

Chapter 7. IMPLEMENTATION PLAN

The Bicycle and Pedestrian Master Plan is a tool that allows Easley to focus and prioritize implementation efforts where they will provide the greatest community benefit. To further that aim, the infrastructure and programmatic recommendations are broken into a primary and secondary system based on the need for a particular facility and Easley's ability to implement the planned improvement.

This chapter describes the methodology used for prioritizing Easley's recommended walkway and bikeway projects and programs. The Project Team evaluated many project ideas originating from previous local and regional planning efforts, the Steering Committee, resident input at community workshops, and other sources. The Project Team also considered walkway and bikeway improvements identified in the existing conditions analysis discussed in Chapter 2 of this Plan.

Project Prioritization and Ranking

The Project Team developed several evaluation criteria to identify and prioritize the proposed pedestrian and bicycle improvement projects. This approach was used to gauge the relative importance of each proposed walkway and bikeway project and helped inform potential funding allocation for pedestrian and bicycle system improvements. The criteria were applied to lay out the best possible future pedestrian and bicycle network by identifying the features of a network most important to Easley residents, and to rank projects against each other as an indication of their relative importance

The evaluation criteria used to prioritize potential projects included the following:

- Critical Gap/ Crossing Closure
- Serves Safety Need
- High Potential Use
- Relative ease/ cost
- Connects to parks, library, YMCA
- Improves school access
- Traffic calming/ bike route
- Access to downtown
- Access to commercial areas
- Local Political/ Community Support

A Decision Matrix was used to weigh each criterion and determine which recommendations meet the highest number of criteria listed. These ratings were considered together to prioritize projects. Projects fulfilling the greatest number of evaluation criteria received higher scores, correspondingly leading to higher rankings within the overall list.

Priority Projects

Based on the criteria above, the recommended high-priority sidewalk and bike lane projects are listed in Table 7-1. A complete list of the evaluation of individual projects is provided in Appendix D.

Table 7-1. High-Priority Primary System Recommendations

Projects	From-To
Sidewalk Projects	
1. Burns Road	Frank Parrot Rd - Burns Ave
2. E 2 nd Ave	S C St - S E St
3. E 2 nd Ave	E 3 rd St - S B St
4. Burns Ave/Burns Rd	S E St - Hwy 93
5. West End Elementary School	(school property)
6. Brushy Creek Road	Avalon Cir - Laurel Rd
7. W 6 th Ave	S 5 th St - S 1 st St
8. Hwy 93/Liberty Ave	Sitton Dr - Jones Ave
9. Biltmore Rd	Burns Ave - Hwy 123
10. Laurel Road	Brushy Cr Rd - Pilgrim Dr
11. S E St	Hwy 93 - Hwy 123
12. Pope Field Rd	Hwy 8 - Hwy 8
13. Pilgrim Drive	Calhoun Mem Hwy - Burns Rd
14. Couch Ln	McAllister Ave - Crestview Rd
15. 1st Street	S 5th St - Wyatt Ave
Bike Lane Projects	
1. Pendleton St/Hwy 8/135/Pelzer Hwy	E Main St - Sheriff Mill Rd
2. E 3 rd Ave/S B St/Brushy Creek Rd	S Pendleton St/Hwy 135 - S of Sheffield Rd
3. Pope Field Rd	S Pendleton St/Hwy 135 - City Ct/Walnut Hill Dr
4. E 1 st Ave/Greenville Rd/Hwy 93	Russell St - Prince Perry Rd
5. Liberty Dr/Greenville Hwy	Maple Way - W Main St
6. W Main St	Fleetwood - N A St
7. McAllister Rd	Brushy Creek Rd - Rock Springs Rd
8. Pearson Rd	Pope Field Rd - Brushy Creek Rd
9. Calhoun Memorial Hwy/Hwy 123	Brushy Creek Rd - E Main St/Hwy 93
10. N. A St/Dacusville Hwy	N Main St - Pierce Ln
11. Powdersville Rd	Hwy 123 - Birchwood St/Wexford Wy
12. Anderson Hwy/ Hwy 135	SR 39-57 - Pelzer Hwy/Hwy 8
13. Prince Perry Rd	Rolling Hills Cir - Calhoun Memorial Hwy/Hwy 123
14. East Main Street	E Main St - E 1 st Ave/Hwy 93
15. Crestview Rd	Brushy Creek Rd - City Line

In addition to the proposed sidewalk and bike lane projects, other high-priority projects include intersection treatments at the following locations:

- Hwy 123 at Pilgrim Dr/ Lakewood Dr
- Hwy 93/ W Main St at Stewart Dr
- Hwy 123 at Biltmore Rd
- Hwy 93/ W Main St at S B St
- Hwy 123 at S Pendleton St/ Hwy 135

Development of the Brushy Creek Greenway is another high-priority primary system project. Hagood/Saco Lowell is recommended as the top priority project for shared lane markings.

Shoulder bikeways were not ranked for this plan since most of them fall outside of the City limits. However, there are some recommended shoulder bikeways that are obvious priorities because of their location in the city, the destinations they serve, and/or their current usage by cyclists or motorists. The 6-foot bikeways on the Bikeways Facilities Recommendations Map should be top priority because of the volumes and speeds of traffic and numbers of trucks. Other priority shoulder bikeways should include:

- Olive Road
- Brushy Creek south of the City limits
- Prince Perry Road
- Sheffield Road

The short-, medium-, and long-term priorities may change according to available funds, changing priorities, new roadway projects that coincide, new development and redevelopment opportunities, or other factors. It should be noted that the purpose of this exercise was to understand the relative priority of projects so that the City may apportion available funding to the highest priority projects. The ranked lists should be considered a “living document” and should be frequently reviewed to ensure they reflect current Easley priorities.

Working with City of Easley staff and the Steering Committee, the Project Team identified specific projects for more-detailed consideration. Some of these projects are detailed in Chapter 3. These Top-Priority projects were repeatedly suggested throughout the planning process and are consistent with the goals developed for this Plan. In developing this list, the Project Team also considered the need for geographic distribution of walkway and bikeway improvements. It is important to remember that the bicycle/pedestrian system and the recommended Top-Priority projects serve as guidelines to those responsible for implementation. The system and segments themselves may change over time as a result of changing bicycling and walking patterns, funding availability, and implementation constraints and opportunities.

Project Costs

This section summarizes planning level cost estimates associated with the recommended pedestrian and bicycle improvement projects. The estimates were based on similar Pedestrian and Bicycle Master Plans and experience in other communities.

The tables following show estimated planning-level costs for improvements that are recommended in this plan, as well as a summary table of the costs of each project type.

Table 7-2. Planning Level Unit Cost Estimates for Projects in Easley

Item	Unit	Unit Cost	Comments
Costs for Pedestrian Improvements			
6' Sidewalk	LF	\$50	
Crosswalks	LF	\$0.60	
Curb Ramps	EA	\$1,000	
Pedestrian refuge island	LF	\$8,000	
Reconstruct Corner	LF	\$36	
Ped Push button	EA	\$600	
Trail	LF	\$25	Includes clear & grub, 4" aggregate base, 3" asphalt, centerline stripe
Costs for Bicycle Improvements			
Bike Lane	LF	\$5.20	Includes striping removal, restriping
Shoulder Bikeway	LF	\$8.00	Sawcut curb, 4" aggregate base, restriping
SLM	LF	\$4.33	Includes 2 signs per block (300') and sharrows pavement markings every 100'
Shared lane (markings only)	LF	\$0.50	Includes small pavement markings every 100'
Shared lane (signage only)	LF	\$0.06	Includes 2 signs per block (300')
Shared lane (traffic calming)	LF	\$5.70	Includes 2 signs per block (300'), pavement markings every 100', budget for turning stop signs, signal actuation, traffic circles.

Table 7-3. Recommended Project Costs Summary

Facility Type	Length (miles)	Planning Level Cost Estimate
Sidewalks	28	\$4,359,000
Intersections	N/A	\$128,274
Streetscape Improvements	5	\$719,400
Shared Use Paths	10	\$1,292,550
Bike Lanes	24	\$653,018
Shoulder Bikeways	46	\$1,957,928
Shared Lane Markings (sharrows)	5	\$120,389
Shared Lane (pavement markings)	6	\$14,615
Shared Lane (signage)	33	\$36,112
Shared Lane (traffic calming)	2	\$53,006
Total	158	\$9,334,292

Maintenance Costs

On- and off-street walkways and bikeways require regular maintenance and repair as previously discussed in Chapter 5. Walkway maintenance includes: fixing potholes, sidewalk decay, damaged benches and re-stripping crosswalks. Sidewalk repair is usually the responsibility of individual property owners, although the City of Easley also funds sidewalk improvements through the capitol improvement fund.

On-street bikeways are typically maintained as part of standard roadway maintenance programs, and extra emphasis should be put on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway. Typical maintenance costs for on-street bikeway facilities are shown in Table 7-5.

Table 7-4. On-Street Bikeway Maintenance Frequency and Cost Opinions

Activity	Materials Type	Frequency	Cost Opinion
Pavement resurfacing	Asphalt	Every 20 years	\$50,000/mile
	Concrete	Every 20 years	\$50,000/mile
	Aggregate	Every 3 years	\$3,000/mile
Pavement sweeping	All	Weekly/monthly as needed	Part of regular street sweeping activities
Tree/shrub trimming	All	5 months - 1 year	Part of regular street maintenance activities
Sign repair/replacement	Worn	Every 10 years	\$600/sign
	Stolen	As needed	\$600/sign
Re-stripping	Paint	Annually	\$2,600/mile
	Thermoplastic striping	Every 10-15 years	\$10,600/mile
	Move signs, patch and sweep	2 times/year	\$200/mile

Implementation Strategies

The Easley Bicycle and Pedestrian Master Plan provides the long-term vision for the development of a community-wide bikeway network usable by all residents for all trip types. Implementation of the Plan will take place in small steps over many years. The following strategies and action items are provided to guide Easley toward the vision identified in the Plan.

Strategy 1: Strategically Pursue Infrastructure Projects

Easley should strategically pursue infrastructure projects. Ideally, the City should pursue capital improvements funding or grant funding for short-term bicycle and pedestrian improvements first. However, if grant requirements or construction in conjunction with another roadway project make construction of a lower priority project possible, then the community should pursue funding sources for that project regardless of priority.

Action Items:

At the end of each fiscal year, Easley should publish a public report documenting the status and on-going actions for all bicycle and pedestrian projects. This report may be combined with the prioritization review discussed below.

- Policy 1.1 Pursue capital improvements funding or grant funding for higher-priority bicycle and pedestrian improvements first.
- Policy 1.2 In the case where grant requirements or construction in conjunction with another roadway project make construction of a lower priority project possible or required by law, pursue funding sources for that project regardless of priority.
- Policy 1.3 Install approved bicycle and pedestrian projects simultaneous with road improvement projects scheduled in the same area, regardless of the priority placed upon the bicycle or pedestrian project.

Policy 1.4 Review current posted speeds on major streets; identify opportunities for posted speed reductions, especially on roadways where bicyclists and motorists will share the same lanes.

Strategy 2: Regularly Revisit Project Prioritization

Projects have been prioritized based on system connectivity, overcoming barriers, community support, and other criteria. This list should be reviewed every fiscal year, with new projects added, completed projects removed, and the priorities revised as conditions change. This strategy also represents an opportunity to correspond with nearby jurisdictions to collaborate on regionally-important walkways and bikeways.

Action Items:

Annually review and update the bikeway and walkway project list with input from appointed persons within the City of Easley, Pickens County, and other relevant agencies. The updated list should be shared with the public.

Policy 2.1 Annually review and update the Bicycle and Pedestrian Master Plan project and program list.

Policy 2.2 Share updated Bicycle and Pedestrian Master Plan project list with the public and other jurisdictions, including Pickens County.

Policy 2.3 Review and update the Plan as needed, at a minimum of every five years.

Strategy 3: Integrate Bicycle Planning into Easley's Planning Processes

This Plan presents a vision for the future of bicycling in Easley. To ensure that that vision is implemented, the Plan must become a living document that is incorporated into the day-to-day activities of planning, design, funding, construction and maintenance in Easley. This plan recommends several ways for bicycle planning to be integrated into the planning process.

Action Items:

Policy 3.1 Incorporate a bicycle facilities checklist into the Plan review process.

Policy 3.2 Adopt a bicycle parking ordinance and other local policies that promote bicycling.

Policy 3.3 Consider adopting a "Complete Streets" policy to ensure that bicycle and pedestrian facilities are included in all major construction and reconstruction projects. Bicycle and pedestrian facilities should be addressed at the project scoping stage.

Policy 3.4 Require sufficient right-of-way to be set aside for bicycle and pedestrian facilities as redevelopment projects occur.

Policy 3.5 Ensure that appropriate bicycle and pedestrian facilities are built in new developments in accordance with this Plan and other relevant plans.

Strategy 4: Encourage Private Donors to Support the Walkway/Bikeway System

Many trails have a “Friends of” group that can provide volunteer construction and maintenance services as well as funding small projects, such as signage and wayfinding programs. Through such a program, or an “Adopt a Bikeway” program, corporations, institutions and individual private donors can support the existing and proposed walkway/bikeway system. This program can be leveraged to enhance maintenance through volunteer work and can connect philanthropy with fundraising to sustain the system.

Action Items:

- Policy 4.1 Encourage corporations, institutions and individual private donors to support the existing and proposed walkway/bikeway system.

- Policy 4.2 Leverage this program to enhance maintenance through volunteer work, and connect philanthropy with fundraising to sustain the system.

- Policy 4.3 Evaluate opportunities for establishing a philanthropic giving program that can be used to support the construction and maintenance of Easley’s walkways and bikeways.

Strategy 5: Implement Education, Encouragement and Enforcement Activities

Augment the expanded bicycle and pedestrian network with education, encouragement and enforcement activities to encourage more walking and cycling among Easley residents. These supporting programs are critical to the success of the Plan and have been prioritized based on ease of implementation and cost.

Action Items:

- Policy 5.1 Pursue grant funding for higher-priority programs first.

- Policy 5.2 Seek funding for other supporting programs as appropriate.

- Policy 5.3 Work with schools, youth groups, and other parties to provide education and encouragement programs to Easley residents.

- Policy 5.4 Work with the Police Department, media, advocacy and safety groups to create an educational program to educate pedestrians, bicyclists, and drivers of rights, responsibilities and safe practices to share the road comfortably and safely.