



 Union Sidewalk
Master Plan

Adopted by the City of Union: MONTH 2026

Adopted by the Catawba Regional
Council of Governments: MONTH 2026



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Chapter 1. Key Recommendations



Approach to Key Recommendations

The key recommendations of the Union Sidewalk Master Plan establish a city-wide vision for new sidewalks and sidewalk maintenance to increase connectivity and develop a list of priority projects for implementation. Developing the project lists included a multi-step process which relied on community outreach and data-driven analysis.



Recommendations

Recommendations have been divided into three categories:

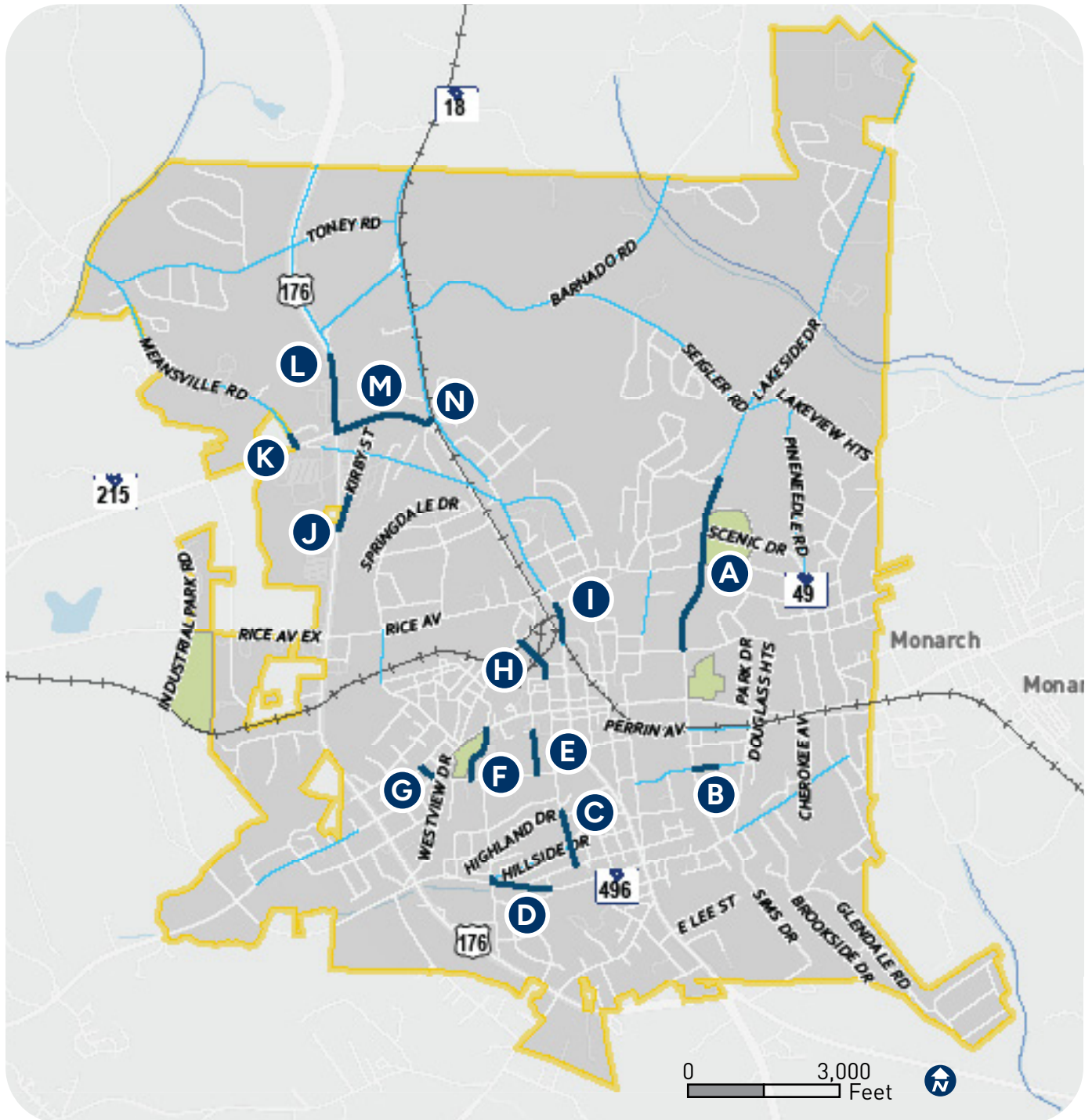
- ◆ **New Projects**
- ◆ **Maintenance Projects**
- ◆ **Policy Recommendations**

New Projects are projects where sidewalks should be constructed where there are none today. These sidewalk segments will ensure community members can travel safely along roadways without being forced into the street or along a circuitous pathway.

Maintenance Projects are projects where sidewalks currently exist, but they are in poor condition, and are in need of repair. Repairs could include a full reconstruction, replacement of certain panels due to vegetation overgrowth, or the movement of the sidewalk path or utility poles in areas where they are in conflict with each other.

Policy Recommendations are not physical projects, but code adjustments that the City of Union can make to guide future developments. These adjustments will help to create a more multi-modal community.

New Sidewalk Projects

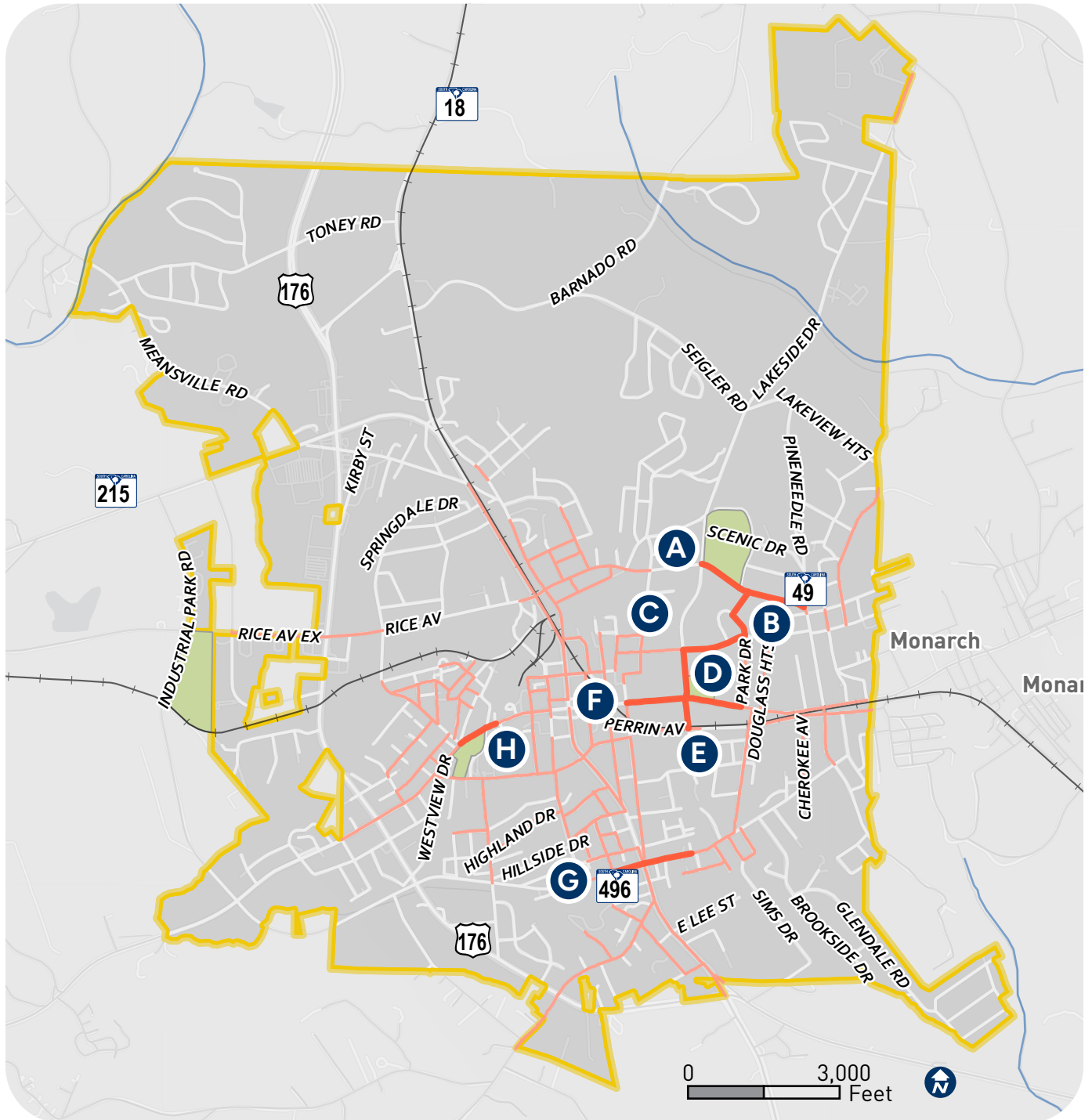


- City Boundary
- Railroads
- New Sidewalk Projects
- Parks
- Streams
- New Priority Sidewalk Projects
- Streets

Top Project Information

Project ID	Street Name	Nearest Starting Street	Nearest Ending Street	Nearby Destinations
Project A	Lakeside Drive	Pump Station Drive	Pine Street	Foster Park Lake
Project B	McBeth Street	Wallace Street	Woodrow Street	St. Paul Baptist Church
Project C	Gage Avenue	Highland Drive	W Henrietta Street	Residential
Project D	Union Boulevard	S Boyce Street	Stewart Street	Commercial Center
Project E	S Enterprise Street	Corinth Street	W South Street	Downtown Union
Project F	S Boyce Street	W Main Street	W South Street	Wallace Thomson Hospital
Project G	W South Street	Ravenscroft Street	W Main Street	Connection to City Park
Project H	Keenan Avenue	Hicks Street	W Academy Street	Downtown Union
Project I	N Pinckney Street	Walker Heights	Wallace Court	Downtown Union
Project J	Kirby Street	Old Buffalo Road	N Duncan Bypass	Union County Stadium
Project K	Meansville Road	Scotch Pine Drive	SC 215	Commercial Center
Project L	N Duncan Bypass	American Inn	SC 215	Commercial Center
Project M	Harwood Heights	N Duncan Bypass	Harris Street	Commercial Center
Project N	Harris Street	Harwood Heights	Thompson Boulevard	Dairi-O

Sidewalk Maintenance Projects



- City Boundary
- Parks
- Streams
- Streets
- Railroads
- Sidewalk Maintenance Projects
- Priority Sidewalk Maintenance Projects

Top Project Information

Project ID	Street Name	Nearest Starting Street	Nearest Ending Street	Nearby Destinations
Project A	Arthur Boulevard	Lakeside Drive	Toluca Street	Foster Park, Foster Park Elementary School
Project B	Park Drive	Arthur Boulevard	Pine Street	Foster Park Elementary School
Project C	Pine Street	Lakeside Drive	Park Drive	Foster Park Elementary School, Union County YMCA
Project D	Lakeside Drive	Pine Street	E Main Street	Union County YMCA
Project E	Wallace Street	E Main Street	Perrin Avenue	Union County YMCA
Project F	E Main Street	N Church Street	Park Drive	Downtown Union
Project G	Union Boulevard	Lipsev Street	Meador Street	Bantam Chef of Union
Project H	W Main Street	Mill Ave	Blassingame Street	Wallace Thomson Hospital

Chapter 2. Prioritization



Prioritization Strategy

Project prioritization helps to ensure that implementation offers the highest return on investment and aligns with the Plan's goals. A Prioritization Framework was established based on best practices and the City of Union's priorities to determine which projects should rise to the top.

The City of Union's current sidewalk network was divided into project segments which were individually scored based on a set of project criteria and associated weights. Prioritization factors and weights are based upon input that the project team received from the City and public input.

The framework for the prioritization process is anchored within the following **key parameters**:

- ◆ Using prioritization criteria that are data-driven and measurable within GIS
- ◆ Prioritizing projects that connect people to daily destinations
- ◆ Prioritizing projects that are backed by community engagement efforts

Prioritization Methodology

Prioritization criteria and points were determined through best practices and feedback from the City of Union staff. After the following tables were finalized, a Geographic Information System (GIS) process was conducted to assign points to the sidewalk network when conditions, based on the prioritization criteria, were met. All points were summed to get the total prioritization points for each sidewalk in the network.

These criteria and weights for New Projects is located on **Page X** while criteria and weights for Maintenance Projects is located on **Page X**.

After the data analysis was finished, a review of projects by the Project Team was completed to ensure that the highly rated projects met expectations and the goals set forward by the plan. Some highly rated segments were removed based on existing conditions while others were added based on known need.

New Projects - Prioritization Methodology

Criteria	Description	Measurement	Points
Pedestrian Activity Demand	Along a corridor with a high number of trips under 2 miles	Project segment connects areas with a high number of trips (in the top 35% of all trips) under 2 miles in length	25
Safety	Along an intersection or corridor with a history of pedestrian/bicycle crashes	At least one collision (pedestrian or bicyclist) has occurred in the past 10 years based on SCDOT crash data	20
	Roadway Classification	Project is located on a roadway designated as Minor Collector or above	5
Feasibility	Relative ease of implementation based on roadway right-of-way	Project is on a road with available right-of-way for preferred facility type	5
Leveraging Investments	Closes a gap in the existing sidewalk network	Project touches at least two existing sidewalks based on Sidewalk Inventory	20
Local Access	Provides direct access to essential goods and services	Project is within .1 mile of a public elementary, middle, or high school, or grocery store/food bank or park facility or medical facility	20
Community Engagement	Location has been previously discussed for improvements	Project touches an area discussed during virtual or in-person engagement or has been identified in a previous planning effort	5

Maintenance Projects - Prioritization Methodology

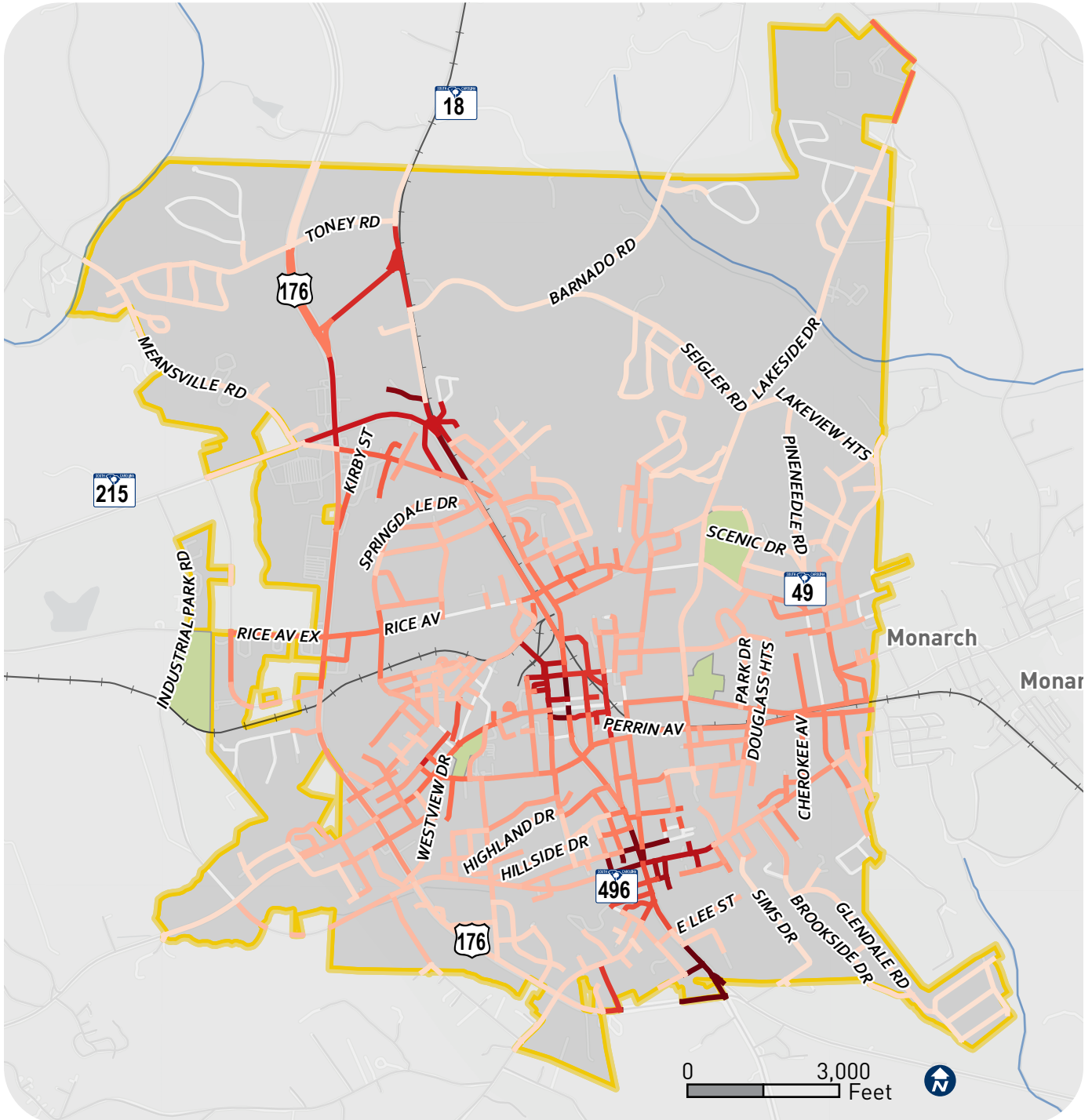
Criteria	Description	Measurement	Points
Pedestrian Activity Demand	Along a corridor with a high number of trips under 2 miles	Project segment connects areas with a high number of trips (in the top 35% of all trips) under 2 miles in length	25
Safety	Along an intersection or corridor with a history of pedestrian/bicycle crashes	At least one collision (pedestrian or bicyclist) has occurred in the past 10 years based on SCDOT crash data	20
	Roadway Classification	Project is located on a roadway categorized as higher than a Local Street	5
Feasibility	Length of sidewalk needing replacement	Project is between .25 miles and .50 length	5
Leveraging Investments	Provides maintenance in an area with adjacent sidewalks in a state of good repair	Project touches at least two existing sidewalks (based on Sidewalk Inventory) with 'Good' or 'Very Good' quality ratings	20
Local Access	Provides direct access to essential goods and services	Project is within .1 mile of a public elementary, middle, or high school, or grocery store/food bank or park facility or medical facility	20
Community Engagement	Location has been previously discussed for improvements	Project touches an area discussed during virtual or in-person engagement or has been identified in a previous planning effort	5

Prioritization Analysis

The following maps show the data that was used to inform the Prioritization process.

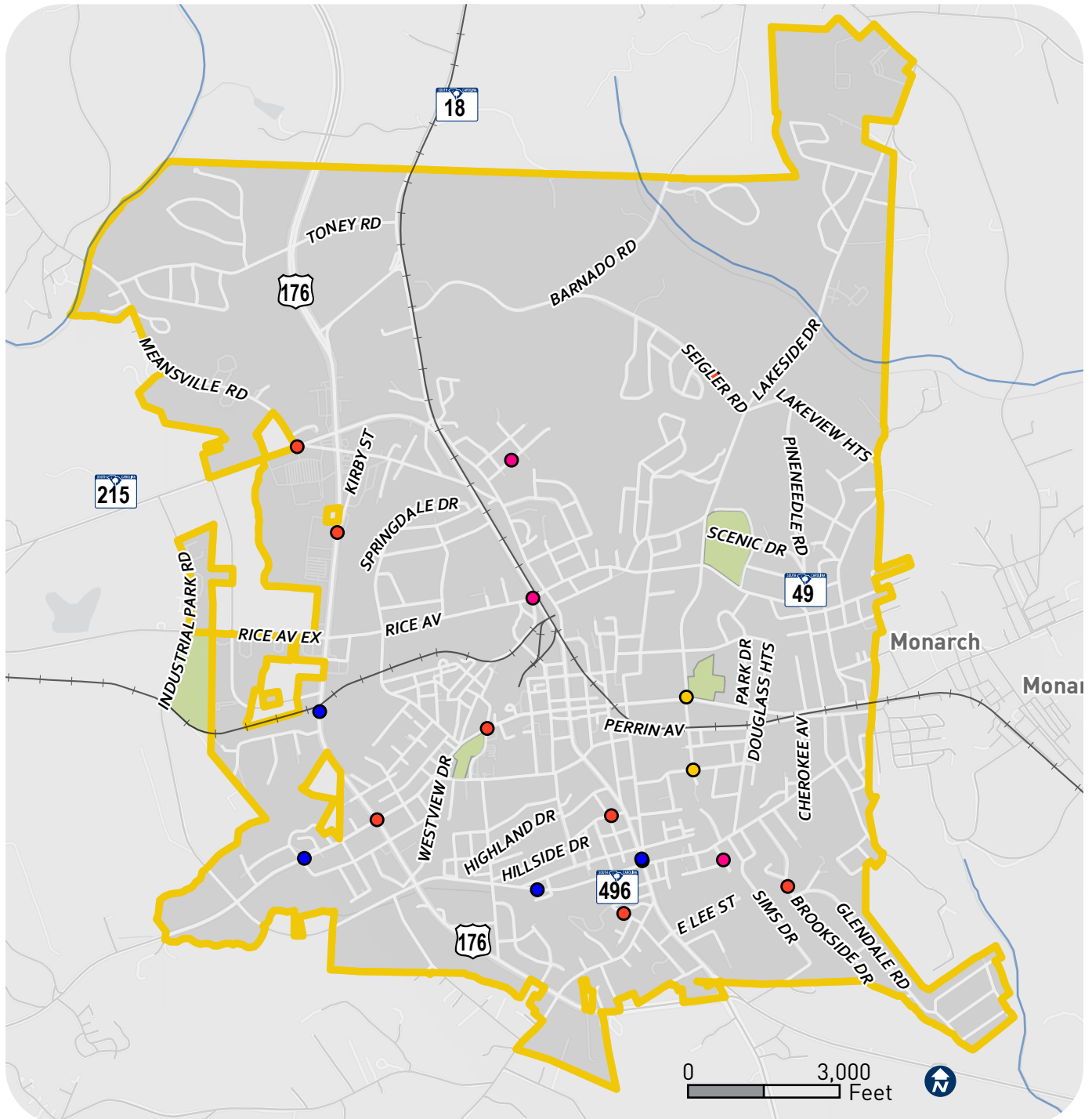
- ◆ **Expected Pedestrian Demand:** Using Streetlight data (data collected from cell phones and connected vehicles), this map shows where the most pedestrian activity is expected to occur. This data is based on trips less than 2 miles in length to, through, and from Union.
- ◆ **Safety:** The first map shows crash data for the past 10 years that involved a pedestrian and/or a bicyclist. The second map shows the road network by classification. A majority of roadways within Union are classified as Local.
- ◆ **Feasibility:** For new projects, feasibility looks at the amount of roadway right-of-way available to construct a new facility. If right-of-way is constrained, the project may be less feasible than a project location with excess right-of-way. For maintenance projects, feasibility looks at the length of sidewalk needing replacement as sidewalk construction crews are more economical at longer lengths versus shorter lengths.
- ◆ **Leveraging Investments:** For new projects, this criterion looks at if the proposed project would close a gap in the existing sidewalk network. For maintenance projects, the proposed project would provide maintenance in an area with adjacent sidewalks of 'Good' or 'Very Good' quality ratings.
- ◆ **Local Access:** This map shows where essential goods and services are located. For this effort an essential good and service is defined as a public elementary, middle, or high school, a grocery store/food bank, park facility, or medical facility.
- ◆ **Community Engagement:** This map shows previously proposed sidewalks and crosswalks from past planning efforts (as determined through Chapter 3 Existing Conditions - Plan Review). It also shows sidewalks and pedestrian crossings that were specifically mentioned during community engagement events (both online and in-person).

Expected Pedestrian Demand



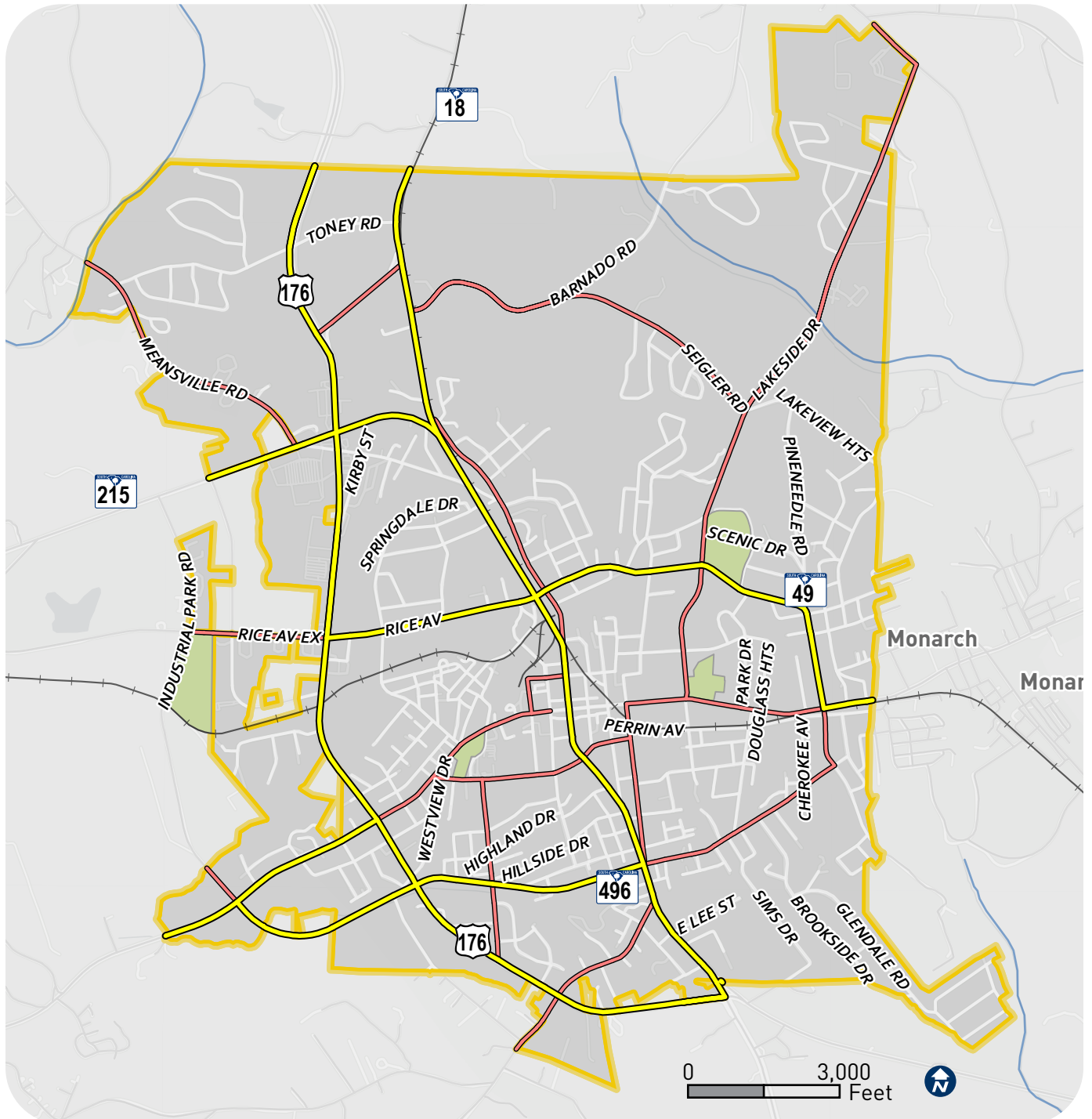
- City Boundary
- Parks
- Streets
- Railroads
- Streams
- Expected Pedestrian Demand
 - Low
 - Medium
 - High
 - Very High

Safety (Pedestrian and Bicyclist Crashes 2014-2024)



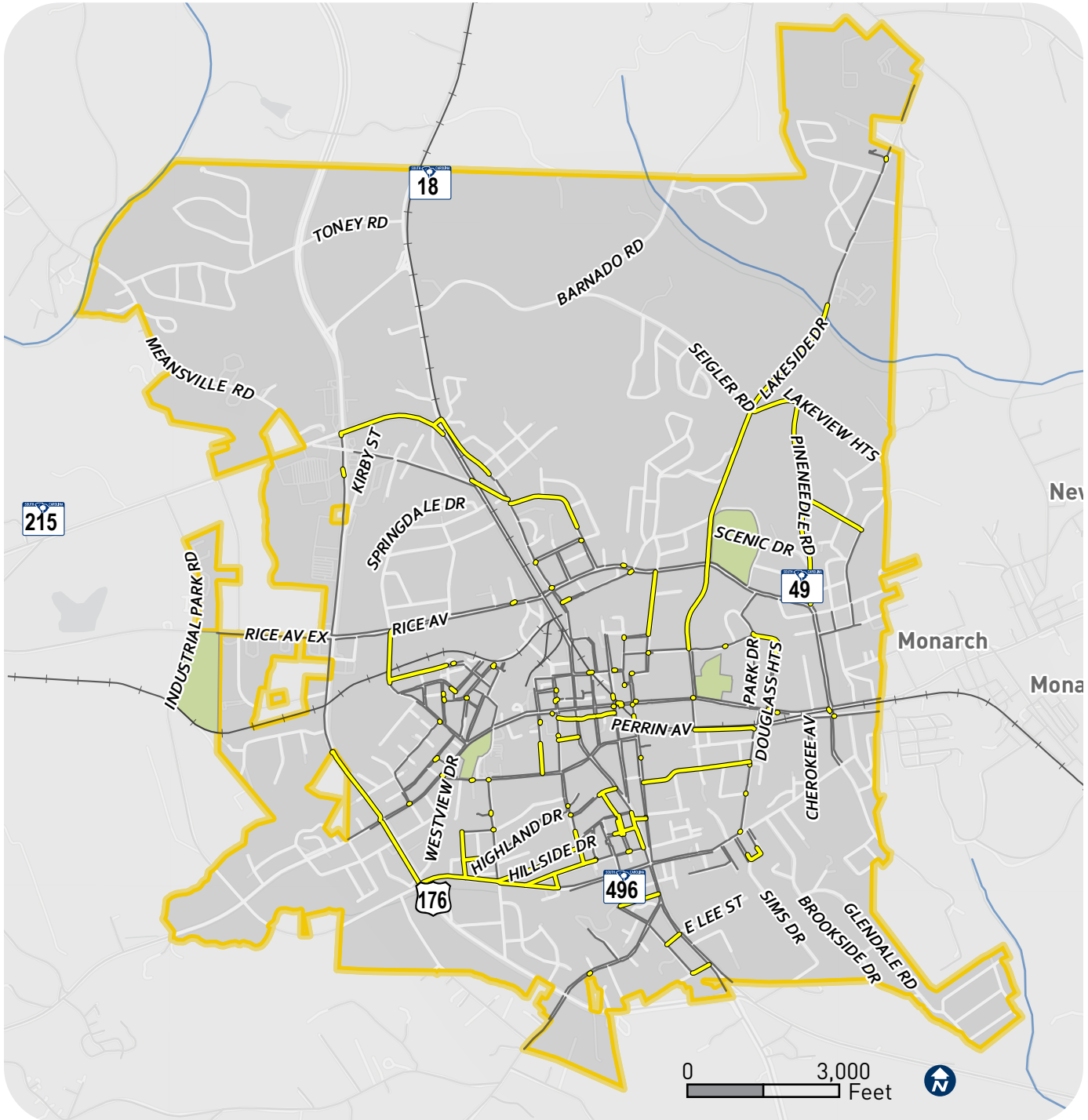
- City Boundary
- Parks
- Streets
- Railroads
- Streams
- Bike & Pedestrian Crashes**
 - No Injury
 - Possible Injury
 - Minor Injury
 - Serious Injury

Safety (Roadway Classification)



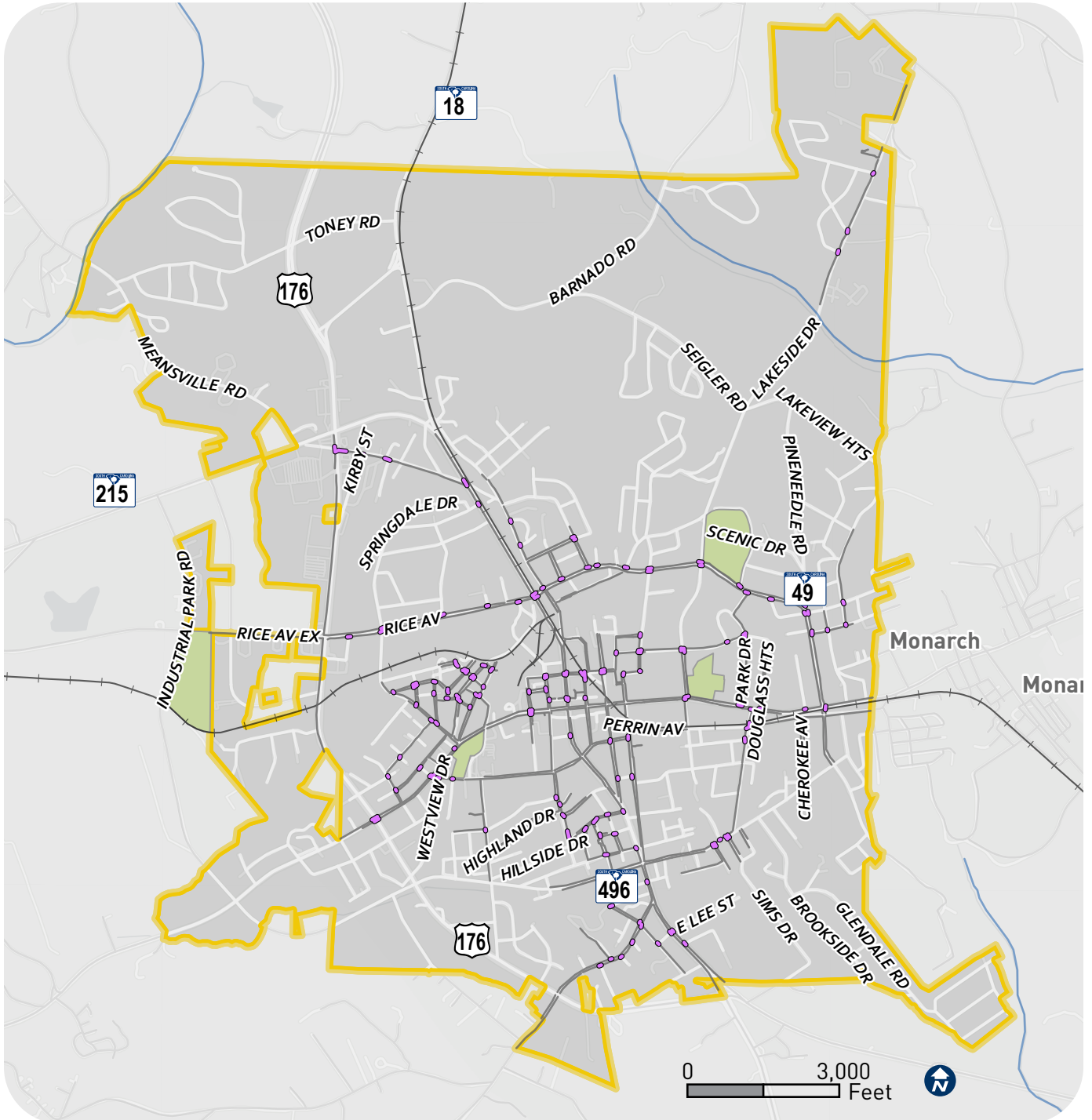
- | | | |
|---------------|-----------|----------------------------------|
| City Boundary | Railroads | Functional Classification |
| Parks | Streams | Minor Arterial |
| Streets | | Major Collector |
| | | Local |

Feasibility and Leveraging Investments (Sidewalk Gaps)



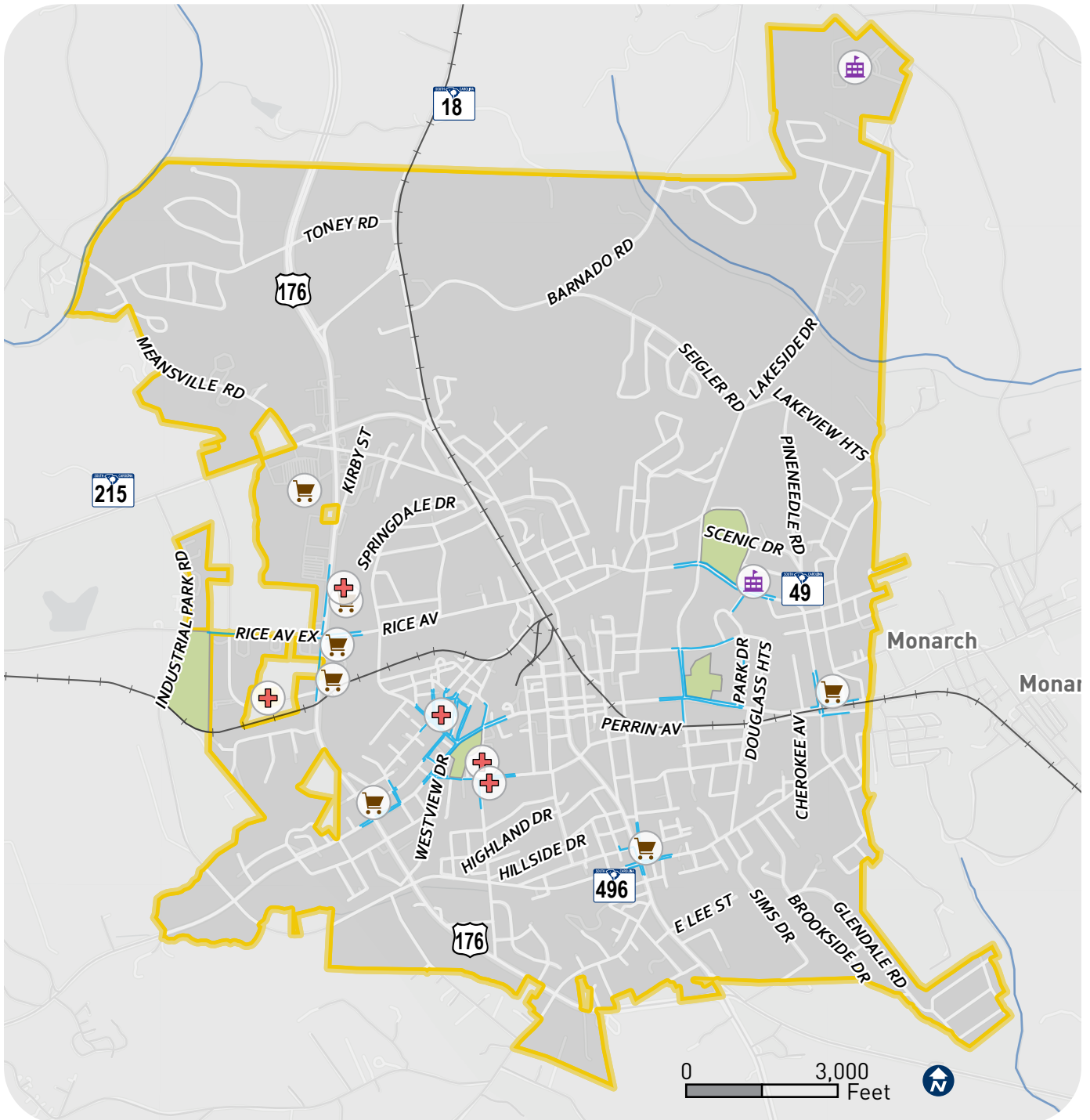
- City Boundary
- Parks
- Streets
- Railroads
- Streams
- Sidewalks
- Sidewalk Gaps

Leveraging Investments (Crosswalk Gaps)



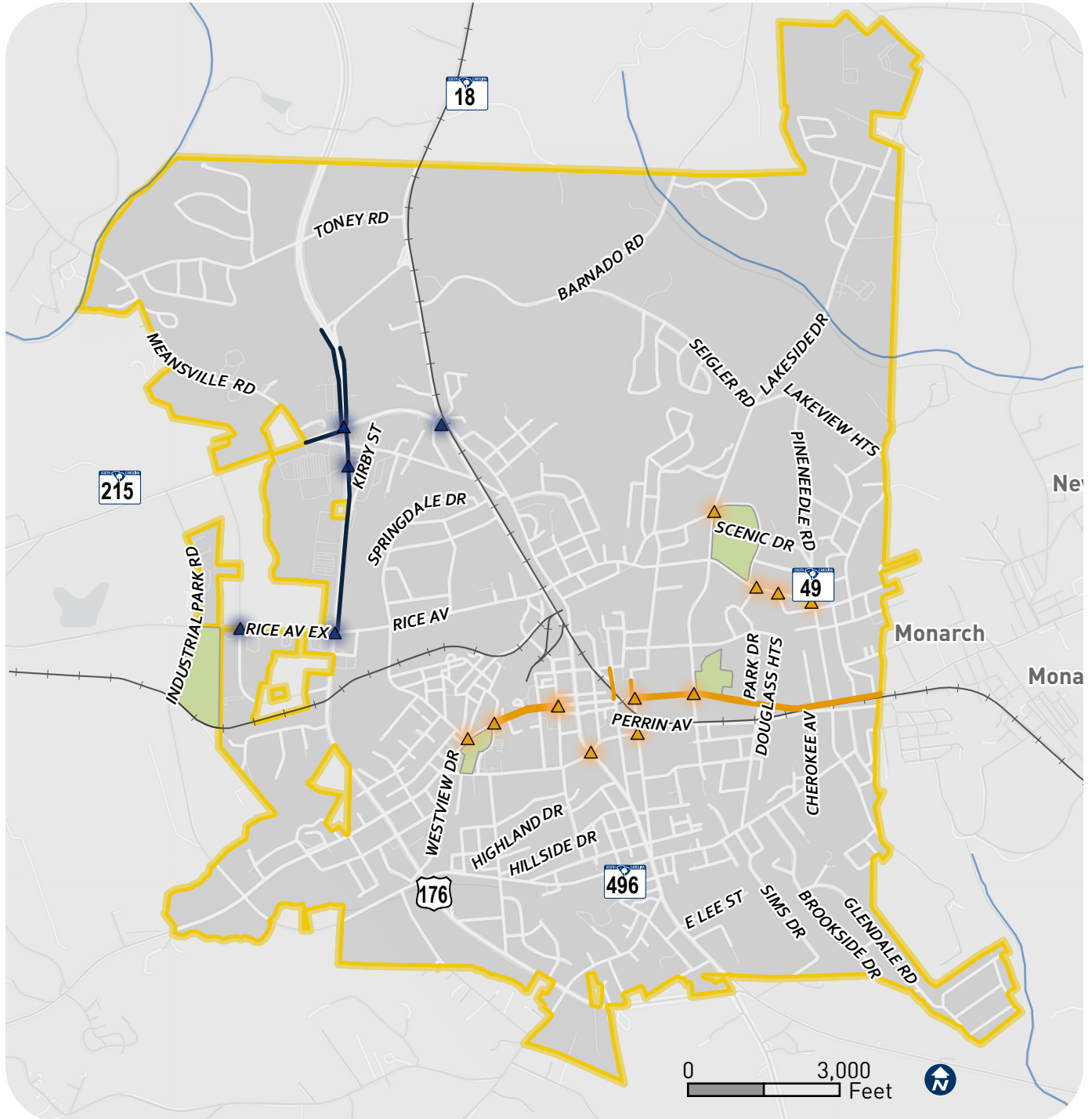
- City Boundary
- Parks
- Streets
- Railroads
- Streams
- Crosswalk Gaps
- Sidewalks

Local Access



- City Boundary
- Railroads
- Parks
- Streams
- Streets
- Destinations**
- Medical Facilities
- Grocery Stores / Food Banks
- Public Schools

Community Engagement (Open House #1) and Previous Planning Efforts



- | | | | |
|---------------|-----------|--|--|
| City Boundary | Railroads | Planning Efforts | |
| Parks | Streams | Previously Proposed Sidewalks | Previously Proposed Crosswalks |
| Streets | | Sidewalk Improvement Needed (Community Engagement) | Crossing Improvement Needed (Community Engagement) |

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Chapter 3. Safety Toolbox



Toolbox

Countermeasures

This plan includes a Safety Toolbox, featuring design treatments that would increase pedestrian comfort and safety along roadways and at intersections.

This list of treatments is not an exhaustive or comprehensive list, and additional design treatments that are not listed in this plan may be appropriate in future projects. Detailed descriptions of each countermeasure can be found on the following pages, and additional information sources for each are provided and referenced in a numbered list at the end of the chapter.

- ◆ Walkways
- ◆ Shared Use Paths
- ◆ General Lighting Improvements
- ◆ Crosswalk Visibility and Approach Enhancements
- ◆ Push Buttons and Pedestrian Signals
- ◆ Curb Ramps
- ◆ Pedestrian Crossing Signage

Walkways

Overview and Purpose

Walkways are defined spaces or pathways designated for use by pedestrians or individuals using mobility devices. These can include, but are not limited to, sidewalks, shared use paths, or roadway shoulders. Well-designed walkways enhance pedestrian safety and mobility by providing a direct and connected network of walking routes to desired destinations without gaps or abrupt changes.

Design Considerations

- ◆ Ensure network connectivity with direct and connected walking routes.
- ◆ Ensure walkways provide minimum ADA-compliant widths that are clear of obstructions like signs and utility poles.
- ◆ Provide and maintain accessible walkways along both sides of the road in urban areas.
- ◆ Design walkways to improve safety and mobility, including features like high-visibility crosswalks, pedestrian warning signs, and tactile curb ramps.
- ◆ Wider walkways are needed in urban areas and commercial districts.

- ◆ Separation between roadways and walkways is preferred (i.e. grass or concrete boulevards). This separation improves pedestrian comfort and also provides snow storage space in the winter.

Candidate Locations

- ◆ Roadways classified as higher than a Local Street.
- ◆ Streets that connect pedestrian origins and destinations.
- ◆ High-speed and high-volume roadways without adequate shoulder width.

Resources with Additional Information (See End of Chapter)

- ◆ 11, 17, 21

Citations

- ◆ [FHWA Proven Safety Countermeasures](#)



Shared-Use Paths

Overview and Purpose

Shared use paths are bicycle and pedestrian facilities that are physically separated from motor vehicle traffic by an open space or barrier. Designed for two-way travel, they serve various nonmotorized users and can be located within roadway right-of-way or an independent right-of-way.

Design Considerations

- ◆ Typical widths range from 8 to 15 feet, allowing for separation of bicyclists and pedestrians.
- ◆ ADA accessibility features are required, including ramps and detectable warnings at intersections.

Candidate Locations

- ◆ Roadways with high traffic volumes and speeds.
- ◆ Areas with a high volume, mix, and wide travel speed range of pedestrian and bicyclists.
- ◆ Locations where space is limited, shared use paths can replace separated bike lanes.
- ◆ Wider paths are necessary where there are large numbers of bicyclists or other nonmotorized users.

Resources with Additional Information

- ◆ 6, 7, 13



General Lighting Improvements

Overview and Purpose

Roadway lighting improves nighttime visibility, reducing crash risk by helping drivers and other road users detect hazards earlier. Lighting is especially beneficial at intersections, pedestrian crossings, and along high-speed corridors.

Design Considerations

- ◆ At intersections, ensure lighting is adequate for nighttime visibility and pedestrian safety.
- ◆ Use shielded lighting features or place lights far enough from the roadway to minimize the risk of fixed-object crashes.
- ◆ Use modern lighting technology to minimize light pollution and excessive spillover to neighboring properties.

Candidate Locations

- ◆ All roadway types, especially in urbanized areas
- ◆ Intersections with high traffic volume or known crash history at night.
- ◆ Pedestrian crossings and transit stop areas, especially in areas with high non-motorized traffic.

Resources with Additional Information

- ◆ 16, 17



Crosswalk Visibility and Approach Enhancements

Overview and Purpose

Enhancing crosswalk visibility and vehicle approach improves safety for pedestrians, bicyclists, mobility device users, and transit users by making crosswalks more visible to drivers.

Design Considerations

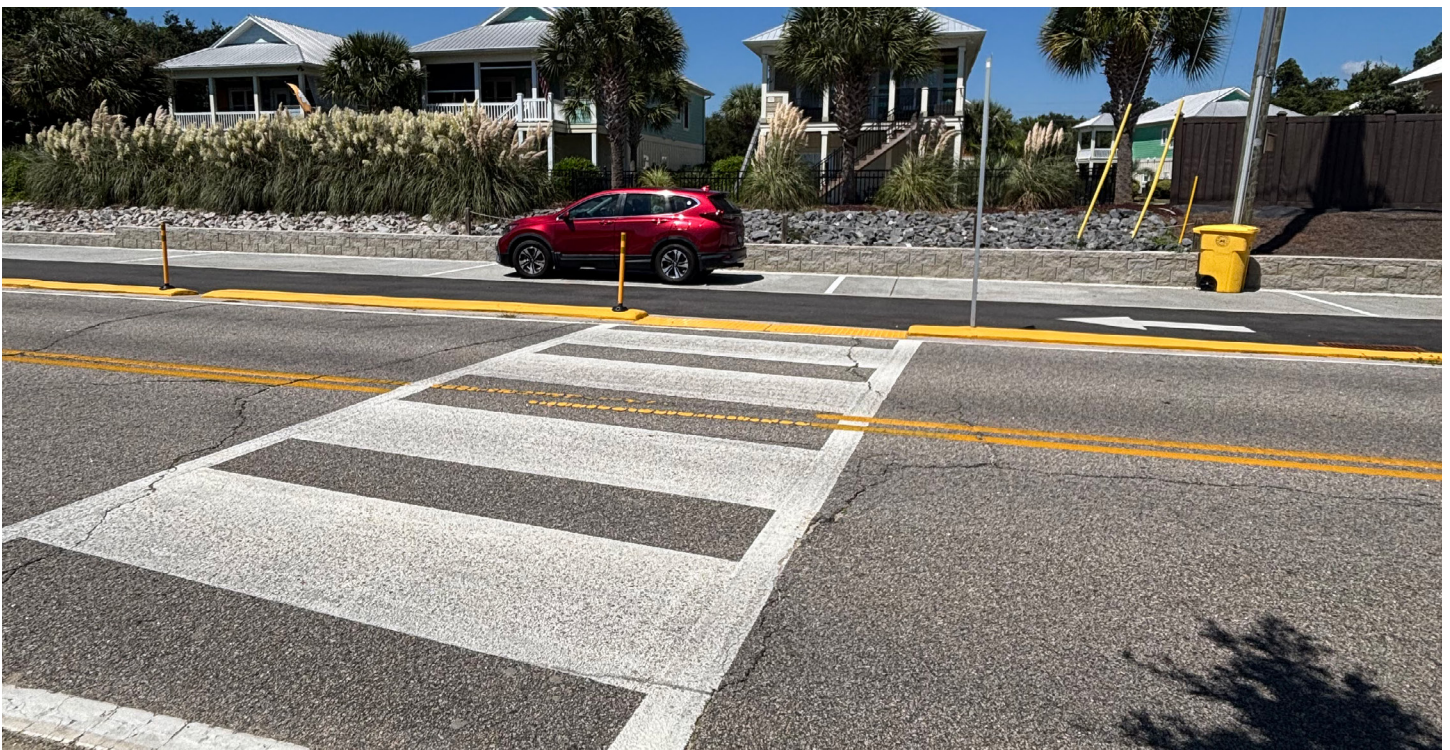
- ◆ Use high-visibility crosswalk patterns like bar pairs, continental, or ladder.
- ◆ Illuminate crosswalks with positive contrast lighting, ensuring lights are positioned to prevent silhouettes and keep pedestrians clearly visible to drivers.
- ◆ Use “YIELD Here to Pedestrians” or “STOP Here for Pedestrians” signs in advance of crosswalks.
- ◆ Enforce parking restrictions near crosswalks.
- ◆ Implement advanced stop lines and install tactile warning surfaces.

Candidate Locations

- ◆ Signalized intersections.
- ◆ Unsignalized locations with AADT below 15,000.
- ◆ Unsignalized locations (including mid-block locations) with high pedestrian activity.
- ◆ Areas near schools, parks, transit stops, and other pedestrian generators.

Resources with Additional Information

- ◆ 2, 5, 8, 9, 10, 12, 14, 15, 16, 20



Push Buttons and Pedestrian Signals

Overview and Purpose

This system lets people request a dedicated signal phase at an intersection to cross the street safely. Pedestrians press a button which activates a signal showing a WALK indication when its time to cross and a countdown indicating how much time is left.

Push buttons can also be equipped with audible tones and tactile features to assist people with visual or mobility impairments.

Design Considerations

- ◆ At intersections, ensure that the push button is parallel to the line of travel to assist blind/low-vision pedestrians.

- ◆ Push buttons should be installed at all four corners of an intersection when the area is reconstructed.
- ◆ Push buttons should be located approximately 3 to 6 feet from the curb and approximately 4 feet off the ground.

Candidate Locations

- ◆ Signalized locations

Resources with Additional Information

- ◆ 1, 9, 10, 18, 19, 20, 21



Curb Ramps

Overview and Purpose

Curb ramps are sloped transitions between sidewalks and the street which are designed to provide a step-free path for people moving between pedestrian and roadway spaces.

They are typically located at crosswalks with detectable warning surfaces to assist people with visual impairments.

Design Considerations

- ◆ Curb ramp slope should not exceed 8.3%
- ◆ Landings at the top of a ramp must be level (less than or equal to 2% slope) in any direction
- ◆ Ramps must have truncated domes to indicate a transition to or from a roadway for blind/low-vision pedestrians

- ◆ Ramps should align with the direction of pedestrian travel and point directly toward the crosswalk

Candidate Locations

- ◆ Paired with push buttons and pedestrian signals at signalized locations
- ◆ At any transition between a walkway and roadway

Resources with Additional Information

- ◆ 1, 10, 18, 19, 20, 21



Pedestrian Crossing Signage

Overview and Purpose

Pedestrian crossing signage refers to signs placed near crosswalks to alert drivers that people may be crossing the street.

Improved signage alerts drivers to the presence of pedestrians, draws attention to crosswalk locations, and enhances visibility during low-light conditions.

Design Considerations

- ◆ Signage and signage application should be compliant with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD)

- ◆ Maintain placement uniformity around the City to increase driver compliance

Candidate Locations

- ◆ Unsignalized crossings of pedestrians and bicyclists
- ◆ In advance of crossings along roadways with high pedestrian traffic; high approaching vehicle speeds

Resources with Additional Information

- ◆ 10, 11, 18, 19, 20, 21



Railroad Crossings

Overview and Purpose

Safe crossings at railroads refers to crossings that have adequate vehicular and non-vehicular infrastructure. This could include, but is not limited to, signage, roadway markings, speed reduction measures, warning lights, gate arms (over the road and pedestrian/bicycle facilities), and audible signals.

Each railroad crossing should also be equipped with safe pedestrian/bicycle facilities which may include a continuous sidewalk/sidepath that crosses the railroad.

Design Considerations

- ◆ Each crossing should be evaluated on a case-by-case basis to assess risk and determine what infrastructure improvements are best

- ◆ Minimum width of pedestrian travel space is typically 48" and should be as flat as possible for wheeled devices
- ◆ Detectable warning surfaces should be installed in advance of the crossing for blind and low-vision pedestrians

Candidate Locations

- ◆ Any railroad crossing where pedestrians are present and may need to cross

Resources with Additional Information

- ◆ 22



Resources with Additional Information

1. [Americans with Disabilities Act — 2010 — Accessibility Guidelines for Buildings and Facilities](#)
2. [ANSI/IES — 2022 — Standard Practice for Roadway Lighting](#)
3. [BIKESAFE — Bicycle Safety Guide and Countermeasure Selection System](#)
4. [City of Chicago — 2013 — Complete Streets Chicago](#)
5. [DarkSky — 2025 — Outdoor Lighting Guidelines](#)
6. [FHWA — 2019 — Bikeway Selection Guide](#)
7. [FHWA — Shared Use Path Level of Service Calculator](#)
8. [FHWA — Crash Modification Factors Clearinghouse](#)
9. [FHWA — 2025 — Manual on Uniform Traffic Control Devices](#)
10. [FHWA — 2022 — Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)
11. [FHWA — 2015 — Guide for Maintaining Pedestrian Facilities for Enhanced Safety](#)
12. [ITE — 2022 — A Guide to Vertical Deflection Speed Reduction Techniques: Planning and Design of Speed Humps](#)
13. [MnDOT — 2024 — Bicycle Facility Design Manual](#)
14. [SCDOT - 2008 - Access and Roadside Management Standards](#)
15. [SCDOT — 2021 — Roadway Design Manual](#)
16. [SCDOT — Traffic Engineering Guidelines](#)
17. [NACTO — 2025 — Urban Street Design Guide](#)
18. [PedBikeInfo — 2013 — Costs for Pedestrian and Bicyclist Infrastructure Improvements](#)
19. [Pedestrian and Bicycle Information Center — Signals and Signs](#)
20. [PEDSAFE — 2013 — Pedestrian Safety Guide and Countermeasure Selection System](#)
21. [PROWAG](#)
22. [USDOT FRA and USDOT FHWA - 2019 - Highway-Rail Crossing Handbook Third Edition](#)

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A photograph showing a concrete curb and sidewalk next to an asphalt road. The curb is on the right side of the sidewalk, and the road is on the left. In the background, there are trees and a utility pole with power lines. The sky is blue with some clouds. A dark blue banner is overlaid on the top right of the image, containing the text "Chapter 4. Implementation" in white, italicized font.

*Chapter 4.
Implementation*

Implementation Strategies

This chapter provides information and strategies to support new sidewalk projects and maintenance efforts throughout the City of Union. It is intended to serve as a tool to guide the City's budgeting process, future infrastructure planning efforts, and the allocation of other City resources.

Projects are organized by **implementation timeframe**, and the highest-priority projects within each category have been assigned **planning-level cost estimates**. Following the physical infrastructure recommendations, the chapter presents **policy and programmatic recommendations** to further support Union's sidewalk network. The chapter concludes with a discussion of potential **funding sources** that may provide financial assistance for implementing these projects.

Projects by Timeframe

The tables on the following pages outline the new and maintenance timeframes for the implementation of each sidewalk project. Projects have been placed in these timeframes based on priority and community feedback. The timeframes include:

Short Term: This category includes the highest priority projects, based on a data-driven analysis and community feedback, that could be implemented in the next several years.

Mid Term: These projects are also high priority to the City but fall outside of the “Top 5” projects as identified in the analysis.

Long Term: A projects presence in this category does not mean that no work should start in the next five years, but that it is unlikely that the project will be completed in the near future.

New Projects- By Timeframe

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
Lakeside Drive - Arthur Boulevard to Pine Street	X		
S Boyce Street - W Main Street to W South Street	X		
W South Street - Ravenscroft Street to W Main Street	X		
Keenan Avenue - Keenan Avenue to W Academy Street	X		
Kirby Street - Old Buffalo Road to N Duncan Bypass	X		
Union Boulevard - S Boyce Street to Stewart Street	X		
Gage Avenue - Highland Drive to W Henrietta Street	X		
Lakeside Drive - Pump Station Road to Arthur Boulevard		X	
McBeth Street - Wallace Street to Woodrow Street		X	
S Enterprise Street - Corinth Street to W South Street		X	
Kennan Avenue - Hicks Street to Keenan Avenue		X	
Meansville Road - Scotch Pine Drive to SC 215		X	
N Duncan Bypass - American Inn to SC 215		X	
Harwood Heights - N Duncan Bypass to Harris Street		X	
Harris Street - Harwood Heights to Thompson Boulevard		X	
Lakeside Drive - City Line to Pump Station Road			X
Peach Orchard Road - City Line to City Line			X
Lakeview Heights - Lakeside Drive to Pineneedle Road			X
Pineneedle Road - Lakeview Heights to Arthur Boulevard			X

New Projects- By Timeframe Continued

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
Union Boulevard - Foster Street to Scott Street			X
McBeth Street - S Church Street to Wallace Street			X
McBeth Street - Woodrow Street to Foster Street			X
Perrin Avenue - Wallace Street to Foster Street			X
N Church Street - Arthur Boulevard to White Oak Street			X
Seigler Road - Barnado Road to Lakeside Drive			X
Barnado Road - SC 18 to City Limit			X
SC 18 - City Limit to Harris Street / Harwood Heights			X
N Pinckney Street - SC 18 to May Street			X
N Pinckney Street - Old Buffalo Road to Arthur Boulevard			X
N Pinckney Street - Walker Heights to SC 18			X
Wilson Street - N Pinckney Street to Catherine Street			X
Old Buffalo Road - McDonald's to n Pinckney Street			X
Springdale Drive - Rice Avenue to Green Street			X
W Main Street - Barron Street to Harold James Place			X
Connector Road - N Duncan Bypass to SC 18			X
N Duncan Bypass - City Limits to American Inn			X
Toney Road - Meansville Road to SC 18			X
Meansville Road - City Limit to Scotch Pine Drive			X

Maintenance Projects- By Timeframe

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
Arthur Boulevard - Lakeside Drive to Toluca Street	X		
Lakeside Drive - Pine Street to E Main Street	X		
Wallace Street - E Main Street to Perrin Avenue	X		
W Main Street - Mill Avenue to Blassingame Street	X		
Park Drive - Arthur Boulevard to Pine Street		X	
Pine Street - Lakeside Drive to Park Drive		X	
E Main Street - N Church Street to Park Drive		X	
Union Boulevard - Lipsey Street to Meador Street		X	
Lakeview Heights - Poplar Street to Stutts Avenue			X
Richard Street - Toluca Street to Stutts Avenue			X
Douglas Heights - Pine Street to E Main Street			X
Park Drive - Pine Street to E Main Street			X
E Main Street - Park Drive to City Limits			X
Perrin Avenue - Foster Street to City Limits			X
Foster Street - E Main Street to Union Boulevard			X
Cherokee Avenue - Perrin Avenue to Union Boulevard			X
Union Boulevard - E Main Street to E Cohen Street			X
Union Boulevard - Jeffries Place to Foster Street			X
Williams Street - End of Road to New Street			X
New Street - Union Boulevard to End of Road			X

Maintenance Projects- By Timeframe Continued

Sidewalk Location	Short-Term	Mid-Term	Long-Term
Horseshoe Circle - Union Boulevard to Union Boulevard			X
Perrin Avenue - S Church Street to Hampton Avenue			X
S Church Street - E Main Street to Perrin Avenue			X
N Church Street - White Oak Street to Faith Lane			X
Pine Street - Faith Lane to Lakeside Drive			X
White Oak Street - Faith Lane to N Church Street			X
Faith Lane - White Oak Street to E Academy Street			X
N Mountain Street - Culp Court to S Pinckney Street			X
Wallace Court - N Pinckney Street to E Academy Street			X
N/S Gadberry Street - E Academy Street to E South Street			X
N Pinckney Street - Kennedy Circle to Sharpe Avenue			X
S Pinckney Street - E Main Street to Porter Street			X
S Church Street - E South Street to Union Boulevard			X
E/W Academy Street - N Enterprise Street to N Mountain Street			X
N/S Enterprise Street - W Academy Street to W South Street			X
N/S Herndon Street - W Academy Street to Hunter Street			X
Moore Street - N Enterprise Street to N Herndon Street			X
Sharpe Avenue - N Herndon Street to N Pickney Street			X

Maintenance Projects- By Timeframe Continued

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
S Herndon Street - Palmer Street to W South Street			X
Gage Avenue - W South Street to Porter Street			X
Gault Avenue - Gage Avenue to S Pinckney Street			X
Columbus Street - Gault Avenue to Porter Street			X
Porter Street - Gage Avenue to S Pinckney Street			X
Chambers Avenue - Porter Street to W Henrietta Street			X
Lipsev Street - Porter Street to Union Boulevard			X
Tillman Street - Lipsey Street to Columbus Street			X
Columbus Street - Tillman Street to W Henrietta Street			X
W Henrietta Street - Chambers Avenue to S Pinckney Street			X
S Pinckney Street - W Henrietta Street to City Limits			X
Union Boulevard - Stewart Street to Lipsey Street			X
Hart Street - City Limits to S Pinckney Street			X
College Street - End of Road to Hart Street			X
Cottage Avenue - Broad Street to Hart Street			X
Culp Street - Hart Street to Coleman Street			X
Highland Drive - S Boyce Street to Gage Avenue			X
S Boyce Street - W South Street to Union Boulevard			X
Wilbur Street - Wilbur Street to S Boyce Street			X

Maintenance Projects- By Timeframe Continued

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
Highland Drive - James Street to S Boyce Street			X
W South Street - W Main Street to S Pinckney Street			X
W Main Street - Bennett Street to Blassingame Street			X
W Main Street - Mill Avenue to N Herndon Street			X
N Evans Street - Ravenscroft Street to W Main Street			X
Ravenscroft Street - N Evans Street to Blassingame St			X
Nance Street - Ravenscroft Street to W Main Street			X
Oshields Street - Buffalo Street to Blassingame Street			X
2nd Avenue - Spring Street to Blassingame Street			X
Thomas Street - Blassingame Street to Erwin Avenue			X
3rd Avenue - Spring Street to Blassingame Street			X
Blassingame Street - Green Street to 2nd Avenue			X
Spring Street - Blassingame Street to Lawson Avenue			X
Green Street - Morris Circle to Hicks Street			X
Lawson Avenue - Erwin Avenue to Wayside Drive			X
Erwin Avenue - Lawson Avenue to Lybrand Street			X
Hicks Street - Erwin Avenue to Green Street			X
Pond Street - Hicks Street to Lybrand Street			X
N Pinkcney Street - Cabin Street to May Street			X
Thompson Boulevard - Old Buffalo Road to N Pinckney Street			X

Maintenance Projects- By Timeframe Continued

<i>Sidewalk Location</i>	<i>Short-Term</i>	<i>Mid-Term</i>	<i>Long-Term</i>
Catherine Street - N Pinckney Street to Wilson Street			X
McPherson Street - Catherine Street to Arthur Boulevard			X
Crawford Street - McPherson Street to Wilson Street			X
Wilson Street - Eutaw Lane to Arthur Boulevard			X
Arthur Boulevard - Dunn Avenue to N Church Street			X
Walker Heights - N Pinckney Street to Arthur Boulevard			X
Reed Street - Arthur Boulevard to Walker Heights			X
Rice Avenue - Times Boulevard to Springdale Drive			X

Projects by Cost

This section presents the City's highest-priority sidewalk projects organized by estimated cost. The projects identified reflect locations with the greatest need based on data-driven analysis and community engagement. Cost estimates are provided at a planning level in 2026 dollars and are intended to support long-range decision-making, funding strategies, and project sequencing. (Contingency is 40% of the base total. Engineering is 20% of the Contingency added to the base total.) Actual project costs may vary as inflation and market forces fluctuate. Actual project costs may also vary as project scopes are refined through design, right-of-way evaluation, utility coordination, and construction.



New Projects - Planning-Level Cost Estimate Continued

<i>Sidewalk Location</i>	<i>Estimated Quantity (Square Feet)</i>	<i>Unit Price</i>	<i>Contingency</i>	<i>Engineering</i>	<i>Total Per Project</i>
Lakeside Drive - Seigler Road to Pine Street	12,375	\$15	\$74,250	\$51,975	\$311,850
Meansville Road - Scotch Pine Drive to Main Street	1,150	\$15	\$6,900	\$4,830	\$28,980
N Duncan Bypass - American Inn to Main Street	8,200	\$15	\$49,200	\$34,400	\$206,640
Harwood Heights - N Duncan Bypass to Thompson Boulevard	9,700	\$15	\$58,200	\$40,740	\$244,440
Keenan Avenue - Apartment Complex to Skyline Drive / W Academy Street	3,500	\$15	\$21,000	\$14,700	\$88,200
Main Street - Meansville Road to N Duncan Bypass	3,925	\$15	\$23,550	\$16,485	\$98,910
Kirby Street - Entrance to Union County Stadium to Crosswalk on N Duncan Bypass	1,850	\$15	\$11,100	\$7,770	\$46,620

New Projects - Planning-Level Cost Estimate Continued

<i>Sidewalk Location</i>	<i>Estimated Quantity (Square Feet)</i>	<i>Unit Price</i>	<i>Contingency</i>	<i>Engineering</i>	<i>Total Per Project</i>
Union Boulevard - S Boyce Street to Stewart Street	4,500	\$15	\$27,000	\$18,900	\$113,400
Gage Avenue - Porter Street to W Henrietta Street	3,300	\$15	\$19,800	\$13,860	\$83,160
Total Estimate Construction Cost					\$1,222,000

Maintenance Projects - Planning-Level Cost Estimate

Sidewalk Location	Estimated Quantity (Square Feet)	Unit Price	Contingency	Engineering	Total Per Project
Arthur Boulevard - Lakeside Drive to Pineneedle Road	10,800	\$20	\$86,400	\$60,480	\$362,880
Park Drive - Arthur Boulevard to Pine Street	4,900	\$20	\$39,200	\$27,440	\$164,640
Pine Street - Park Drive to Lakeside Drive	6,200	\$20	\$49,600	\$34,720	\$208,320
Lakeside Drive - Pine Street to E Main Street	4,600	\$20	\$36,800	\$25,760	\$154,560
E Main Street - N Church Street to Park Drive	11,150	\$20	\$89,200	\$62,440	\$374,640
Union Boulevard - Lipsey Street to Jeffries Places	8,000	\$20	\$69,000	\$45,800	\$274,800
W Main Street - Lybrand Street to Harlan Street	7,535	\$20	\$60,280	\$42,196	\$253,176

Maintenance Projects - Planning-Level Cost Estimate Continued

Sidewalk Location	Estimated Quantity (Square Feet)	Unit Price	Contingency	Engineering	Total Per Project
Keenan Avenue - Apartment Complex to Keenan Avenue	4,400	\$20	\$35,200	\$24,640	\$147,840
Herndon Street - W Academy Street to E Main Street	3,100	\$20	\$24,800	\$17,360	\$104,160
W South Street - S Herndon Street to S Pinckney Street	3,050	\$20	\$24,400	\$17,080	\$102,480
Total Estimated Construction Cost					\$2,147,000

Policy Modifications and Programmatic Improvements

Developing non-infrastructure recommendations is a key step in planning for future development. Policy can help turn a city-wide vision into practical strategies that inform future investments and decisions. This chapter suggests policies that the City of Union could implement that would impact future sidewalk construction and maintenance.



Require Shared-Use Paths on Roadways Classified as Major Collectors and Above

To promote walking and biking, enhance safety, and support transportation mode choice, it is recommended that the City require the construction of shared-use paths as part of all new roadway construction. This policy would apply to all roadway types classified as a Collector or above, and may be applied to others, and should be guided by context-sensitive design standards. Integrating pedestrian and bicycle infrastructure into new roadways will:

- ◆ Improve safety for non-motorized users by providing dedicated space separated from vehicular traffic
- ◆ Encourage active transportation such as walking and biking
- ◆ Enhance connectivity between neighborhoods, commercial areas, schools, and parks

Development Code Amendments for Sidewalks, Bikeways, and Connectivity

Amend the Code of Ordinances to require complete pedestrian and bicycle access in all new subdivisions, site plans, and major renovations. Sidewalks and bikeways should also be required adjacent to all public right-of-ways, including major roads along the frontage of developments.

Minimums include continuous sidewalks (5–6 feet wide) on both sides of collector streets and on at least one side of local streets where the net density is less than 4 dwelling units per acre and safe crossings at all internal intersections.

Where physical constraints exist, allow an in-lieu fee dedicated exclusively to delivering network links within a defined radius, ensuring to build connectivity whether or not a site can install every element on-site.

Complete Streets Ordinance

Adopt a city-wide Complete Streets Ordinance that requires all capital, private development, and utility projects affecting public rights-of-way to safely accommodate people walking, bicycling, using mobility devices, and driving.

The ordinance would apply to new construction, reconstruction, maintenance, and resurfacing. The ordinance should set minimum design expectations—continuous sidewalks/shared-use paths on both sides of collector streets and arterials; marked crosswalks at all legs of signalized intersections; on-street bike lanes or buffered shoulders on corridors with speeds above 25 mph; and protected bike facilities on streets with volumes over 10,000 AADT or where vulnerable users are prevalent (e.g., school zones).

Apply context-sensitive design using established guidance (e.g., AASHTO, NACTO), and require exceptions to be documented in writing, publicly posted, and approved by the Council. The ordinance should emphasize the imperative to envelop safety and accessibility as non-negotiable project outcomes and ensure multimodal features are standard, not ad hoc.

City-Required Educational Course for Sidewalk Construction and Maintenance

Require all employees whose roles involve sidewalk maintenance and construction, to attend courses on the best practices of those activities. Several organizations offer these programs including South Carolina Local Technical Assistance Program (SCLTAP), American Society of Civil Engineers (ASCE), and the National Highway Institute through the USDOT Federal Highway Administration (USDOT FHWA). (LTAP also exists in North Carolina through NC State University which may offer additional class variations than SCLTAP.)

Funding Sources

Identifying reliable funding sources is essential for turning community infrastructure needs, such as sidewalks, crossings, and other multimodal improvements, into built projects. Because these projects often rely on a mix of funding resources, understanding the range of available programs is a critical step in planning and implementation. This section provides an overview of key funding opportunities that support active transportation and safety investments. This chapter will equip the City of Union with an overview of information needed to successfully deliver infrastructure improvements.



Transportation Alternatives (TA) Set-Aside Program

- ◆ **Eligible Projects:** Projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs. Projects listed in applicable South Carolina Department of Transportation (SCDOT), Council of Governments (COG) / Metropolitan Planning Organization (MPO) non-motorized transportation, bicycle, or other related plans.
- ◆ **Eligible Applicants:** Local Governments
- ◆ **Award:** Minimum grant request of \$400,000
- ◆ **Minimum Application Requirements:** 20% Match
- ◆ **Application Deadline:** Transportation Alternative Set-Aside projects are to be publicly solicited and selected through a competitive process at the State and Transportation Management Area (TMA) levels. For the Rural and Small Urban TA Program, SCDOT solicits applications twice a year and coordinates with the COGs and MPOs serving populations of less than 200,000 to review and provide feedback on projects.
- ◆ **Program Guidance:** SCDOT TAP

Surface Transportation Block Grant Program (Guideshare)

- ◆ **Eligible Projects:** Broad range of transportation improvements including roadways, intersection upgrades, intelligent transportation system enhancements, transit, freight, as well as bicycle/pedestrians projects.
- ◆ **Eligible Applicants:** Metropolitan Planning Organizations (urbanized areas) and Councils of Government (rural areas).
- ◆ **Award:** Based on population totals within the urban and rural areas and/or region.
- ◆ **Minimum Application Requirements:** N/A
- ◆ **Application Deadline:** N/A
- ◆ **Program Guidance:** Surface Transportation Block Grant Program (STBG)

C-Funds

- ◆ **Eligible Projects:** Local transportation projects and improvements to state, county, and city streets.
- ◆ **Eligible Applicants:** South Carolina Counties
- ◆ **Award:** Funds are derived from the state gasoline tax revenue. Funding amounts are distributed to each of the 46 counties based on a three-part formula:
 - 1/3 of the C funds based on the ratio of the land area of the county to the land area of the state.
 - 1/3 of the C funds based on the ratio of the county population to the state population as determined by the latest decennial census.
 - 1/3 of the C funds based on the rural road mileage in the county to the rural road mileage in the state.
- ◆ **Minimum Application Requirements:** N/A
- ◆ **Application Deadline:** N/A
- ◆ **Program Guidance:** [South Carolina C-Funds](#)

Transportation Infrastructure Bank

- ◆ **Eligible Projects:** Construction of or improvements to highways, including bridges, which may include pedestrian/bicycle components. Projects must provide a public benefit in one or more of the following areas: enhancement of mobility and safety; promotion of economic development; or increase in the quality of life and general welfare of the public.
- ◆ **Eligible Applicants:** Local Governments
- ◆ **Award:** Awards of at least \$25 million in costs.
- ◆ **Minimum Application Requirements:** N/A
- ◆ **Application Deadline:** The application period is based on the availability of funds, and the next open application period will be advertised on their website.

Program Guidance: [South Carolina Transportation Infrastructure Bank](#)

Safe Streets and Roads for All (SS4A) Grant Program

◆ Eligible Projects:

- Development of a comprehensive safety action plan,
- Supplemental safety planning to enhance an action plan,
- Demonstration activities to inform the development of, or an update to, an action plan,
- Perform planning, design, and development activities for projects and strategies identified in an action plan,
- Implementation of projects and strategies identified in an action plan.

◆ **Eligible Applicants:** A unit of local government, MPOs, Federally recognized Tribal governments

◆ **Award:** Dependent on number of applications and type of application

◆ **Minimum Application Requirements:** A 20% local match made by the applicant

◆ **Application Deadline:** Varies, typically late Q2

◆ **Program Guidance:** Safe Streets and Roads for All (SS4A) Grant Program

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

◆ **Eligible Projects: Planning projects** that include planning, preparation, design, or engineering of eligible surface transportation capital projects **or capital projects** that advance the goals of the program.

◆ **Eligible Applicants:** A unit of local government, States, a public agency

◆ **Award:** Minimum and maximum award size can vary. In past years, minimum award size has been \$1 million for rural capital projects and \$5 million for urban capital projects. Maximum award size has been \$25 million. Planning projects do not have a minimum award size.

◆ **Minimum Application Requirements:** A cost share requirement of at least 20% is required for urban areas while rural, areas of persistent poverty, and historically disadvantaged communities do not have a required cost share.

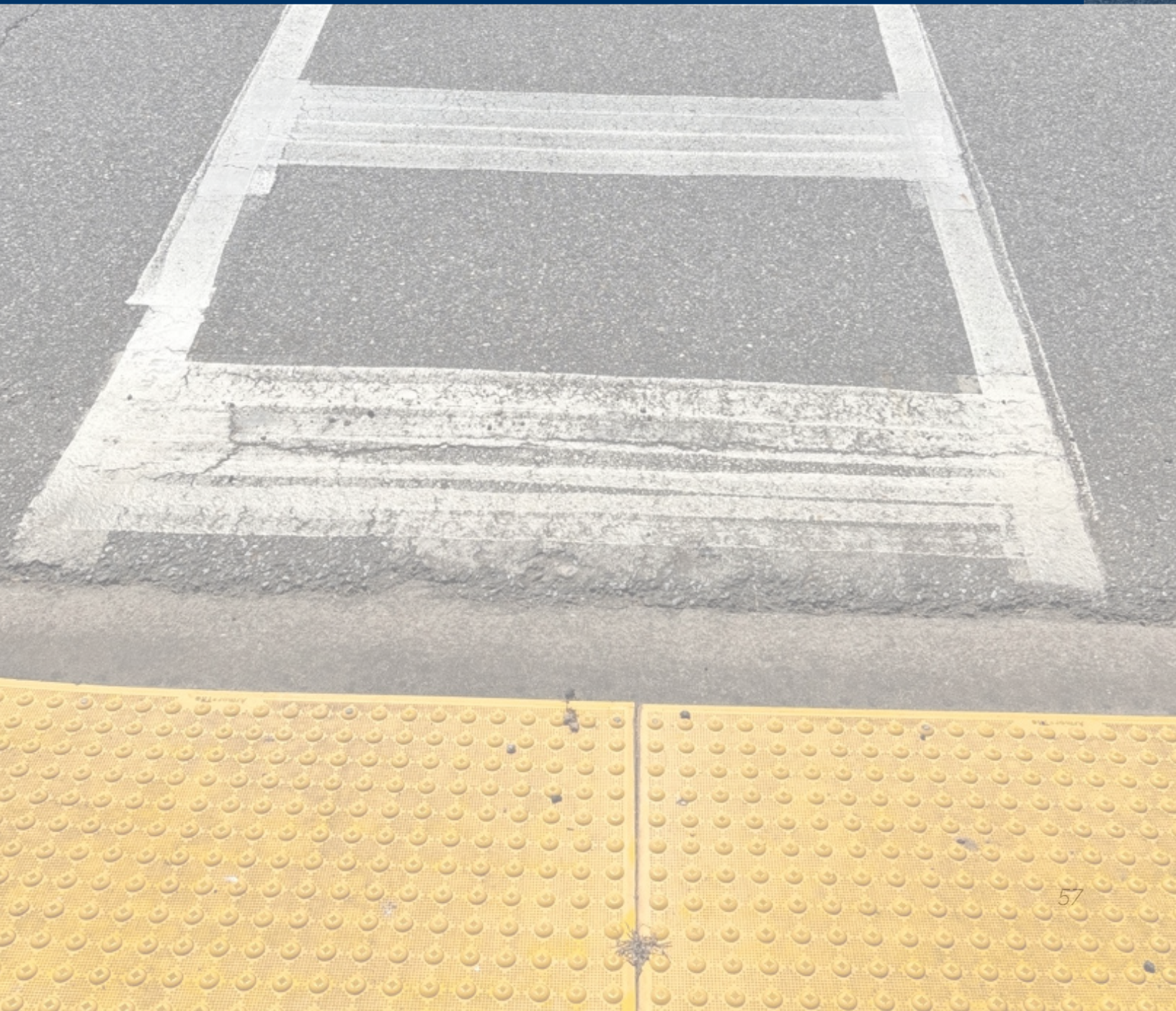
◆ **Application Deadline:** Notice of funding is typically released in Q4 with applications due in Q1 the following year.

◆ **Program Guidance:** Better Utilizing Investments to Leverage Development (BUILD) Grant Program

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Chapter 5. Existing Conditions



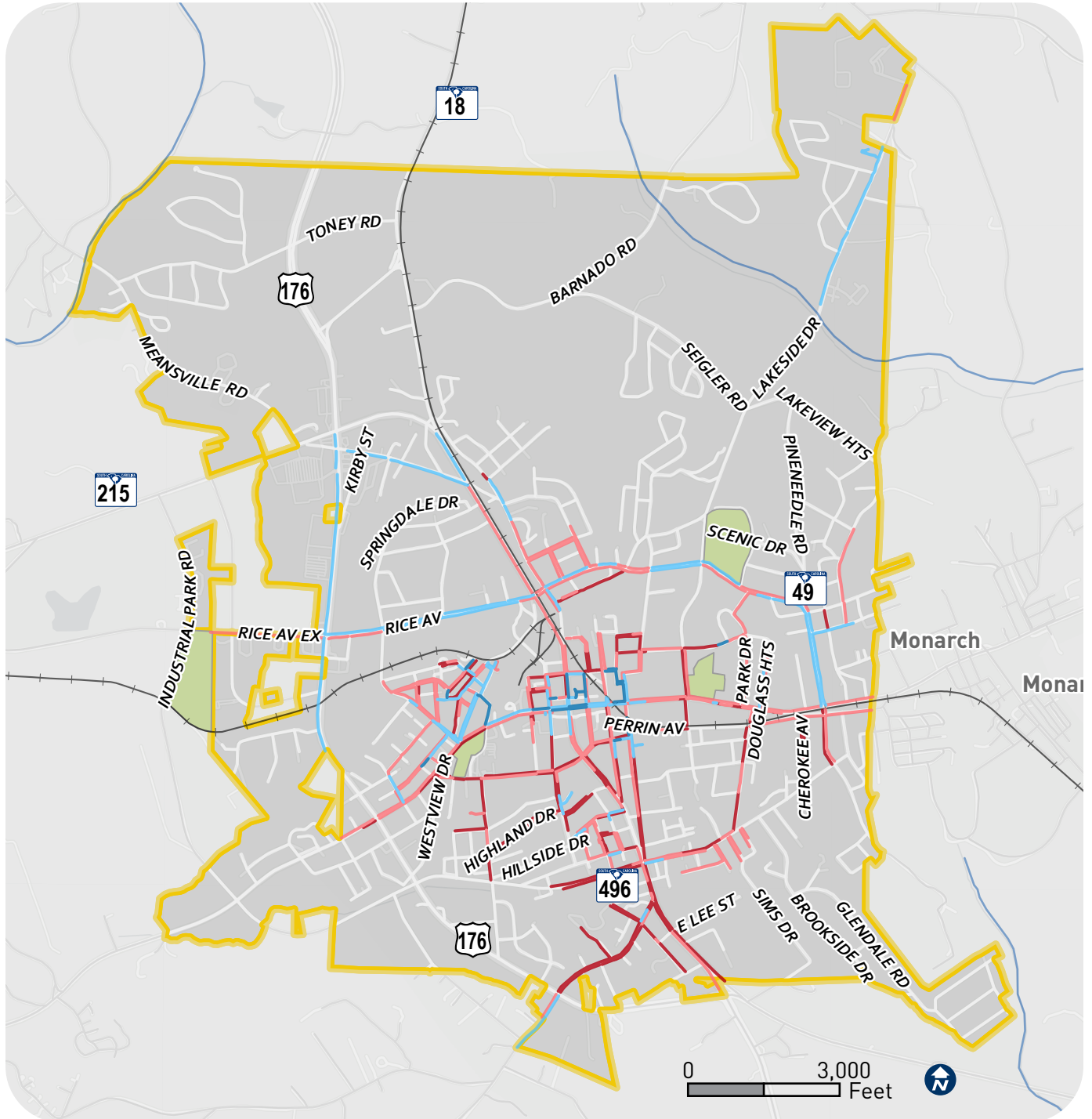
Sidewalk Inventory and Network Analysis

A sidewalk inventory of Union was completed in August 2025 using GPS-based data collection. Data collected includes the location and condition of sidewalks, ADA compliance of crosswalks and their location, the location of pedestrian signal heads, and problem locations concerning pedestrian facilities.

Sidewalk condition was broken up into four categories: excellent, good, fair, and poor, as shown on the map on the following page. The **majority of sidewalks are located around the downtown core** and south of SC 49/Main Street. **Most of these sidewalks are in poor condition** meaning that they are crumbling, not compliant with ADA standards, are overgrown with grasses or other weeds, and/or have power poles or other utilities in the middle of the pedestrian path. Poor condition sidewalks are generally unusable. These sidewalks are also typically located directly behind the curblines and are not separated from vehicular travel lanes.

There are a handful of stretches where the sidewalks are in good or excellent condition. These sidewalks are typically in-tact, mostly level, and free from obstructions. Segments along SC 49/Main Street, Rice Avenue, and Lakeside Drive have received a good or excellent rating.

Existing Sidewalk Conditions



- | | | |
|---------------|-----------|---------------------------|
| City Boundary | Railroads | Sidewalk Condition |
| Parks | Streams | Excellent |
| Streets | | Good |
| | | Fair |
| | | Poor |

Vulnerable Road Users

*Vulnerable road users face a disproportionately high risk of severe injury or fatality in traffic crashes due to their lack of physical protection compared to motor vehicle occupants. These road users include, but are not limited to **pedestrians, those operating a mobility device, roadway workers, and bicyclists**. Understanding the patterns, trends, and contributing factors behind these incidents is essential for developing effective strategies to improve roadway safety.*

This report examines crashes involving vulnerable road users over a ten-year period, providing a comprehensive analysis of frequency, severity, and geographic distribution. By identifying key trends and high-risk conditions, the findings aim to inform where infrastructure improvements are most needed and support policy initiatives that prioritize the safety of all road users.

Based on South Carolina's Injury Classification Scale, crashes have been categorized into one of five categories: 'K' (Fatal), 'A' (Incapacitating/Serious Injury), 'B' (Non-Incapacitating Injury), 'C' (Possible Injury), or 'O' (No Injury).

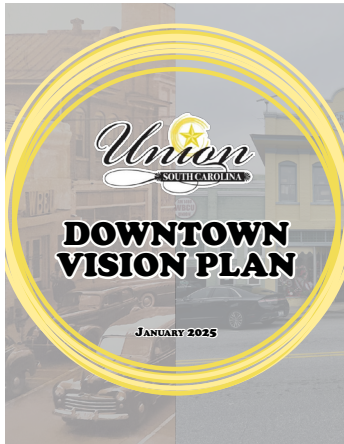
In Union, **between 2014 and 2024, eighteen total bike and pedestrian crashes occurred**. (Two crashes, a Serious Injury and Possible Injury, occurred at the intersection of Main Street and Thompson Boulevard.) Fourteen of the eighteen crashes were pedestrians, the remainder were bicyclists.

No fatal crashes occurred during this timeframe. Ten of the crashes occurred during the day while the others occurred at night. Seven of the crashes are located on Local streets, eight are located on Minor Arterials, and two on a Major Collector.

Plan Review

Reviewing previous plans is a critical step in the planning process. Past plans serve as both a foundation and a learning tool—they capture the priorities, assumptions, and decisions that guided earlier efforts. This process ensures continuity and prevents duplication of effort. A thorough review also helps align current planning with long-term goals, regulatory requirements, and community expectations.

Union Downtown Vision Plan



The Union Downtown Vision Plan (Jan. 2025) focused on E Main Street from Enterprise Street to just east of S Church Street. At the beginning of the study a vision was established, "Downtown is

the welcoming historic centerpiece of our community. It is the destination for cultural enrichment, entertainment, and civic engagement for all of Union County."

The **broad recommendations, are as follows:**

- ◆ Establish a downtown advisory group/ coordination committee within the Union County Development Board to oversee the management of downtown.
- ◆ Preserve the character and charm of downtown's historic buildings and properties.
- ◆ Activate the use of outdoor spaces in downtown.
- ◆ Facilitate a downtown business recruitment, retention, and development program that engages property owners.
- ◆ Improve public awareness and coordination of downtown parking.
- ◆ Begin to examine major urban design and physical improvement projects.

In relationship to the Sidewalk Master Plan, recommendation 6 contains two applicable

actions: Develop Plans for a new Main Street Streetscape and Evaluate Connections between USC Union and Downtown.



Walkable Union Pedestrian Plan

The Walkable Union Pedestrian Plan (July 2018) focused on recommendations for the pedestrian and

bicycle network, including key crossing connections at US-176, north-south and east-west connections, and programmatic recommendations for improving walkability throughout Union. However, a majority of recommendations were proposed for outside of Union's official city boundaries.

Proposed network elements include approximately seven miles of new sidewalks, one mile of advisory shoulders, one and a half miles of on-street bike facilities, and two miles of shared-use paths. Additionally, nine crossings were recommended for improvement.

Three priority projects were identified which include the intersection at Timken Park, a midblock crossing at US-176, and a shared-use path within a utility corridor to connect residents to schools and other destinations.

Since the plans adoption, sidewalk has been built on US Highway 176 between US 176 Business and Bermuda Drive.

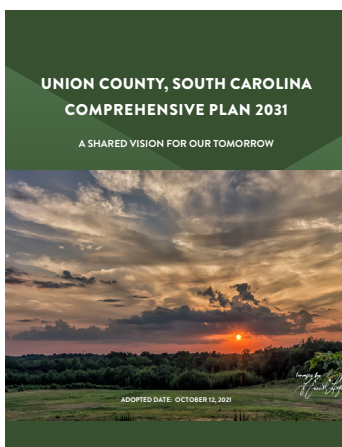
University of South Carolina at Union Campus Master Plan



The USC at Union Campus Master Plan (Dec. 2024) identified assets to the school and

challenges that it faces while recognizing the campus's opportunities. The plan also provided an overview of catalyst projects and investments that could take place over the next five plus years. One of the many overarching goals is to connect the campus to the rest of Union through pedestrian and bicyclist facilities while also making intersections and crossings safer. Currently, the campus boasts some of the best sidewalks facilities in the community and can use this to make additional improvements and expand upon them.

Union County Comprehensive Plan



The Union County Comprehensive Plan (Jan. 2021) focused on many elements including Transportation.

The purpose of the Transportation Element section is to "consider a balanced, equitable, and

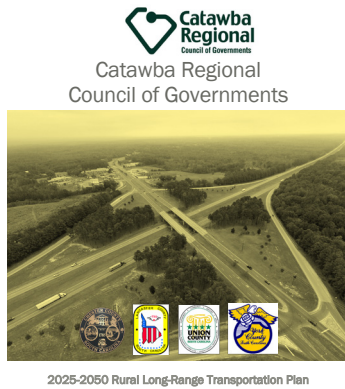
efficient transportation system that provides a range of transportation choices. Well-

planned and -designed transportation corridors establish livable communities; support a diverse economy; reduce air, noise, and water pollution; and enhance mobility for all. The Transportation Element considers protecting existing corridors and reserving future right-of-way; enhancing mobility by improving existing roads, corridors, and street connectivity; encouraging access management strategies; identifying connections for pedestrians and bicyclists to enhance safety and mobility; and minimizing environmental impacts."

The following two goals were listed in the Transportation Element and are accompanied by strategies that apply to the Union Sidewalk Master Plan:

- ◆ Provide a safe transportation system for all modes of transportation and related facilities as one integrated system that is coordinated and developed.
 - Utilize grants to upgrade and maintain existing pedestrian sidewalks and install sidewalks where needed.
 - Improve the condition of existing walking areas to increase safety of walkers.
 - Collaborate regularly with stakeholders, agencies, and jurisdictions for planning and implementing transportation improvements that enhance quality of life and economic development.
 - Develop a bike and pedestrian plan to identify corridors and routes for pedestrians and bicyclists and gaps in connections between facilities.
 - Encourage healthy lifestyles by providing connections with sidewalks, multi-use paths, trails, and bike lanes.

Catawba Regional Council of Governments 2025-2050 Rural Long-Range Transportation Plan

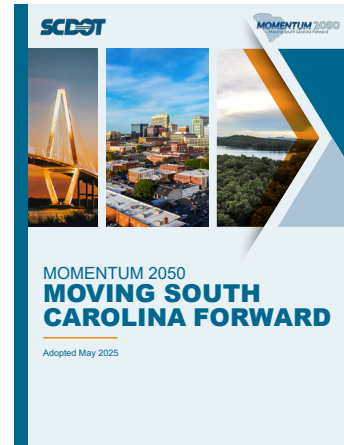


The CRCOG 2025-2050 Rural L RTP (May 2025) aimed to identify “current condition deficiencies of the transportation system and prioritize transportation needs for input to

the Statewide Transportation Improvement Plan (STIP)”.

In addition, the plan called for “providing viable transportation alternatives to decrease dependence on the automobile and promote transportation to employment and necessities”. At the time of writing Priority Projects in Appendix B were not available online.

South Carolina Momentum 2050



The SCDOT Statewide Multimodal Transportation Plan (May 2025) will aid the state of South Carolina in prioritizing projects by having produced strategies and policies to achieve

the state’s vision. The plan is supported by four goals: Continue System Recovery (Maintenance), Support Freight Movement, Deepen Multimodal Partnerships (Port Terminals and Railroads), and Address Urban and Rural Mobility. The last goal aims to “address traffic congestion in urban areas and prioritize improved access for rural communities to and from jobs, healthcare, and education.” This goal is supported by four objectives:

- ◆ Increase investment in addressing rural access and urban congestion needs.
- ◆ Improve access to jobs, health care, and economic opportunities in rural areas.
- ◆ Improve traffic signal operations and conditions.
- ◆ Improve transit access with a focus on workforce development and health care.

While the plan does not explicitly discuss pedestrian and bicycle facilities and routes, the plan heavily references the South Carolina Pedestrian and Bicycle Safety Action Plan.

[South Carolina Pedestrian and Bicycle Safety Action Plan \(PBSAP\)](#)

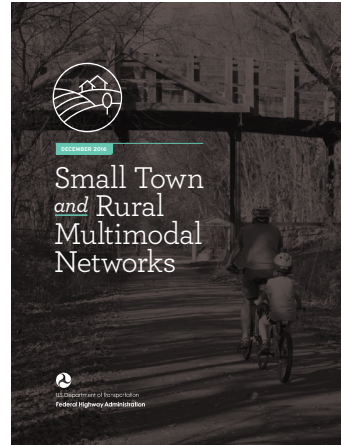


The South Carolina PBSAP (May 2022) identified high-priority locations based on high-crash roadway segments, high-risk roadway segments, and high-crash intersections based on a

set methodology. None of the identified locations were located in Union or within Union County.

In addition to these locations, the PBSAP provided a toolbox of countermeasures, based on three disciplines of engineering, education, and enforcement, that can be implemented to improve safety for pedestrians and bicyclists. Engineering countermeasures included physical improvements to roadways and have been divided into the following categories: pedestrian crossings, bicycle facilities, intersection safety improvements, and roadway safety improvements. Education countermeasures included educational campaigns about safe travel and rules of the road for motorists, pedestrians, and bicyclists but can also include educating the general public on roadway design for safe facilities. Enforcement countermeasures focused on enforcing traffic laws to increase safety.

[FHWA Small Town and Rural Multimodal Networks](#)



The FHWA Small Town and Rural Multimodal Networks Guide (Dec. 2016) is intended to be a source for small towns and rural communities. The guide applied national design guidelines to

rural settings and addressed transportation challenges specific to rural areas. The guide is divided into three main sections: Mixed Traffic Facilities, Visually Separated Facilities, and Physically Separated Facilities. The guide also dedicated a section to Key Network Opportunities which includes guidance on speed management, pedestrian lanes, school connections, multimodal main streets, bridges, and access to public lands. This guide will be critical in providing data-based recommendations to Union.

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Chapter 6. Engagement



Engagement

*Union staff and the consultant project team led the engagement for the Sidewalk Master Plan. Engagement was split into two phases, Fall 2025 and Spring 2026. Fall 2026 engagement asked the community where they saw the most need for improvements while Spring 2026 engagement presented recommendations to the community and asked if the recommendations were in line with their concerns. Spring 2026 focused on gathering consensus around plan recommendations. The plan was presented to Union City Council and adopted on **X MONTH, X DAY, 2026**.*

The Project Team conducted two rounds of engagement. One was held at the beginning of the project in Fall 2025 while the other was held in Spring 2026. The first round of engagement included an **in-person open house**, meetings with **special interest groups**, a **project website** and a virtual map activity and **survey**.

The meetings were held on Tuesday, October 21, 2025, at Main Street Junction. Three **special interest meetings** were conducted throughout the day with the following groups: Union School District/USC, Chamber of Commerce/Economic Development Group (including the City of Union Mayor), and Union Police Health/Union Police. These meetings are detailed below.

The **first in-person open house** was also held at Main Street Junction on October 21st between 4:00-6:00 pm. A total of nine people were in attendance as well as project

staff. Attendees were informed of the purpose and scope of the project and asked to participate in the survey.

Project information and the survey were displayed on boards around the meeting room. Attendees were also asked to use dots on a map of Union to mark where they felt could use improvements to pedestrian infrastructure or where they felt unsafe while walking.

General themes emerged through conversations with the special interest groups including:

- ◆ Foster Park and School area could use crossing infrastructure and other general improvements to the roadway layout (speeding caused by four-lane roadway)
- ◆ Downtown to the YMCA is a popular walking route but the sidewalk is in need of extensive repairs

- ◆ Need for clarification about who is responsible for sidewalk maintenance and upgrades
- ◆ Walmart is a popular destination for pedestrians and motorists, pedestrian infrastructure is needed to alleviate conflicts and reduce traffic delays
- ◆ Tree grates and other sidewalk infrastructure create hazards in the network

After the public community meeting, a staff member from the consultant team presented to the City Council as an informational meeting. The Council was encouraged to share the project with their networks and to use the online mapping tool to help contribute to the network issues inventory and provide feedback.

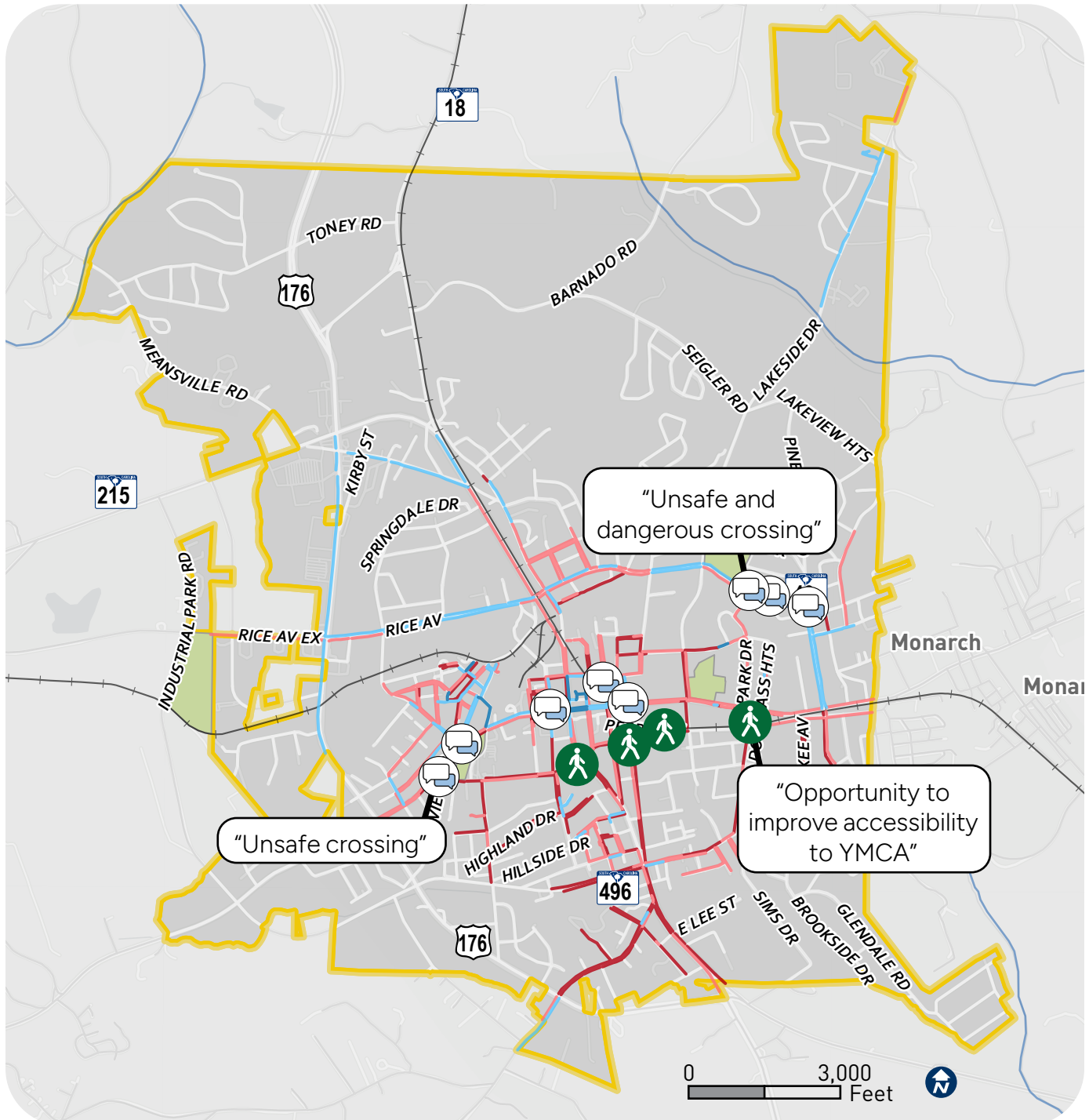
In addition to the in-person events, a virtual survey and mapping activity were available for participants October to November 2025. 35 respondents participated in the survey, and 12 points of concern were added to the online map.

General themes from the survey and virtual map include:

- ◆ **Lack of maintenance along sidewalks** is the top reason respondents are discouraged from walking in Union more (followed by personal safety concerns and the need for more adequate lighting along pedestrian routes)
- ◆ Respondents want to **prioritize sidewalk improvements in residential areas, in Downtown Union, and near parks and open space**
- ◆ Respondents are **most concerned with crossing infrastructure throughout Downtown Union and near Foster Park and School area** (Crossing infrastructure includes roadway markings, pedestrian push buttons to signal a walk sign, roadway and pedestrian lighting, infrastructure to slow turning vehicles, and ADA ramps and detectable warning surfaces)

The **second open house** was held on Tuesday, March 17, 2026 from 4:30-6:30 pm at City Hall. Eight people signed in to the event. The purpose of the event was to share proposed recommendation locations and potential safety countermeasures to make sure these aligned with the public's goals and needs. Feedback on recommendations was overall positive and the Project Team was available to answer questions and provide additional details.

Online Map Response Locations



- | | | | |
|---------------|-----------|-----------------|---------------------------|
| City Boundary | Railroads | Walking Concern | Sidewalk Condition |
| Parks | Streams | General Concern | Excellent |
| Streets | | | Good |
| | | | Fair |
| | | | Poor |



Union Sidewalk
Master Plan