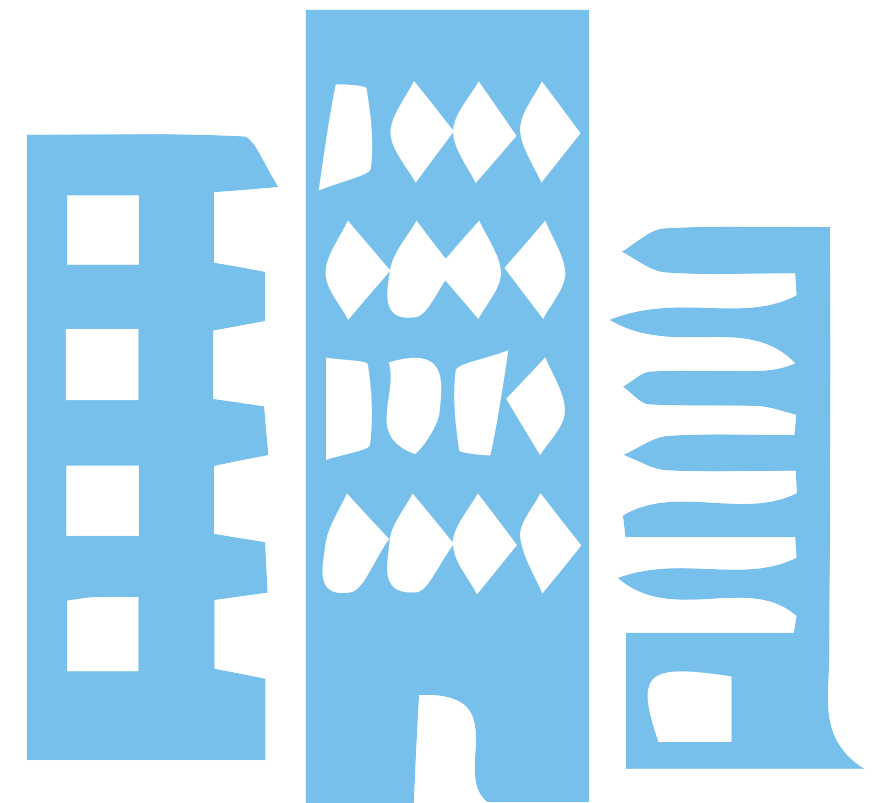


Greenville County Safe Routes to School, Recreation, and Work Plan



The partners:



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Executive Summary

This report was prepared by the Greenville County Planning Department transportation planners in partnership with Alta Planning + Design. Volunteer committee members from LiveWell Greenville, Bike Walk Greenville, and Upstate Forever provided significant help. Partners who generously funded the consulting work by Alta Planning + Design include LiveWell Greenville, the Greenville County YMCA, and Alta Planning + Design.

The process to prepare this plan included extensive public participation through public meetings during a week long charrette as well as through an innovative on-line mapping tool where nearly 600 citizen ideas for sidewalks and bike lane needs were identified.

All of these tasks led to the development of a list that provides recommended projects for Safe Routes to Schools, Recreation, and Work in all of Greenville County. Projects were then “weighted” using quantitative methods in order to “score” them, and the top 30 projects became the Safe Routes Priority Project List. In addition to this list, there were 54 additional projects that were recommended by the public and evaluated, and these projects have been included in the Appendix.

The following Safe Routes Priority Project List includes detailed information about termini/intersection, project type (sidewalks, bike lanes, etc.), and the destination points that would connect people to schools, recreational opportunities, and workplaces. Twenty-one of the projects include at least two of the connections and five include all three connections. The 30 projects are not ranked, but the matrices included in this document on pages II and III provide an easy-to-read guide to the projects and their impacts. Additional details, photos, and maps of these top-priority projects are provided beginning on page 16.

Executive Summary

This list is the Safe Routes Priority Projects List that was determined by a consultant during a public planning process. These projects were mentioned by the public using different formats and were ranked by the consultant in accordance to the partners' ranking criteria that can be found on pg. 6.

#	Project Info			Connection to...		
ID	Road Name	Termini/Intersection	Type	School	Parks, Recreation, + Tourism	Work/Business
1	Monaview Street	Hwy 253 to Marion + Intersestion	Sidewalks	Monaview Elementary School		Retail on Cedar Lane + Bus Stops
2	Duncan Chapel Road	Swamp Rabbit Trail (SRT) to Publix Shopping Center	Sidewalks + Bike Lanes	Duncan Chapel Elementary School + Furman University	SRT	Publix Shopping Center
3	Roe Ford Road @ Hwy 276	Intersection- Biking Improvements	Bike Lanes/Intersection Improvements	Furman University	Connect SRT to Paris Mountain	
4	E. Bramlett Rd.	SRT to E. Parker Rd.	Sidewalks	Monaview Elementary School	SRT	
5	E. Welcome Rd.	Springfield Ave. to Anderson Rd.	Sidewalks	Welcome Elementary School		Bus Routes + Retail on White Horse Rd
6	S. Welcome Rd. @ White Horse Rd.	Intersection Improvements	Intersection Improvements	Welcome Elementary School		Bus Routes + Retail on White Horse Rd
7	W. Faris Rd.	Augusta Rd. to Aberdeen Rd.	Bridge: Pedestrian Improvements + Pedestrian Crossing Improvements on Faris	Augusta Circle Elementary School	SRT Connection to Rest of Faris	Greenville Health System (GHS)
8	Verdae Blvd.	Woodruff Rd. to Laurens Rd.	Sidewalks + Bike Lanes	Fisher Middle School + Beck Middle School	Future GCEDC Corridor	ICAR, Retail on Woodruff/Laurens Rds., Bus Stops
9	Mall Connector Rd.	Halton Rd. to Woodruff Rd.	Sidewalks + Bike Lanes	Beck Middle School		Haywood Mall, Fluor, Retail on Woodruff Rd.
10	Chick Springs Rd./ Mohawk Rd.	Rutherford Rd. to Gallivan St.	Sidewalks (Bike Lane or shoulder if possible)	Summit Elementary School	Community Pool	Retail/Bus Stops on Wade Hampton Blvd. /Rutherford Rd.
11	Wade Hampton Blvd. @ Pleasantburg Dr.	Intersection Improvements/Possible Realignment	Pedestrian Crossing Improvements/Refuge Islands	Bob Jones University, League Academy and Lake Forest Elementary School		Retail/Work on Wade Hampton Blvd. /Pleasantburg Dr.
12	Haywood Rd.	E. North St. to Pelham Rd.	Wide Sidewalks/Multi-Use Path	Mitchell Rd. Elementary School		Retail/Work on Haywood Rd.
13	Fork Shoals Rd. @ White Horse Road Ext.	Intersection Improvements	Pedestrian + Bike		SRT/Conestee Nature Park	
14	Trail Underpass @ W. Georgia Rd.	Trail Underpass	Pedestrian + Bike Trail Underpass	Greenville Tech w/ Charter High School	Neighborhood Trails	
15	Fairview Rd. @ Harrison Bridge Rd. + Fairview Rd.	Intersection Improvements and Harrison Bridge Rd. to Fairview Lake Way	Pedestrian Crossing Improvements/ Sidewalk Connection along Fairview			Retail/Work on Fairview Rd.
16	Greenville County Economic Development Corp. (GCEDC) Corridor	Forrester Rd. to Pleasantburg Dr.	Multi-Modal Off-Street Pathway/Greenway	Fisher Middle School	Multi-modal Greenway	ICAR Campus/Pleasantburg Dr. Retail/Work
17	Five Forks Rd. (Incl. Intersection)	Woodruff Rd. to Hwy 14 (Intersection @ 14)	Sidewalks + Intersection Improvements	Monarch Elementary School		Retail/Work on Woodruff Rd. + Hwy. 14

Executive Summary

18	Jonesville Rd.	Rockland Dr. to Scuffletown Rd.	Sidewalks	Bells Crossing Elementary School		
19	Gibbs Shoals Rd.	Suber Rd. to Existing Sidewalks	Sidewalks	Riverside High/Riverside Middle/Woodland Elementary Schools		
20	North Main/Gallivan St	North Main St. + Gallivan St. Intersection	Pedestrian Intersection Improvements	Stone Academy	Rotary Park	
21	McElhaney Rd.	Havenwood Lane to Foot Hills Rd.	Sidwalk from YMCA to Foot Hills Rd. to connect with existing sidewalk		YMCA/SRT Connection	Retail on Main St.
22	Hawkins Rd./Bridwell Way	Walnut to SC-23/Enoree Rd.	Sidewalks	Gateway Elementary School		Retail/Work on Walnut St.
23	Godfrey Rd./Batesville Intersection	Roper Mountain to Batesville Intersection	Sidewalks	Oakview Elementary School		
24	Salters Rd (Incl. Intersection @ Woodruff)	Verdae Blvd. to Woodruff Rd	Sidewalks + Bike Lanes	Beck Middle School	Connection to Future GCEDC Corridor	Haywood Mall, Fluor, Retail on Woodruff Rd.
25	Lowndes Hill Rd.	E. North St. to Oakland Dr.	Sidewalks	E. North St. Academy + Greenville Middle School		
26	Briarcliffe Dr.	Brookside Ave. to E. North St.	Sidewalks	E. North St. Academy + Greenville Middle School		
27	Dillard Rd.	S. Batesville Rd. to Gibbs Shoals Rd.	Sidewalks	Riverside High/Riverside Middle/Woodland Elementary Schools		
28	Cross Rd.	Quillen Ave. to Hellams St. (Incl. Intersection @ Quillen)	Sidewalks + Pedestrian Intersection Improvements	Fountain Inn High School		
29	Multi-Use Path	Bryson Elementary School to Heritage Park	Multi-Modal Off-Street Pathway/Greenway	Bryson Elementary School	Heritage Park	
30	Reid School Rd.	Edwards Mill Rd. to Center Rd.	Sidwalks- Connect to existing and Pedestrian Intersection improvements @ Edwards Mill Rd.	Taylors Elementary School		

Introduction

Purpose

The purpose of this plan is to define the County’s long-term vision for a countywide pedestrian and bicycle network and to identify strategies for implementing that vision. The plan will improve the safety of pedestrians and bicyclists, as well as provide a positive impact on economic development and Greenville’s appeal as a place where a broad mix of demographics from young professionals to baby boomers and seniors choose to live, work, and retire. The plan will also address the need for active transportation (a means of getting around that is powered by human energy, primarily walking and bicycling) options by those who cannot afford or are unable to drive.

The plan builds upon past county efforts to promote active transportation such as the hugely successful Greenville Health System Swamp Rabbit Trail with its estimated 400,000 annual users, 10.5% of which utilize the trail for active transportation. (1)

Overall, the plan emphasizes walking and biking to schools, employment and shopping centers, as well as recreational opportunities within the densest areas in order to efficiently move the most people to and from key locations within the county.

Vision and Goals

The current inventory of sidewalks and bike lanes does not meet the active transportation needs of Greenville County. The vision of this plan is to provide a prioritized list of needed sidewalks and bike lanes so that this plan can be implemented when funding becomes available.

The major goals this plan are:

- Safe routes to school**
- Improved Health and Safety**
- Economic Development**

Safe Routes to School

Some recent statistics about walking or biking to school include:

- 48% of students walked or biked to school in 1969, while only 12% were driven. (United States Department of Transportation)
- In 2009, only 13% walking or biking and 44% being driven. (United States Department of Transportation)
- In 1969, 88% of students living within a mile of school walked or biked to school.
- In 2009 that number had dropped to 38%.

There are many reasons for the reversal of these trends, one of which is the current development pattern of building “mega-schools” that serve a much larger student population and are sited in locations too distant from student residences to make walking or biking an option. However, distance is not the only deterrent to students walking and biking to school:

- Traffic danger is a major deterrent (Center for Disease Control) (2)
- Loss of neighborhood schools/ building of mega-schools
- Magnet/Charter/Private Schools

LiveWell Greenville and its partners, including the Safe Routes to School Resource Center, Upstate Forever and Safe Kids Upstate have been working to encourage more children to walk or bike to school, and are currently developing detailed plans to enhance the opportunity to do so at eight elementary schools in Greenville County. Those schools include: Sterling, Monaview, Augusta Circle, Bryson, Welcome, Duncan Chapel, and three additional schools to be determined by the end of 2013. These Safe Routes to School “Travel Plans” include data collection and analysis and strategies for improved bicycle and pedestrian infrastructure in the communities that are within a walkable/bikeable distance to the school. The consultants performing these plans are working with Greenville County Planning, City of Greenville Engineering, Greenville County School District and SCDOT staff to optimize their recommendations and provide plans that have attainable goals for improving the bicycle and pedestrian environment within the service area of each school.

Bike Walk Greenville conducted a preliminary survey of the 51 elementary schools in Greenville County using Google maps and found that only about 9 schools appear to have the infrastructure available surrounding them to be considered safely “walkable”. Most of these schools are in the older, more urban areas, and primarily in the city of Greenville. Using data from the school district, it was also determined that there are approximately 5,015 students total living within a 1/2 mile of all 51 elementary schools.

Bell’s Crossing Elementary School, located on the corner of Jonesville and Scuffletown roads near Simpsonville, is a good example of a school that would benefit from pedestrian and bicycle connections to the surrounding neighborhoods. Aerial photographs show that there are more than 300 homes within a half-mile of this school but no sidewalks or bike lanes.



Aerial of Bells Crossing Elementary School

When Monarch Elementary School on Five Forks Road in Simpsonville opened in August 2011, there was much media coverage about the lack of active transportation options for this school. A survey of adjacent homeowners was carried out by LiveWell Greenville and 75 percent of respondents wanted sidewalks built so they could allow their children to safely walk to school. This planning effort looks at all Greenville County schools and analyzes opportunities to add Safe Routes to School to a critical mass of students who live within walking distance. Unfortunately, there are a large number of schools in the rural areas, where the lack of population density creates a challenge to providing new infrastructure. While there are many benefits for children walking and biking to school, an added public benefit would be a reduction in traffic congestion on local and arterial roadways around the schools, especially during rush hours. For example, according to traffic count data collected by Greenville County, Monaview Street was reported as having an average daily traffic volume of 125 vehicles/day when school is not in session. When school is in session, that number jumps to 500 vehicles/day.(3) National data shows the same trend with parents driving their children to school accounting for up to 25% of morning rush hour traffic.(4)

Improved Health and Safety

Health/Obesity:

Some recent statistics concerning health and obesity include:

- 43% of South Carolina middle school youth reported three or more hours of sedentary time per school day solely from television.
- The Greenville County School District reported that 36% of white youth, 44% of Hispanic youth, and 49% of African American youth are overweight and/or obese. (5)
- Men and women age 50 to 71 who took a brisk walk nearly every day had a 27 percent reduced death rate compared to non-exercisers. Adding 20 minutes of vigorous exercise, 3 days a week resulted in a 32 percent reduced death rate. Combining vigorous exercise and walking each week produced a 50% reduced mortality. [Arch Internal Medicine, 2007]
- Among the more than 72,000 women in the Nurses’ Health Study, those who walked 3 or more hours/week reduced their risk of a coronary event by 35 percent compared with women who did not walk.
- Retired men who walked less than 1 mile/day had nearly twice the mortality rates of those who walked more than 2 miles/day. [Harvard University, Brigham & Women’s Hospital, ongoing]
- A study of over 3,200 overweight adults found that a good diet and walking 2.5 hours/week reduced their risk of developing diabetes by 58 percent. Participants aged 60 and older reduced their risk by 71 percent. [New England Journal of Medicine, 2002]
- Exercise affects learning, memory and cognition. College students showed improved performance on recognition memory tasks after exercise. [NYU current research]
- Risks of death from breast and uterine cancer were reduced 19 percent in those who walked 1 to 3 hours/week, by 54 percent for walking 3 to 5 hours/week. [Harvard University Women’s Health Study, 2012]
- Sedentary men who began exercising after the age of 45 have a 24 percent lower death rate than those who remain inactive. On average, sedentary people who became active later in life improved their life expectancy by about 1.6 years. [Harvard Alumni Study, 2000]

Safety:

The Greenville News reported that 60 pedestrians have died since 2008 in Greenville County. According to the National Highway Traffic Safety Administration, Greenville County’s pedestrian fatalities are among the highest in a state that had the second most pedestrian deaths per capita in 2011, behind Florida. (6) Bicycle Crash Data for Greenville County is shown on the chart below with information provided by the South Carolina Department of Public Safety:

	Greenville County Data				
	2009	2010	2011	2012	Average
Number of Bike Crashes	29	50	35	45	40
Fatal Bike Crashes	0	0	0	4	1

	South Carolina Data				
	2009	2010	2011	2012	Average
Number of Bike Crashes	523	452	448	448	468
Fatal Bike Crashes	13	14	14	18	15

Some preliminary data from SCDOT shows that in 2013 there were 12 fatalities from pedestrian/bicycle crashes in Greenville County out of 107 total fatalities in South Carolina. Not only do sidewalks and bike lanes help protect pedestrians and bicyclists, the extra pavement and curb help with vehicular run-off-road accidents. Forty-two percent of the fatal vehicle crashes in South Carolina are categorized as run-off-road accidents (The Road Map to Safety: South Carolina’s Strategic Highway Safety Plan). SCDOT’s policy calls for the addition of two-foot paved shoulders for improved vehicular safety, whenever possible. According to the Highway Safety Manual, providing a two-foot paved shoulder leads to a twelve percent reduction in vehicle crashes while a four-foot shoulder leads to a twenty-four percent reduction in crashes.

Economic Development

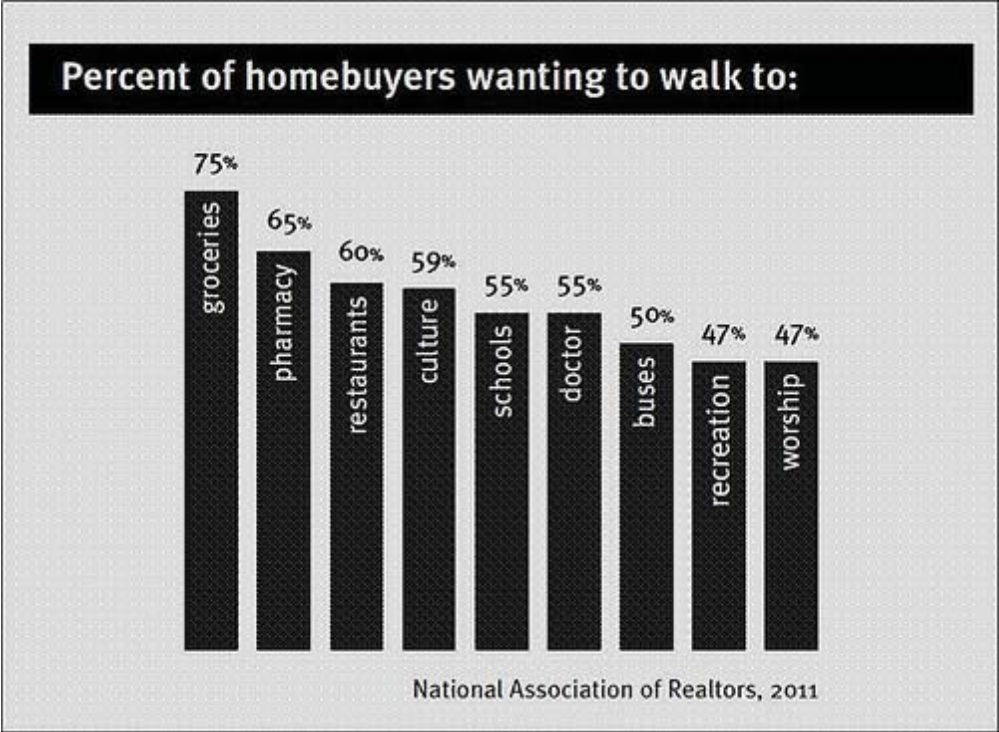
There have been studies of real estate transactions nationwide that show that higher walk scores correlate to higher real estate values. The organization CEOs for Cities commissioned one study that states that policy makers can increase their tax base by increasing walkability. Sixty-four percent of college educated millennials choose where they want to live first, and only then look for a job. They prefer walkable environments and much has been written lately about the lower percentage of car ownership within this age group compared to older generations. As such, City leaders nationwide are embracing retrofitting communities for better walking and biking. The Greenville Chamber of Commerce recently announced a 10-year effort that will focus on increasing, expanding, enhancing and connecting parks and trails throughout the Greenville community.

Ben Haskew, the President and CEO of the Greenville Chamber in an op-ed piece wrote, “So, why trail and parks? It comes down to what can be best described as livability.

Today, the attractiveness of a community is gauged by many around quality of life issues such as the number of trails and overall walkability of the community. Greenville has been cited again and again for its growing trail system that is anchored along the Greenville Health System Swamp Rabbit Trail. Leadership Greenville Legacy will allow us to build on the success of a successful trail system. There are a lot of fantastic plans for parks and trails in Greenville. Leadership Greenville Legacy’s goal is to unite them and be the resource to make them realities. From an economic standpoint, a positive correlation exists between dedicated greenspaces/trails and property values. From a community health standpoint, the Centers of Disease Control has determined that creating and improving places to be active can result in a 25 percent increase in the number of people who exercise at least three times a week.” (7)

Much has been written about a nationwide trend of people wanting to be able to walk from their homes to stores and restaurants. An article “A Data Driven Case for Walkability” (8) provides some important facts:

- Fewer young people want cars. In 1995 people age 21 to 30 drove 21 percent of all miles driven in the U.S.; in 2009 it was 14 percent, despite consistent growth of the age group. Living car-free in walkable areas fits younger lifestyles. [Advertising Age, 2010]
- A one-point increase in walk score [based on number of destinations within a short distance] is associated with between a \$700 and \$3,000 increase in home values. [CEOs for Cities, 2009]
- A 10-point increase in Walk Score increases commercial property values by 5 percent to 8 percent. [University of Arizona & Indiana University, 2010]
- Homes in walkable urban neighborhoods have experienced less than half the average decline in price from the housing peak in the mid-2000s. [Brookings Institution, 2011]
- People living in walkable neighborhoods trust neighbors more, participate in community projects and volunteer more than in non-walkable areas. [University of New Hampshire, 2010]



Below are some quotes and information specific to Greenville County regarding pedestrian and bicycling facilities:

- “Quality of life is considered more and more in location decisions. We often mention our very active cycling community as part of our pitch.” – Kevin Landmesser, GADC
- “A total of 47 new businesses have located along Main Street and the Swamp Rabbit Trail since 2009, remarkable testimony to the economic development impacts of trails and pedestrian/cycling amenities.” – Dianna Turner, Travelers Rest
- TD Bank Group’s President & CEO visited and was impressed by the city of Greenville’s cycling amenities and bicycling events in the area; moved TD Bank to Greenville bringing \$17 million investment and 500+ jobs
- In Greenville and Spartanburg counties, the annual gross income from bicycle retailers is \$18,470,000. (League of American Bicyclists)

Greenville County is becoming increasingly more urban (see table below). This means that population density in certain areas is also growing. In order to connect as many people as possible to different key destinations, it is important to start looking at the existing (and non-existing) pedestrian and bicycle infrastructure networks in the more urban areas of the county first. If Greenville County can create a cohesive network of pedestrian and bicycle facilities, it will help cut down on the impending traffic congestion that often appears with more urban development and population increases.

Jurisdiction	Urbanized Area (Sq. Miles)
City of Greenville	28.6
City of Greer	11.9
City of Mauldin	9.9
City of Travelers Rest	2.8
City of Simpsonville	8.4
City of Fountain Inn	4.3
Total Urbanized Area within Jurisdictions	65.8
Urbanized Greenville County (Outside City Limits)	204
Total Urbanized Area (City & County)	269.8
Percentage of Urbanized Area under County Jurisdiction	75.6%
Growth In Urbanized Area from 2000 to 2010	30.6%

Unfortunately, current “walkability” scores show that most of the cities and neighborhoods in Greenville County are car dependent. This means that most errands require a car because of different factors including non-existence of facilities, distance, etc. To cut down on car dependence, other forms of transportation, especially walking and biking, are exceedingly important as the County grows.

Cities	Walk Score		
Fountain Inn	45	Car Dependent	Most errands require a car
Greenville	52	Somewhat Walkable	Some errands can be accomplished on foot
Greer	33	Car Dependent	Most errands require a car
Mauldin	32	Car Dependent	Most errands require a car
Simpsonville	33	Car Dependent	Most errands require a car
Travelers Rest	65	Somewhat Walkable	Some errands can be accomplished on foot
Neighborhoods			
Downtown Greenville	80	Very Walkable	Most errands can be accomplished on foot
Edwards Road	51	Somewhat Walkable	Some errands can be accomplished on foot
North Main St	48	Car Dependent	Most errands require a car
E Tallulah Dr- GCC Area	35	Car Dependent	Most errands require a car
Verdae- Rocky Slope Rd	35	Car Dependent	Most errands require a car
Garlington Rd	34	Car Dependent	Most errands require a car
Mitchell Road	32	Car Dependent	Most errands require a car
East Parkins Mill Rd	26	Car Dependent	Most errands require a car
Spaulding Farm Subdivision	5	Car Dependent	Almost all errands require a car

<http://www.walkscore.com/>

Partnership

The process to prepare this plan was spearheaded by Greenville County. The process kicked off in August 2013 and began with the identification of a steering committee tasked with drafting the plan. The steering committee was comprised of staff and volunteers from the County and area non-profits, most of which have experience in transportation planning and have been involved in similar planning efforts in other counties and municipalities. Once the steering committee was identified, plan review began with the goal of utilizing and synthesizing previous planning efforts to avoid duplication and utilize resources as efficiently as possible.

There are six local partners that came together to make this plan happen. Bike Walk Greenville, a local advocacy group for walking and biking infrastructure, and Greenville County Planning Department (Transportation Planning division) teamed with Upstate Forever, LiveWell Greenville, and the Greenville County YMCA. Funding was provided by Upstate Forever, LiveWell, and the YMCA. The partners hired a local consultant, Alta Planning + Design, which donated substantial time to the project. Alta is the most experienced firm in planning, design, and engineering for active transportation, working both nationally and internationally. In recent years, Alta developed the Greenville County Greenways Master Plan and both the Bicycle Master Plan and Trails & Greenways Plan for the City of Greenville. The project committee retained Alta to provide technical support for the mapping analysis and to facilitate the week-long charrette, including the final public presentation. Alta compiled the list of potential projects and led the process to score and prioritize projects.

Notes- Chapter One

(1) Julian A Reed, Greenville Health System Swamp Rabbit Trail: Year 2 Findings page 11

(2) Safe Routes to School Website <http://www.saferoutesinfo.org>

(3) Email from Tiffany Wedmore, GPATS Transportation Planner, May 10, 2013.

(4) Safe Routes to School Website <http://www.saferoutesinfo.org>

(5) Julian A Reed, Greenville Health System Swamp Rabbit Trail: Year 2 Findings

(6) Anna Lee, “Urban growth puts more pedestrians at risk,” Greenville News. June 12, 2013

(7) Ben Haskew, Greenville News Opinion Sunday September 15, 2013

(8) Kaid Benfield, A Data Driven Case for Walkability April 13, 2012 <http://www.theatlanticcities.com/neighborhoods/2012/04/data-driven-case-walkability/1757/>

Process + Methodolgy

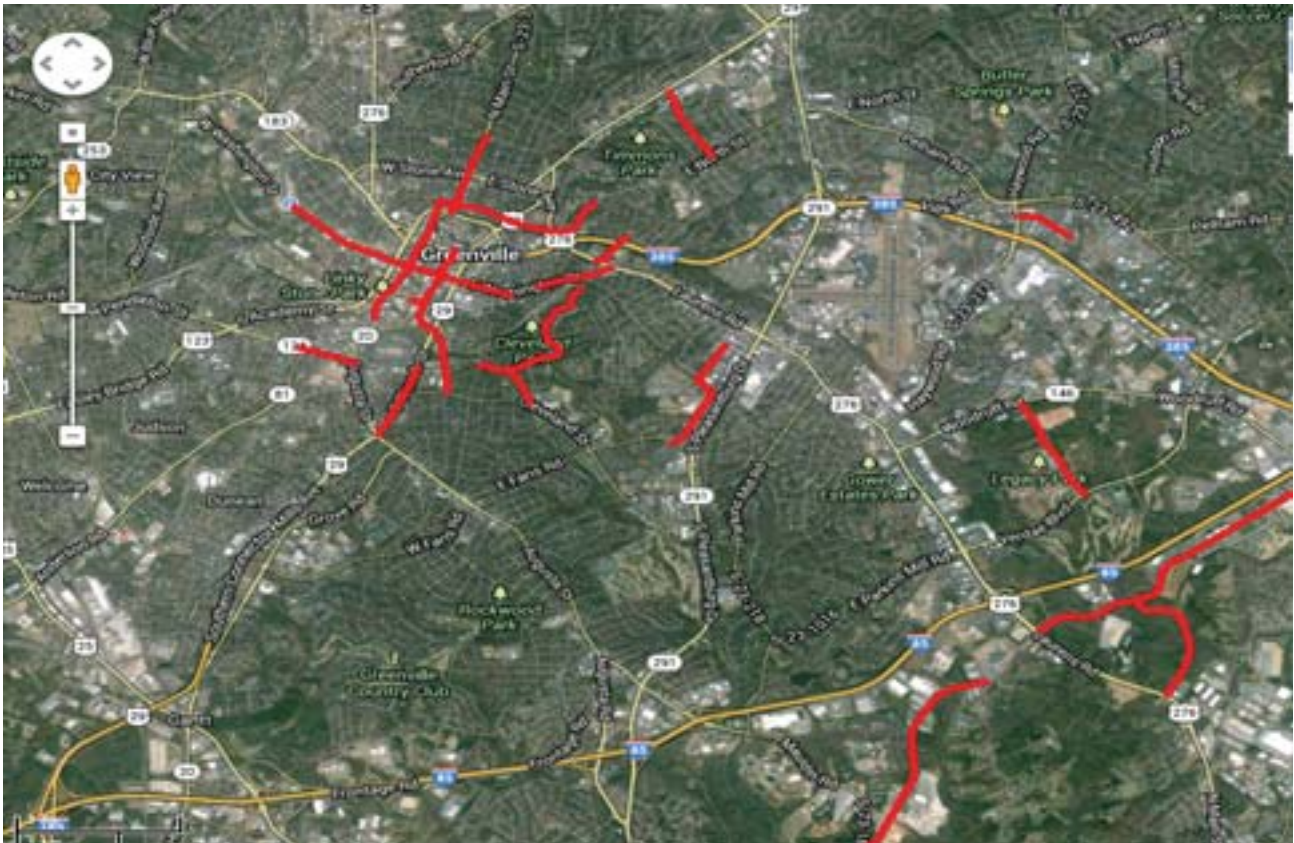
Existing Infrastructure + Plans

Current Inventory of Sidewalks and Bike Lanes

The Current inventory of Sidewalks in our County is shown below. The sidewalks are almost entirely in the urbanized areas.

Location	Miles of Streets	Miles of Sidewalks	Percentage of Sidewalks to Streets
Fountain Inn	33	17	51.5%
Greenville	224	125	55.8%
Greer	100	30	30.0%
Mauldin	82	21	25.6%
Simpsonville	72	24.3	33.8%
Travelers Rest	18.4	9	48.9%
Greenville County maintained - outside of city limits	1700	35	2.1%
SCDOT- State maintained roads (centerline miles)	1472	382.5	26.0%
Total	3701.4	643.8	17.4%

The current inventory of bike lanes is 18.5 miles and is almost exclusively in the cities of Greenville and Mauldin, and is shown on this map: The ratio of bike lanes to road miles in Greenville County is 0.0044 (0.4%). The League of American Bicyclists guidelines for a bicycle friendly community bronze status is to have a ratio of 26% bicycle network mileage to road network mileage. Another metric is 33% of arterials should have bike lanes.



Existing Plans

In the process of evaluating the recommended projects for this plan, staff took into consideration whether each project had been included in the plans or priority lists of municipalities within Greenville County. The City of Greenville completed a Bicycle Master Plan in 2011; Greenville County adopted a Greenways Master Plan in 2010; and the City of Mauldin adopted a Comprehensive Plan in 2009 that included specific bicycle and pedestrian priorities. The Greenville-Pickens Area Transportation Study, the regional transportation planning agency that includes most of Greenville County, has a 2035 Long Range Transportation Plan that was adopted in 2013. In addition, Greenville County staff reached out to Greer, Simpsonville, Travelers Rest, and Fountain Inn early in the plan’s development to ensure their feedback and priorities could be included in this plan draft.

City of Greenville Bicycle Master Plan

The City of Greenville hired Alta Planning + Design to complete a bicycle master plan, which was adopted by Greenville City Council in 2011. The goal of the plan was to expand the existing bikeway network, fill in gaps in the network, provide more connectivity, and provide education about bicycling as a means of transportation in Greenville. The corridors that showed the greatest need for bicycle improvements in the City of Greenville plan included Augusta Street, Laurens Road, and Pleasantburg Drive. (See page A2)

Greenville County Greenways Master Plan

In 2008, Greenville County Recreation District commissioned the former Greenways Incorporated (now part of Alta Planning + Design) and Arbor Engineering to develop a countywide greenways plan. The goal was to create linkages both within Greenville County and potentially to areas outside of Greenville County. The plan contains detailed trail and greenway corridor recommendations and guidelines. The plan was adopted through a resolution by Greenville County Council in 2010. (See page A3)

City of Mauldin Comprehensive Plan

The City of Mauldin’s Comprehensive Plan was adopted by City Council in 2009, and includes specific bicycle and sidewalk priorities for the city. A steering committee of city staff, planners, and citizens assisted in developing the plan, and several public input meetings were held in 2008 and 2009. (See Page A4)

Greenville-Pickens Area Transportation Study (GPATS) Long Range Transportation Plan/Transportation Improvement Program

The 2030 GPATS Long Range Transportation Plan, adopted in 2007, includes sidewalk and bicycle priorities for the portion of Greenville County that falls within the GPATS boundary. The Long Range Transportation Plan was updated in 2012 and approved in November 2013, but it was considered a minor update and did not revise the bicycle and pedestrian sections. These sections will be redone as part of the 2017 Long Range Transportation Plan update.

The GPATS Transportation Improvement Program, or TIP, is the five-year document that programs projects from the long-range plan and assigns funding sources.

Mapping Analysis

Project partners met with Alta Planning + Design to identify ten weighted criteria, which were then used to rank projects suggested by the public (see ten criteria to the right and on page A5). The criteria ranking system was designed to prioritize projects that would impact the largest number of Greenville citizens, making them more cost-effective. In addition, Council representatives provided guidance that prioritizing safe routes for students walking and biking to school should be a major focus of the planning effort.

Category Number	General Category	Ranking Points
1	Provide Bike Walk Connectivity to Schools	3
2	Provide Bike Walk Connectivity to Schools (Elem. & Middle) that have 75+ students within 1/2 Mile	5
3	Provide Bike Walk Connectivity to Swamp Rabbit Trail includes GCEDC Corridor that will be developed as SRT	3
4	Provide Bike Walk Connectivity to Parks and other Recreation Facilities	1
5	Provide Bike Walk Connectivity to Shopping, Restaurants	3
6	Provide Bike Walk Connectivity to Places of Employment	4
7	Provides Bike Walk Connectivity to GTA Buses	2
8	Provide Intersection Improvements to allow Pedestrians to Safely Cross Major Roads	3
9	Proximity to Pedestrian and Bicycle Crash Locations	1
10	Geographical Density of the Area	4

First, County staff used existing GIS data to accurately gather information throughout the County (see A10). To apply the ranking system, County staff utilized GIS as an analysis tool. A “walking buffer” of ½ mile and a “bicycling buffer” of 2 miles were drawn around each destination (i.e. school, school with 75 students within ½ mile, major employers, etc). Areas where walking or biking buffers overlapped were given higher priority ranking via the ArcGIS “weighted sum” tool (see table above). The weighted sum tool output a map that visually identified priority zones (see figures A6, A7, and A8) where the darkest areas indicate the locations where the largest number of buffers overlapped. For example, a very high priority zone would be a high density area where walking and/or biking buffers for the following destinations overlap: a school with 75 students living within a ½ mile; a major employer; the Swamp Rabbit Trail; and an intersection where improvements are needed to allow pedestrians to cross major roads. This map was used as a tool before and during public meetings to help guide discussions.

Public Input

A major component of the planning process was public involvement, which included public meetings and an online mapping application created to gather public feedback on needed pedestrian and bicycle infrastructure.

Additionally, all interested citizens were invited to be a part of the report review process through GPATS.

Charrette

A charrette, or design workshop, was held in late November 2013 to gather public input for this plan. Alta Planning + Design led the workshop process.

Charrette flyers were sent to hundreds of e-mail contacts using multiple distribution lists. Recipients included elected and appointed officials in Greenville County and its municipalities, city and county staffs, business leaders, school and university employees, advocacy groups, neighborhood associations, and others who had requested information through Bike Walk Greenville.

The notices were sent to multiple print and broadcast news outlets. Several newspapers and broadcast stations provided coverage before and during the charrette, including the Greenville News, Tribune Times, Greenville Journal, and GSA Business. The meeting information was posted on the GPATS website and the Bike Walk Greenville website. The charrette was a four-day event, with a public meeting and multiple stakeholder meetings held each day. The meetings were held at Greenville City Hall, Greer City Hall, and Mauldin Cultural Center, and the results presentation was held at Greenville City Hall.

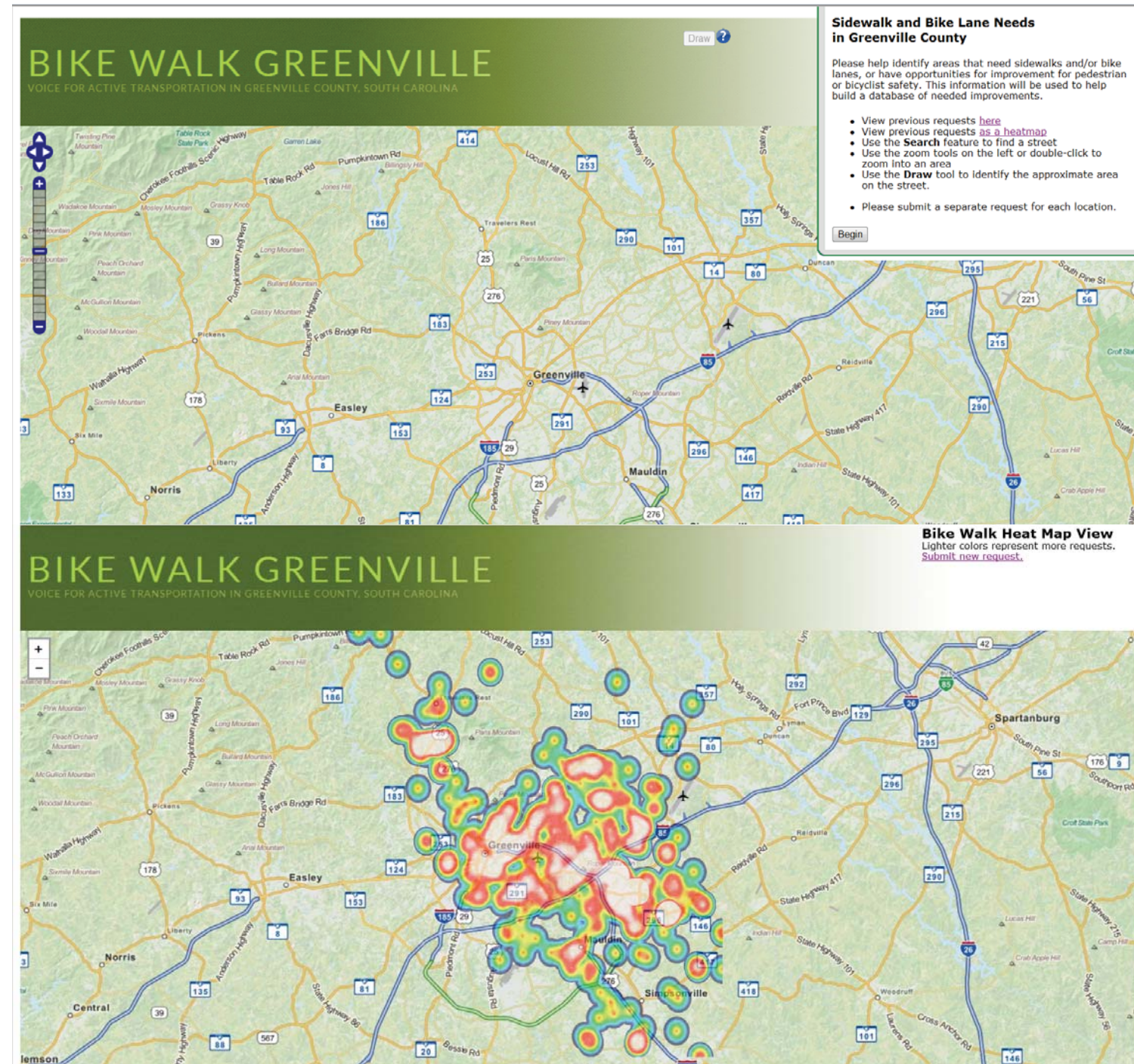
At the charrette, Greenville County transportation planners and the consultants from Alta Planning + Design presented mapping analysis showing the areas that appear to have the greatest need for bicycle and/or pedestrian improvements. The analysis was based on several weighted criteria, including proximity to schools and places of employment, and is detailed on page 6. Several large maps focused on each area of Greenville County and showed existing schools, major employers, parks, libraries, and other destinations.

More than 100 attendees participated in the charrette. All meetings were a drop-in format, and attendees were able to give input on existing priority areas and suggest additional needs. Each day, the consultants and planners used a prioritization matrix to score projects identified during the charrette process or online survey. Consideration was given to ensure all geographic areas were included as well as feasibility of each project. In the end, twenty top-ranked projects were presented to the public on November 22nd, with the understanding that additional projects likely would be added.



Bike Walk Greenville Online Public Interactive Survey

Below are screen shots of a social media application developed by Bike Walk Greenville volunteer Mike Nice that allows citizens to use a mapping tool to suggest sidewalk and bike lane locations. Nearly 600 entries were recorded and databases were exported for use in the planning process.



Links to the Bike Walk Greenville tool are provided from the GPATS website. <http://www.gpats.org>

Safe Routes High Priority Project List

Purpose

The purpose of this list is to develop a plan that outlines the County’s short-and-long-term goals for the pedestrian and bicycle network around schools, recreation, and work.

Legend

SRTS= Safe Routes to School Program



School
Connection



Parks/Rec.
Connection



Work/Business
Connection

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

Results

#	Project Info			Connection to...			Existing	Location	
ID	Road Name	Termini/Intersection	Type	School	Parks, Rec. + Tourism	Work/Businesses	Plan	District	City/County
1	Monaview Street	Hwy 253 to Marion Rd. + Intersection	Sidewalks				SRTS	Meadows	Greenville
2	Duncan Chapel Road	SRT to Publix Shopping Center	Sidewalks + Bike Lanes				SRTS	Meadows	County
3	Roe Ford Road @ Hwy 276	Intersection- Biking Improvements	Bike Lanes/Intersection Improvements					Meadows/ Cates	County
4	E. Bramlett Rd.	SRT to E. Parker Rd.	Sidewalks				SRTS	Norris	Greenville
5	E. Welcome Rd.	Springfield Ave. to Anderson Rd.	Sidewalks				SRTS	Gibson	County
6	S. Welcome Rd. @ White Horse Rd.	Intersection Improvements	Intersection Improvements				SRTS	Gibson	County
7	W. Faris Rd.	Augusta Rd. to Aberdeen Rd.	Bridge: Pedestrian Improvements + Pedestrian Crossing Improvements on Faris				Bike Master Plan; SRTS	Seman	Greenville
8	Verdae Blvd.	Woodruff Rd. to Laurens Rd.	Sidewalks + Bike Lanes				Bike Master Plan	Seman	Greenville
















Project List (cont.)

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

9	Mall Connector Rd.	Halton Rd. to Woodruff Rd.	Sidewalks + Bike Lanes					Seman	Greenville
10	Chick Springs Rd./ Mohawk Rd.	Rutherford Rd. to Gallivan St.	Sidewalks (Bike Lane or shoulder if possible)				Bike Master Plan	Taylor	Greenville
11	Wade Hampton Blvd. @ Pleasantburg Dr.	Intersection Improvements/Possible Realignment	Pedestrian Crossing Improvements/Refuge Islands					Cates/ Taylor	Greenville
12	Haywood Rd.	E. North St. to Pelham Rd.	Wide Sidewalks/Multi-Use Path					Taylor	Greenville
13	Fork Shoals Rd. @ White Horse Road Ext.	Intersection Improvements	Pedestrian + Bike					Gibson	County
14	Trail Underpass @ W. Georgia Rd.	Trail Underpass	Pedestrian + Bike Trail Underpass					Baldwin/ Payne	County
15	Fairview Rd. @ Harrison Bridge Rd. + Fairview Rd.	Intersection Improvements and Harrison Bridge Rd. to Fairview Lake Way	Pedestrian Crossing Improvements/ Sidewalk Connection along Fairview Rd.					Baldwin	County
16	Greenville County Economic Development Corporation (GCEDC) Corridor	Forrester Rd. to Pleasantburg Dr.	Multi-Modal Off-Street Pathway/Greenway					Seman/ Norris	Greenville
17	Five Forks Rd. (Incl. Intersection)	Woodruff Rd. to Hwy 14 (Intersection @ Hwy 14)	Sidewalks + Intersection Improvements				L RTP	Payne/ Kirven	County

Project List (cont.)

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

18	Jonesville Rd.	Rockland Dr. to Scuffletown Rd.	Sidewalks					Kirven	County
19	Gibbs Shoals Rd.	Suber Rd. to Existing Sidewalks	Sidewalks					Baldwin/ Burns	Greer/ County
20	North Main St. /Gallivan St.	North Main St. + Gallivan St. Intersection	Pedestrian Intersection Improvements				SRTS 2012	Taylor	Greenville
21	McElhaney Rd.	Havenwood Lane to Foot Hills Rd.	Sidwalk from YMCA to Foot Hills Rd.- Connect with existing sidewalk					Dill	Travelers Rest
22	Hawkins Rd./Bridwell Way	Walnut St. to SC-23/Enoree Rd.	Sidewalks					Dill	Travelers Rest
23	Godfrey Rd./Batesville Rd. Intersection	Roper Mountain Rd. to Batesville Rd. Intersection	Sidewalks					Burns	County
24	Salters Rd (Incl. Intersection @ Woodruff Rd.)	Verdae Blvd. to Woodruff Rd	Sidewalks + Bike Lanes					Seman	Greenville
25	Lowndes Hill Rd.	E. North St. to Oakland Dr.	Sidewalks				SRTS	Norris	Greenville
26	Briarcliffe Dr.	Brookside Ave. to E. North St.	Sidewalks				SRTS	Norris	Greenville

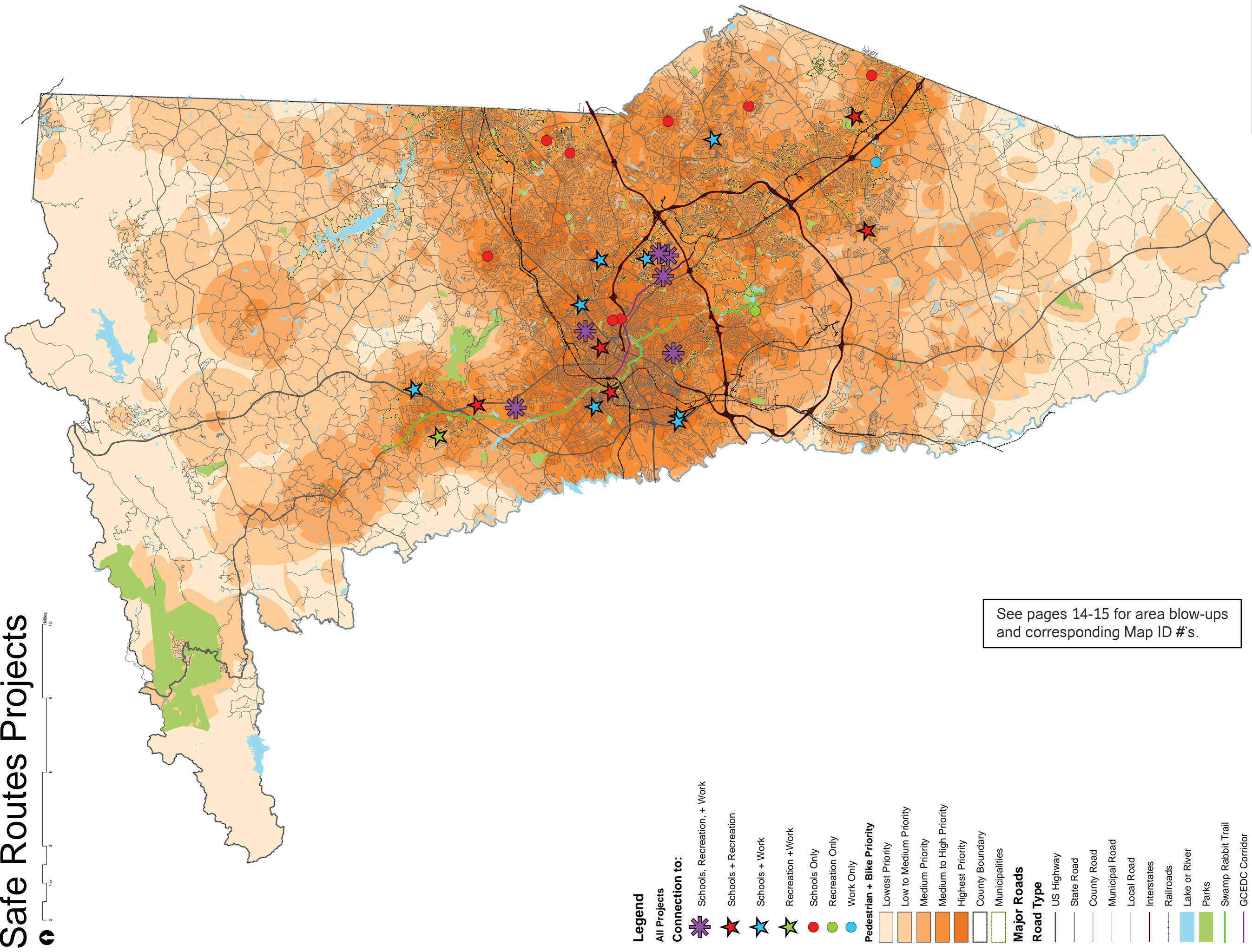
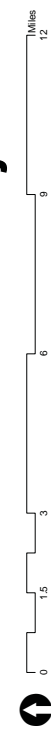
Project List (cont.)

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

27	Dillard Rd.	S. Batesville Rd. to Gibbs Shoals Rd.	Sidewalks					Burns/ Baldwin	Greer/ County
28	Cross Rd.	Quillen Ave. to Hellams St. (Incl. Intersection @ Quillen Ave.)	Sidewalks + Pedestrian Intersection Improvements					Kirven	Fountain Inn
29	Multi-Use Path	Bryson Elementary School to Heritage Park	Multi-Modal Off-Street Pathway/Greenway				SRTS	Kirven	Simpsonville
30	Reid School Rd.	Edwards Mill Rd. to Center Rd.	Sidwalks- Connect to existing and Pedestrian Intersection improvements @ Edwards Mill Rd.					Cates	County

GREENVILLE COUNTY

Safe Routes Projects









- Legend**
- All Projects**
- Connection to:**
- Schools, Recreation, + Work
 - Schools + Recreation
 - Schools + Work
 - Recreation + Work
 - Schools Only
 - Recreation Only
 - Work Only
- Pedestrian + Bike Priority**
- Lowest Priority
 - Low to Medium Priority
 - Medium Priority
 - Medium to High Priority
 - Highest Priority
- County Boundary**
- Municipalities**
- Major Roads**
- Road Type**
- US Highway
 - State Road
 - County Road
 - Municipal Road
 - Local Road
 - Interstates
 - Railroads
 - Lake or River
 - Parks
 - Swamp Rabbit Trail
 - GCEDC Corridor

See pages 14-15 for area blow-ups and corresponding Map ID #'s.








Legend

All Projects

Connection to:












-  Schools, Recreation, + Work
-  Schools + Recreation
-  Schools + Work
-  Recreation +Work
-  Schools Only
-  Recreation Only
-  Work Only

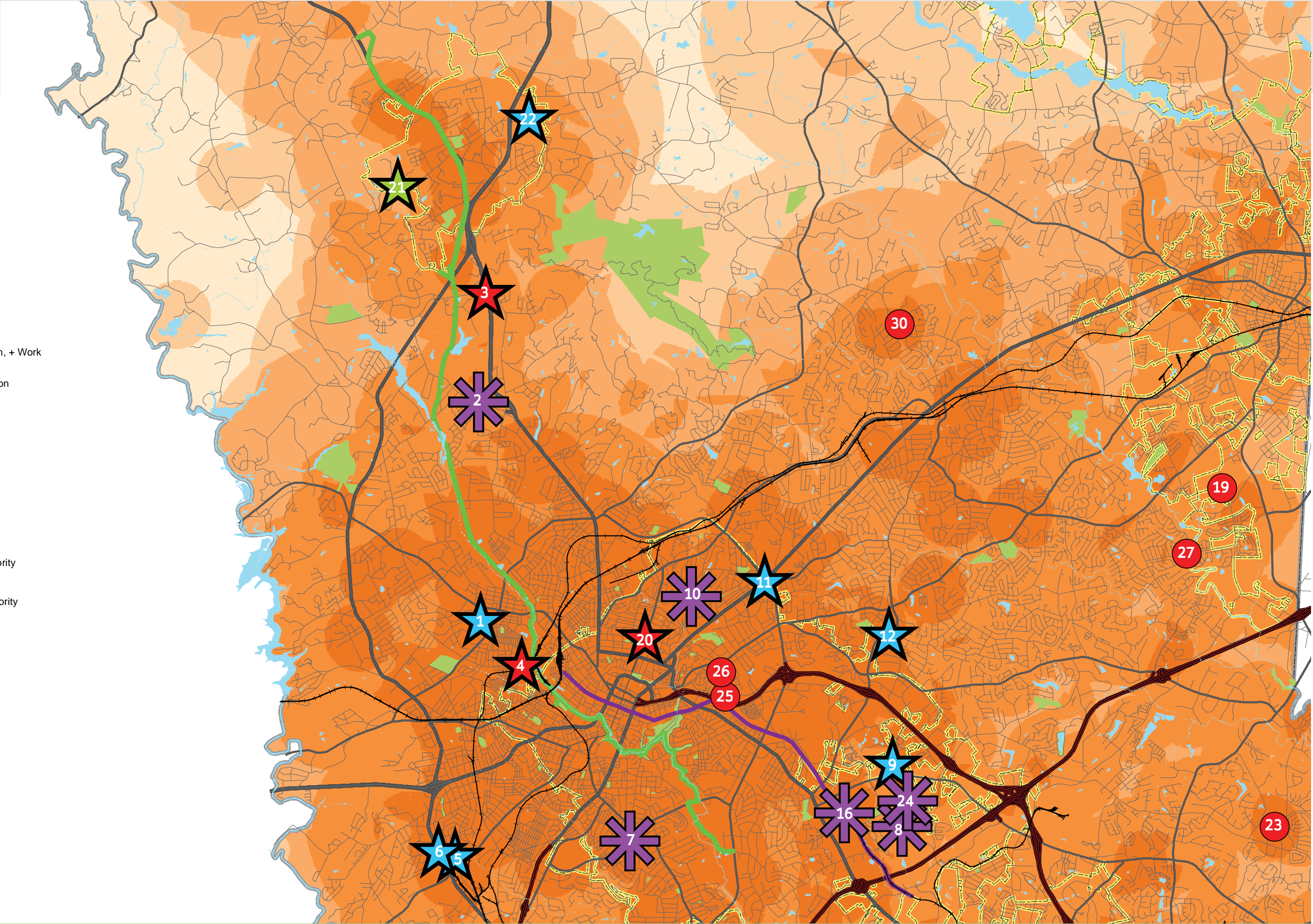
Pedestrian + Bike Priority

-  Lowest Priority
-  Low to Medium Priority
-  Medium Priority
-  Medium to High Priority
-  Highest Priority
-  County Boundary
-  Municipalities

Major Roads

Road Type

-  US Highway
-  State Road
-  County Road
-  Municipal Road
-  Local Road
-  Interstates
-  Railroads
-  Lake or River
-  Parks
-  Swamp Rabbit Trail
-  GCEDC Corridor



Legend

All Projects

Connection to:

Schools, Recreation, + Work

Schools + Recreation

Schools + Work

Recreation +Work

Schools Only

Recreation Only

Work Only

Pedestrian + Bike Priority

Lowest Priority

Low to Medium Priority

Medium Priority

Medium to High Priority

Highest Priority

County Boundary

Municipalities

Major Roads

Road Type

US Highway

State Road

County Road

Municipal Road

Local Road

Interstates

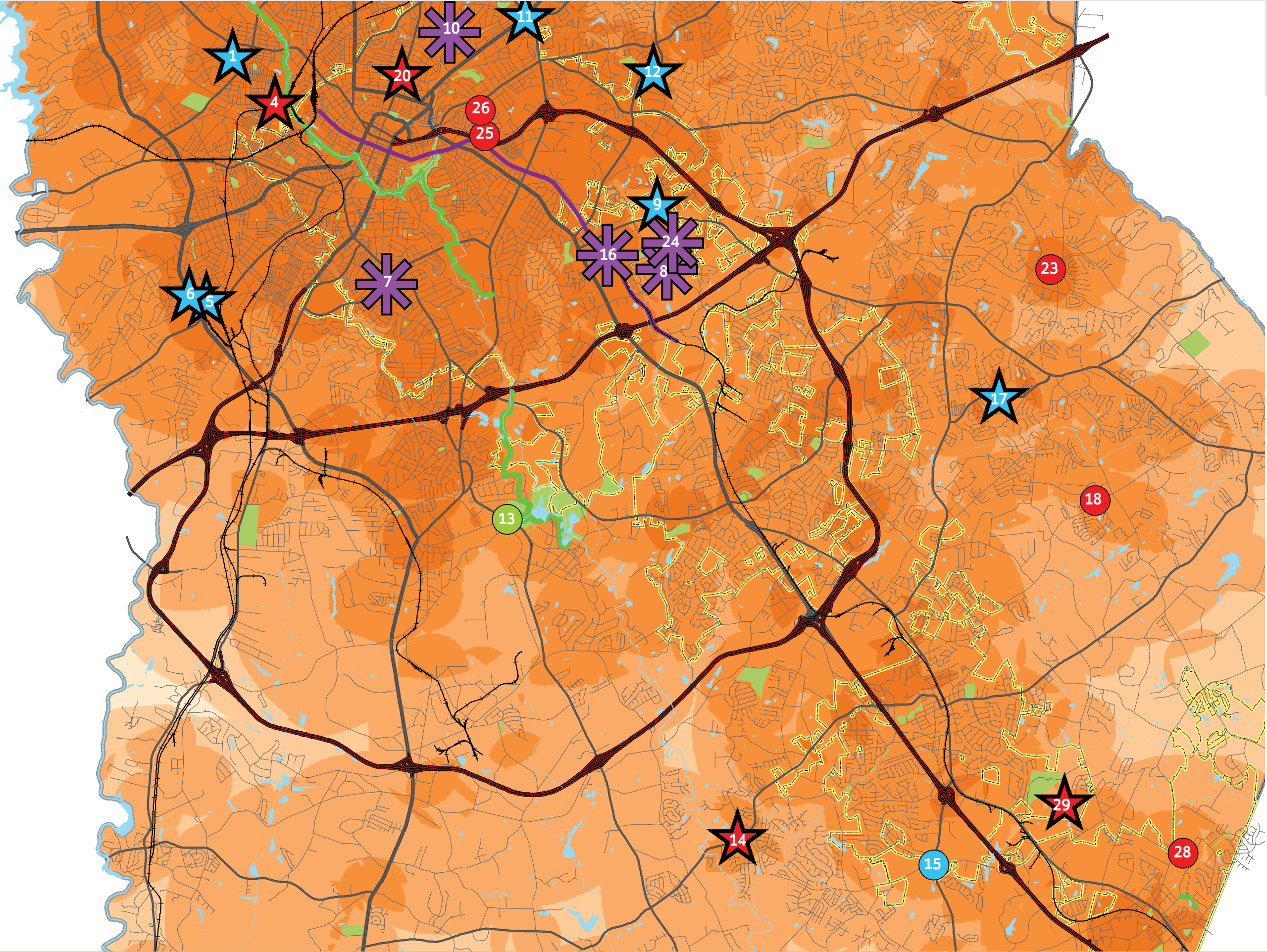
Railroads

Lake or River

Parks

Swamp Rabbit Trail

GCEDC Corridor

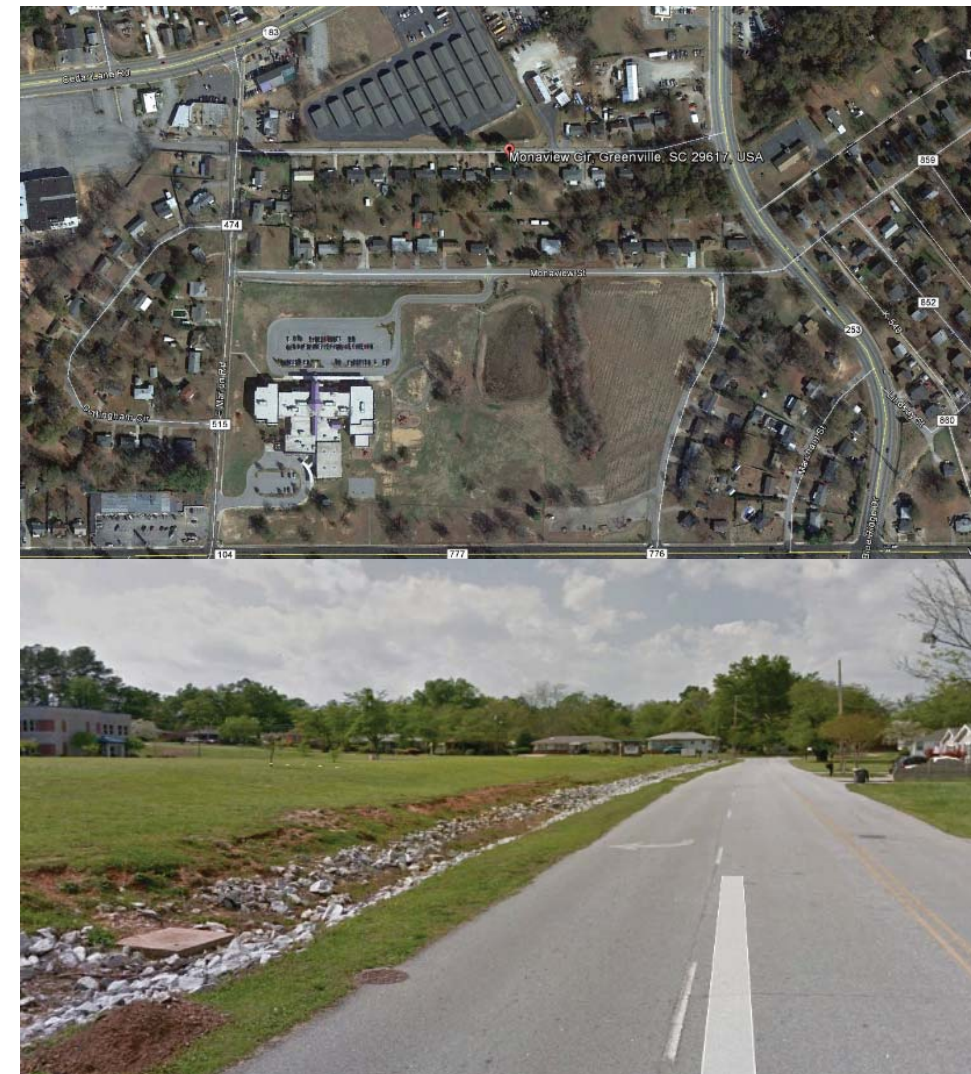




Safe Routes High Priority Projects Details:

1. Monaview Street:

- Project would extend from SC 253 to Marion Rd., including the intersection of Monaview St. and Marion Rd.
- Sidewalks would connect area residents to Monaview Elementary School, along with retail stores and Greenlink bus stops on Cedar Lane Road.
- Monaview Elementary School was awarded a Safe Routes to School Travel Plan in 2012.





2. Duncan Chapel Road:

- Project would provide both sidewalks and bicycle lanes from the Swamp Rabbit Trail to the University Square Shopping Center, allowing easier access to shopping and other retail for Furman University students, faculty, and trail users.
- Sidewalks would enable more students from surrounding residential areas to walk to Duncan Chapel Elementary School.
- Project would allow easier access from neighborhoods along Duncan Chapel Road to this heavily used segment of the Swamp Rabbit Trail.
- Duncan Chapel Elementary School was awarded a Safe Routes to School Travel Plan in 2013.

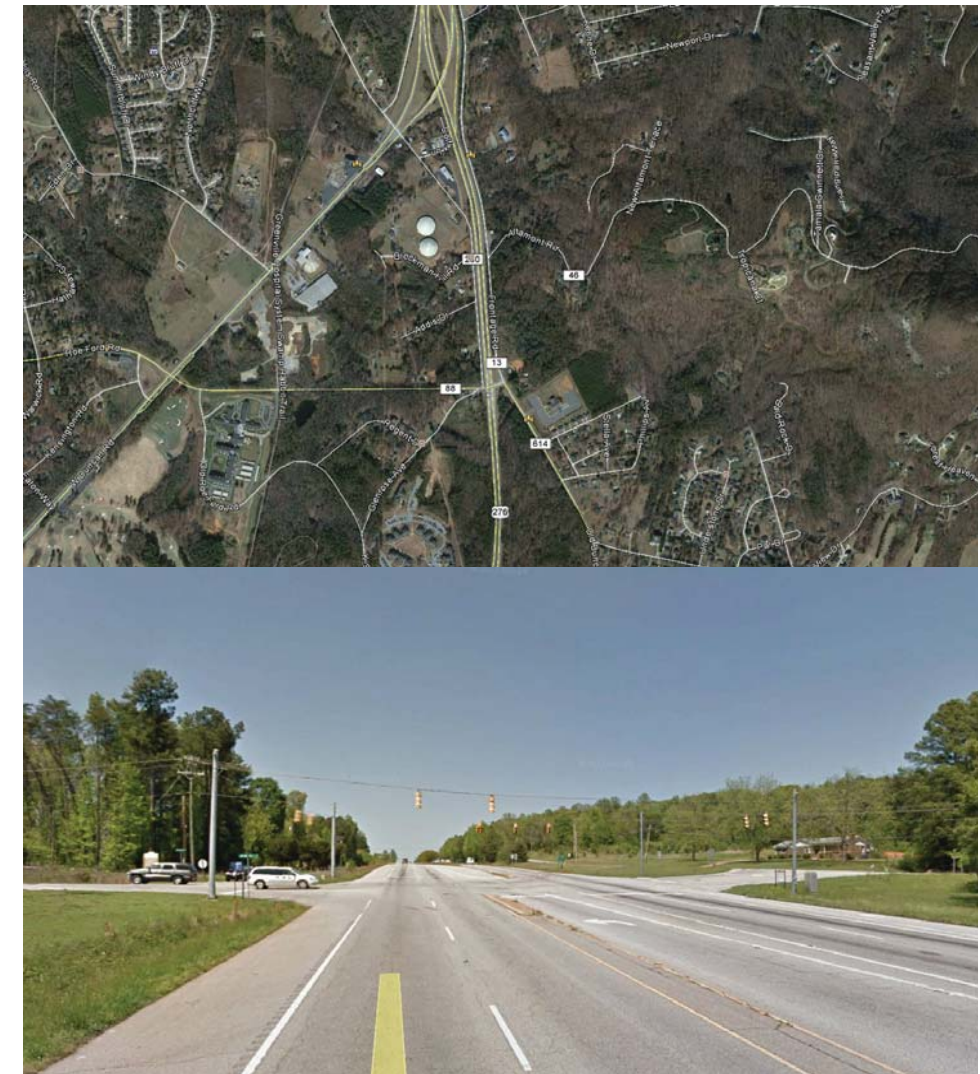


"Residents of the Vinings and the residential developments off Duncan Chapel could really use safe bike/pedestrian paths to get to work/school at Furman, or go to Furman to use campus walking paths, and also to get to the shopping area. Duncan Chapel road is very narrow in this area, and there are no safe places to walk to get to campus or go grocery shopping. Drivers often speed down Duncan Chapel, which makes it even more unsafe. I personally would often walk/bike to work at Furman if there were a safe way to do so."

-online survey comment

3. Intersection: Roe Ford Road and SC 276

- Bicycle and signal improvements at this heavily traveled intersection would create safer access for users of the Swamp Rabbit Trail.
- Intersection improvements would serve nearby Furman University students, faculty, and trail users and would provide a safer connection from the Swamp Rabbit Trail to Paris Mountain State Park.



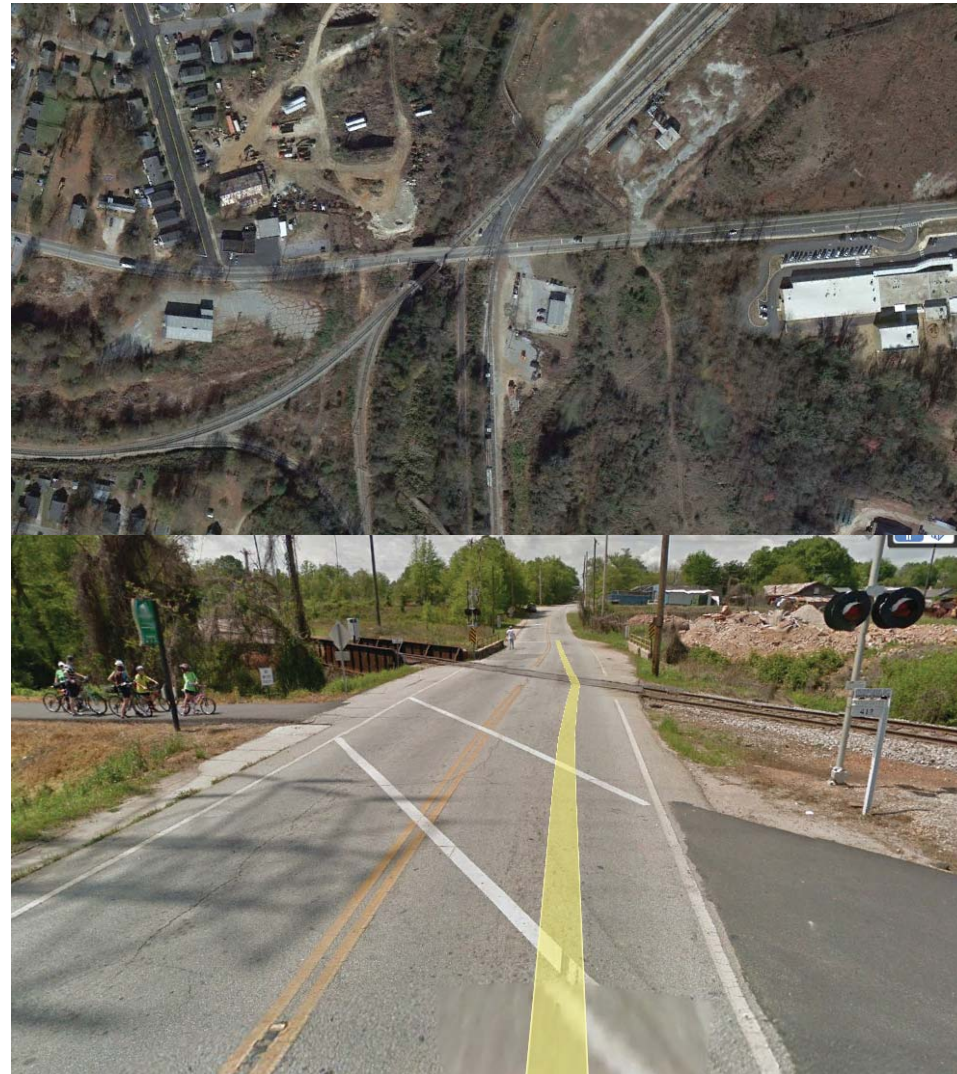
"Several neighborhoods feed onto Roe Ford Rd and many cyclists use the road to connect from the SRT to the network of county roads that take them to Rt 11 and beyond."

-online survey comment



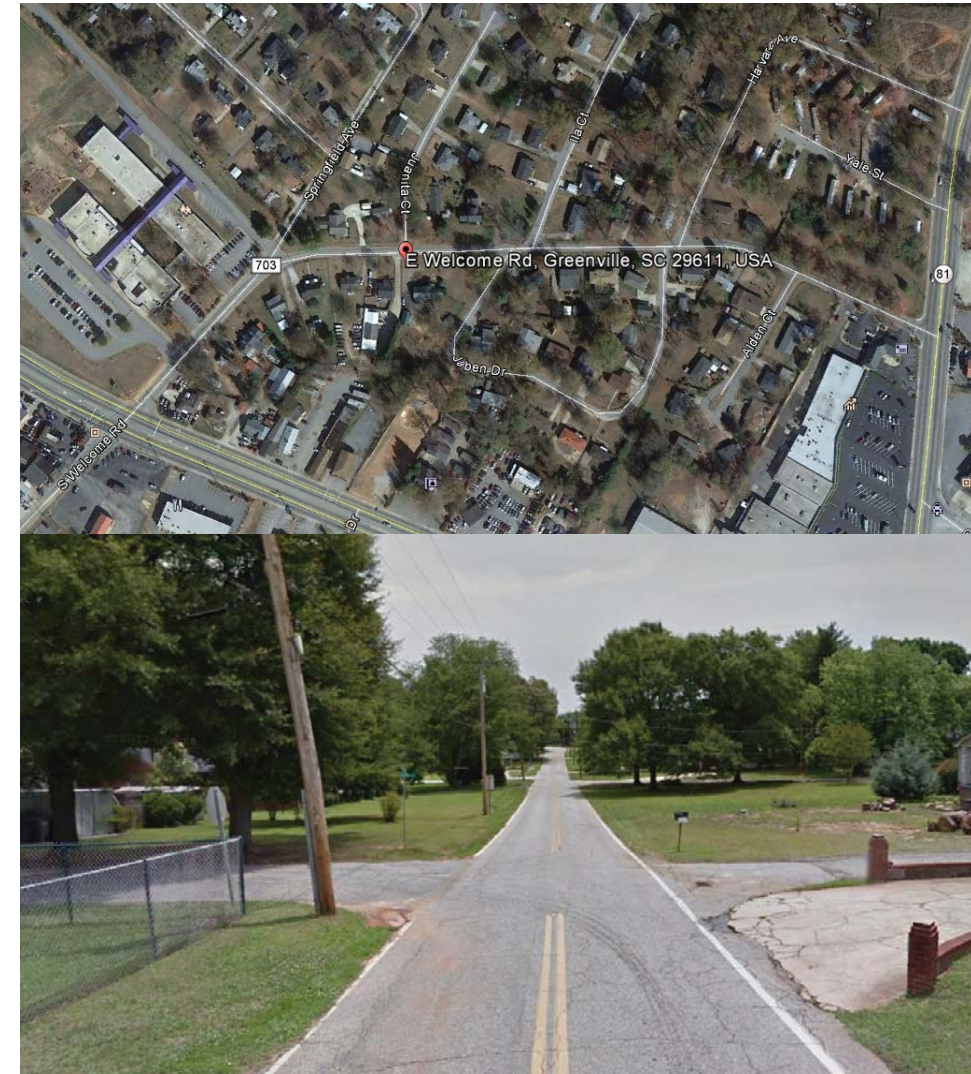
4. East Bramlett Road:

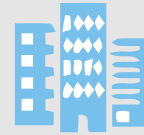
- Project calls for sidewalks from East Parker Road extending to the Swamp Rabbit Trail
- Sidewalks would allow students in the area to more easily access Monaview Elementary School
- Monaview Elementary School was awarded a Safe Routes to School Travel Plan in 2012.



5. East Welcome Road:

- Project would provide sidewalks from Springfield Avenue to Anderson Road, and would provide access to Welcome Elementary School. Welcome was one of several schools that completed a Safe Routes to School Plan in 2013, and there are many students and parents interested in easier access to the school.
- Sidewalks would allow for easier access to Greenlink bus stops and retail on White Horse Road.





6. Intersection: South Welcome Road at White Horse Road:

- Intersection improvements would allow for safer crossing and safer access to Welcome Elementary School. Welcome was one of several schools that completed a Safe Routes to School Plan in 2013, and this crossing was identified by parents and teachers as an obstacle to walking to school.
- Project would provide safer access to Greenlink bus stops and retail on White Horse Road.



7. West Faris Road:

- Project would include pedestrian crossing improvements on Faris Road between Augusta Road and Aberdeen Road.
- Project would improve pedestrian access to Augusta Circle Elementary School.
- Improvements would provide better access to and around Greenville Health System, one of the major employment centers in Greenville County.
- Project would provide a connection the Swamp Rabbit Trail via the Faris Road segment north of Augusta Street.
- This project was recommended in the City of Greenville's Bicycle Master Plan.
- Augusta Circle Elementary School received a Safe Routes to School Travel Plan in 2012.



"Faris Road is one of the most un-walkable, un-bikeable roads in Greenville- yet if access were provided from Pleasantburg (or really, Cleveland) to Greenville Hospital on Grove Road, pedestrian and bicycle commuting to work would be possible."

-online survey comment



8. Verdae Road:

- Project would add sidewalks and bicycle lanes on this quickly developing corridor between Woodruff Road and Laurens Road
- Project would allow for easier access to both Beck Academy and the future Fisher Middle School from the surrounding residential areas.
- Project would provide improved connections between CU-ICAR, retail businesses along Woodruff Road and Laurens Road, Greenlink bus stops, and residential neighborhoods in the area.
- The Greenville County Economic Development Corporation (GCEDC) corridor passes near this area, which may provide transit and/or non-vehicular travel options in the future.
- This project was recommended in the City of Greenville's Bicycle Master Plan.



"Bike lanes and sidewalks are needed to connect the Hollingsworth Park/Verdae residential developments with shopping and employment centers such as ICAR."

"It is ironic that the new development on rocky slope has a Bi-Lo less than 1/2 a mile away, yet there are no sidewalks connecting rocky slope along Verdae."

-online survey comments



9. Mall Connector Road:

- Project would add sidewalks and bicycle lanes between Halton Road and Woodruff Road, continuing a connection to Beck Middle School, Haywood Mall, and a number of retail businesses on Woodruff Road.
- Improvements would provide pedestrian and bicycle connections to Fluor, a major employer in Greenville County.



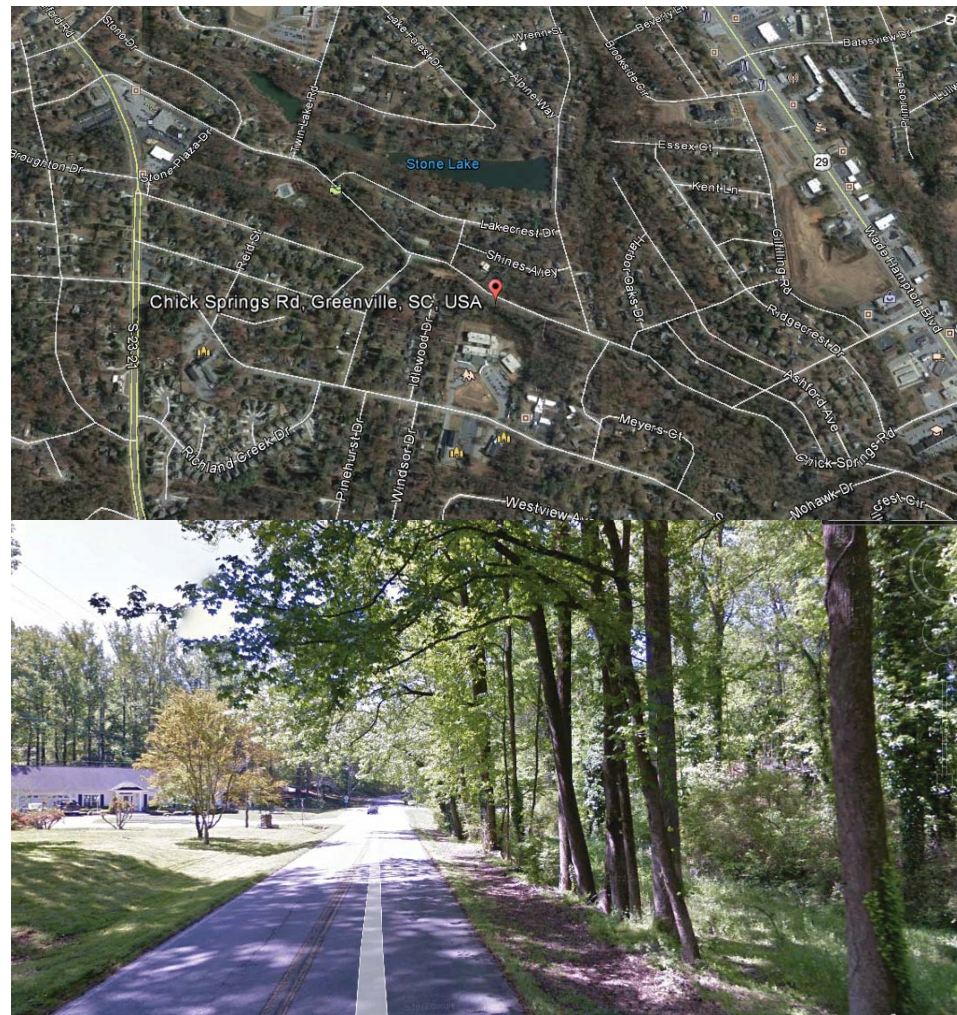
"Sidewalk needed [from] Woodruff to Woods Crossing- People should be able to walk to mall, bike lanes would be ... nice to have!"

-online survey comment



10. Chick Springs Road/Mohawk Drive:

- Project would build sidewalks from Rutherford Road to Gallivan Street, providing pedestrian access to Summit Elementary School.
- Sidewalks would improve access to Greenlink bus stops and retail businesses along Wade Hampton Boulevard and Rutherford Road, along with the community pool in the residential area.
- This project was recommended in the City of Greenville's Bicycle Master Plan.



"This is a beautiful street, but dangerous to walk or bike with few sidewalks and no designated bike paths. There are many neighborhoods on this street."

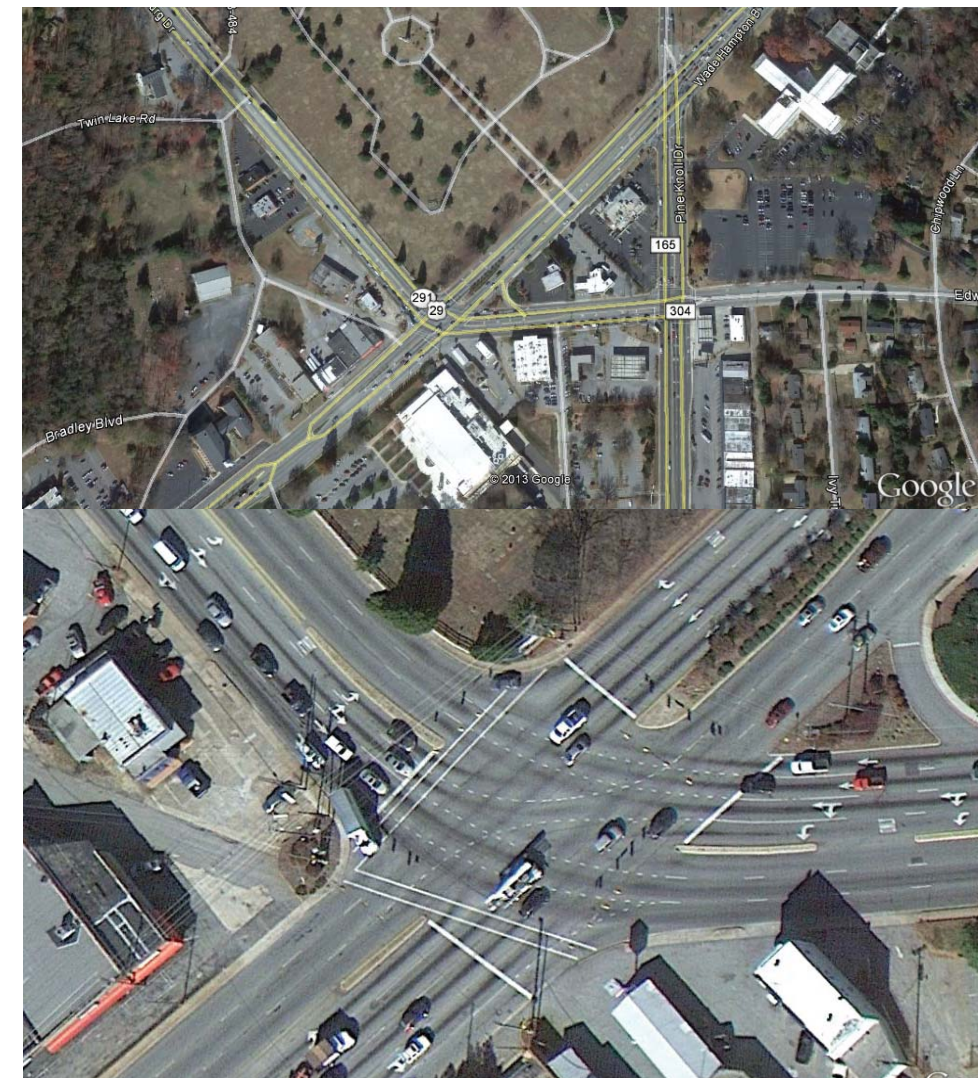
"This is a curvy road and there are bicyclists occasionally but mainly walkers. While there is a small stretch of sidewalk from Wayne St to Lotus Ct, the main area that needs sidewalks is just grass. With the way cars speed down that road, it is a wonder no one has been hurt yet."

-online survey comments



11. Intersection: Wade Hampton Boulevard at Pleasantburg Drive

- Project would include intersection improvements and refuge islands, and a possible realignment of the two roads.
- Improvements would provide safer access to Bob Jones University, League Academy, and Lake Forest Elementary School
- Project would provide easier connections to the many retail businesses, employers, and Greenlink bus stops in this area.





12. Haywood Road:

- Project would finish sidewalk connection or create a multi-purpose path between Pelham Road and East North Street.
- Improvements would provide access from numerous apartment buildings and neighborhoods along Haywood Road to employers and retail businesses in this area.
- Project would connect to existing sidewalks that could allow for easier access to Mitchell Road Elementary School.



"Lots of people from east north area try to walk to the mall and have to walk in the grass and dodge tree limbs. A path is worn. Have even seen elderly and mothers with carriages attempt the walk down Haywood between East North and Pelham. Also cannot ride a bike from Botany Woods to go to Bi-Lo or anywhere, Howell is a narrow busy road with no verge."

"I see children walking to school next to the gutter while cars speed by in both directions. It is unsafe for pedestrians and especially for cyclists who don't have the option of riding off the street."

-online survey comments

13. Fork Shoals Road @ White Horse Road Extension

- Project would entail pedestrian and bicycle-oriented intersection improvements.
- Project would provide safer access to the Swamp Rabbit Trail and Conestee Nature Park.



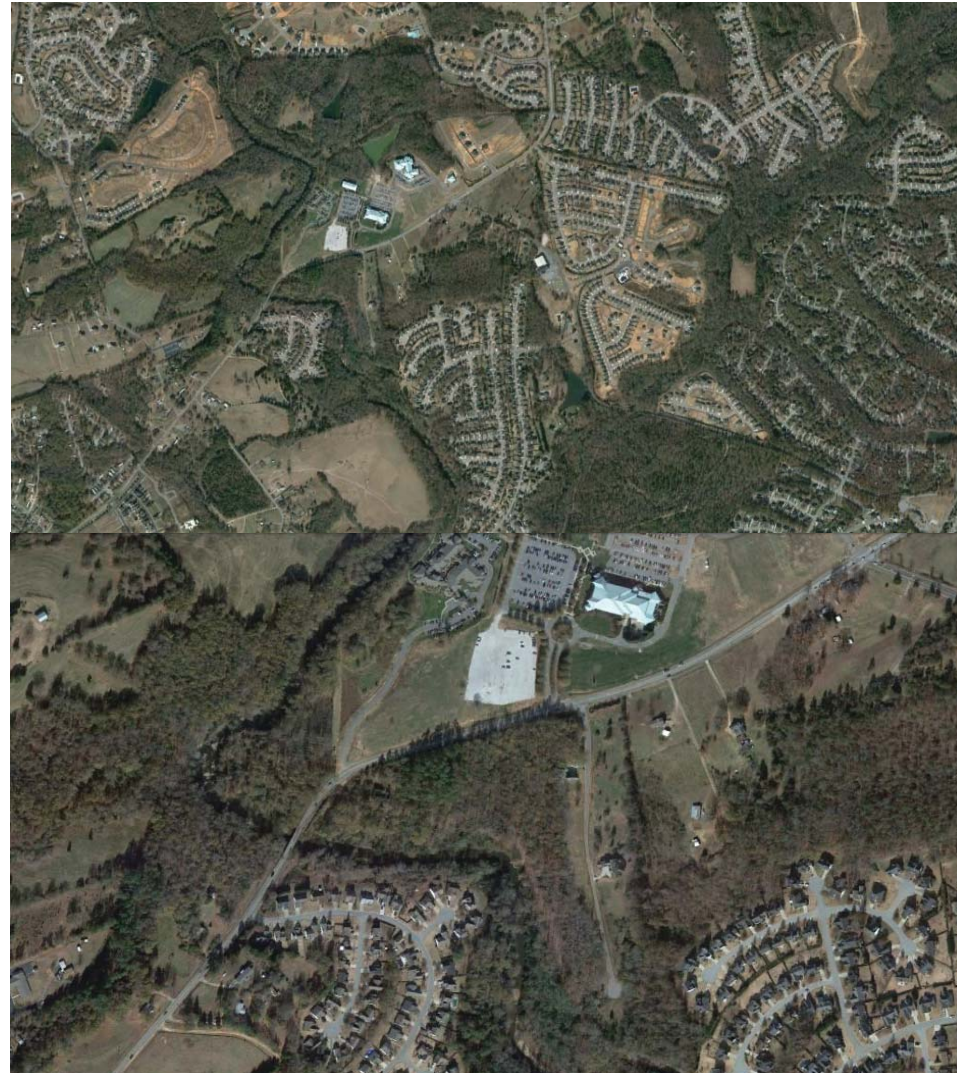
"Need safe route from conestee to Donaldson- best would be to go under fork shoals to avoid heavy traffic. Creating this link would open swamp rabbit trail as a very usable bicycle commuting route for employees working at companies around Donaldson center."

-online survey comment



14. *Trail Underpass at West Georgia Road*

- Project would connect many neighborhood that have established trails to other trails north of W. Georgia Rd.
- Project would also connect the neighborhoods to the Charter High School and Greenville Technical College Campus



15. *Fairview Road + Intersection @ Fairview Road and Harrison Bridge Road*

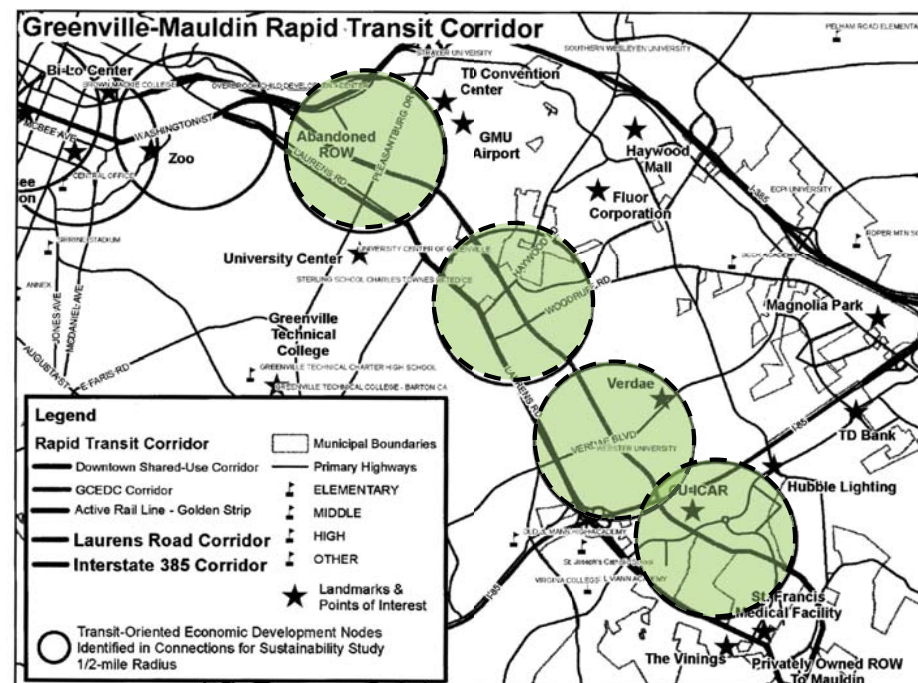
- Project would provide intersection improvements to allow pedestrians to cross more safely.
- Project would provide a sidewalk from neighborhood on Fairview Lake Way to the intersection where there is currently a gap in infrastructure





16. Greenville County Economic Development Corporation (GCEDC) Corridor:

- Project would use existing railroad right-of-way extending from approximately Forrester Drive to Pleasantburg Drive
- Project would provide an off-street, multimodal greenway that would provide access to the future Fisher Middle School, along with major employers and retail businesses in the CU-ICAR campus and Pleasantburg Drive
- Project may be tied in with development of a public transit option along this corridor



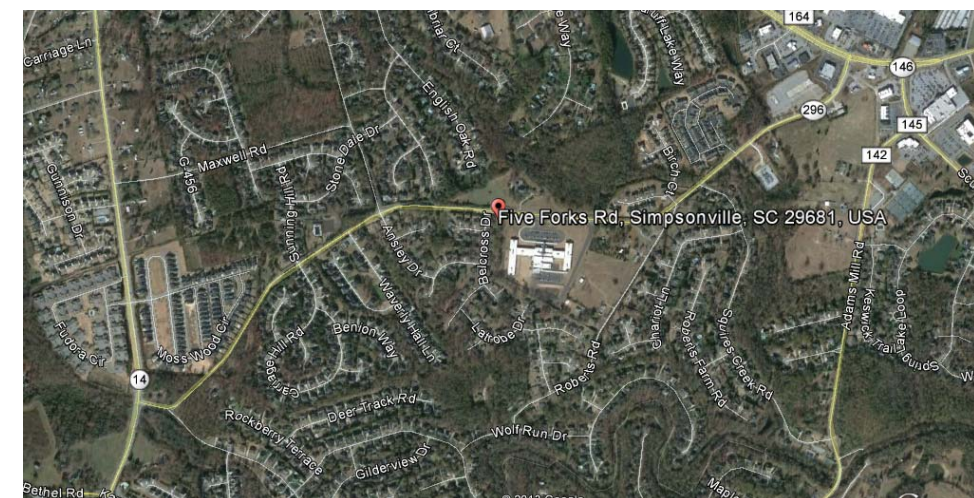
"This abandoned railroad parallels Laurens Rd and can connect Haywood Rd, Woodruff Rd, and ICAR. This could also extend to Mauldin."

-online survey comment



17. Five Forks Road:

- Project would build sidewalks and provide better intersection crossings for pedestrians on the segment of Five Forks Road from Woodruff Road to SC 14.
- Sidewalks would allow students who live in this large residential area to access Monarch Elementary School, which opened in 2012.
- The project also would allow for easier access to retail businesses and employers along both Woodruff Road and SC 14.
- Project is included in the GPATS 2035 Long Range Transportation Plan.



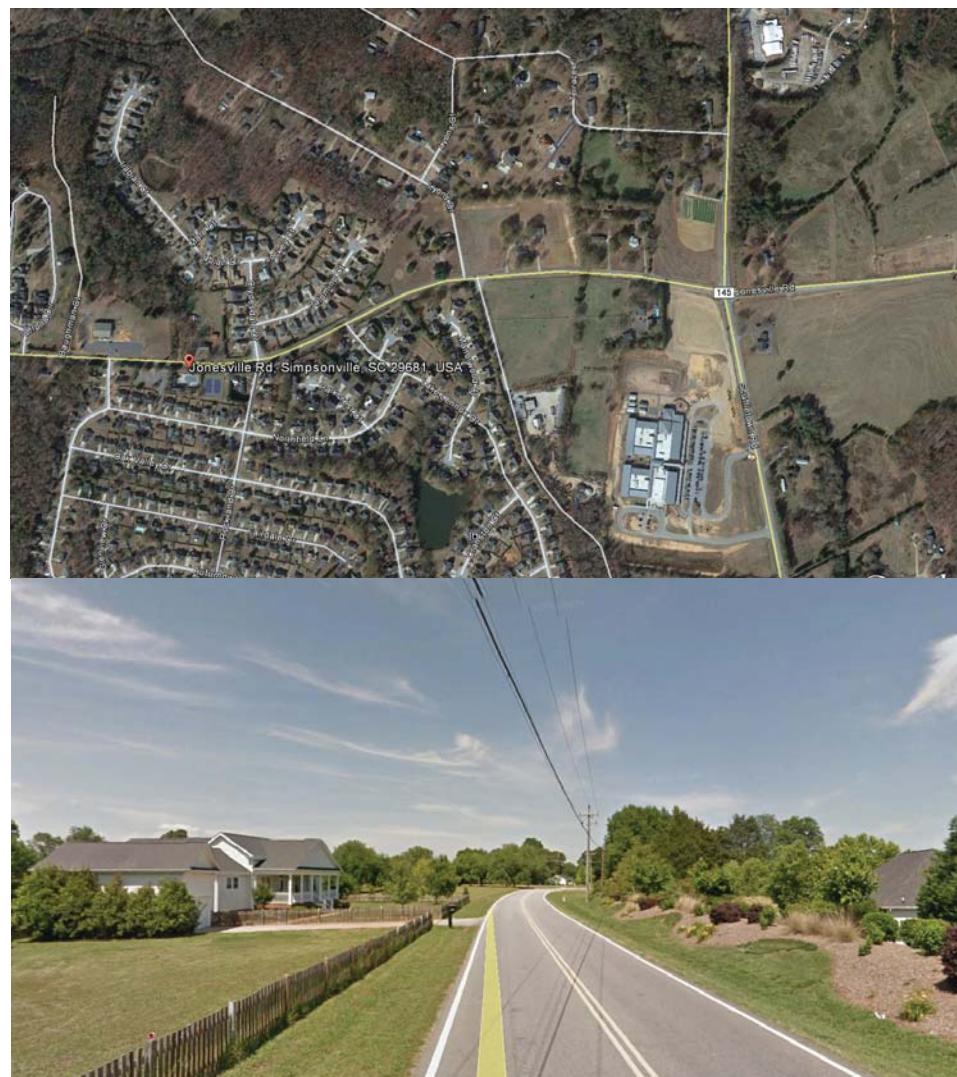
"This is a well populated area with lots of kids and a local elementary school. Walking or biking to school would save on traffic load as well as required bus service. Adding bike lanes and a sidewalk to this area will help promote healthy lifestyles for adults and children living in this area and reduce traffic. The children that live in this area can walk or ride their bike to Monarch elementary instead of taking car or bus. Also, this would be a major connection for those that are already running biking along 14 and Woodruff. Running or biking on Five forks is dangerous today."

-online survey comment



18. Jonesville Road:

- Project would build sidewalks along Jonesville Road between Rockland Drive and Scuffletown Road, providing access to the Bell's Crossing Elementary School from surrounding residential areas.



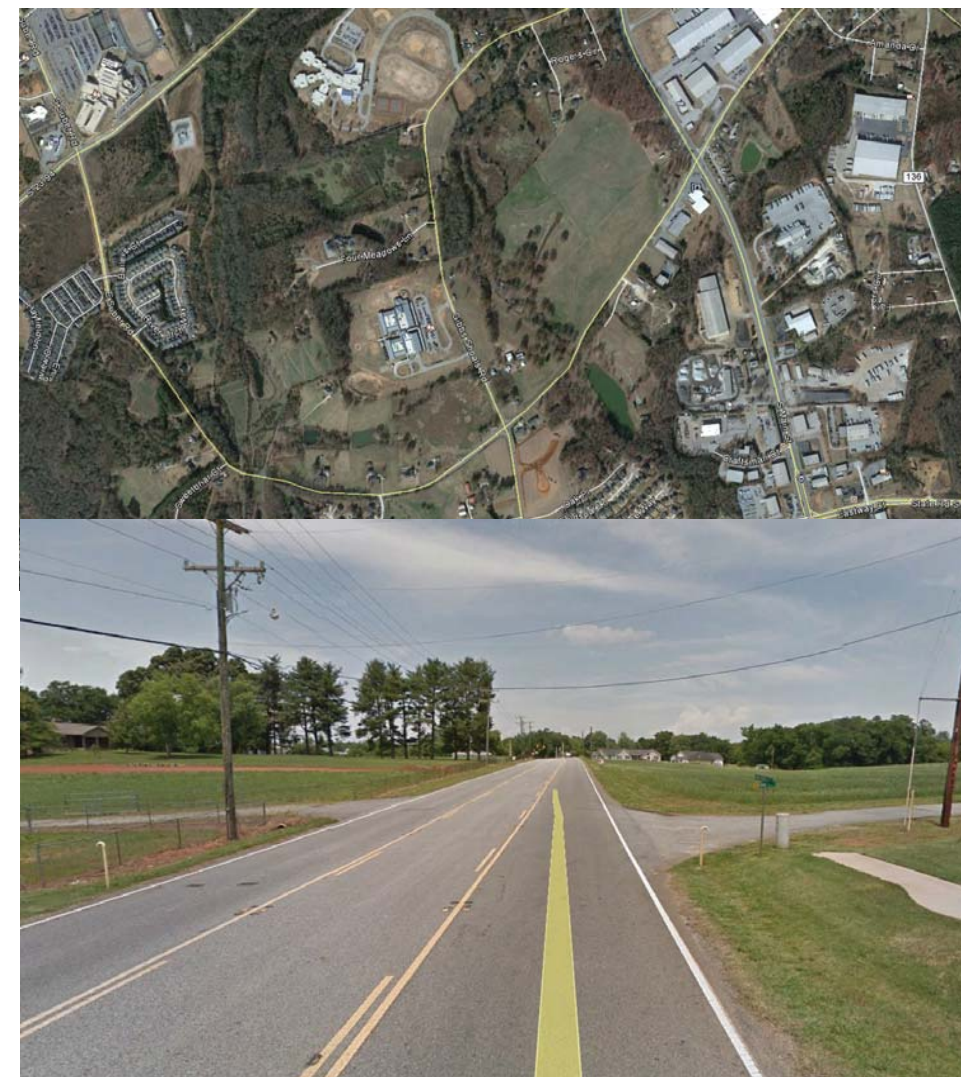
"Provide walking access from adjacent homes to this school!"

-online survey comment



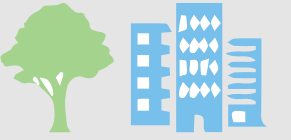
19. Gibbs Shoals Road:

- Sidewalks would be constructed between Suber Road and the end of the existing sidewalk, to provide connections from this large residential area to three area schools: Woodland Elementary School, Riverside Middle School, and Riverside High School.



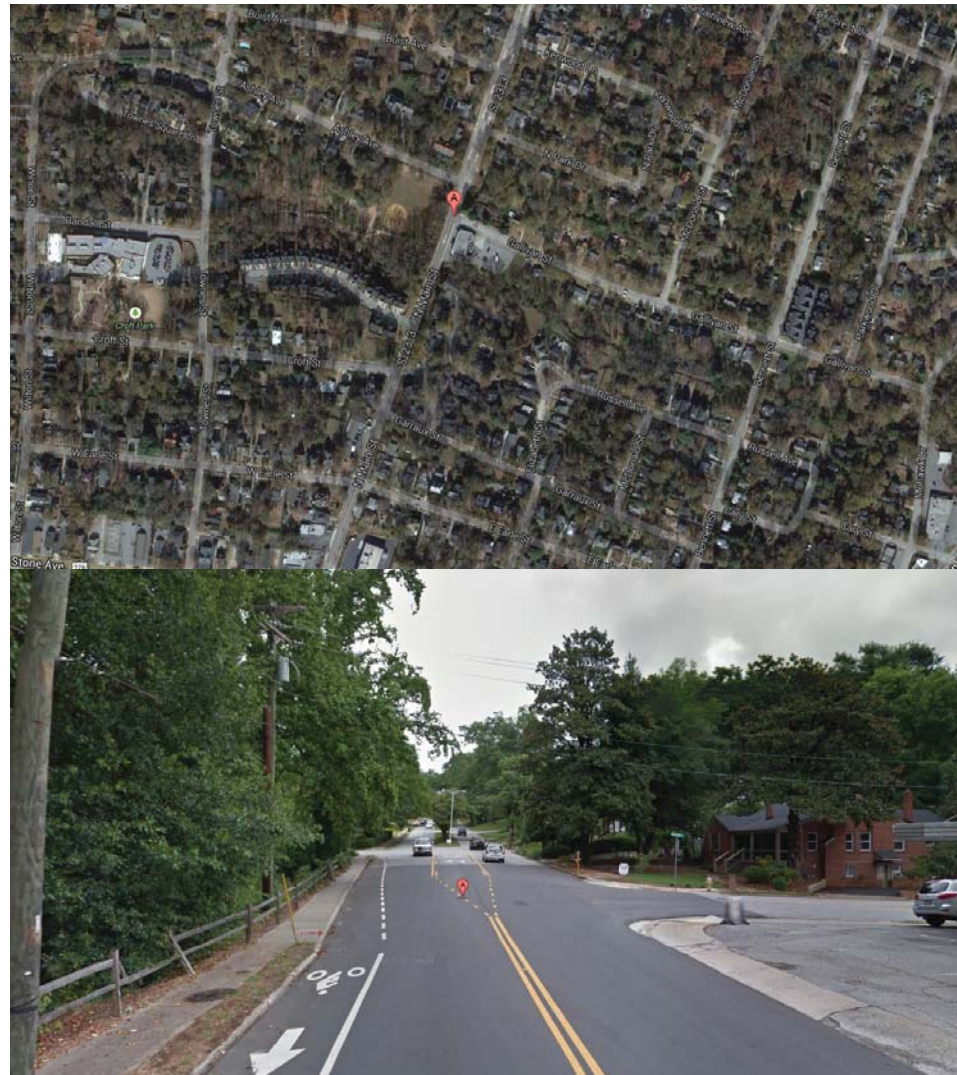
"Sidewalk would connect 6 neighborhoods to 3 schools (Woodland, Riverside MS & Riverside HS)"

-online survey comment



20. Intersection: North Main Street and Gallivan Street:

- Project would provide intersection improvements at this heavily used crossing with limited sight distance
- Improvements would allow for safer access to Stone Academy, and Rotary Park on North Main Street.
- Stone Academy has a Safe Routes to School Travel Plan in place, which was completed in 2012.

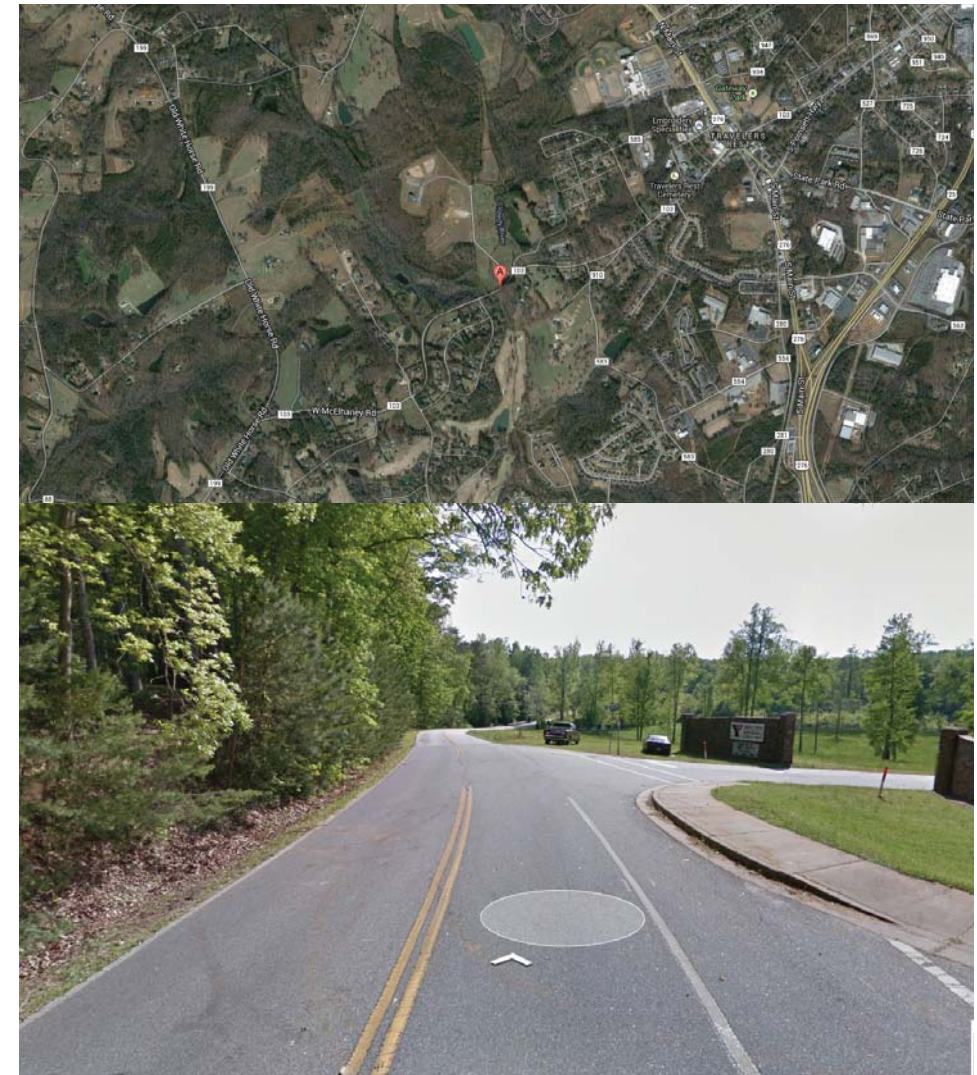


"For students/families crossing from Gallivan into Rotary Park there is no crosswalk, no lights, nothing to stop auto traffic. Very dangerous."

-online survey comment

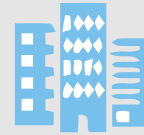
21. McElhaney Road

- Project would provide a sidewalk from the YMCA near Havenwood Lane to Foot Hills Rd., which would provide better access to the surrounding residential areas. Also, this would link the residents to the retail on Main Street in downtown Travelers Rest.



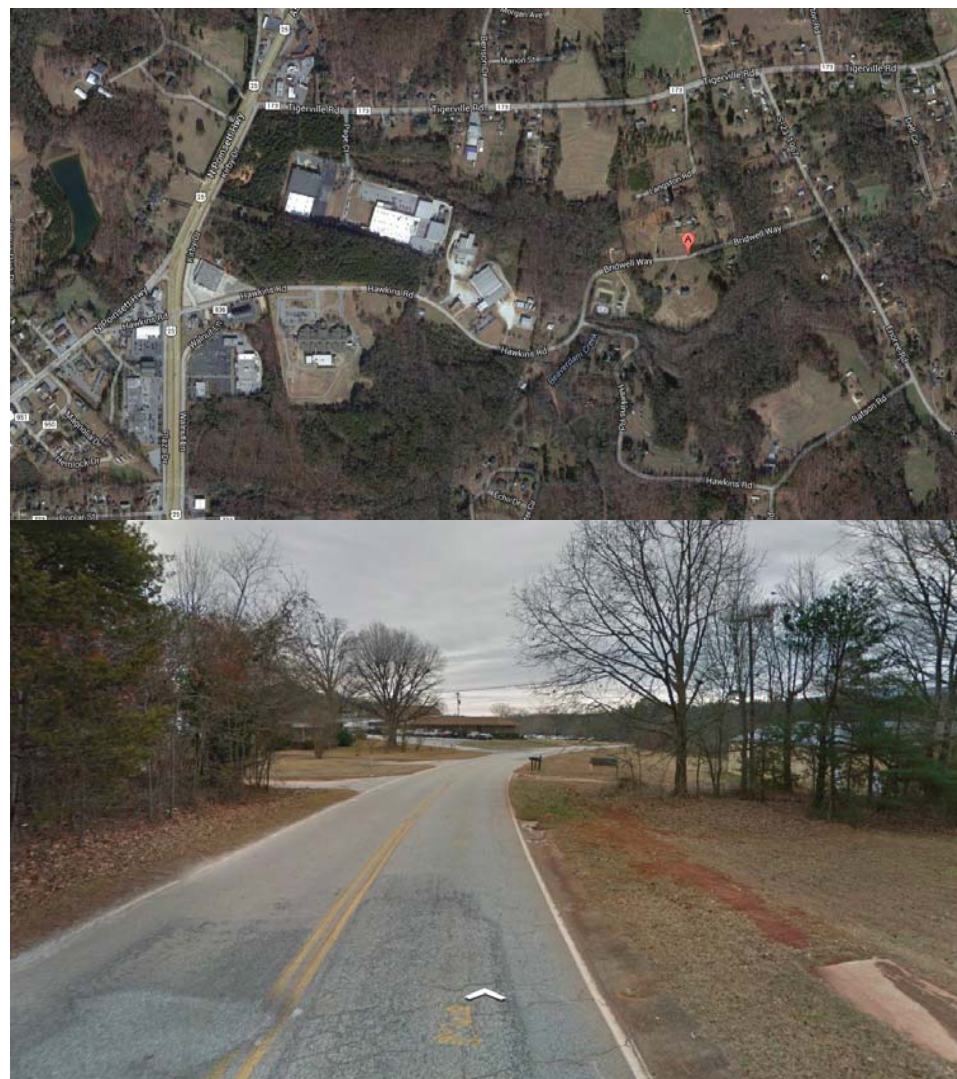
"Need a bike and running lane and sidewalk along McElhaney Rd as this road is very dangerous with absolutely no shoulder. A bike lane/sidewalk would link many communities to the local YMCA and to the existing sidewalk leading into the town of Travelers Rest and the Swamp Rabbit Trail. Many people in the community would be able to use this sidewalk."

-online survey comment



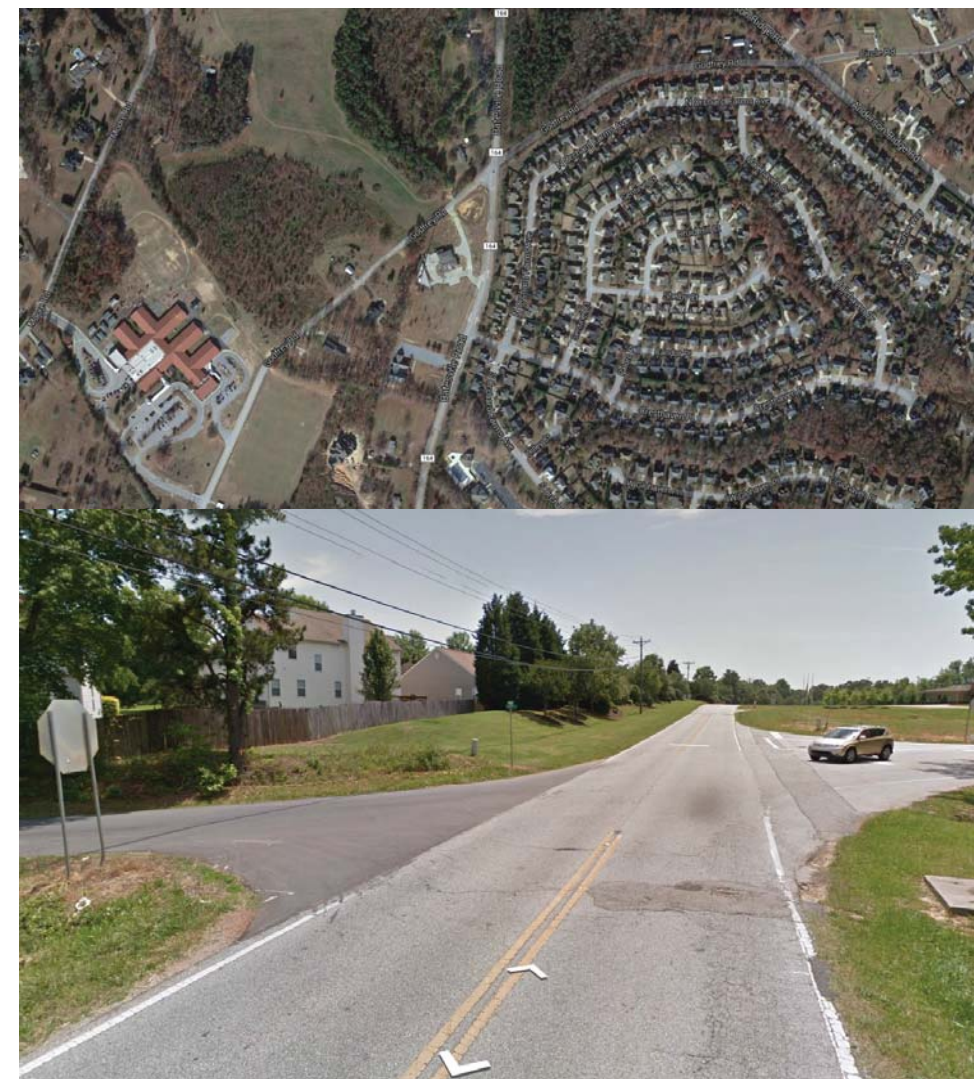
22. Hawkins Road/Bridwell Way:

- Project would provide sidewalks from Walnut Lane (US 25) to Enoree Road to create safer route to Gateway Elementary School, as well as retail businesses and major employers along US 25.



23. Intersection: Godfrey Road and Batesville Road

- Project would include sidewalks extending from this intersection to provide safer access from surrounding residential areas to Oakview Elementary School.



"Many children live close to the school but are unable to walk due to no sidewalks and crossing guards."

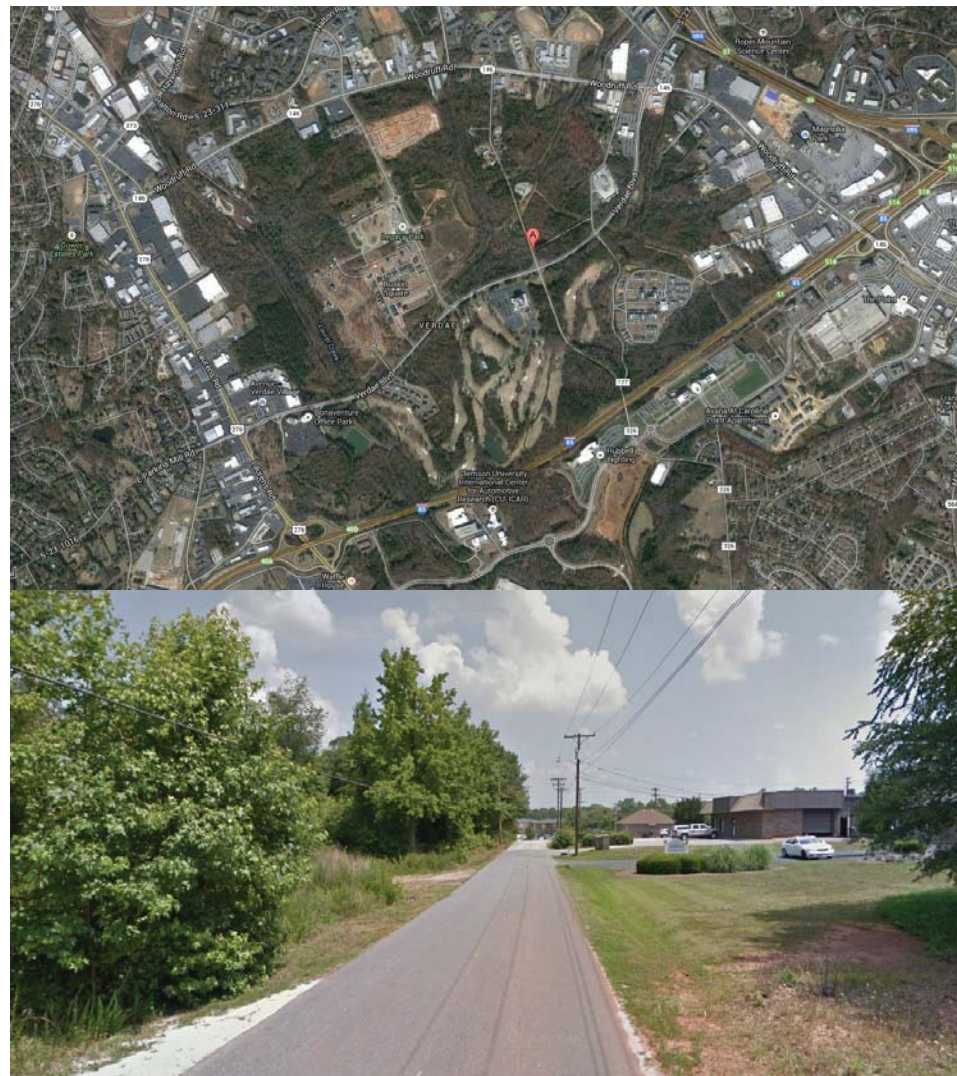
"Lots of new communities along this road. A community should NOT be allowed to be erected w/o sidewalks. Let folks enjoy this horse farm area safely. No place for people to walk."

-online survey comments



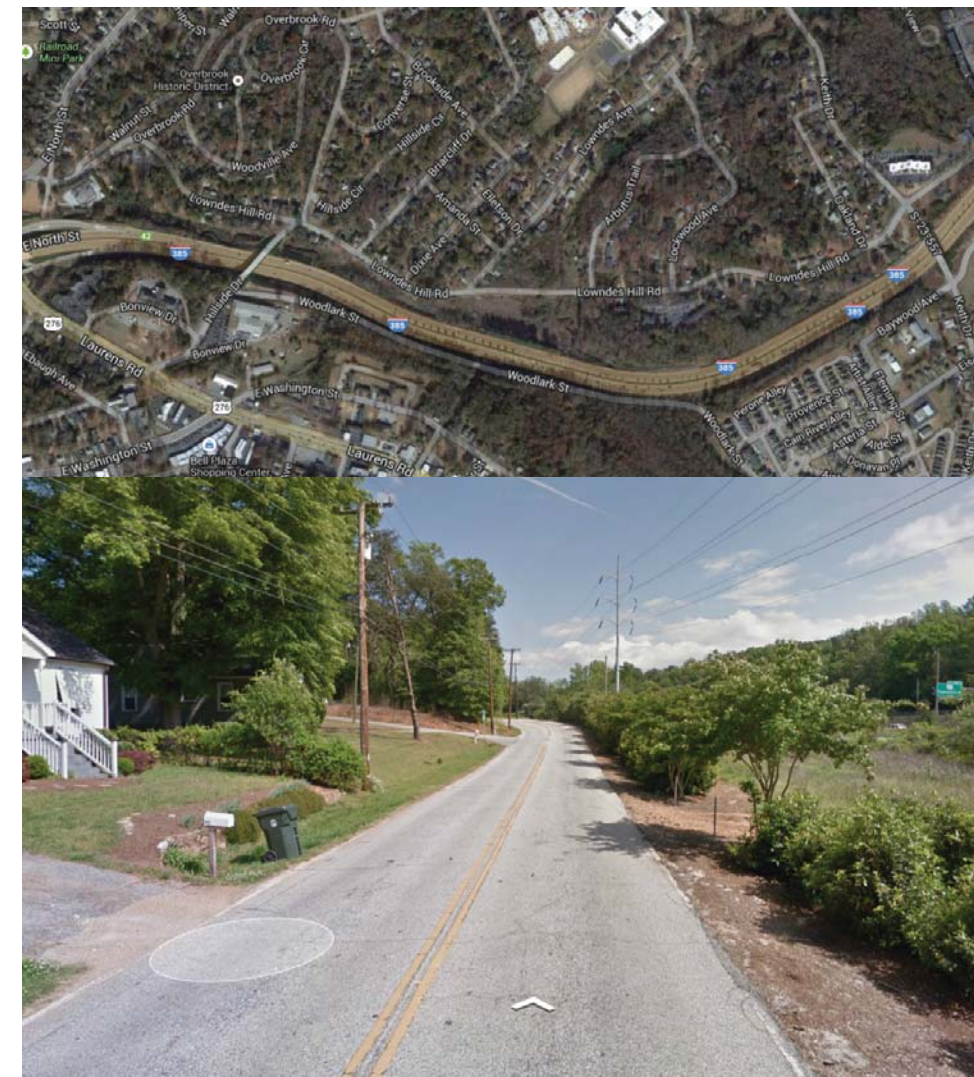
24. Salters Road:

- Project would provide sidewalks along Salters Road from Woodruff Road to Verdae Boulevard, and would include intersection improvements at Woodruff Road
- Project would allow for safer access to Beck Middle School, Haywood Mall, Fluor, and a number of retail businesses along Woodruff Road
- Project would tie in with sidewalks and bicycle lanes to be added on the segment of Salters Road extending from Verdae Boulevard to Millennium Parkway, which is programmed into the GPATS Transportation Improvement Program, 2014-19.
- Sidewalks would connect to the Greenville County Economic Development Corporation (GCEDC) corridor area, which may include multimodal options in the future.



25. Lowndes Hill Road:

- Project would include sidewalks from East North Street to Oakland Drive, providing safer access to East North Street Academy and Greenville Middle School.
- East North Street Academy was awarded a Safe Routes to School Travel Plan in 2013.



"This is an area that is highly utilized by pedestrians, despite there being zero ped infrastructure and very little shoulder in most areas. Cars tend to drive rapidly, making it very unfriendly to pedestrians (most are residents of the surrounding neighborhoods who are using Lowndes Hill for transportation purposes, not recreation)."

"I drive and bike this often on my commute. People are always walking in the street to go shopping or to work."

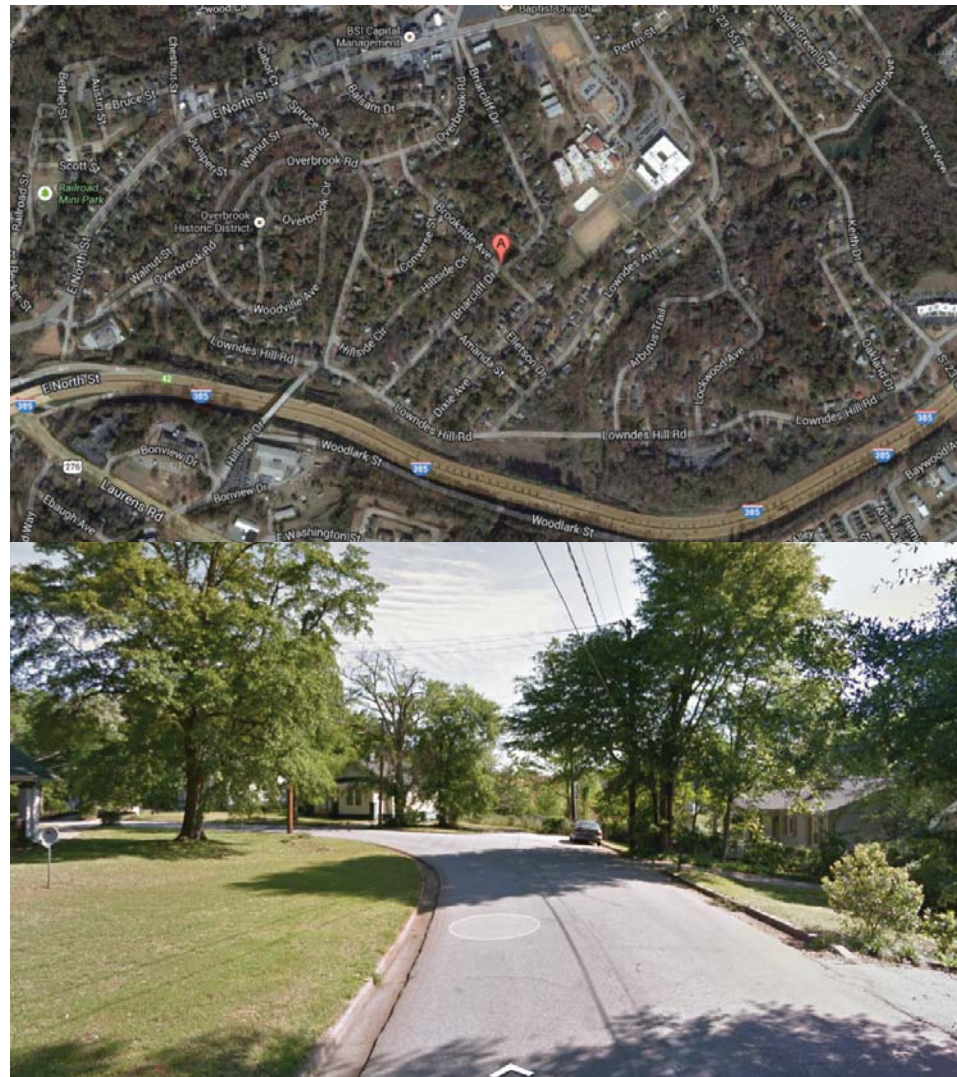
"This is a highly traveled road for pedestrians with no sidewalk or shoulder. With blind turns and high speeds there is a real need for a sidewalk."

-online survey comments



26. Briarcliffe Road:

- Project would include sidewalks from Brookside Avenue to East North Street, allowing for safer access to East North Street Academy and Greenville Middle School from the surrounding residential areas.
- East North Street Academy was awarded a Safe Routes to School Travel Plan in 2013.



"Briarcliffe is a great Ped/Bike connector to get from E North to Laurens. But we need sidewalks to be completed along the rest of the way. Sharrows could be used and/or bike trail signage. This would also provide a safer route to the two schools on E North for Overbrook area children (who are increasing in numbers rapidly as the population of OB continues to get younger and younger.)"

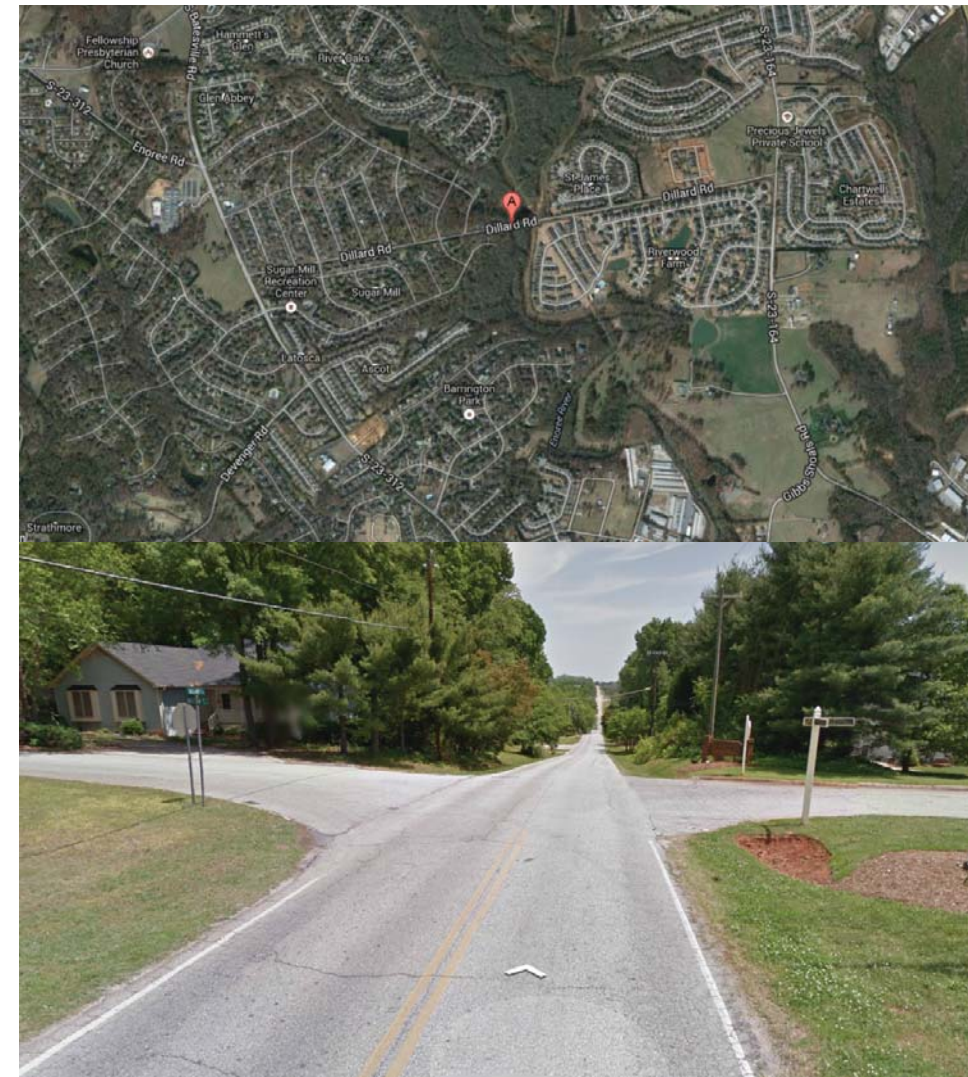
"2 blocks of Briarcliffe currently have sidewalks on both sides of the street. This request would link E North Street to Lowndes Hill via sidewalk. A rear entrance to Greenville Middle and E North Street Academy is also present on this route and is used by children in the Overbrook area who walk to school. This would assist in providing a safer route for them as well as nearly linking E North all the way to Laurens Road via sidewalk."

-online survey comments



27. Dillard Road:

- Sidewalks would be built along Dillard Road from South Batesville Road to Gibbs Shoals Road, creating connections to Woodland Elementary School, Riverside Middle School, and Riverside High School.



"Dillard Rd already has a lot of pedestrian & bike traffic due to the 5 neighborhoods on Dillard (Sugar Mill, Canebrake, Riverwood Farms, St James Place, & now GreyStone). The terrain is hilly with many blind spots & shoulder is nonexistent. 3 schools within in walking distance but too dangerous for kids to walk or bike to school. Both S. Batesville & Gibb Shoals have either sidewalks or ample shoulder space to use as a bike lane."

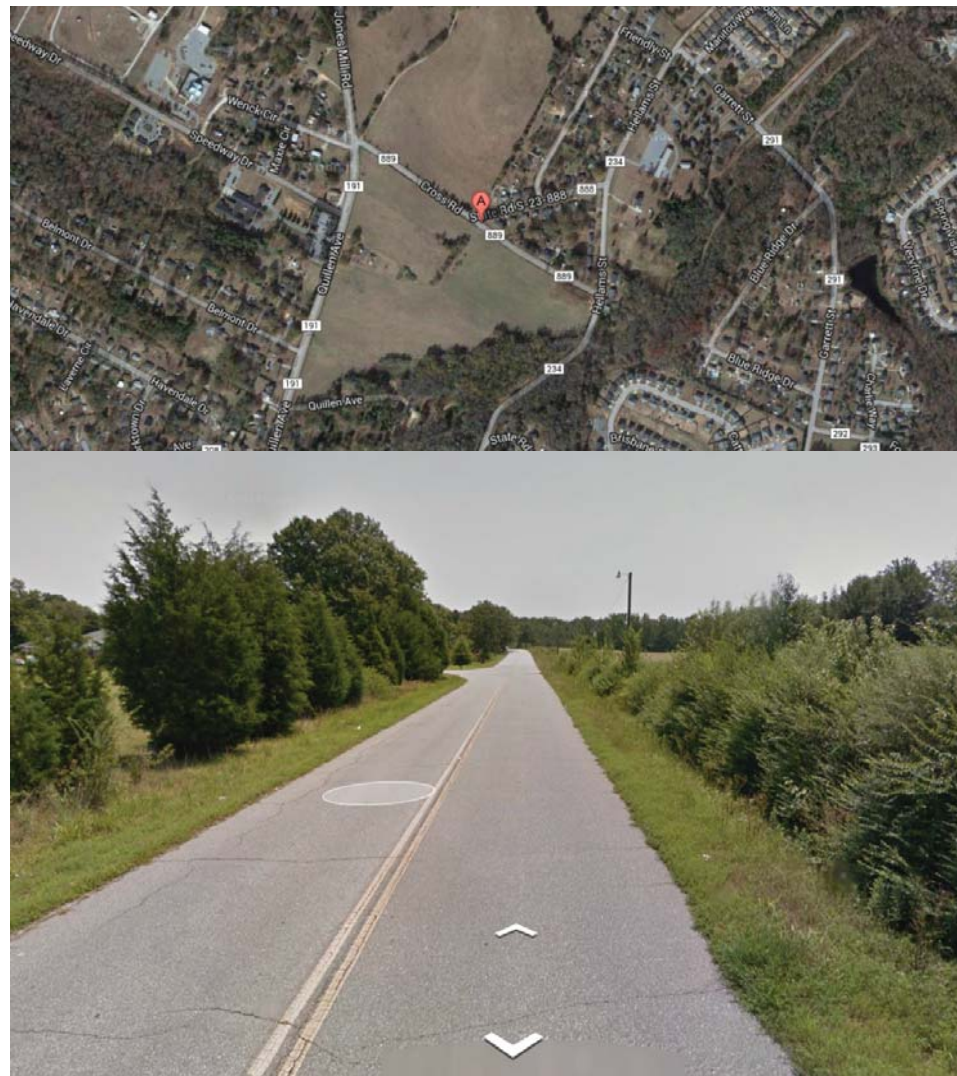
"Lots of bike activity here already. Somewhat dangerous given traffic and limited visibility over hills."

-online survey comments



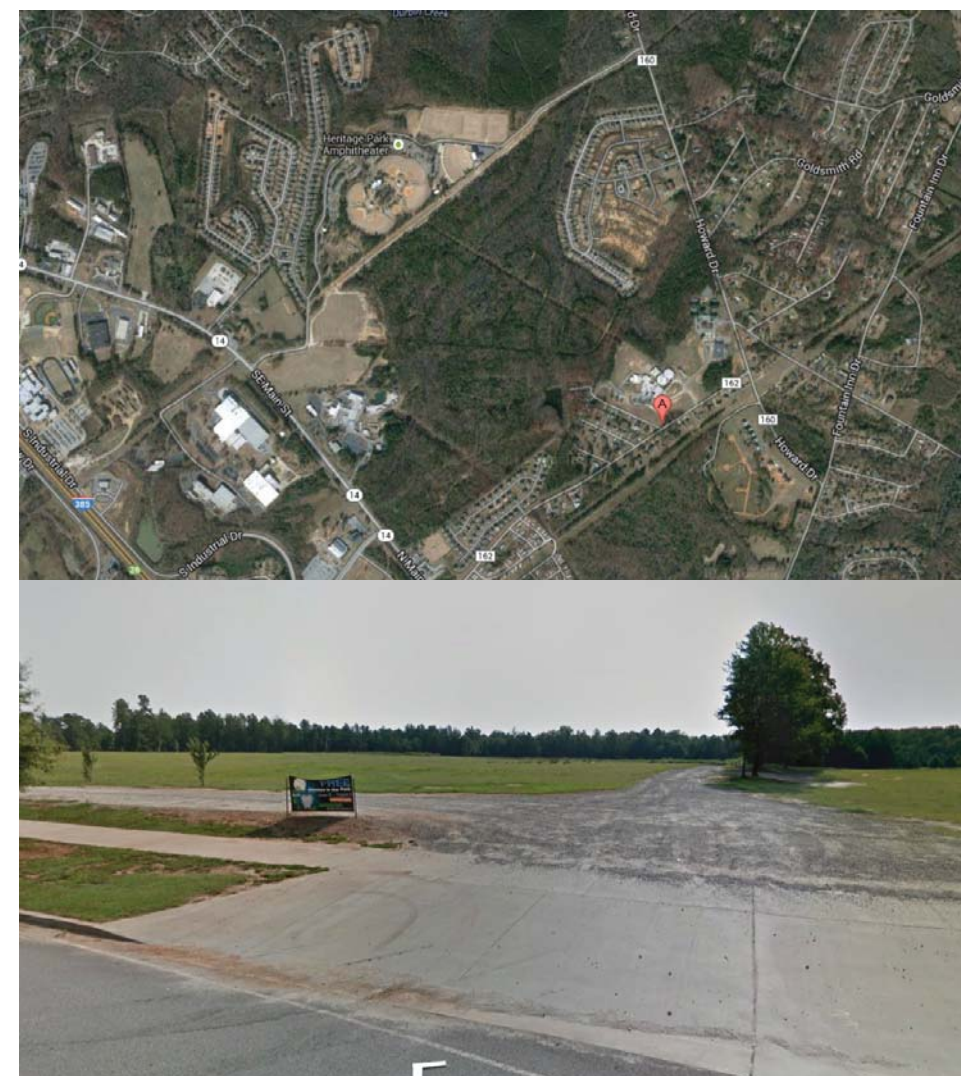
28. Cross Road:

- Sidewalks would be built along Cross Rd. from Quillen Avenue to Hellams Street, including intersection improvements at Quillen Avenue.
- These improvements would continue a connection from the surrounding residential areas to the future site of Fountain Inn High School.



29. Multipurpose path from Bryson Elementary School to Heritage Park:

- Project would provide multimodal, off-street greenway connecting residential areas to Bryson Elementary School, as well as facilities and activities at Heritage Park.
- Bryson Elementary School was awarded a Safe Routes to School Travel Plan in 2013.



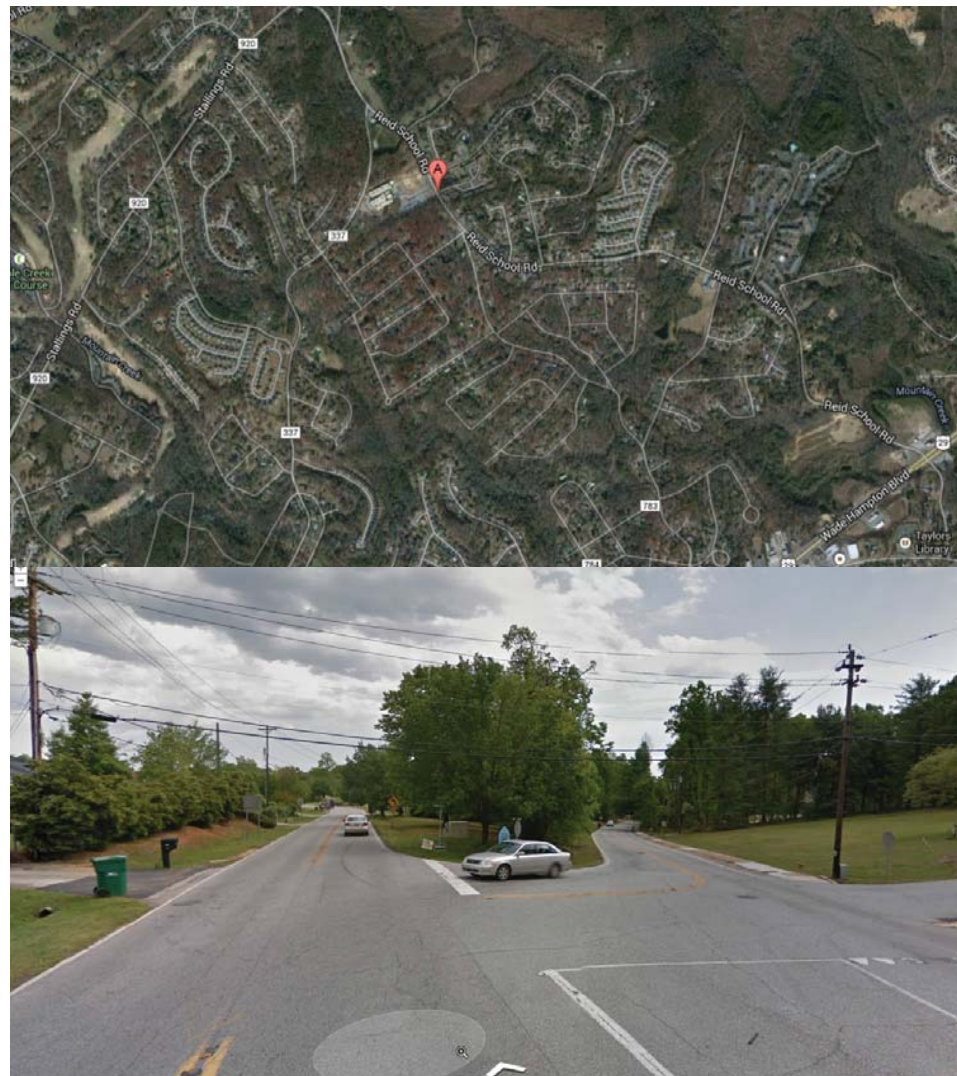
"Existing power lines mean the area is already clear. It would provide an alternate route for students, easing car line congestion and promoting exercise."

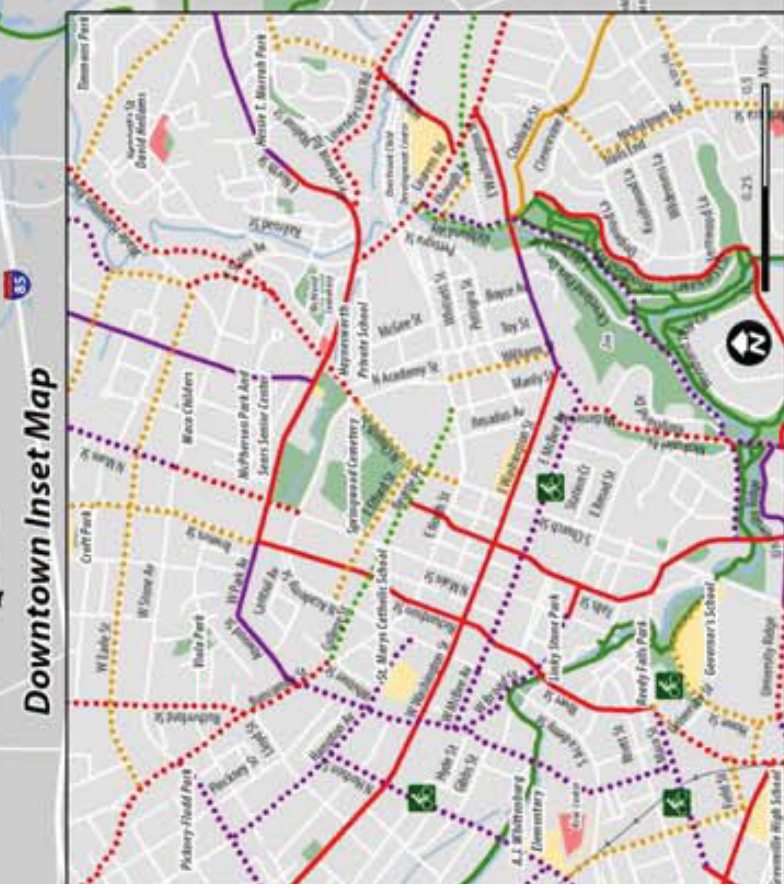
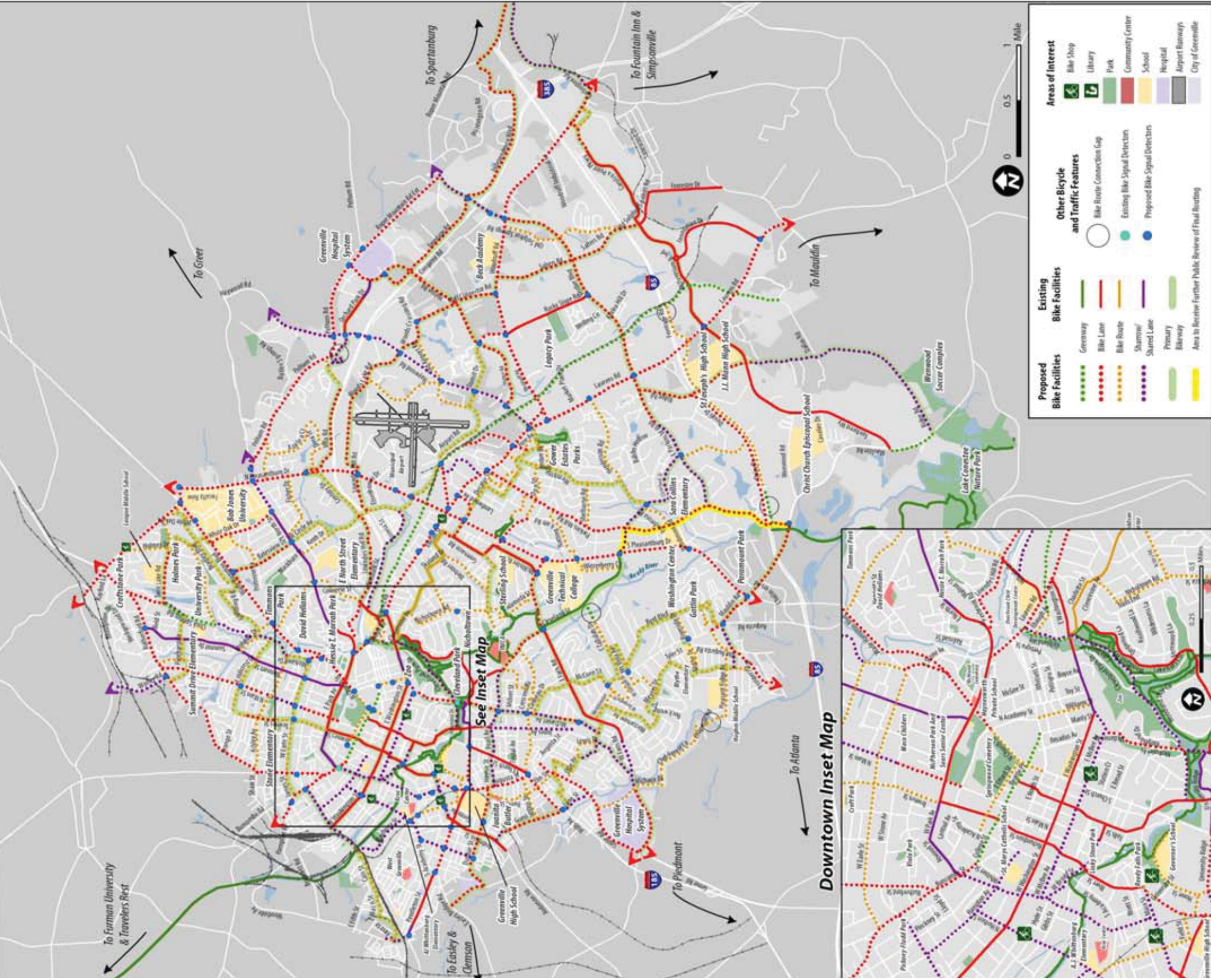
-online survey comment



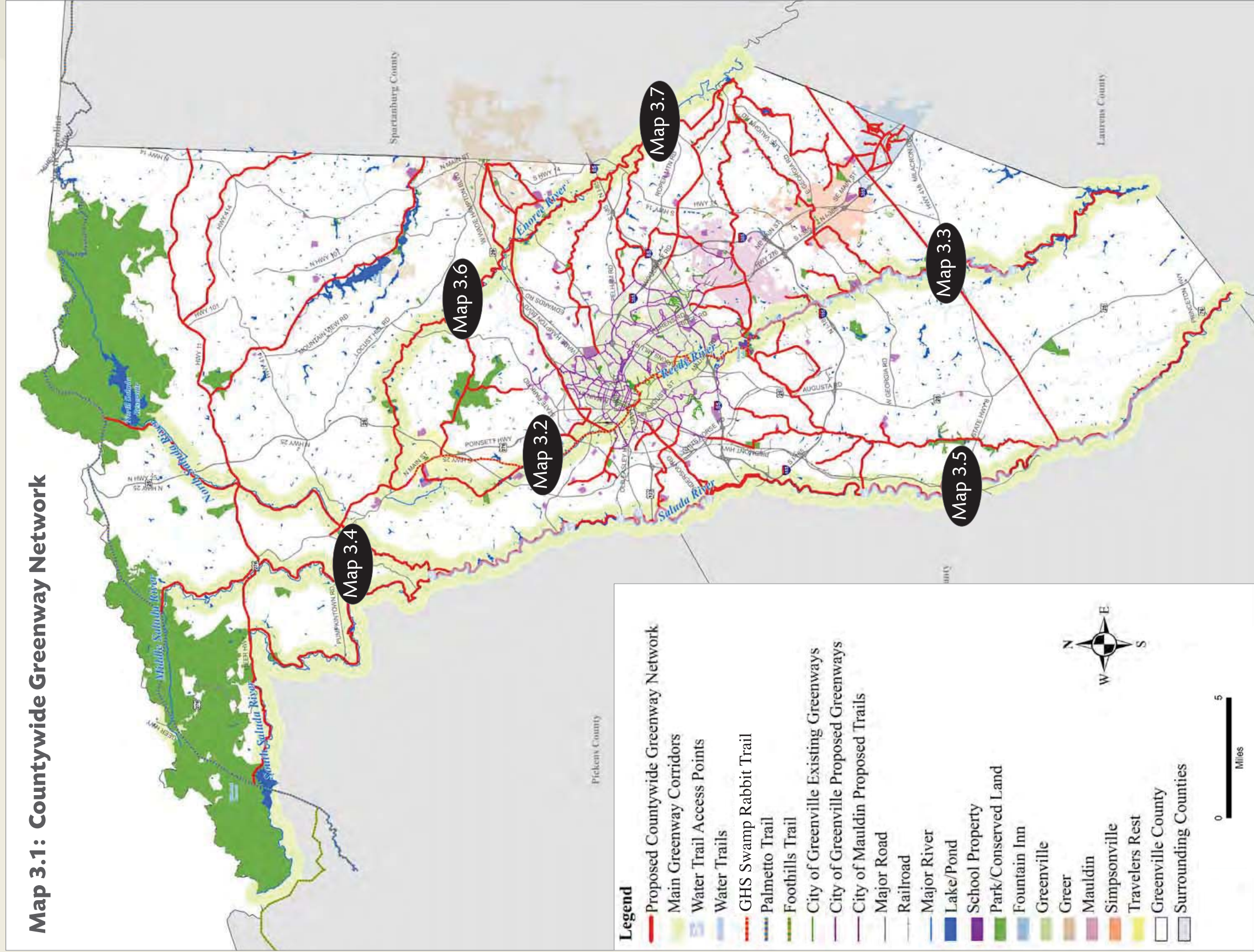
30. *Reid School Road:*

- Project would construct sidewalks along Reid School Road between Edwards Mill Road and Center Road, to connect to existing sidewalks.
- Pedestrian intersection improvements would be made at the intersection of Reid School Road and Edwards Mill Road.
- This project would provide a safer route to Taylors Elementary School from the surrounding neighborhoods.





Map 3.1: Countywide Greenway Network





Map 6.3 Sidewalks and Greenways

Mauldin Greenways

- Existing
- Proposed

Regional Greenways

- Existing
- Proposed

Waterbodies and Wetlands

Streams

Streets

Existing Sidewalks

Proposed Sidewalks

Mauldin Parks

Other Parks

Mauldin Planning Area

Mauldin City Limits

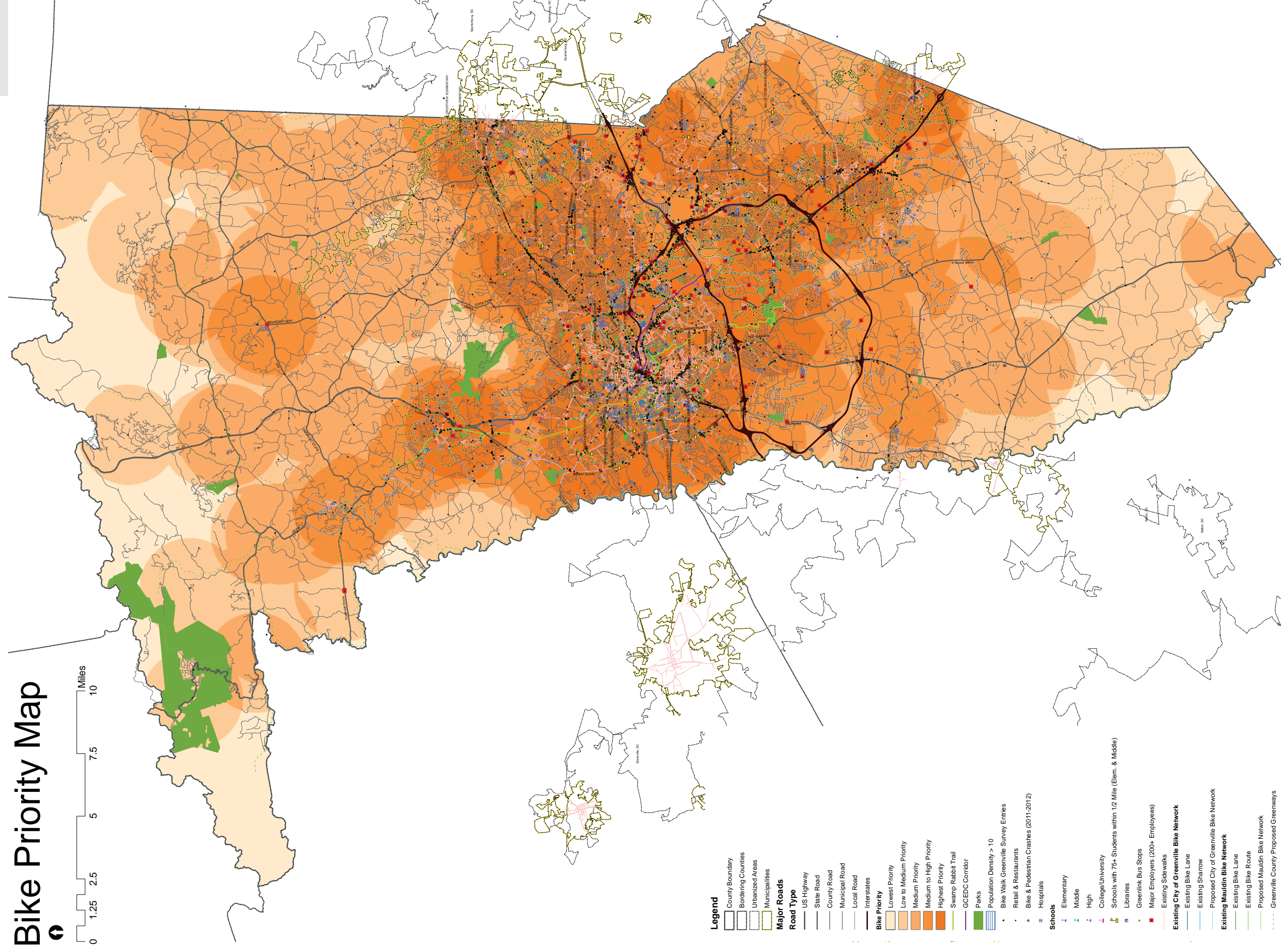


0 0.3 0.6 1.2 1.8
Miles

Data Source(s): Greenville County SC GIS
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Category Number	General Category	Ranking Points
1	Provide Bike Walk Connectivity to Schools	3
2	Provide Bike Walk Connectivity to Schools (Elem. & Middle) that have 75+ students within 1/2 Mile	5
3	Provide Bike Walk Connectivity to Swamp Rabbit Trail	3
	includes GCEDC Corridor that will be developed as SRT	
4	Provide Bike Walk Connectivity to Parks and other Recreation Facilities	1
5	Provide Bike Walk Connectivity to Shopping, Restaurants	3
6	Provide Bike Walk Connectivity to Places of Employment	4
7	Provides Bike Walk Connectivity to GTA Buses	2
8	Provide Intersection Improvements to allow Pedestrians to Safely Cross Major Roads	3
9	Proximity to Pedestrian and Bicycle Crash Locations	1
10	Geographical Density of the Area	4

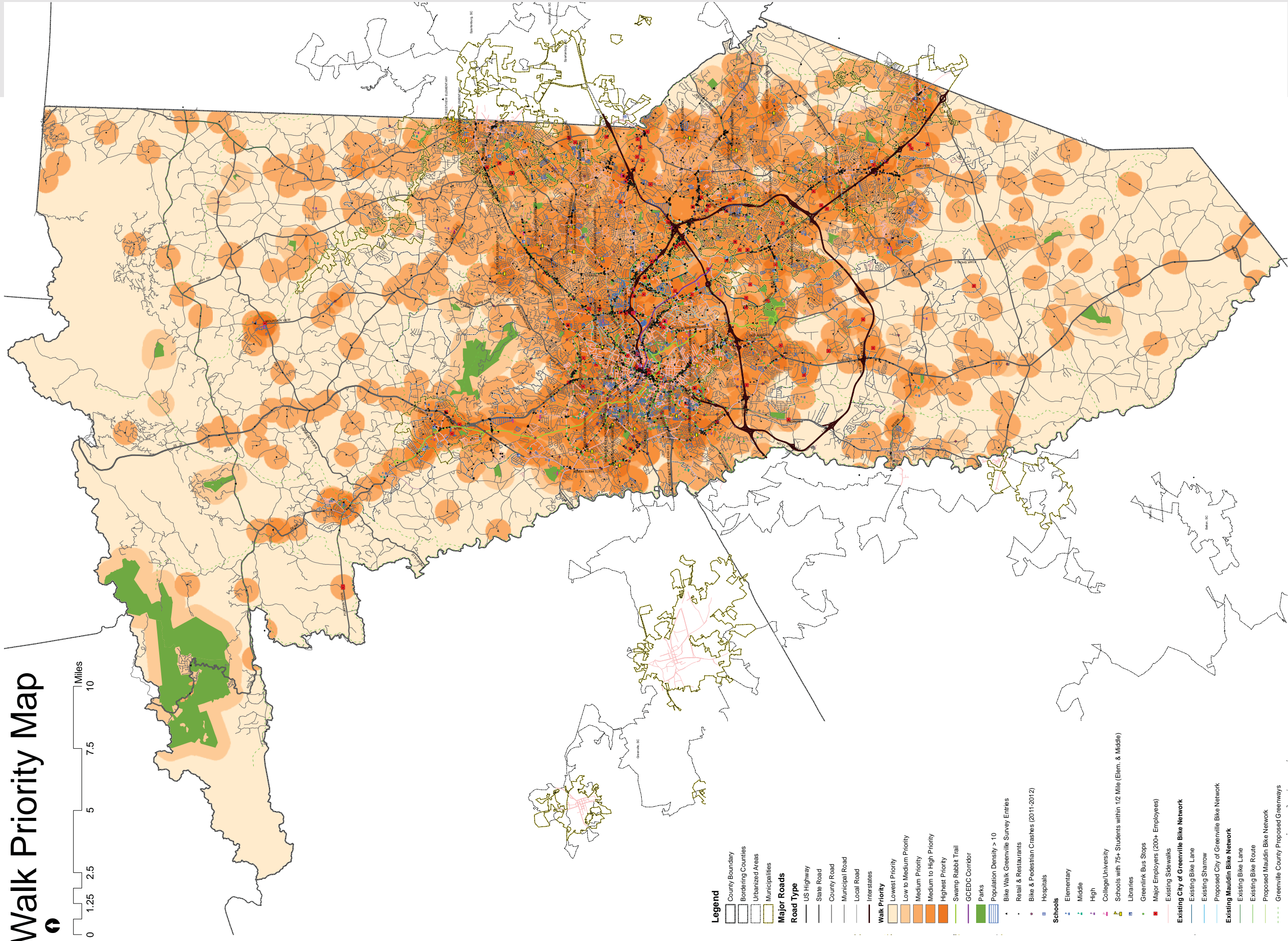
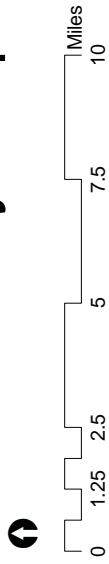
Bike Priority Map



Legend

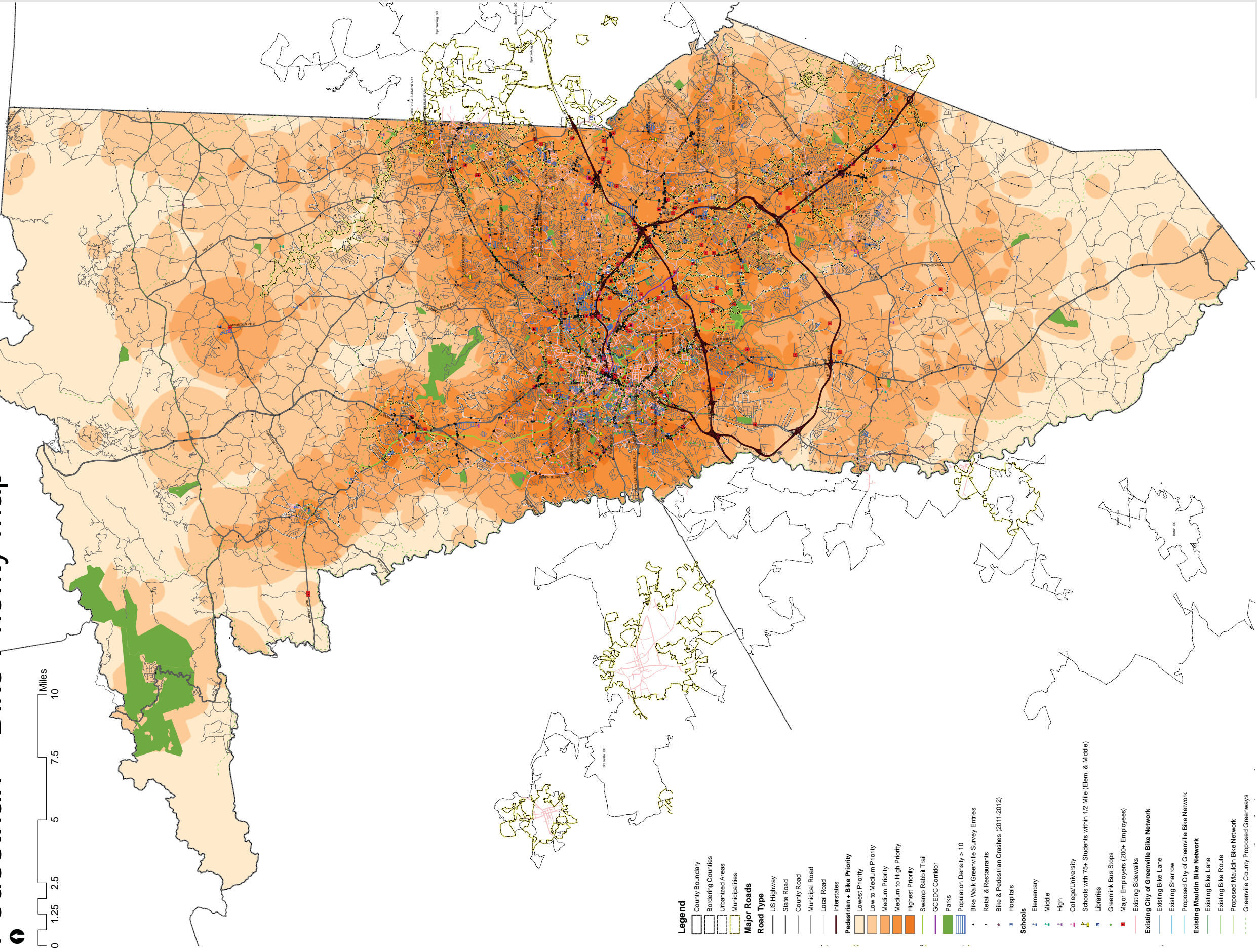
- County Boundary
- Bordering Counties
- Urbanized Areas
- Municipalities
- Major Roads**
- Road Type**
- US Highway
- State Road
- County Road
- Municipal Road
- Local Road
- Interstates
- Bike Priority**
- Lowest Priority
- Low to Medium Priority
- Medium Priority
- Medium to High Priority
- Highest Priority
- Swamp Rabbit Trail
- GCEDC Corridor
- Parks
- Population Density > 10
- Bike Walk Greenville Survey Entries
- Retail & Restaurants
- Bike & Pedestrian Crashes (2011-2012)
- Hospitals
- Schools**
- Elementary
- Middle
- High
- College/University
- Schools with 75+ Students within 1/2 Mile (Elem. & Middle)
- Libraries
- Greenlink Bus Stops
- Major Employers (200+ Employees)
- Existing Sidewalks
- Existing City of Greenville Bike Network**
- Existing Bike Lane
- Existing Sharrow
- Proposed City of Greenville Bike Network
- Existing Maulin Bike Network**
- Existing Bike Lane
- Existing Bike Route
- Proposed Mauldin Bike Network
- Greenville County Proposed Greenways

Walk Priority Map



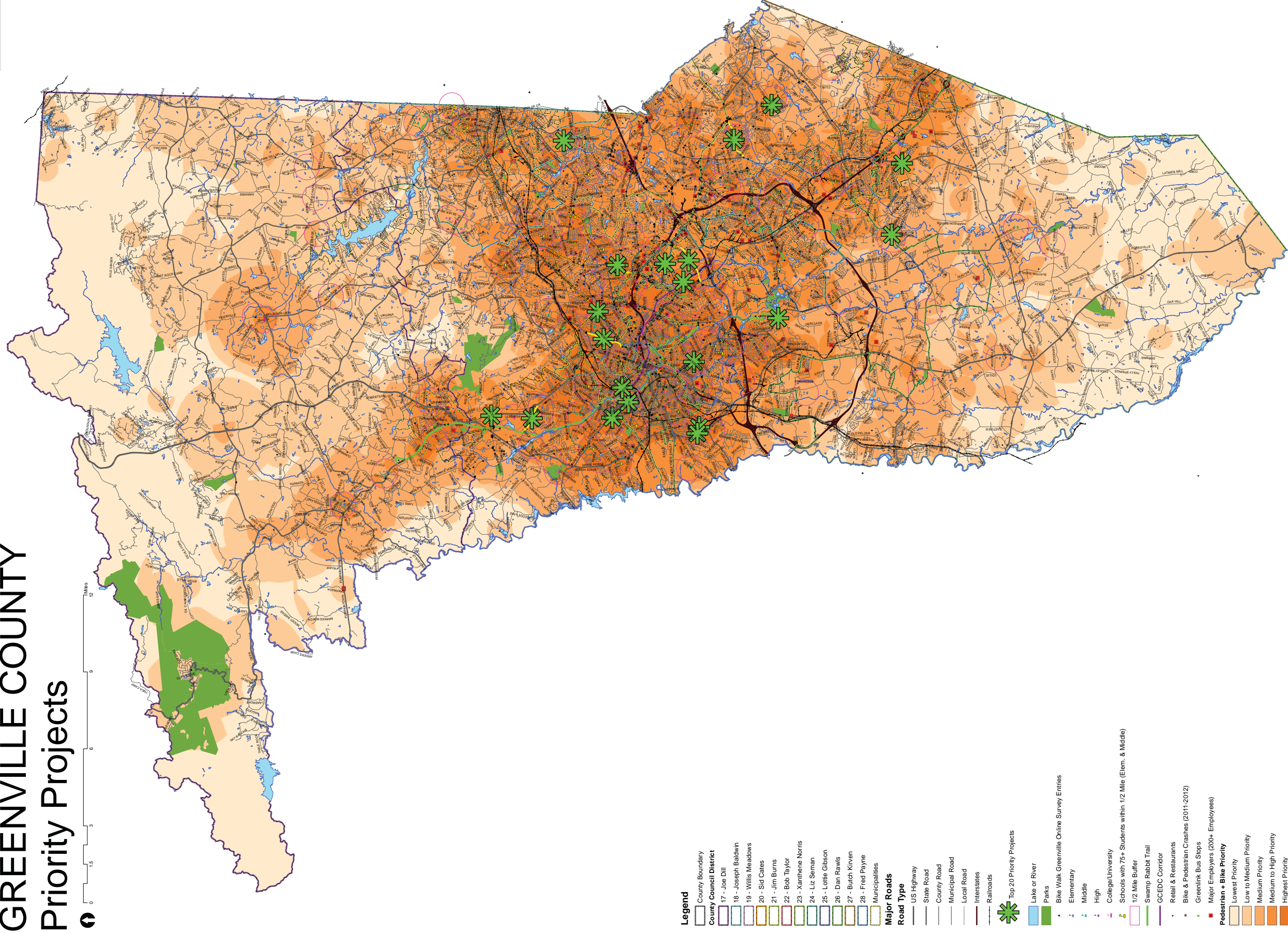
- Legend**
- County Boundary
 - Bordering Counties
 - Urbanized Areas
 - Municipalities
 - Major Roads**
 - Road Type**
 - US Highway
 - State Road
 - County Road
 - Municipal Road
 - Local Road
 - Interstates
 - Walk Priority**
 - Lowest Priority
 - Low to Medium Priority
 - Medium Priority
 - Medium to High Priority
 - Highest Priority
 - Swamp Rabbit Trail
 - GCEDC Corridor
 - Parks
 - Population Density > 10
 - Bike Walk Greenville Survey Entries
 - Retail & Restaurants
 - Bike & Pedestrian Crashes (2011-2012)
 - Hospitals
 - Schools**
 - Elementary
 - Middle
 - High
 - College/University
 - Schools with 75+ Students within 1/2 Mile (Elem. & Middle)
 - Libraries
 - Greenlink Bus Stops
 - Major Employers (200+ Employees)
 - Existing City of Greenville Bike Network**
 - Existing Sidewalks
 - Existing Bike Lane
 - Existing Sharrow
 - Proposed City of Greenville Bike Network
 - Existing Maudlin Bike Network**
 - Existing Bike Lane
 - Existing Bike Route
 - Proposed Maudlin Bike Network
 - Greenville County Proposed Greenways

Pedestrian + Bike Priority Map



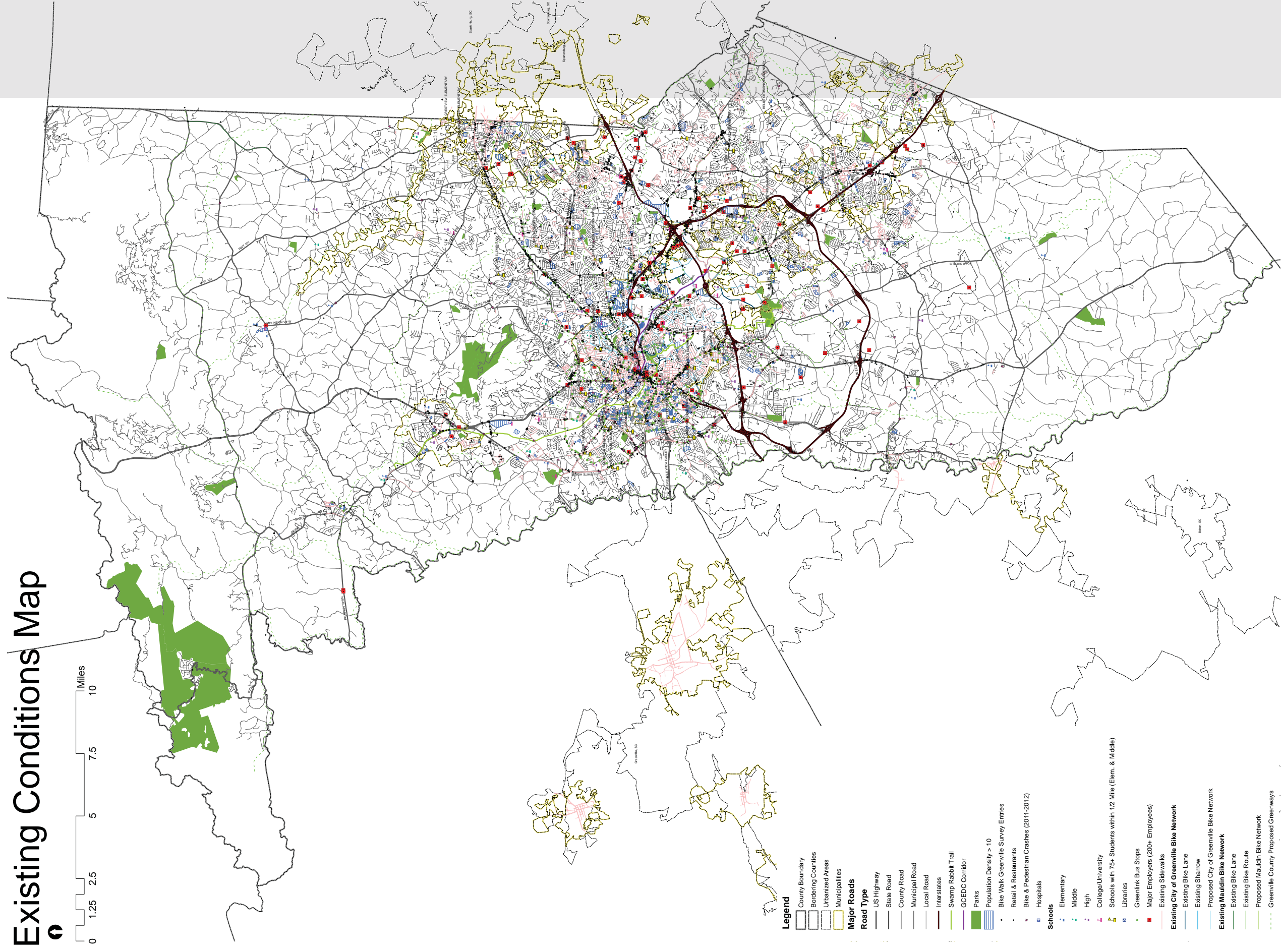
GREENVILLE COUNTY

Priority Projects



- Legend**
- County Boundary
 - County Council District
 - 17 - Joe Dill
 - 18 - Joseph Baldwin
 - 19 - Willis Meadows
 - 20 - Sid Cates
 - 21 - Jim Burns
 - 22 - Bob Taylor
 - 23 - Xanthene Norris
 - 24 - Liz Seaman
 - 25 - Lottie Gibson
 - 26 - Dan Rawls
 - 27 - Burch Kirven
 - 28 - Fred Payne
 - Municipalities
 - Road Type**
 - US Highway
 - Slate Road
 - County Road
 - Municipal Road
 - Local Road
 - Interstates
 - Railroads
 - Top 20 Priority Projects**
 - Lake or River
 - Parks
 - Bike Walk Greenville Online Survey Entries
 - Elementary
 - Middle
 - High
 - College/University
 - Schools with 75+ Students within 1/2 Mile (Elem. & Middle)
 - 1/2 Mile Buffer
 - Swamp Rabbit Trail
 - GCEDC Corridor
 - Retail & Restaurants
 - Bike & Pedestrian Crashes (2011-2012)
 - Greenlink Bus Stops
 - Major Employers (200+ Employees)
 - Pedestrian + Bike Priority**
 - Lowest Priority
 - Low to Medium Priority
 - Medium Priority
 - Medium to High Priority
 - Highest Priority

Existing Conditions Map



- Legend**
- County Boundary
 - Bordering Counties
 - Urbanized Areas
 - Municipalities
 - Major Roads**
 - Road Type**
 - US Highway
 - State Road
 - County Road
 - Municipal Road
 - Local Road
 - Interstates
 - Swamp Rabbit Trail
 - GCEDC Corridor
 - Parks
 - Population Density > 10
 - Bike Walk Greenville Survey Entries
 - Retail & Restaurants
 - Bike & Pedestrian Crashes (2011-2012)
 - Hospitals
 - Schools**
 - Elementary
 - Middle
 - High
 - College/University
 - Schools with 75+ Students within 1/2 Mile (Elem. & Middle)
 - Libraries
 - Greenlink Bus Stops
 - Major Employers (200+ Employees)
 - Existing Sidewalks
 - Existing City of Greenville Bike Network**
 - Existing Bike Lane
 - Existing Bike Route
 - Existing Sharrow
 - Proposed City of Greenville Bike Network
 - Existing Mauldin Bike Network**
 - Existing Bike Lane
 - Existing Bike Route
 - Proposed Mauldin Bike Network
 - Greenville County Proposed Greenways

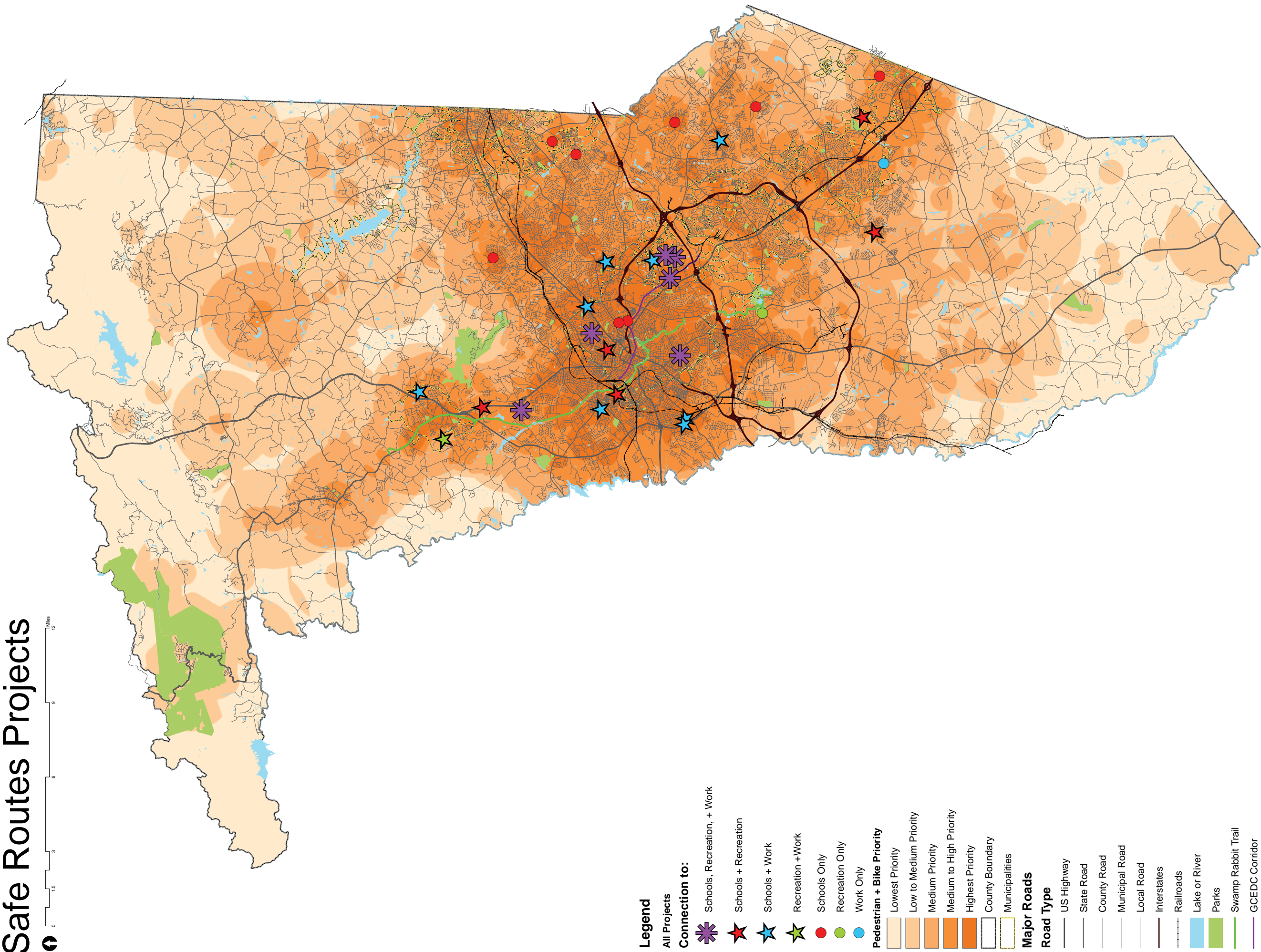
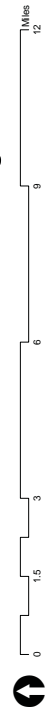
Detailed Project List

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

#	Project Info			Connection to...				Existing	Location	
ID	Road Name	Termini/Intersection	Type	School	Parks + Tourism	Work/Business	Transit	Plan	District	City/County
1	Monaview Street	Hwy 253 to Marion Rd. + Intersection	Sidewalks	Monaview Elementary School		Retail on Cedar Lane Rd. + Bus Stops	Yes	SRTS	Meadows	Greenville
2	Duncan Chapel Road	Swamp Rabbit Trail (SRT) to Publix Shopping Center	Sidewalks + Bike Lanes	Duncan Chapel Elementary School + Furman University	SRT	Publix Shopping Center	Yes	SRTS	Meadows	County
3	Roe Ford Road @ Hwy 276	Intersection- Biking Improvements	Bike Lanes/Intersection Improvements	Furman University	Connect SRT to Paris Mountain State Park				Meadows/Cates	County
4	E. Bramlett Rd.	SRT to E. Parker Rd.	Sidewalks	Monaview Elementary School	SRT			SRTS	Norris	Greenville
5	E. Welcome Rd.	Springfield Ave. to Anderson Rd.	Sidewalks	Welcome Elementary School		Bus Routes + Retail on White Horse Rd.	Yes	SRTS	Gibson	County
6	S. Welcome Rd. @ White Horse Rd.	Intersection Improvements	Intersection Improvements	Welcome Elementary School		Bus Routes + Retail on White Horse Rd.	Yes	SRTS	Gibson	County
7	W. Faris Rd.	Augusta Rd. to Aberdeen Rd.	Bridge: Pedestrian Improvements + Pedestrian Crossing Improvements on Faris	Augusta Circle Elementary School	SRT Connection to Rest of Faris	Greenville Health System	Yes	Bike Master Plan; SRTS	Seman	Greenville
8	Verdae Blvd.	Woodruff Rd. to Laurens Rd.	Sidewalks + Bike Lanes	Fisher Middle School + Beck Middle School	Future GCEDC Corridor	ICAR, Retail on Woodruff/Laurens Rds., Bus Stops	Yes	Bike Master Plan	Seman	Greenville
9	Mall Connector Rd.	Halton Rd. to Woodruff Rd.	Sidewalks + Bike Lanes	Beck Middle School		Haywood Mall, Fluor, Retail on Woodruff Rd.	Yes		Seman	Greenville
10	Chick Springs Rd./ Mohawk Rd.	Rutherford Rd. to Gallivan St.	Sidewalks (Bike Lane or shoulder if possible)	Summit Elementary School	Community Pool	Retail/Bus Stops on Wade Hampton Blvd./Rutherford Rd.	Yes	Bike Master Plan	Taylor	Greenville
11	Wade Hampton Blvd. @ Pleasantburg Dr.	Intersection Improvements/Possible Realignment	Pedestrian Crossing Improvements/Refuge Islands	Bob Jones University, League Academy, Lake Forest Elementary School		Retail/Work on Wade HamptonBlvd./ Pleasantburg Dr.	Yes		Cates/Taylor	Greenville
12	Haywood Rd.	E. North St. to Pelham Rd.	Wide Sidewalks/Multi-Use Path	Mitchell Rd. Elementary School		Retail/Work on Haywood Rd.	Yes		Taylor	Greenville
13	Fork Shoals Rd. @ White Horse Road Ext.	Intersection Improvements	Pedestrian + Bike		SRT/Conestee Nature Park				Gibson	County
14	Trail Underpass @ W. Georgia Rd.	Trail Underpass	Pedestrian + Bike Trail Underpass	Greenville Technical College w/ Charter High School	Neighborhood Trails				Baldwin/Payne	County
15	Fairview Rd. @ Harrison Bridge Rd. + Fairview Rd.	Intersection Improvements and Harrison Bridge Rd. to Fairview Lake Way	Pedestrian Crossing Improvements/ Sidewalk Connection along Fairview			Retail/Work on Fairview Rd.			Baldwin	County
16	Greenville County Econ. Dev. Corp. (GCEDC) Corridor	Forrester Rd. to Pleasantburg Dr.	Multi-Modal Off-Street Pathway/Greenway	Fisher Middle School	Multi-modal Greenway	ICAR Campus/Pleasantburg Dr. Retail/Work	Yes		Seman/Norris	Greenville
17	Five Forks Rd. (Incl. Intersection)	Woodruff Rd. to Hwy 14 (Intersection @ 14)	Sidewalks + Intersection Improvements	Monarch Elementary School		Retail/Work on Woodruff Rd. + Hwy. 14		L RTP	Payne/Kirven	County
18	Jonesville Rd.	Rockland Dr. to Scuffletown Rd.	Sidewalks	Bells Crossing Elementary School					Kirven	County
19	Gibbs Shoals Rd.	Suber Rd. to Existing Sidewalks	Sidewalks	Riverside High/Riverside Middle/Woodland Elementary Schools					Baldwin/Burns	Greer/County
20	North Main St./Gallivan St.	North Main St. + Gallivan St. Intersection	Pedestrian Intersection Improvements	Stone Academy	Rotary Park			SRTS 2012	Taylor	Greenville
21	McElhaney Rd.	Havenwood Lane to Foot Hills Rd.	Sidwalk from YMCA to Foot Hills Rd.		YMCA/SRT Connection	Retail on Main St.			Dill	Travelers Rest
22	Hawkins Rd./Bridwell Way	Walnut St. to SC-23/Enoree Rd.	Sidewalks	Gateway Elementary School		Retail/Work on Walnut St.			Dill	Travelers Rest
23	Godfrey Rd./Batesville Rd. Intersection	Roper Mountain Rd. to Batesville Rd. Intersection	Sidewalks	Oakview Elementary School					Burns	County
24	Salters Rd (Incl. Intersection @ Woodruff Rd.)	Verdae Blvd. to Woodruff Rd	Sidewalks + Bike Lanes	Beck Middle School	Connection to Future GCEDC Corridor	Haywood Mall, Fluor, Retail on Woodruff Rd.	Yes		Seman	Greenville
25	Lowndes Hill Rd.	E. North St. to Oakland Dr.	Sidewalks	E. North St. Academy + Greenville Middle School			Yes	SRTS	Norris	Greenville
26	Briarcliffe Dr.	Brookside Ave. to E. North St.	Sidewalks	E. North St. Academy + Greenville Middle School			Yes	SRTS	Norris	Greenville
27	Dillard Rd.	S. Batesville Rd. to Gibbs Shoals Rd.	Sidewalks	Riverside High/Riverside Middle/Woodland Elementary Schools					Burns/Baldwin	Greer/County
28	Cross Rd.	Quillen Ave. to Hellams St. (Incl. Intersection @ Quillen Ave.)	Sidewalks + Pedestrian Intersection Improvements	Fountain Inn High School					Kirven	Fountain Inn
29	Multi-Use Path	Bryson Elementary School to Heritage Park	Multi-Modal Off-Street Pathway/Greenway	Bryson Elementary School	Heritage Park			SRTS	Kirven	Simpsonville
30	Reid School Rd.	Edwards Mill Rd. to Center Rd.	Sidewalks- Connect to existing and Pedestrian Intersection improvements @ Edwards Mill Rd.	Taylors Elementary School					Cates	County

GREENVILLE COUNTY

Safe Routes Projects



- Legend**
- All Projects**
- Connection to:**
- Schools, Recreation, + Work
 - Schools + Recreation
 - Schools + Work
 - Recreation +Work
 - Schools Only
 - Recreation Only
 - Work Only
- Pedestrian + Bike Priority**
- Lowest Priority
 - Low to Medium Priority
 - Medium Priority
 - Medium to High Priority
 - Highest Priority
 - County Boundary
 - Municipalities
- Major Roads**
- Road Type**
- US Highway
 - State Road
 - County Road
 - Municipal Road
 - Local Road
 - Interstates
 - Railroads
 - Lake or River
 - Parks
 - Swamp Rabbit Trail
 - GCEDC Corridor

Supplemental Project List

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

***These supplemental projects were not fully developed to the detail that the 31 Priority Project List was developed.*

#	Project Info			Connection to...		
ID	Road Name	Termini/Intersection	Type	School	Parks + Tourism	Work/Business
1	East Parker Road	Hwy 253 to Bramlett Road	Bike Lanes	Monaview Elementary + Berea Elementary Schools		
2	West Parker Road	Hwy 183 to Blue Ridge Road	Bike Lanes	Berea Elementary School		
3	Edwards Road	Richbourg Road to Howell Road	Sidewalks + Sharrows	Lake Forest Elementary School		
4	Edwards Road	Pleasantburg Drive to Richbourg Road	Bike Lanes + Sidewalks	Lake Forest Elementary School		
5	Feaster Road					
6	Pendleton Street					
7	Stallings Road		Sidewalks + Trail Connection to Schools	Tanglewood Middle School		
8	Intersection: McAlister Road @ E. Faris Rd.	Intersection	Pedestrian Crossing Improvements to Intersection	Sterling School, Greenville Technical College	Swamp Rabbit Trail	Retail on Pleasantburg Dr.
9	Howell Road	E. North Street to Edwards Road	Sidewalks + Bike Lanes	Camperdown Academy		
10	Howard Drive		Sidewalks + Bike Lanes	Bryson Elementary School	Heritage Park	
11	Wade Hampton Blvd.	Stone Avenue to Pleasantburg Dr.	Sidewalk Improvements			
12	Cleveland Street	Southland Ave. to McDaniel Ave.	Sidewalks		YMCA/Swamp Rabbit Trail	
13	Summit Dr./Bennett Street	Rutherford Road to East Park Ave.	Bike Boulevard		McPherson Park	
14	Trade Street south of Cannon Ave (Greer)		Sidewalks			
15	Brushy Creek Road to Century Park (Greer)		Sidewalks		Century Park	
16	Fowler Circle	Mauldin Road to Sunset Park	Sidewalks on one side			
17	Multiple Roads	Bethel Elementary School to Nearby Apartment Complexes	Sidewalks	Bethel Elementary School		
18	W. Faris Road	near Michaux Drive	Sidewalks and pedestrian improvements @ bridge			

Supplemental Project List (cont.)

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***These supplemental projects were not fully developed to the detail that the 31 Priority Project List was developed.*

19	Rocky Creek Road	parallel to Woodruff Road				
20	Multiple Roads	Gower Neighborhood to Sara Collins Elementary School		Sara Collins Elementary School		
21	Saluda Dam Road		Widen shoulder			
22	Harrison Bridge Road	Neighborhoods to Fairview Road				
23	Mountain View Rd.	Lake Robinson to North Greenville University	Bike Lanes or Wide outside lane			
24	Woodmont High School	Intersection Improvements	Pedestrian Signal, Bicycle Loop	Woodmont High School		
25	Bryson Drive	Main Street to Howard Drive	Sidewalks	Bryson Elementary School		
26	Poinsett Road (Greer)	Main Street to Morrow Street	Bike Lanes + Sidewalks			
27	Main Street (Greer)	Poinsett Road				
28	Chandler Elementary School	Neighborhoods to Chandler Elementary School	Sidewalks	Chandler Elementary School		
29	Gap Creek Road	Greer High and Middle Schools to City Parks	Greenway Connection	Greer High and Middle Schools		
30	Country Club Road	Greer High and Middle Schools to City Parks	Greenway Connection	Greer High and Middle Schools		
31	Suber Road					
32	Henderson Gap Road (Greer)	Hammett Bridge to Brushy Creek Rd.				
33	Miller Road (Mauldin)	Old Mill Rd. to Woodruff Road				
34	Ashmore Bridge Road					
35	Woodruff Road	Roper Mountain Road to Laurens Road	Wide Sidewalks			
36	Butler Road					
37	Greenbrier Road	Neighborhoods to Discovery Island and other trails	Sidewalks + Bike Lanes		Discovery Island	
38	Tanner Road					
39	Garlington Road					
40	Scuffletown Road			Bells Crossing Elementary School		

Supplemental Project List (cont.)

**The numbers to the left of the project names are not rankings and do not determine the timeline or importance of the projects or suggest any order of construction.*

***These supplemental projects were not fully developed to the detail that the 31 Priority Project List was developed.*

41	Georgia Road			Plane Elementary School		
42	Bridges Road					
43	East North Street	Haywood Road to Pleasantburg Dr.	Bike Lanes	East North Street Academy and Greenville Middle School		
44	Wade Hampton Blvd Crossings	Stone Avenue to Pleasantburg Dr.	Refuges/Signed Routes?			
45	Chick Springs Road Crossings	Mohawk Dr. to Rutherford Road	Pedestrian Crossings	Summit Elementary School and League Middle School	Community Pool	
46	Rail Crossings in Greer (Line Street/Trade Street)		Improved Pedestrian Intersection			
47	Blue Ridge Dr. @ Thomas Street		Improved Pedestrian Intersection	Monaview Elementary School		
48	Croft St. @ Townes St.		Improved Pedestrian Intersection	Stone Academy		
49	Pleasantburg Dr. Crossings		Improved Pedestrian Intersection	Bob Jones University		
50	Fairview Street Crossings		Improved Pedestrian Intersection	Fountain Inn Elementary School		
51	Trail to North Greenville University		Trail			
52	Bryson Meadows Subdivision Trail to Bryson Elementary School		Spur Trail	Bryson Elementary School		
53	Utility Easement Paralleling Lowndes Hill Road	Hillside Road to Keith Drive	Trail			
54	Utility Easement to Conestee Park	Conestee Park to Donaldson Center	Trail		Trails @ Donaldson Center/Conestee Park Connection	

Glossary

SRTS	Safe Routes to School
SRT	Swamp Rabbit Trail
GHS	Greenville Hospital System
GCEDC	Greenville County Economic Development Corporation
ICAR	International Center for Automotive Research
Active Transportation	a means of getting around that is powered by human energy, primarily walking and bicycling (http://www.partnership4at.org/why/what-is-active-transportation) (Rails-to-Trails Conservancy)
CEO's for Cities	a national nonprofit organization with an ongoing national network of cross-sector, cross-generation urban leaders focused on making cities more connected, innovative, and talented and investing in your city's distinctive assets (http://www.ceosforcities.org/about/)
LRTP	Long Range Transportation Plan
BMP	Bike Master Plan (City of Greenville)