



The Creation of a Bike-Ped Advisory Committee for the City of Hartsville

Summary

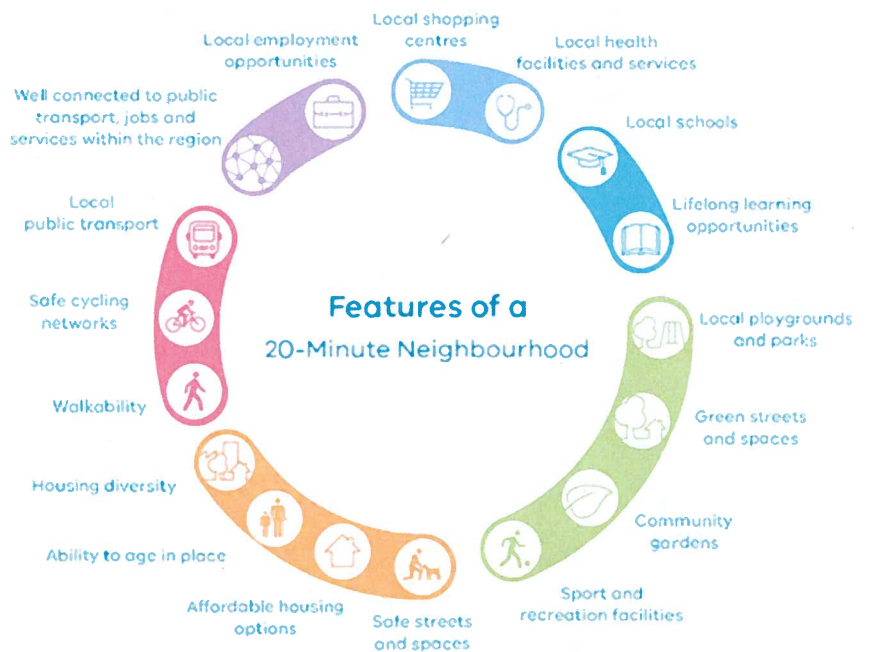
The Bike-Ped Advisory Committee would be an advocate for change in city infrastructure by gathering reports, ordering reports by urgency, addressing them with city council, urging SCDOT to act, and organizing workdays.

Introduction

Mr. Hancock's February "State of the City" address details the plan for sidewalk improvements and multi-use paths for safe biking and walking.¹ This change in mindset and Hartsville's flat topography and condensed nature makes it an ideal candidate to be a **20-minute city**.

20-minute city: An urban design concept of a city where local jobs, schools, parks, housing, and shopping is accessible by walking, biking, or public transport in 20 minutes or less.²

The only things Hartsville lacks are safe cycling networks and walkability, which are fixable with a Bike-Ped advisory committee.



Credit: State Government of Victoria, Australia

Problem

Currently, several areas around Hartsville are intended for pedestrians and cyclists but are poorly maintained and unsafe to use. Road signs are upended. Sidewalks have been broken up by roots. Several crossings have zero signage or safety measures.

Adding a paved shoulder or sidewalk can reduce pedestrian crashes by up to **71%**.³ In addition, a cycling-and-pedestrian-friendly community has...

- safer streets
- safer sidewalks
- less congestion
- Increased livability
- more greenery
- increased economic vitality.⁴

Unfortunately, any safety or benefits gained are instantly lost when pedestrians and cyclists are forced back onto the street due to unusable infrastructure. This is entirely avoidable, though. With the addition of an advisory committee, these issues could be effectively addressed.



1. 4th and Railroad, Mar. 25th
2. West Washington between 6th and 8th, Mar. 25th
3. West Carolina between 8th and 9th, Jan. 31st
4. 5th and Home, Jan. 31st
5. Coker Ave between Railroad and Jordan, Jan. 31st
6. West Carolina and Dunlap, Jan. 31st
7. Rice and Sumter, Mar. 25th



The Advisory Committee

Reasoning

I've spent the last year interviewing professionals from the **Netherlands, Belgium,** and the **United States** about bike and pedestrian infrastructure and all of them recommend Advisory Committees.

Marjolein De Lange,^{5, 7a} mobility expert in cycling, walking, and road safety, told us that a united/group effort ended up being the most effective way to affect local and national policy. She said that "Stop de Kindermoord," the movement that ended up ultimately causing the shift from cars to bikes, was successful because of the united effort from the people to persuade the government.

Amy Johnson Ely,^{6, 7b} the Executive Director of the Palmetto Cycling Coalition (PCC), has been an advocate for cycling for over a decade. The PCC was formed from several cycling clubs and groups from around the state that joined together to advocate for walkable and cyclable communities. Mrs. Ely said that the formation of an advisory committee is imperative to creating the walkable and cyclable community that Hartsville is striving to be.

John Collier,^{7c} former director of campus master planning and head of the bike task force at Purdue University, detailed how Purdue University became the cycling friendly institution it is today. According to him, the campus would've stayed car-centric and barren. But, with the addition of the task force, Purdue's greenery flourished, outdoor spaces became more popular, and people were safe to walk and bike places.

Methods

Once created, the advisory committee has a simple step-by-step process that repeats monthly.

1. Each committee member goes around their designated area, uses the infrastructure located there, and notes what needs to be addressed.
 - a. At city council meetings, any complaints relating to infrastructure will also be noted.
2. Issues will then be ordered by urgency.
3. The list will then be brought to city council and each issue will be individually filed and directly sent to the SCDOT.
4. For the simpler issues that are easily addressed, the committee will organize workdays that will be advertised to the community.

"When locals wanted to do something to make the roads safer, they couldn't go through the DOT, so they had to **work together**."

-Amy Johnson Ely

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 - b. <https://sites.google.com/view/bike-to-the-future/interviews/advocates>
 - c. <https://www.youtube.com/watch?v=EmaXUNZJ8Xg>



SOUTH CAROLINA GOVERNOR'S SCHOOL FOR
SCIENCE+
MATHEMATICS

Creating Equity in Hartsville by Increasing Access to Recreational Services and Non-Automotive Transport

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Summary

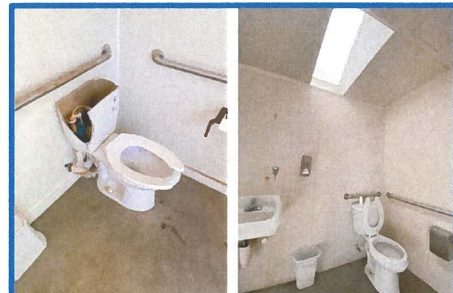
- **Problem:** Through decades of investment inequalities, Hartsville has neglected the transportation and recreation systems that serve particular communities.
- **Why this matters:** Every citizen should have equal access to the same pool of resources so every taxpayer's wants and needs are equally taken into account.
- **Recommendation:** Revitalize Hartsville by both increasing walking and bicycling services and revitalizing aged recreational facilities for all residents by increasing the multimodal shares of targeted spaces within Hartsville.

Introduction

Hartsville has a strong labor market, rich secondary and tertiary education systems, and a charming, Southern downtown. However, a severe detractor to Hartsville's charm lies in its auto-centric infrastructure: not only are many crucial sidewalks and bicycle lanes missing from Hartsville's infrastructure network, but many recreational and educational facilities have been disregarded as well. As an example of this, take South Hartsville's Pride Park, the crown jewel park of the area. Its swings are missing, its playground moldy and dilapidated, and its parking lot made of dirt. Meanwhile, North Hartsville's Lawton Park has top-of-the-line playground facilities with a freshly paved parking lot, too¹. The difference in access to quality facilities is more than apparent, and this extends to infrastructure, too: many of Hartsville's roads lack sidewalks and/or bicycling paths, making everyday commutes needlessly challenging². It is time to address these sorts of inequalities by reinvesting in the future of *all* of Hartsville.



Pride Park's missing swing with the gravel parking lot in the background (left) vs. the brand-new Lawton swing set (right)



Pride Park's lavatory, in which the toilet is literally falling apart (left) vs. Lawton's fully-functioning facility, which is even equipped with a skylight (right)

Hartsville Revitalization Proposal

Why is this a good idea?

In every international and domestic interview that I've conducted, every expert—in fields as diverse as city management, transportation equity, and urban anthropology—has stressed **the importance of bicycle and pedestrian infrastructure on both the social and economic vitality** of a region.

International Cycling Ambassador of the Municipality of Houten **André Botermans** informed us of the benefits to the health and wellbeing of local residents due to the fact that Houten is so bike-friendly. He also showed us how the downtown's economic function increased after bicycles became the mode of transportation with the highest mode share (i.e. everyday use).

The founder of Sustainable Amsterdam and the International Liaison for Amsterdam Smart City, **Cornelia Dinca**, described the importance of bicycle and walking infrastructure in regard to small neighborhoods. She used the Java Island neighborhood in Amsterdam as an example of how a community can improve the mental and physical health of residents while simultaneously increasing economic output when walking and bicycling infrastructure is implemented.

Executive Director for the Byerly Foundation **Brianna Douglas** stated the importance of bikeable and walkable infrastructure as a function of economic necessity for low-income residents. Locals without access to a car are much less willing to buy goods from a business if their trip is treacherous or infrastructurally discouraged, thus harming the economic output of the region.

Which streets and/or areas should be targeted?

> **Sixth Street**

- Why: As the street that formerly stood as "Black Main Street" before desegregation, this street not only serves a functional purpose as a major road in the South Hartsville area, but also a symbolic one that represents the heartbeat of the community.
- Proposed Improvements: Improved streetlights to increase nighttime safety, revamped sidewalks that are in the same condition that North Hartsville's sidewalks are, and a street sweeping initiative to clear debris (i.e. leaves, branches, litter) from the road.

> **Pride Park**

- Why: This park is a cornerstone of South Hartsville, as it houses weekly Gospels in the Park as well as provides children with out-of-school recreational playground equipment. As the only park providing everyday recreational services to South Hartsville, the revitalization of this land is imperative in any local rejuvenation project.
- Proposed Improvements: Replace playground equipment that is rusty, damaged, or missing entirely so as to provide children with recreational access equivalent to that of Lawton Park's amenities, paving the parking lot, and investing in overhead lights for use during dawn, evening, or nighttime hours³.

➤ **Fourth Street Sidewalk**

- Why: There is a huge demographic of people who walk down Fourth Street, whether it be students, people without cars, or people without homes who are trying to access Walmart or one of the numerous cheap, quick and accessible food joints in the area.
- Proposed Improvements: Pave a sidewalk down Fourth Street starting at Carolina Avenue and ending at Hartsville Crossing Boulevard so that pedestrians may feel safe, secure, and encouraged to contribute to the economy of Fourth Street and its numerous businesses.

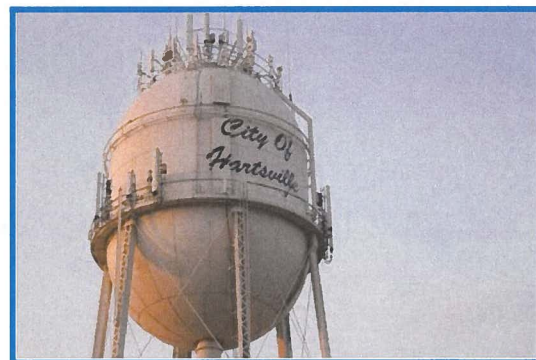
➤ **Thornwell Elementary School**

- Why: It is currently dangerous to cross the road to walk to school each day due to a lack of crossing guards. Carolina Elementary has two crossing guards on-duty each day, helping to provide families with safe and reliable pedestrian commutes to and from school each day.
- Proposed Improvements: Get on equal footing with Carolina Elementary by hiring two crossing guards to oversee and supervise the safe transit of on-foot students to school each day.

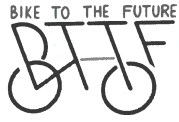
Acknowledgements of Current Hartsville Revitalization Projects

Despite the substantive room for improvements to the city's transportation and recreation networks, it should be noted that Hartsville has been very active in other revitalization and regeneration projects. Byerly Park, a multi-use fields complex, not only gives kids from all across the Hartsville area the chance to play any sport they want; it also provides substantial revenue to local businesses during large sporting-event weekends where out-of-towners come to Hartsville⁴. Mayor Casey Hancock's current plans to regenerate Sixth Street are a crucial and necessary project, and it's great to see a mayoral administration, in conjunction with the Hartsville City Council and the City Manager Daniel Moore, come up with a well thought-out and elaborate plan to revitalize Sixth Street and set up a bright future for South Hartsville's

primary road. Additionally, the City Manager's office has invested heavily in regenerating our hydrological infrastructure, pursuing high-dollar grants to improve flood drainage, rebuild a modern water tower, and securing Hartsville's water resources and availability for the next fifty to a hundred years⁵.



The current Hartsville water tower, which is quickly running short on lifespan⁶



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BIKE TO
THE
FUTURE

Table of Contents

I. Context: Hartsville	01
II. Hartsville Fit	02-03
III. The Effects of Bike Repair	04
IV. Implementation	05
V. Conclusion	06

GSSM

MARCH 2023



BIKE TO
THE
FUTURE

Introducing Bike Repair to Hartsville

Through community collaboration



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GSSM



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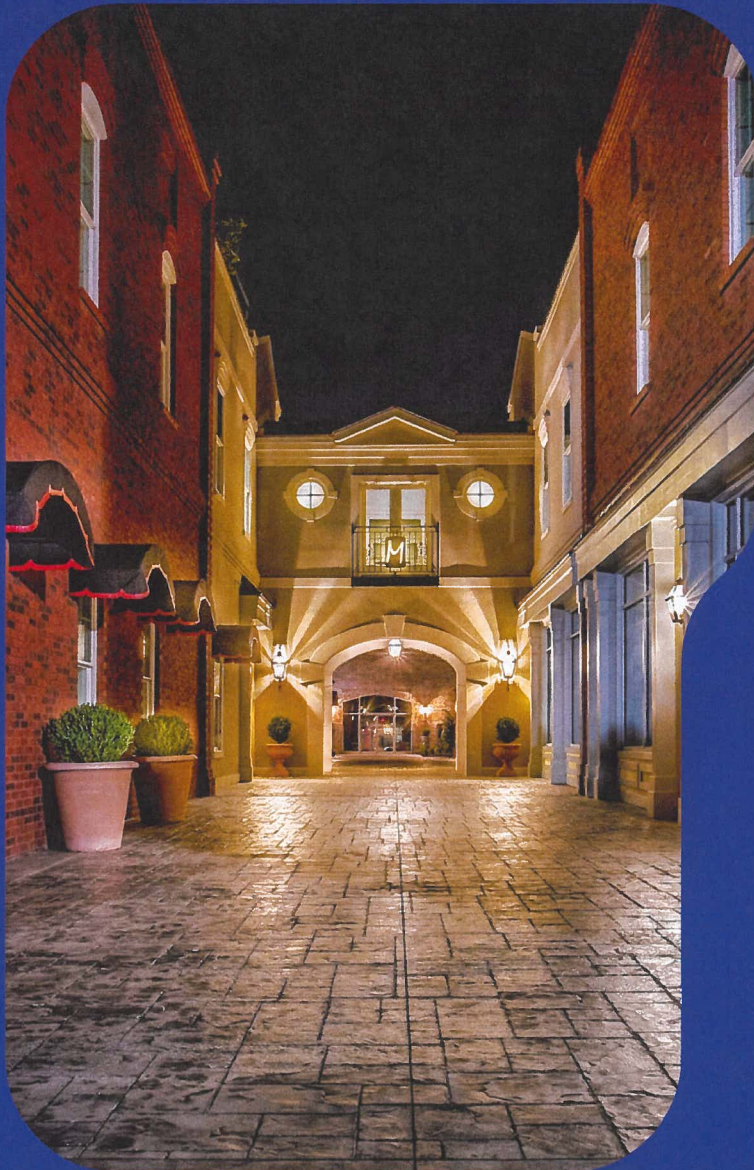


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Context: Hartsville



In relation to bicycle infrastructure



Current Resources

The closest bike shop to Hartsville is Phil's Bicycle World of Florence located over 30 minutes away by car

Background

Hartsville is an exurban community located in the Pee Dee region that, despite its walkable downtown, lacks sufficient bicycle infrastructure due to its smaller size population. This lack of infrastructure does not prevent members of the community from using their bicycles, though it does make trips more treacherous. People often utilize the wide downtown sidewalks for cycling in order to avoid the speeding cars on the road, though this is illegal in some areas. Outside of downtown it becomes increasingly harder for cyclists to enjoy a safe journey with a lack of sidewalks and cars driving up to 60 miles per hour. Before we can have efficient bicycle infrastructure implemented in Hartsville, it is important that those working for the city see demonstrated necessity by increasing the amount of cyclers in town.

HARTSVILLE FIT

How it can help to increase cycling before implementing any huge infrastructure projects:

An Integrated Approach

Although only 21 percent of polled people find the education of cyclists and motorists to be the most important policy change that would influence cycling increase behind the 67 percent who believe we should first expand facilities, the importance of safety and education is to be emphasized in this brief. Does it matter if we have more access to bicycle paths if the majority of people cannot use their bikes due to disrepair?

An integrated approach is best for shifting the narrative around increasing ridership and access to bike repair is a necessary resource to achieve this. Table 1 identifies other strengths and opportunities related to promoting cycling and improving conditions.

TABLE 1

Depicts some statistics and facts regarding potential in Hartsville

STRENGTHS FOR CYCLING	CHALLENGES
<p>Hartsville is blessed with:</p> <ul style="list-style-type: none">• Compact area• Flat terrain• Warm, somewhat dry climate• Young population• Short average commutes <p>Which are all positives for those wishing to cycle regularly!</p>	<ul style="list-style-type: none">• Lack of sidewalks/off road paths outside of downtown• Present sidewalks overrun with debris and full of cracks which both act as barriers to bicycles• Busy, car dominated roads
OPPORTUNITY	CIRCUMSTANCES
<ul style="list-style-type: none">• University towns have 10 times the rate of commuter cyclists than medium-sized cities. This is because the average commuting distance in college areas equals half of what is normal in medium to large cities, twice as many commuters living within five miles of their destination.	<ul style="list-style-type: none">• For many in Hartsville, the automobile is the choice either because of preference, distance, or a real or perceived lack of alternative.• There are many using bicycles out of necessity due to lack of car access

Hartsville Culture

How would project this be right for helping our community?

Current Patterns of Usage

- Cities with strong bicycle programs have managed to institutionalize the interests of bicycling into the policy process. We can empower people to use Hartsville's preferable cycling environment to their advantage through education and action.
- Lower income groups bicycle more than higher income people in our community.

University Towns

The mere presence of a major university cannot by itself account for such a high proportion of active non-student commuter cyclists, but in another university city, Palo Alto, 77 percent of people chose their mode of transportation either for convenience or because they had no alternative. University towns acted as an exception to the statistic that proved cities with a higher proportion of such commuters should have more bicycle commuting as students are more willing to save money and bike larger distances. Many of the university towns involved in the survey in the report show ten times more bike lanes per arterial mile than medium-sized cities. If we could increase the amount of bicycle usage by the students of GSSM, Coker, as well as those living in Hartsville then the comfort and livability of the town will increase. Davis, home to UC Davis, shows some of the highest cyclist commuting rates in the nation due to the combined effects of many bike friendly features.



THE EFFECTS OF BIKE REPAIR



Knowledge of bicycling and walking habits must be vastly expanded, and approaches to data collection should be standardized to make regional comparisons

Good for the Soul

Learning to keep your machine in good shape independent of mechanics provides an empowering freedom that often cars cannot. There's something to be said for figuring out what's wrong and solving the problem on your own

Easy Fixes

In the case of most bike problems, the issue can be fixed using materials already attached/tools already owned. With a small lesson, anyone can learn to fix their chain or oil their seat by themselves. Once people realize the independence that bikes provide, they become more attractive for use.

Mechanical Sympathy

When you know how something works, you are less likely to mistreat it leading to repairs that uphold your bike longer. If you understand how difficult it can be to realign a hanger, you will begin to opt for routes and behaviors that better protect your bike.

Top Maintenance Tips

- Keep all moving parts well lubricated. On modern bikes a lot of these are sealed but the chain should always be well (though not excessively) lubed.
- Make sure the tyre pressure is correct. This reduces wear and tear and makes cycling an awful lot easier.
- Change the chain. There is a lot of debate as to how regularly you should do this but if it is overstretched it will wear down your cassette and then you will have to replace both. The chain is a lot cheaper. You can get a tool that allows you to remove the chain but you need to know what you're doing – might be time for a mechanic.
- Keep it clean. Dirt eats away at your bike and wears out moving parts. Make sure your wheel rims are clean and grease-free, and your chain and gears lightly oiled. A chain should be a shiny silver colour, not black.

IMPLEMENTATION

"You don't technically have to change the oil, but the car will run better and will be less expensive in the long run if you keep up with regular maintenance."



Program Details

We can interrupt the common cycle of consumption and disposal by teaching people how to fix their bicycles opposed to letting them rot away in their garage or giving them to the dump.

- The program would be begin with the simple set up of a tent at the monthly farmers' markets downtown run by BTF students
- Members of the community would now have the option to drive their bike to the market, speak with those knowledgeable about cycling, and eventually learn how to do it themselves
- Students at the school and people working with the church will also be educated on bike mechanisms so that they can spread the word to others
- If we can create a good environment at our monthly pop up and there grows to become more demonstrated need, then we can expand to hosting more mobile bike repair pop-ups throughout the month
- Push GSSM faculty who currently commute to work via cycling to spread the word to those who are capable, pushing them to attend our tent when needed
- When there is a free option, people are more likely to take advantage of its convenience



Conclusion



Opportunities for change and the end goal

An Integrated System:

Facilities alone would stimulate a much smaller shift, supporting the supposition that cycling must be integrated into the environment in a more pervasive fashion for it to become a significant travel mode. Access to bike paths alone does not increase the amount of commuters with Seattle as an example. Despite having 0.7 bike path miles per bikeway mile, the city only boasts 5 percent of workers utilizing bicycles for their commute. This proves the need for an integrated approach which must start small with an initiative not run by the city. Sidewalks in good repair are essential in all urban and most suburban areas as a minimum facility to encourage walking and biking as well. By assuring that everyone in town has a working bike and pushing them to use them more often through education, we can increase our need and make bike infrastructure more of a concern to city workers. 50 percent of people said they would be more likely to ride their bike to work if they had access to safe bicycle lanes

Potential Expansion

There are bike repair shops, such as Village Wrench in Greenville and Cycle Systems Academy in London, who are offering full service bicycle repair education programs for small fees that show all you need to know in as little as two weeks. Theresa Webb, who wrote the City and Guilds course, states that "there are definitely opportunities to set up on your own." If given support from other local groups, we could grow to have a set location alongside starting one of these programs. Teaching kids how to build bike wheels, repair broken bikes to give to those without them in the community, etc. are all possibilities.

RESOURCES

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Increasing Art in Our Community

Summary

Art plays a significant role in enriching and expanding cultures in communities. Through various forms of artistic expression, communities can showcase their unique **perspectives, beliefs, and traditions**, leading to **greater understanding and appreciation of diversity**. Art can improve our community in Hartsville, which is why we should work together with students to increase the amount of artwork displayed in our parks. This policy offers artistic opportunities to all students because it will portray local students' artwork around the different parks. Not only will the increase in art aid the growth of students but also foster culture in Hartsville.

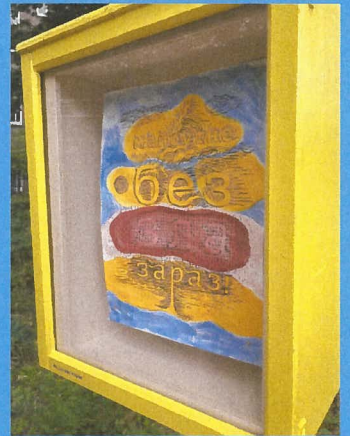
“Public art projects that engage the community in aspects of the art-making process can provide communities with the means to improve their environment and the opportunity to develop a sense of pride and ownership over their parks, streets, and public institutions.”

- American Planning Association, 2020

Context

Art in our community is a necessity because it can improve low-income neighborhoods. A study from the University of Pennsylvania has found that an increase in cultural assets associated with:

- A 14% decrease in cases of child abuse and neglect
- A 5% decrease in obesity
- An 18% increase in kids scoring in the top stratum on English and Math exams



Implementation

To increase the amount of art we can foster collaborations among Butler Academy, the Hartsville Boys and Girls Club, and the Governor's School for Science & Mathematics to have students create art pieces. Then distribute the artwork to be displayed at Burry Park and/or Byerly Park. The artwork can have QR codes to describe the student's design process and growth while creating their piece of art and to increase engagement in the community the art can be set up as a scavenger hunt, where the art pieces can set up for a tour in Hartsville. This set up can be seen in Amsterdam in the WG neighborhoods (the pictures above), fostering an enriching relationship between the nearby school and the community.

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