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Appendix A

Planning and Legislation Review

Introduction

Existing policies, plans and ordinances that apply to bicycle and pedestrian planning were collected and reviewed as they pertain to the vision of the ARTS/Aiken County Bicycle and Pedestrian Plan.

The vision of the ARTS/Aiken County Bicycle and Pedestrian Plan is "to seek to develop a Bicycle and Pedestrian Plan that not only identifies projects, but also develops the framework for a dynamic multi-modal program that can be embraced by the public and easily re-evaluated on a regular basis. In addition, Aiken County, one of our MPO partners as described above, will be seeking an expanded analysis and supplemental study of their own bicycle and pedestrian system."

This appendix provides a review of the goals and objectives of current plans that may affect the goals and issues relevant to the ARTS/Aiken County Bicycle and Pedestrian Plan. Not all local and regional planning documents were reviewed for this chapter; the focus of this review was on existing locally adopted, plans and, as well as documents that are of regional significance to Aiken County, South Carolina. Table A-1 summarizes the plans reviewed.

National Plans/Policies

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations Press Release Summary March 11, 2010

The following quotes and excerpts from the U.S. Department of Transportation policy statement on Bicycle and Pedestrian Accommodation summarize elements related to bicycle and pedestrian planning in the ARTS region:

"The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments."….

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems."….

"This policy is based on various sections in the United States Code (U.S.C) and the Code of Federal Regulations (CFR) in Title 23 – Highways, Title 49 – Transportation, and Title 42 – The Public Health and Welfare. "….

Recommended Actions:
"The DOT encourages States, local governments,…and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclist and pedestrians as an integral element of the transportation system. "…Transportation agencies and local communities should go beyond minimum design standards……Such action should include:

- Consider walking and bicycling as equals with other transportation modes…
- Ensuring that there are transportation choices for people of all ages and abilities, especially children…
- Going beyond minimum design standards…

Table A-1. Existing Plans/Policies and Adoption Dates

Jurisdiction	Document Name	Date Adopted
US DOT	Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations Press Release	March 11, 2010
US DOT FHWA	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	August 25, 2005
GDOT	Designs and Policy Manual Chapter Nine – Bicycle and Pedestrian Accommodations	March 2011
Central Savannah River Area (CSRA)	CSRA Bicycle and Pedestrian Plan	June 2005
ARTS, SC	Regional Bicycle and Pedestrian Plan	2003
ARTS, SC	ARTS 2035 Long Range Transportation Plan	June 2010
Aiken County, SC	Comprehensive Plan	2004-2014
Aiken County, SC	Aiken County US 1/US 78 Corridor Study	2011
Augusta Richmond GA	County Comprehensive Plan Ch. 11	2008
Columbia County, GA	2025 Long Range Transportation Plan	June 2004
Columbia County , GA	Growth Management Plan: Partial Update	2011-2016
Edgefield County, SC	Edgefield County Comprehensive Plan	2009
Augusta, GA and North Augusta, SC	Master Plan for a Sustainable Future: The Westobou Vision	2009
Augusta, GA	Public Transit Development Plan	October 2009
Augusta, GA	Realizing the Garden City: The Augusta Sustainable Development Agenda	October 2010
North Augusta, SC	Riverfront Redevelopment District Master Plan	1996
North Augusta, SC	Community Needs Assessment	2003
North Augusta, SC	Parks and Recreation Facilities Master Plan	2003
North Augusta, SC	Comprehensive Plan	2005
North Augusta, SC	North Augusta Greeneway, Pedestrian and Bicycle Master Plan	May 2011
Aiken, SC	Strategic Plan	2010

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges…
- Collecting data on walking and biking trips…
- Setting mode share targets for walking and bicycling and tracking them over time…
- Removing snow (and ice) from sidewalks and shared-use paths.
- Improving nonmotorized facilities during maintenance projects…

Increased commitment to and investment in bicycle facilities and walking networks can

help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities"….

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users August 25, 2005

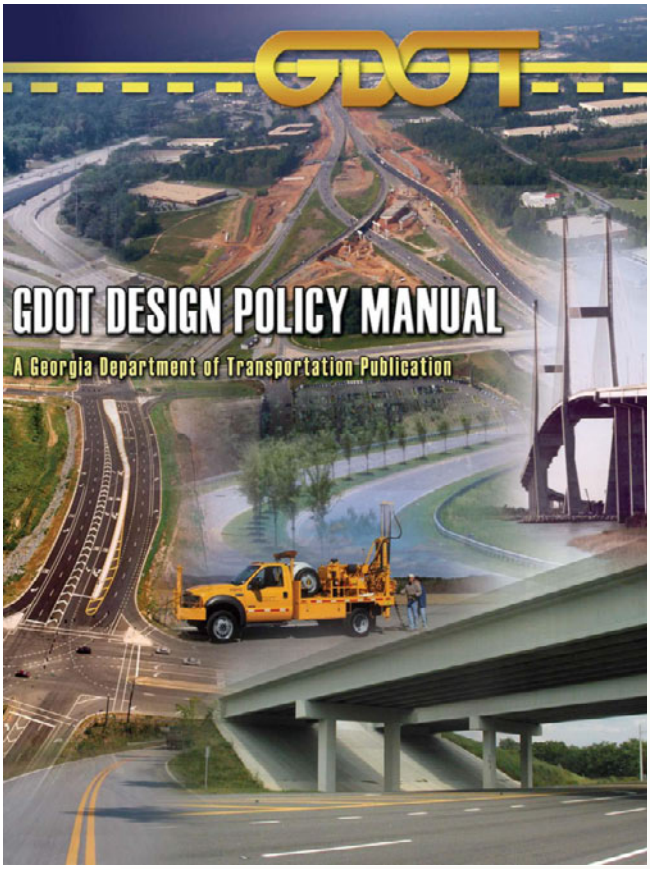
The following quotes and excerpts from the U.S. Transportation Bill known as "SAFETEA-LU" summarize elements related to bicycle and pedestrian planning in the ARTS region:

"On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation…., SAFETEA-LU represents the largest surface transportation investment in our Nation's history." (Overview, Page 2)

"SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment…" (Overview, Page 2)

SAFETEA-LU contains targeted investment features with a focus on Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, Environmental Stewardship, and Environmental Streamlining. (Overview, Page 2) In two of these targeted investment areas, Safety and Environmental Stewardship, funding is provided for programs that emphasize bicycle and pedestrian modes of travel. Under the Safety investment focus the Safe Routes to School program is created to "enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure- related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools." (Safe Routes to School, Page 9) Additionally, more funding is provided under the Environmental Stewardship investment focus that is geared toward bicycle and pedestrian infrastructure development. This focus area includes funding for recreational trails (Recreation Trails, Page, 16) and funding for a Nonmotorized Transportation Pilot program "to fund pilot projects to construct a network of nonmotorized transportation infrastructure facilities in four designated communities. The purpose is to demonstrate the extent to which walking and bicycling can represent a major portion of the transportation solution in certain communities." (Nonmotorized Transportation Pilot, Page 17)

State Plans/Polices



GDOT Designs and Policy Manual Chapter Nine – Bicycle and Pedestrian Accommodations March 2011

In chapter nine, section 9.4 of the GDOT Design Manual, standards and guidelines are established to ensure that accommodations for bicycle and pedestrian users are provided "on all appropriate infrastructure projects where pedestrians and bicyclists are permitted to travel." (Page 9-6)

Additionally in section 9.4.1, Pedestrian Warrants, the GDOT standard states that "pedestrian accommodations shall be considered in all planning studies and included in all reconstruction, new construction, and capacity-adding projects that are either

located in an urban area (typically where curb and gutter is provided) or located in areas with any of the following conditions:

- on corridors with pedestrian travel generators and destinations (i.e. residences, commercial locations, schools, public parks, etc.), or areas where such generators and destinations can be expected within the projected lifespan of the project;
- where there is evidence of pedestrian traffic (e.g. worn path along roadside);
- on corridors served by fixed-route transit in urban and suburban areas;
- where there is an occurrence of "walking along the roadway" type crashes; and
- where a need is identified by a local government through a planning study and public involvement process." (Page 9-6)

GDOT also suggests a design guideline that "pedestrian accommodations should be considered in all planning studies and included in all reconstruction, new construction, and capacity-adding projects that are located in areas with any of the following conditions:

- within close proximity (i.e. 1 mile) to any school, college or university; and
- any location where engineering judgment of planning analysis determines a need." (Page 9-6)

The GDOT Design Manual also provides standards and guidelines for bicycle accommodations in section 9.4.2. Bicycle Warrants. The GDOT standard for bicycles states that "bicycle accommodations shall be considered in all planning studies and included in all reconstruction, new construction, and capacity-adding projects that are located in areas with any of the following conditions:

- where there is an existing bicycle facility in place (including bike lanes, paths, shoulders, wide curb lane, and/or signage)
- if the project is on a state, regional, local bike route; and
- where there is a demonstrated need, with bicycle travel generators and destinations (i.e. urban areas, residential neighborhoods, commercial centers, schools, colleges, public parks, etc.), or areas where such generators and destinations can be expected within the projected lifespan of the project."(Page 9-6)

GDOT also provides additional guidelines for bicycle accommodation consideration on projects "with any of the following conditions:

- within close proximity (i.e. 2 miles) to any school, college or university;
- where a project will provide connectivity between two or more existing bikeways;
- where a local bike route is identified by a local government through a planning study;
- along bicycle routes that connect metropolitan areas and regional destinations;
- on resurfacing projects in urban areas, the Department may consider restriping the roadway and narrowing ravel lanes to provide additional shoulder width or wide curb lane. Restriping will be considered where space is available and where there is no significant history of sideswipe crashes. The Office of Maintenance will coordinate with the Office of Planning and Office of Traffic Operations to define and appropriate crash threshold for determining eligibility for restriping on a project-by-project basis;
- on projects where a bridge deck is being replaced or rehabilitated with Federal financial participation, and where bicycle are permitted to operate at each end of the bridge, the bridge deck may be replaced or rehabilitated to provide safe bicycle accommodations; and
- any location where engineering judgment of planning analysis determines a need." (Page 9-7)

SC DOT Complete Streets Resolution 2003

The SC DOT Complete Streets Resolution states that "bicycling and walking accommodations are a routine part of the department's planning and design, construction and operating activities, and will be included in everyday operations" of the statewide transportation system.

SC DOT Engineering Directive Memorandum 22, Consideration for Bicycle Facilities 2003

This important document provides design guidelines for bicycle facilities within South Carolina Department of Transportation right of way. These guidelines are already referenced in plans reviewed for this background summary.

Regional Plans

CSRA Regional Bicycle and Pedestrian Plan June 2005

The Central Savannah River Area Regional Commission (CSRA RC) is a public sector, non-profit planning and development agency that serves a 13 county and 41 city region in the eastern portion of Central Georgia.

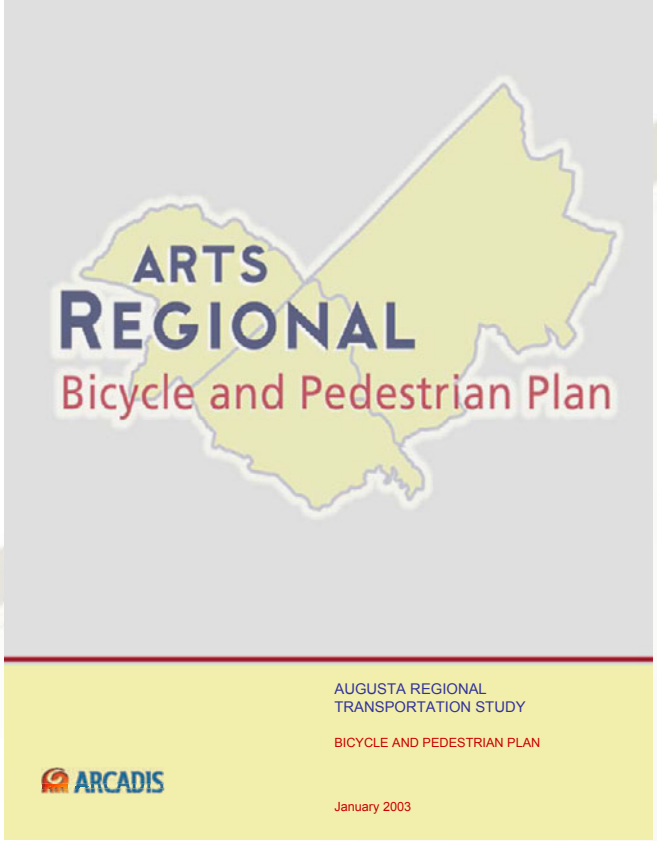
Vision Statement for the CSRA Regional Bicycle and Pedestrian Plan: *The CSRA will become a place where people choose to make bicycling and walking part of their everyday lives. Residents and visitors will be able to bicycle and walk with confidence, comfort and safety in every community.*

The goals of the regional bicycle and pedestrian plan are as follows:

- To provide an action plan to create viable and efficient bicycle and pedestrian networks
- To outline a strategy to encourage bicycle and pedestrian transportation throughout the region
- To identify and meet the diverse needs of bicyclists and pedestrians
- To actively involve residents in the planning of bicycle and pedestrian projects and programs
- To promote bicycle and pedestrian safety and reduce the number of injuries and fatalities

Key recommendation of the plan relevant to the ARTS/Aiken County Bicycle and Pedestrian Plan include:

- Bicycle support facilities in high-use areas
- Directional signage in high-use bicycle and pedestrian areas
- Lighting along pedestrian corridors within the municipalities
- Bicycle and pedestrian safety and promotion efforts through media outreach and coordination among local and state agencies
- Changes to land development codes to promote bicycle and pedestrian transportation



ARTS Regional Bicycle and Pedestrian Plan 2003

The 2003 ARTS Regional Bicycle and Pedestrian Plan was developed to provide policy guidance at the regional level. Three goals were pursued as part of the study:

- Provide for a bicycle and pedestrian transportation network to serve local, community, and regional needs
- Promote the viability of walking and biking as a safe and healthy transportation option throughout the region for all potential users
- Identify appropriate and adequate funding for the development and maintenance of regional and local bicycle and pedestrian systems

Table A-2: ARTS 2035 Long Range Transportation Plan

Goal 3: Develop a transportation system that will allow effective mobility throughout the region and provide efficient movement of persons and goods
Objective 1: Provide a plan that works to relieve congestion and prevent it in the future. Objective 4: Provide a plan which addresses consideration of non-motorized modes such as bicycles and pedestrians.
Goal 4: Develop a transportation system that will enhance the economic, social, and environmental fabric of the area, using resources wisely while minimizing adverse impacts
Objective 5: Provide a plan that reduces mobile emissions and meets air quality standards.
Goal 5: Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs
Objective 2: Protect adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit and roadways. **Objective 3:** Promote new developments that provide efficient, balanced movement of pedestrians, bicyclists, buses and motor vehicles within, to and through the area.
Goal 6: Increase the safety and security of the transportation system for motorized and non-motorized users
Objective 1: Identify policies, plans and transportation improvements that address unsafe designs and conditions to increase safety for users. **Objective 2:** Develop and maintain a transportation system that provides increased security of all of its users.
Goal 7: Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region.
Objective 2: Encourage strategies that reduce mobile source emissions in an effort to improve air quality. **Objective 3:** Continue to implement and promote strategies and policies such as system preservation, access management, managed lanes, travel demand management, mass transit, complete streets, and alternative transportation to improve congestion conditions.

The first goal implies coordination and connectivity with other planning agencies, such as the Lower Savannah COG.

ARTS 2035 Long Range Transportation Plan 2010

Augusta Regional Transportation Study (ARTS) functions as bi-state MPO and is responsible for transportation planning in accordance with the federal metropolitan planning requirements for Augusta-Richmond County and portions of Columbia County in Georgia, and portions of Aiken and Edgefield Counties in South Carolina. The cities in the Augusta Regional Transportation Study (ARTS) area include Augusta, Grovetown, Hephzibah, and Blythe in Georgia, and Aiken, North Augusta, and Burnettown in South Carolina.

The ARTS Long Range Transportation Plan is the long-range, financially-constrained transportation plan for the region that covers a planning horizon of 25 years. According to federal law, all LRTPs must be updated every four or five years depending on their MPOs air quality status: maintenance, nonattainment, or attainment. The ARTS LRTP must be updated every five years because it is currently considered in attainment for federal air quality standards.

The Goals and Objectives relevant to the ARTS/ Aiken County Bicycle and Pedestrian plan are as follows;

County Plans

Aiken County SC Comprehensive Plan

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires all units of local government utilizing zoning or land use controls to complete and adopt a comprehensive plan. The law requires that an independent board of local

Table A-3. Relevant Aiken County Comprehensive Plan Goals and Policies

Aiken County Comprehensive Plan Goals and Policies Relevant to Bicycle and Pedestrian Planning
Part 1 Population Element Goal: Control Urban Sprawl and development of rural and natural resource areas
Part 2 Population Element Goal: Promote an "age sensitive" environment – meet and accommodate changes in age and gender composition of county residents.
Recommendation 2: Provide pedestrian and/or public transportation linkages.
Part 3 Economic Element Goal: Create new economic markets to benefit from South Carolina's emerging Recreation – Retirement image.
Recommendation: To capitalize on state initiatives, the development of a more aggressive tourism promotion program is recommended, together with educational programs for individuals involved in tourism, and the integration of infrastructure development in support of tourism.
Part 4 Community Facilities Element Goal 2: Develop a transportation system that is financially feasible, with broad public support
Recommendation: Provide a plan which addresses bicycle and pedestrian needs.

citizens called a Planning Commission act as an advisory committee to the governing body on constructing and adopting the plan. The objectives of the planning process are to develop an inventory of the community's historical and existing conditions and trends and to develop goals and objectives regarding community growth and development.

These goals and objectives communicate the suggested policy directions for the local government. The goals and policies element of the Aiken Comprehensive Plan were developed through an extensive citizen participation program intended to accurately reflect the desires of county residents. Goals related to this bicycle and pedestrian plan include safe, pedestrian friendly neighborhoods, with facilities, transportation, and activities accessible to all; high quality streets, parking and pedestrian facilities; excellent public facilities including police, fire and schools; and intergovernmental cooperation.

The 2005 Comprehensive Plan became effective in June. The Goals and Policies of the plan elements relevant to bicycle and pedestrian planning are listed in Table A-3 on the following page. The goals and policies of the Comprehensive Plan are consistent with a sustainable Bicycle and Pedestrian Plan that uses a coordinated approach to address safety, design, maintenance and coordinated planning issues.

Augusta Richmond GA County Comprehensive Plan 2008

In Chapter 11 of the Augusta Richmond County Comprehensive Plan, the Community Agenda outlines the final goals and objectives and provides the guiding policy that serves as a basis for the policy decisions of the city's elected and appointed leaders as well as staff. (Page 249)

Those goals and objectives that relate to the development of bicycle and pedestrian infrastructure are as follows:

"Transportation Goal – A transportation system that is accessible to all citizens, provides for the efficient movement of people, goods and services, is integrated with planned land use, and provides mode choice." (Page 283)

Objective number two under the Transportation Goal states:

"Make more efficient use of the existing surface transportation system and encourage more walking and biking" by "promoting interconnectivity within and between subdivisions," and by implementing "projects in the *ARTS Advanced Transportation Management System (ATMS) Mater Plan (February 2002)*" (Page 283)

Objective six under the Transportation Goal states:

"Increase the number and extent of bicycle and pedestrian facilities" by implementing

"projects in the *ARTS Regional Bicycle and Pedestrian Plan (January 2003)*" (Page 283)

Objective seven under Transportation Goal states:

"Improve access to/use of transportation facilities by the handicapped and disabled." (Page 283)

In addition to the above goals and objectives, the Land Use / Growth Management Goal states:

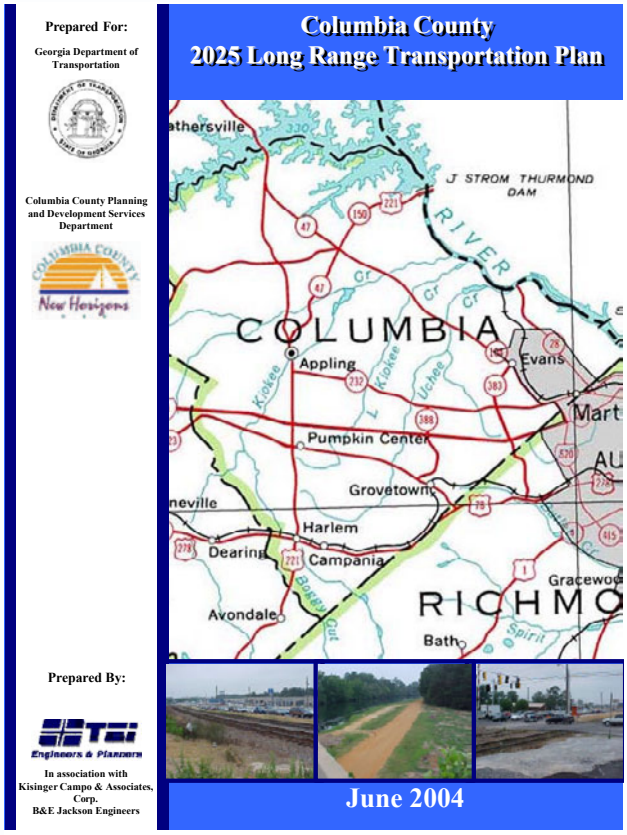
"Promote a land use pattern that accommodates growth and revitalization while protecting established residential areas and natural resources." (Page 286)

A guiding policy under this stated land use goal is to "encourage Quality Growth as a Development Option." (Page 292) Some of the key features of Quality Growth as they pertain to pedestrian and bicycle modes of travel include:

- "Sidewalks and bike trails are provided to encourage more walking and biking.
- Schools and playgrounds are located within neighborhoods to encourage more walking to school and make recreation facilities easily accessible.
- Street trees are planted to enhance community appearance and provide shade for pedestrians and bicyclists.
- New industry or other major employers are located where they are accessible by transit, walking or bicycle." (Page 292-293)

Columbia County GA 2025 Long Range Transportation Plan 2004

The following quotes and excerpts from the Columbia County GA 2025 Long Range Transportation Plan 2004 summarize elements related to bicycle and pedestrian planning in the ARTS region: "Columbia County currently has two multi-use trails for bicyclists and pedestrians recognized in the Georgia Department of Transportation Statewide Bicycle and Pedestrian Plan. The longer of these two facilities is the Augusta Link Corridor. It travels east-west across Columbia County in seven segments from McDuffie County to Richmond County covering approximately 19.6 miles. Three segments of this trail, totaling 4.7



miles, are part of the Georgia State System. The second multi- use trail in Columbia County is Phase I of the Evans-to-Locks Road facility. This first phase of the trail extends from Savannah Rapids Pavilion to Fury's Ferry Road.

Columbia County is currently developing priorities for enhancing their bicycle and pedestrian facilities. The County's goal is to provide a bicycle and pedestrian network to serve the local and regional needs of the communities. It is also the intent of the County to promote these facilities as a safe and healthy transportation option throughout the region for potential users." (Page 33)

"There are several activity centers that do not have adequate facilities for bicycles and pedestrians. These activity centers include recreation sites, schools, libraries and commercial development areas. A one mile buffer was placed around these facilities to prioritize areas for bicycle and pedestrian improvements.

Criteria were developed to identify and prioritize potential bicycle and pedestrian enhancements beyond those established as part of the ARTS Bicycle and Pedestrian Plan.

Key bicycle and pedestrian evaluation criteria include:

- Proximity to Schools and other Public Facilities;
- Infill – Connecting existing pieces of the sidewalk network;
- Connectivity – Access between major bicycle and pedestrian origins and destinations;
- Roadway Expansion – Where roads are reconstructed or constructed along new alignments, provide sidewalks as appropriate;
- As new development occurs, encourage development to provide adequate right of way for bicycle and pedestrian facilities; and,
- Consistency with the GDOT Statewide and ARTS Bicycle and Pedestrian Plan". (Page 71)

Columbia County Growth Management Plan: Partial Update 2011-2016

Intended to serve as a bridge between the 2005 Columbia County Growth Management Plan and the future, the update requirements adopted by the Georgia Department of Community Affairs in 2007 "make it easier for local governments to educate and engage the public as well as cultivate that type of development that creates communities of lasting value. As Columbia County looks towards the future, it is important to have an up-to-date policy guide that can reflect the community's vision." (Page 2)

As part of the Columbia County Growth Management Plan: Partial Update Quality Community Objectives Assessments are conducted, Issues and Opportunities are identified, and the Implementation Program is identified. (Page 2)

The Quality Community Objectives Local Assessment was created "to assist local governments in evaluating their progress towards sustainable and livable communities…A majority of "yes" answers for an objective may indicate that the community has in place many of the governmental options for managing development patterns. "No" answers may provide guidance in how to focus planning and implementation efforts for those governments seeking to achieve these Quality Community Objectives." (Page 5)

Identification of Issues and Opportunities – Columbia County developed the issues and opportunities based on eight main planning elements. These include population, economic development, housing, Natural and Cultural Resources, Community Facilities and Services, Transportation System, and Land use. (Page 16 – 19-8)

Issues and opportunities identified as they related to bicycle and pedestrian plan development include:

"**Population** – Reliable and adequate funding needs to be secured to ensure the delivery of basic services to our growing senior population. (Nutrition, Recreation, Transportation, etc.)

Economic Development – Collaborate on a multi-jurisdictional level to promote tourism throughout the region.

Houses – encourage housing development to locate in areas convenient to shopping, recreation, facilities, schools and other community activities.

Natural and Cultural Resources – Future development will impact viewsheds across the county due to topographical variability found throughout the jurisdiction.

- Nominate eligible historic resources to the National Register.
- Prioritize historic resources for preservation and enhancement.
- Continue to implement the County's existing Green Space Plan.

Community Facilities and Services – Continued support of the public library system and other cultural facilities to ensure adequate service is provided to existing and future populations.

- Continue to support the preservation and enhancement of cultural facilities throughout the county.

Transportation System – Upgrade and expand existing transportation facilities, especially the street network, to accommodate future growth in the most efficient manner.

- Improve the mobility of pedestrians and bicyclists throughout the county.
- New developments are not required to connect to existing sidewalk networks. They are encourage (not required) to provide sidewalks within the development." (Pages 16-17)

Landuse – Some of the Landuse Opportunities and Constraints are as follows:

Opportunities:

- "Elected officials have a positive attitude with regard to the need for planned development of the county that will enhance the quality of life.
- Columbia County enjoys excellent access to regional recreation amenities such as Thurmond Lake and the Savannah River.
- Columbia County is located just far enough from Augusta to provide a relaxed lifestyle, facilitating creation of a unique community identity.
- There is an abundance of undeveloped land within the county. Almost two-thirds of the land area is undeveloped or in agricultural use." (Page 29)

Constraints – Current development patterns, …contributing to increased traffic congestion…erodes quality of life in the county and effectively poses as a drag on new development.

- There is significant floodplain acreage within the county, particularly along Kiokee, Little Kiokee, and Euchee Creek all well as adjacent to Thurmond Lake and the Savannah River.
- A significant portion of the lakefront is controlled by the Corps of Engineers." (Pages 29-30)

Implementation: Long Term Goals and Supporting Policies

Some of Columbia County's long term goals and supporting policies will have direct or significant impact on the development of an adequate bicycle and pedestrian infrastructure. Some of these are as follows:

Goal 1: "Coordination with Other Government Entities- Columbia County will maintain and enhance planning processes that ensure coordination across county departments, local service providers, surrounding municipalities and the general public.

- Coordinate planning and development review with the Columbia County Board of Education.

a) The planning department should have the opportunity to review and comment of school facility location and expansion plans.

b) School placement should reinforce desirable growth patterns as outlined in the Growth Management Plan.

c) The planning department and the Board of Education should coordinate on the reuse of former school sites.

Goal 2: Diversity the housing stock and provide quality housing opportunities reflecting the variety of lifestyle and life stages of Columbia County residents.

- Protect residential areas from encroachment by incompatible uses and adverse environmental conditions.

a) Develop enhanced lighting, signage, landscaping and buffering standards for new non-residential developments in close proximity to existing residential neighborhoods.

- Promote and encourage residential densities and designs that ensure varied living areas and housing types and an integration of uses.

a) Enhance the planned development character of the Kiokee Creek Character Area with the provision of open space and public squares, landscaped medians, protection of trees and an emphasis on Traditional Neighborhood Development in appropriate locations within master planned developments

b) Promote interconnectivity within and between subdivisions to allow the diffusion of traffic patterns

c) Require multiple entrances and exits to increase neighborhood connectivity.

d) Develop sidewalk requirements based on residential densities and proximity to nodes.

- Address the housing needs of an active aging population.

e) Explore regional and national trends and tools for providing appropriate housing choices for an active aging population.

- Require a reasonable portion of all residential development to be set aside for neighborhood level recreation areas.
- Enable people to work near where they live, and live near where they work.

f) Distribute office employment to all of the identified nodes.

g) Require mixed use for large commercial projects.

h) Require mixed use for large residential projects.

- Increase variety of housing opportunities

a) Identify additional land in nodes and between nodes for multi-family housing.
b) Develop appropriate design standards for multi-family housing development that encourages walking and biking and provide recreation opportunities.
c) Develop appropriate design standards for multi-family and townhouse developments.

Goal 3: Economic Development- Diversify, strengthen and sustain the economic base of Columbia County consistent with the prudent management of the county's environmental resources and infrastructure.

- Create opportunities for tourism

i) Consider enhancements to Lake Thurmond and/or Wildwood Park, such as a lodge retreat center.

j) Coordinate tourist- oriented improvements and marketing with the Augusta Canal National Heritage Area.

Goal 4: Historic Resources –Protect, enhance, and promote the historic identity and resources of Columbia County.

- Create and inventory of possible historic properties, their ownership, location, condition, and National Register status.

k) Apply for historic district status where appropriate such as Appling.

l) Apply for National Register status for historic buildings where appropriate.

Goal 5: Natural Resources –Protect and nurture the natural environment of Columbia County.

- Pursue Columbia County's Greenspace Master Plan, in order to serve recreational needs and protect sensitive lands.

m) Pursue the greenway network identified in Columbia County's Greenspace Master Plan.

n) Purchase and/or protect floodplains from development.

o) Provide connections between neighborhoods, nodes, and recreation areas with inter-linked greenways.

- Protect the tree cover and open space in urbanizing areas of county

p) Enhance minimum open space requirements for different development types.

q) Review the County's current landscaping and tree conservation regulations to see if they are adequate to limit unnecessary clear cutting and tree removal during the land development process.

- Protect scenic corridors that contribute to the County's unique character and aesthetically pleasing image.

r) Indentify current scenic corridors that are appropriate for protection.

s) Create a corridor preservation plan for scenic corridors according to public priorities and the guidance of Character Areas from the Growth Management Plan.

Goal 6: Transportation – Provide a transportation system that continues to keep pace with growth, mitigates congestion, and integrates various modes of travel in order to allow mobility options, promotes sustainable economic development and protects the natural and cultural resources of Columbia County.

- Increase bicycle and pedestrian access and mobility both County-wide and within nodes and corridors

t) Promote bikeway and pedestrian systems that connect from residential areas to nodal developments

u) Establish a formal network of designated bicycle and pedestrian pathways throughout the County. The county's planned Greenway system should be a part of this network.

v) Pursue pedestrian and bike facilities alongside major thoroughfares and designated corridors to provide these facilities where feasible.

w) Require new development to connect to the County's existing and planned greenway, pedestrian, and bicycle system.

x) Require sidewalks in higher density subdivisions, and encourage sidewalks in all developments.

y) Increase pedestrian and bike access within multi-use nodes.

z) Pursue a comprehensive pedestrian network within nodal developments.

aa) Enforce maximum block lengths in nodes.

ab) Establish minimum bike parking requirements for all commercial within nodes. For example, require one bike space per 20 parking spaces

ac) Encourage reduced and/or shared parking requirements within nodal developments.

ad) Designate and develop safe street crossing for both minor roads and arterials within nodes.

Goal 7: Community Facilities and Infrastructure - Ensure the provision of community facilities and services following the nodal development pattern that supports efficient growth and will protect and enhance the quality of life for existing and future residents of Columbia County, while maintaining existing neighborhoods and preserving the rural character prevalent in the western half of the county.

- Create a system of accessible open spaces that serves various recreational needs of county residents.

ae) Make the greenway plan an integral part of the County's land use plan.

af) Develop a connected greenway along creek basins with public access points to Lake Thurmond, the Savannah River, and the Augusta Canal.

ag) Develop public/private partnerships to maintain neighborhood parks.

ah) Enable and encourage Conservation Neighborhoods that would allow reduced lot sizes in order to protect valuable open space assets and environmentally fragile areas.

ai) Enhance the character and livability of nodes

aj) Encourage pedestrian connections within nodes and between nodes and between neighborhoods and nearby schools.

ak) Develop design overlays for nodes to establish a unique identity using architectural guidelines, sidewalk requirements, street trees, lamps, street furniture and other urban design features

al) Enhance the urban character of nodes with the provision of small open spaces and public squares within development, the protection of trees and the promotion of landscaped medians.

Goal 8: Future Development Policy – Focus and direct future growth and development in clearly identified nodes and corridors, thereby maximizing the use of existing and efficient and economical provision of additional county services to discourage sprawl.

- Make planned nodal developments pedestrian friendly and encourage circulation patterns that do not depend solely on arterial circulation.

am) Require wide sidewalks with setbacks from the street.

an) Increase pedestrian infrastructure.

ao) Require short block lengths within the nodes.

ap) Require large parking lots to be subject to the block size requirements and provide internal circulation.

aq) Require buildings to be street-oriented along internal streets where appropriate.

ar) Reduce parking requirements for individual uses that include shared or joint parking areas within the planned development.

as) Allow on-street parking in designated areas.

at) Require identification of pedestrian access between parcels and to and from greenways with all site plans within a node.

au) Require commercial areas to provide internal circulation systems.

- Develop enhanced design and site development standards for all types of development, including landscaping, buffering, screening, site placement , and sidewalks.
- Create urban design standards for nodes to promote pedestrian friendly development and high quality public spaces.

av) Establish usable space requirements for development in nodes.

aw) Establish landscaping, buffering, and tree protection requirements in key nodes and corridors.

ax) Establish signage controls as necessary for key nodes and corridors.

ay) Develop a recommended timing plan with measurable milestones for the implementation of nodal infrastructure.

Edgefield County SC Comprehensive Plan

Edgefield County is located directly west of Aiken County. A predominantly rural county, Edgefield is facing growth pressure from surrounding counties, including Aiken. Within the Comprehensive Plan, the relevant element of importance to bicycle and pedestrian planning is the Transportation Element. The Goals are as follows:

- Support safe and efficient alternatives for travel in the county
- Protect the public health, safety and general welfare

Local Municipality Plans

The Westobou Vision Master Plan (Augusta and North Augusta Urban Area) 2009

The Westobou Vision 2009 Master Plan was created "to develop and realize a shared vision, for both Augusta and North Augusta, of what this location…can become and what it can provide…whether they want to enjoy it as a place to work, live or play." (Page 3)

The plan suggests the development of several market creation projects within the urban areas, but suggestions were also made for initiatives that should be pursue within the broader framework of the urban area. Some of these improvements include the following:

Integrated Green Corridors and Nodes – The Westobou Plan states that "Public open space is the loom upon which Westobou's urban design plan is woven." With a critical component being the "connection via greenways, bike routes and streetscaping," It recommends not only the renovation of existing parks, but the creation of new parks and plazas. (Page 21)

Relocation/Modification/Removal of Problematic Public Infrastructure – The Westobou Plan highlights the need to address issues of problematic public infrastructure such as "highway interchanges, the eastern end of the J.C. Calhoun Expressway, and the railroad rights-of-way." (Page 21)

Comprehensive Transportation Planning Review – The plan recommends adjustments and improvements to the existing roadway networks, review of public infrastructure, as well as development of Bicycle and other alternative means of transportation in the urban area. (Page 21)

Augusta Public Transit Development Plan 2009

With the placement of bike racks on all of Augusta Public Transit buses in the last year, the transit system in Augusta provides an alternative for trip extension for those that not only walk, but also for those that use bicycles as an alternative mode of transportation. Therefore, some of those goals listed in the recently completed Augusta Public Transit Development plan are directly related to the increased effectiveness of an improved bicycle and pedestrian infrastructure.

The recommended goals and objectives are as follows:

"Goal 1: Augusta Public Transit shall provide a family of services for the residents of Augusta Richmond County that: connects key activity centers, serving as the foundation for the system; provides transportation alternatives to those who lack other options, including elderly persons, persons with disabilities, students, and economically disadvantaged persons; and allows for system expansion to serve new markets and opportunities.

- Objective 1.1: Develop a core group of services that connect key activity points and commit to providing service along those corridors that as the primary objective.
- Objective 1.2: Establish goals of providing a minimum of thirty minute headways for all fixed route services and minimizing out of direction and one-way loop routing.
- Objective 1.3: Review all services to evaluate how the needs of the transportation disadvantaged, using the federal definition which includes seniors, people with disabilities and those with low income, are being addressed as a second objective.
- Objective 1:4: Consider the impact on core services and those to the transportation disadvantaged as part of requests for new or expanded services.

Goal 2: Augusta Public Transit shall provide safe, reliable and accessible transportation to the residents of Augusta Richmond County.

- Objective 2.1: Ensure that services are operated in a manner to maximize safety, to the riders and the public.
- Objective 2.2: Operate service in a manner that will maximize the reliability of those services.
- Objective 2.3: Consider potential for services to connect portions of the community and include a variety of trip purposes: work; education; medical and other appointments; and recreation and leisure activities.

Goal 3: Augusta Public Transit shall work cooperatively with local communities, residents, and other affected agencies and groups to develop the best possible family of services within available resources.

- Objective 3.1: Develop an ongoing planning process with key agencies and organizations within Augusta Richmond County and neighboring service providers.
- Objective 3.2: Operate the agency in a manner that will encourage public input and participation.
- Objective 3.3: Ensure high levels of customer satisfaction.

Goal 4: Augusta Public Transit shall consistently work to improve its operating efficiency and service delivery effectiveness.

- Objective 4.1: Operate service in a manner that will maximize system productivity.
- Objective 4.2: Operate service in a manner that will maximize system efficiency.
- Objective 4.3: Operate service in a manner that will maximize use of subsidies." (Pages 4-18 & 4-19)

Realizing the Garden City: The Augusta Sustainable Development Agenda 2010

"The Augusta Sustainable Development Agenda (ASDA) originates from a sense within the city leadership that, more than a decade after consolidation with Richmond County, the diverse parts of the enlarged city had not yet coalesced into a unified community with a common and sustainable vision of how Augusta should evolve….." Built on Augusta's 2008 Comprehensive Plan, "this Agenda sets goals and then identifies, describes and prioritizes a set of discrete and accompanying policy recommendations on which the city should collaborate, both internally and with the state, local institutions and the private sector in the coming years." (Page 1-2, Executive Summary)

There are a number of policies outlined in Appendix 2: Recommendations for a Sustainable Augusta that have direct bearing on the character and development of bicycle and pedestrian facilities in the city.

Some of these policies include:

- Integrating Green Infrastructure Analysis into the Development Approval Process – "Green Infrastructure is a pedestrian accessible interconnected network of natural resources, recreation resources and other open spaces…..Green Infrastructure seeks to insure that ecological functions continue to exist after development has happened." (Page 4-17) "This Agenda proposes that the city evaluate all new development proposals against how they support and enhance Augusta's Green Infrastructure network. A simple and strategic step for enhancing the quality and accessibility of Augusta's natural resources is to require a Site Context map, Existing Resources map, and Site Visit during the Sketch Plan review stage." (Page 4-26)
- Creation of Walkable Subdivision Neighborhoods – "Walkable Subdivision regulations should include the following urban design guidelines:

- Lot frontage requirements and situating guidelines to encourage a well designed 'street wall'.

- Allowance for alternative housing layouts, such as cottage subdivisions and subdivisions consisting entirely of attached housing,

- Requirement of alleyway access, to further protect the aesthetic value of the lot face.

- Maximum block lengths of 600 feet, with pedestrian connections easements required every 300 feet, or block perimeters not to exceed 2000 feet.

- Minimum sidewalk widths of 5 feet and a green zone of 5 feet, to ensure adequate room for pedestrian movement and greenway planting.

- Requirements for enhanced street design standards, as defined in the next chapter to ensure Complete Streets, which takes pedestrian accessibility into account.

- Urban parking requirements, with allowances for on-street parking and specific reduced off-street parking ratios." (Page 4-36)

- The Modification of Existing Land Subdivision Regulations – In addition to modifying overall development regulations triggers, and requiring more extensive environmental analysis. The ASDA also suggests including two new types of subdivision standard:

- "Conservation Subdivisions that reflect an outdoor lifestyle connection.

- Walkable Subdivisions, suggesting an urban lifestyle centered on convenience and community gathering." (Page 4-38)

- Requiring Street Connectivity – The ASDA suggested imposing general development design standards such as:

- "1. A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets.

- 2. Each development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by previously approved, but unbuilt development or existing development." (Page 4-39)

- The Application of a Context Sensitive Solutions Classification Approach - The ASDA suggests applying a context sensitive design approach for different thoroughfare types. "The idea of the CSS method is to use these context zones as an important factor to select a roadway type in conjunction with the functional classification to insure that each roadway design is supportive of the area and context it is intended to serve." (Page 4-48)

North Augusta Riverfront Redevelopment District Master Plan 1996

This plan proposed a Greeneway network, using new and existing streets, comprised of dedicated bicycle and pedestrian routes. The plan identified regional connections, including those from South Carolina to Georgia via the Savannah River, including a connection to the canal bikeway system on or under the Georgia Avenue Bridge. One other potential connection recommended was the former rail bridge between Hamburg and Augusta near the Fifth Street Bridge. Several of these segments have since been implemented.

North Augusta Community Needs Assessment 2003

This assessment was performed in conjunction with a Parks and Recreation Facilities Master Plan. Residents were surveyed regarding their bicycling and walking priorities. The top four park or facility types cited as being used most often were:

- Walking/biking trails/parks
- Riverview Park Activities Center
- Playgrounds
- Access to water bodies such as creeks and rivers

The top four additional facilities requested included:

- Walking and biking trails
- Recreation/activity center
- Playgrounds
- Water access

The top five facility improvements that survey respondents would support with tax dollars were:

- Continuing the northern Greeneway expansion
- Increasing visibility of law enforcement in parks
- Addition of swimming pools
- Creating walking, jogging and biking trails
- Lighting of facilities

North Augusta Parks and Recreation Facilities Master Plan 2003

Recommendations related to walking and bicycling include:

- Develop approximately 6-8 miles of new Greeneway and 6-8 miles of bikeway trails
- Expand the width of the Greeneway Trail

- Increase the number of connections with schools and other public use areas (all parks should be connected via the Greeneway)
- Develop paths along the river for viewing and interacting with the water

City of North Augusta Comprehensive Plan 2005

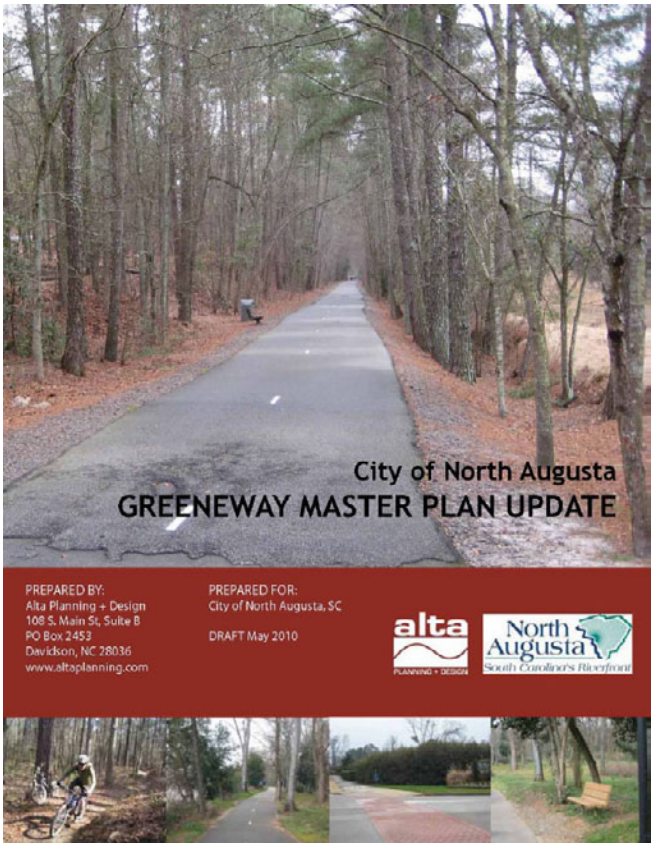
The following excerpts are relevant to the ARTS/ Aiken County Bicycle and Pedestrian Plan.

Greeneway: Greeneway extensions are major tributaries to the main Greeneway Trail. Extensions will be developed to tie substantial pedestrian and bicycle neighborhoods and parks that include their own internal pedestrian circulation systems to the citywide system. Greeneway connectors are shorter and generally narrower segments of trail that tie existing neighborhoods to the Greeneway Trial. Both Greeneway extensions and Greeneway connectors will utilize drainage ways include the Boeckh Ravine system.

Sidewalks: a relatively extensive network of sidewalks is present with the older areas of the City, but there are very few in newer neighborhoods and commercial centers. Sidewalks are located along some sections of arterial and collector roads but do not complete a network that pedestrians can utilize. Sidewalks are noticeably absent in the vicinity of public schools.

Goals and Objectives: these goals and objectives are relevant to the ARTS/Aiken County Bicycle and Pedestrian Master Plan.

1. Consider development regulations that require all new residential and commercial developments to install sidewalks and Greeneway extensions and connectors and to provide for adequate internal vehicular and pedestrian circulation, and external vehicular and pedestrian connectivity to adjacent developments, subdivisions and the Greenway (5.14.9)
2. Implement the citywide Greeneway Bicycle and Pedestrian Master Plan that included the primary Greeneway system, Greeneway extensions and connectors, multi-purpose trails adjacent to arterials highways, sidewalks and share-the-road bicycle lanes. The plan will emphasize and prioritize connections to parks, school, commercial areas, churches and other public facilities and is designed to ultimately connect every neighborhood and commercial area in the City. (5.14.10)
3. Continue the program of retrofitting existing streets to provide a citywide sidewalk network where reasonable, economically feasible and regular use will occur. (5.14.12)
4. Evaluate "downsizing" or narrowing existing streets, including some collectors and arterials, to calm traffic and make them more pedestrian friendly where road and lane width is not necessary to carry current and projected traffic volumes (5.14.20)
5. Cooperate with Augusta-Richmond County, Columbia County, Aiken County and the Augusta Canal Authority to provide interstate connections between the North Augusta Greeneway system, Augusta Riverwalk, the Augusta Canal Bikeway system and the Columbia County Bikeway System. (5.14.22)
6. Modify the subdivision and street design and construction standards to include minimum standards for street widths, block lengths, cul-de-sac lengths, street connectivity, trees, Greeneway and other pedestrian connections, sidewalks (a minimum of 5 feet wide) and driveways. (6.13.9)
7. Develop design standards and regulations for sidewalks and street to ensure safety and mobility for pedestrians and bicycles. (9.13.12)



North Augusta Greeneway, Pedestrian and Bicycle Master Plan 2011

This Plan proposes improvement projects that will create a comprehensive system of on-street and off-street bicycle and pedestrian improvements, including Greeneway trails, multi-purpose trails, bike lanes and bike routes.

The North Augusta Greeneway is a public multi-use trail, 13 miles in length and initially developed as a "Rails-to-Trails" project. Its unique name honors former North Augusta Mayor Thomas Greene, who was instrumental in the trail's creation. The current Greeneway network includes a number of extensions and connections to public facilities and neighborhoods and a five mile section that parallels the recently completed Palmetto Parkway (I-520).

Residents of North Augusta and the region who utilize the Greeneway speak highly of the City's trail system. While the Greeneway does provide excellent recreational opportunities, it is not directly connected to many desirable destinations in the community. Pedestrian and bicycle connectivity creates a more walkable community and can provide for alternative means of transportation as well as reduce dependency on automobiles. Improved connectivity will provide a circulation system that is more functional and safer.

City objectives for the Greeneway, Pedestrian and Bicycle Master Plan are continued expansion of the trail with additional connections to neighborhoods, parks, schools, the new Palmetto Parkway segment, and further out into Aiken County, the City of Aiken and Richmond and Columbia Counties in Georgia.

City of Aiken 2010 Strategic Plan

This booklet contains action items based on the premise of the first strategic plan, created in 1992 "How would we survive a major reduction in the work force at the Savannah River Site?" Since 1992, the Strategic Plan has been continually updated, with the last version created in 2010. The short term action items listed within the plan are those that were perceived to be most immediately important to the citizens of Aiken. The plan establishes long term goals by phasing in larger projects over multiple budget years. The following short and long term goals are in line with the goals and objectives of the Bicycle and Pedestrian Plan.

Table A-4: City of Aiken Strategic Plan Short and Long-Term Goals

Key Concern	Short Term Activities	Long Term Activities
Support Families and Family-Related Activities		Build more bicycle paths to connect with those already constructed
		Continue to install lighting, curbing, sidewalks and landscaping in appropriate areas of the city
Promote Environmental Stewardship	Re-establish the City Arboretum Trail	Interconnect our parkways with pedestrian friendly walkways
	Promote alternative modes of transportation	
Connect Our Parkways with Pathways	Use results of our pilot Green Infrastructure Project to identify opportunities to interconnect our parkways	Support a feasibility study for most efficient means to connect our parkways
	Study communities' efforts to establish pedestrian-friendly infrastructure for city green spaces and pathways	Phase in, over several cycles, amenities that make our parkways pedestrian friendly
		Build additional bike paths
Transportation Opportunities	Find alternative transportation choices and promote them	Find alternatives to merely widening roads that are more cost effective

City of Aiken Greenways Plan 1994

Major corridors recommended for greenways/separate paths include a ring around the city comprised of SC HWY 118 and East Pine Log Road. Additional greenway recommendations are as follows:

Road Name	From	To
Audubon Drive	Two Notch Road	Powder House Road
Park Avenue	Hayne Avenue	Union Street
South Boundary Avenue	York Street	Fairfield Street
Gregg Avenue	Hudson Road	Seneca Road
University Parkway	Medical Park Drive	SC HWY 118
Silver Bluff Road	Sirius Drive	Hitchcock Parkway
Dougherty Road	Silver Bluff Road	Spaulding Drive
Whiskey Road	Eastgate Drive	Hillbrook Avenue
South Aiken Lane	Whiskey Road	East Pine Log Road

Please note that this plan has not been updated in 17 years and was not adopted by Council.