Summary

Lower Savannah Council of Governments (LSCOG) Bicycle-Pedestrian Accommodation Master Plan

Project Steering Committee
PSC Meeting #1

August 23, 2024 @ 10 am – 12 pm (*Aiken County Government Center, 1930 University Parkway, Aiken, SC*)

Attendees

Brian Heape, SCDOT DEA 7
Lyle Lee, SCDOT Office of Planning
Chris Williams, SCDOT Asst. District Traffic Engineer
Kevin Webber, SCDOT, District 7
Efrem Dantzler, SCDOT District Maintenance
Joe Sturm, SCDOT Office of Planning
Preston McClung, Orangeburg County Planning
John McLaughlin, Calhoun County
Christine Chandler, LSCOG Transit
Guillermo Espinosa, SCDOT
Jean Crowther, Alta
Timothy Tresohlavy, Stantec
LaTonya Derrick, Stantec

Summary

Notes taken during the meeting are saved to Mural: LSCOG - PSC#1 • Stantec (mural.co)

Welcome/Introductions & Schedule – (City, Stantec)
Guillermo welcomed members to PSC meeting #1, introducing the project team, reviewing roles & expectations.

Project Process / Schedule / Roles – (Stantec/Alta)
Stantec reviewed today's agenda, the planning process, study area , and provided some definitions for Accommodations, Bikeway, and Pedway. Stantec reviewed the project schedule, and our four (4) PSC meeting tasks. The project webpage is: www.BikePedSC.com with a tab for LSCOG and an interactive webmap to promote on social media and share with stakeholders.

Existing Conditions & Discussion – (Stantec/Alta)
The project team reviewed existing data assembled to date, with the intention of providing the sources, limitations, and description of how we will utilize these data. The team is seeking feedback and comments on completing the picture (are we missing anything?), identifying emphasis areas (important factors), and sharing the community long-range vision or needs.

The project team presented data on

- Roadway characteristics
- Network connectivity
- Estimated demand, using StreetLight and activity centers
- Vulnerable Road User (VRU) considerations
- Safety considerations

Discussion from PSC members:

- Shoulder width data is less reliable or consistent that other datasets, so we largely excluded for LTS analysis
- Connect our team with:
    - Amy Johnson, Aiken Safe Cycling Instructure
    - Jennifer Beale, Aiken Traffic Director
- Review of existing conditions data (slides), and return comments within the month of September

Action Items/ Next Steps – (Stantec)

- Share the project website www.BikePedSC.com and Interactive map
- Contribute to the Interactive map www.bikepedsc.com/lscog
- Provide transit service data (routes, stops, etc.) and website links for more information
    - Follow up with Christine Chandler to request these data
- 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 data inputs and methodology, and develop an emerging network for PSC#2 (October).

ATTACHMENTS:

- **Presentation Slides**
- **Mural:** LSCOG - PSC#1 • Stantec (mural.co)

Project Contacts

SCDOT – Active Transportation Planning Manager

Guillermo Espinosa	803.737.1723 — EspinosaGJ@scdot.org
Eric Carrier	803.646.3951— ECarrier@lscog.org

Project Consultants Alta + Stantec Project Team

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

Regional Bike-Ped Accommodation Master Plan
Project Stakeholder Committee Meeting #1

August 2024

1

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Project Team

Guillermo Espinosa,
Active Transportation Planning Manager
SCDOT – Office of Planning
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803.737.1723

Timothy Tresohlavy, AICP, GISP
Multimodal Planning Team Lead
Stantec
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252.258.5193

Jean Crowther, AICP
Principal, Innovative Mobility
Alta Planning + Design
JeanCrowther@AltaGO.com
864.205.5650

2

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?

Your turn…

Name
Organization
Role

*… This regional plan will be **beneficial** to my organization because…*

Today we will cover…

1. Project Process & Schedule
2. Existing Conditions
3. Discussion!
4. Action Items & Next Steps

40-min

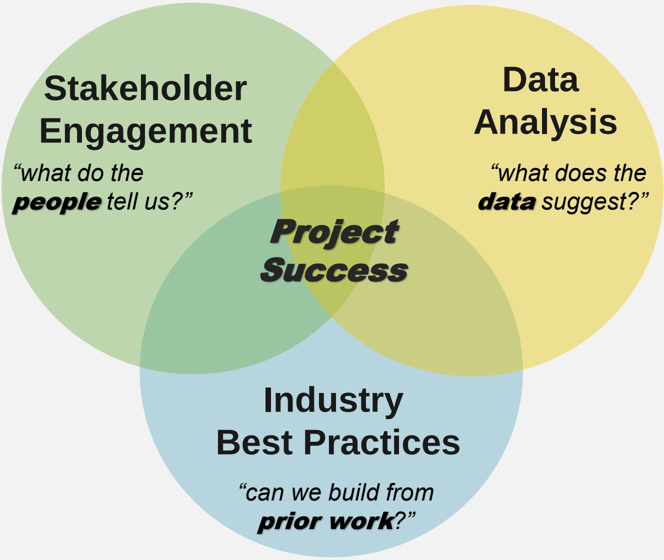
Project Process & Schedule

1. Project Process & Schedule
    a. About this Pilot
    b. Planning Schedule
2. Existing Conditions
3. Discussion!
4. Action Items & Next Steps

About this Pilot

PURPOSE –

to establish a consistent, repeatable process for the promotion, prioritization, and coordination of needs for walking, biking, and accessing transit along state-owned roadways.



Stakeholder Engagement

*"what do the **people** tell us?"*

Data Analysis

*"what does the **data** suggest?"*

Project Success

Industry Best Practices

*"can we build from **prior work**?"*

Data-informed planning process

Planning… not Construction

An initial step

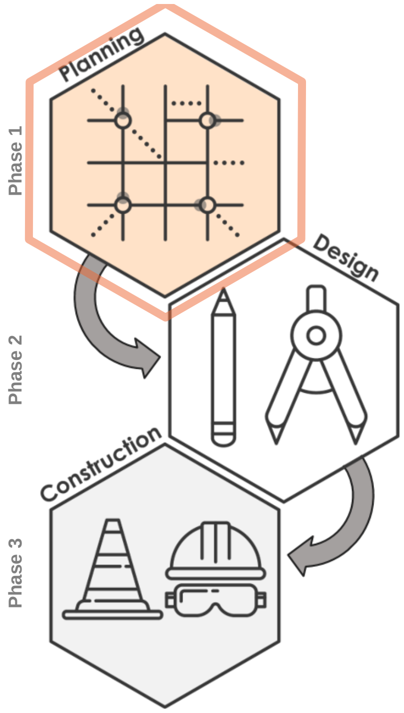
- *"Pre-engineering"*

Long-term visioning / strategy

Data-informed

Prioritization of needs

Conceptual at best

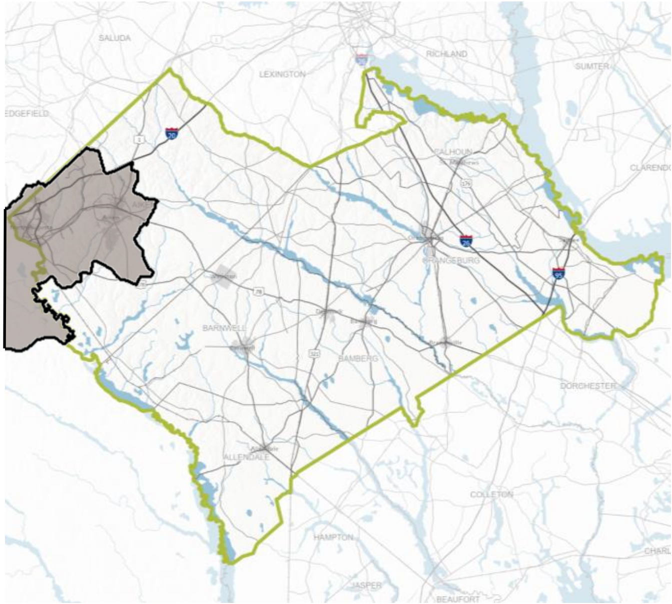


Study Area

LOWER SAVANNAH COG
Council of Governments

Calhoun County
Orangeburg County
Bamberg County
Allendale County
Barnwell County
Aiken County

*… **excluding** ARTS jurisdiction*


SALUDA
LEXINGTON
RICHLAND
SUMTER
EDGEFIELD
CALHOUN
CLARENDON
ORANGEBURG
BARNWELL
BAMBERG
DORCHESTER
ALLENDALE
COLLETON
HAMPTON
JASPER
BEAUFORT

Definitions

Within the context of this project…

Accommodations: physical infrastructure that supports walking, biking, or accessing transit, and *generally* within the public rights-of-way.

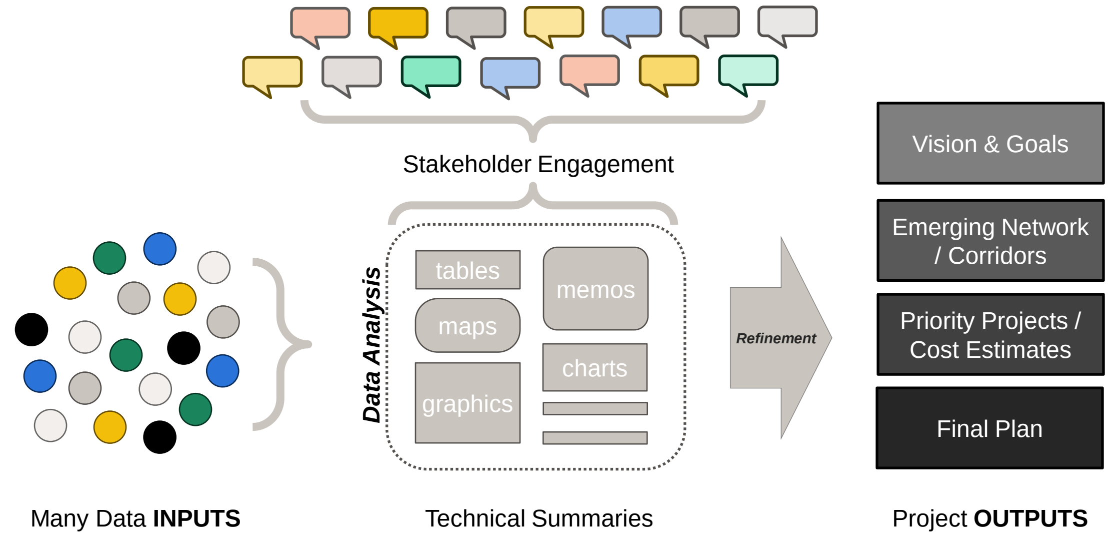
Bikeway: all types of bicycle facilities, ex:

- Paved shoulders
- Bicycle lanes / Buffered Bicycle lanes
- Separated Bicycle lanes
- Shared Use Paths / Greenways / Trails

Pedway: all types of pedestrian facilities, ex:

- Crosswalks / Curb ramps / Transit stops + amenities
- Sidewalks / Sidepaths
- Shared Use paths / Greenways / Trails

Generalized Planning Process



Stakeholder Engagement

Data Analysis

tables

memos

maps

charts

graphics

Refinement

Vision & Goals

Emerging Network / Corridors

Priority Projects / Cost Estimates

Final Plan

Many Data **INPUTS**

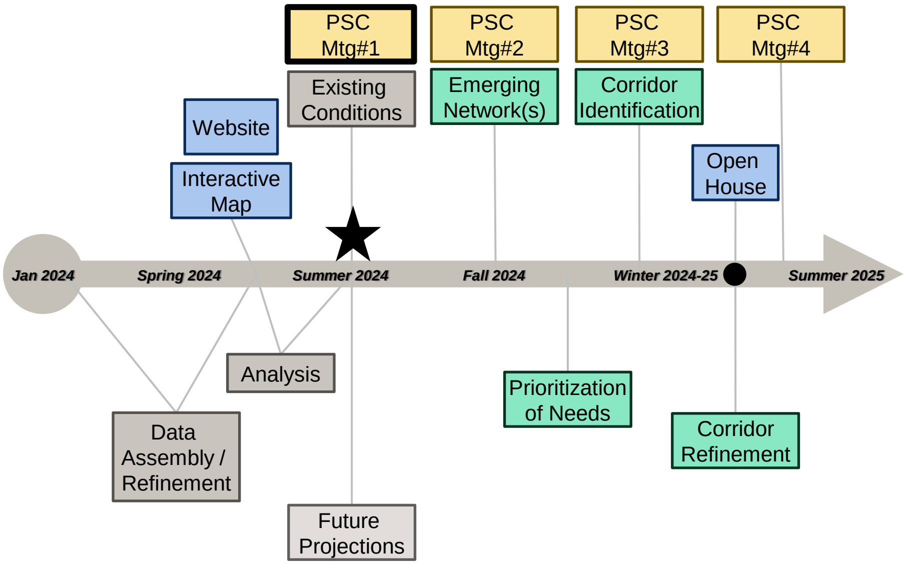
Technical Summaries

Project **OUTPUTS**

Schedule

Generalized ~15 months

Subject to change



PSC Mtg#1

PSC Mtg#2

PSC Mtg#3

PSC Mtg#4

Existing Conditions

Emerging Network(s)

Corridor Identification

Website

Interactive Map

Open House

Jan 2024

Spring 2024

Summer 2024

Fall 2024

Winter 2024-25

Summer 2025

Analysis

Prioritization of Needs

Corridor Refinement

Data Assembly / Refinement

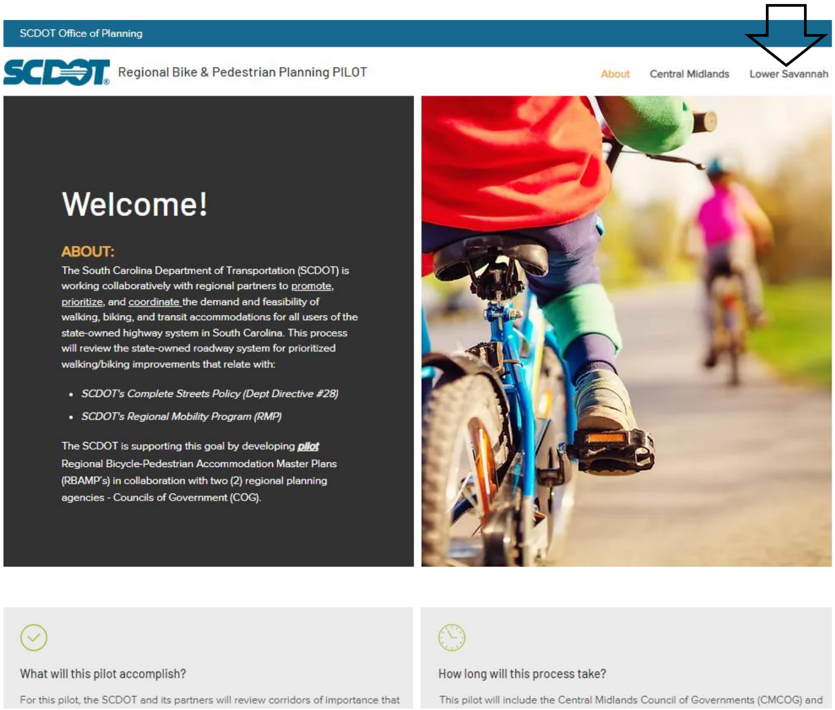
Future Projections

Website

www.BikePedSC.com

Launching point for public outreach

Bookmark this link: www.BikePedSC.com



SCDOT Office of Planning

SCDOT Regional Bike & Pedestrian Planning PILOT

About
Central Midlands
Lower Savannah

Welcome!

ABOUT:

The South Carolina Department of Transportation (SCDOT) is working collaboratively with regional partners to promote, prioritize, and coordinate the demand and feasibility of walking, biking, and transit accommodations for all users of the state-owned highway system in South Carolina. This process will review the state-owned roadway system for prioritized walking/biking improvements that relate with:

- *SCDOT's Complete Streets Policy (Dept Directive #28)*
- *SCDOT's Regional Mobility Program (RMP)*

The SCDOT is supporting this goal by developing ***pilot*** Regional Bicycle-Pedestrian Accommodation Master Plans (RBAMP's) in collaboration with two (2) regional planning agencies - Councils of Government (COG).

What will this pilot accomplish?

For this pilot, the SCDOT and its partners will review corridors of importance that

How long will this process take?

This pilot will include the Central Midlands Council of Governments (CMCOG) and

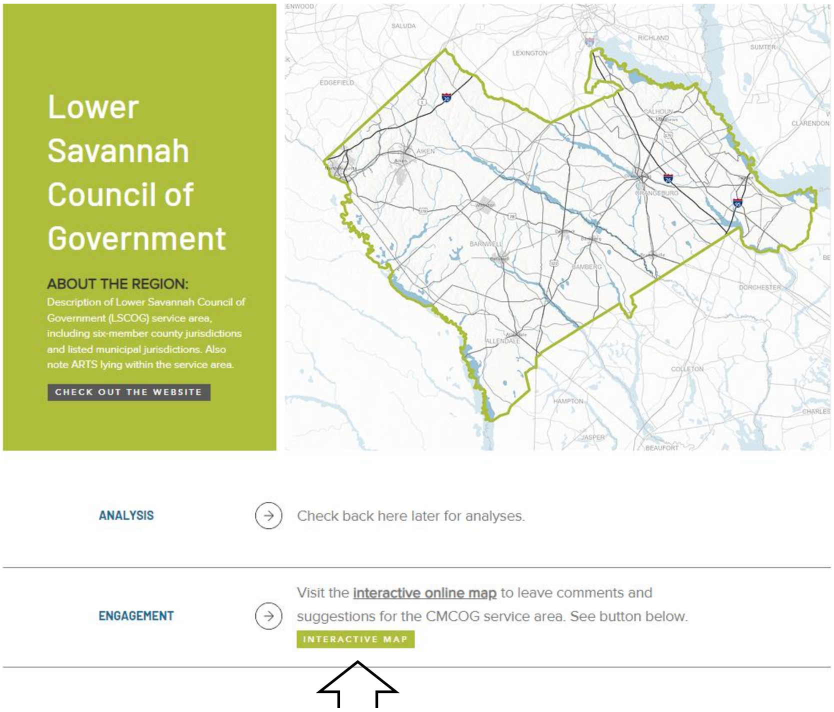
Interactive Map

Points of Interest

🚫	📍	💬	⚠	❗
Barrier	Destination	Other	Safety	Speeding

www.BikePedSC.com

Promote this tool



Lower Savannah Council of Government

ABOUT THE REGION:

Description of Lower Savannah Council of Government (LSCOG) service area, including six-member county jurisdictions and listed municipal jurisdictions. Also note ARTS lying within the service area.

CHECK OUT THE WEBSITE
SALUDA
RICHLAND
LEXINGTON
SUMTER
EDGEFIELD
CALHOUN
CLARENDON
AIKEN
ORANGEBURG
BARNWELL
BAMBERG
DORCHESTER
ALLENDALE
COLLETON
HAMPTON
CHARLES
JASPER
BEAUFORT

ANALYSIS Check back here later for analyses.

ENGAGEMENT Visit the interactive online map to leave comments and suggestions for the CMCOG service area. See button below.

INTERACTIVE MAP

Existing Conditions

1. Project Process & Schedule
2. Existing Conditions
    a. Roadway Characteristics & LTS
    b. Network Connectivity / Gap
    c. Live / Work / Play
    d. Vulnerable Road User (VRU) analysis
    e. Safety analysis
3. Discussion!
4. Action Items & Next Steps

Existing Conditions – Two Parts

We are sharing…

- *Data inputs / sources / limitations*
- *The data suggests*
- *How we will use it*

We are seeking your comments on:

- *Completing this picture – Anything missing?*
- ***Emphasis areas** – Important factors?*
- *Long-range vision / needs*

Roadway Characteristics

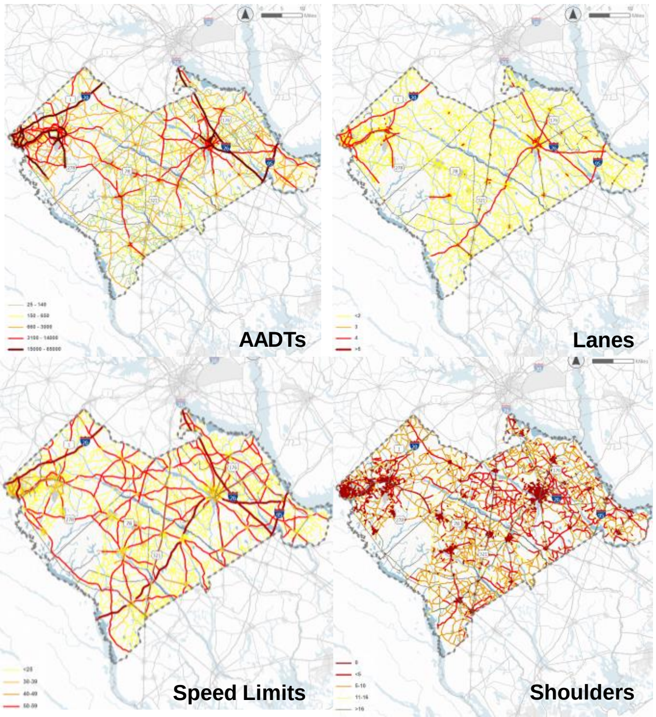
Data inputs: SCDOT

- LRS Highways (AADTs, lanes, shoulders)
- Speed Limit Highways (posted speeds)
  - Assumptions for ~74% of miles
- Other Roads (local, unpaved)

Perfect: *No*

Available: ***Yes!***

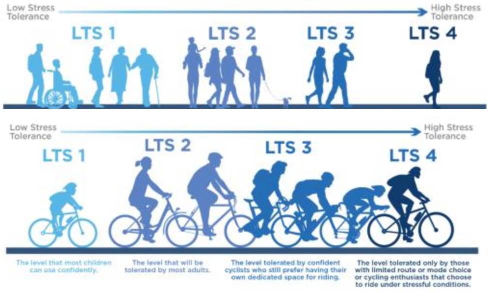
Stantec


AADTs
25 - 149
150 - 650
660 - 3000
3100 - 14000
15000 - 65000
Lanes
Speed Limits
<29
30-39
40-49
50-59
Shoulders
0
<5
5-10
11-15
>16
Miles

Assessment of LTS

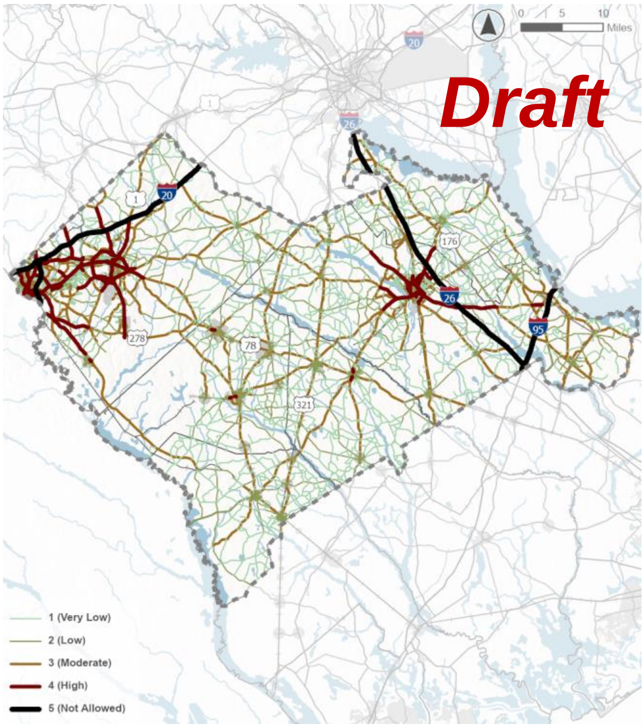
Level of Traffic Stress (LTS)

- Posted speed
- Traffic volume
- Lanes
- ~~Shoulder widths~~


Low Stress Tolerance
High Stress Tolerance
LTS 1
LTS 2
LTS 3
LTS 4
Low Stress Tolerance
High Stress Tolerance
LTS 1
LTS 2
LTS 3
LTS 4
The level that most children can use confidently.
The level that will be tolerated by most adults.
The level tolerated by confident cyclists who still prefer having their own dedicated space for riding.
The level tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions.

Stantec

Source: FDOT


0
5
10
Miles
20
26
1
20
176
26
95
278
78
321
1 (Very Low)
2 (Low)
3 (Moderate)
4 (High)
5 (Not Allowed)

Draft

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

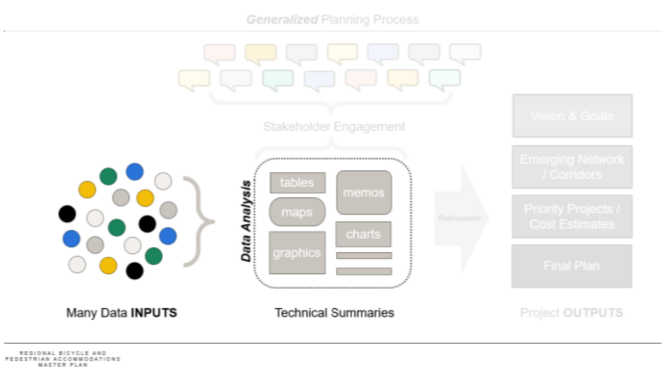
How we are using these data…

Draft

Contributes to our understanding of **existing roadway infrastructure** (baseline), potential data limitations, and **repeatability** for other COGs.

Utilized during prioritization process (future)

Discussion: ***What might we be missing***?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Stantec alta SCDOT LOWER SAVANNAH COG Council of Governments

Network Connectivity

Existing sidewalks, bikeways, and greenways – ***MANY*** INDIVIDUAL FILES

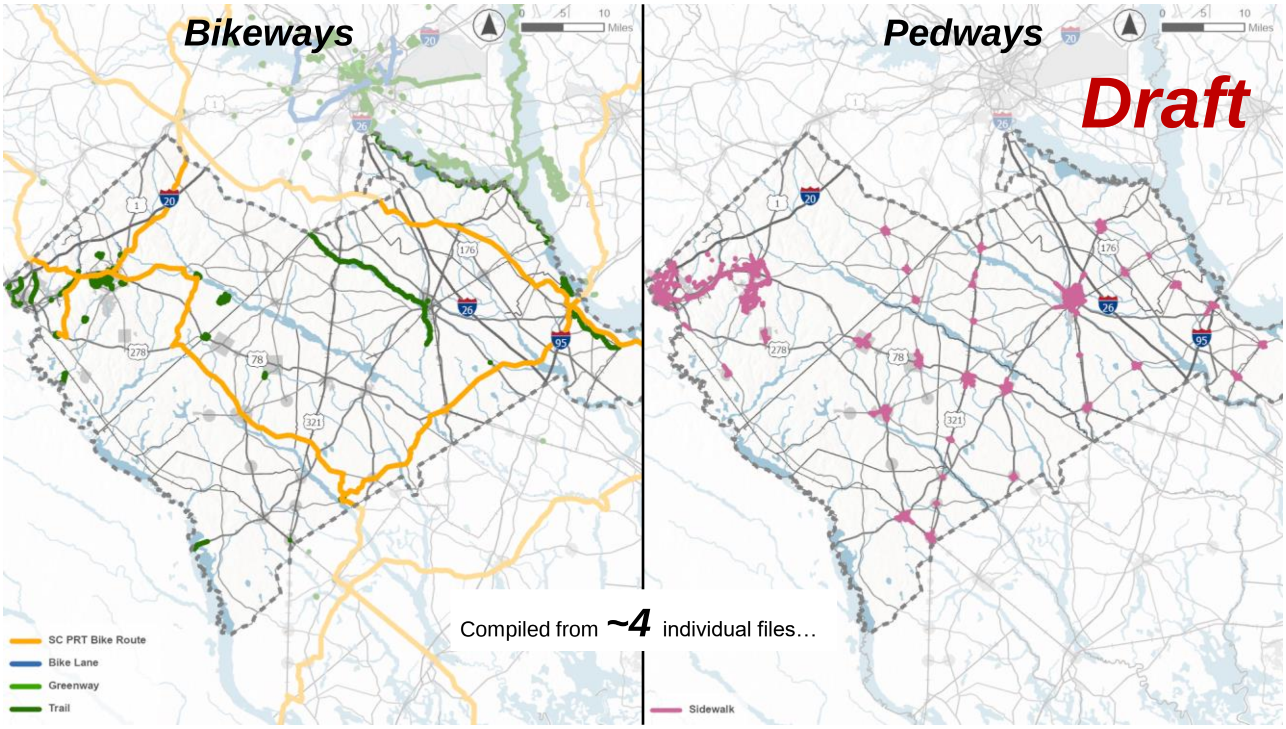
- Number of miles / Trend over time

Gap analysis: we are looking for…

- Rural corridors *between* cities / towns
- Segments missing *within* cities / towns and near destinations or transit stops

How do we best identify "desire lines" or worn paths in your communities? (StreetLight)

How do we acquire transit routes / stop locations?


Bikeways
Pedways
Draft
0 5 10 Miles
SC PRT Bike Route
Bike Lane
Greenway
Trail
Sidewalk

Compiled from **~4** individual files…

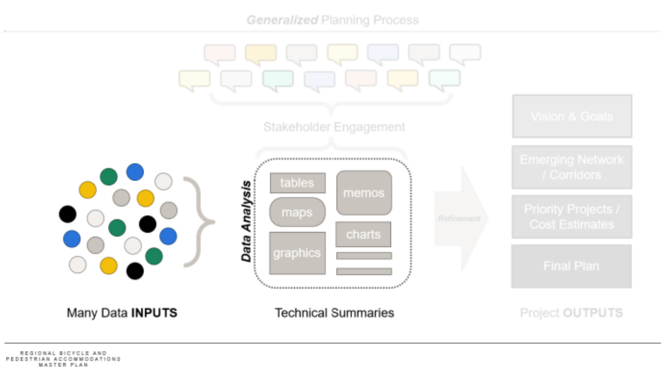
REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

How we are using these data…

Draft

Contributes to **near-term needs** to extend or connect facilities to overcome barriers

Discussion: ***What might we be missing***?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- *Long-range vision / needs*

StreetLight data

What is it?

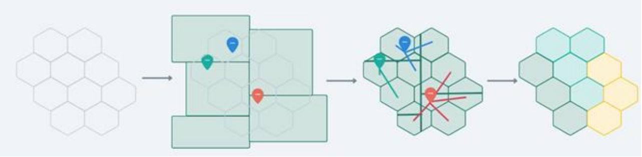
Pings on Mobile Devices, GPS

How?

SCDOT has conflated these data to the entire network across the State of SC!!

Why?

Provides sense of existing travel for multiple modes, by TOD and Trip Purpose



Use open-source grid

Measure how close is each grid to key destinations & allocate census block group information

Assign travel amounts using StreetLight data

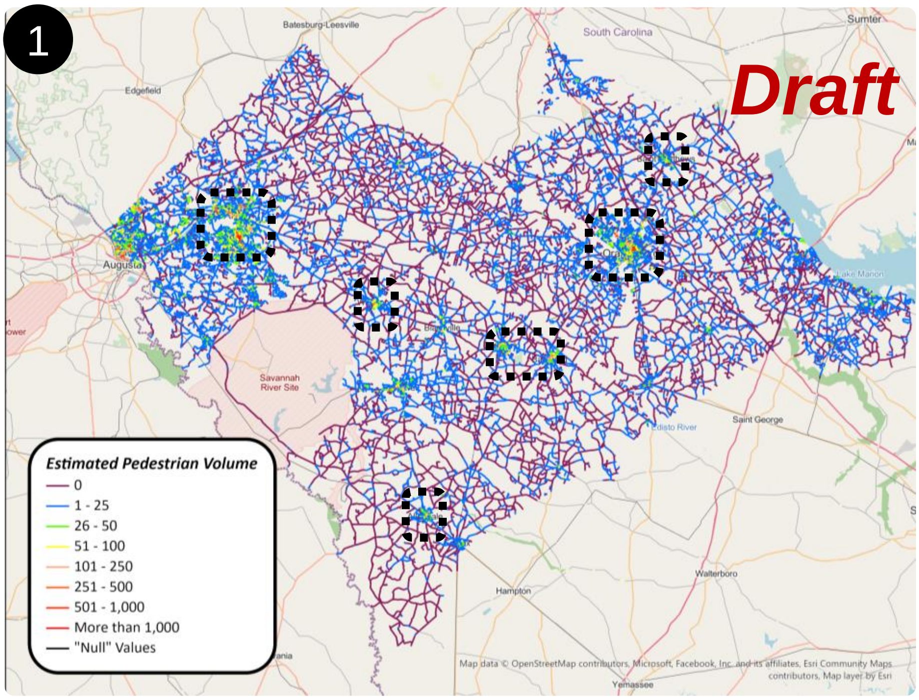
Combine for final live / work / play score

Compare across region(s)

Estimated Demand

StreetLight 2021 = travel patterns for different corridors

- Statewide (SCDOT)


1
Draft
Batesburg-Leesville
South Carolina
Sumter
Edgefield
Augusta
Savannah River Site
Lake Marion
Edisto River
Saint George
Walterboro
Hampton
Yemassee
Estimated Pedestrian Volume
0
1 - 25
26 - 50
51 - 100
101 - 250
251 - 500
501 - 1,000
More than 1,000
"Null" Values

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REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Estimated Demand

StreetLight 2021 = travel patterns for different corridors

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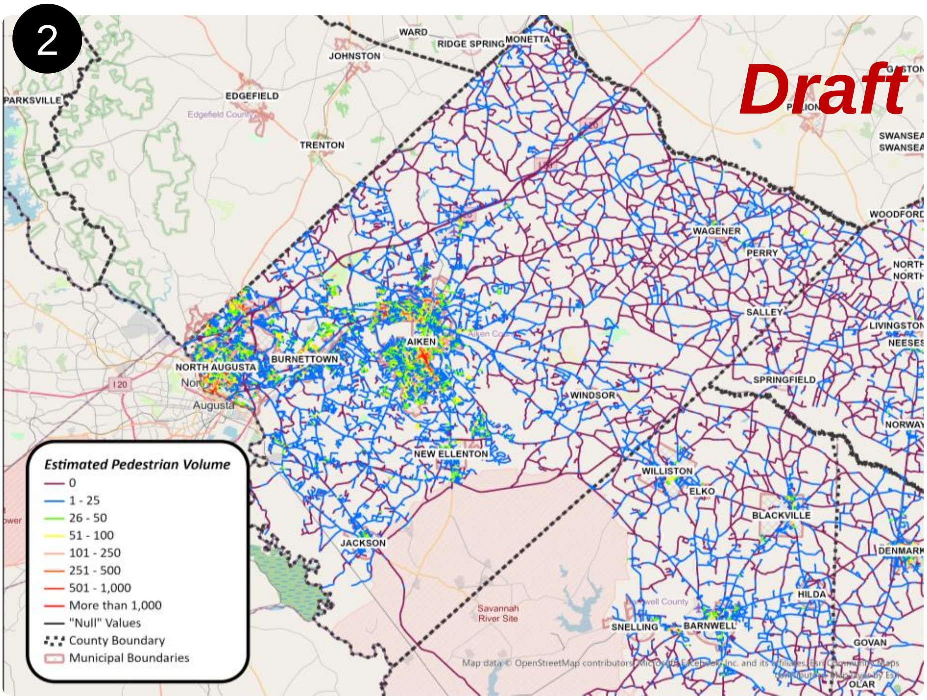
2
Draft
Estimated Pedestrian Volume
0
1 - 25
26 - 50
51 - 100
101 - 250
251 - 500
501 - 1,000
More than 1,000
"Null" Values
County Boundary
Municipal Boundaries
WARD
RIDGE SPRING
MONETTA
JOHNSTON
PARKSVILLE
EDGEFIELD
Edgefield County
TRENTON
SWANSEA
WOODFORD
WAGENER
PERRY
SALLEY
LIVINGSTON
NEESES
AIKEN
NORTH AUGUSTA
BURNETTOWN
Augusta
I 20
SPRINGFIELD
WINDSOR
NORWAY
NEW ELLENTON
WILLISTON
ELKO
BLACKVILLE
JACKSON
DENMARK
HILDA
Savannah River Site
SNELLING
BARNWELL
GOVAN
OLAR
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REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Estimated Demand

StreetLight 2021 = travel patterns for different corridors

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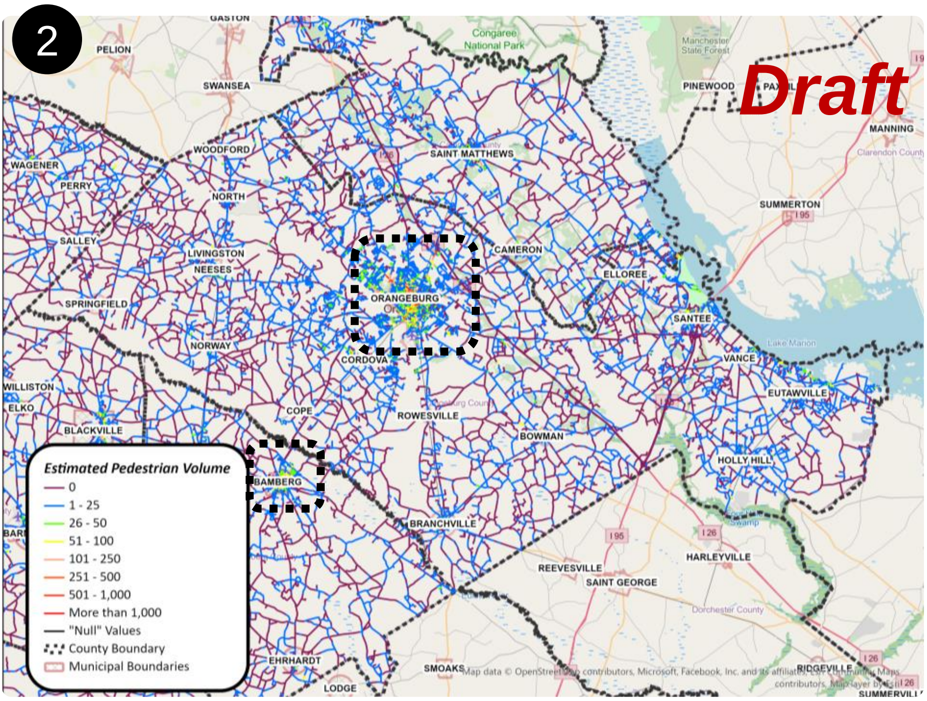
2
Draft
Estimated Pedestrian Volume
0
1 - 25
26 - 50
51 - 100
101 - 250
251 - 500
501 - 1,000
More than 1,000
"Null" Values
County Boundary
Municipal Boundaries
GASTON
PELION
SWANSEA
Congaree National Park
Manchester State Forest
PINEWOOD
MANNING
Clarendon County
WAGENER
PERRY
WOODFORD
SAINT MATTHEWS
NORTH
SUMMERTON
SALLEY
LIVINGSTON
NEESES
CAMERON
ELLOREE
SPRINGFIELD
ORANGEBURG
SANTEE
NORWAY
CORDOVA
VANCE
Lake Marion
WILLISTON
ELKO
EUTAWVILLE
BLACKVILLE
COPE
ROWESVILLE
BOWMAN
BAMBERG
HOLLY HILL
BRANCHVILLE
REEVESVILLE
HARLEYVILLE
SAINT GEORGE
Dorchester County
EHRHARDT
LODGE
SMOAKS
RIDGEVILLE
SUMMERVILLE
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REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Estimated Demand

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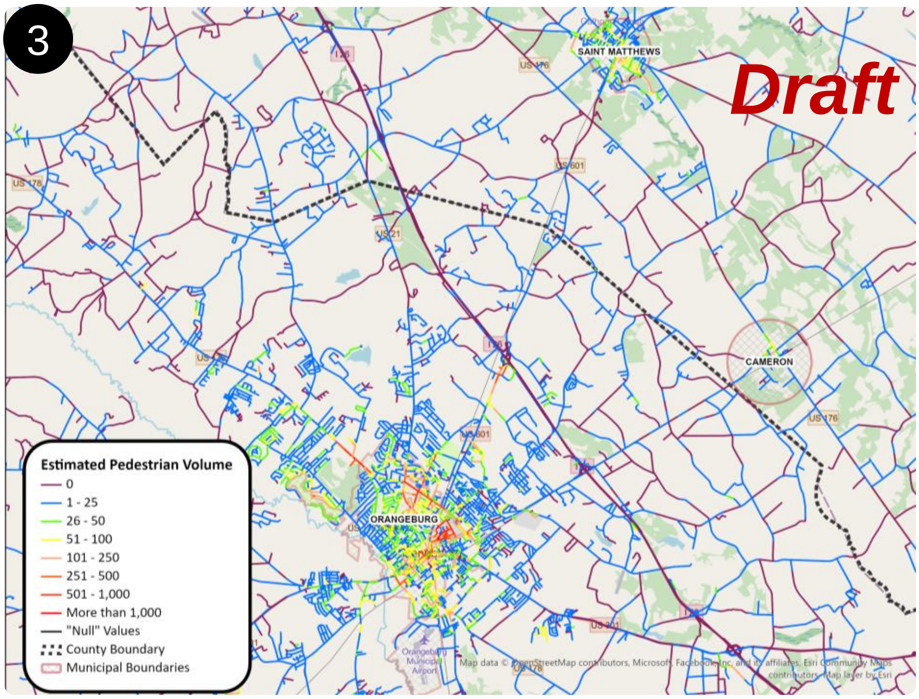
3
Draft
SAINT MATTHEWS
US 176
US 601
US 178
US 21
CAMERON
ORANGEBURG
US 301
Orangeburg Municipal Airport
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Estimated Pedestrian Volume
0
1 - 25
26 - 50
51 - 100
101 - 250
251 - 500
501 - 1,000
More than 1,000
"Null" Values
County Boundary
Municipal Boundaries

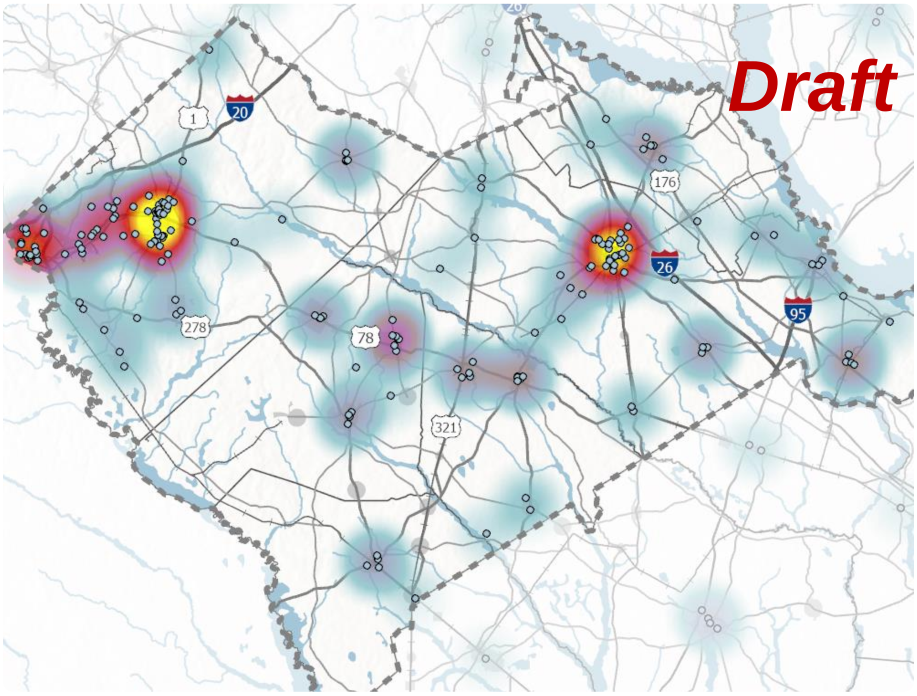
alta

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Live / Work / Play

Community destinations

- Parks
- Schools / Colleges
- Shopping centers / Grocery stores


Draft
20
1
176
26
95
278
78
321

alta

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

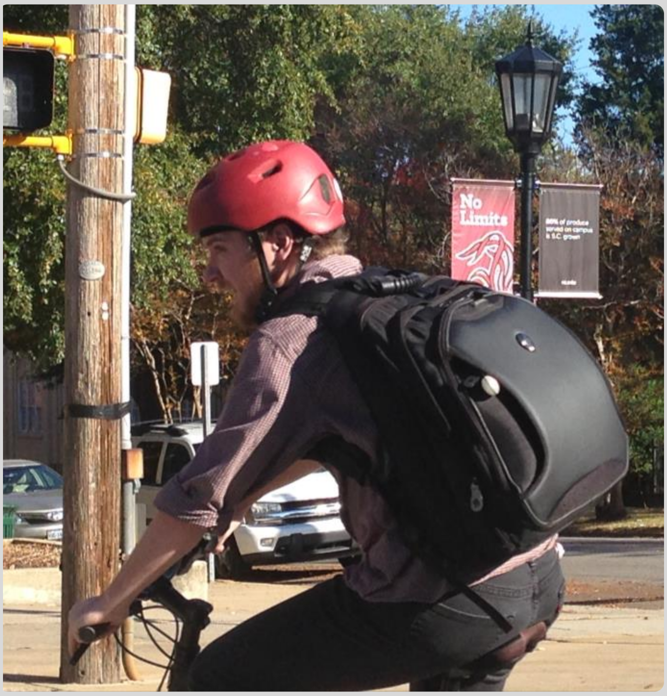
How we are using these data…

Contributes to our understanding of **existing demand** – *where / what / how many?*

Discussion:

- *What other measures for "demand" may be available?*
    - *How thorough or reliable?*
    - *Regional or local-scale?*

alta



REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Existing Conditions – Two Parts

Reminder

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- *Long-range vision / needs*

Stantec alta

SCDOT LOWER SAVANNAH COG Council of Governments

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

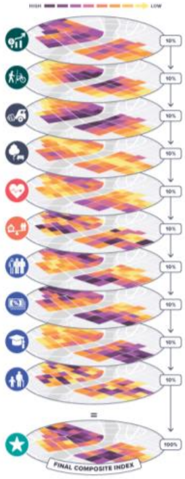
Vulnerable Road User

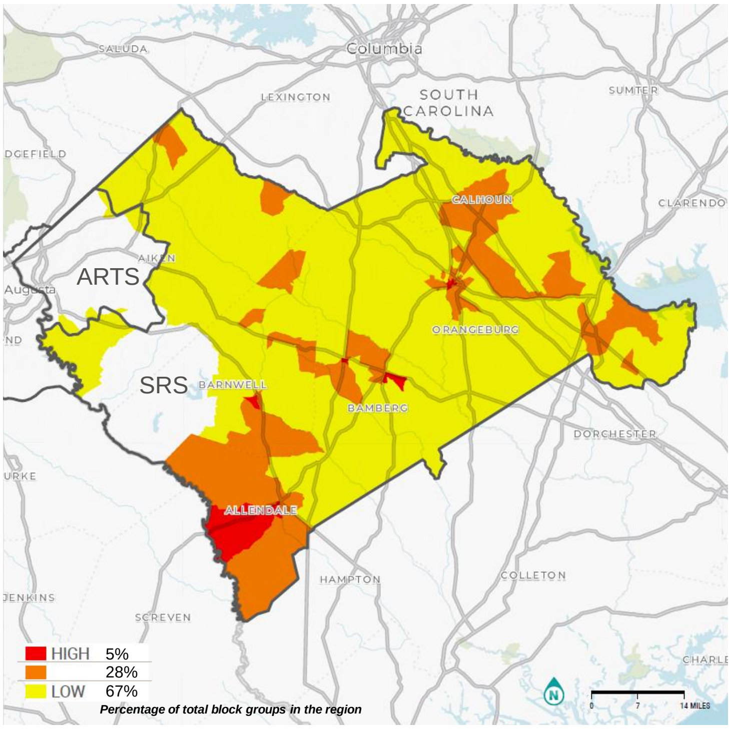
Vulnerable Road Users:

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

- 80% test (1,0)
- Sum of all 8 factors

How to create an index


HIGH
LOW
10%
10%
10%
10%
10%
10%
10%
10%
10%
10%
=
100%
FINAL COMPOSITE INDEX


SALUDA
Columbia
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BARNWELL
BAMBERG
DORCHESTER
URKE
ALLENDALE
HAMPTON
COLLETON
JENKINS
SCREVEN
CHARLE
N
0
7
14 MILES

🟥	HIGH	5%
🟧		28%
🟨	LOW	67%

Percentage of total block groups in the region

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

How we are using these data…

Vulnerable Road Users… generally walk, bike, or ride transit in higher proportions, and may have limited access to a personal vehicle.

Discussion:

- *Are these the locations that you anticipated? Why or why not?*
- *Are there local or regional measures of 'vulnerability'?*
- *Anything else on VRUs that you'd like to share?*

Reminder

Existing Conditions – Two Parts

We are sharing…

- *Data inputs / sources / limitations*
- *The data suggests*
- *How we will use it*

We are seeking your comments on:

- *Completing this picture – Anything missing?*
- ***Emphasis areas** – Important factors?*
- *Long-range vision / needs*

Safety

Bicycle and pedestrian crash trends (2018-2022)

Source: SCDOT

Crash severity codes:

KSI

- K: **K**illed / Fatality
- A: Incapacitating / **S**evere **I**njury
- B: Minor Injury
- C: Possible Injury
- O: Property Damage Only

Examining risk factors = Over-representation

Higher proportion of fatal (K) and severe injury (SI) bicycle and pedestrian crashes at NIGHT (dark conditions)

- **57% KSI** vs. 43% non-KSI occurred from **6 PM to Midnight**
- **18% KSI** vs. 6% non-KSI occurred from **Midnight to 6 AM**.
- **74% KSI** vs. 48% non-KSI occurred during **night light conditions**.

SPEEDING is associated with a higher proportion of KSI crashes.

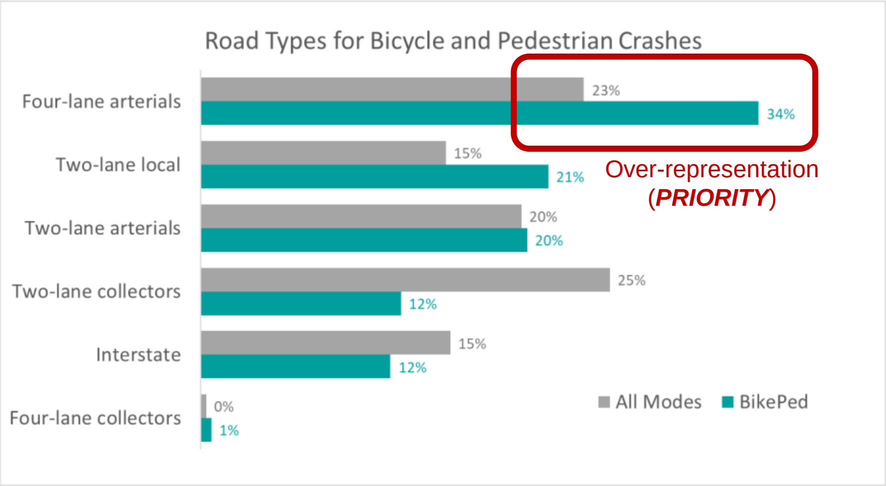
- **22% KSI** vs. 2% non-KSI associated with speeding

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

Safety

Bicycle and pedestrian crash trends (2018-2022)

Source: SCDOT



Over-representation (***PRIORITY***)

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LOWER SAVANNAH COG Council of Governments

REGIONAL BICYCLE AND PEDESTRIAN ACCOMMODATIONS MASTER PLAN

How we are using these data…

Contributes to **risk factors** that contribute to unsafe walking / biking conditions

- Directly (fatal or serious injury)
- Indirectly (*choosing* to not walk/bike)

Discussion:

- *Does this align with your expectations?*
- *Does this conflict with any prior safety studies within your region?*
- *What might we be missing?*

FRANKLIN CENTER
We DRIVE SLOWLY
OUR LIVES are WORTH IT.
Homegrown

alta

Discussion!

1. Project Process & Schedule
2. Existing Conditions
3. Discussion!
4. Action Items & Next Steps

Your thoughts on…

What are YOUR most important ***factors*** for improving walking & biking?

- *(what should be prioritized?)*

What might we be missing?

Does this align with your expectations?

Does this conflict with any prior safety studies within your region?

What other measures for "demand" may be available?

  - *How thorough or reliable?*
  - *Regional or local-scale?*

Stantec alta

Action Items & Next Steps

work in progress

1. Project Process & Schedule
2. Existing Conditions
3. Discussion!
4. Action Items & Next Steps

Action Items & Next Steps

Your Homework is…

- Add to the **Interactive map** www.BikePedSC.com
  - Barrier / Destination / Safety / Other
  - ~2 month deadline (Sept-Oct)
- List of transit agencies in your region
  - Website links to routes/stops
- List of **community organizations** that *should* be involved in this process

We will be working towards…

- Incorporate your direction from today
- Summary of data inputs / methodology
- Emerging network development (PSC#2)

Thank you.