Summary

Central Midlands Council of Governments (CMCOG) Bicycle-Pedestrian Accommodation Master Plan

Project Steering Committee
PSC Meeting #2

December 6, 2024 @ 11 am – 1 pm (*CMCOG offices, 236 Stoneridge Dr, Columbia, SC*)

Attendees

Reginald Simmons, CMCOG Director
Gregory Sprouse, CMCOG Planning
Jason Kent, CMCOG GIS Manager
Brent Hyatt, Lexington County
Aric Jensen, Richland County (virtual)
Synthia Williams, Richland County (virtual)
Guillermo Espinosa, SCDOT
Joe Sturm, SCDOT
LaTonya Derrick, Stantec
Timothy Tresohlavy, Stantec
Jean Crowther, Alta (virtual)
Elizabeth Yarnall, Alta (virtual)
Eric Scott, Alta (virtual)

Summary

Notes taken during the meeting are saved to Mural: CMCOG - PSC#2 • Stantec (mural.co)

Welcome/Introductions & Schedule – (SCDOT)
Guillermo welcomed members to AC meeting #2. Stantec provided a reminder of the importance of roadway safety for our vulnerable populations, citing South Carolina ranking #5 in the nation with pedestrian fatalities per person (+69% higher than the national average) https://www.scdot.org/projects/bikeped.html

Project Process / Roles / Schedule – (Stantec/Alta)
Stantec reviewed project roles and expectations, as well as today's agenda: schedule reset, summary of work to date, how we are using these data, and discussion / direction.

Stantec reviewed the project schedule (we are at the second of four (4) PSC meetings). The project webpage is: www.BikePedSC.com with a tab for CMCOG and an interactive webmap to promote on social media and share with stakeholders. To date we have received 610 points of interest on the interactive webmap.

How are we using these data – (Stantec/Alta)
The project team reviewed the data analysis utilized in the creation of this draft emerging network, notably:

- Existing walk/bike characteristics, and level of traffic stress (LTS) analysis
- Existing network connectivity (between facilities)
- Current bike / ped usage – pulled from anonymized StreetLight data platform
- Vulnerable Road Users (VRUs) / Needs analysis
- Safety analysis

The team is providing an update on data inputs with feedback from PSC#1 meeting, and confirming that these data resources are a valuable starting point for regional multimodal planning.

Stantec walked through the next three steps of this project:

1. defining an emerging network ("spine"),
2. identifying a smaller list of emerging corridors of importance, and
3. prioritizing near-term projects for intersections or short corridors to create priority cut-sheet examples

Discussion from stakeholders:

- CMCOG provides the REGIONAL VISION, and allows for local jurisdictions to identify projects
    - COG sets the guiding principles, and helps to document needs
    - COG supports **compliance with federal guidelines**
    - COG does NOT build individual projects however
- **US 378 corridor** identified as a significant, but challenging corridor to provide pedestrian / bicycle accommodations
    - Some corridors must prioritize the movement of vehicles first, and VRUs second
- These **regional connectors** do not '*speak to local needs*' such as access to grocery stores, or healthcare facilities
    - How can we include more local roadway needs into this process? – with an emphasis on implementation of projects
    - **Perhaps we prioritize Mid-/Long-term projects along SCDOT or Complete Streets redesign corridors (expensive)**
    - **Perhaps we prioritize Near-term projects along local, short segment roads (relatively low cost)**
        - Utilize TAP funding for individual projects / segments
- This draft emerging network overlay is 'not public-ready' – intentionally, because it's for discussion and refinement of process
- How do we best obtain public feedback on these data analysis? – must we seek feedback on data? Can we ask different questions?
- Do these corridors align with 'Scenic Byways' – N/A, ***none*** in our two COG jurisdictions: National and State Scenic Byways
- Tourism was discussed as a potential purpose / funding source for both planning and constructing multimodal accommodations

Discussion – (Stantec/Alta)
The team discussed whether the composite emerging network yielded corridors that were expected or unexpected, and whether these data inputs were effective at identifying an initial "spine" network.

Prioritization was discussed as an objective, *relative ranking* of **potential benefit**, and **timeline** of implementation. Stantec presented a framework for the discussion showing a 4-quadrant matrix:

- High benefit : Low time = near-term priority
- High benefit : High time = candidate for segments or phasing of projects
- Low benefit : Low time = project to be delegated to other organizations / agencies
- Low benefit : High time = long-term priority

The Stantec team suggested six (6) quantifiable criteria that could be used to prioritize projects/corridors, and discussed which of these six (6) could be weighted more heavily. We discussed:

- Are there **POLICY** considerations that we are missing?
- Are there **FUNDING** considerations that we are missing?
- What *potential roadblocks* do you anticipate?

Discussion from stakeholders:

- Prioritization could be influenced by local government Safety Action Plans (on-going)
    - For example: there are six (6) SS4A safety projects underway within Lexington County currently
        - Can we request their prioritization methodology to compare?
- Should 'funding' be a significant factor within the 'Local Priority' category?
- Should current LRTP projects be considered higher-priority? – this would de-prioritize rural areas without LRTP projects

Action Items/ Next Steps – (Stantec)

- Continue to share the project website www.BikePedSC.com and Interactive map
- Contribute points to the Interactive map
- Provide transit service data (routes, stops, etc.) and website links for more information
- List of community organizations that should be involved in this regional planning process

Stantec + Alta will be working to incorporate feedback from today's discussion, summarize our methodology, and refining the emerging network.

ATTACHMENTS:

- **Presentation Slides**

Project Contacts

SCDOT – Active Transportation Planning Manager

Guillermo Espinosa 803.737.1723 — EspinosaGJ@scdot.org
Reginald Simmons 803.774.5133 — RSimmons@centralmidlands.org

Project Consultants — Stantec + Alta Project Team

LaTonya Derrick, AICP, Project Director 803.743.6355 — LaTonya.Derrick@stantec.com
Timothy Tresohlavy, AICP, GISP, Project Manager 252.258.5193 — Timothy.Tresohlavy@stantec.com
Jean Crowther, AICP, Project Manager 864.205.5650 — JeanCrowther@altaGO.com

Stantec alta

Regional Bike-Ped Accommodation Master Plan
Project Stakeholder Committee Meeting #2

December 2024

1

A Brief Note…

South Carolina ranks 5th in the nation for pedestrian fatalities per capita, +69% higher than the national average

Pedestrian and bicycle facilities account for 20% of all roadway deaths in SC, despite representing <1% of total crashes

Among the identified counties with the highest pedestrian or bicycle FSI rates:

- Fairfield
- Lexington
- Richland
- Newberry

2

Reminder

Our project purpose is to help our neighbors by providing quality, safe, and consistent sidewalks / facilities

3

Reminder

Roles & Expectations

Stantec / Alta — facilitating the 'process'

- Synthesizing information
- Technical assistance and best practices

SCDOT — aligning with state needs / programs

- Seeking consistency and repeatability for *other COGs*

COG members — the local experts

- Area knowledge / community needs or vision
- Identifying the "***who***" needs to be involved?
- Resolving local data or knowledge gaps

Stantec

alta

SCDOT

CENTRAL MIDLANDS Council of Governments

7

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Today we will cover…

1. Schedule reset
2. Summary of work to date
3. How we are using these data
4. Discussion & direction!
5. Action Items & Next Steps

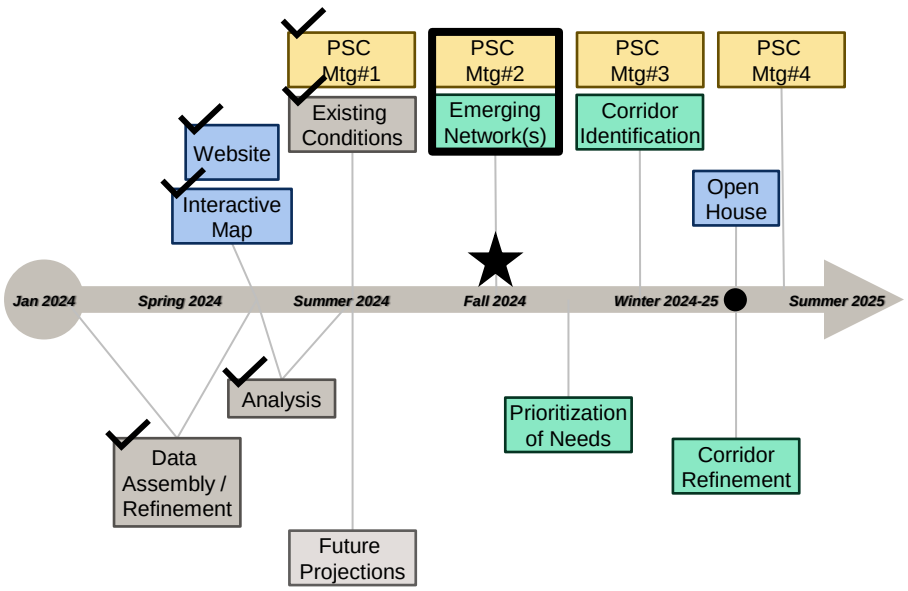
} *45-min*

8

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Schedule

Generalized ~15 months
flexible



12

Today we will cover…

1. Schedule reset
2. Summary of work to date
3. How we are using these data
4. Discussion & direction!
5. Action Items & Next Steps

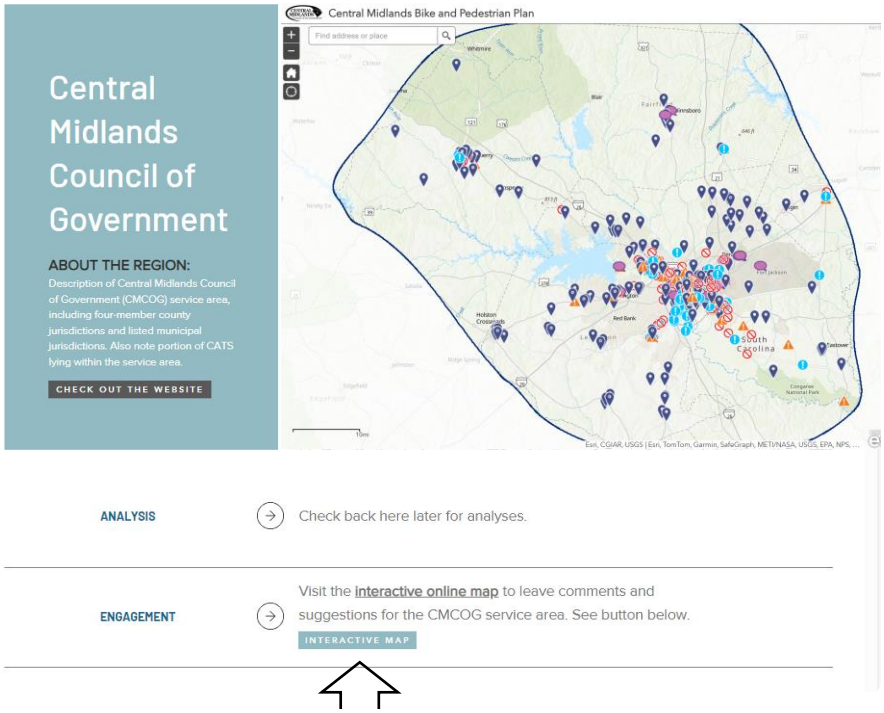
} *45-min*

13

Interactive Map

610 points added

www.BikePedSC.com



14

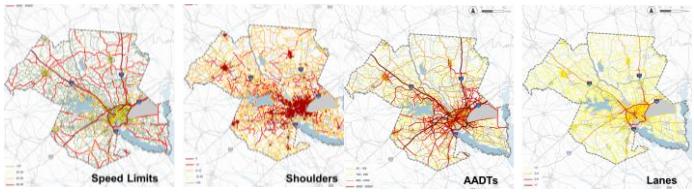
REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

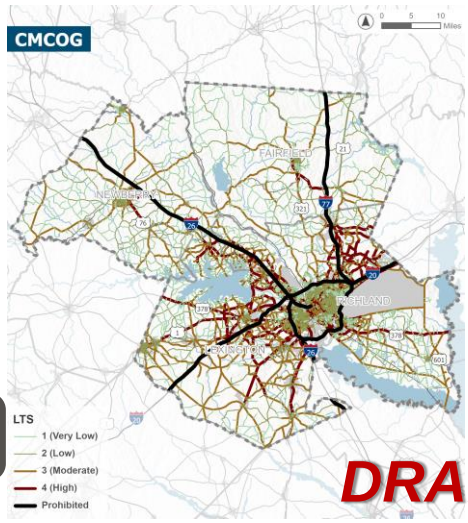
Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis

LTS Category	Roadway Miles	% Miles
1 – Very Low Stress	1,601	33%
2 – Low Stress	1,318	27%
3 – Moderate	1,088	22%
4 – High Stress	581	12%
5 – Prohibited	328	6%





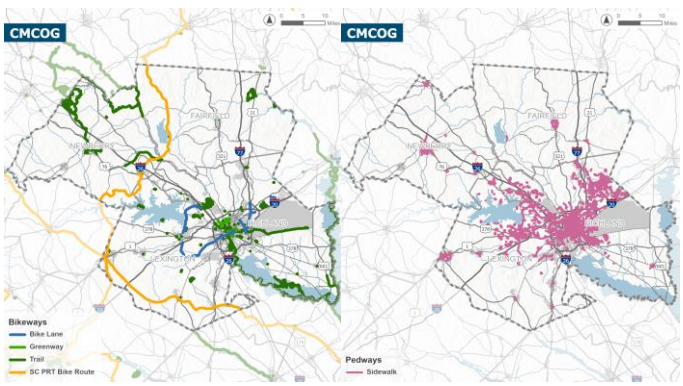
15

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis



DRAFT

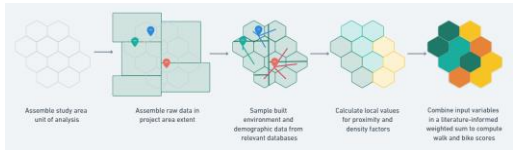
Still need: transit routes / stops / service areas

16

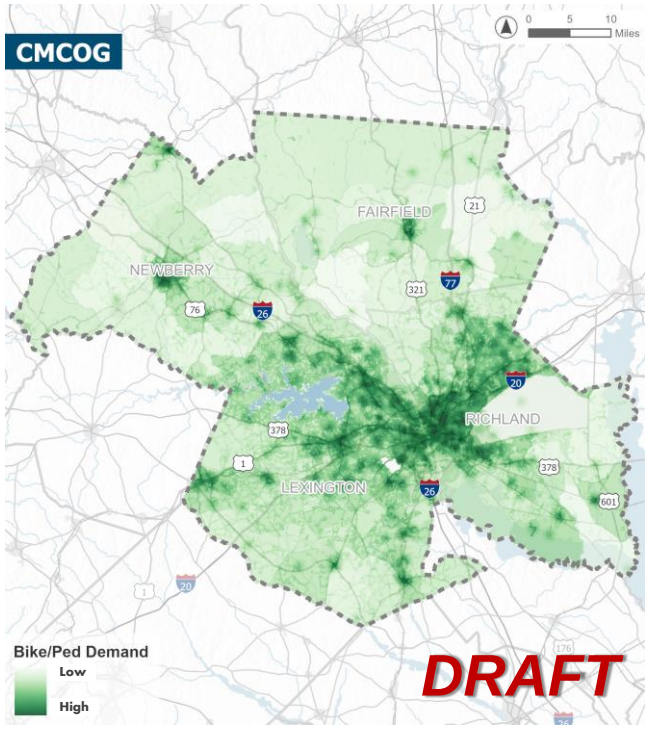
Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

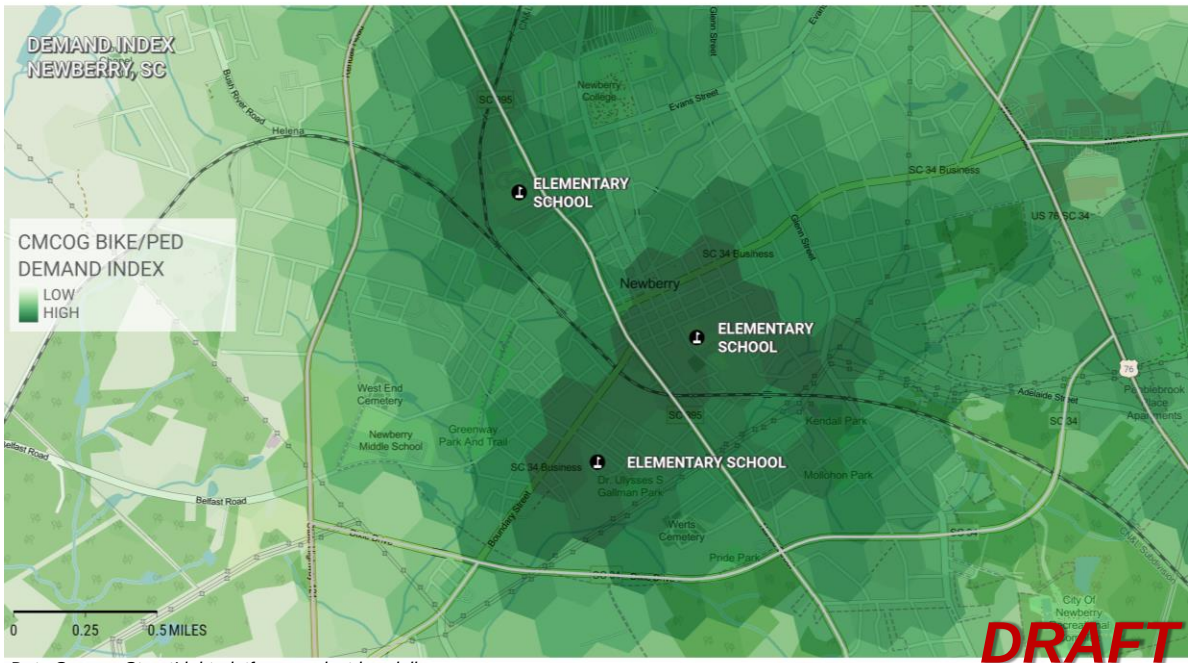
- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis



Data Source: StreetLight platform, pedestrian daily users



17



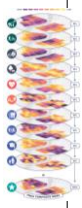
Data Source: StreetLight platform, pedestrian daily users

18

Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

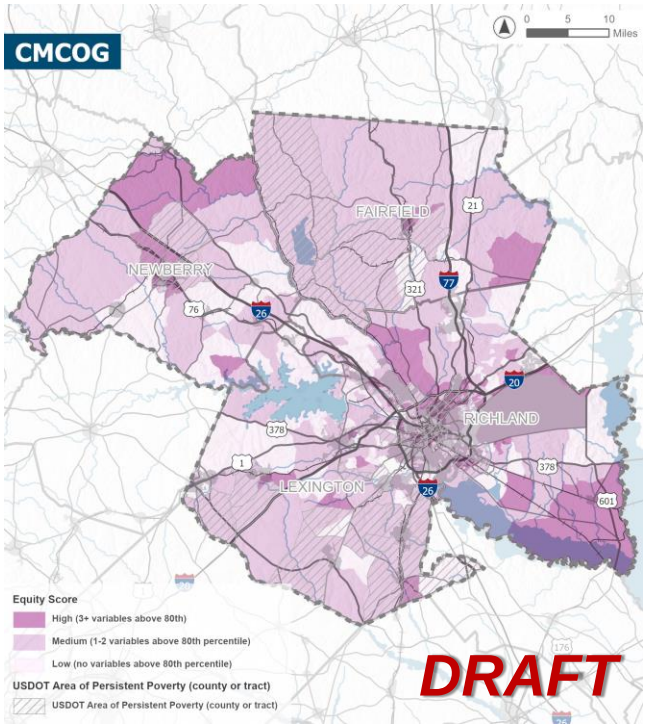
- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis



ACS / Census Categories

1. BIPOC
2. Low Income
3. Mobility impaired
4. Zero vehicle HH
5. Youth (<= 15 years)
6. Senior (>65 years)
7. Limited English Proficiency

***Note**: SC Ped/Bike Safety Action Plan (2022) reviewed Transportation Needs Analysis: a) Minority, b) Zero vehicle HH, and c) Low income.*



19

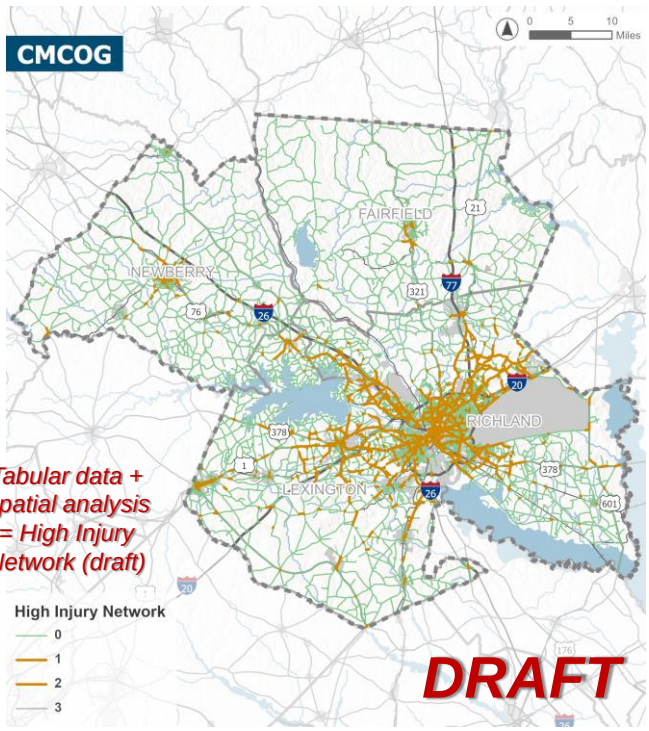
Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis

Crash Data: Jan 2018 – Dec 2022
KSI crashes summarized to reveal ***RISK FACTORS***:

- Night-time / dark lighting
- Wet roadway conditions
- Speeding
- Vehicle running off roadway (no curb; guardrail)
- 4-lane arterial roadways



20

21

Today we will cover…

1. Schedule reset
2. Summary of work to date
3. How we are using these data
4. Discussion & direction!
5. Action Items & Next Steps

45-min

22

Project Workflow

Task 1 (Administration) → **Task 2** (Outreach)

SCDOT

Stantec alta

LOWER SAVANNAH COG Council of Governments

CENTRAL MIDLANDS Council of Governments

Project Steering Committee (**PSC**) 4 meetings

1. Existing conditions – August
2. Emerging network – December
3. Priority network – tbd
4. Draft plan – tbd

Website

Interactive Map

Additional Outreach

Public Open House

23

Project Workflow

Task 3 (Existing conditions) → **Task 4** (Priority Corridors) → **Task 5** (Draft-Final Plan)

LTS

Connectivity

Existing / Demand

VRUs / Needs

Safety

Emerging **Network**

Emerging **Corridors**

Projects (by county)

10-miles

Prioritization Factors / Weights

Priority Projects

2-miles

Cost Estimates

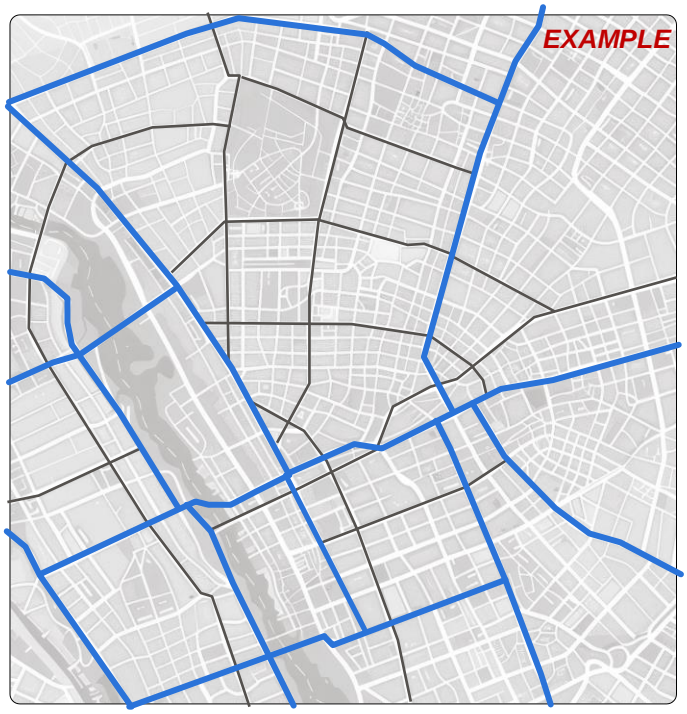
24

Emerging Network

Preliminary walk + bike network for planning-level (non-engineering) **review** and **prioritization** of multimodal improvements:

- Access to public / community assets / transit
- Connectivity / gap closure
- Safety or risk factor reduction
- Convenience or comfort (perceived safety)

Segmented to <10-miles in length for rural / suburban areas



25

Emerging Corridors

Refined list of roadways with critical multimodal needs / function

- Directly connect with walkable destinations of interest

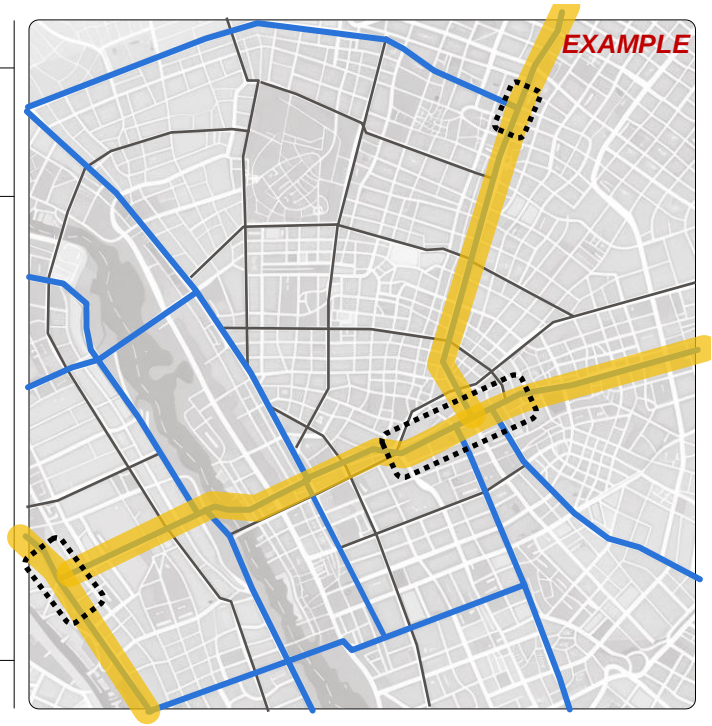
26

Projects for Prioritization

Near-term project needs that will serve as candidate projects for a Road Safety Audit or Complete Street corridor project in the next TIP:

- Intersection(s)
- Corridors that are <2-miles in length
- *Not* already identified by an HSIP or safety need

Projects are then prioritized for near- or mid-term implementation



27

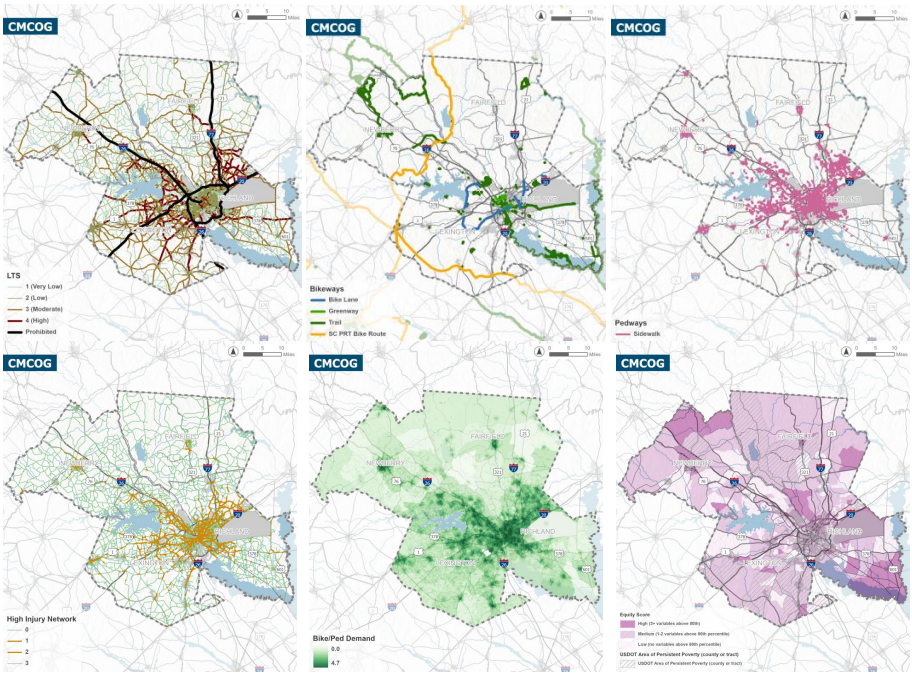
At a REGIONAL scale, what would this look like?

28

Emerging Network

LTS
Connectivity
Current useage
VRUs / Need
Safety

…the data suggests…



29

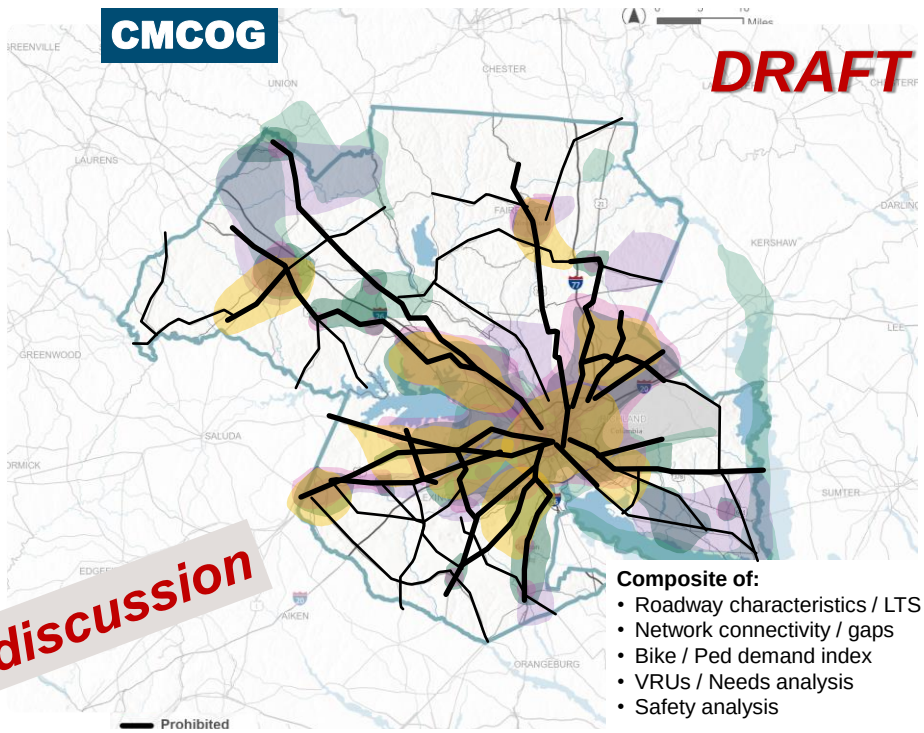
Corridors

US Routes
- 21, 76, 176, 378, 601

State Routes
- 6, 34, 48, 121, 200, 213, 302

Municipalities
- Columbia, Pontiac, Elgin, Blythewood, Ridgeway, Winnsboro, Newberry, Prosperity, Chapin, Batesburg, Lexington, Gaston

*Need to **exclude** all access-control roadways*



Composite of:
- Roadway characteristics / LTS
- Network connectivity / gaps
- Bike / Ped demand index
- VRUs / Needs analysis
- Safety analysis

30

QUESTIONS FOR YOU…

Are these the **right data** for multimodal needs? –

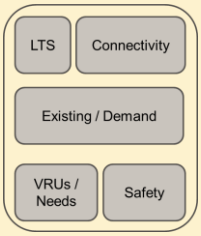
Are there other data sources to consider?

What resources does CMCOG use to evaluate multimodal needs?

Are these corridors the ones you would have **expected**? – *Why or why not?*

Are we **missing something** very local, or misunderstood?

Speculate on HOW we should **best use this information** / corridors…



31

Today we will cover…

1. Schedule reset
2. Summary of work to date
3. How we are using these data
4. Discussion & direction!
5. Action Items & Next Steps

} *45-min*

32

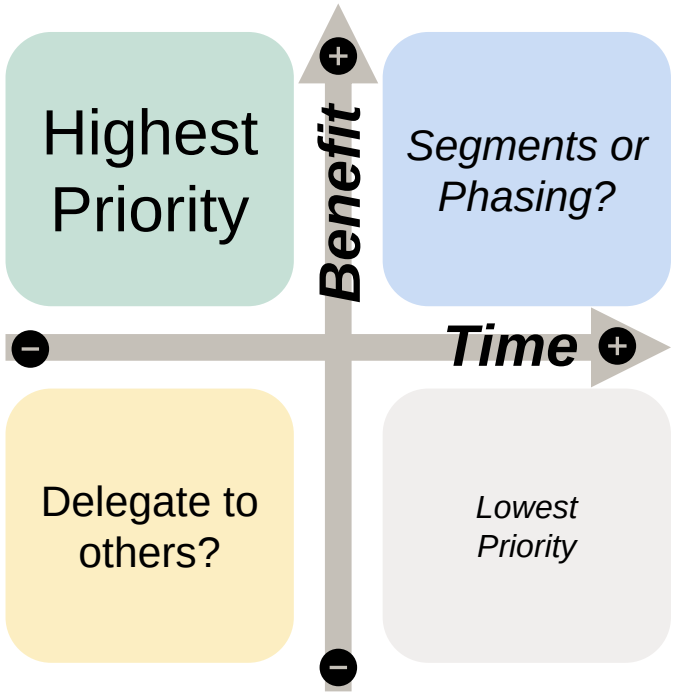
Prioritization Criteria

Data-informed scoring process to provide a *relative* ranking of corridors for near-term implementation

Objective, not subjective

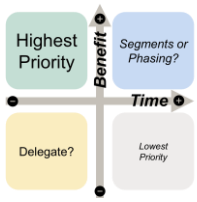
What are the **measurable criteria** to help us decide between:

- **BENEFIT**
- **TIME**



33

Prioritization Criteria



Connectivity
- Extending / connecting existing facilities
- *Urban / suburban before rural?*

Access
- Transit stops / service areas
- Identified community assets (trip attractors)

Existing volume / demand
- Streetlight estimates for daily total ped trips
- *Anecdotal data?*

VRUs / Needs analysis
- Composite index uses seven (7) factors
- *Are some more important than others?*

Safety analysis
- High Injury Network segment / intersection
- County crash rate(s)

Local priority / Community feedback
- Identified local project need
- Interactive webmap points

Constructability? *Coordination with SCDOT?* *Funding opportunities?*

34

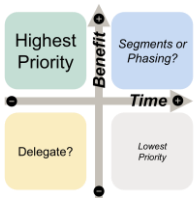
QUESTIONS FOR YOU…

Are there **POLICY** considerations we are missing?
Are there **FUNDING** considerations we are missing?
What *potential roadblocks* do you anticipate with this methodology?

35

Prioritization Criteria - WEIGHTS

Should we survey PSC members, and combine scores?



discussion

Connectivity ##%	**VRUs / Needs analysis** ##%
Access ##%	**Safety analysis** ##%
Existing volume / demand ##%	**Local priority / Community feedback** ##%

Constructability? *Coordination with SCDOT?* *Funding opportunities?*

36

Today we will cover…

1. Schedule reset
2. Summary of work to date
3. How we are using these data
4. Discussion & direction!
5. Action Items & Next Steps

} *45-min*

Action Items & Next Steps

Your Homework is… www.BikePedSC.com

- Continue to share the **Interactive map**
  - Barrier / Destination / Safety / Other
- List of transit agencies in your region
  - Website links to routes/stops
- List of **community organizations** that *should* be involved in this process moving forward
- Provide **feedback** on Prioritization Criteria and potential weights

We will be working towards…

- Documenting data analysis methodology
- Refinements to Emerging Network
  - Narrowing to corridors
  - Identifying a "project list" of corridors
- Refinements to Prioritization criteria

Stantec alta SCDOT

Thank you.

39