

## **Bicycle & Pedestrian Advisory Committee Downtown Recommendations**

### **Scope:**

Motion M2020-111 requesting the Bicycle and Pedestrian Committee to study the areas included in the Advanced Downtown Master Plan to identify specific recommendations regarding bike-ability and walkability in that area, and to request delivery of such report to City Council prior to January 1, 2021.

### **Methodology:**

The Bicycle & Pedestrian Advisory Committee studied the following plans:

- City of Myrtle Beach Downtown Master Plan
- City of Myrtle Beach Arts and Innovation District Advanced Plan
- One Grand Strand Downtown Development Framework
- GSATS Kings Highway Corridor Study
- City of Myrtle Beach Bicycle & Pedestrian Master Plan

A subcommittee of its members met with Downtown Development Office staff and their LS3P consultant. Through them, the subcommittee reached an understanding of the plan. Details include:

- Protected bike lanes along roadways throughout the ART District. These lanes will accommodate two-way bicycle traffic and will be located on the side of the road with the least driveway interference. A 6" concrete band will separate the lanes from adjacent parallel parking.
- The Rail Trail ends at the Train Depot by design, and purposely does not continue along 9<sup>th</sup> Ave N to the Boardwalk. The intention is to have all traffic, including bicycle and pedestrian traffic, meander around the district instead of simply traveling through. Wayfinding will guide trail users along various travel ways to the beach; users will likely shop and dine along the way.

### **Recommendations Within the ART District:**

- **Rail Trail:** The prospective rail trail could offer a protected bicycle/pedestrian travel way for not only leisure users, but more importantly commuters. The Rail Trail runs through, or adjacent to, workforce housing neighborhoods on both sides of the Waterway, with residents who currently commute by bike or by foot. The Committee recommends that the rail trail be linked linearly to planned bike lanes on 9<sup>th</sup> Avenue N as a complete corridor. Use creative architectural infrastructure to transition through the proposed library and children's museum buildings as an alternative to the circuitous route currently envisioned in the Downtown Advanced Plan.
- **Bike Lanes Location:** The committee appreciates the ingenuity of proposing the first-ever City of Myrtle Beach protected bike lanes. The 2-way lanes as proposed are only on one side of each street, resulting in half of the users riding against the flow of traffic. Riding the "wrong" way poses safety concerns of headlights (both automobile and bicycle) shining in the eyes of oncoming drivers and riders, and maneuverability risks at driveways and intersections. The proposed configuration also make connections to the existing bike lanes and paths throughout the city difficult. Although everyone involved understands the safety concerns and engineering challenges, the decision to put the bike lanes on one side of the road was made in order to accommodate on-street parking, in limited space, on both sides of the road. If the intention is to develop downtown to be walkable, accommodating the cyclist and pedestrian should take precedent over accommodating the automobile. The committee recommends instead that *one-way* bicycle lanes be located along *both* sides of each street, and if necessary to save space, limit

the on-street parking to only one side. This recommendation is for every street identified as having bike lanes on the Downtown Advanced Plan Dedicated Bike Path Configuration Exhibit, including Oak St, Mr. Joe White Ave, 9<sup>th</sup> Ave N, 8<sup>th</sup> Ave N, Broadway St, and several new streets.

- **Intersections:** The Advance Plan includes two types of intersections: those with traffic signals, and those with all-way stop signs. In both cases, the committee recommends installing Bike Boxes as recommended by the National Association of City Transportation Officials (NACTO). A bike box is a designated area at an intersection at the head of a traffic lane. The Bike Box provides bicyclists with a safe and visible way to get ahead of queuing traffic when drivers and riders are awaiting their turn to proceed. Bike boxes place cyclists in the most visible position in the intersection, and allow cyclists to proceed more quickly, reducing delays in automobile movement.

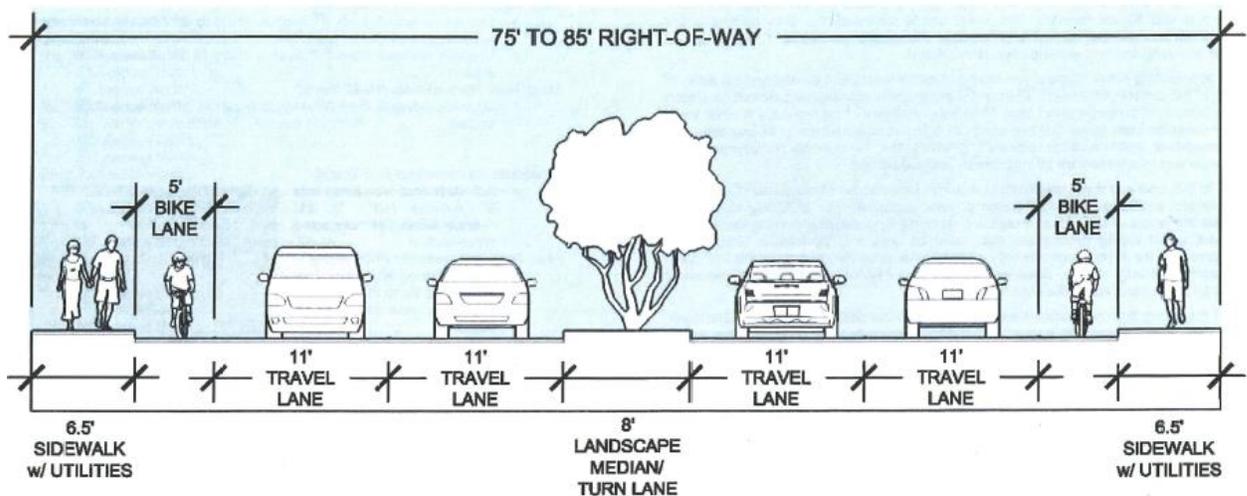


- **Marquee Bike And Pedestrian Crossing:** Bicycle and pedestrian infrastructure should embrace the core basics of the ART District: art and innovation. To that end the committee recommends a marquee intersection, utilizing public art and innovative technologies to produce a creative and iconic bicycle and pedestrian crossing. This may include an artistic gateway bicycle and pedestrian bridge, artistic crosswalks, playful pedestrian signals, a “scramble cycle” where all cars are stopped and pedestrians can cross on the diagonal, and innovative features we haven’t even dreamed yet. The marquee crossing could be the centerpiece for the entire district. Suggested location is either Highway 501 & Broadway Street or Highway 501 & Kings “Boulevard.”
- **Key Intersections:** In addition to the marquee, study the following intersections to assess lane and signal configurations for optimal bicycle and pedestrian crossing movements.
  - Kings “Boulevard” & Mr. Joe White Ave
  - Oak St & Mr. Joe White Ave
  - Kings “Boulevard” & 9<sup>th</sup> Ave N
  - Highway 501 & Broadway St

- **Bike Lanes Surface:** Bike lanes and bike boxes should have surface clearly distinguishable from the automobile lanes. The committee recommends a green Methyl Methacrylate (MMA) surface with bike lane stencils and directional arrows located so as to be visible from every driveway and intersection.
- **Bicycle Hub:** Given the centrality emerging for downtown redevelopment and the ART district, a bicycle/pedestrian transportation depot should follow. The committee recommends a Bicycle Hub (so to speak) located near the East Coast Greenway Trailhead at the Myrtle Beach Train Depot. The Hub will have bike lockers, space for a future bikeshare station, and kiosk maps of bike lanes and paths throughout the city. The Bicycle Hub will be a place for commuters from other parts of the city, as well as from points west, to cycle to and from, park, dine, work and play in the ART district.

### Recommendations for Accommodating Bicycle and Pedestrian Travel To and From the ART District:

- **Highway 501:** As the roadway is realigned and reconfigured, include bike lanes along both sides between Broadway St and Ocean Boulevard, connecting to bike lanes on Broadway and Oak Streets.
- **Kings Highway:** Implement the recommendations of the Kings Highway Corridor Study by converting the “highway” into a “boulevard” from 3<sup>rd</sup> Avenue S to 16<sup>th</sup> Avenue N as shown in the following cross section:



- **9<sup>th</sup> Avenue N:** Continue the proposed bike lanes across Kings Boulevard all the way to the Boardwalk. Install ample bicycle parking in the 9<sup>th</sup> Ave Streetend so people arriving from the ART District and beyond can secure their bikes and wander the Boardwalk or spend the day at the beach. In order to accommodate increased bicycle and pedestrian crossings, program a Pedestrian-Only cycle into the traffic signal when the pedestrian button is pushed.
- **Mr. Joe White Ave:** Continue the existing bike lanes across Kings Boulevard all the way to the Ocean Boulevard. Install ample bicycle parking in Plyler Park so people arriving from the ART District and beyond can secure their bikes and wander the Boardwalk or spend the day at the beach. In order to accommodate increased bicycle and pedestrian crossings, program a Pedestrian-Only cycle into the traffic signal when the pedestrian button is pushed.
- **Broadway Street:** Install new bike lanes on Broadway St. between Highway 501 and 3<sup>rd</sup> Ave S, connected to Oak Street bike lanes and to the existing bike lanes on 3rd Ave S.

- **Oak Street:** Reconfigure Oak Street between 38<sup>th</sup> Ave N and Mr. Joe White Ave with bike lanes on each side, to seamlessly connect with the proposed lanes in the ART District.
- **3<sup>rd</sup> Avenue S:** Continue the existing bike lanes across Kings Boulevard all the way to the Boardwalk. Install ample bicycle parking in the 3<sup>rd</sup> Ave Streetend so people arriving from the Broadway Street neighborhoods and beyond can secure their bikes and wander the Boardwalk or spend the day at the beach. In order to accommodate increased bicycle and pedestrian crossings, program a Pedestrian-Only cycle into the traffic signal when the pedestrian button is pushed.
- **Key Intersection:** Study the intersection at Kings “Boulevard” and 3<sup>rd</sup> Ave S to assess lane and signal configurations for optimal bicycle and pedestrian crossing movements.
- **Ocean Boulevard:** Because of the existing bike lanes, wide sidewalks, and high-visibility crosswalks, Ocean Blvd is a key corridor for tourists biking and walking to the ART District. However, there is a constant issue with delivery vehicles parking in the turn lane, constraining visibility for drivers and causing pedestrians conflict at the crosswalks. In addition, delivery vehicles are pulling to the curb, blocking the bike lanes and forcing cyclists into the car lane. The committee recommends requiring that new construction include adequate on-site receiving facilities, and an ordinance that bans loading/unloading in the bike lanes at all times and in the center turn lanes during peak hours.
- **Back Streets:** In presenting the Downtown Development Framework, the consultants told a “story” of a Withers Swash Neighborhood resident meandering through the backstreets to get from the oceanfront to home. In order to make that story a reality, sidewalks must be installed along both sides of Flagg and Chester Streets.