An aerial photograph of a well-maintained courtyard. In the foreground, a circular garden bed is bordered by wooden planks, containing a central green bush, a silver abstract sculpture, and a ring of colorful flowers. A paved walkway leads from the garden to a rectangular, two-tiered fountain with water spraying upwards. The courtyard is surrounded by green lawns and shrubs, with a brick building visible in the background.

"Aiken County requires substantial advancements in each of the five "E" categories in order to become a candidate for BFC and WFC designation. However, Aiken bears its own unique strengths that provide a useful building block for developing more bicycle- and walk-friendly communities."

Chapter Eight

Prioritization and Implementation

Introduction

This chapter presents implementation strategies for achieving a Bicycle- and Walk-Friendly Community (BFC and WFC) designation for the City of Aiken, as well as recommended infrastructure projects for the urbanized area of Aiken County. Proposed projects are also prioritized based on criteria identified by the Project Steering Committee, the Aiken County Project Subcommittee, and the Project Team. Plans of this size are typically implemented over decades using a combination of private, local, state, and federal funding and participation. A deliberate phasing and prioritization strategy is required to effectively focus available funding, maximize funding and implementation, and meet the needs of the region, while also allowing flexibility to maximize completed projects.

BFC and WFC Action Plan

As discussed in Chapter 3, the BFC and WFC assessment process revealed that the City of Aiken bears its own unique strengths towards improving its bicycle- and walk-friendliness. In particular, the City has substantial potential to be considered as a candidate for WFC designation in the near-term. The City requires substantial advancements in each of the five “E” categories in order to become a candidate for BFC designation. The strengths identified for the City provide a useful building block for developing a more bicycle- and walk-friendly community. The community assessment was conducted using the full applications for designation of the BFC and WFC programs, which are provided in Appendix C of this Plan. Based on the answers provided for the application questions, the following is a list of near-term steps that the City of Aiken can take to begin the process of improving its BFC and WFC applications:

- Adopt the regional Bicycle & Pedestrian Plan Update as the County's/City's Plan
- Appoint a bicycle coordinator and pedestrian coordinator within the County's/City's existing staff
- Participate in the Regional Bicycle and Pedestrian Committee (recommended in Chapter 5 of this Plan) as a collaborative body supporting regional progress as bike-friendly and walk-friendly communities.
- Adopt a bicycle parking ordinance
- Adopt a “complete streets” policy
- Inventory bike parking spaces in the community, including those at civic buildings and public places
- Inventory ADA curb ramps on sidewalks
- Track investment in bicycling and walking facilities
- Identify sources of funding for bicycle and pedestrian projects and programs
- Include community groups and private sector partners in the BFC and WFC discussions

The non-infrastructure recommendations of this Plan provide relatively inexpensive means of improving and raising public awareness and adding to the safety and enjoyment of bicycling and walking in the City of Aiken. Because of their minimal expense and importance to supporting bicycle and pedestrian travel and thereby increasing activity, all of the recommended programs and policies should be considered short- or medium-term priorities. The non-infrastructure recommendations of this Plan are designed for implementation within two years of adoption of the Plan.



While the vast majority of infrastructure and policy recommendations fall within the exclusive jurisdiction of the City of Aiken and Aiken County, many program recommendations can, and should, fall under the banner of outside agencies, private sector partners, and nonprofit organizations.

Nonprofit organizations that may want a role in implementing community programs in the City of Aiken are identified in Chapter 6 as existing and potential partners. A collaborative approach to implementing and sustaining bicycling and walking programs contributes to the broader vision of fostering a strong advocacy community and culture. Additionally, the minimal expense associated with most programs offers the unique opportunity for multiple, varied sectors of the community to contribute to the larger bicycle friendly and walk friendly community campaigns.

The following timeline provides a framework for the City of Aiken to achieve BFC and WFC status:

May 2012: Adopt the Aiken County Bicycle & Pedestrian Plan.
Summer 2012: Assemble and organize the regional bicycle and pedestrian committee.
August 2012: In coordination with start of school year and fall weather, launch at least one new program based on the recommendations of the Aiken County Bicycle & Pedestrian Plan.
September 2012: Coordinate and host annual bicycle and pedestrian counts.
October 2012: Map and analyze count data to determine key findings.
January 2013: Review priority network and policy recommendations of the Aiken County Bicycle & Pedestrian Plan and develop a strategy for implementing new facilities and improved policies during the 2013 calendar year.
Early Spring 2013: Develop, plan and promote Bike Month activities for May.
April 2013: Use springtime weather as a launching point to introduce at least one new program based on the recommendations of the Aiken County Bicycle & Pedestrian Plan.

May 2013: Promote Bike Month events.
June 2013: Apply for Walk Friendly Community designation.
Summer 2013: Develop a Safe Routes to School Plan that involves citywide collaboration and local support.
August 2013: In coordination with start of school year and fall weather, launch new programs based on Aiken County Bicycle & Pedestrian Plan recommendations and the goals of the Safe Routes to School Plan.
September 2013: Coordinate and host annual bicycle and pedestrian counts.
January 2014: Review priority network and policy recommendations of the Aiken County Bicycle & Pedestrian Plan and develop a strategy for implementing new facilities and improved policies during the 2014 calendar year.
Early Spring 2014: Develop, plan and promote Bike Month activities for May.
March 2014: Assess progress by reviewing Bicycle Friendly and Walk Friendly Community application and citing changes to the answers for each application question. Create a strategy for making further BFC and WFC improvements that will bolster the applications.
May 2014: Promote Bike Month events.
July 2014: Apply for Bicycle Friendly Community designation.

Infrastructure Improvement Prioritization

The infrastructure recommendations of this Plan include 378.92 miles of new greenways and bikeways to increase the network connectivity of the urbanized area of Aiken County and to create a comprehensive, safe, and logical network for bicyclists and pedestrians. To gauge the relative importance of recommended improvement projects, the Project Steering Committee and Aiken County Subcommittee developed evaluation criteria to identify and prioritize each proposed project. The criteria highlight the features of a bicycle and pedestrian network most important to Aiken County residents and rank projects against each other as an indication of their relative importance. Through this approach, the best possible future bicycling and walking network is determined.



Project Evaluation Criteria

Table 8-1 shows the evaluation criteria used to prioritize potential projects, as well as the possible scores (0 – 5) and the total potential values. While all of the projects are important to the development of Aiken County’s bicycling and walking network, focusing on the most viable and publicly supported projects can build momentum and set the groundwork for future investments. The ratings within each category were considered together to prioritize projects. Projects fulfilling the greatest number of evaluation criteria received higher scores, correspondingly leading to higher rankings within the overall list. Any of these projects can proceed when funding and political conditions warrant.

Table 8-1: Project Evaluation Criteria

Criteria	Scoring Weights	Available Points
Proximity to Attractors/Destinations		
Access to public or private school (K-12)	Yes = 2; No = 0	16 pts.
Direct access to existing/planned transit route or stop	Yes = 2; No = 0	
Direct access to major employment centers	Yes = 2; No = 0	
Direct access to mixed-use areas or shopping centers	Yes = 2; No = 0	
Direct access to University/College	Yes = 2; No = 0	
Direct access to Central Business District	Yes = 2; No = 0	
Access to public places (parks, libraries, civic uses)	Yes = 2; No = 0	
Transit Stop within 1/2 mile radius	Yes = 1; No = 0	
Direct access to higher density residential areas	Yes = 1; No = 0	
Connectivity		
Completes gap in existing bicycle or pedestrian facility	Yes = 4; No = 0	14 pts.
Removes barrier in route	Yes = 3; No = 0	
Regional connection and/or major roadway/river Xing	Yes = 3; No = 0	
Connects 2 or more communities	Yes = 2; No = 0	
Connects residential area to business/commercial area	Yes = 1; No = 0	
Project supports economic development/tourism	Yes = 1; No = 0	
Safety / Health / Quality of Life		
Improves locations where bicycle or pedestrian crashes/fatalities have occurred	Yes = 4; No = 0	14 pts.
Is the improvement on a high volume road	Yes = 2; No = 0	
Is the improvement separated from vehicular traffic	Yes = 2; No = 0	
Provides speed reduction or traffic calming benefits	Yes = 2; No = 0	
Improves physical activity	Yes = 2; No = 0	
Improves air quality/offers environmental benefits	Yes = 2; No = 0	
Feasibility		
Improvement is on or adjacent to roadway project contained in the ARTS 2035 LRTP.	Yes = 5; No = 0	10 pts.
Improvement has full or partial funding, or is likely to be funded	Yes = 3; No = 0	
Improvement was recommended during the public outreach process/or is contained and supported in a local plan	Yes = 2; No = 0	

Priority Projects and Cost Opinions

This section identifies the highest priority areas for pedestrian improvements, the top 20 ranked bikeway and greenway projects throughout Aiken County, and priority bicycle parking locations. First- and second-tier projects are described in Tables 8-2 through 8-6. The top 50 ranked bikeway and greenway projects were determined based on the evaluation criteria and prioritization matrix described in the previous section. All remaining proposed projects not listed in Table 8-6 are within the third-tier. Based on extensive research, analysis, and public input in the preparation of this plan, the entire list of projects proposed within this Plan have evidenced merit. Third-tier projects play an important role in completing the vision of the bicycling and pedestrian network, but should be considered long-term projects based on their limited ranking within the prioritization matrix.

SCDOT, Aiken County, and the municipalities of Aiken County will be the implementing agencies for on-street facilities. Aiken should coordinate with SCDOT on the design and implementation of these facilities. In most cases, implementation of bike lanes on

SCDOT roadways will be completed through scheduled resurfacing projects. SCDOT will incur most of the street resurfacing costs. The added incremental costs for bike lane symbols and signage will be borne locally.

Walkway Network Priority Zones

Chapter 7 describes the pedestrian network prioritization method used to identify a hierarchy of pedestrian infrastructure needs throughout the urbanized area of Aiken County. The results of the refined pedestrian suitability analysis provide County priorities for pedestrian infrastructure. Table 8-2 provides pedestrian priority zones, based on the analysis of the urbanized area of Aiken County.

This Plan recommends that Aiken County and its municipalities prioritize improvements to the pedestrian infrastructure in the zones listed in Table 8-2. The results of the refined pedestrian suitability analysis reflects a composite ranking score of both supply (existing infrastructure) and demand (pedestrian activity), thus priority investments in these areas could range from intersection safety upgrades to new sidewalk construction, and from improved sidewalk maintenance to enhanced pedestrian amenities (such as lighting, street furniture, etc).

Table 8-2 Walkway Network Priority Zones

Priority Zone	Identifiers/Boundary Corridors
York Street – Rutland Crossing	York Street Corridor and Rutland Drive Corridor and connecting residential streets near that intersection
Northwest Aiken School Zone	Hampton Avenue from SC 19 to North Carolina Avenue and streets connecting to and between Aiken High School and surrounding neighborhoods
Virginia Acres Park Zone	Residential street east and north of Virginia Acres Park
South Aiken	Full extent of Whiskey Road, Silver Bluff Road, and East Pine Log Road south of Aiken's city center
West Central North Augusta	Residential streets west of Georgia Avenue from Spring Grove Avenue to Bluff Avenue
Burnettown Central	Anthony Drive and connecting streets



Bicycle Parking Priorities

Beyond priority bikeway projects, increasing bicycle parking is an area-wide priority project. Bicycle parking should be expanded as the bikeway network is expanded. This Plan recommends three priority action steps to achieve this and to ensure a wide network of bicycling parking locations that will serve the broad population of bicyclists.

- As described in the Policy Recommendations of Chapter 6, this Plan recommends that Aiken County and its municipalities adopt local policies to ensure long-term investment in bicycle parking throughout the region.
- Secondly, this Plan recommends that Aiken County and its municipalities ensure that bicycle parking is provided at all publicly owned buildings and facilities. This includes all public schools, civic buildings (such as libraries), government offices, recreation facilities, and others.
- Thirdly, Aiken County and its municipalities should partner with local landowners to prioritize bicycle parking at locations cited as priority destinations for bicyclists

through the public outreach process of this Plan. Requests by the general public provide an appropriate gauge of bicycle parking needs and unmet demand. Priority locations for bicycle parking identified in the public outreach process are shown in Table 8-3.

Table 8-3: High Priority Bicycle Parking Locations

Rank	Citizen Priorities for Bicycle Parking Locations
1	<ul style="list-style-type: none"> • Aiken Downtown • Aiken Mall • Aiken Regional Hospital • Aiken Wal-Mart • Hitchcock Woods • O'Dell Weeks Activity Center • University of South Carolina-Aiken
2	<ul style="list-style-type: none"> • Citizens Park • North Augusta Greenway • Whiskey Road

Planning Level Cost Opinions

This section provides general planning-level cost opinions for a variety of facility types, as well as the specific planning-level cost estimates of the top 20 ranked projects of the regional greenways and bikeways network recommended in this Plan. The following is a summary of the fully burdened costs of sidewalks and different bikeway facility types. All costs are total installed costs that include: planning and engineering, environmental, and contingency.

Table 8-4: Pedestrian Facility Type Planning Level Cost Estimates

Sidewalk, Drainage, C&G - one side of roadway					
Item Description	Unit	Quantity	Unit Price	Total	Notes
Standard Concrete Curb and Gutter	LF	5,280	\$18.00	\$95,040.00	
Sidewalk	SF	31,680	\$5.00	\$158,400.00	6' Wide
12 Inch Storm Sewer Pipe, 10' deep	LF	2,640	\$70.00	\$184,800.00	Storm System Pipe, Including Trenching/ Backfill, half total costs
Storm Manhole	EA	9	\$2,800.00	\$24,640.00	Every 300', half total costs
Standard Catch Basin	EA	18	\$1,500.00	\$26,400.00	Every 300'
Construction cost per mile				\$489,280.00	
Fully burdened cost per mile (25% contingency)				\$831,776.00	
Fully burdened cost per LF				\$157.53	
Sidewalk Widening - one side of roadway					
Item Description	Unit	Quantity	Unit Price	Total	Notes
Sidewalk	SF	10,560	\$5.00	\$52,800.00	2'
Construction cost per mile				\$52,800.00	
Fully burdened cost per mile (25% contingency)				\$89,760.00	
Fully burdened cost per LF				\$17.00	

**Table 8-5: Bicycle, Greenway, and Traffic Calming Planning Level Cost Estimates**

Bikeway/Traffic Calming Facility	Cost	Materials	Additional Costs*
Greenway/Multi-use path (per mile)	\$800,000.00	Construction, signing	30%
Bike lane: restriping as retrofit (per mile)	\$15,000.00	Striping and signing	20%
Bike lane: restriping w/ resurfacing project (per mile)	\$ 8,000.00	Striping and signing	20%
Bike lane: widening on street with curb & gutter (per mile; minimum)	\$250,000.00	Roadway widening	40%
Bike lane: add pavement; no curb (per mile with resurfacing)	\$28,000.00	Asphalt, striping, signing	20%
Buffered bike lane: restriping w/ resurfacing project (per mile)	\$12,000.00	Striping and signing	20%
Buffered bike lane: widening on street with curb & gutter (per mile; minimum)	\$254,000.00	Roadway widening	40%
Buffered bike lane: add pavement; no curb (per mile with resurfacing)	\$32,000.00	Asphalt, striping, signing	20%
Bike route (per mile)	\$2 ,000.00	Signing	15%
Shared lane marking (per mile)	\$6,500.00	Signing, markings	15%
Inverted 'U' bicycle rack (ea)	\$200.00	Rack	15%
"Share the Road" signs (ea)	\$100.00	Signs, posts	15%
Shared lane marking (ea)	\$200.00	Stencils (20 per mile)	15%
Wayfinding/destination sign (ea)	\$150.00	Signs, posts	15%
Loop detectors (two)	\$1,500.00	Detector, stencil, labor	\$300 for calibration only
Colored bike lane (square foot thermoplastic)	\$4.50		
Traffic circle (ea)	\$40,000.00	Concrete curb, landscaping	15%
Diverter (ea)	\$15,600.00 - \$40,000.00	Concrete curb, landscaping	15%
Bike box (ea)	\$5,000.00	Thermoplastic, signs	15%
Advanced stop line (ea)	\$225.00		15%
Bicycle/pedestrian bridge (linear foot)	\$150.00		15%



Priority Project Cost Opinions

The cost of greenway and bikeway facilities significantly varies by facility type, as shown in Table 8-5. For example, the addition of shared lane markings (sharrows) to an existing roadway requires few changes to the existing roadway, but provides no exclusive space for bicycle use. By contrast, a separated multi-use path provides a far greater level of separation from the roadway, but at a greater fiscal burden. Table 8-6 below is a summary of the fully burdened costs of the 50 highest ranked bikeway and greenway projects recommended in this Plan.

Priority Project Description Sheets

This section provides project description sheets for the eight highest priority projects within Aiken County. The eight highest priority projects were identified through evaluation criteria and prioritization process already described. These 1-page project description sheets provide an excellent tool for future implementation funding applications.

Table 8-6: Augusta Regional Transportation Study Bicycle Pedestrian Plan Cost Estimates

Summary of Projects		
No.	Project Name	Project Cost
1	E Pine Log Road Greenway	\$1,320,800
2	University Parkway Greenway	\$4,264,000
3	East Buena Vista Ave Greenway	\$374,400
4	US 1 Paved Shoulders	\$325,248
5	Atomic Rd. Greenway	\$1,372,800
6	S Aiken Lane	\$416,000
7	SC 19	\$700,000
8	West Aiken Greenway	\$5,158,400
9	Jefferson Davis Hwy	\$1,934,400
10	Collier Street	\$400
11	13th Street Bridge – Aiken County	\$1,346
12	Belvedere Clearwater Rd	\$16,320
13	Belvedere Clearwater Rd - Belvedere Road	\$2,849,600
14	E Buena Vista Avenue	\$436,800
15	Georgia Ave	\$27,456
16	Knox Ave	\$770,000
17	US 1	\$228,480
18	Martintown Rd	\$270,400
19	University Parkway	\$367,500
20	E Martintown Road	\$104,000
Total Cost for Projects		\$31,153,880



East Pine Log Road

Project Limits:

Silver Bluff Road to Trailwood Ave

Project Length: 1.27 miles

Improvement Type:

Greenway

Implementation Type:

Off-Street

Average Daily Traffic:

Current: 24,600 **2035 est:** 26,918

Prioritization Score: 28

Estimated Cost: \$1,320,800

Project Description

Existing Issues:

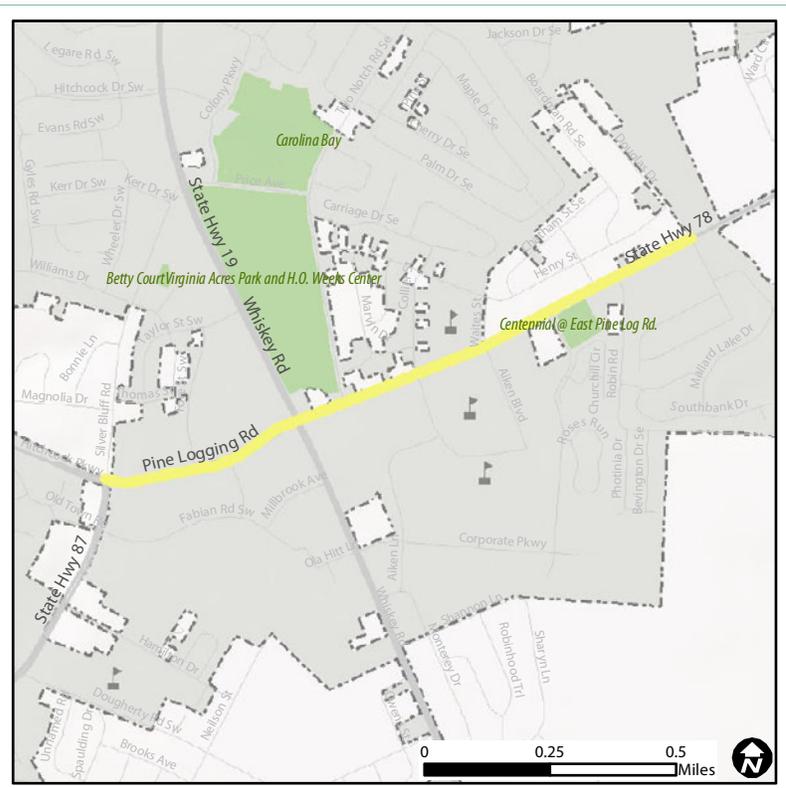
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- Extremely high number of crashes along this route
- Schools along corridor do not have good bicycle/ pedestrian access

Project Benefits:

- Enhances safety by providing bicyclists with separated path, allowing children to access destinations
- Provides access to multiple schools and Virginia Acres Park
- Extends the North Augusta greenway System



Greenway



Reference Map



University Parkway

Project Limits:

Robert M Bell Parkway to SC 19

Project Length: 4.1 miles

Improvement Type:

Greenway

Average Daily Traffic:

2035 est: 11,612

Prioritization Score: 26

Estimated Cost: \$4,264,000

Project Description

Existing Issues:

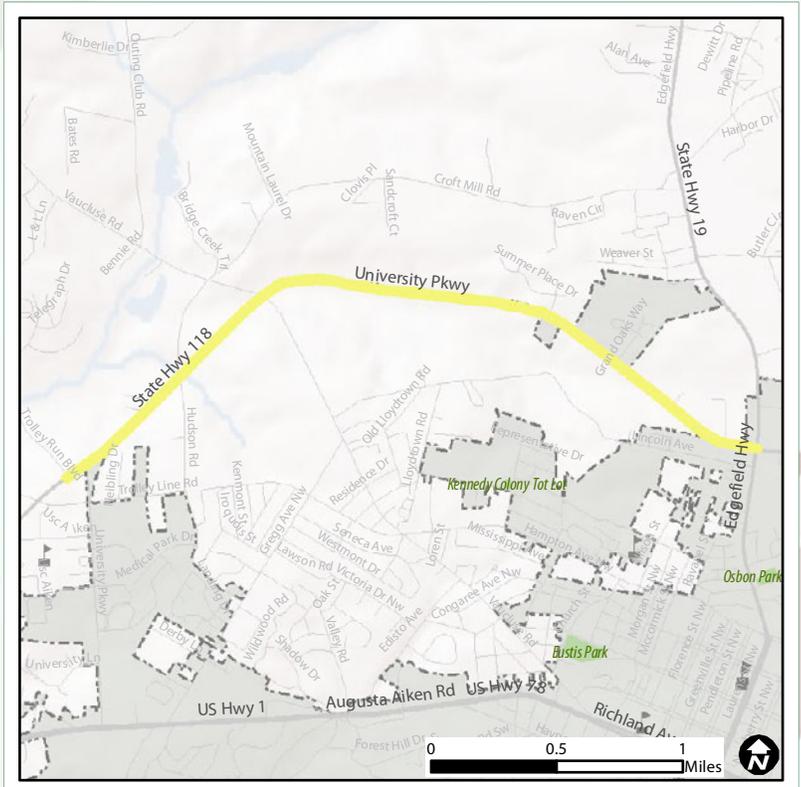
- No bicycle facilities currently exist to get from S. Carolina State Univ. to Aiken's greenway to the east.
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles

Project Benefits:

- Enhances safety by providing bicyclists with separated path
- Provides access to multiple schools and South Carolina State University
- Extends the Aiken greenway System
- Creating a greenway loop around Aiken can provide an economic benefit as it would become a bicycle touring destination.



Greenway



Reference Map

East Buena Vista Avenue

Project Limits:

Riverside Boulevard to Georgia Avenue

Project Length: 0.4 miles

Improvement Type:

Greenway

Average Daily Traffic:

2035 est: 3,702

Prioritization Score: 26

Estimated Cost: \$374,400

Project Description

Existing Issues:

- Buena Vista Ave is a major east west route connecting desired cycling routes.
- The safety analysis conducted determined that Buena Vista Ave was a concentrated location for bicycle crashes in the region.

Project Benefits:

- Provides access to school and N. Augusta Recreation Facilities and Waterworks Park
- Enhances safety by providing bicyclists with separated path, allowing children to access destinations
- Key connector in planned greenway and bicycle network



Greenway



Reference Map



US Highway 1

Project Limits:

Old Aiken Road to Augusta Road

Project Length: 9.7 miles

Improvement Type:

Paved Shoulder

Implementation Type:

Road Widening

Average Daily Traffic:

2035 est: 30,578

Prioritization Score: 25

Estimated Cost: \$325,248

Project Description

Existing Issues:

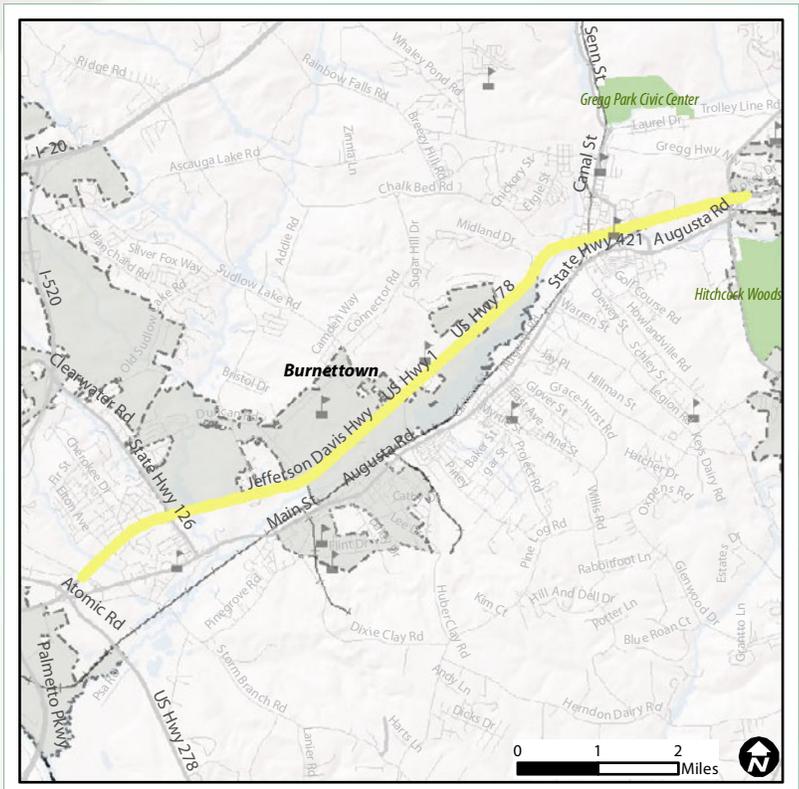
- US 1 is the main route between Aiken and North Augusta and has many destinations which bicyclists wish to access.
- Currently safety issues may arise between bicyclists and motorized vehicles without a separate space to ride.

Project Benefits:

- Provides direct access to many destinations
- Enhances safety by providing bicyclists with a space to ride separated from motorized vehicles
- Ability to implement quickly and cost effectively
- Paved shoulders improves safety for all road users, lengthens pavement life and reduces maintenance costs



Paved Shoulder



Reference Map

Atomic Road

Project Limits:

Buena Vista Avenue to Palmetto Parkway

Project Length: 1.3 miles

Improvement Type:

Greenway

Average Daily Traffic:

2035 est: 12,154

Prioritization Score: 25

Estimated Cost: \$1,372,800

Project Description

Existing Issues:

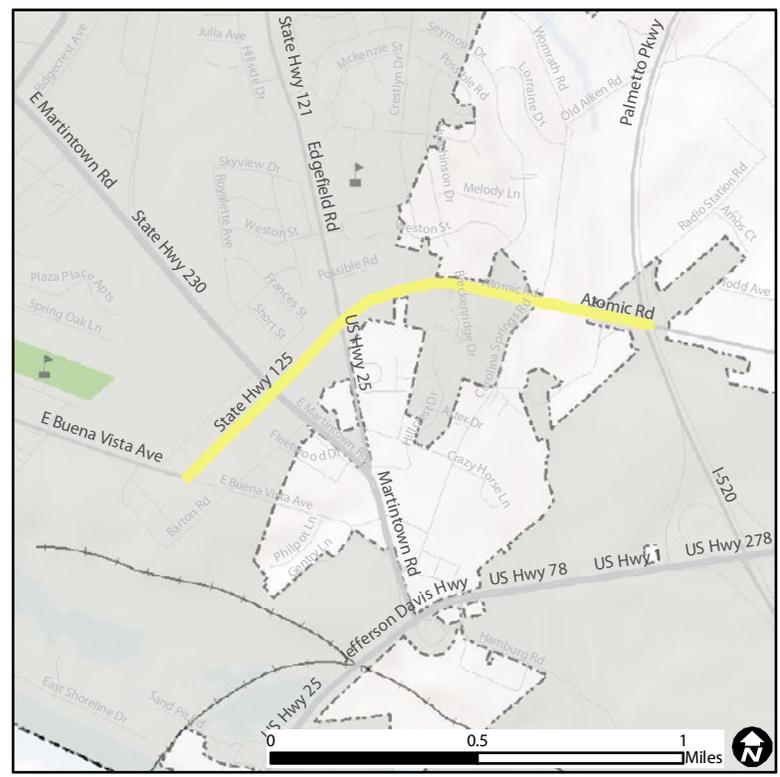
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- High number of crashes on the surrounding roads

Project Benefits:

- Provides direct access to Vorhees College
- Connects residential to commercial activities
- Enhances safety by providing bicyclists with separated path, allowing students to access destinations without encountering motorized vehicles
- Fills a key gap in the bikeway network



Greenway



Reference Map



South Aiken Lane

Project Limits:

East Pine Log Road to Corporate Parkway

Project Length: 0.4 miles

Improvement Type:

Greenway

Implementation Type:

School Right of Way

Average Daily Traffic:

No Data

Prioritization Score: 25

Estimated Cost: \$416,000

Project Description

Existing Issues:

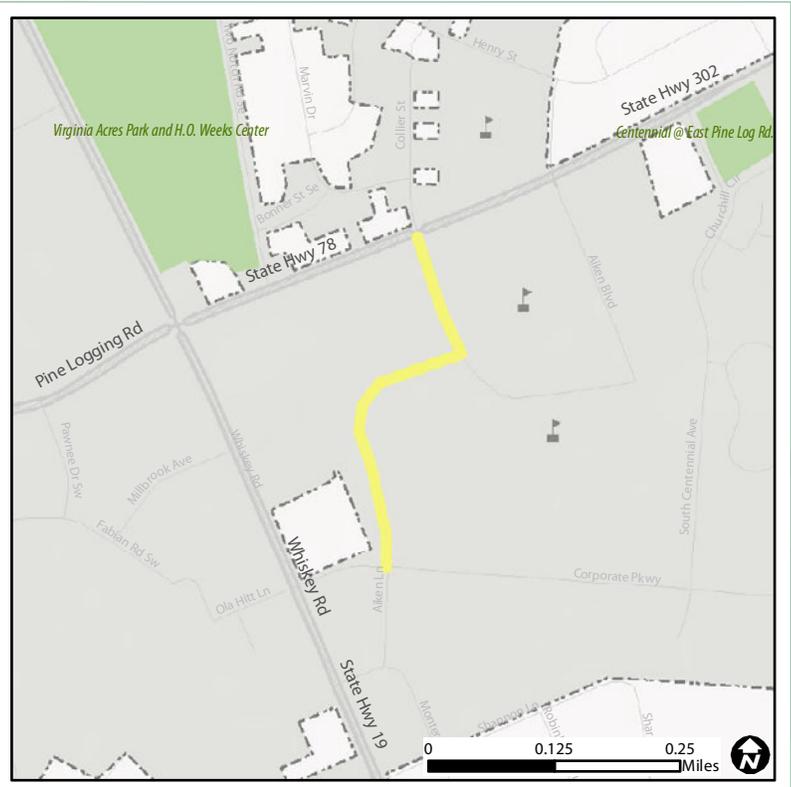
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- The safety analysis conducted determined that this area was a concentrated location for bicycle crashes in the region.

Project Benefits:

- Provides direct access to South Aiken HS and other schools.
- Enhances safety by providing bicyclists with separated path, allowing students to access destinations without encountering motorized vehicles
- Ability to implement quickly and cost effectively as it is on school property



Greenway



Reference Map

SC Highway 19

Project Limits:

Hampton Avenue to Shilo Heights Road

Project Length: 2.0 miles

Improvement Type:

Striped Bike Lane

Implementation Strategy:

Road Widening

Average Daily Traffic:

2035 est: 14,218

Prioritization Score: 24

Estimated Cost: \$700,000

Project Description

Existing Issues:

- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- The safety analysis conducted determined that SC 19 was a concentrated location for bicycle crashes in the region.

Project Benefits:

- Provides direct access to Aiken center
- Enhances safety by providing bicyclists with a dedicated space to ride separated from motorized vehicles
- Ability to implement quickly and cost effectively
- Bike lane improves safety for all road users.



Striped Bike Lane



Reference Map



West Aiken Greenway

Project Limits:

Greenville Road to Highland Park Avenue

Project Length: 4.9 miles

Improvement Type:

Rail with Trail

Average Daily Traffic:

Current: 11150 **2035 est:** 25122

Prioritization Score: 23

Estimated Cost: \$5,158,400

Project Description

Existing Issues:

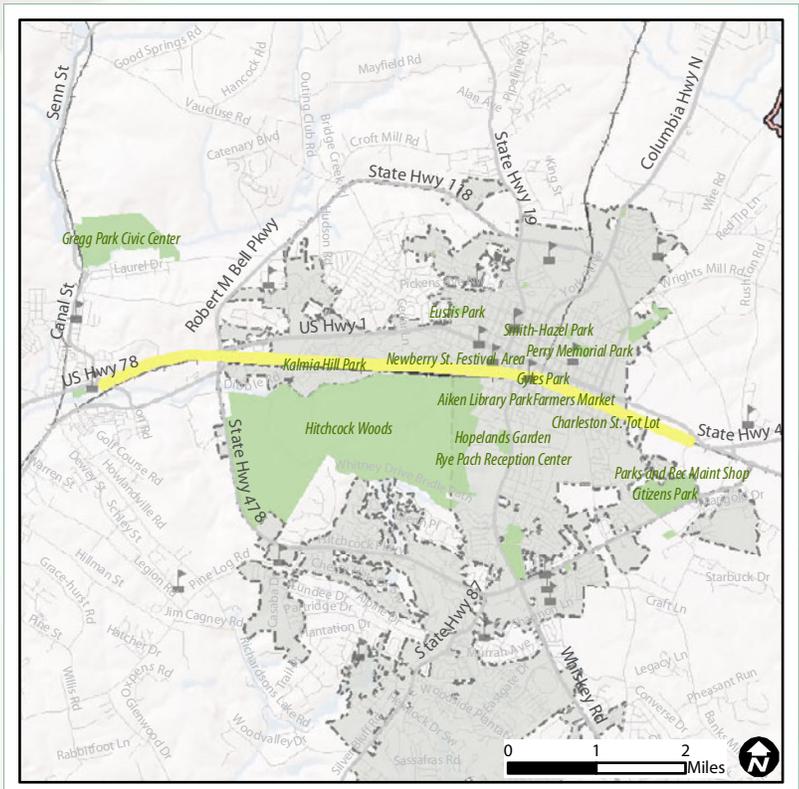
- Without physical separations, safety issues may arise between bicyclists and motorized vehicles.
- No exclusive bicycle facilities currently exist to get from Burnetown. to Aiken's proposed greenway to the east or do Aiken directly.

Project Benefits:

- Connects Burnetown directly to Aiken along rail corridor
- Connecting a greenway loop around Aiken to the Savannah River greenways can provide an economic benefit as entire region would become a bicycle touring destination.
- Connects Aiken to Augusta by rail trail by connecting with Horse Creek Greenway
- Enhances safety by providing bicyclists with dedicated travel lanes, separated from motorized vehicles



Rail with Trail



Reference Map