

Appendix C. REVIEW OF PLANS, POLICIES, GUIDELINES, AND STANDARDS

Several related plans, policies, guidelines and standards helped guide the vision, development and recommendations of the Easley Pedestrian and Bicycle Master Plan. Relevant goals, policies, recommendations, design standards and guidelines from these documents have been evaluated, and in most cases, incorporated into this Plan to maintain consistency between past and future planning efforts.

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (2005)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was enacted in 2005. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in U.S. history. The two landmark bills that brought surface transportation into the 21st century – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) – shaped the highway program to meet the Nation’s changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

Manual on Uniform Traffic Control Devices (2003)

The Federal Highway Administration, with the active assistance from the National Committee on Uniform Traffic Control Devices, adopted the most recent Manual on Uniform Traffic Control Devices (MUTCD) in 2003. Pedestrian and bicycle provisions are located in several sections of the Manual. In general, the MUTCD provides directives for traffic control devices that are to be used as standards, including warrants and design of pedestrian and bicycle pavement markings, signs, and signals. Relevant sections include:

- Section 3B.17 Crosswalk Markings
- Section 4C.05 Warrant 4, Pedestrian Volume
- Section 4D.03 Provisions for Pedestrians

- Section 4E.03 Application of Pedestrian Signal Heads
- Section 4E.06 Accessible Pedestrian Signals
- Section 4E.09 Accessible Pedestrian Signal Detectors
- Section 9C.04 Markings for Bicycle Lanes

Americans with Disabilities Act (1990)

The Americans with Disabilities Act (ADA) prohibits State and local governments from discriminating against people with disabilities in all programs, services, and activities. Under the ADA, the U.S. Access Board has developed and continues to maintain design guidelines for accessible buildings and facilities known as the ADA Accessibility Guidelines (ADAAG). These guidelines were adopted by the U.S. Department of Transportation and published as the ADA Standards for Accessible Design and are enforceable under the ADA.

“The implementing regulations for Titles II and III of the ADA require curb ramps to be provided in all existing facilities and for new construction and alterations”²⁰ However, with the exception of curb ramps, accessibility standards have not yet been developed for sidewalks and trails.

Despite the current lack of enforceable standards, “public and private entities that design and construct sidewalks and trails are still obligated under ADA to make them accessible to and usable by people with disabilities. Until specific standards are adopted as part of ADAAG, some of the existing scoping and technical provisions for new construction and alterations can be applied to the design of pedestrian facilities, such as”²¹:

- Accessible Routes (ADAAG 4.3)
- Curb Ramps (ADAAG 4.7)
- Ramps (ADAAG 4.8)

In addition to maintaining the ADAAG, the U.S. Access Board has published draft public rights-of-way accessibility guidelines. While these guidelines have not been adopted into the ADAAG yet, the Access Board recommends that where ADA standards do not include applicable provisions, the November 23, 2005 draft *Public Rights-of-Way Accessibility Guidelines* be referenced as a best practices manual.²² The draft guidelines address the following:

- Pedestrian Access Route
- Alternate Circulation Path
- Curb Ramps and Blended Transitions
- Detectable Warning Surfaces
- Pedestrian Crossings
- Accessible Pedestrian Signals
- Street Furniture
- On-Street Parking
- Call Boxes

²⁰ Federal Highway Administration, U.S. Department of Transportation. “Designing Sidewalks and Trails for Access, Part I of II: Review of Existing Guidelines and Practices” Barbara McMillen, Program Manager; Beneficial Designs, Inc. Author. Clay Butler, Illustrations. September 2001. <http://www.fhwa.dot.gov/environment/sidewalk2/>

²¹ *ibid*

²² Available at <http://www.access-board.gov/prowac/draft.htm>

In an effort to highlight when ADAAG provisions apply to sidewalks and trails, and how to bridge the remaining gaps, the Federal Highway Administration released *Designing Sidewalks and Trails for Access* as a two-part guidebook – Part I: Review of Existing Guidelines and Practices and Part II: Best Practices Design Guide. Part I is a compilation of data, designs, and guidelines collected from literature reviews and site visits. Part II focuses on the design process and identifying best practices for designing sidewalks and trails for access by all users.

AASHTO Publications

The American Association of State Highway and Transportation Officials (AASHTO) has published two books: the 2004 *Guide for the Planning, Design, and Operation of Pedestrian Facilities* and the 1999 *Guide for the Development of Bicycle Facilities*. These publications are intended to provide guidance on the planning, design, and development of bicycle and pedestrian facilities to ensure safe accommodation for all modes of travel on public rights-of-way.

State of South Carolina

SCDOT Complete Streets Policy

In February 2003, the South Carolina Department of Transportation Commission approved a resolution affirming that bicycling and walking accommodations should be a routine part of the Department's planning, design, construction and operating activities, and will be included in the everyday operations of its transportation system.

City of Easley

Easley Comprehensive Plan

Easley's Comprehensive Plan includes several goals or implementation strategies that include – either directly or tangentially – have implications for bicycles and pedestrians.

- Central to the goals of the plan is the **redevelopment of the downtown area**. Such redevelopment could include making the downtown area bikeable and walkable. (Pg 26)
- The plan advocates a plan to mitigate the effects of stormwater runoff. Although it is mentioned later in a separate section, such mitigation **efforts could include greenways** within the city's floodplains. (Pg 34)
- Goal #2 of the 'community facilities' section (behind improving traffic flow and driving safety) is to **"Improve pedestrian and bicycle access."** This is the most straightforward reference to bikes/ped needs in the plan. (Pg 57)
- Similarly, Implementation Strategy M for Community Facilities states that **"Sidewalks shall be required on all new construction on all road frontages."** The plan further states that sidewalks must be a minimum of four feet wide and four inches thick, and will be required on only one side of the street in new subdivisions, and **recommends "greenspace" between the curb and sidewalk.**
- In the "Housing Section", Issue #2 makes recommendations for setting subdivision standards that "encourage good neighborhood design including standards to **improve amenities like recreation space, pedestrian and bike lanes.**" In addition Goal 2 states **"Make housing areas more conducive to bike and pedestrian traffic."** (pg 65).

- In the record of citizen participation forums for the city's master plan, **Sidewalks were second only to parks in needed improvements requested by citizens** (pg 106).
- Greenways are included in study circle recommendations, and it is requested that the city **“investigate the desirability of utilizing flood hazard areas for parkland and greenways**, and include a greenway plan as part of the [parks] master plan.

Aside from greenways within flood plains and the recommendation to obtain right of way access along Pope Field Rd from the County for the new recreation complex (JB Owens Park), no specific infrastructure recommendations include bicycle or pedestrian facilities.

Zoning Ordinance Review

In compliance with the South Carolina Comprehensive Planning Enabling Act of 1994, the City of Easley Zoning Ordinance was most recently adopted in 2004. The ordinance is available online at: http://cityofeasley.net/PaD_links.htm.

General Recommendation: Modify the local ordinances to promote walkable land development and to provide a balanced approach to both on and off-street bicycling, recreation and support facilities, including more detailed guidelines for bicycle parking and amenities at commercial and civic destinations. One of the most cost effective strategies that the City can implement is to create land use regulations that promote compact, walkable, mixed-use land development.

Individual sections of the Zoning Ordinance are reviewed as follows:

Article I: General and Supplementary Provisions

§1.5.12 STREET PLANTING STRIPS

In all front yards in the GR-1, GR-2, NC, GC, and PUD districts, “a planting strip not less than six (6) feet wide shall be provided along the right of way line on the property, which shall be planted and maintained in grass or other suitable ground cover with street trees or in shrub planting or as may be required in approval of the site plans.”

Recommendation: The preferred location of planting strip would be between the sidewalk and the curb in the right-of-way. This will provide a buffer for pedestrians and keeps driveway ramps out of the sidewalk area. A planting strip of eight (8) feet wide is preferred for planting shade trees, which can also increase pedestrian comfort.

Article II: Zoning Districts

The City of Easley has established ten (10) zoning districts that are governed by guidelines outlined within this section of the Zoning Ordinance. These districts and their locations make up the city's official Zoning Map, which is available online at: http://cityofeasley.net/PaD_links.htm.

General Zoning Districts

One-Family Residential Districts (R-10 and R-7.5):

These districts are intended to foster, preserve and protect areas of the community where the principal use of land is for detached, single-family dwellings and related support facilities.

The City of Easley has defined four (4) residential zoning districts, two for detached, single-family dwellings (R-10 and R-7.5), one for primarily mobile homes (GR-1), and one for multifamily dwellings (GR-2). The required minimum front setbacks for these districts create environments that do not provide pedestrians with the proximity to human activity and sense of security that provides or encourages a pleasant walking experience. Minimum front setbacks of up to forty (40) feet are too large to foster an environment that feels safe and is pedestrian in scale. Setbacks of 30-40 feet may be appropriate on higher speed collector and arterial roads, but is not necessary on most local streets.

Recommendation: Front setback requirements should be reduced to 10 or 15 feet, which will increase the usable space of the private backyard while increasing the pedestrian-friendliness of the street with front yards and porches closer to the sidewalk.

Office-Institutional District (OI):

As the Office-Institutional District serves as the transition between residential and other uses, often along major streets, providing an environment that is safe and inviting to pedestrians is important. Providing maximum front setbacks less than the current minimums of 30-40 feet will create a building envelope along the street that is pedestrian-friendly. Requiring parking to be set back from the roadway, preferably behind buildings and encouraging architectural elements that are of pedestrian-scale will also promote walking activities.

Recommendations: Reduce front yard setbacks by requiring by establishing maximum setbacks in place of minimum ones. Allowing and encouraging multifamily dwellings within the Office-Institutional (OI) District should be encouraged. As this district is located along major streets within Easley and often near residential areas, encouraging multifamily could provide seniors and others the option of living near established neighborhoods.

Neighborhood Commercial District (NC):

Neighborhood commercial districts should be located at intersections of primary roadways (collectors and arterials) and should include parcels along all four corners to indeed be considered a "district." Doing so will create a neighborhood destination and will provide a broader range of commercial uses to cater to neighborhoods, reducing the number of trips necessary by automobile. The minimum front setback for buildings within this district is not conducive to a walking and bicycling friendly environment. The current requirement is a thirty (30) foot setback along local roads and a forty (40) foot setback along collector roads.

Recommendations: Parcels located along major intersections within neighborhoods adjacent to or across from existing parcels zoned "Neighborhood Commercial District" should also carry that zoning designation, so as redevelopment occurs, true neighborhood commercial districts can be established that encourage more trips by bicycle or walking. Establishing maximum setbacks of 10-15 feet and allowing 0-foot front setbacks for commercial buildings with ground floor retail would create an environment accommodating to walking and bicycling activities.

General Commercial District (GC):

This district of general, commercial development is located along the City's major roadways, namely SC 93 and US 123. The minimum front setback is thirty (30) feet for local roads and forty (40) feet for collector roads and currently allows parking to be sited within the setback.

Recommendation: The development standards for this district are designed to facilitate automobile access. The City should limit the application of this district to locations where pedestrian access is expected to be minimal, such as away from concentrations of residential and pedestrian-oriented mixed-use development.

Core Commercial District (CC):

The Core Commercial District is confined to downtown Easley and allows for a concentration of commercial and business uses in a higher-density environment. This district best exemplifies pedestrian-friendly development, and as redevelopment of parcels occur, new development should be sited on lots that best encourage these activities.

Recommendation: Establish maximum setbacks of 0-10 feet for commercial and mixed use buildings to encourage redevelopment that maintains the rhythm of established building locations.

Medical District (MED):

The Medical District is located north of the core commercial district and is surrounded by residential uses, mostly single-family units. Because most hospitals and medical facilities have a need for a large number of parking spaces, locating parking in front of buildings can create an unpleasant and unsafe environment for pedestrian access. Reducing the minimum setback while encouraging parking lots to be located on the sides and rear of buildings would be an improvement for the pedestrian experience.

Recommendation: Reduce the front setback from 30-40 feet to twenty-five (25) feet and encourage parking to be located along the sides or rear of buildings.

Planned Unit Development District (PUD):

PUD districts are included on the Zoning Map after approval by the Planning Commission and City Council. Approval requires the submission of a site plan that includes the location of existing and proposed streets, utilities, stormwater, entrances and exits, lighting, and curb cuts. Also required in the site plan are the location and setbacks of proposed lots, height and character of buildings, number of dwelling units, and proposed landscaping.

Private streets are allowed within a PUD, so long as they meet the standards of the city's subdivision ordinance.

The minimum area requirement to establish a PUD is two (2) acres. This requirement restricts the potential for small scale infill and redevelopment. Any PUD abutting a residential or commercial district not separated by a street right-of-way is required to provide a buffer. Doing so makes sense in some instances but is likely not needed when the PUD is adjacent to a commercial district. Eliminating the buffer requirement can make uses easier to navigate between for pedestrians.

Recommendations: Consider allowing redevelopment of parcels less than one acre using this zoning district. Consider eliminating the buffer requirement between PUDs and commercial districts to encourage more compact, walkable development.

Overlay Districts

Easley has defined two different Overlay Districts for areas within the city limits: the Historic Design Overlay District and the Transitional Corridor Overlay District. Rules and requirements of the overlay district take precedence over the underlying general zoning category regulations. Both districts have good requirements for encouraging compact, pedestrian-friendly development.

Historic Downtown/TIF District Design Overlay

Historic Downtown/TIF District Design Overlay encourages redevelopment within the traditional city center. Encouraging redevelopment as a mix of activities within the downtown district is important as this area serves as the focal point of the entire Easley community. A general description of encouraged uses and design contains the following text:

"The downtown should provide higher-density, balanced growth of workplaces, commerce, and new homes at all income levels. The area should balance the needs of pedestrians and automobiles, while also facilitating the provision of regional public transit.

"Higher densities of residential development are encouraged. This area is supported by the continued development of a coherent street network constructed to support the traffic demands of both the auto and the pedestrian.

"Minimum parking requirements may be satisfied using on-street parking, shared rear-lot parking areas, or small scale parking lots adjacent to buildings."

Recommendations: An inventory of existing vehicle parking should be completed, followed by a review of parking requirements within the historic downtown district. It is possible the downtown district has ample parking already available, which could serve as an incentive to luring new businesses. Additional parking regulation recommendations are detailed below.

Transitional Corridor Overlay Districts

Three areas have been identified as Transitional Corridor Overlay Districts: Highway 8 South, Highway 93 South, and Highway 135 North. The description of the extent of each district is included in Section 2.6.13: Overlay Districts of the Zoning Ordinance. These areas have been identified as transitional areas between established neighborhoods and expanding commercial areas with designs to complement both types of uses. These district requirements provide a model for promoting walkable development in Easley. The following text addresses (potential) pedestrian and bicycle activities and is included in the description of these districts within the ordinance:

"Pedestrian-scaled mixed-use development are encouraged that compliment surrounding neighborhoods and are supported by existing and planned transportation networks constructed to support the traffic demands of both the auto and the pedestrian. The intent of this section is to facilitate mixed-use development that will provide convenient access, minimize traffic congestion, and reduce visual clutter along the transitional corridors in Easley.

"Generally, parking is permitted on the side or rear of the buildings only. Parking may be permitted in a courtyard area created by the articulation of the building (or buildings) around the lot. No parking space shall be closer to the street than the building. Parking may be satisfied using on-street parking or shared rear-lot parking areas."

Article III: Off-Street Parking and Loading

The zoning ordinances regulate additional aspects of land development, including off-street parking, landscaping, signage, and other development standards. Off-street parking is the most applicable regulation directly affecting bicycling.

Section 3.1: Off-Street Parking Requirements

The current off-street parking regulations only provide for automobile parking and do not take bicycle parking into consideration. Bicycle parking should be considered in all off-street parking situations and included in all commercial or overlay zoning districts. In addition, reducing motor vehicle parking requirements can provide space for bicycle parking, reduce the amount of impervious surfaces and encouraging residents to use biking or walking as modes of travel to reach destinations.

Recommendations: Bicycles should receive equal consideration when calculating parking needs with specific calculations provided for determining the amount of bicycle parking provided by district type. Design and location standards for bicycle parking should be clearly stated to provide for safe and convenient access to all commercial areas. Furthermore, different standards of bicycle parking are needed for short-term visitors and customers and for longer term users like employees, residents, and students. Sample text is provided below:

Multi-family residential uses shall provide bicycle parking at the rate of 1 bicycle parking space for each 20 motorized vehicle spaces but no more than 50 total bicycle parking spaces are required for any single development. Non-residential uses with an off-street parking requirement for motorized vehicles of at least 15 spaces and not more than 40 spaces shall provide a minimum of two (2) bicycle parking spaces. Non-residential uses with an off-street parking requirement greater than 40 spaces shall provide bicycle parking spaces equal to five (5) percent of the total number of spaces required up to 100 spaces.

Bicycle parking should be located in secure, visible areas, sheltered from rain if possible. Short term bicycle parking in the form of bike racks should be included as a routine element in streetscape design for all commercial, institutional and mixed-use streetscapes. Longer-term parking locations should provide bike lockers or other secured areas. All schools should provide secure bicycle parking for a minimum of ten (10) percent of the student / faculty population.

Additional standards for bicycle parking can be found in Bicycle Parking Guidelines available through the Association of Bicycle and Pedestrian Planners (www.apbp.org).

On a related note, the City's current motor vehicle parking requirements directly and negatively affect local walkability and bikeability. The current parking standards are based on limited data, provide little flexibility in terms of specific needs of a given use or development context, and are, in many cases, above national averages for parking needs. The result is overbuilt parking lots, which are a deterrent to pedestrian and bicycle access and more compact, walkable development. The City should consider a rewrite of its parking standards to include parking maximums instead of minimums, shared parking incentives, additional context-based parking requirements (uses in walkable areas such as downtown, would require less parking), and other measures to reduce the amount of land devoted to automobile storage.

Land Development Regulations

The City of Easley's Land Development Regulations Ordinance was adopted in 2002 and addresses the development of residential areas within the city limits. It outlines specifics for new development, including the installation of utilities. It also addresses such specifics important to the development of bicycle and pedestrian facilities as street lighting and sidewalk installation.

Section 4.3: Streets

Section 4.3 of the Development Regulations addresses circulation system design required for new streets within Easley. As currently written, the text lacks definitive connectivity standards that would promote alternate routes for emergency access, public service providers, and alternative routes for all users, included bicyclists and pedestrians. In addition, the wording that residential subdivisions "be designed to serve the needs of the neighborhood and to discourage use by through traffic" greatly limits the potential connectivity these roadways could provide to area destinations and limits route alternatives for

bicyclists and pedestrians. Cul-de-sacs in residential neighborhoods limit connectivity for all types of users, and ones of excessive length discourage pedestrian access.

Recommendations: Reword this section to ensure that alternative routes are provided to all modes to promote safety and connectivity, while reducing congestion and conflict points at key intersections. Also, reduce the maximum length of cul-de-sacs from 1800 feet to 250-300 feet.

The minimum right-of-way, lane, and pavement widths for different types of roadways are also addressed in this section. Lanes along local streets can be as narrow as nine (9) feet, although the Ordinance sets a ten (10) foot minimum, with a minimum pavement width of twenty-four (24) feet. The Ordinance requires collectors and arterials to have a minimum of eleven (11) foot lanes along a minimum twenty-eight (28) foot roadway without a turn lane. Lanes along these types of roadways can safely be reduced to ten (10) feet. Narrower lanes help facilitate slower motor vehicle speeds, which provides a safer roadway environment for motorists, cyclists, and walkers. Narrower local roadways are also less expensive for developers to build and for the City to maintain.

The National Association of Home Builders' (NAHB) Green Land Development states that collector streets can be as narrow as 20-22 feet without on-street parking with appropriate, design, speed, and expected volumes. In all instances, the inclusion of bicycle facilities (shared lanes, bicycle lanes, etc.), the context of development, and transportation intent of the roadway should play a role in the consideration of appropriate street width.

Recommendation: Amend minimum street width requirements based on development context and roadway intent to better serve roadway users of all types.

Section 4.14: Street Lighting

In Section 4.14 of the Development Regulations, street lighting is addressed, but does not include standards for pedestrian-scale lighting. In new development, the installation of pedestrian-scale lighting is important to providing a sense of safety and security. Although the requirement of lighting not to exceed twenty-five (25) feet is lower than many other jurisdictions, lighting illuminating the sidewalk and of a pedestrian scale should be required. Pedestrian-scale lighting should not exceed eighteen (18) feet in height over the sidewalk and should be located at key intersections or crossings and along preferred pedestrian routes. Pedestrian-scale lighting also enhances the illumination of bicycle facilities since the lighting is located closer to the sidewalk and roadway.

Recommendation: Amend this section of the Ordinance to address pedestrian-scale lighting including illumination, type, design, and location.

Section 4.16: Blocks

The maximum length of residential blocks is noted to be 1800 feet and no more than 1000 feet in multifamily areas.

Recommendation: Development density should determine the length of a block, with shorter blocks being more appropriate in areas of higher density. Maximum block length in any situation should not exceed 800-1000 feet. In areas with blocks as long as 800 feet or greater, a pedestrian and bicycle path of 6-8 feet in width should be required, with an easement of 15-20 feet wide.

Section 4.18: Sidewalks

Section 4.18 of the Development Regulations addresses the location and characteristics of sidewalks. The current requirement is for four foot wide sidewalks to be installed on one side of the street of new development, except in locations noted in the ordinance. Five foot wide sidewalks along local streets and six foot wide sidewalks along collectors and arterials are preferred widths and should be required along both sides of the roadway. Five feet is the minimum width required for two adults to walk side-by-side. In areas of higher density and mixed-use development, the minimum required width for sidewalks should be six feet or more. The land use context and density of development necessitates a greater level of requirement for sidewalk specifications. In areas such as downtown with buildings at the back of the sidewalk and ground level retail, sidewalks should be as wide as 10-18 feet wide.

The exceptions to required sidewalk installation noted in the ordinance include (1) residential development with densities less than two dwelling units per acre with a minimum of 100 frontage feet per lot, and (2) areas where alternative pedestrian systems have been provided. The potential for the development of trails and greenways for pedestrian and bicycle use within Easley should be encouraged, but the installation of such facilities should not preclude the need for bicycling and pedestrian facilities along roadways. The design and alignment of pathways and sidewalks in a new development should be considered in a global context to ensure that all destinations and residences are served adequately.

The design specification for sidewalks calls for a minimum three (3) foot buffer or planting strip between the back of the curb to the edge of the sidewalk. A six (6) foot planting strip and buffer is a more appropriate width between the sidewalk and roadway, with an eight (8) foot planting strip preferred for planting shade trees. Shade trees serve multiple purposes in addition to providing protection and comfort for pedestrians:

- Provide widths so that driveway ramps don't intersect sidewalks.
- Provide shade for sidewalks and parked cars.
- They serve as a form of traffic calming for motor vehicles.
- They improve aesthetics of the roadway.
- They help mitigate the impact of ground-level ozone.
- They provide additional retention for stormwater.

A minimum planting strip and buffer of eight (8) feet ensures that, as the shade trees mature, the sidewalk, roadway, and the trees themselves will not be damaged because enough ground is provided to accommodate expanding root systems.

Recommendation: Amend this section of the Ordinance to require a minimum five foot sidewalk along both sides of local streets where development density is above 4 dwelling units per acre and a minimum six foot sidewalk along both sides of collectors and arterials. Also, omit the exception to eliminate sidewalks in areas where an alternative pedestrian system is provided. Change the minimum width of planting strips and buffers from three feet to a minimum of six feet, except in areas where shade trees are installed, when the minimum widths shall be eight feet.

City Ordinance

The Easley City Ordinance was most recently updated in 2006 and contains statutes and regulations that govern matters such as public works (garbage, stormwater management, etc.) and traffic codes. This ordinance is referenced here because it contains statutes regarding the operation of bicycles within the city limits. The following are the City's bicycle rules and regulations in their entirety. Recommended changes follow some of the laws that were amended as part of the updated South Carolina bike laws as of 2008.

Chapter 73: Bicycles, Skateboards, and Toy Vehicles

§ 73.01 APPLICABILITY OF TRAFFIC LAWS.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of this city applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions of laws and ordinances which by their nature can have no application. (S.C. Code § 56-5-3420) ('90 Code, § 6-1)

§ 73.02 OBEDIENCE TO TRAFFIC-CONTROL DEVICES.

(A) Every person riding a bicycle shall obey the instructions of official traffic-control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.

(B) Whenever authorized signs are erected indicating that no right, left or U turn is permitted, no person operating a bicycle shall disobey the direction of any such sign; except, that when such person dismounts from the bicycle to make such turn, he shall then obey the regulations applicable to pedestrians. ('90 Code, § 6-2)

§ 73.03 RIDING ON ROADWAYS AND BICYCLE PATHS.

(A) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

Recommendation: This statute should be amended to include the revision to Section 56-5-3430 of the State statute, which states: "A bicyclist may ride in a lane other than the right-hand lane if only one lane is available that permits the bicyclist to continue on his intended route."

(B) Persons riding bicycles upon a roadway shall not ride more than two abreast, except on paths or parts of roadways set aside for the exclusive use of bicycles. \

(C) Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway. (S.C. Code § 56-5-3430) ('90 Code, § 6-3)

Recommendation: This State statute requiring the use of pathways over roadways was eliminated. SC Section 56-5-3425 now states:

"Whenever a bicycle lane has been provided adjacent to a roadway, operators of:

(1) motor vehicles may not block the bicycle lane to oncoming bicycle traffic and shall yield to a bicyclist in the bicycle lane before entering or crossing the lane; and

(2) bicycles are required to ride in the bicycle lane except when necessary to pass another person riding a bicycle or to avoid an obstruction in the bicycle lane. However, bicyclists may ride on the roadway when there is only an adjacent recreational bicycle path available instead of a bicycle lane.

§ 73.04 MANNER OF RIDING.

(A) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.

(B) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped. (S.C. Code § 56-5-3440) ('90 Code, § 6-4)

§ 73.05 SPEED.

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing. ('90 Code, § 6-5)

§ 73.06 EMERGING FROM ALLEY OR DRIVEWAY.

The operator of a bicycle emerging from an alley, driveway or building shall, upon the approaching of a sidewalk or the sidewalk area extending across any alleyway, yield the right-of-way to all pedestrians approaching on such sidewalk or sidewalk area, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on such roadway. ('90 Code, § 6-6)

§ 73.07 CARRYING ARTICLES WHILE RIDING.

No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars.

§ 73.08 PARKING.

No person shall park a bicycle upon a street other than upon the roadway against the curb, upon the sidewalk in a rack to support the bicycle or against a building or at the curb in such manner as to afford the least obstruction to pedestrian traffic. ('90 Code, § 6-8)

§ 73.09 RIDING ON SIDEWALKS.

(A) No person 15 or more years of age shall ride a bicycle upon any sidewalk in any district.

(B) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrians and shall give audible signals before overtaking and passing any such pedestrian.

(C) No person, regardless of age, shall at any time ride a bicycle upon any sidewalk in the business district. ('90 Code, § 6-9)

§ 73.10 EQUIPMENT.

(A) Every bicycle when in use at nighttime shall have a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(B) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.

Recommendation: This State statute was eliminated in 2008 as part of H-3006 - The Bicycle Safety Act, and therefore, should not be a requirement within the City of Easley.

(C) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheel skid on dry, level, clean pavement. (S.C. Code § 56-5-3470 et seq.) ('90 Code, § 6-10)