period of time to highlight the street as a plaza for people on foot or bike. Open Streets event can be enhanced with music, food vendors, art, and other contributions from local organizations or businesses. This will require SCDOT coordination is done on state roadways.

Pop-Up Beautification Project Types (cont)



Murals

Transform blank walls and facades into canvases to highlight artistic talent and Bamberg's culture. Murals fill in empty or unattractive spaces between destinations that can make walking trips feel longer than they actually are. They also convey that community capital through care for the public space.



Artistic Crosswalks

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. Often implemented during resurfacing and restriping.



Parklets

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. Additionally, parklets can be designed to include bike corrals, fitness equipment, chess boards and other activities. Parklet projects should engage adjacent community members and business owners as partners.



Pilot Projects

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.

Farmers Market



A Farmers Market in a central location would offer a walkable destination for healthy foods.

About this Project

- Establish a regular Farmers Market to bring a new healthy food vendor to the town.
- Encourage walking to the farmers market through economic incentives, and walking groups.
- Offer activities like wellness classes and healthy cooking classes to promote active lifestyles and balanced diet.

How to

Implementation Strategy

- Identify parties committed to developing a farmers market, and form a group with at least one manager.
- Plan for a market that welcomes a wide cross section of the Bamberg community by accommodating programs like EBT/ SNAP and WIC Vouchers.
- Identify a convenient location that to which neighbors can comfortably walk.
- Develop promotional and marketing materials. Advertise in local newspapers, on South Carolina Department of Agriculture's website, and in other popular media outlets.

Potential Partners

- Bamberg County Health Department
- Bamberg County Economic Development Commission
- Bamberg County Hospital
- South Carolina Department of Agriculture
- Local & regional agriculture producers

Resources

[South Carolina Department of Agriculture Community-Based Farmers Markets directory](#)

[Farmers Market Coalition Resource Library](#)

[Health + Planning Policy Toolkit](#)

Small Town Farmers Market Examples



The **Allendale County Farmers Market** occurs regularly on Friday afternoons in an open pavilion. It accepts EBT/SNAP, SFMNP - Senior Checks, and WIC Vouchers.

Winnsboro, SC hosts the **Fairfield County Farmers Market** along their Main Street, adjacent to several neighborhoods. It occurs every Saturday morning. This is a project of "Eat Smart, Move More Fairfield County."

Promoting Walking & Healthy Lifestyles at the Farmers Market



Walking Incentives

Walk rewards programs support community health goals by incentivizing shoppers with discounts, gifts, or shopping points to visit the market on foot or by bike. Reward programs also benefit local vendors and support economic vitality by opening parking spaces for other customers and encourage more foot traffic around the market and downtown.

Weekly Walk

Form a neighborhood walking group that walks to and from the Farmers Market, or have a walking group that meets at the Farmers Market location and walks around the area. Have walking group leaders set different pace groups and distances so that all ages and abilities will be able to join. Keep track of your cumulative mileage and set a goal for your group.



Wellness Classes

Walk rewards programs support community health goals by incentivizing shoppers with discounts, gifts, or shopping points to visit the market on foot or by bike. Reward programs also benefit local vendors and support economic vitality by opening parking spaces for other customers and encourage more foot traffic around the market and downtown.

Healthy Cooking Lessons

Offer demonstrations on how to prepare healthy meals using the ingredients found at the local farmers market. Local chefs may be interested in hosting the classes as a way to promote their restaurants.

Main Street Activation



Encourage economic development on Main Street through events and fun demonstrations

About this Project

- Close down Main Street for a few hours to a full day to encourage residents and visitors to enjoy the street free of car and truck traffic
- Build on the architecture and walkability of historic Main Street through events and beautification projects
- Work with business owners to attract shoppers and increase street life
- Utilize volunteers to make quick, effective improvements

How To

Implementation Strategy

- Organize an event committee to develop a plan and recruit volunteers
- Develop a vision and goals for the event, with feedback from the event committee and area businesses
- Convey the vision to businesses and residents to get approval and build excitement
- Develop a budget for the event
- Organize an action plan and list of materials
- Set a date for the event and invite the community through fliers, email, and social media

Potential Partners

- Bamberg County Health Department
- Bamberg County Economic Development Commission
- Bamberg County Government
- Area schools and colleges
- Downtown businesses

Resources

[The Tactical Urbanism Materials Guide](#)

[Build a Better Block](#)

Demonstrate Improvements during a Street Festival on Main Street!



Many communities are organizing “Open Streets” events to allow community members, visitors, and businesses an opportunity to enjoy streets closed to automobiles for a few hours to a full day. The street is open to healthy activities with people walking, biking, and rollerblading. A street festival such as Open Streets provide a great opportunity to showcase temporary streetscape improvements and beautification efforts.

Low Cost Ideas for Main Street Activation



Movies on Main

Utilize the existing parking lot on Main Street between Elm St and Hwy 78 to show movies and draw interest in downtown businesses. Movie night could be coupled with a festival or art walk to encourage residents to shop before or after the movie.



Parking Lot Day

Use local artistic and creative talent to reinvent the current parking lot as a gallery during a street festival, movie night, or other event. If on-street parking returns to Main Street, this space would create an instant opportunity to create a small park or plaza.



Moveable street planters and banners

A number of low-cost treatments can beautify Main Street and build pride in the community. Volunteers and local businesses can donate time and materials for creating streetscape elements such as:

- Temporary benches
- Shade umbrellas and seating
- String lights
- Streetlamp banners
- Moveable planters
- Hanging planter baskets



Community Chalkboard/Events Board

Add a community chalkboard to Main Street where people can add information on upcoming events or where residents can provide input on improvements they'd like to see downtown. Task a person with adopting the chalkboard to maintain it and prevent vandalism.

03

STEPS FOR MOVING FORWARD

45 NEXT STEPS

49 FUNDING SOURCES

WHAT NEXT?

The implementation of the Bamberg 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 Bamberg and its implementing partners.

Bamberg 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. Prioritize 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 Bamberg Walkability Commission that meets quarterly, at a minimum.

2

PRIORITIZE FUNDING FOR INFRASTRUCTURE

To kickstart the funding conversation, partner with the Lower Savannah 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 LSCOG, SCDOT, City 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.

4

BUILD ON EXISTING EVENTS

Events like the Youth Symposium and Military Parade 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 Bamberg 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 City, County, local schools, and LSCOG 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>	For the complete list of eligible activities, visit: http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm



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.scprr.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.scprrt.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.scpdrt.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
LOWER SAVANNAH 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	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.



OTHER FUNDING SOURCES

SOURCE	SUMMARY
INNOVATIVE FUNDING SOURCES	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.
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	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.

APPENDIX

CONTENTS

- 63** REVIEW OF PREVIOUS
PLANNING EFFORTS
- 66** SMALL TOWN AND RURAL
MULTIMODAL NETWORKS
DESIGN GUIDANCE

REVIEW OF PREVIOUS PLANS

This section provides a summary of recent pedestrian and greenway planning-related efforts in Bamberg. Two relevant plans exist - the Lower Savannah Council of Governments (LSCOG) Bicycle and Pedestrian Regional Plan and the LSCOG Long Range Transportation Plan. The plans reviewed are listed to the right in the sidebar and are described in further detail on the following pages.

LOWER SAVANNAH COUNCIL OF GOVERNMENTS BICYCLE AND PEDESTRIAN REGIONAL PLAN

The LSCOG Bicycle and Pedestrian Regional Plan guides development of a regional pedestrian and bike network in the Lower Savannah region of South Carolina. This region includes six counties in southwestern South Carolina; Aiken, Allendale, Bamberg, Barnwell, Calhoun, and Orangeburg. The plan provides a review of existing facilities, along with an analysis of safety issues and predicted future demand.

Recommendations include policies, programs, and projects to increase active transportation through a 6E approach; engineering, education, encouragement, enforcement, evaluation, and equity. Design guidelines were also established to ensure bicycle and pedestrian facilities are included in all projects programmed through the Lower Savannah Rural Transportation Program.

Key recommendations in the plan that relate to Bamberg include:

- Capitalize on the popularity of existing regional trails and state bike tour routes
- Provide facility types for the needs and comfort level of all types of users
- Add paved shoulders to Highway 301 and Highway 601
- Extend the existing rail trail to connect with Denmark and Branchville
- Develop a Blueway on the Edisto River
- Connect to surrounding rural areas with marked routes on bike-friendly roads

PLANS

2012

Lower Savannah Council of Governments Bicycle and Pedestrian Regional Plan

2005

Lower Savannah Council of Governments Long Range Transportation Plan





PLANS

2012

Lower Savannah Council of
Governments Bicycle and
Pedestrian Regional Plan

2005

Lower Savannah Council of
Governments Long Range
Transportation Plan

LSCOG LONG RANGE TRANSPORTATION PLAN

The Lower Savannah Council of Governments Long Range Transportation Plan is the first comprehensive approach to a rural long term transportation plan in the Lower Savannah region. This document lays the framework for a future region that maintains a safe, multimodal, and balanced transportation system.

The goals of the plan include improving roadway safety, addressing the needs of the disabled, encouraging bicyclists and pedestrians, and enhancing quality of life by promoting context-sensitive roadway design. Recommendations largely involve inclusion of bicycle and pedestrian facilities on all streets necessary to provide people that choose those modes with safe routes to and from their destination.

Key recommendations in the plan include:

- Commit to providing safer accommodations for bikes and pedestrians
- Place bicycle network on arterial and collector streets
- Create safer crossings for pedestrians

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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 TYPE	DESCRIPTION
MIXED TRAFFIC	Yield Roadway	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.
	Bicycle Boulevard	A bicycle boulevard is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.
	Advisory Shoulder	Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic. <i>Note: In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the MUTCD.</i>
VISUALLY SEPARATED	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.
	Bike Lane	Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.
	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. <i>Note: This guidance features expanded content and minor differences from that in the FHWA Small Town and Rural Multimodal Networks document. Please refer to the guide for the formal presentation of this facility type.</i>
PHYSICALLY SEPARATED	Shared Use Path	A bicycle boulevard is a low-stress shared roadway bicycle facility, designed to offer priority for A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.
	Sidepath	A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.
	Sidewalk	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.
	Separated Bike Lane	A separated bike lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.

	SPEED (Preferred mph)*	VOLUME (Preferred ADT)*	NETWORK			LAND USE		
			Local	Collector	Highway	Outside of built-up areas	Between built-up areas	Within built-up areas
	0 - 20	0 - 500						
	0 - 20	0 - 1,500						
	0 - 25	0 - 3,000						
	25 - 55	1,000 - 12,000+						
	0 - 40	0 - 9,000						
	0 - 20	0 - 2,000						
	-	-						
	10 - 55	0 - 12,000+						
	10 - 50	0 - 12,000+						
	10 - 55	0 - 12,000+						

*Recommendation range shown; refer to ruralsdesignguide.com for correlated speed and volume recommendations.

SIDEWALK ALTERNATIVES FOR BAMBERG

Yield Roadway

See FHWA's *Small Town and Rural Multimodal Networks*

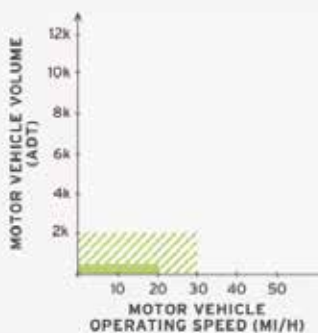
A **yield roadway** is designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.

See website for more information: <http://ruraldesignguide.com/mixed-traffic/yield-roadway>



APPLICATION

PREFERRED POTENTIAL



Speed and Volume

Most appropriate on streets with low volumes and low speed.



Network

Local residential roadways. Not for through motor vehicle travel.



Land Use

Within built up areas, particularly near residential land uses where most traffic is familiar with prevailing road conditions.



Pedestrian Lane

See FHWA's *Small Town and Rural Multimodal Networks*



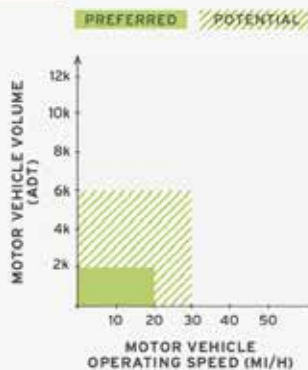
VISUALLY SEPARATED
Pedestrian Lane

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.

See website for more information: <http://ruraldesignguide.com/visually-separated/pedestrian-lane>



APPLICATION



Speed and Volume

Appropriate on streets with low-moderate volumes and low-moderate speed.



Network

Serves as a pedestrian connection on local and collector routes.



Land Use

For use inside of built up areas to provide a dedicated space for pedestrians.



