



# LAKE CITY

## Pedestrian Master Plan

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### 2016

# ACKNOWLEDGEMENTS

## PUBLIC PARTICIPANTS

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

## LAKE CITY PEDESTRIAN MASTER PLAN STEERING COMMITTEE

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

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## STATE & REGIONAL AGENCIES

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 Pee Dee Council of Governments (PDCOG), and the South Carolina Department of Transportation (SCDOT).

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# INTRODUCTION



*Transportation is about more than asphalt, concrete, and steel. Ultimately, it is about providing people with the opportunity for a safer, happier, and more fulfilling life.*

*- Rodney Slater  
Former US Secretary of Transportation*



# PROJECT VISION & GOALS

The following vision statement and goals of the Lake City Pedestrian Plan were crafted in a steering committee meeting with public support expressed by the residents of Lake City during outreach and engagement activities. The vision statement applies to both the plan itself, and the desired outcome of its implementation.

## Project Vision

*Lake City will be a place where a **connected network of comfortable and convenient pedestrian facilities** are provided to **people of all ages and abilities**; where **citizens enjoy walking** as a means of transportation and recreation; where **increased walkability benefits the local economy**; where all residents can **easily access healthy food and recreational areas on foot**; and where **everyone enjoys a high quality of life**.*

## Project Goals

- Improve sidewalk connectivity by filling in gaps in the sidewalk network.
- Increase pedestrian safety by improving crossing conditions, especially on major roads.
- Leverage existing efforts to revitalize downtown Lake City and increase pedestrian activity downtown, recognizing the indirect benefits of a lively sidewalk and activated storefronts.
- Create synergy through low-cost, easy-to-implement tactical projects that involve community members to make fast and fun improvements that enliven the streetscape.
- Increase the percentage of commute trips that are made by walking.
- Improve the perception of public safety through programs and partnerships with area law enforcement.

# PROJECT BACKGROUND

Through a recent grant from the Centers for Disease Control and Prevention (CDC), the South Carolina Department of Health and Environmental Control (DHEC) is leading an effort to increase pedestrian planning efforts throughout South Carolina. The effort is part of the DHEC South Carolina Prevention and Health Across Systems and Environments (SC PHASE) Pedestrian Planning Project.

SC PHASE Pedestrian Planning is a 3 year project to develop pedestrian plans for 16 communities in specific counties throughout the state. **Beyond the basic tenets of walkability and pedestrian safety, key elements of the program initiative are:**

- **Equity-based planning**
- **Community engagement**
- **Safe pedestrian access to healthy foods**

Lake City is one of the 16 communities to participate in SC PHASE Pedestrian Planning.



Development and infrastructure around downtown Lake City need to prioritize safety, accessibility, and mobility

**Pedestrian plans and policies play a critical role in fostering more walk-friendly communities by establishing the conditions that support and encourage safe walking environments.** Such plans provide the basis for new community norms where walking is seen as practical and appealing for people of all ages and abilities by providing for the infrastructure, programs, and amenities to support healthy choices and active transport. With 25.1 percent of South Carolinian adults reporting no leisure-time physical activity, and 56.6 percent of high school students reporting not being physically active on five or more days, **finding ways to support walking as an accessible and convenient form of physical activity will be vital to improving the health of South Carolina's residents.**



# COMMUNITY CONTEXT

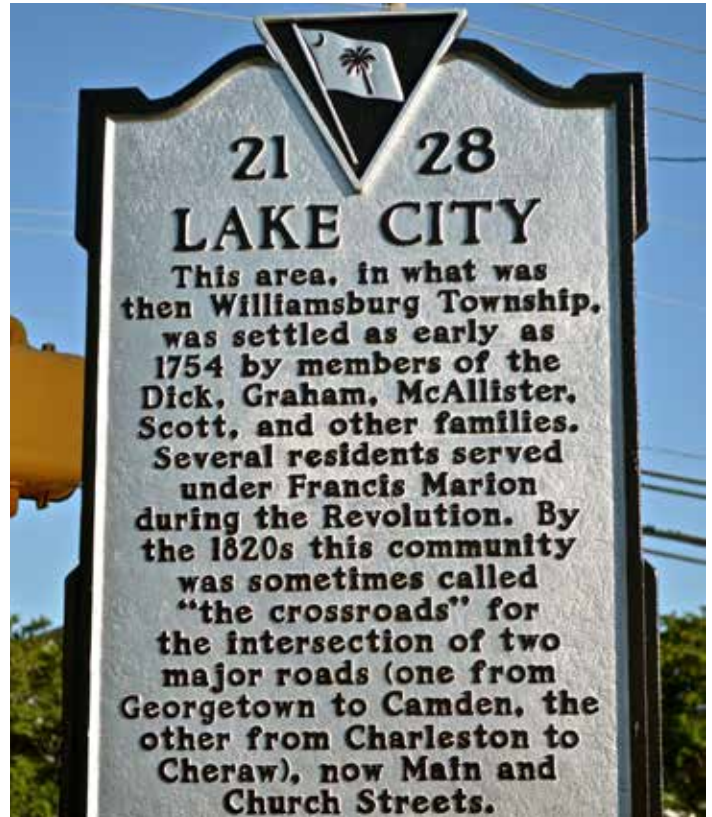
Lake City is a small community in Florence County, just 20 miles south of the City of Florence and about 15 miles east of the I-95 corridor. As part of the heart of the Pee Dee Region, Lake City draws residents and visitors for its agricultural roots and vibrant arts community.

This city of over 6,700 people prides itself on the community's continued renewal through investments in Lake City's downtown and a commitment to the arts.

Lake City is governed by a mayor and a 6-person City Council, along with a Planning Commission and Zoning Board, which guide the city's land use and community development. In addition, Lake City is part of the Pee Dee Regional Council of Governments, a regional forum that allows local governments to coordinate transportation planning and decision-making across a six-county region, including Chesterfield, Darlington, Dillon, Marrion, Marlboro, and Florence Counties.



Reference map of Lake City within Florence County and the state



Lake City has a number of historic features, including a historic district with over forty contributing buildings in the downtown.



Historical photo of the Singleton Building located at 101 E. Main Street in the historic district



# COMMUNITY PROFILE

The racial make-up of Lake City is principally **Black (or African American)** — with nearly **77%** of residents identifying as such. For comparison, Florence County is 41.3% Black, and South Carolina is 27.7% Black.

The **median household income is \$30,174**, about two-thirds the median income for all of South Carolina (\$44,779). Almost one-third (31.7%) of all families in Lake City are headed by single females, compared to 19.9% and 15.2% for the county and state, respectively. Households with only a single income may contribute to the lower median household income.

Unemployment levels for the city are also higher than the county and state levels.

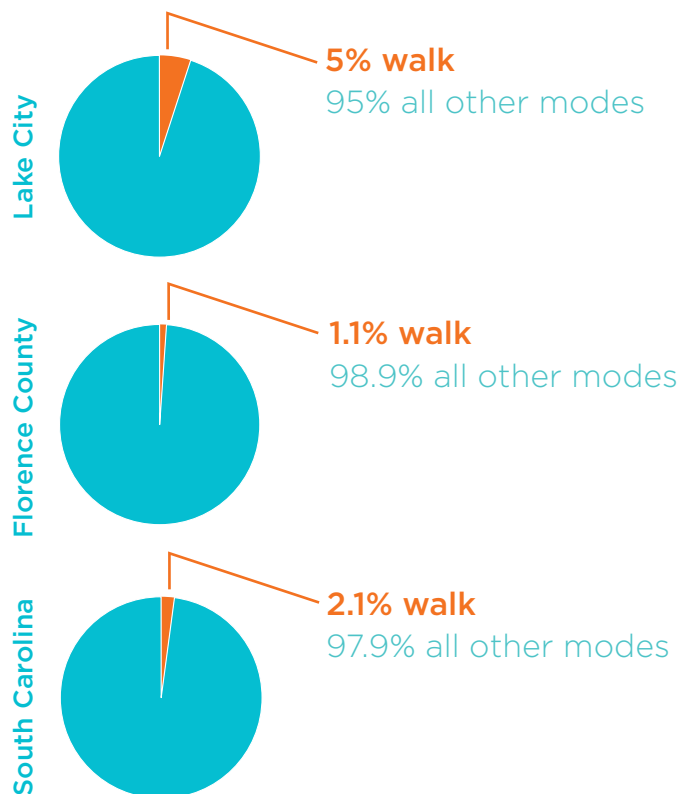
**Lake City's unemployment level is at 24.7%**, compared to 12.9% and 11.4% for the county and state, respectively. Given this lower income level and higher rate of unemployment, it is not surprising that **almost 28% of people in Lake City live below the poverty level**.

In terms of mode share across the city, the vast **majority of residents commute to work in private vehicles**. Approximately **5% of the working population walk to work** compared to just 1.1% for Florence County and 2.1% for South Carolina. This significant walking commute rate may be due to the fact that a large share of the working population works close to home — over 25% commute 10 minutes or less. Moreover, those **Lake City households who do not have**

**access to vehicles (17.1%) or households that have access to only one vehicle (42.1%) may walk out of necessity,**

It is important to note that mode share does not paint a full picture of need and demand. Mode share data is collected through an American Community Survey question which asks for the “primary” way a resident gets to work. This excludes walking commutes that occur as a

*Walking as a percentage of commuting mode share per geography:*



secondary mode (for example, walking to a bus) and also excludes trips to destinations other than work. Further, this disregards residents who currently drive but may opt to walk to work if a safe and comfortable walking environment with adequate facilities existed.

Safety is key in encouraging and sustaining pedestrian activity. State traffic collision data show that **Florence County has a pedestrian fatality rate of 2.84 deaths per 100,000 people, compared to a rate of 2.3 per 100,000 people for the state.** Finding ways to lower this rate will be an important goal for this project.



Narrow sidewalks and obstacles within the sidewalk, such as street signs, create barriers for pedestrians, particularly people with disabilities. Identifying and rectifying these problems will increase access and mobility for Lake City residents and visitors.



# WHAT IS WALKABILITY?

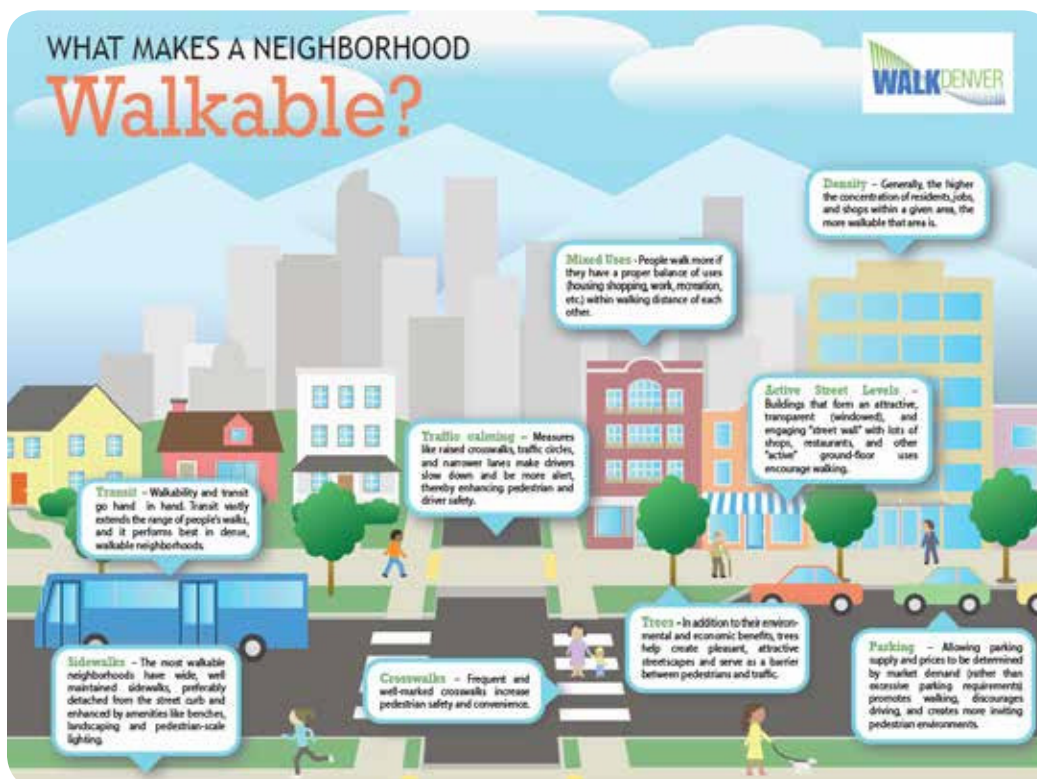
Walkability is more than the ability to walk. It is a holistic approach for evaluating a streetscape or community's design, and a means to understand the factors that influence and encourage pedestrian activity. The goals of a walkable place are multi-faceted and context-specific, but typically walkable communities strive for the following:

- Increase personal mobility by providing alternatives to driving private automobiles
- Increase personal accessibility with ADA-accessible streetscapes
- Stimulate vibrancy in commercial and social realms of a community
- Increase access, proximity, and convenience to more destinations through a well-connected network of sidewalks, crosswalks, and walking trails
- Create an attractive place with pedestrian-oriented landscaping, streetscapes, and architectural design

There is no single, catchall walkability definition or one specific metric for measuring walkability. However, across the various attempts at a comprehensive definition, common themes emerge. Apart from the potentially obvious features that encourage walkability, like sidewalks and frequent, visible crossings, **walkable places also incorporate the following key principles:**

- Human-scaled environment
- Strong sense of place
- Physical access
- Connected walkways and street pattern
- Mix of land uses
- Density and location of facilities
- Managed parking

Lake City has many of the features of a walkable community, however, there are issues of connectivity and access that will need improvement in order to achieve the City's goal of becoming a more pedestrian-friendly place. This Plan presents opportunities to build off of these existing features.



"What Makes a Neighborhood Walkable?" graphic from WalkDenver, a pedestrian advocacy group.



# WHY PLAN FOR PEDESTRIANS?

## *Imagine Lake City in 20 years...*

as a place where people choose to walk — not out of necessity, but because it is a convenient and enjoyable transportation choice.

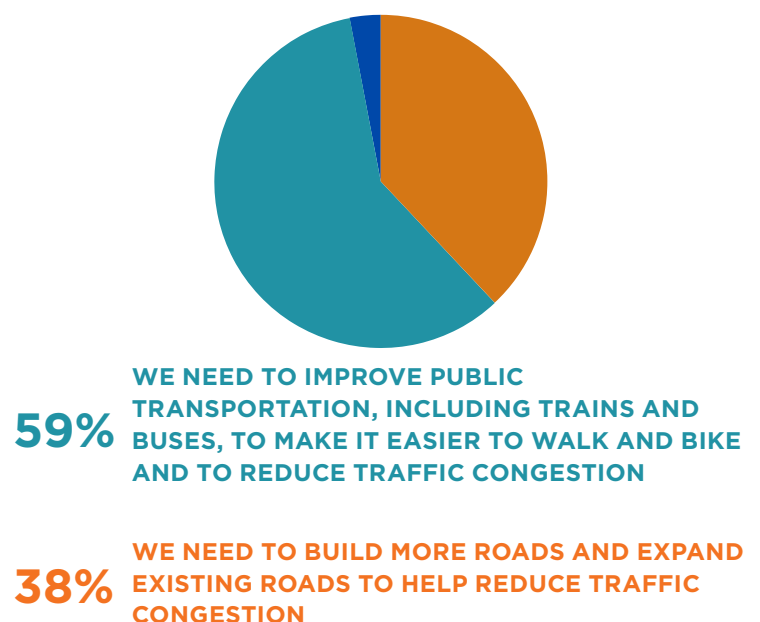
Development is well-designed and accessible so that residents have many of their everyday needs within walking distance. Pedestrian-friendly streets are prevalent throughout the community, and parents feel perfectly safe letting their children walk or bike to school, parks, or other destinations by themselves, or as part of an enjoyable and healthy family outing. Older adults who no longer drive can easily access grocery stores and medical appointments. Because the streets are safer and a growing pedestrian network connects more people to more places, people are walking in record numbers. Obesity rates decline, and families in all parts of the community can easily access healthy food. Serious pedestrian collisions have dropped substantially.

The cumulative result of this environment has resulted in substantial savings for the community and taxpayers. Road maintenance is less expensive as fewer cars are on the roads, and residents save money on gas while the air quality improves for everyone. Downtown attracts more local businesses that want to invest in a vibrant, active community and cater to the growing population.

An increasing number of communities and their leadership are seeing the potential of a future like this one; a future where better active transportation environments are critical parts of transforming and revitalizing our communities, making them more desirable places to live, work, and visit. This movement is a direct result of the nationwide demand for more livable communities and transportation options.

In 2010, Transportation for America conducted a nationwide survey that showed 59% of Americans in rural and urban areas preferred a transportation future that “[improves] public transportation and making it easier to walk and bike over building more roads and expanding existing roads.” See Figure 1.1 below. And 73% [of respondents felt] they ‘have no choice but to drive as much as they do’, with 57% desiring to spend less time in the car.”

**Figure 1.1 Americans’ Preferences for Reducing Traffic Congestion**



## SUMMARY TABLE OF WALKABILITY BENEFITS

ECONOMIC BENEFITS	
Public infrastructure savings	Compact, walkable communities save costs on road building and maintenance, and other public infrastructure.
Attracts businesses	Walkable communities have lower vacancy rates and increasingly attract businesses that want to offer convenient amenities and short commutes.
Reduces individual transportation costs	Residents of walkable communities save money on costs associated with transportation, including vehicle ownership costs, operating costs, and parking costs.
Magnet for millennials and baby boomers	Demand for walkable communities is growing, especially among millennials and boomers – both generations that wish to drive less and be able to easily reach destinations on foot.
Increases housing values	Walkable communities have higher housing values and have higher stability than auto dependent communities during a recession.
Improves socioeconomic mobility	Walkable areas have concentrated amenities such as jobs that are easily accessible to low-income residents and provide greater opportunities for economic mobility.
Attracts visitors	Walkable communities attract tourist dollars with lively streets, engaging storefronts, short distances between attractions and a unique sense of place.
Attracts recreation spending	Walkable communities are great places for outdoor recreation. Multi-use trails and safe streets can attract bicyclists and events such as triathlons that pump money into the local economy.

## SUMMARY TABLE OF WALKABILITY BENEFITS (continued)

HEALTH BENEFITS	
Improves physical health	Places that encourage walking have lower rates of chronic disease related to physical inactivity such as diabetes, heart disease, and osteoporosis. A simple walk improves balance, limits sickness, strengthens muscles and builds bone mass, as well as burns more fat than jogging. People who live in walkable neighborhoods are two times as likely to get enough physical exercise as those who do not.
Improves mental health	Walkable communities can prevent the onset of cognitive decline and improve mental function. Walking can also prevent and reduce the symptoms of depression and anxiety, stimulating a sense of well-being through released endorphins.
SAFETY BENEFITS	
Improves safety for all road users	Streets that are designed for pedestrians have safety benefits for all users of the road, including bicyclists and drivers. Sidewalks, medians, and traffic calming have particular direct effects. Safety in numbers - more people walking and biking - has proven to be an indirect safety improvement that reduces the risk of a collision.
ENVIRONMENTAL BENEFITS	
Improves air quality	By reducing the distance to amenities and increasing the safety of walking to destinations, more trips can be made by walking while reducing emissions and reliance on fossil fuels.
Preserves open space and greenspace	Compact, walkable development allows for more green space, water sources, and wildlife habitat to be preserved.



## SUMMARY INFOGRAPHIC OF WALKABILITY BENEFITS

The walkability infographic, below, notes ways in which improved active transportation can have a positive impact on the economy, health metrics, and fostering a sense of community. These benefits offer a powerful statement regarding Lake City's potential return on investment for implementing the recommendations in this Plan.





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# DATA COLLECTION & PUBLIC INPUT

*Walk and be happy, walk and be healthy. The best way to lengthen out our days is to walk steadily and with a purpose.*

*- Charles Dickens*



# OVERVIEW

The Lake City Pedestrian Master Plan is shaped by data collected from previous plans and the feedback received during public input and steering committee meetings. The graphic below describes the planning process and the various inputs used to create the Lake City Pedestrian Master.

From January 18th to 19th, the project team led a multi-day field visit during the first phase of the Lake City pedestrian planning process. The visit included a kick-off meeting with project stakeholders, field work by the consultant team, and a stakeholder walk audit review.

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.

Sections include:

- Review of Previous Planning Efforts
- Results of Data Collection
- Public Input Overview



## REVIEW OF PREVIOUS PLANNING EFFORTS

This section describes recent and ongoing planning efforts relevant to walkability and transportation in Lake City. One such ongoing planning effort is the Downtown Master Plan which the City is currently undertaking. The two completed plans are also listed in the table below and are described in further detail on the following pages.

The City and County have adopted two planning documents which, among other goals, establish a vision for an improved quality of life. This vision centers on Lake City's need for improved pedestrian accessibility and connectivity of active transportation facilities.

To achieve a vision for walkability, the plans include the following recommendations:

- Provide a **seamlessly connected walking network**
- Provide a well-maintained **greenway system**
- Promote **access to active transportation and transit**
- **Improve land use and urban design** to enhance walkability and quality of life

The Lake City Pedestrian Master Plan combines, updates, and refines previous recommendations for pedestrian infrastructure, programs, and policies to present a proposed future pedestrian network and a suite of implementation steps for improving the walking environment and culture.

Plan	Agency	Year
Lake City Downtown Master Plan	Greater Lake City Community Development Office	2016
Florence County Comprehensive Plan - Transportation Element	Florence County	2009
Florence County Comprehensive Plan - Land Use Element	Florence County	2009

## FLORENCE COUNTY COMPREHENSIVE PLAN - TRANSPORTATION ELEMENT

The Transportation Element of the *Florence County Comprehensive Plan* provides a review of existing transportation plans and funding strategies for all jurisdictions in Florence County. Local funding options are highlighted for review given dwindling state and federal funding sources for transportation improvements. Another focus of the Transportation Element is inter-modal coordination between transit, bicycle, and pedestrian networks.

The Bicycles, Pedestrians, and Greenways section describes user types and existing conditions. The plan organizes recommendations by municipality.

Recommendations in the transportation element specific to Lake City include:

- Enhancing **pedestrian connectivity to parks and schools** near the city center, such as Lake City Community Park and the J. Paul Truluck Middle School
- **Improving crosswalks and adding pedestrian countdown signals** at the intersection of US 52 and Morris Street
- Improving crosswalks and adding pedestrian countdown signals at the intersection of US 52 and Main Street

## FLORENCE COUNTY COMPREHENSIVE PLAN - LAND USE ELEMENT

The Land Use element of the *Florence County Comprehensive Plan* offers strategies to develop a healthy community through responsible and sustainable growth. The plan assesses current land use and guides sustainable development with sections on Compact Development, Transit Oriented Design, Low Impact Development, and Tree Preservation — all of which will impact the walkability of Lake City.

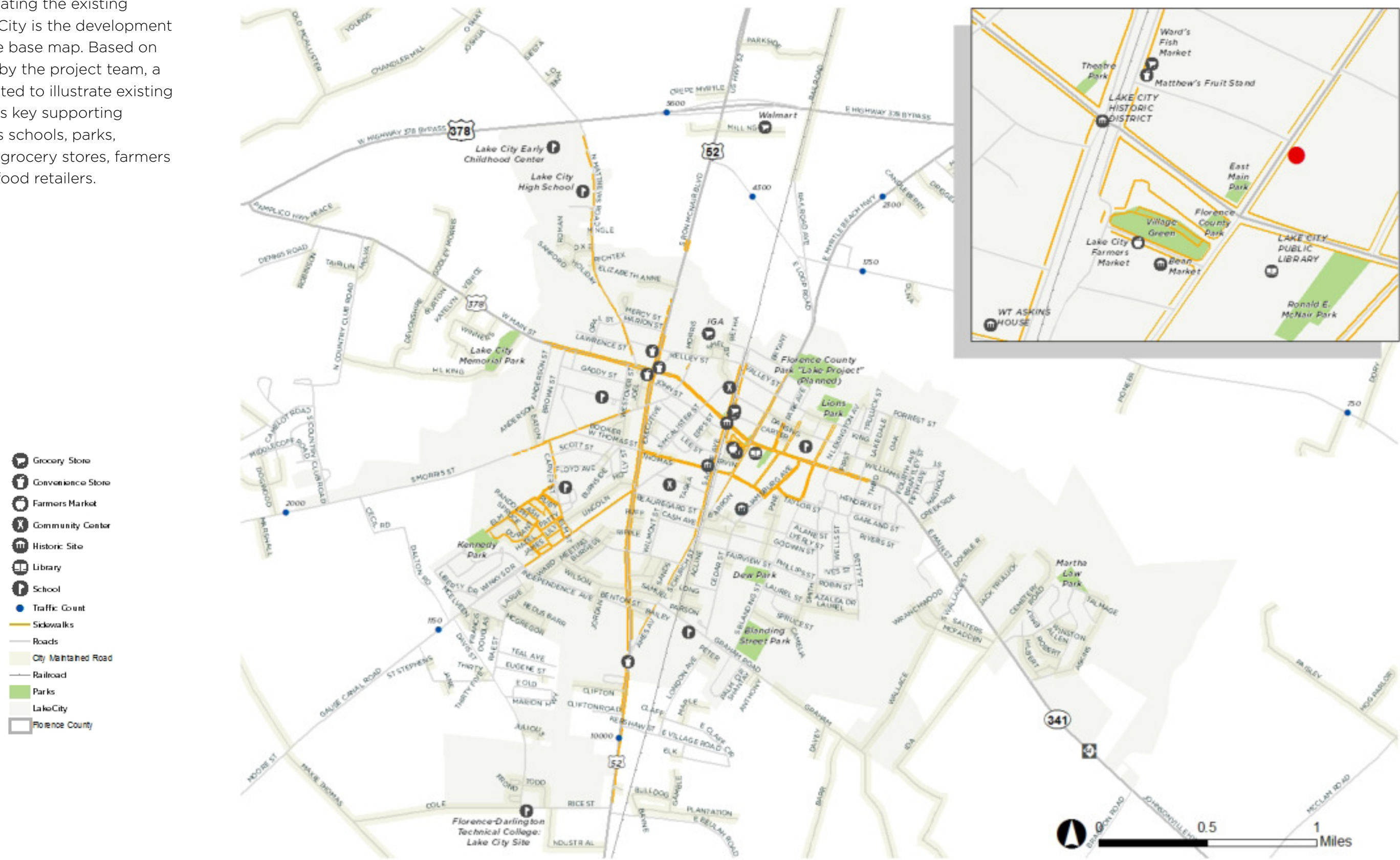
A central goal of the Land Use element is to encourage **compact, mixed use development to encourage walkability**. Locating school campuses in populated areas and within walking distance of housing is also emphasized to provide **safe routes to school** and reduce air quality issues. A total of 21 goals for the County are outlined with an implementation strategy and time frame for completion.

Specific downtown master plans are incorporated for all municipalities in Florence County. In Lake City, the Master Plan lays the groundwork for an economic hub downtown, focused on the National Bean Market Museum and the Wellness Center. Other economic development projects include an arboretum, relocation of the Cooper Academy, and development of the Dr. Ronald E. McNair Space Center.



# RESULTS OF DATA COLLECTION

A first step in evaluating the existing conditions in Lake City is the development of a comprehensive base map. Based on GIS data collected by the project team, a base map was created to illustrate existing sidewalks, as well as key supporting information such as schools, parks, community library, grocery stores, farmers market, and other food retailers.





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## PUBLIC INPUT OVERVIEW

Public outreach is essential to developing a city-wide pedestrian plan that addresses the needs of community members. This section provides an analysis of public input acquired through community outreach efforts, including:

- Public Survey (hard-copy and online),
- Two public outreach site visits,
- Project team meetings,
- Attendance at community events, and
- A project website with the opportunity for comments submission.

The outreach efforts provided opportunities to identify issues and priorities related to walking in Lake City.

### OUTREACH TOOLS

A project website was developed as a tool to inform the public about the project and to provide a central location for disseminating information. The project website link is [walklakecity.weebly.com](http://walklakecity.weebly.com).

The **public survey** was designed to gather information from Lake City residents regarding community needs and priorities related to walking for exercise or transportation. It was available to the public from January through January 2016, during which time a total of 79 surveys were completed. Online surveys were available at [www.surveymonkey.com/r/WalkLakeCity](http://www.surveymonkey.com/r/WalkLakeCity), and hard copies of the survey were made available at community outreach events and were also distributed to community leaders to share throughout the community.

Informational placards with directions for filling out the survey were delivered to downtown businesses, community parks and centers, libraries, senior centers, and City offices.

A summary of the results is provided on the following page.

**"I haven't lived here in almost 40 years and I'm glad to see the changes and improvements that have been made in my hometown!"**

*- survey respondent*



The project website has background information, links to related documents, and the user survey link.



## SURVEY RESULTS

Most respondents either live, work, or own property in Lake City; about 15% of respondents were just visiting (shopping, dining, using local services) . People of all ages completed the survey, however, over 60% of respondents were between the ages of 40 and 64.

This summary section highlights key findings — a full report of survey results can be found in the appendix.

### **Over 77% of respondents believe improving walking conditions is very important**

- When asked to indicate primary purposes for walking trips, **65% of respondents indicated they walk to get somewhere (transportation).**
- **57% of respondents** indicated their second-most popular purpose for **walking is for exercise.**

- Respondents expressed a **preference to walk to the following key destinations:**

- Downtown Lake City
- The Train Depot & Bean Market
- City Parks
- River Access
- Lake City Public Library

- **The top three factors that discourage walking in Lake City** were:

- Lack of sidewalks
- Personal safety concerns
- Unsafe street crossings
- Heavy/fast motor vehicle traffic

- **The top three factors that would encourage more walking in Lake City** were:

- Good lighting and other safety features
- More sidewalks
- Intersection improvements



**9%**  
**of respondents walk to buy their groceries**

## PROJECT STEERING COMMITTEE

The Lake City Pedestrian Master Plan Project Steering Committee included members from throughout the community and from various levels of government agencies. The members of the project team included:

Lovith Anderson, *Lake City Mayor*

Shawn Bell, *City Administrator, Lake City*

Cynthia Mallette, *Lake City*

Carla Angus, *ArtFields*

Greg Alexander, *Downtown Merchants Association*

Greg Moore, *Greater Lake City Chamber of Commerce*

Angela Rogers, *DHEC*

Decar Brown, *Boys & Girls Club of the Pee Dee Area*

Jonathan Graham, III, *Florence County*

Laura Hickson, *Florence County School District Three*

Sharon Askins, *Resident/Advocate*

Rob Bockman, *Lake City Partnership Council*

Clyde Bess, *Ron McNair Life History Center*

Hannah Davis, *Jones-Carter Gallery*

Jason Springs, *Florence County Council*

Donna Tracy, *Florence News*

W. Kyle Berry, *SCDOT*

Michael Bethea, *SCDOT*

Two meetings were held with the project team, in January and May 2016, to discuss the community's needs and resources related to the pedestrian environment and to create a strategy for public engagement. At the first meeting, team members discussed how and where to distribute and collect the public survey. Input was also gathered regarding priority areas for pedestrian improvements. At the second meeting, discussion focused on prioritizing programmatic projects and events to promote walking in Lake City.

Funding sources and opportunities were also discussed, and local and regional philanthropic foundations were identified to pursue when necessary. The team members emphasized that funding sources should be included as a section of the final plan report. (See resulting Potential Funding Sources Matrix on page 73.)

Other priorities that were identified by the team included:

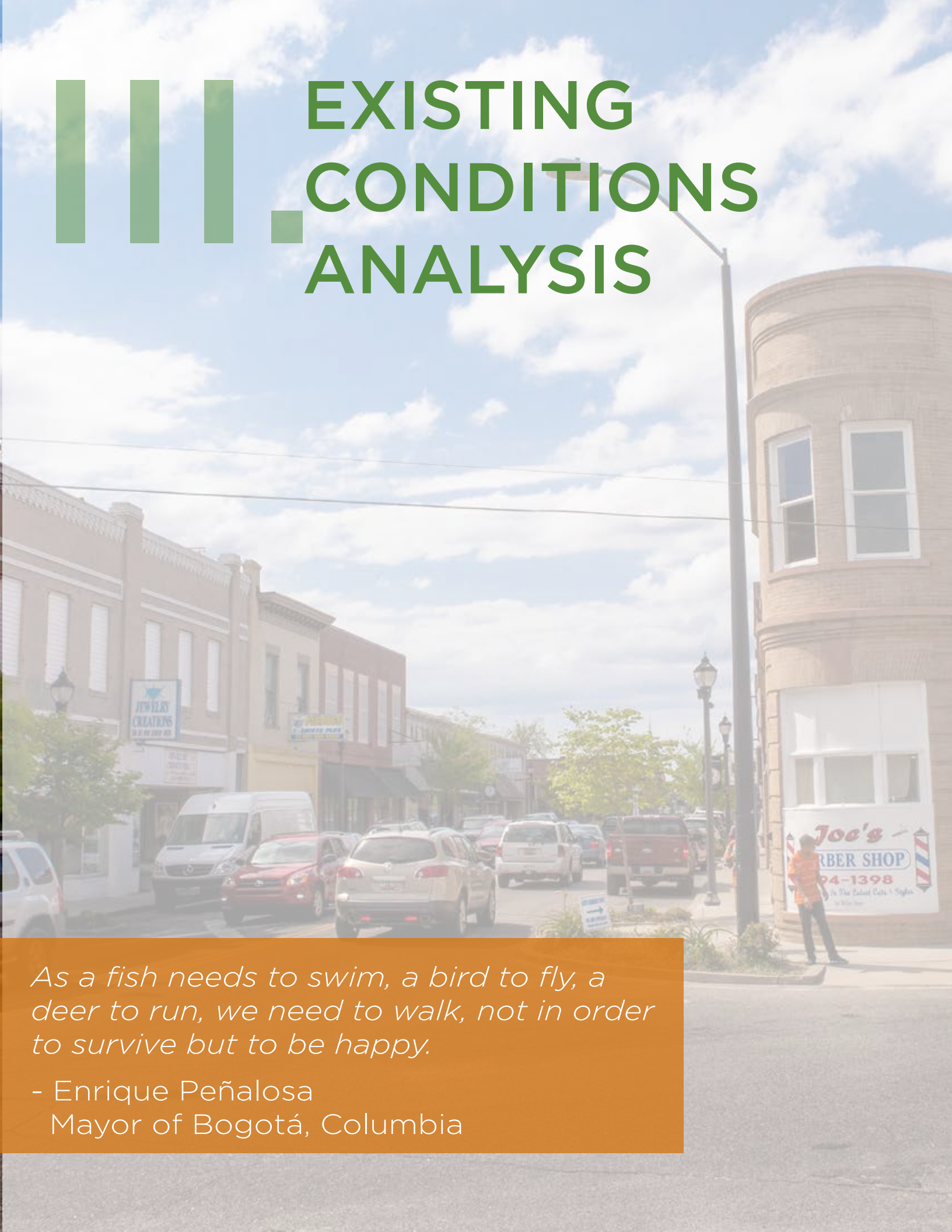
- Connecting residents to the recent improvements downtown.
- Targeting key corridors for intersection and safety improvements.
- Promoting tourism with historic attractions and healthy food opportunities.

**"I would love to see Lake City develop into a hub that could possibly attract start ups that would encourage economic growth. I fully believe in the development that is occurring and would love to see us attract business to call Lake City home."**

*- survey respondent*



# EXISTING CONDITIONS ANALYSIS



*As a fish needs to swim, a bird to fly, a deer to run, we need to walk, not in order to survive but to be happy.*

- Enrique Peñalosa  
Mayor of Bogotá, Columbia



# OVERVIEW

This chapter provides an overview of the major components of Lake City's existing environment for walking. **This includes an assessment of the primary opportunities and constraints that exist for the development of a safe and connected pedestrian network.** The assessment is based on public input that was solicited during focus group sessions, stakeholder meetings, and public meetings, as well as the project team's review of existing plans, field observations, and GIS-based mapping analysis.

Fieldwork, in combination with quantitative analysis, create a more complete picture of the pedestrian environment that exists in Lake City, and informs specific recommendations for improving that environment. The following sections describe the information gained and critical outcomes of that process:

- Pedestrian Safety Analysis
- Equity Analysis
- Healthy Food Access Analysis
- Active Space Analysis
- Analysis of Opportunities and Constraints

# PEDESTRIAN SAFETY ANALYSIS

## Pedestrian fatalities are on the rise.

Between 2003 and 2012, 47,025 pedestrians were killed walking on streets in the U.S. In 2012 alone, 4,743 pedestrians died, an increase of 7% over 2011. 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.

Pedestrian safety is a growing concern in South Carolina. Pedestrian fatalities in the state rose 23.8% between 2008 and 2012, outpacing national trends. The table below summarizes fatality figures for the state during this time.

**South Carolina ranks 45th in the nation for levels of walking mode share, yet ranks 2nd in the nation for walking fatality rates.** As previously mentioned, Florence County has a pedestrian fatality rate of 2.8 deaths per 100,000 people, compared to the state rate of 2.3 deaths per 100,000 people.<sup>6</sup>

While reasons for the increase in pedestrian crashes are difficult to pinpoint, demographic shifts, more people walking, and higher numbers of pedestrians on dangerous, high-speed arterials all likely play a role. 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.

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.**<sup>6</sup>

## Pedestrian Fatality Figures for South Carolina:

	2008	2009	2010	2011	2012	% change
<b>Pedestrian Fatalities</b>	101	89	90	113	125	23.76%
<b>Pedestrian Fatality Rate per 100,000 people</b>	2.23	1.94	1.94	2.41	2.65	18.83%
<b>Pedestrians as Percent of all Traffic Fatalities</b>	10.97%	9.96%	11.12%	13.65%	11.6%	5.74%

Some populations are disproportionately affected by unsafe walking conditions. Households without access to vehicles are more reliant on walking, yet often live in areas where suburban street patterns and dangerous arterial roads predominate. Older adults require more time at crossings and are more vulnerable to injury when a collision occurs. Older adults are also more susceptible to other non-collision events which do not involve a motor vehicle but which can cause injury. These “pedestrian only” events such as tripping on sidewalks and slipping on curbs, are not typically captured when discussing pedestrian safety but are important considerations in this plan.<sup>7</sup>

Children are also disproportionately affected by unsafe walking conditions. Children often walk to schools built along unsafe arterial or major roads, putting them at higher risk. Children also use neighborhood streets as areas to ride bikes and play games. They often go unseen by drivers though.

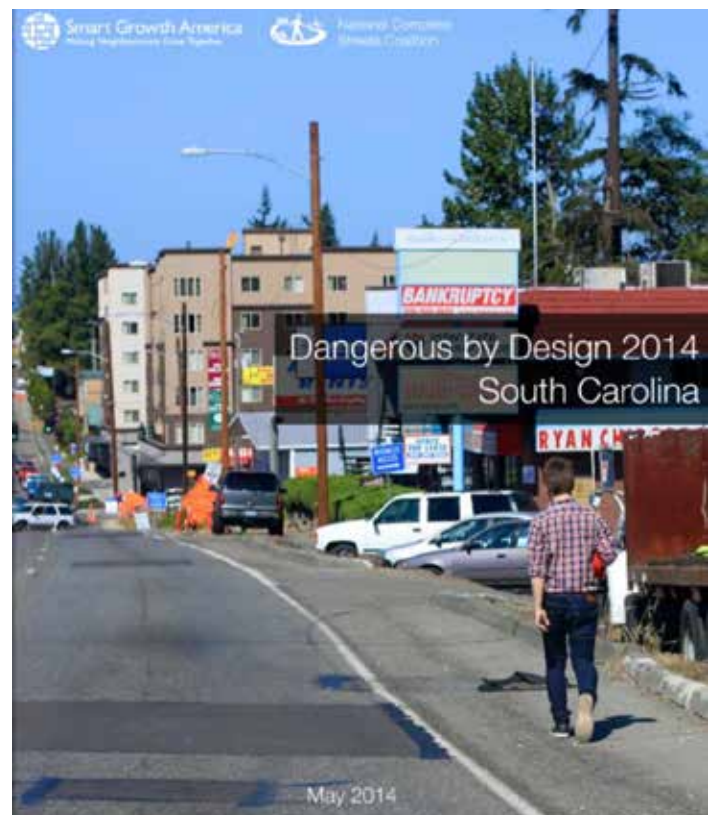
### **Nearly one-third of all Americans do not drive.**

This includes all children and adolescents who are not of age, 21% of all seniors over 65 years-old, people with disabilities, and those who cannot afford to drive.<sup>8</sup>

**Pedestrian injuries occur at a higher rate** than pedestrian fatalities. Official crash statistics, however, do not capture a significant portion of these injury-causing collisions. Collisions that go unreported and near miss incidents are not reflected in most collision statistics, and thus may not be fully representative of safe walking conditions. This is especially true when accounting for whether a pedestrian

injury occurred in the roadway (1.7 times more likely to report than non-roadway locations), the severity of the injury (1.3 times more likely to report when hospitalized), and the age of the pedestrian (ages 15-24 are significantly less likely to report a collision even after controlling for location and severity).<sup>7</sup>

In recent years, a series of successful national campaigns have targeted drunk driving, seat belt use, and distracted driving. For people in vehicles, the resources and focus dedicated to safety has saved thousands of lives. A similar dedication to creating safe streets for pedestrians will encourage walkability, improve health outcomes, and improve livability for all residents.



Dangerous by Design is a report issued by Smart Growth America's National Complete Streets Coalition. The Smart Growth organization also issues state-specific versions with nuanced relevant data. The report documents preventable pedestrian fatalities and details measures that can be taken to make streets safer for all road users.

<sup>6</sup> Dangerous by Design - South Carolina

<sup>7</sup> Federal Highway Administration Office of Safety - Bike/Ped Documents  
*Police-reporting of Pedestrians and Bicyclists  
Treated in Hospital Emergency Rooms*

<sup>8</sup> Smart Growth America Senate Fact Sheet



# PEDESTRIAN COLLISION MAP

Between 2010 and 2014, there was one reported pedestrian fatality in Lake City. The fatality occurred near the intersection of South Church Street and Sauls Street. On the Church Street corridor there are pedestrian warning signs making drivers aware of people crossing the road. These signs, however, are not paired with other markings or signs to increase the visibility of pedestrians, such as crosswalks or in-street pedestrian crossing signs.

Eight pedestrian injuries were also reported within city limits, as well as another two injuries just outside the city limits. Details about the setting of each injury location are described on the following page. Common issues across these reported pedestrian injury locations include:

- Driveway gaps that disrupt sidewalk connectivity and prioritize vehicular movement
- Lack of sidewalks, poorly maintained sidewalks, and poorly designed sidewalks that do little to consider a pedestrian's level of comfort or safety







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## PEDESTRIAN COLLISION DETAILS

The **one pedestrian fatality** that occurred in **Lake City between 2010 and 2014** occurred near the intersection of South Church Street and Sauls Street.

### **Eight pedestrian injuries occurred between 2010 and 2014 as a result of car collisions.**

These collisions are described below, and are numbered to correspond with the map of collisions on the previous page.

**1.** A pedestrian injury occurred on Rae Street near Rupert Street adjacent to a T-shaped intersection. This corridor is also along a two-lane, undivided road with no sidewalks. There are no crossings on Rae Street or in the immediate vicinity.

**2.** A pedestrian injury occurred along South Morris Street west of the intersection with Westover Street. This location is near the backside of the J. Paul Truluck Middle School property.

**3.** Another pedestrian injury occurred at the intersection of Gaddy Street and Westover Street. There are a number of residences nearby, as well as a church, but the corridors lack sidewalks. A drainage ditch and vegetation adjacent to Westover Street forces pedestrians to walk in the roadway.

**4.** A pedestrian injury occurred on Main Street. This injury occurred in the parking lot of a gas station near the corner of Main Street, Ron McNair Boulevard, and Joel Street. Pedestrian accommodations here are poor. There are a number of driveway curb cuts and adjoining parking lots which favor vehicle mobility over pedestrian safety, as well as heavy traffic passing through these two adjoining lots from the three surrounding streets.

**5.** A pedestrian injury occurred in the parking lot of the auto service center on the corner of West Main Street and North Matthews Road. This is another parking lot with ambiguous and lacking pedestrian facilities, as well as traffic entering from multiple driveways.

**6.** Another pedestrian injury occurred on North Matthews Road, near the pond north of Mercy Street. There is a sidewalk on the west side of the street, however the planting strip between the sidewalk and road (which serves as a buffer area to improve a pedestrian's sense of safety and comfort) abruptly ends where this pedestrian collision occurred.

**7.** A pedestrian collision occurred at the intersection of Kelley Street and Lance Avenue. This is another T-intersection without marked crosswalks or other pedestrian facilities.

**8.** A pedestrian collision occurred on East Thomas Street near Williamsburg Avenue.

The collisions that occurred outside the city limits were near the railroad tracks just north of the city limits, and near the intersection of Main Street and South Wallace Street just east of city limits. There are no sidewalks along either of these corridors.

# EQUITY ANALYSIS

## OVERVIEW

An equity analysis provides insight about the areas of Lake City 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 gave the project team a starting point for identifying priority areas, however, recommendations were ultimately based on a synthesis of factors, including the equity analysis results, current best practices, public input, existing conditions analysis, and the pedestrian collision analysis,

This section describes the equity analysis process in more detail, and includes the following:

- Equity Analysis Methodology
- Equity Analysis Results
- Healthy Food Access Analysis
- Active Space Access Analysis

## METHODOLOGY

The equity analysis incorporated the following seven socioeconomic criteria:

- Seniors
- Children
- Non-white populations
- Low-income households
- Vehicle access
- Linguistic isolation
- SNAP recipients

The measure and rationale for each criteria are further described below.

### Seniors

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

**Rationale:** Walkable neighborhoods help seniors remain active, healthy, social and free to move around. Older adults socialize more when living in walkable neighborhoods, because regular social interaction is possible, convenient and more frequent. In a walkable neighborhood the senior citizens are more likely to know their neighbors, participate in politics, engage socially and even trust people.

According to Center for Disease Control and Prevention survey, 32.5 percent of Americans over the age of 65 don't have regular physical activity. There are many health benefits of walking, especially for people older than 50. Elderly adults who walk are less likely to suffer mental deterioration or dementia and physical activity may actually add years to their life. Therefore, living in a walkable neighborhood gives options for walking right out your front door.

A survey by AARP Public Policy Institute found that people over age 50 listed lack of walkability part of barriers to walking.

*“Older adults perceive poor sidewalks, the absence of resting places and dangerous intersections as barriers to walking.”*

Thus, walkable environment benefits seniors, keeping mind and body healthy through their surroundings and neighborhoods.

## Children

**Metric:** Children are defined as individuals 14 years old and younger. This threshold was determined based on the legal age for driving in South Carolina. At age 15, young adults are eligible for a learner’s permit, and after 180 days young adults are eligible for a provisional driver’s license. While conditional, even a permit and provisional driver’s license broaden a young person’s mode of choice, and significantly increase their mobility.

**Rationale:** As parents, physicians and policy makers look for ways to curb childhood obesity, they may need to look no further than a child’s own backyard. Studies show that children are less likely to be obese if they live in a neighborhood that is safe and within walking distance of parks and retail services.

The U.S. has been experiencing a growing trend in overweight and obesity among youth and children and recent evidence shows that approximately 32 percent of youth are overweight or obese. Physical inactivity impacts weight and in an effort to curb the growing obesity epidemic there is an increasing research that has examined associations between local

area environmental factors and physical activity among youth. Greater availability of outdoor play/sports areas and parks, and access to commercial physical activity-related facilities have been associated with higher levels of youth and children physical activity.

Neighborhood design can also influence physical activity levels in youth and children. However, perceived environmental barriers, such as lack of access to these types of settings such as low connectivity street networks, have been associated with lower income neighborhoods. Whereas, high walkability (grid street network) neighborhoods have shown to have more physical activity and hence, less obesity among youth and children.

## Non-White Populations

**Metric:** Non-white is measured as the percentage of all races, excluding those that identified as white. This includes Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, or some other race.

**Rationale:** Communities with more racial and ethnic minorities and lower-income residents often lack specific features that support walking, such as clean and well-maintained sidewalks, trees and nice scenery and safety. Such deficits may undermine the generally favorable effects of walkable neighborhood design. The presence of parks, open space and other recreational facilities is consistently linked with higher physical activity levels among children and adolescents. However, many studies show that lower-income groups and racial and ethnic minorities have limited

access to well-maintained or safe parks and recreational facilities, and more crime and traffic.

The low leisure-time physical activity rates and high risk of obesity among racial or ethnic minority children, and those living in lower-income areas, can be partially explained by their generally poor access to parks and private recreation facilities. In light of this growing evidence, policy makers should pursue strategies that improve walkability, access to parks, green space and recreational facilities, and neighborhood safety.

### **Low-Income Households**

**Metric:** Low-income is measured as the percent of the population living below two times the federal poverty level. 2015 Federal Poverty Guidelines identified \$48,500 as the threshold for a four-person household. American Community Survey (ACS) data groups income by increments of \$4,999 so this analysis captures all household incomes at or below \$49,999.

**Rationale:** The U.S. Department of Housing and Urban Development (HUD) defines low income households as households earning less than 80% of the Area Median Income (AMI). Very low income households earn less than 50% of AMI.

These groups of people are the least likely to have access to a car and may depend on walking to reach work, school, public transportation, or other destinations. People with lower incomes are more likely to live in areas with high crime rates, perceive their neighborhoods as less safe, and report physical and social disorder in their neighborhoods, such as broken windows, litter, graffiti, loitering and public drinking. These environmental variables may be why, in some cases, a higher proportion of lower-income children tend to be less active than their peers, overweight or obese. Walkable and safe access to healthy food outlets would support both nutrition and physical activity needs of low-income populations.



## 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.

**Rationale:** Access to private vehicles can be an indicator of mobility and access, particularly access to healthy food options and active spaces.

## 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”.

**Rationale:** Households that are linguistically isolated may have greater difficulty accessing services that are available to fluent English speakers, such as transportation services and social services.

## SNAP Recipient

**Metric:** SNAP recipients measures the percentage of households who have received SNAP assistance in the past 12 months.

**Rationale:** Current regulations require food retailers who accept SNAP to stock three varieties of foods in each of the following four food groups: fruits and vegetables, dairy, breads and cereals, and meat, poultry and fish. While a new rule requiring seven varieties in each food group was proposed in February of 2016, SNAP recipients still travel farther to access their food and are more likely to be affected by diet-related diseases. Additionally, only 0.02% of SNAP funds are redeemed at farmers markets indicating an opportunity for outreach and education efforts aimed at attracting households that receive SNAP assistance.





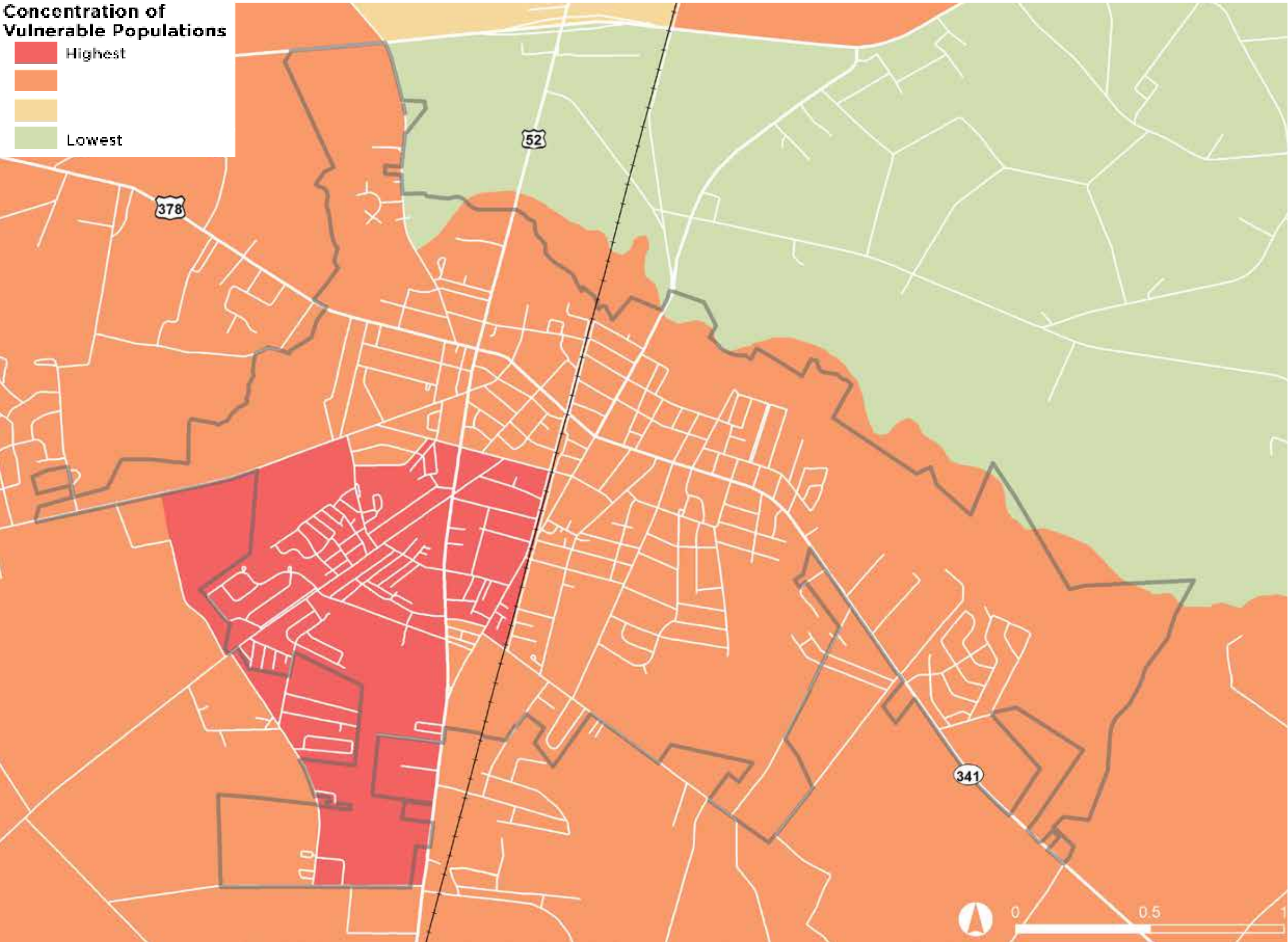
# EQUITY ANALYSIS MAP

The adjacent map reflects the areas of Lake City with greater than average concentrations of seven vulnerable populations by census blocks. These subpopulations are more vulnerable to health disparities related to economic and physical access to healthy foods and lifestyles and thus represent populations ideal for targeted interventions to improve access. These vulnerable populations include:

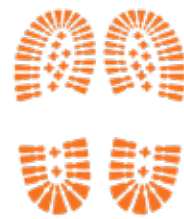
- Senior citizens
- Children
- Low-income households (at or below 200% Federal Poverty Level)
- Households without access to a vehicle
- Households with limited English-speaking proficiency
- Households who receive SNAP benefits
- Non-white populations

The red equity tier represents a high concentration of vulnerable populations, thus an area requiring more need and a priority area for pedestrian improvements. This priority area spans the southwestern quadrant of the city, including Kennedy Park neighborhood, between S. Morris Street and S. Ron McNair Boulevard.

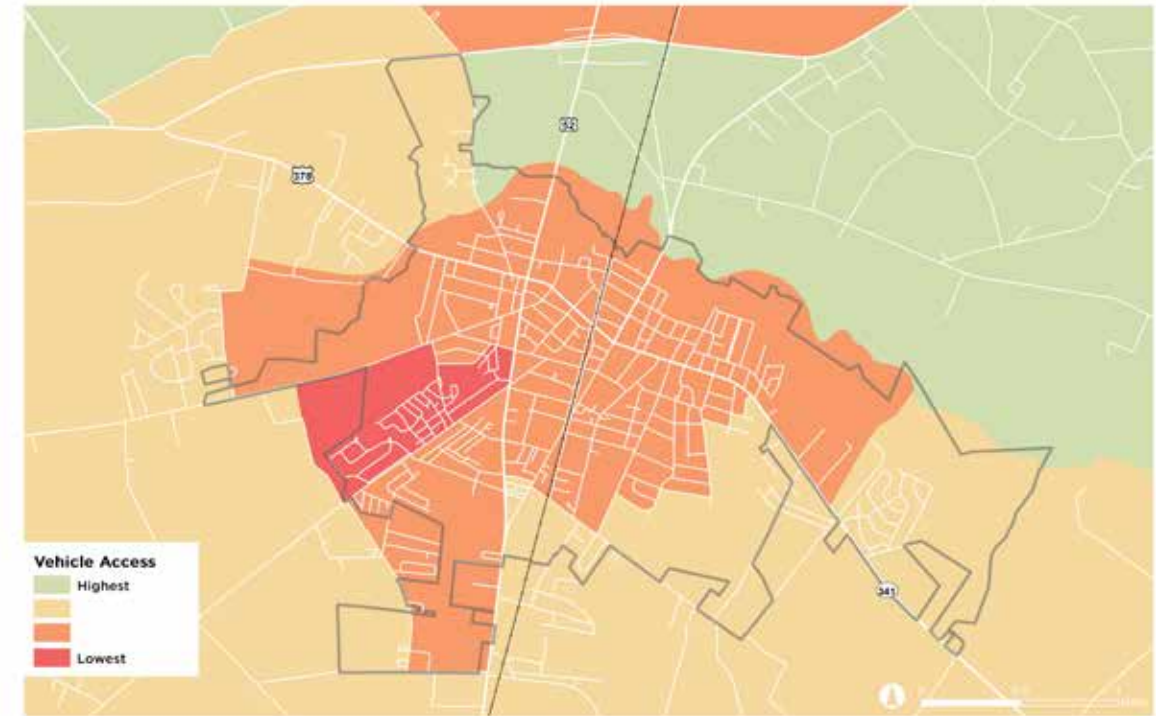
Maps of the selected individual socioeconomic criteria are found on the following page; all others can be found in the Appendix.





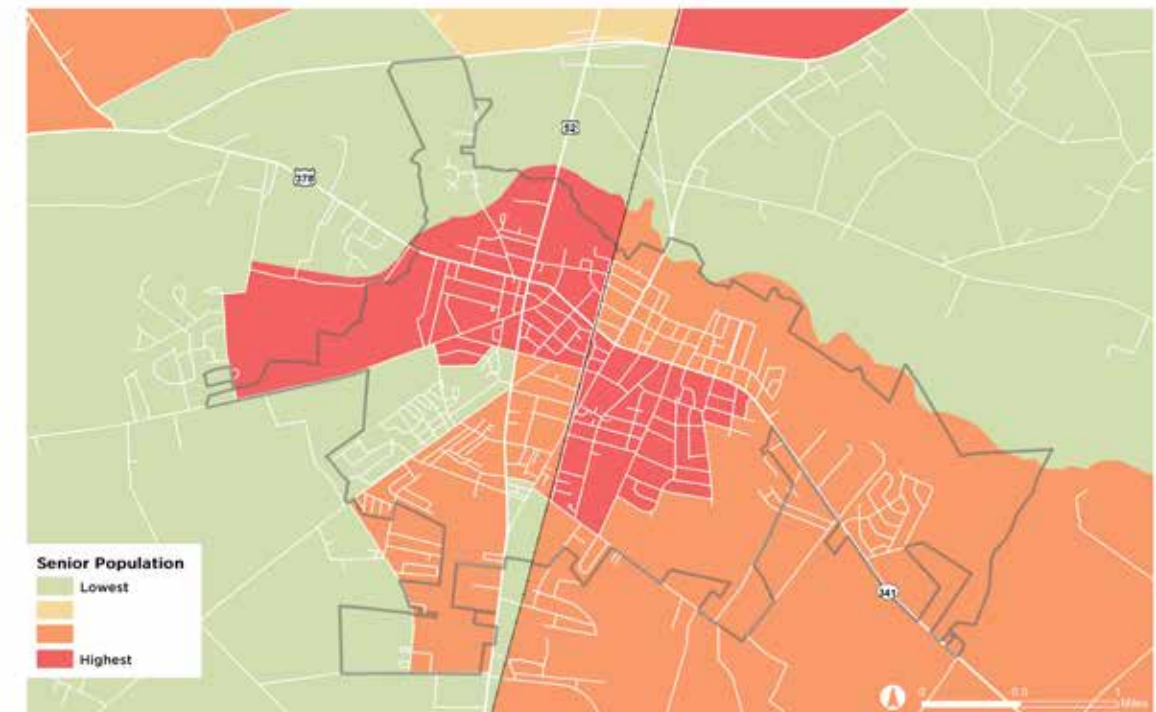


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#### VEHICLE ACCESS

The map above identifies the area where more households have limited vehicle access. The highest concentration of such household is between S. Morris Street and S. Moore Street., near the Kennedy Park neighborhood. The low vehicle access area is not within the “walkable” zone (0.5 mile around a healthy food outlets) for healthy food access, as illustrated in the subsequent pages.



#### SENIOR POPULATION

In terms of age, seniors are a vulnerable population for food security. In Lake City, a higher concentration of seniors is located on the northwest and southeast areas of the city.

# HEALTHY FOOD ACCESS ANALYSIS

## OVERVIEW

Walkable and safe access to supermarkets, grocery stores, farmers markets, and specialty markets is important, because they give consumers access to a variety of fruits and vegetables. Diets rich in fruits and vegetables offer a number of health benefits and have been linked to a lower prevalence of obesity.

Most Americans, especially those with a low income, consume far fewer fruits and vegetables than recommended by current dietary guidance. Communities with limitations in resources, disposable income, language proficiency, and transportation often have restricted access to, and knowledge about, a variety of healthy food options.

While there is general agreement that consumption of fresh, healthy foods such as fruits, vegetables, and whole grains are necessary for health and nutritional well-being, many communities across the region have negative health consequences caused by a lack of access to high-quality food. Grocery stores, farmers markets, and community gardens tend not to be as readily available to people in low-income, low-access communities. The result is an over-dependence on neighborhood convenience stores with limited offerings of fresh foods sold, frequently for a high price. This leads to myriad health and nutritional and long-term sustainability implications.

Therefore, creation of active transportation routes such as sidewalks, and bicycle paths between all neighborhoods and grocery stores, farmers markets, or other healthy food outlets can ease this disparity in accessibility, and help lower rates of chronic disease and lower levels of obesity.



**23.5 million**  
people in America lack access to  
a supermarket within one mile of  
their home

## HEALTH RISKS

Specific health risk data at the city level does not exist, however, county level data show that:

- **37% of Florence County adults are obese.** This is 5 percentage points higher than the state rate of 32%. (Obesity is measured as a Body Mass Index [BMI] greater than 30.) Projections for **adult obesity rates are only getting worse** in Florence County.<sup>9</sup>
- **37.9% of children are overweight or obese.** This is more than **double the state rate** of 16.7%. (Children are measured as those between the ages of 2 and 17.)<sup>9</sup>
- **Almost 49% of adults consume less than one serving of fruit per day.**<sup>9</sup>
- **Over 30% of adults consume less than one serving of vegetables per day.**<sup>9</sup>
- **Over 15% of adults have type 2 diabetes.**<sup>10</sup>

**Florence County is considered one of the CDC's (CDC) "Diabetes Belt" counties.<sup>11</sup>**

According to the CDC:

*People who live in the diabetes belt are more likely to have type 2 diabetes than people who live in other parts of the United States. People who do not already have diabetes can reduce their risk by being physically active and, if they are overweight, losing weight. Obesity and inactivity account for nearly a third of the increased risk for type 2 diabetes that scientists noticed in people living in the diabetes belt.*

9. SC DHEC. (2013). "2013 Florence County Obesity Fact Sheet." Available at <https://www.scdhec.gov/Health/docs/Epi/obesity/LakeCity.pdf>.
10. SC DHEC. (2012). "Florence County Health Indicators." Available at <http://www.scdhec.gov/Health/Docs/CHIT/Florence.pdf>
11. CDC. (2011). "CDC Identifies Diabetes Belt." Available at <http://www.cdc.gov/diabetes/pdfs/data/diabetesbelt.pdf>





## FOOD RETAIL ENVIRONMENT

Food security, as a determinant of health, contribute to health status. Food security addresses the affordability, availability and accessibility of healthy foods. In Lake City, many residents are food insecure and more likely to have a poor diet. Poor diet significantly contributes to heart disease, obesity, diabetes, some cancers and stroke.

Lake city has only two grocery stores which are IGA and Wards Fish Market. The town also has a seasonal farmers' market, the Lake City Farmer's Market. It operates on Thursdays from 2 p.m.-7 p.m. at the National Bean Market in Lake City. The Seasons of Operation are spring: April-June and in fall: September-October. The market is located at 111 Henry Street, Lake City, SC 29560. There is a Walmart as well but it is not in the city limits.

While residents have two grocery stores within the town limits, a large number of residents purchase groceries from the Dollar General, a discount variety store. It is common for these type of retail outlets to sell pre-packaged and processed foods in both non-perishable and frozen packages. These types of foods are more likely to have higher amounts of fat, sodium, sugar and calories. However, it is less likely these stores sell fresh and nutritious foods. Dollar General's popularity is likely attributed by its affordability and accessibility.

The table above details the analysis of grocery store density and the availability of healthy food opportunities for Lake City. There are a total of three healthy food retail establishments in the Lake City area, the two grocery stores and the farmer's market. However, only the grocery stores are available year-round.

**Summary Table of Lake City's  
Food Retail Environment:**

<b>Number of Food Retail Establishments (FRE)</b>	3 (2 year-round)
<b>Number of People/FRE</b>	2,240
<b>Square Miles/FRE</b>	1.6 (2.4 year-round)
<b>Number of Grocery Stores</b>	2
<b>Number of People/Grocery Stores</b>	6,720
<b>Square Miles/Grocery Stores</b>	2.4
<b>Healthy Food Outlet Density (# outlets/mi<sup>2</sup>)</b>	0.20 (0.41 year round)

For the Healthy Food Outlet Density, a value of greater than 0.2 is desirable. So Lake City is technically not defined as a food desert, with a value right at 0.20. However, what is remarkable is the accessibility to healthy food. In Lake City, all of the grocery stores are located in the north, leaving many of the residents on the west side far from healthy food outlets.



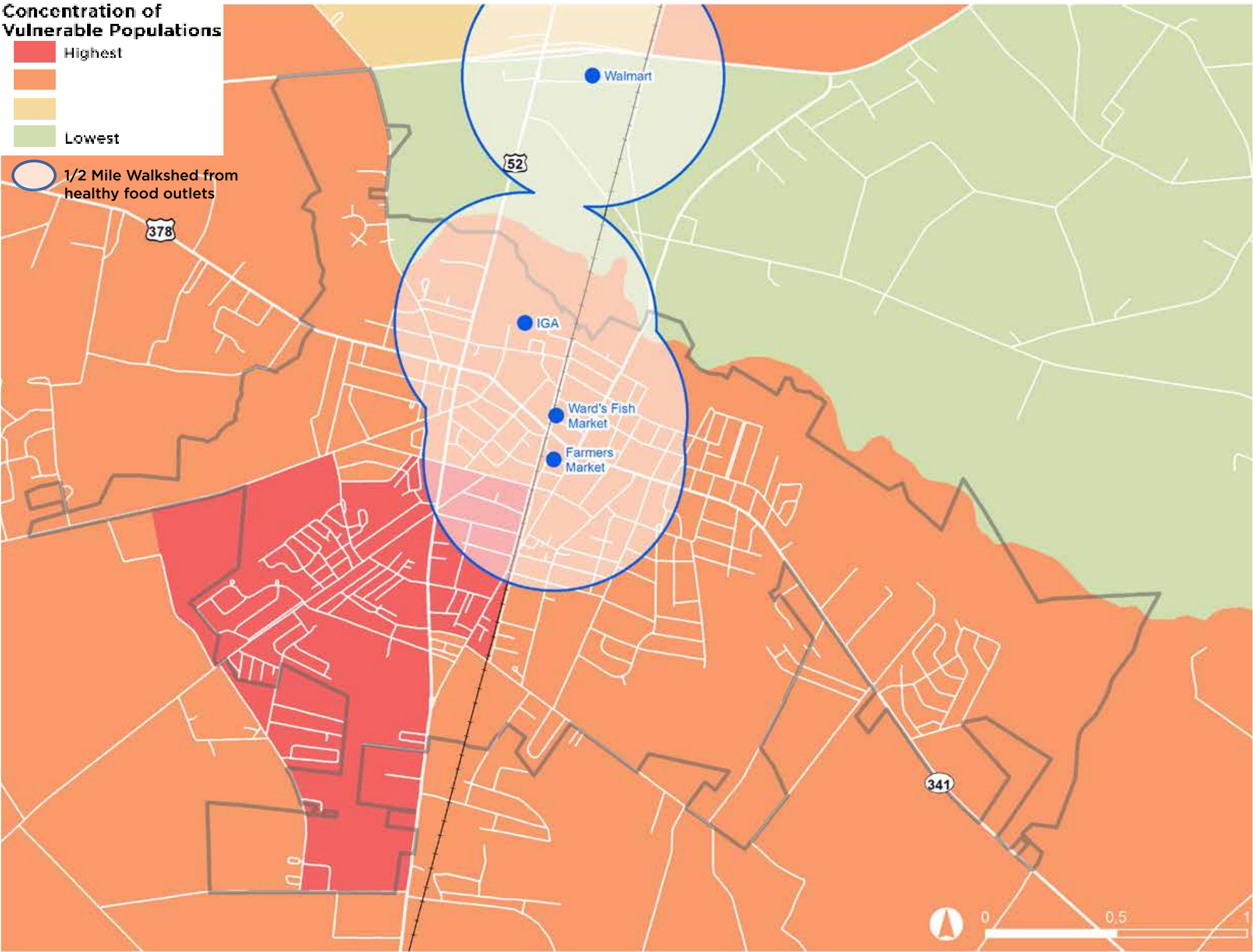
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# HEALTHY FOOD ACCESS ANALYSIS MAP

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 healthy food outlets. The farmers market is seasonal.

A half-mile walkshed is a widely accepted catchment area for pedestrian analyses. A half-mile is about a 10 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 connectivity and reveal opportunities where infrastructure improvements may have the greatest impact.**

The walkability and food access connection runs along the Ron McNair Boulevard corridor to the north of the city and around the farmer's market and Ward's Fish Market in downtown Lake City. While the farmer's market is located near areas at high risk for health inequity, the seasonality and limited offerings of the market make it less viable as a primary food outlet for residents. The pedestrian accessibility of the healthy food outlets along Ron McNair Boulevard is drastically limited by the geographically limited concentration on one side of the city, creating long travel distances for residents in the south (who are already disadvantaged along other measures of equity).



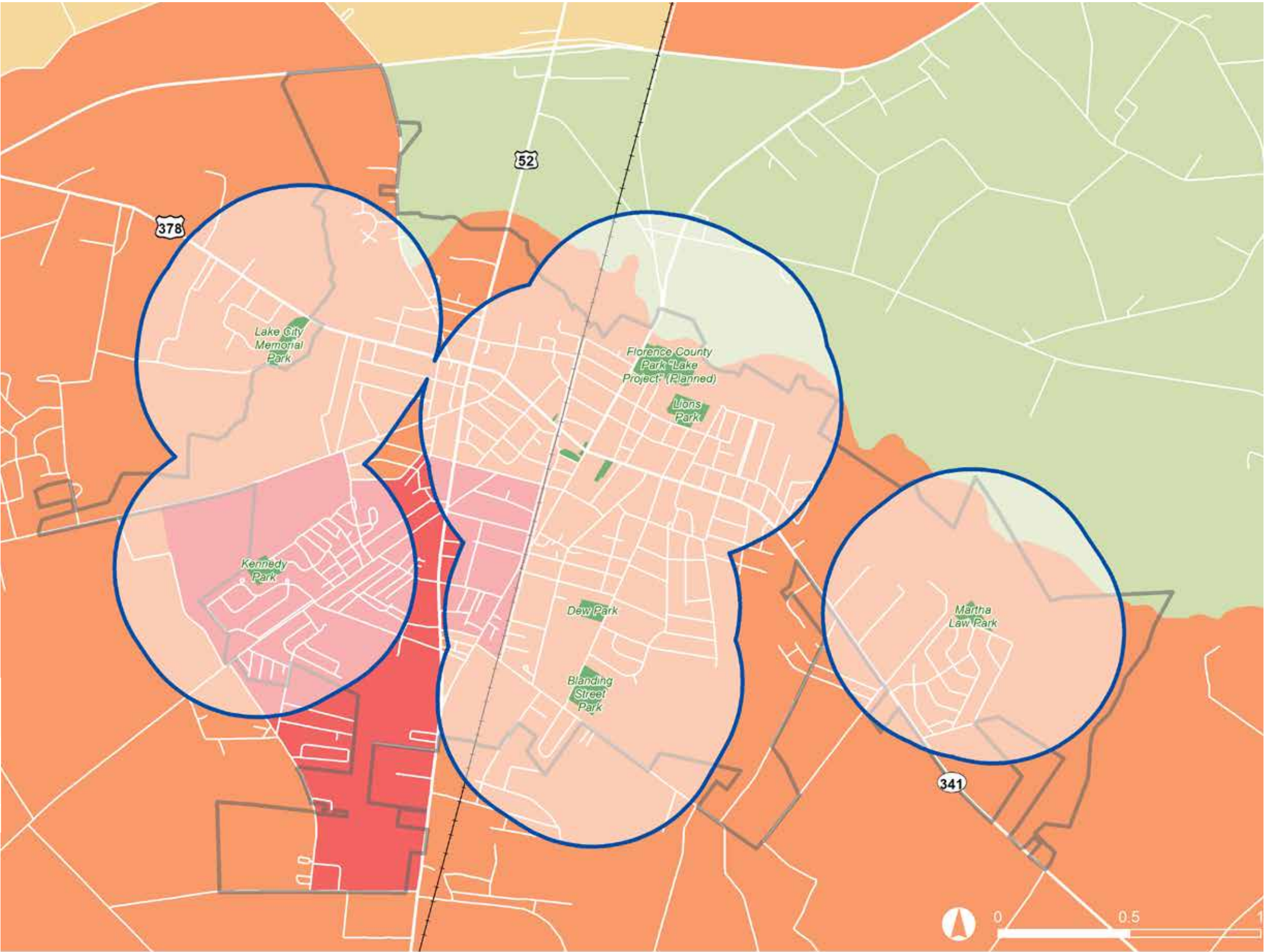
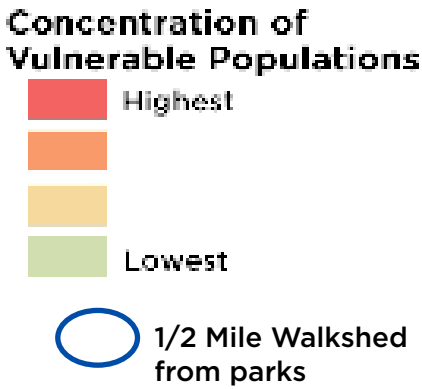


# ACTIVE SPACE ACCESS ANALYSIS MAP

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, trails, greenspace, and the recreation centers.

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 walkability and active space access connection covers much of the city. However, the actual pedestrian accessibility is hindered by the lack of sidewalks on most streets immediately surrounding city parks; the lack of safe crossings at major intersections and park locations; high traffic volumes and speeds along major corridors; and barriers created by railroad track crossings that lack clear pedestrian paths.



# ACTIVE SPACE ACCESS ANALYSIS

## OVERVIEW

Walking can be a critical form of transportation, particularly for older adults who no longer drive, young people who cannot yet drive, and for people who do not have access to a vehicle. Apart from walking as a means for transportation, however, walking serves a vital role in maintaining and improving one's health.

The CDC recommends 60 minutes of physical activity for children per day, 150 minutes of physical activity for adults per week, and 150 minutes of aerobic and muscle-strengthening activity per week. The parks and recreation facilities in Lake City provide ample access to exercise opportunities, however, accessing these destinations on foot is challenging.

**Florence County physical activity data show that:**

- **Women report being less physically active than men.**<sup>12</sup>
- **41% of adults meet physical activity recommendations.** This is the same as the state rate, but 8.8% lower than the nation.<sup>13</sup>

- Of all South Carolina counties, **Florence ranks 27th out of 46 for health behavior.**<sup>14</sup> Health behavior accounts for factors such as obesity, smoking, food environment index, and physical inactivity.

Additionally, **data on youth physical activity show that:**

- **74.5% of children (ages 2-17 years) in Florence County are not physically active** for 60 minutes or more on a daily basis.<sup>9</sup>
- **29.6% of children in Florence County are below poverty**, compared to 27% for the state. This is significant because **children living below the poverty line are 159% more likely to be deprived of recess.**

Obesity and physical inactivity rates in Florence County have worsened year after year. One way to reverse this trend is to expand mobility options by providing safe and comfortable pedestrian facilities in Lake City to support

12. Institute for Health Metrics and Evaluation. (2015). "US County Profile: Florence County, South Carolina." Available at [http://www.healthdata.org/sites/default/files/files/county\\_profiles/US/County\\_Report\\_Florence\\_County\\_South\\_Carolina.pdf](http://www.healthdata.org/sites/default/files/files/county_profiles/US/County_Report_Florence_County_South_Carolina.pdf).
13. SC DHEC. (2011). "South Carolina Nutrition, Physical Activity and Obesity Fact Sheets, for Youth and Adults." Available at <http://www.scdhec.gov/library/cr-009958.pdf>.
14. County Health Rankings & Roadmaps. (2015). Florence County Health Rankings. Available at <http://www.countyhealthrankings.org/app/south-carolina/2015/rankings/florence/county/outcomes/overall/snapshot>



**\$1,795**  
**economic cost of physical**  
**inactivity *per adult* in Florence**  
**County**



# OPPORTUNITIES AND CONSTRAINTS

The project team conducted thorough, on-the-ground field assessment of the pedestrian environment. This research included an inventory of intersection conditions, a photographic inventory, and on-foot exploration of Lake City's neighborhoods, parks, and downtown core. The purpose of this research was to identify opportunities for connections between neighborhoods, key destinations, healthy food outlets, and recreation areas with active spaces. The following sections provide an overview of the opportunities and constraints that exist for walking in Lake City.

## OPPORTUNITIES

- **Existing pedestrian planning efforts recognize the need for streetscape beautification efforts and pedestrian enhancements.** Continuing to improve the quality of sidewalks and crosswalks will make walking a more attractive and safe travel mode to access and energize Lake City's downtown businesses and improve the quality of life in the city.
- **Lake City has a number of wide streets** with sidewalks around the downtown area, as well as some residential streets. The sidewalks are typically separated by a grassy buffer from the street. This makes for pleasant neighborhood walking conditions.
- **The scale of Lake City is very conducive to walking.** The town size is approximately a one mile radius, enabling pedestrians to reach key destinations like parks within a 20 minute walk.
- **Historic downtown lends Lake City a unique character.** Some of these older buildings have been preserved, and many more can be restored or re-purposed.
- **A strong group of community stakeholders and city leaders are working hard to improve opportunities for walking, physical activity, and healthy food options.** Efforts include a seasonal farmers market, streetscaping along downtown streets, and the recent and upcoming construction of several parks.

## CONSTRAINTS

- **The primary commercial corridor — Ron McNair Boulevard — is a wide streets with fast-moving traffic and few safe pedestrian crossings.** Key destinations, such as the grocery stores and restaurants, are located along this corridor, and the narrow sidewalks, high vehicle speed limits, lack of curb cuts, and lack of crossings create accessibility challenges.
- **Difficult railroad crossings** deter residents from walking. The railroad tracks run through the heart of Lake City. These tracks established the town as an early settlement and provide economic connections today. However, the tracks also separate parts of town and reduce connectivity.
- **Vacant storefronts and empty lots** within the downtown core result in fewer destination options for residents and visitors.
- **Perception of crime prevents many Lake City residents from walking**, especially at night. There are few streetlights to improve safety, and few people or activities in the downtown area to deter criminal activity.
- **Streetscape and sidewalk maintenance needs are not being sufficiently addressed.** While the overall condition of existing sidewalks is good, many walkways are not kept clear of debris or shrubbery. Similarly, crosswalks are poorly maintained or non-existent, yet are integral to the livability of Lake City's neighborhoods. Little public information is available regarding sidewalk maintenance responsibility.
- **There are large gaps in the sidewalk network**, particularly within neighborhoods. Curb cuts are present in few areas, which makes accessibility difficult for people with disabilities.
- **Schools are located within walking distance of students**, but the sidewalks do not always connect to the neighborhoods, and crossings to the school are not highly visible.

## SITE SPECIFIC OPPORTUNITIES AND CONSTRAINTS

The following photo inventory presents opportunities and constraints identified during field work. Observed opportunities are shown with **green** borders and constraints are shown with **red** borders.



Lake City has a number of **wide boulevards**. This makes for opportunities to create **pleasant streetscapes and a unique sense of place**.



Lapsed maintenance and upkeep have resulted in cracked and **uneven sidewalks and poorly visible crossings**, which makes the pedestrian experience **un-welcoming and difficult to traverse**.



Ron McNair Boulevard is the **main commercial corridor that contains many of Lake City's key destinations**. This wide, high-speed thoroughfare **can be re-designed to allow for expanded sidewalks, landscaped buffers, ADA-compliance, and safer vehicular speeds**.



**Rail lines cut across several major roads in Lake City and prevent safe, convenient pedestrian access from one side of town to the other.**

## SITE SPECIFIC OPPORTUNITIES AND CONSTRAINTS (CONTINUED)



**Lake City has an active community dedicated to improving health outcomes and walkability.** Recommendations can build off of previous efforts.



**There are few ADA-accessible curb ramps** except for a handful of primary intersections. Some streets that have sidewalks do not have accessible curb ramps, which can **isolate pedestrians with disabilities and exacerbate mobility issues.**



**Historic buildings line the corridors of downtown Lake City.** Many are currently vacant but **present adaptive reuse possibilities.**



Lake City Memorial Park is just over a half-mile from downtown Lake City and the new county park will be a quarter-mile north of town. **Opportunities exist to better connect residents to these parks with sidewalks, safe crossings, and lighting.**



## SITE SPECIFIC OPPORTUNITIES AND CONSTRAINTS (CONTINUED)



Public spaces such as this plaza provide inviting areas for pedestrians to socialize and rest. A highly visible crosswalk can improve safety and accessibility.



Vacant lots and buildings outnumber existing businesses in some areas, and the lack of street activity further contributes to an unpleasant walking experience in Lake City.




Short stretches of well-designed streetscapes in the downtown core set a great example for future improvements. Smooth, wide sidewalks and a landscaped buffer zone with streetlights and trees make the street inviting and safe.



Few safe crossings exist on the major corridors in Lake City, even near schools. Adding safe crossings at frequent intervals along main corridors will slow traffic and improve overall safety for all road users.

# IV. PROGRAMMATIC RECOMMENDATIONS



*The conventional wisdom used to be that creating a strong economy came first, and that increased population and a higher quality of life would follow. The converse now seems more likely: creating a higher quality of life is the first step to attracting residents and jobs.*

- Jeff Speck  
Author of Walkable City



# OVERVIEW

This chapter presents the recommended programs and policies that will complement the pedestrian network improvements recommended in the previous chapter.

Draft recommendations are based on public input collected between January and May 2016, as well as best practices from similar communities throughout the region, state, and nation.

This chapter includes:

- **Policy Recommendations**  
summarizes existing local and state policies related to pedestrian facilities, land use and urban design, and open-use agreements. Policy recommendations will be specifically tailored to address needs of Lake City.
- **Priority Program Recommendations**  
Summarizes four priority programs for implementation. Feedback from the Stakeholder meeting determined the final list of program recommendations. Program recommendations include information on community benefits, estimated cost, funding mechanisms, and potential partners, and program resources that will help carry a program through to implementation.



# POLICY REVIEW

A review of the City of Lake City's Municipal Code, which includes land development and zoning regulations, was conducted with the object of providing policy recommendations that will support plans to make Lake City a more walkable community. In addition, the ordinances were reviewed to identify increased opportunities for safe and convenient pedestrian access to healthy foods.

In general, the Lake City Municipal Code can accommodate new and improved pedestrian infrastructure as currently written. No impediments to access to healthy food was noted. There are a few areas that warrant discussion:

## Streets, Sidewalks, and Multi-Purpose Paths

Zoning and development standards for streets and pedestrian infrastructure requirements for new commercial and residential developments (including Planned Unit Developments and mobile home parks) should be strengthened to promote pedestrian access and connectivity. Multi-purpose paths are proposed which allow sidewalks, trails, paths, lanes, or a combination thereof, to allow the maximum flexibility of design.

## Parking

### Off-Street Parking

Lake City parking regulations typify parking standards prevalently in use today. These regulations were designed to accommodate the maximum number of automobiles needed for each zoning district use category. Little consideration is given for shared parking, carpooling or alternative methods of travel, shift changes, number of employees, or the unique

needs of individual businesses or industries. The result is expansive parking lots which increase impervious surfaces, make walking prohibitive, increase ambient temperatures, contribute to stormwater run-off, and are often underutilized. Valuable real estate can be more wisely utilized.

### On-Street Parking

On-street parking integrated into Complete Streets design can greatly improve pedestrian and bicycle crossings at intersections and serve as a buffer between traffic and bike lanes and sidewalks. On-street parking also encourages visitors to commercial districts to park once and walk, greatly increasing the exposure of business storefronts to potential shoppers.

## General Policy Recommendations

### Complete Streets

For several decades, the prime consideration in road design and construction has been the automobile. This has led to a road system that is unsafe, if not unusable, for walking and cycling and is automobile-dependent for transportation to work, food, shops, and any other destinations. Retail and commercial development is often accessible only by automobile along roads that have the heaviest traffic. Potential shoppers are left with fewer choices but to fill up the tank and drive. Complete Streets is a different way to think about designing, building, and using our streets. Instead of being designed for a single user -the automobile- Complete Streets are designed to accommodate all users: pedestrians, bicyclists, public transit, and the automobile. Complete Streets make for livable, walkable, healthy communities.



Consider adopting a Complete Streets policy for streets owned by the City of Lake City. Municipal code development standards can require Complete Streets design considerations for all new roads, road maintenance, and improvement construction projects. The S.C. Complete Streets Toolkit may be found at: <http://www.pccsc.net/pdfs/PCC%20Toolbook%20FINAL.pdf>

## The South Carolina Health + Planning Toolkit

The SC Health + Planning Toolkit was developed for use by S.C. Counties in incorporating Health Planning principles into their comprehensive plans. Health Planning practices and policies concern Healthy Eating (production, process, distribution, access, and consumption of foods that limit the risk of diet-related chronic disease) and Active Living (a way of life that integrates physical activity, such as walking and biking, into daily routines). Although the Toolkit was developed for counties, it may also be used for municipal comprehensive planning efforts. The Toolkit consists of 67 best practices in two program areas:

1. Healthy Eating - Food production, processing, distribution, marketing, and consumption
  - Rural, urban, and private agriculture
  - Food processing
  - Grocery stores
  - Farmers markets
  - Restaurants
2. Active Living
  - Bicycle /pedestrian connectivity
  - Land use and transportation
  - Support facilities, policies, and programs

Implementation strategies and program evaluation tools are given for each program area. We recommend that the City of Lake City utilize the Toolkit when updating the Lake City comprehensive plan and other planning efforts. The SC Health + Planning Toolkit can be found at this link: <http://eatsmartmovemore.org/pdf/SCHealthyToolkit.pdf>

## Walk Friendly Communities

“Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program will recognize communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.” – Walk Friendly Communities website: <http://www.walkfriendly.org/>

**A review of Lake City’s Municipal Code was conducted with the object of providing policy recommendations that will support plans to make Lake City a more walkable community and to identify increased opportunities for safe and convenient pedestrian access to healthy foods.**

**See Appendix p. 68**

# PROGRAM RECOMMENDATIONS

Programs can leverage Lake City’s creativity, existing resources, leadership, and community spirit to build interest in walking. Program recommendations can be implemented quickly and with minimal investment. Additionally, programs provide a clear direction for the Lake City Pedestrian Master Plan Steering Committee to generate immediate progress and short-term goals.

Successful programmatic efforts are flexible and can demonstrate sustainable long-term infrastructure improvements. Programs can often provide an opportunity to develop partnerships with other organizations that may have similar goals.

Lake City already has a number of programs and events that encourage walking and make it safer to do so in the city. These programs include a historic walking tour led by the Lynches River Historical Society, neighborhood crimewatch programs and meetings led by the city’s police department, and the ArtFields event, with its many pop-up booths, shops, and pedestrian wayfinding efforts.

In addition to these, the program recommendations on the following page were developed according to community input, field work, and research into Lake City’s opportunities and constraints.



# EXISTING & POTENTIAL PARTNERS

Existing and potential partners for the Lake City Pedestrian programs described in this chapter include:

## LAKE CITY STEERING COMMITTEE

The Lake City Steering Committee included members from throughout the community and from various levels of government agencies. Several committee members from organizations like those listed below are already working to improve pedestrian safety and health in Lake City.

## LAKE CITY PARTNERSHIP COUNCIL

The Lake City Partnership Council, a federally-recognized tax-exempt public charity, has a mission is to improve the quality of life and promote the well-being of the citizens residing in the Lake City community. ArtsFields is a charitable program of the council and could provide a great opportunity for pedestrian safety programming and outreach.

## EAT SMART MOVE MORE, SC

Eat Smart Move More South Carolina (ESMM SC) is a statewide coalition that offers resources about healthy lifestyles and advocacy for active living to local groups. In particular, the “Options for Action” toolkit offered by the organization is a best practices guide for community campaigns that promote bicycling, walking, and access to healthy foods.

## PHILANTHROPIC ORGANIZATIONS

The Darla Moore Foundation is involved in many community and economic development projects, while the Bruce & Lee Foundation supports many capital improvement projects in the region. These foundations, and others, can serve as potential funders for new programs or provide a supportive role in connecting other investment projects with opportunities to advance new program concepts.

## SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

The South Carolina Department of Transportation (SCDOT) Bicycle and Pedestrian Program provides a guide of safety tips for bicyclists and pedestrians as well as state route maps on their website. Links to a number of programs within the state related to bicycle and pedestrian awareness are also provided, including statewide public safety crash data and health related education awareness programs. SCDOT additionally houses the state’s Safe Routes to School program. Regional Safe Routes to School offices serve the role of “resource center” and collaborator for communities advancing Safe Routes to School initiatives.

## SOUTH CAROLINA DEPARTMENT OF HEALTH & ENVIRONMENTAL CONTROL

South Carolina’s Department of Health & Environmental Control (DHEC) is lead agency for this pedestrian planning effort, which is part of a larger initiative, Prevention and Health Across Systems and Environments (PHASE), to improve the physical activity and chronic disease profile of South Carolina’s residents. Continuing to partner with DHEC, and tapping into other program opportunities will be vital to continuing to increase opportunities for incorporating physical activity and healthy eating habits into the lives of Chester residents.



# Priority Programs

## PROGRAM RECOMMENDATIONS

### Community Chalkboard

Outlet for community members to express their needs and vision. Way to get the word out about community events and news, reaching residents who may have previously been left out of the loop.

**Estimated Cost** » \$

### 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** » \$ - \$\$\$

#### Issues addressed

- + Connection between city leadership and public
- + Creates opportunities for beautification
- + City leadership respected for creative initiative



### National Night Out

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

**Estimated Cost** » \$\$

### Tactical Urbanism

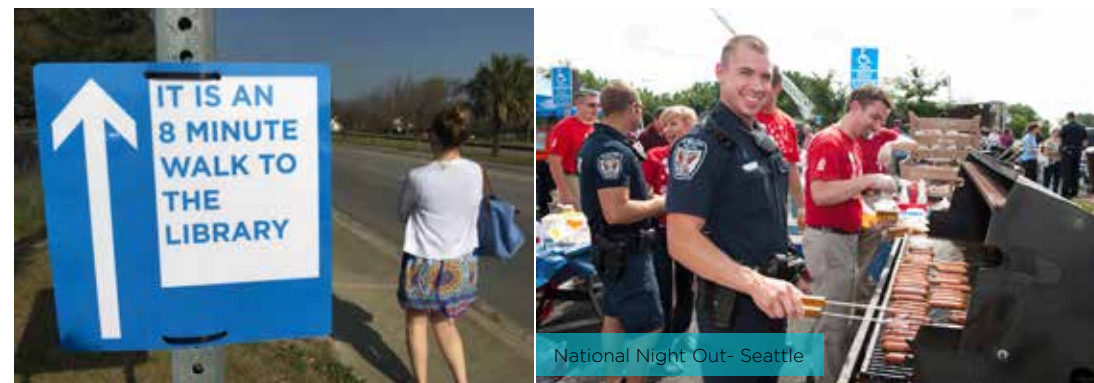
A low-cost, short-term means of achieving potentially significant results that may have been costly otherwise. Project can successfully garner public support and political buy-in for long-term project implementation

**Examples:** wayfinding, curb extensions, bicycle facilities.

**Estimated Cost** » \$ - \$\$

#### Issues addressed

- + Neighborhood crime
- + Pedestrian safety concerns
- + Trust and information sharing



## HOW TO:

### Implementation Strategy

Work with the Lake City Police Department and neighborhoods to determine best streets to close

Coordinate NNO with TU wayfinding signage to improve awareness of walkable destinations

Promote the event

### Potential Partners

Neighborhood Associations

Lake City Police Dept.

ArtFields

Local Businesses

### Resources

National Night Out

WalkYourCity.org

Lake City Business Resource Center website:  
[www.lakecitysc.com/business/business-resource-center](http://www.lakecitysc.com/business/business-resource-center)



# V.

# INFRASTRUCTURE RECOMMENDATIONS

*Streets and their sidewalks, the main public places of a city, are its most vital organs... To keep the city safe is a fundamental task of a city's streets and its sidewalks.*

- Jane Jacobs  
Author of *The Death and Life of  
Great American Cities*



# OVERVIEW

This chapter presents the priority pedestrian network improvements that were identified through input from the community, the project team, field work, and the equity analysis.

The proposed improvements are intended to **make walking safer and more accessible for everyone** in Lake City.

The intent of these recommendations is to present a vision of walkability priorities, ensuring citywide accessibility and mobility for pedestrians of all ages and abilities. Improvements focus on making walking safer and a more enjoyable experience to increase the overall quality of life for residents of and visitors to Lake City. To achieve such a vision, the recommendations are organized as follows:

- **Pedestrian Facility Types** — A general description of the types of facilities (sidewalks, shared-use paths, intersection treatments, etc.) recommended for Lake City
- **Recommendations Map** — A map showing where intersection and corridor improvements are recommended
- **Summary Table** — A list of recommended corridor projects, with mileage and a description of improvement type.
- **Crossing Recommendations** — A general explanation of improvement types, a list of proposed spot improvement locations, and a map.
- **Corridor Recommendations** — A general explanation of improvement types, a list of 14.8 miles of proposed corridor improvements, and a map.
- **Project Prioritization** — An outline of priority projects that address high needs issues and areas for more equitable pedestrian access and mobility.

# PEDESTRIAN FACILITY IMPROVEMENT TYPES

Several types of pedestrian facilities are recommended for filling in gaps in Lake City's pedestrian network, sidewalks and shared-use paths. In addition, railroad crossing improvements, intersection treatments, and road diets and streetscaping are recommended. These recommended improvements types are detailed below.

## SIDEWALKS

Sidewalks are the most fundamental element of the pedestrian network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped planting strip area. Sidewalks are a common application in both urban and suburban environments. Attributes of well-designed sidewalks include the following:

- **Accessibility:** A network of sidewalks should be accessible to all users.
- **Adequate width:** Two people should be able to walk side-by-side and pass a third comfortably.
- **Safety:** Design features of the sidewalk should allow pedestrians to have a sense of security and predictability. Sidewalk users should not feel they are at risk due to the presence of adjacent traffic.



- **Continuity:** Walking routes should be obvious and should not require pedestrians to travel out of their way unnecessarily.
- **Landscaping:** Plantings and street trees should contribute to the overall psychological and visual comfort of sidewalk users, and be designed in a manner that contributes to the safety of people.
- **Drainage:** Sidewalks should be well graded to minimize standing water.
- **Social space:** There should be places for standing, visiting, and sitting. The sidewalk area should be a place where adults and children can safely participate in public life.
- **Quality of place:** Sidewalks should contribute to the character of neighborhoods and business districts.

## SHARED-USE PATHS

Shared-use paths (SUP) along roadways, also called Sidepaths, are a type of path that run adjacent to a street. Because of operational concerns it is generally preferable to place paths within independent rights-of-way away from roadways. However, there are situations where existing roads provide the only corridors available. When designed correctly, these facilities have the ability to provide a high level of comfort for pedestrians (and bicyclists). However, the AASHTO Guide for the Development



of Bicycle Facilities cautions practitioners of the use of two-way multi-use paths on urban or suburban streets with many driveways and street crossings. Where implemented, shared-use paths should be coupled with strict access management regulations or improvements.

## INTERSECTION TREATMENTS

There are a variety of intersection treatments that can be applied to make a safer and more comfortable crossing environment for pedestrians. As seen in the examples below, push button signals, reduced curb radii, and raised crosswalks can help guide pedestrians to safe crossings, and help motorists predict where pedestrians will be.



## STREETSCAPING & ROAD DIET

Road diets and streetscaping are strategies that can be used to retrofit streets to be more comfortable environments for pedestrians and non-motorized travelers. Road diets entail reducing the number or width of lanes and using that space to expand pedestrian (and bicycle) facilities. Streetscaping can be used to improve the pedestrian experience through the addition of buffer strips of landscaping between the sidewalk and street, shade trees, and pedestrian refuge islands.





## RAILROAD CROSSINGS

Railroad crossings present certain difficulties for pedestrians and are particularly hazardous to those who rely on wheeled devices for mobility (railroad crossings have flangeway gaps that allow passage of the wheels of the train, but also have the potential to catch wheelchair casters and bicycle tires). In addition, rails or ties that are not embedded in the travel surface create a tripping hazard.

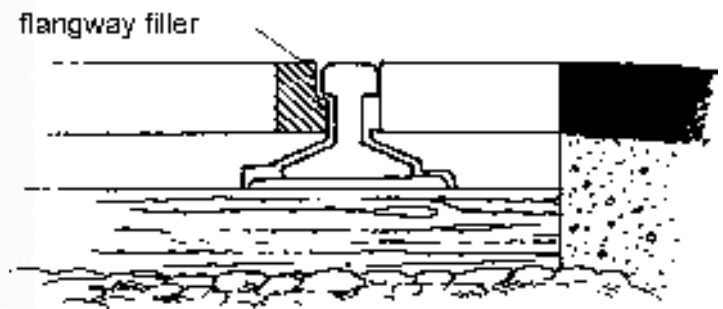
Guidance for improving railroad crossings include:

- Make the crossing level: Raise approaches to the tracks and the area between the tracks to the level of the top of the rail.
- When roadways and pedestrian facilities cross railroad tracks at grade, the roadway should ideally be at a right angle to the rails.
- Use Multiple Forms of Warning: Provide railroad crossing information in multiple formats, including signs, flashing lights, and audible sounds.
- Clear Debris Regularly: Perform regular maintenance to clear debris from shoulder areas at railroad crossings.
- Fill Flangeway with Rubberized Material or Concrete Slab: Normal use of rail facilities causes buckling of paved-and-timbered rail crossings. Pavement buckling

can be reduced or eliminated by filling the flangeway with rubberized material, concrete slab, or other treatments. A beneficial effect of this is a decrease in long-term maintenance costs.



Installing a rubber surface rather than asphalt around railroad flangeways reduces changes in level and other maintenance problems.



The “flangeway filler” eliminates the gap in the path of travel for pedestrians crossing railroad tracks. The filler, consisting of a rubber insert, will deflect downward with the weight of a train and does not affect railway function.







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## RECOMMENDATIONS MAP

At right is a map showing recommendations for improving the pedestrian network, intersections, and railroad crossings in order to meet the project goals of improved pedestrian access and connectivity to healthy food and physical activity.



- Intersection Treatment
- RR crossing
- Sidewalk
- Shared-Use Path
- Streetscape / Road Diet

## EXISTING CONDITIONS

-  Pedestrian Collision  
 church  
 Grocery Store  
 Convenience Store  
 Farmers Market  
 Community Center  
 Historic Site  
 Library  
 School  
 Sidewalks-existing  
 Roads  
 City Maintained Road  
 Railroad  
 Parks  
 Historic District  
 LakeCity



SUMMARY TABLE

CORRIDOR	MILEAGE	NEW SIDEWALK/ SUP	SIDEWALK INFILL & MAINTENANCE	TRAFFIC CALMING	CROSSING IMPROVEMENTS	ROAD DIET/ STREETSCAPING	NOTES
S. ACLINE STREET			✓				Infill on short stretch near Church St. intersection
BAILEY STREET		✓					
BELK ROAD		✓					
S. BLANDING STREET	0.78	✓	✓				Sidewalks along corridor to park
BROWN STREET	0.45	✓					
CALHOUN STREET	0.25	✓					
CARLISLE STREET	0.31	✓					
CARVER STREET	0.25	✓			@ Adams St.		Sidewalks that connect all the way to the school's entrance
CHARLES STREET	0.40	✓	✓		@ N. Blanding St.		
CHURCH STREET	1.49	✓	✓	✓	@ 5 locations	✓	SUP north of Main St. connecting to new county park
DEEP RIVER STREET		✓			@ Ron McNair Blvd.		
FAIRVIEW STREET	0.36	✓					
GRAHAM ROAD	0.42	✓					
INDEPENDENCE AVENUE		✓			@ Ron McNair Blvd.		
KELLEY STREET	0.38	✓		✓	@ Ron McNair Blvd.	✓	
KNIGHT STREET	0.13	✓					
LANCE AVENUE	0.04	✓					
LOOP ROAD	1.06	✓					
MAIN STREET	2.31	✓	✓	✓	@ N. Matthews Rd. & Ron McNair Blvd.	✓	SUP to connect to Martha Law neighborhood and park
MATTHEWS ROAD	1.13	✓	✓				
MCALISTER STREET	0.39	✓					
MOORE STREET	0.23	✓	✓		@ Ron McNair Blvd.		
MORRIS STREET	0.40	✓	✓		@ Ron McNair Blvd.		
PEACHTREE STREET	0.23	✓					
RON MCNAIR BLVD (US 52)	4.13	✓	✓	✓	@ 8 locations	✓	
SUMTER STREET		✓			@ Ron McNair Blvd.		
THOMAS STREET	0.32	✓			@ S. Church St. & @ Ron McNair Blvd.		
WESTOVER STREET	0.24	✓					
WILLIAMSBURG AVENUE	0.18	✓					



# CROSSING RECOMMENDATIONS

Crossing improvement recommendations address pedestrian safety, comfort, and convenience by targeting specific areas with high foot traffic and problem areas. Each identified crossing recommendation will have a host of improvements that are typical of a well-designed intersection crossing. These improvements include:

- high-visibility crosswalk
- pedestrian push buttons
- pedestrian countdown signals
- ADA compliant curb ramps
- pedestrian warning signs
- median refuge islands for long crossings
- traffic calming

The following intersections have been identified as priority locations for crossing improvements:

- W. Main St. & N. Matthews Rd.
- Carver St. & Adams St.
- N. Ron McNair Blvd. & Sumter/Kelley Sts.
- N. Ron McNair Blvd. & W. Main St.
- S. Ron McNair Blvd. & S. Morris St.
- S. Ron McNair Blvd. & Thomas St.
- S. Ron McNair Blvd. & Moore St.\*
- S. Ron McNair Blvd. & Deep River St.
- S. Ron McNair Blvd. & Independence Ave.
- S. Ron McNair Blvd. & S. Church St.
- N. Church St. & Sylvan St.
- N. Church St. & Charles St.
- N. Church St. & Dansing St.
- N. Church St. & Thomas St.
- N. Blanding St. & Charles St.

In addition to street crossings, railroad crossings have been identified for crossing improvements. There are six railroad crossings in Lake City with varying degrees of pedestrian safety and comfort issues. Railroad crossings pres-

\* denotes near-term project, see following page for details.

ent certain difficulties for pedestrians and are particularly hazardous to those who rely on wheeled devices for mobility (railroad crossings have flangeway gaps that allow passage of the wheels of the train, but also have the potential to catch wheelchair casters and bicycle tires). In addition, rails or ties that are not embedded in the travel surface create a tripping hazard.

Guidance for improving railroad crossings include:

- Make the crossing level: Raise approaches to the tracks and the area between the tracks to the level of the top of the rail.
- When roadways and pedestrian facilities cross railroad tracks at grade, the roadway should ideally be at a right angle to the rails.
- Use Multiple Forms of Warning: Provide railroad crossing information in multiple formats, including signs, flashing lights, and audible sounds.
- Clear Debris Regularly: Perform regular maintenance to clear debris from shoulder areas at railroad crossings.
- Fill Flangeway with Rubberized Material or Concrete Slab: Normal use of rail facilities causes buckling of paved-and-timbered rail crossings. Pavement buckling can be reduced or eliminated by filling the flangeway with rubberized material, concrete slab, or other treatments. A beneficial effect of this is a decrease in long-term maintenance costs.

Railroad crossings occur at the following locations:

- Charles Street
- Dansing Street
- Main Street\*
- Thomas Street
- Fairview Street
- Graham Road

# CORRIDOR RECOMMENDATIONS

Corridor recommendations also address pedestrian safety, comfort, and convenience by looking holistically at the pedestrian experience along a stretch of the road. Typical corridor recommendations include:

- ADA compliance
- filling sidewalk network gaps
- streetscape design elements such as landscaping, street furniture, wayfinding, and pedestrian-scale lighting
- "right-sizing" the road or road diet
- traffic calming

The existing pedestrian network is relatively extensive, with sidewalks covering many of the main corridors in Lake City. As such, pedestrian network improvements focused primarily on closing gaps and fixing problem areas in the sidewalk network; connecting to key destinations, such as parks, schools, and food outlets via sidewalks and sidepaths (see pedestrian facility descriptions, below); and extending the pedestrian network into areas where pedestrian activity is high and/or access to vehicles is limited.

The following corridors have been identified as priorities:

- S. Blanding Street\*
- Brown Street
- Calhoun Street
- Carlisle Street
- Carver Street
- Charles Street\*
- Church Street
- Fairview Street
- Graham Road
- Kelley Street\*
- Knight Street
- Lance Avenue
- Loop Road
- Main Street
- McAlister Street
- Moore Street
- Morris Street
- Peachtree Street
- Ron McNair Boulevard (U.S. Hwy 52)
- Thomas Street
- Westover Street
- Williamsburg Street

\* denotes near-term project, see following page for details.





Example of existing sidewalks and wayfinding signage.

# PROJECT DEVELOPMENT



The project team recognizes all recommendations of this Plan as priorities for development based on need. However, as the City considers the next steps in plan implementation, it is important direct time and resources towards projects that are well-positioned for near-term development.

Based on the results of the **mapping analyses**, **field work**, and **stakeholder input** described in previous sections, as well as in consultation with the **Cultivate Lake City Downtown Master Plan**, the project team identified two categories of projects highlighted for near-term investment. Both sets of projects increase pedestrian access, mobility, and safety, but with opportunities to impact the city’s walkability in different ways. These key outcomes are identified in the descriptions below and include positive improvements to:

-  Safety
-  Economic Development
-  Connecting Neighbors
-  Food Access
-  Job Access
-  Park Access





## PRIORITY PROJECTS IN DOWNTOWN


The “**Cultivate Lake City**” **Downtown Master Plan** identifies one of its planning goals as, “making walking and biking easier.” Priority recommendations of this downtown vision align with the goals and recommendations of the Lake City Pedestrian Master Plan. The following three projects were identified in both the pedestrian plan and the downtown plan and have important implications for the walkability of Lake City’s central district. These projects include:

-  **Main Street railroad crossing** — safe pedestrian railroad crossings, with pedestrian crossing arms, pavers to designate the pedestrian crossing zone, and vegetated buffers between the pedestrian crossing and vehicular crossing over tracks
-  **Sauls Street** — creation of a curbless shared pedestrian/vehicular arcade that includes slowed vehicular traffic, movable tree planters, and flexible pedestrian spaces for changeable programming/events
-  **Church Street** — multi-use path north of Main Street, streetscaping to add on-street parking, curb bulb-outs with landscaping to reduce crossing distance and move utility poles out of sidewalk pathway

## PRIORITY PROJECTS FOR ACCESS & SAFETY

In addition to these downtown projects, five projects have been identified as priorities for meeting the walkability and pedestrian access goals outside of the downtown area, with the particular goal of equitable provision of pedestrian facilities to key destinations and amenities. These projects include:

-  **S. Blanding Street** — extension of sidewalks from Taylor Street to Graham Road to enable pedestrian access to Blanding Street Park
-   **Kelley Street** — streetscaping and addition of sidewalks between N. Ron McNair Boulevard and N. Acline Street to accommodate high levels of pedestrian activity accessing the shopping center
-  **Charles Street** — addition of sidewalks from N. Blanding Street to Rodgers Street to improve pedestrian access to Lions Park, and from Church Street to N. Acline Street to facilitate pedestrian connectivity between shopping, community centers, parks, etc.

-   **Intersection of Moore Street and S. Ron McNair Boulevard** — restripe crosswalk markings with high-visibility crosswalks and improve sidewalks at intersection and leading up to it to address ADA issues and improve pedestrian access to and from the Kennedy Park neighborhood.
-  **Carver Street & Deep River Street** — addition of sidewalks along these two corridors, restripe crosswalks across Carver St to improve safe access to the school, and improve the crossing at Ron McNair Blvd to facilitate pedestrian access to shopping, community centers, parks, etc.



# PRIORITY PROJECTS MAP

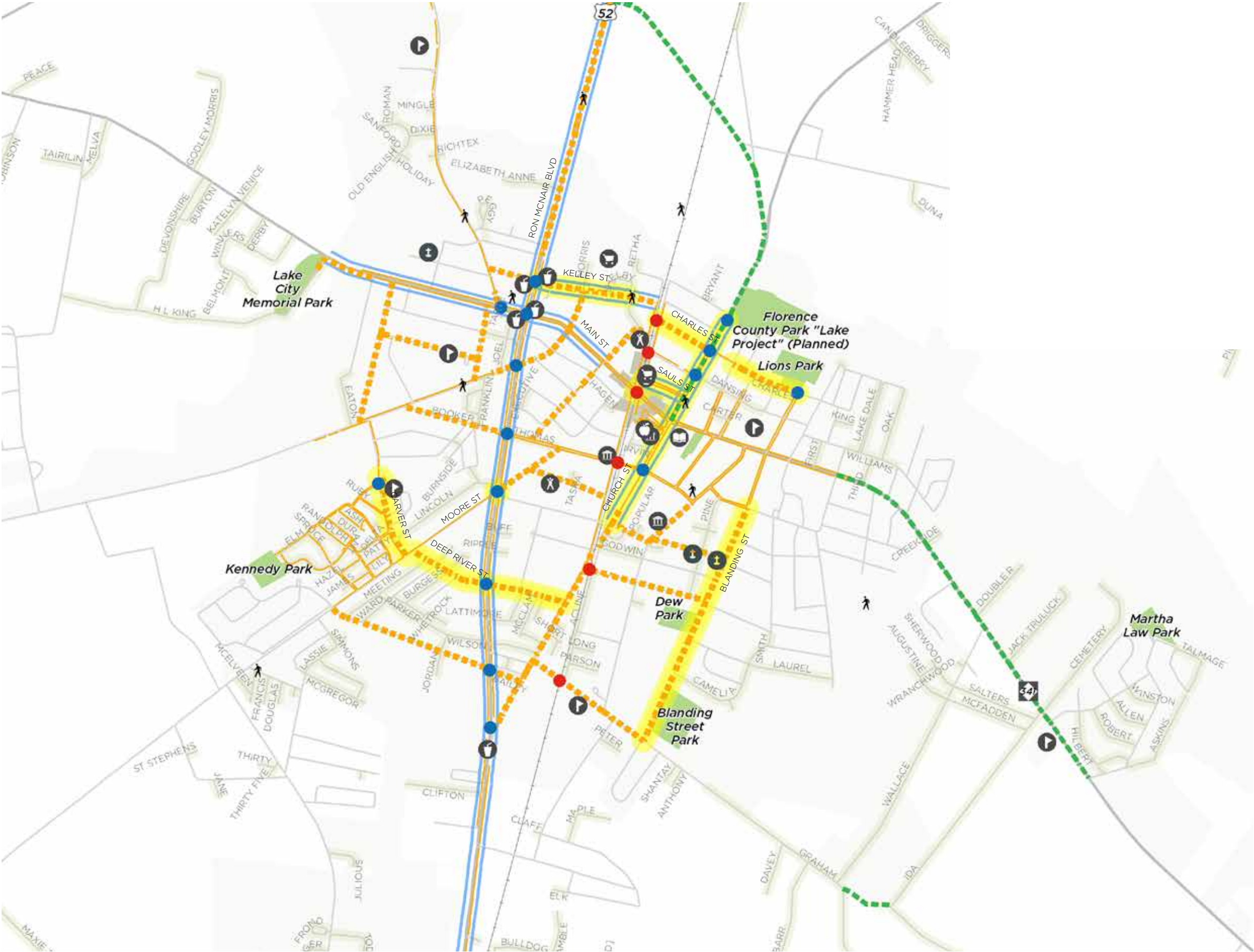
The map at right highlights the eight priority pedestrian projects for Lake City: three downtown projects reflecting priorities identified in the **Cultivate Lake City Downtown Master Plan**, and five projects prioritized to improve access and safety throughout Lake City.

PROPOSED IMPROVEMENTS

- Intersection Treatment
- RR crossing
- Sidewalk
- Shared-Use Path
- Streetscape / Road Diet

EXISTING CONDITIONS

- Pedestrian Collision
- church
- Grocery Store
- Convenience Store
- Farmers Market
- Community Center
- Historic Site
- Library
- School
- Sidewalks- existing
- Roads
- City Maintained Road
- Railroad
- Parks
- Historic District
- LakeCity





# VI

## STEPS FOR MOVING FORWARD



*Few actions can do more to make urban areas safer, healthier, prettier, and more environmentally balanced than setting aside corridors or trails for walking, biking, wildlife watching, and just plain breaking up the monotony of cars and concrete.*

- James Snyder  
Publisher, Environment Today

## ***Now that priority programs and projects have been identified, what are our next steps?***

The implementation of the Lake City Pedestrian Master 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 city staff and a commitment to the vision established by the steering committee and this plan.

As best practices for pedestrian facility design is a rapidly-evolving field, the recommendations in this plan should be re-evaluated at least every five years to ensure that these still constitute best-practices and still reflect Lake City's long-term vision for an active, walkable community.

Achieving the vision that is defined within this plan requires a stable and recurring source of funding. 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 the appendix.

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 Lake City and its implementing partners.

The community of Lake City 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.





The following steps provide direction to ensure the Lake City Pedestrian Master Plan serves as a valuable and accessible resource for the community.

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 Lake City Walkability Commission that meets quarterly, at a minimum.

2

## *IDENTIFY FUNDING FOR INFRASTRUCTURE PROJECTS*

Capitalize on this plan to garner private, regional, state, and federal funding. The near-term implementation projects are ready to be designed and funded. Identify logical funding connections based on project characteristics and impact. This could include developers, philanthropies, or economic development grants to fund downtown streetscape improvements, state and federal funding to address projects with a high safety need, or health-oriented grants (see appendix) to fund projects connecting to outlets for healthy food, parks, and healthcare facilities. Meet with Pee Dee Regional Council of Governments, SCDOT, and local and regional philanthropies to connect projects with existing funding resources.

# 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. Designate specific "Program Champions" to lead the development and implementation of each priority program. This could include an ArtsField staff member or volunteer that coordinates a pedestrian "demonstration project" (tactical urbanism) as one activity during that annual event. The City can serve as a facilitator of this effort and can provide a supporting role to the Program Champions. Set clear timelines for implementing each of the priority programs within 18 months of adoption of this plan.

# 4

## *CELEBRATE SUCCESSES AND MEASURE PROGRESS*

### *#4 Celebrate Successes and Measure Progress*

With each pedestrian project that is implemented, announce the improvement and the benefits it offers to Lake City's safety, mobility, and economic opportunity. Invite neighborhood residents to walk their new sidewalk with the Mayor or share before and after photos of an intersection improvement on the City's website and social media outlets. In addition to highlighting these successes, the City should offer an annual report highlighting walkability improvements made each year and setting new goals for plan implementing in the coming year. Review and update the recommendations of this Plan every five years.





## VII. APPENDIX

*If there's a lesson in street watching it is that people do like basics - and as environments go, a street that is open to the sky and filled with people and life is a splendid place to be..*

- William Whyte



# City of Lake City Regulation Recommendations

A review of the City of Lake City's Municipal Code, which includes land development and zoning regulations, was conducted with the object of providing policy recommendations that will support plans to make Lake City a more walkable community. In addition, the ordinances were reviewed to identify increased opportunities for safe and convenient pedestrian access to healthy foods. The following recommendations can provide the regulatory framework for implementing these policies.

## Chapter 22 Streets, Sidewalks and other Public Property: Article III Excavations and Obstructions

Sec. 22-68. Trees and shrubs obstructing vision.

It shall be unlawful to plant, place, or cause to be grown any tree or shrub on any roadway or street right-of-way or in any area between a sidewalk and a curb of such street or roadway within the city limits. Furthermore, the city council is hereby authorized to order the removal of any such tree or shrub already growing in said areas upon a determination by the chief of police that such tree or shrub is hazardous to traffic.

(Code 1983, § 16-5.6; Ord. of 9-7-1971, § 20-55)

This section should be reconsidered to allow streetscaping incorporated into pedestrian and masterplan. Plantings in these locations were observed in several locations. Perhaps the intent of this regulation was that only the City is authorized to plant trees and shrubs in these areas.

## Part 2: Land Use Code

### Article III. Subdivision Standards and Requirements

Sec. 34-75. Streets.

(a) Dead end or cul-de-sac streets. The planning commission shall determine the length of dead end or cul-de-sac streets. They shall be provided at the closed end with a turnaround having a property line radius of at least 60 feet with an outside pavement radius of at least 50 feet.

Dead end streets and Cul-de-sacs lengthen distances for travelers, discourage pedestrian travel, and make transit service more difficult to operate and use while placing an added financial burden on local governments that must provide emergency, safety and maintenance services. Dead end streets and Cul-de-sacs result in poor connectivity that often restricts the viability of bicycle and pedestrian transportation, making driving the most attractive travel option.

We recommend limiting where practicable the design of dead end streets and cul-de-sacs which not only increases vehicle miles traveled (VMT) but which discourages bicycle and pedestrian travel. When permitted by the Planning Commission, dead end or cul-de-sac streets shall be connected to the nearest practicable street by sidewalks, paths, trails, greenways, or combination thereof.

Sec. 34-78. Improvements Installed by Subdivider.

Add:

Residential subdivisions and commercial developments shall provide multi-purpose paths, trails, and/or greenways designed to accommodate pedestrian, bicycle, and other non-automotive traffic. A system of sidewalks, paths, trails, greenways, or combination thereof, shall be designed such that every lot in the development or building in commercial development has access to the system. Connectivity of the system to nearby schools, businesses, institutions, and other facilities shall be provided as applicable and practicable. Where not currently applicable, dedication of right of way shall be given for the installation of sidewalks, paths, trails, greenways, or combination thereof, for connectivity to future nearby schools, businesses, institutions, and other facilities. The proposed system design shall be approved by the Planning Commission.

### Article V. Locational, Site, and Design Criteria for Mobile Home Parks

Sec. 36-119. Streets and Utilities.

(1) Streets and Access

f. Mobile home parks shall provide a com-

mon walkway system conveniently linked to all lots, common areas, and facilities. The walkway shall be safe in all seasons, durable, and convenient to maintain, and shall be a minimum of three feet and six inches.

Add:

Connectivity of the walkway to nearby schools, businesses, institutions, and other facilities shall be provided as applicable and practicable. Where not currently applicable, dedication of right of way shall be given for the installation of a walkway for connectivity to future nearby schools, businesses, institutions, and other facilities. The proposed system design shall be approved by the Planning Commission.

## Chapter 38 Zoning

### Article III. Application of District Regulations

#### Sec. 38-68. Off-Street Parking and Loading.

All buildings, structures and uses of land shall conform to the following off-street parking and loading requirements.

- (1) Space to be provided. Except when on-street parking is provided, off-street automobile storage or parking space shall be provided on every lot on which any of the following uses (column 1) are hereafter established. The number of off-street parking spaces shall be calculated according to the requirements indicated in columns 2 and 3: ...

Overly-large and underused parking lots discourage bicycle and pedestrian access, consume valuable space, and contribute to stormwater runoff.

In addition to minimum off-street parking requirements – recommend maximum off-street parking requirements such as:

- Parking lots of twenty-one (21) to fifty (50) spaces may not have more than 150% of the number of spaces required by section 38-68 (1)
- Parking lots of fifty-one (51) spaces or more may not have more than 125% of the number of parking spaces required by section 38-68 (1)

5. Common off-Street Parking Areas. ~~Two or more principal uses may utilize a common parking area in order to comply with off-street parking requirements, provided that the total number of individual spaces available in such common area is not less than the sum of the spaces required for the individual uses as separately computed in accordance with the provisions of this article, and provided that the owner of said lot relinquishes his development rights over the property in an instrument of record until such time as parking space is provided elsewhere.~~

Recommend replacing with the following:

Shared Parking for Multiple Occupancy Sites and Multiple Principal Uses

- In determining the parking requirements for multiple occupancy sites such as shopping centers, strips, or malls, the intent shall be to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Therefore, the required parking numbers shall correspond to broad use categories. The total minimum number of required parking spaces shall be determined by the code enforcement officer. A change of tenants and/or use of a unit within an existing multiple occupancy site shall not require an alteration in parking requirements.
- Shared Parking Allowance - The applicant shall submit sufficient data to indicate the principal operating hours of the uses. If the data supports that the peak parking demands of the various uses will not overlap such that sufficient parking can be available during all hours of operation, the code enforcement officer shall determine the shared parking allowance, if any.

Add:

(8) Application of Parking Requirements:

- a. Location of off-street parking areas. All parking spaces required herein shall be located on the same lot with the principal building or use or uses served, except as noted in subsection ~~(4)~~ (4) of this section.
- b. ~~Mixed uses. Where more than one principal or accessory use or uses, whether with the same or different parking requirements, occupy the same building or premises, or in the case of joint use of a building or premises by more than one use having the same parking requirements, the parking spaces required shall equal the sum of the requirements of the various uses computed separately.~~
- c. Change in use, alteration of use, or extension of use. Off-street parking spaces shall be provided in accordance with these regulations whenever a building or use is changed, altered, or enlarged in floor area, number of employees, number of dwelling units, seating capacity, or otherwise. This provision shall not apply to change of use of an occupant in a multi-occupant site.

Other off-street parking regulations to consider:

- Park and ride facilities
- Include provisions for bicycle parking
- Off-street parking plans should include safe and clearly-defined lanes for pedestrian passage. And, where applicable, a pedestrian circulation pattern that allows customers to park once and visit several locations on foot.
- Parking lot landscape regulations provide needed shade in hot parking lots, aid in storm water run-off, and provide a more pleasant, safe, and welcoming experience for pedestrians passing through and/or utilizing the parking facility.

On-street Parking may be provided in the Central Business District as well as the Highway Business and Office-Institutional-Apartment zones.

#### Section 38-74. Townhouses.

- h. Sidewalks ~~four~~ five feet wide shall be provided for each townhouse development project to provide safe pedestrian access throughout the entire development.

Recommend five feet wide to be ADA compliant.

#### Sec. 38-129. CBD (Central Business District) Zone.

- (2) Permitted uses. Within the CBD Zone, the following uses shall be permitted:

Consider allowing adoptive re-use of vacant or underutilized buildings for single-family, duplex, tri-plex, quad, etc.

#### Sec. 38-130. H-B (Highway Business) Zone.

The following regulations shall apply in the H-B (Highway Business) Zone:

- (1) Intent. The H-B Zone is designed to serve the automobile, its passengers, and highway users, rather than individuals who use an automobile as a convenience to perform necessary daily and weekly retail buying for personal needs. The zone is intended to be restricted to major arteries which may also have other business zones on them.

This intent should not discourage bicycle/pedestrian access and should, at minimum, provide for safe and convenient pedestrian circulation within the development. This can be accomplished by off-street parking design standards, sidewalks/walkways. Etc.

#### Limitations on Development

Within the H-B Zone, the uses are subject to the following development limitations:



- a. Buffer devices. When a highway business zone abuts a residential zone, there shall be located along the full length of such abutting line a densely planted buffer strip at least ten feet in depth or an impervious material fence shall be erected at least six feet in height.
- b. Traffic control. Lot or driveway entrances and exits shall meet the standards of the state highway department.
- c. Contiguous lots. Establishments on contiguous lots are encouraged to consolidate entrance and exit points.
- d. Add: Connectivity between contiguous developments are encouraged to provide pedestrian access and facilitate vehicular access between developments without necessitating reentry onto the roadway.

#### Sec. 38-131. OIA (Office-Institutional-Apartment) Zone.

- (1) Permitted uses. Within the OIA Zone, the following uses shall be permitted:
- s. Drug store, cigar and/or magazine shop, florist shop, gift shop, grocery store, and restaurant (other than a drive-in), provided that:
  - 1. Such businesses are located and operated so as to serve primarily nearby offices, tourist homes, apartment buildings, and other permitted uses;
  - 2. No outside loud speaker systems are utilized;
  - 3. All lights or lighting arrangements used for purposes of advertising or night operations are directed from adjoining or nearby residential properties; and
  - 4. Parking and/or service areas are separated from adjoining residential properties by a visual barrier.

## Article VI. Planned Unit Development District

Sec. 38-158. Planned Unit Development districts.

The purpose of planned unit development regulations is to offer developers the benefits of efficiency, economy, and flexibility by encouraging unified development of large sites, while deriving for the city the advantages of improved appearance, compatibility of uses, optimum service by community facilities and better handling of vehicular access and circulation. Review of the development plan by the planning and zoning commission assures that such large-scale developments are consistent with the objectives of the comprehensive plan.

(Code 1983, § 22-10.1; Ord. of 3-21-1971, art. X, § 1)

#### Sec. 38-159. Establishment of Planned Unit Development Districts.

In order to provide for the purpose of this article, the following planned unit development districts are established:

PUD-R            Planned Unit Development--Residential  
PUD-I            Planned Unit Development--Industrial

PUD-MH Planned Unit Development--Mobile Home Park, Mobile Home Subdivision, Modular Home Subdivision

PUD-SC           Planned Unit Development--Shopping Center

(Code 1983, § 22-10.2; Ord. of 3-21-1971, art. X, § 2; Ord. 9/12/89, § 1)

We strongly recommend reviewing these regulations in light of the 2010 S.C. Supreme Court Rulings of *Sinkler v. County of Charleston* and *Mikell v. County of Charleston*. Very simply, Planned Unit Developments or Planned Development Districts must have mixed residential and commercial uses. Have your City Attorney research the cases and review the zoning district regulations.

All PUDs should include provisions similar to those recommended for 34-78:

Residential subdivisions and commercial developments shall provide multi-purpose paths, trails, and/or greenways designed to accommodate pedestrian, bicycle, and other non-automotive traffic. A system of sidewalks, paths, trails, greenways, or combination thereof, shall

be designed such that every lot in the development or building in commercial development has access to the system. Connectivity of the system to nearby schools, businesses, institutions, and other facilities shall be provided as applicable and practicable. Where not currently applicable, dedication of right of way shall be given for the installation of sidewalks, paths, trails, greenways, or combination thereof, for connectivity to future nearby schools, businesses, institutions, and other facilities. The proposed system design shall be approved by the Planning Commission.

POTENTIAL HEALTH-ORIENTED FUNDING SOURCES

Funder	Grant Name	Funding Description	Funding Amount	Open Date	Close Date	Funding Cycle	Notes
Aetna	Cultivating Healthy Communities	"The Cultivating Healthy Communities program will support projects that benefit underserved, low-income, and minority communities. We are interested in projects that address the social determinants of health and participants' physical, mental, social, and emotional well-being. "	up to \$100,000	20-Mar-16	April 15, 2016 (Stage 1)	N/A	Stage 1 application is due April 15 and if invited stage 2 application is due June 10
W.K. Kellogg Foundation		<p>"Focus areas include: Educated Kids, Healthy Kids, Secure Families, Community and Civic Engagement, Racial Equity. We work alongside communities – especially those facing health inequities – to support community-based approaches in four key areas: maternal and child health, oral health, breastfeeding (breast milk as the optimal first food), and continued access to good food and active living throughout a child's early development.</p> <p>In our national grantmaking and investments in priority places, WKKF supports efforts to improve the health of mothers and families; to increase breastfeeding rates; to provide innovative, community-based oral health care and to transform food systems so children and families have healthier foods in child care settings, in schools and in their communities."</p>	high: \$8,000,000; low: \$600			<p>The Kellogg Foundation does not have any submission deadlines. Grant applications are accepted throughout the year and are reviewed at our headquarters in Battle Creek, Michigan, or in our regional office in Mexico (for submissions focused within their region).</p>	<p>"Once we receive your completed online application, an automated response, which includes your WKKF reference number, will be sent to you acknowledging its receipt. Our goal is to review your application and email our initial response to you within 45 days. Your grant may be declined or it may be selected for further development.</p> <p>As part of review process you may be asked to submit your organization's financial reports and/or IRS Form 990. While this information may be required, it is not intended to be the overall determining factor for any funding. You will not be asked to provide any financial reports or detailed budget information during this initial submission. We will only request this information later if needed as part of the proposal development."</p>
SunTrust Foundation		The foundation supports programs designed to help generations achieve their full potential; promote job growth and financial education that leads to stability; help people get access to the care they need to live healthier lives; and advance the arts and culture in the communities.					Will need to contact someone with SunTrust; the website gives minimal information.

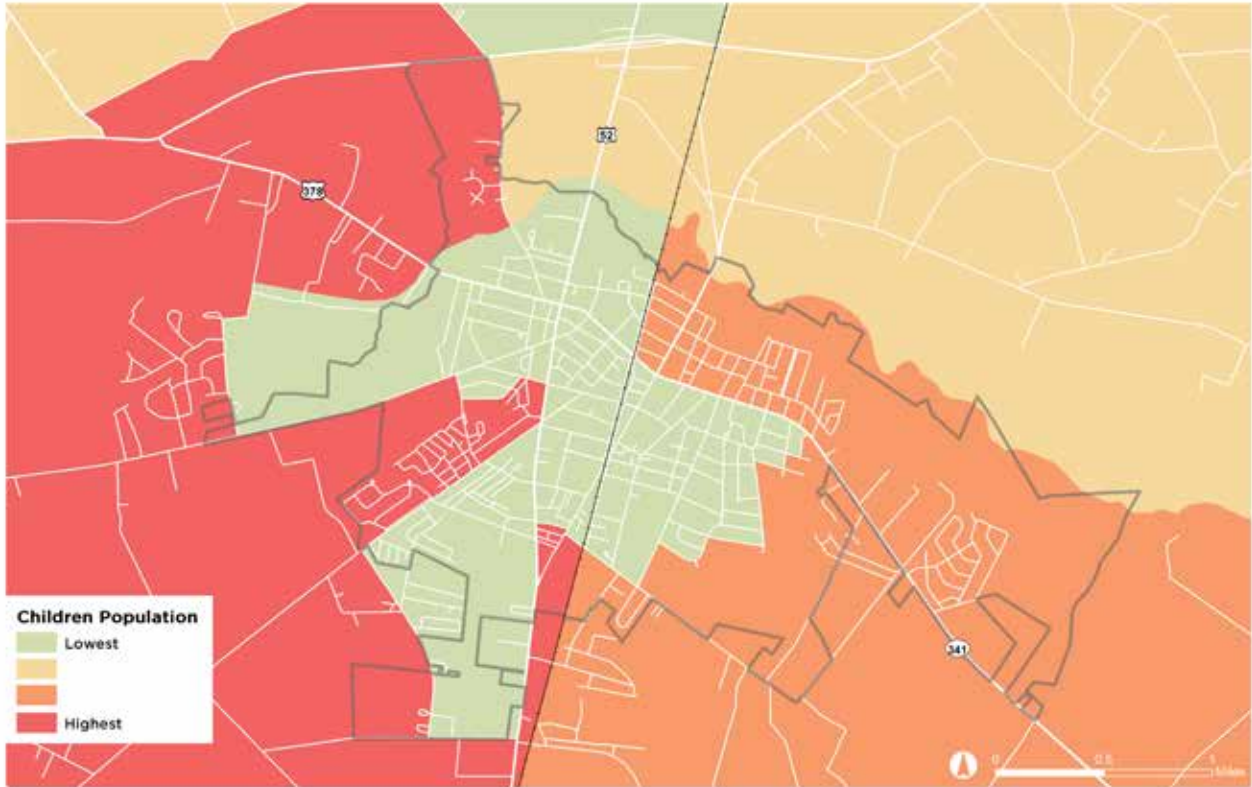


Funder	Grant Name	Funding Description	Funding Amount	Open Date	Close Date	Funding Cycle	Notes
Michael and Susan Dell Foundation		"Childhood Health in the US The program is working to reverse the trend of children suffering from obesity and early onset of Type 2 diabetes through its childhood obesity prevention and wellness programs that promote healthy eating behaviors, and better access to both healthy foods and safe environments for exercise. Other U.S. health initiatives focus on: 1) Applied pediatric research into the origins of chronic diseases that are a leading cause of premature death; 2) Basic health services for under- and uninsured children; and 3) Childhood safety for neglected and abused children."	high: \$1,800,000; low: \$5,000			Appears to be year around	"Important: Please be prepared to furnish us with contact and financial information (including total revenue and fiscal operating expenses) for your organization, as well as a detailed description of the project for which you are seeking support. To complete the application, you will also need: - amount you are requesting - project budget - the number of children your project will reach - problem statement (500 character limit) - project description (1500 character limit) - brief description of how the requested funding will be used (500 character limit) - brief description of proposed success metrics (500 character limit)" <a href="http://www.msdf.org/assets/grant-planning-worksheet-2-7-2008.pdf">http://www.msdf.org/assets/grant-planning-worksheet-2-7-2008.pdf</a>
Anthem Foundation	Healthy Generations Program	The foundation supports programs designed to create a healthier generation of Americans. Special emphasis is directed toward healthy hearts, including preventative initiatives that minimize controllable cardiovascular diseases and strokes, smoking, obesity, hypertension, and stressful and sedentary lifestyles; healthy cancer prevention, including lifesaving cancer-prevention and early-detection; healthy maternal practices, including initiatives that encourage first trimester prenatal care and help at-risk mothers commit to reduce the numbers of low birth-weight babies; healthy diabetes prevention, including programs that stem the spread of diabetes through lifestyle changes and physical activity; and healthy active lifestyles, including initiatives that raise awareness, education, and encourage new behaviors.			"Cycle One 2016: Applications are due no later than Friday, February 19, 2016.  Cycle Two 2016: Applications are due no later than Friday, August 19, 2016." "	Applications are reviewed twice a year.	"You must submit your grant proposal online; no exceptions will be made. All applicants will be notified of the Foundation's receipt of grant proposals via e-mail. Typically, our review process lasts four to six months. Please do not call the Foundation for status updates. Due to the high volume of requests we receive, we cannot respond to such phone calls.  CONTACT US anthem.foundation@anthem.com"

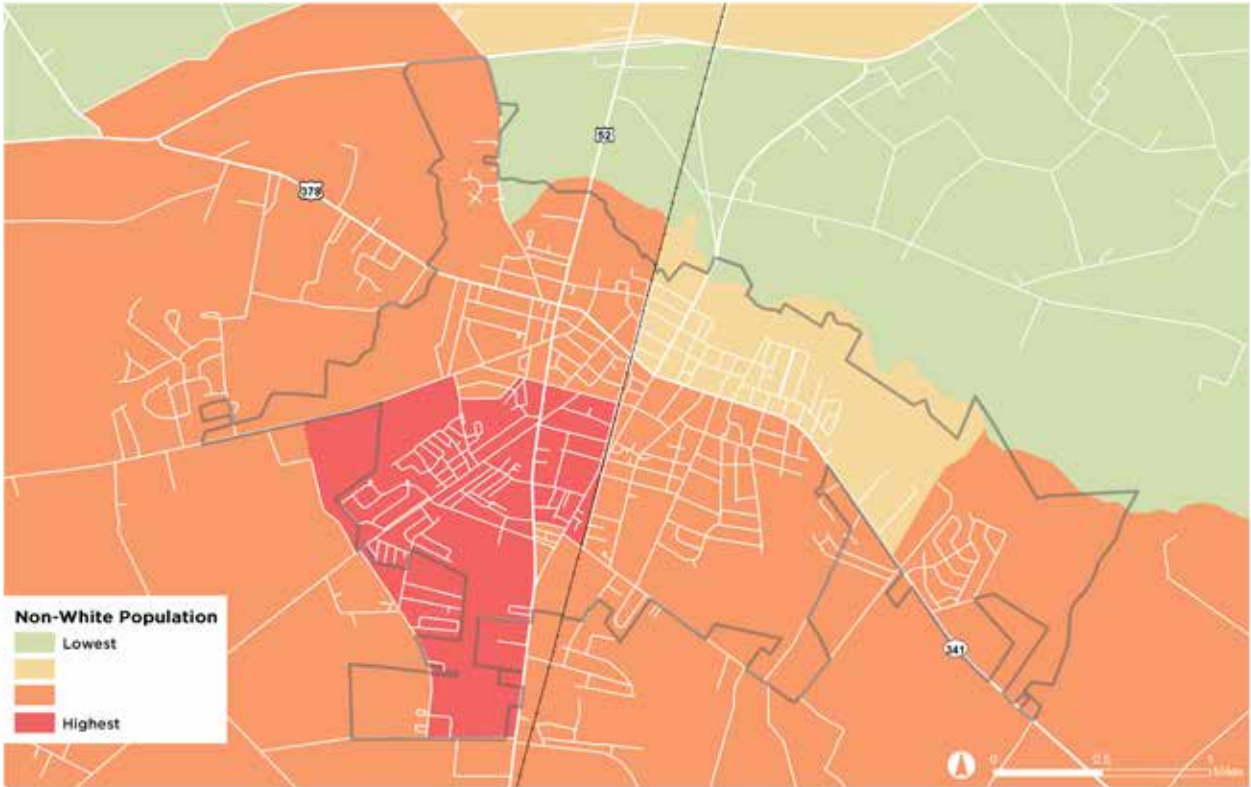
Funder	Grant Name	Funding Description	Funding Amount	Open Date	Close Date	Funding Cycle	Notes
Robert Wood Johnson Foundation (www.rwjf.org)	Culture of Health	<p>"Health Systems Catalyzing fundamental changes in health and health care systems to achieve measurably better outcomes for all.</p> <p>Healthy Kids, Healthy Weight Enabling all children to attain their optimal physical, social and emotional well-being, including growing up at a healthy weight.</p> <p>Healthy Communities Creating the conditions that allow communities and their residents to reach their greatest health potential.</p> <p>Health Leadership Engaging a diverse array of leaders in all sectors with the vision, experience, and drive to help build a Culture of Health."</p>	Varies by grant program	varies by grant program		Check website for Call for Proposals	
Blue Cross Blue Shield of South Carolina Foundation		<p><i>Access to Care:</i> Support adult safety net providers to provide primary physical and mental health care. Implement evidence-based or innovative delivery models to improve health</p> <p><i>Improving Health and Health Care Quality and Value:</i> Support quality improvement projects that yield cost and resource efficiencies through innovative approaches that develop solutions in the health care delivery system</p> <p><i>Investing in SC Children:</i> Improve health through innovative collaborations. Support projects that target childhood obesity risk factors. Increase access to mental health services. Support easily accessible health care services to meet the health care needs of at-risk children and adolescents</p> <p><i>Research/Special Projects:</i> Projects to inform, influence and support our investment strategies and/or our mission. These projects may fall outside of an established area of focus, yet would generate value-added information and data relevant to our mission and vision.</p>				Fall Cycle begins July 1, 2016	<p>"Apply for a Grant We have developed a two-phase approach to make the review process more effective and efficient. This approach lets us determine which programs are potentially the best matches for our investment strategies and preferred areas of focus. If you are interested in receiving funding from the Foundation, your first step is to submit the two-page Letter of Intent form. We will review it carefully. If we decide your organization is a good match, you will be able to complete the second phase. We will invite you to submit a full application."</p>



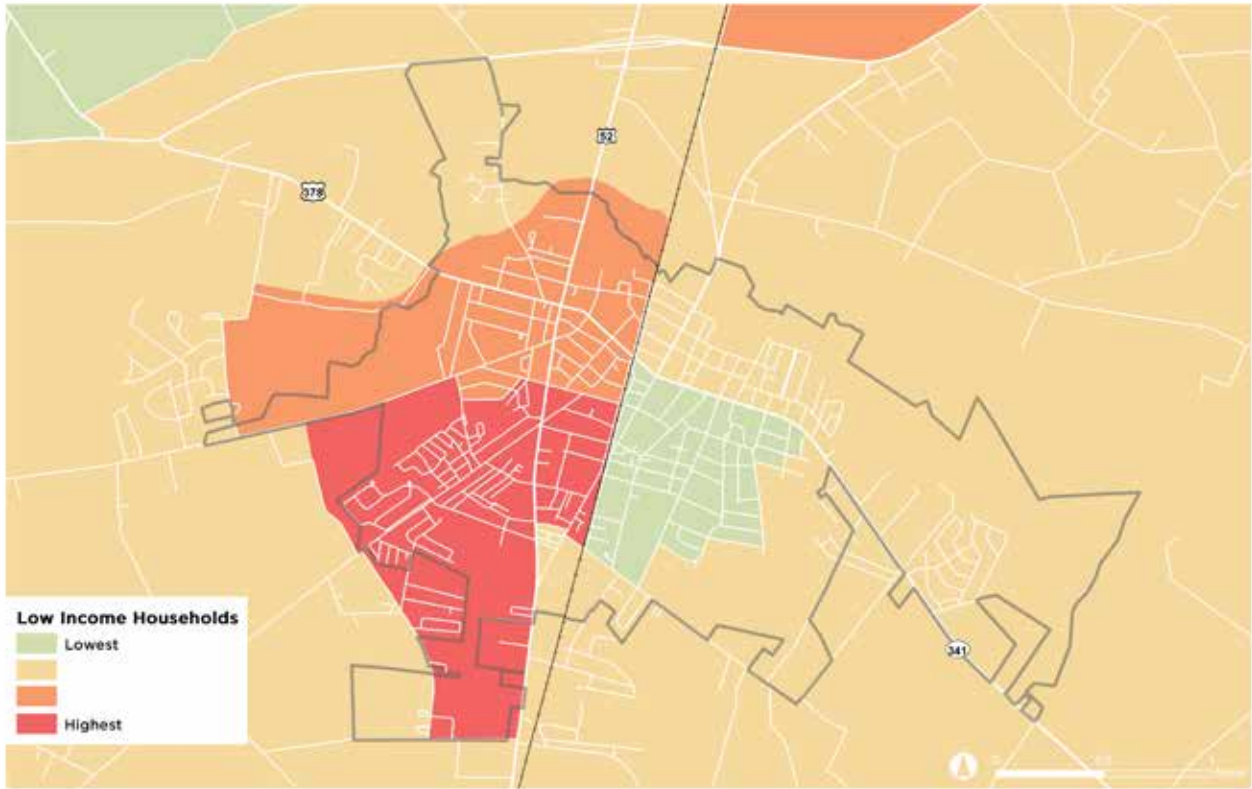
EQUITY MAPS- INDIVIDUAL FACTORS



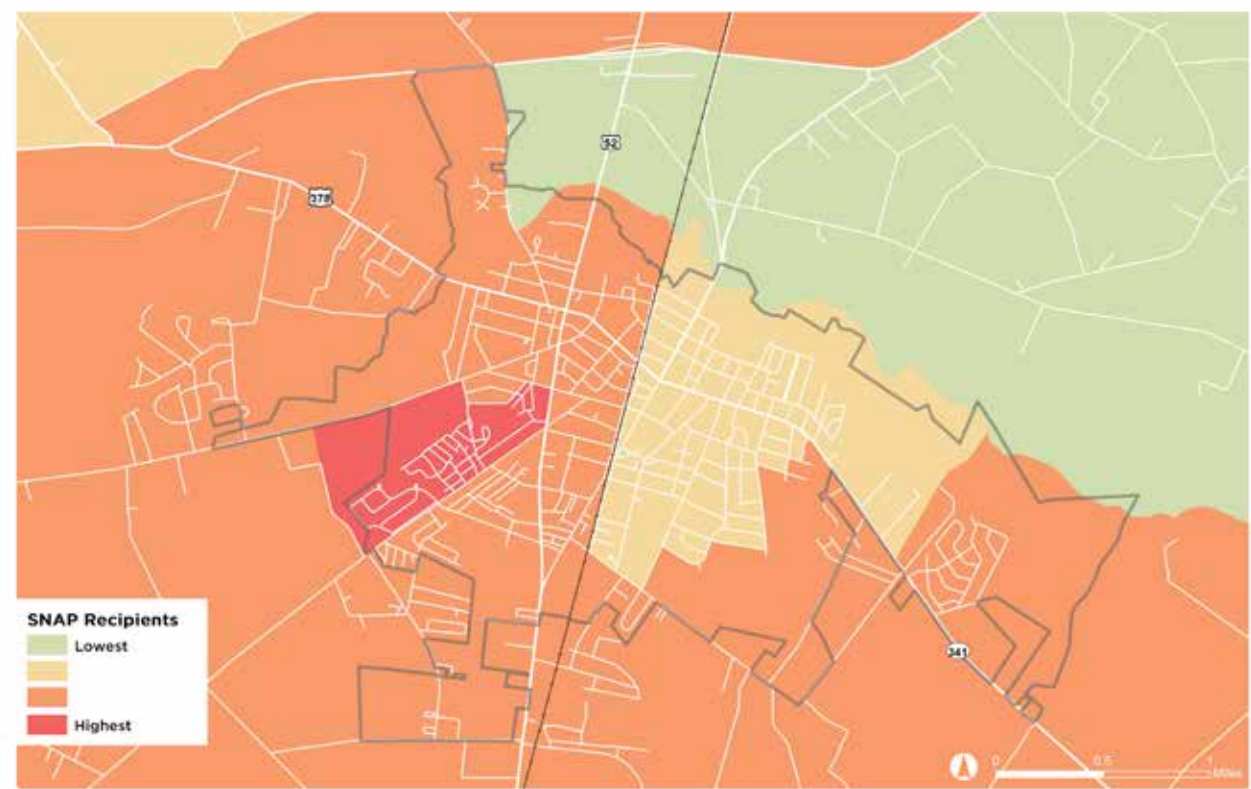
CHILD POPULATION



NON-WHITE POPULATION



LOW-INCOME HOUSEHOLDS



SNAP RECIPIENTS





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