

# The Burgess Community Bicycle and Pedestrian Plan



## INTRODUCTION

Located on the coastal plain of northeastern South Carolina, Horry County has experienced significant growth over the past four decades. The Burgess community is an unincorporated area in Horry County, located on the southern boundary between Horry and Georgetown counties. The community is approximately 28 square miles in area and is flanked on the west by the Waccamaw River and the east by US Highway 17 Bypass. The northern boundary is an amalgamation of properties with no clear delineation, separate from neighboring Socastee. A community map is available in the Maps section of this Plan.

The Burgess Community has experienced significant population growth over the last decades. Since 1990, the population of Burgess has increased by 633%. According to the 2010 Census, the Burgess Community has a population of 24,923 persons. In 2000, the population in Burgess was 12,103, and in 1990 it was only 3,396. The total population increase between 1990 and 2010 for Burgess was 21,527 people.

In May of 2012, Horry County Council adopted the Burgess Area Plan. Area plans are designed to give members of the community the opportunity to discuss the direction that growth and development should take in their area. Area plans also allow citizens to make recommendations to County Council on how questions regarding development in their community should be

approached. Area plans can be used to cover elements of the Horry County Comprehensive Plan in greater detail. They can also address issues that community members feel are important which are not discussed in the Comprehensive Plan.

Several recommendations established in the Burgess Area Plan identified the community's desire to increase pedestrian and bicycle infrastructure. Several implementation strategies were developed and are listed below:

- Encourage the construction of sidewalks and bike paths along newly constructed roadways.
- Identify and enhance important pedestrian routes.
- Identify gaps in the existing sidewalk network and where reasonable, fill the gaps.
- Include pedestrian level traffic signaling devices and high-visibility crosswalks at all intersections frequented by pedestrian traffic.
- Develop bicycle routes connecting green and open spaces, commercial areas, schools, community centers, parks and other Burgess Area destinations.

It is the intent of this document to establish a plan for pedestrian and cycle infrastructure in the Burgess Community as envisioned in the Area Plan.

## EXISTING CONDITIONS

The existing conditions, as determined through community meetings, community surveys, planning studies, and on site analysis, indicate Burgess is a community that would benefit from a comprehensive cycle and pedestrian network. The Existing Conditions below set the stage for Recommendations later in this Plan.

### A. Road Network Expansion

Vehicular volume and congestion are currently being addressed through the Riding on a Penny (RIDE II) local option sales tax. Specifically, the community will have access to SC 31 via an interchange with SC 707. This project will bring 6-lanes of relief to citizens on the south end looking to access the regional transportation network. Getting to the beach, Garden City, Surfside Beach, and commercial areas along US 17 Bypass and 17 Business will be easier once the grade separation at Holmestown Road and US 17 Bypass is complete. The widening of SC 707 to a 5-lane cross section with sidewalks will have a major impact throughout the community once complete. These projects are a significant investment in the transportation system that will ease congestion, reinforce traffic safety, increase land values, and improve quality of life for citizens of the Burgess community.

### B. Limited choices for cyclist and pedestrian

The challenge of a multi-modal transportation network will persist absent this Plan, as the only non-vehicular infrastructure included in the above road projects are sidewalks along the entirety of the SC 707 corridor. The sidewalks will be constructed on both sides of SC 707, adding in total over 15.5 miles (total of both sides of SC 707 measured from County line to intersection with Big Block Road) of sidewalk. Current sidewalk infrastructure is limited to neighborhoods mostly, although community sidewalks exist in Prince Creek as a result of the Master Plan for that community. A majority of Burgess citizens have access to a transportation network dominated by the automobile.

### C. Physical Impediments

During the Fall 2014 semester, students at Coastal Carolina University (CCU) enrolled in an *Introduction to Planning* course gathered data on existing conditions in the Burgess Community. Roads evaluated included Bay, Freewoods, Holmestown, Longwood, McDowell Shortcut, Salem, Scipio and Tournament. Additionally, the students inventoried conditions around the schools in Burgess. The inventory indicates pedestrian and cycling infrastructure faces an endemic problem; roads in Burgess are lined by ditches in close proximity to travel lanes. These ditches are an important part of regional infrastructure in that they convey stormwater.



**Figure 1:** CCU Students capturing field data

However, they present a major challenge in terms of constructing sidewalks, cycle lanes, or multi-purpose paths throughout Burgess. A significant component of construction costs for any multi-modal project utilizing existing Right-of-Way in Burgess is a result of addressing these roadside ditches. In many instances these ditches will require closure, that is, they will need to be piped. Fill material and pipes, along with re-grading road shoulders, account for, in some cases, half of the overall project costs identified in this Plan. Cost will be a significant challenge to overcome moving forward as the

projects herein do not have a dedicated funding mechanism.

#### **D. Safety**

The CCU student report detailed the issue of safety, or the perceived lack thereof. The students met with administration at the 4 schools in Burgess (St. James High, St. James Middle, St. James Elementary, Burgess Elementary). The report notes that St. James Elementary and Middle are both partners in the South Carolina Safe Routes to School program. However, administration at these two campuses are against improvements to pedestrian and cycling infrastructure due to safety concerns. Current traffic conditions at these campuses during peak travel hours (drop-off and pick-up) are hectic. Safety is the first priority when planning for and developing a multi-modal transportation system. Crosswalks and pedestrian signals are part of the improvements herein, and separation from motorized travel lanes has been taken into account to ease safety concerns.

#### **E. Community Topical Survey**

Multiple community meetings were held in the early months of the planning process. At the March 2015 meeting of the Greater Burgess Community Association, residents were given an opportunity to complete a topical survey. The survey was available



complete a topical survey. The survey was available in person at the meeting and online for two weeks. A topical survey asks a series of questions on a given topic; in this case bicycle and pedestrian improvements as well as general questions about the community. Almost 290 responses were received during this time, and a majority of respondents were in favor of pedestrian and cycling infrastructure. Many respondents currently engage in pedestrian and/or cycling activities for a number of reasons, most notably for exercise and recreation. Many respondents feel it is extremely important to design for safety and convenience. Respondents were given an opportunity to rank the need for cycle and pedestrian facilities along roads in their community, and there is general agreement that it is important to provide cycling and pedestrian infrastructure in Burgess (47% responded it was extremely important). Over 80% of respondents indicated they would pay some additional tax to support pedestrian and cycling infrastructure in Burgess.

#### **F. Community Visual Survey**

During the community meeting on March 20, 2015, attendees were presented with a Visual Survey. This is a useful tool that displays random photos of a variety of trails, sidewalks, cycle lanes and multi-purpose paths from other communities in quick succession. Respondents have a short amount of time

(5 seconds) to view individual photos and rank them on a scale of 1 (least preferred) to 5 (preferred).

#### **7<sup>th</sup> Highest Ranked Picture**



**Figure 2:** Multi-purpose path example used in Visual Survey

Urban, suburban and rural landscapes were included. Infrastructure in various stages of the maintenance cycle were shown. For example, some pictures had people walking along the side of the road (with no sidewalk) and others with sidewalks but no people. In all, the survey was meant to capture “1<sup>st</sup> impressions”.

The respondents prefer multi-purpose paths with a dedicated Right-of-way. They also favor streets that

clearly designate areas for cyclists and pedestrians through signage, pavement markings, physical separation from automobile traffic, and landscaping. Interestingly, the survey also found that dilapidated infrastructure is worse than no infrastructure at all, meaning long term maintenance is important to respondents.

### #1 Ranked Picture



Figure 3: Multi-purpose path example used in Visual Survey

### G. Opportunity for nature trails

In August, 2015, a meeting was held with large tract owners at the request of the Board of the Greater Burgess Community Association. The intent of the meeting was to determine the feasibility of utilizing private property to develop a community trail system. Large tracts of currently inaccessible and environmentally sensitive land

form the basis for the creation of a nature trail system in Burgess, the details of which are included in the maps herein. While many agreed a nature trail system is a good idea, they voiced concern about cost, maintenance, safety, and creating access in areas that are ecologically sensitive. Further limiting options for a robust trail system are individual property owners who are not interested in giving the County an easement or Right-of-way across their property. Nonetheless, opportunities exist to create some trails in the community. Three trail systems have been envisioned in this Plan; the Prince Creek Trail, the Collins Creek Trail, and the Socastee Park Connector.

### H. Community driven SWOT Analysis

During the Greater Burgess Community Association meeting held in late April, 2015, residents participated in a SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis. A SWOT Analysis sheds light not only on the positive elements of a community, but also on the negatives that, if not addressed, will have serious and lasting consequences to a community. Burgess faces weaknesses in its current cycle and pedestrian infrastructure such as a lack of interconnectivity, as well as future threats like funding to develop interconnectivity. However, the Community also has strengths like an active and engaged Community

Association today, and opportunities such as planned sidewalks on SC 707 in the future that will support the growth of cycle and pedestrian infrastructure.

## **RECOMMENDATIONS**

This plan recommends a comprehensive network in Burgess based on the existing conditions as detailed above. During the planning process, Horry County staff engaged the community in project formulation. This included mapping exercises, open forums, education and constant feedback on the projects identified herein. This was a project based planning exercise where the community provided guidance on the location and type of infrastructure desired. Roads in need of infrastructure were identified and the type of preferred infrastructure (sidewalk vs. multi-purpose path) was vetted. Additionally, the community requested a study of potential nature trails throughout the community. Those maps and preferred routes are included herein.

Challenges to a comprehensive network have been established. Overcoming funding, environmental constraints, narrow Right-of-Ways, and safety will require a coordinated effort and long term commitment to this Plan. Implementation of the Plan hinges on continued community involvement and County attentiveness to the projects and potential funding mechanisms. By no means does this Plan solve the challenges ahead. County leadership, County staff, and

the citizens of Burgess will need to work together to overcome the challenges.

The tables below are all of the projects proposed for the Burgess community. The general Bicycle and Pedestrian Plan includes these projects in the Horry County Bike and Pedestrian Project Ranking Matrix. Further information on the ranking criteria is included therein.

Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
Bay Road Phase I	5' concrete sidewalk on north side of Bay from Hwy 707 to Grand Oak Blvd. Significant ditches and drainage issues. Freewoods Rd connection is included in Freewoods Rd Phas I and is not included herein. Connect Grand Oak Blvd sidewalks to Bay Rd. Bay Road Stormwater study scheduled for 2015 - 2016.	4447 feet		
Bay Road Phase II	Phase II extends from Grand Oak Blvd to Enterprise Landing north side of Bay, transitioning to south side @ Henry Middleton Blvd. Pedestrian signal and crosswalks @ Henry Middleton Blvd.	1.5 miles		
Big Block Road	5' concrete sidewalk on south side of Big Block Rd between Hwy 707 and Hwy 544. Current rezoning has been received for PIN 448-00-00-0030. Conceptual plans indicate a residential subdivision fronting Big Block and commercial along the Hwy 707 corridor. Potential for development to construct the sidewalks.	4035 feet		
Burgess Elementary Spur	10' multi-purpose path on north side of RoW connecting Scipio Ln to the front entrance of Burgess Elementary. Crosswalk and Pedestrian signal @ Scipio Ln.	2950 feet		
Cameron Village @ 707 Connection	Connect existing internal neighborhood sidewalk to new sidewalk system on SC 707. Applies to both Eaddy Ln and Merry Ln.			
Collins Creek Trail Phase I	Trail and trailhead improvements at termini. 10' multi-purpose path utilizing portion of Old Murrells Inlet Rd, terminating at sidewalk system on Hwy. 707.	4880 Feet		
Enterprise Road Phase I	5' concrete sidewalk. Pedestrian bridge will be needed across a creek on the Waccatee property appx. 940' NW of the Lamplighter intersection.	2500 feet		
Enterprise Road Phase II	5' sidewalk from Hwy 707 to Butler Rd. 10' asphalt multi-purpose on Butler Rd to northwest property corner of Socastee Park. Path parallels Butler Rd on Park property to Park entrance and terminates across from RC racetrack.	tbd		



Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
Freewoods Road Phase I	5' concrete sidewalk on west side of Freewoods from Bay Rd. to Carolina Woods Dr. 5 ' concrete sidewalk on south side of Bay from Baywood Cir to Freewoods Rd. Crosswalk and pedestrian signage at intersection of Freewoods and Bay Rd, Schwartz Plant Rd, Rahnavard Blvd, Sunnehanna Dr, Seagull Landing Ct, Footy Dr, Avery Dr, Leadoff Dr. Southbury Dr, Carolina Woods Dr. Pedestrian signage at Ascot Dr. Connect to existing sidewalks at The Diamond and Southbury subdivisions. Significant ditch and constrained RoW.	2 miles		
Freewoods Road Phase II	5' concrete sidewalk on west side of Freewoods from Carolina Woods Dr to Red Cedar Ave. Crosswalks and pedestrian signage at Salem Rd, St. Peters Church Rd.	3625 feet		
Holmestown Road Phase I	10' multi-purpose asphalt path on the south side of Holmestown from Hwy 707 to Scipio Ln. Per SCDOT, location will need to be back of RoW due to vehicular speed limit on Holmestown. This will require piping the ditch or reconfiguring the slope of the ditch to accomodate the path. Could potentially decrease path width to 8'. Install pedestrian signal and crosswalk @ Scipio Ln, crosswalks and pedestrian signage @ Rutledge Ln, Edenborough Dr, Appian Way, Dave Carr Ct. Connect Edenborough Dr and Appian Wy (The Gates) sidewalks.	1.2 miles		
Holmestown Road Phase II	5' concrete sidewalk on the north side of Holmestown from Scipio Ln. to Hwy. 17 bypass @ Glenss Bay sidewalk system. Crosswalk and pedestrian signage @ Blue Jay Dr. Per SCDOT, location will need to be back of RoW due to vehicular speed limit on Holmestown. This will require piping the ditch or reconfiguring the slope of the ditch to accomodate the path. Will align with sidewalk identified in Glenss Bay grade separation Construction Plans.	3085 feet		

Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
Holmestown Road Phase III	5' concrete sidewalk on the south side of Holmestown from Scipio Ln. to Hwy. 17 bypass @ Glens Bay sidewalk system. Crosswalk and pedestrian signage @ Myers Ln, Ricks Industrial Park Dr. Per SCDOT, location will need to be back of RoW due to vehicular speed limit on Holmestown. This will require piping the ditch or reconfiguring the slope of the ditch to accomodate the path. Will align with sidewalk identified in Glens Bay grade separation Construction Plans.	2525 feet		
Hunters Grove Connection	Connect existing internal neighborhood sidewalk on north side of Hunters Grove Dr to proposed Prince Creek Pkwy sidewalk.			
Inlet Estates Connection	Connect existing internal neighborhood sidewalk to new sidewalk system on SC 707. Applies to both sides of Hollady Dr.			
Longwood Drive	10' multi-purpose asphalt path on south side of Longwood Dr from Hwy 707 to Waterhall Dr. Crosswalks and pedestrian signage S Blackmoor Dr intersections, Wilderness Ln, and Sunnyside Dr. Connects to planned Western Trail trailhead @ Blackmoor 10th tee.	3365 feet		
McDowell Shortcut Phase I	5' concrete sidewalk on both sides of McDowell Shortcut from Hwy 707 to intersection of St. James Rd. 5' sidewalk on St. James Rd in front of both schools (St. James Elementary, St. James Middle). Project will connect with planned Hwy 707 sidewalks. Pedestrian signal and crosswalk installed on McDowell at St. James Rd. Crosswalk and pedestrian signage at all road crossings fronting the schools.	2865 (combined)		
McDowell Shortcut Phase II	5' concrete sidewalk on both sides of McDowell Shortcut from St. James Rd to Sebastian Dr. Crosswalk and pedestrian signage at Southborough Ln.	765 feet		

Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
McDowell Shortcut Phase III	5' concrete sidewalk on west side of McDowell Shortcut from McDowell Shortcut Phase I signal at St. James Rd to Deer Tree Dr. Pedestrian bridge across Collins Creek. Crosswalk and pedestrian signage @ intersection of McDowell and Daybreak Rd, Rosehall Dr, and Pickering Dr. 5' concrete sidewalk on east side of McDowell Shortcut between Muscari Dr. and Stone Throw Dr. Crosswalks and pedestrian signage @ Molinia Dr, Stone Throw Dr. Pedestrian signal and crosswalk at Stone Throw Dr and McDowell for crossing from east to west sides of McDowell.	1.9 miles 1024 feet (Muscari - Deer Tree)		
Mcdowell Shortcut Phase IV	5' concrete sidewalk on west side of McDowell Shortcut from Stone Throw Dr to Tournament Blvd. Pedestrian signage and crosswalk @ Ashbourn Dr, Vista Oaks Ct, Tournament Blvd.	3910 feet		
Mcdowell Shortcut Phase V	5' concrete sidewalk on west side of McDowell Shortcut from Tournament Blvd. to Hwy 707. Crosswalk and pedestrian signage @ Carolina Dr.	3615 feet		
Prince Creek Parkway	5' concrete sidewalk on east side of Prince Creek Pkwy from SC 707 sidewalk to Hunters Grove Dr.			
Prince Creek Trail Phase I	Parking area and trailhead at current terminus of West Creek Dr. Trailhead at terminus of Wilderness Ln multi-purpose path (appx. 588 ft west of Chanted Dr). Loop and connection to Prince Creek Trail Phase II. Final alignment should take advantage of any available uplands to realize cost savings, as elevated boardwalks through lowlands have significant costs. Completion of existing sidewalk on West Creek Dr (current terminus 130' west of Splendor Cir) for a length of appx 125. Converts to 10' Multi-purpose path extending to current terminus of West Creek Dr.	1.5 miles		

Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
Prince Creek Trail Phase II	Trailheads @ Blackmoor 10th fairway and/or Prince Creek Park District. Public parking will not be available at either trailhead.	3 miles 1100 feet (Blackmoor Trailhead) 1575 feet (Prince Creek Trailhead)		
Salem Road	5' concrete sidewalk on north side of Salem Rd. from Freewoods Rd to Hwy 707. 5' concrete sidewalk on south side of Salem Rd from St. James HS entrance to Hwy 707 (appx. 700 ft).	1 mile		
Scipio Lane Phase I	10' multi-purpose path on east side of Scipio from Holmestown Rd. to existing entrance to South Strand Recreation Center. Utilize existing remnants of the frontage road paralleling Scipio Ln. Path will connect to trail system at South Strand Recreation. Shift path out of Scipio RoW onto County owned property when possible.	3380 feet		
Scipio Lane Phase II	10' multi-purpose path to coincide with Scipio extension to northern terminus. Scipio extension alignment has yet to be determined. Could potentially connect to Big Block Rd or South Strand Commons and Hwy 544.	1.62 miles (Big Block) 2.12 miles (South Strand Commons)		
Socastee Park Connector	10' multi-purpose path from Tern Hall to Socastee Park through GSWSA and SCDOT property.	1.45 miles		
Socastee Park Trail	Potential expansion of internal trail system TBD based on park expansion utilizing Hwy 31 buyout properties.	TBD		
Summer Lakes Connection	Connect existing internal neighborhood sidewalk to new sidewalk system on SC 707. Improvements to both Eddy Ln and Merry Ln.			
Tern Hall Connector	5' sidewalk from Hwy 707 to road terminus. A portion of the road is private (appx. 2300') from Cedar Trace Dr to the current terminus at Caspian Tern Dr. Crosswalks and pedestrian signage at Pintail Ct, Teal Ct, Pelican Lake Ct, Marsh Hawk Dr, Caspian Tern Dr.	4350 Feet		



Project	Description	Project Length (Appx)	\$/Linear Foot	County Rank
Tournament Boulevard Phase I	10' boardwalk multi-purpose path on south side from Hwy. 707 to McDowell Shortcut. 5' sidewalk on north side from Hwy 707 to Founders Bay Rd. 5' sidewalk from Founders Bay Rd to Craven Swamp Dr. Crosswalks and pedestrian signage @ Wynbrooke Blvd, Park West entrance, Leeward Ln, Keyes Cir, Wren St, Founders Bay Rd, Craven Swamp Dr. Consider crosswalks and pedestrian signage across Tournament @ Parmelee, International Club.	1.4 miles		
Tournament Boulevard Phase II	5' sidewalk on south side of Tournament from McDowell Shortcut to Hwy 17 Bypass.	1,160 feet		
Wilderness Avenue Phase I	10' asphalt multi-purpose path on west side of Wilderness Ave. from Longwood Dr. to TPC Blvd. Crosswalks and pedestrian signage at Marcliffe Dr. W, new entrance to Marcliffe West, Hidden Park Cir, Simplicity Dr, Creekhaven Dr, W Creek Dr.	1.23 miles		
Wilderness Avenue Phase II	10' asphalt multi-purpose path on west side of Wilderness Ave. from W Creek Dr to Western Trail trailhead just past Chanted Dr (appx. 588 ft west of Chanted Dr).	2000 feet		