



Summary

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

Project Steering Committee
PSC Meeting #2

December 5, 2024 @ 10 am – 12 pm (Aiken County Government Center, 1930 University Parkway, Aiken, SC)

Attendees

Eric Carrier, LSCOG

Saralyn Yarbrough, LSCOG Transit

Christine Chandler, LSCOG Transit

Emory Langston, LSCOG Planning

Guillermo Espinosa, SCDOT

Lyle Lee, SCDOT Office of Planning (virtual)

Chris Williams, SCDOT Asst. District Traffic Engineer
(virtual)

Timothy Tresohlavy, Stantec

LaTonya Derrick, Stantec

Jean Crowther, Alta (virtual)

Eric Scott, Alta (virtual)

Elizabeth Yarnall, Alta (virtual)

Summary

Notes taken during the meeting are saved to Mural: [LSCOG - PSC#2 • Stantec \(mural.co\)](https://www.mural.co/join/LSCOG-PSC#2-Stantec)

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: DARK BLUE: responses from the project team; RED: action items

- LSCOG staff has previously reviewed fatal crash data details with regards to victim background, and could be a good cross-reference for key themes – citing that 80% of pedestrian victims have been male – **please send to project team**
- Missing ARTS transit stops, which would be helpful for key corridors / demand locations – **please send to project team**
 - Cross County Connection between St Matthews and Calhoun – **please send to project team**
- LSCOG Council on Aging provides demand-responsive transit services, and we could use this to include medical facilities as destinations
- Orangeburg County planning director has list of corridors that are expecting (development) growth – **please send to project team**
- Would like to use these project outcomes for CDBG funding opportunities – there is a lot of value for schools
- Need more help promoting the project website + interactive map
 - LSCOG Transportation Advisory Committee meets every quarter, and should help promotion
 - County Transportation Committee (CTCs) should help with promotion

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:

- Emerging Corridors should focus on local connections to State Routes (within towns), and less focus on rural roadways between towns
- Prioritization: suggest working backwards from **funding program needs** (first) – agreed. Funding and implementation
 - Top 3 category weights: **Connectivity** (with transit), **Safety**, and **Existing demand** (StreetLight)
- Aiken SS4A project is similarly looking at prioritization factors (and weights) – **please connect us with that project team to discuss**
- Eric suggested starting from LRTP methodology for scoring projects (SCDOT law / guidance) – **please send to project team**

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
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Project Consultants

Jean Crowther, AICP, Project Manager
Timothy Tresohlavy, AICP, GISP, Project Manager
LaTonya Derrick, PhD, Project Director

Alta + Stantec Project Team

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Regional Bike-Ped Accommodation Master Plan

Project Stakeholder Committee Meeting #2



December 2024

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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:

- Orangeburg
- Aiken
- Bamberg
- Barnwell

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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



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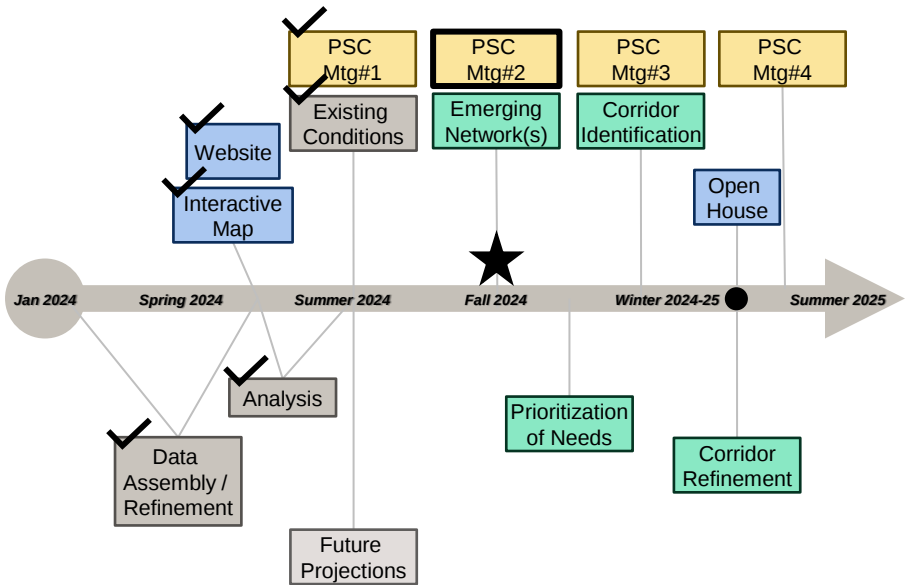
Today we will cover...

- 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

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Schedule

Generalized ~15 months
flexible



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Interactive Map

Points of Interest

Barrier Destination Other Safety Speeding

84 points
added

www.BikePedSC.com

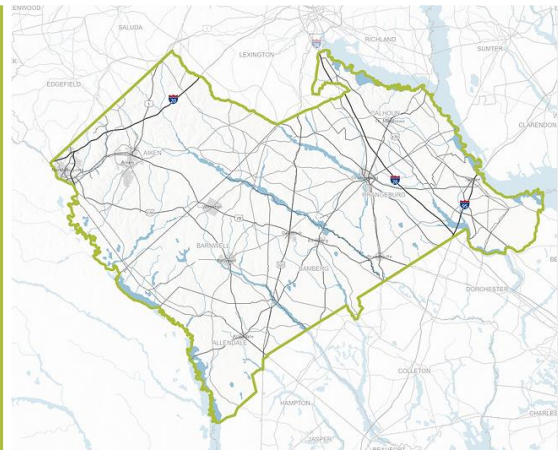


Lower Savannah Council of Government

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](#)



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](#)



DRAFT

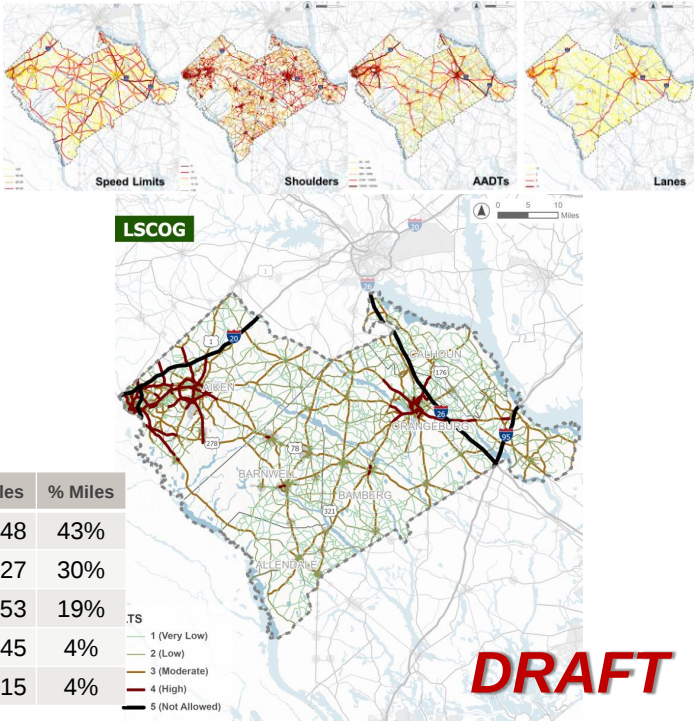
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Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

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

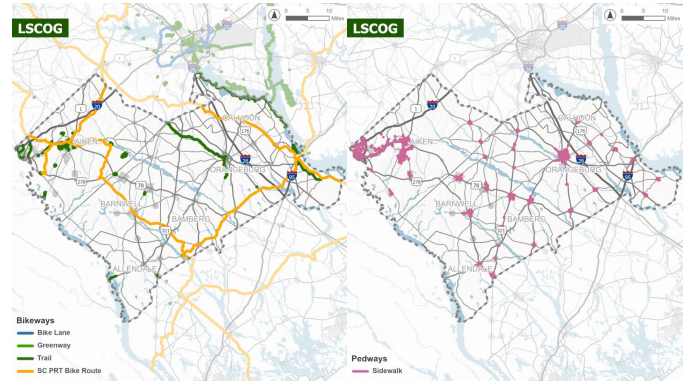
LTS Category	Roadway Miles	% Miles
1 – Very Low Stress	2,348	43%
2 – Low Stress	1,627	30%
3 – Moderate	1,053	19%
4 – High Stress	245	4%
5 – Prohibited	215	4%



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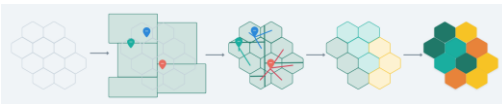
Still need: transit routes / stops / service areas

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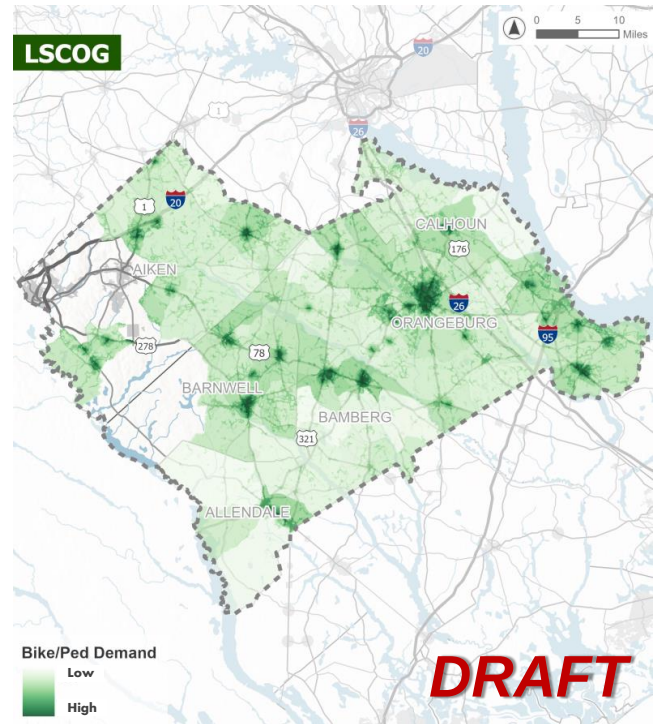
Data Inputs

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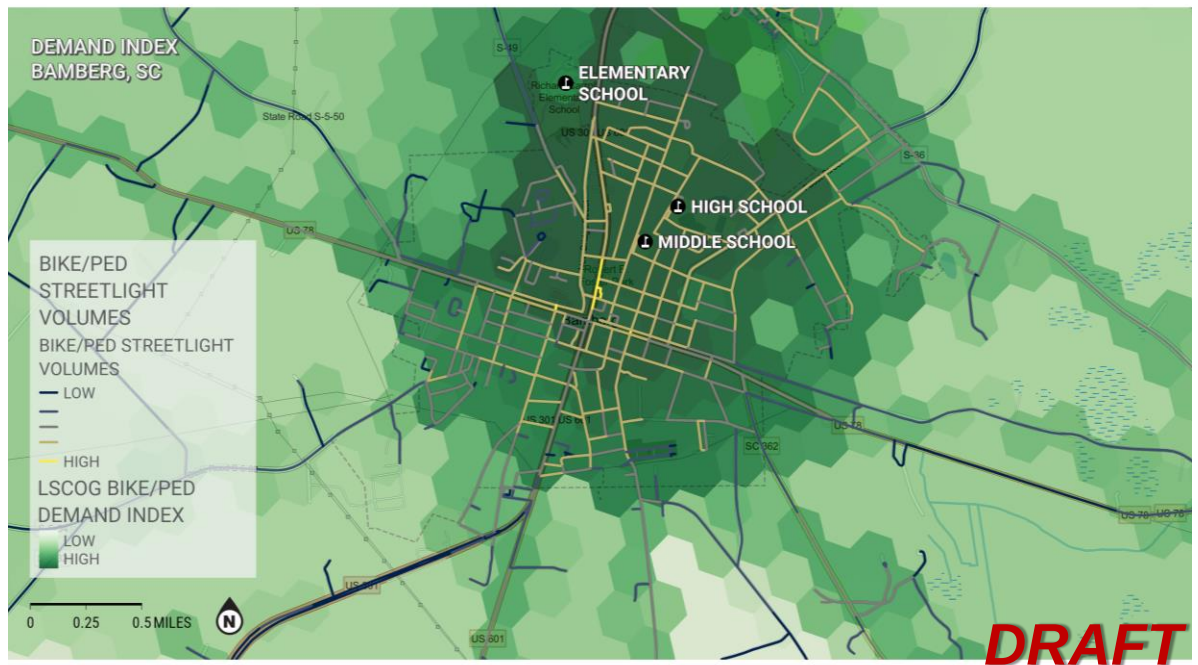
- Roadway characteristics / LTS
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- **Bike / Ped demand index**
- VRUs / Needs analysis
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Data Source: StreetLight platform, pedestrian daily users



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Data Source: StreetLight platform, pedestrian daily users

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Data Inputs

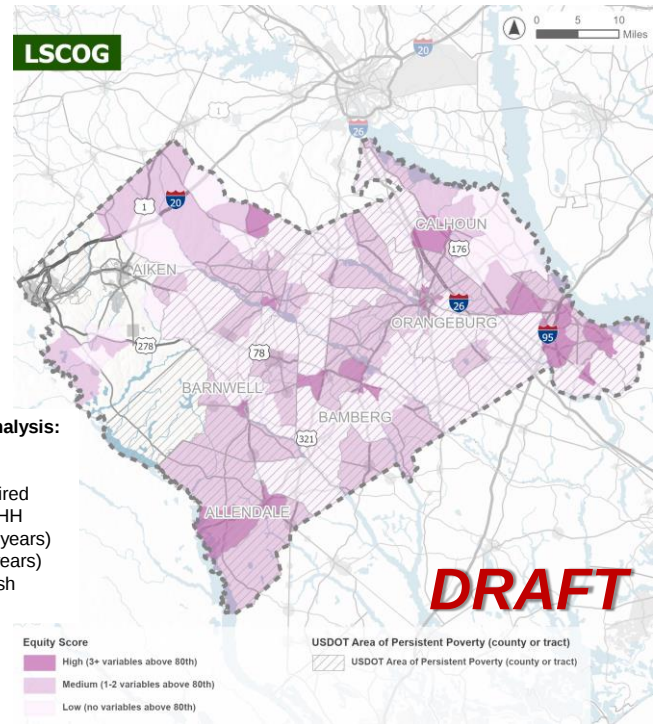
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- **VRUs / Needs analysis**
- Safety analysis

VRUs / Needs Analysis:

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 as: a) Minority, b) Zero vehicle HH, and c) Low income.



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Data Inputs

EXISTING CONDITIONS & FUTURE TRENDS

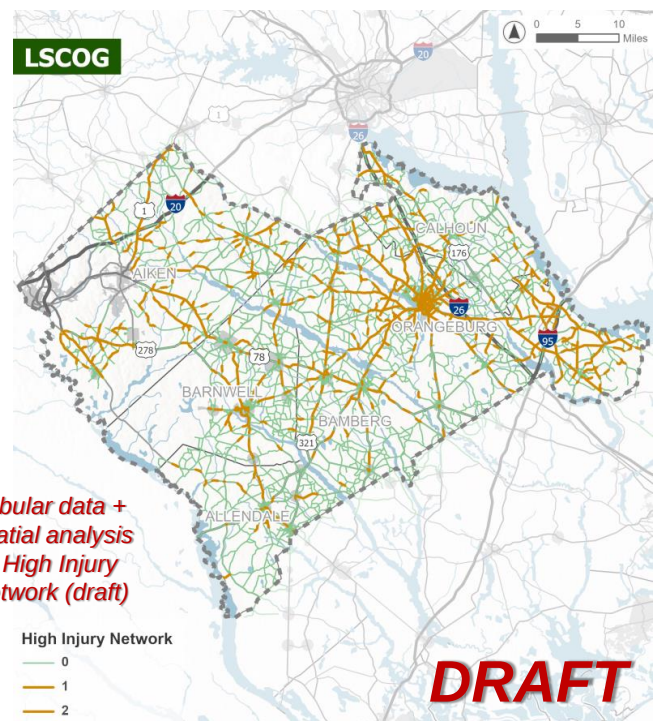
- Roadway characteristics / LTS
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- **Safety analysis**

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

Data Source: SC Department of Public Safety



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- } 45-min

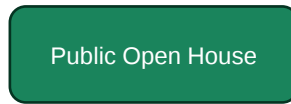
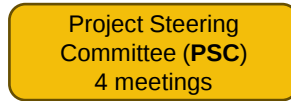
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Project Workflow

Task 1 (Administration) →



Task 2 (Outreach)



Additional Outreach

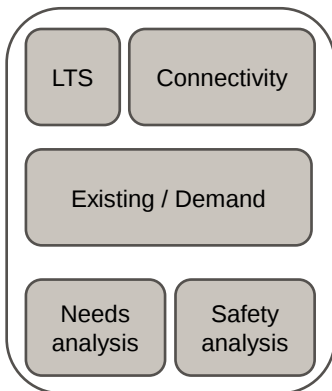
1. Existing conditions – August
2. Emerging network – December
3. Priority network – tbd
4. Draft plan – tbd



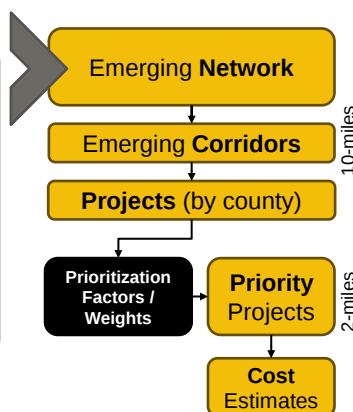
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Project Workflow

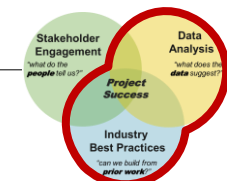
Task 3 (Existing conditions) →



Task 4 (Priority Corridors) →



Task 5 (Draft-Final Plan)



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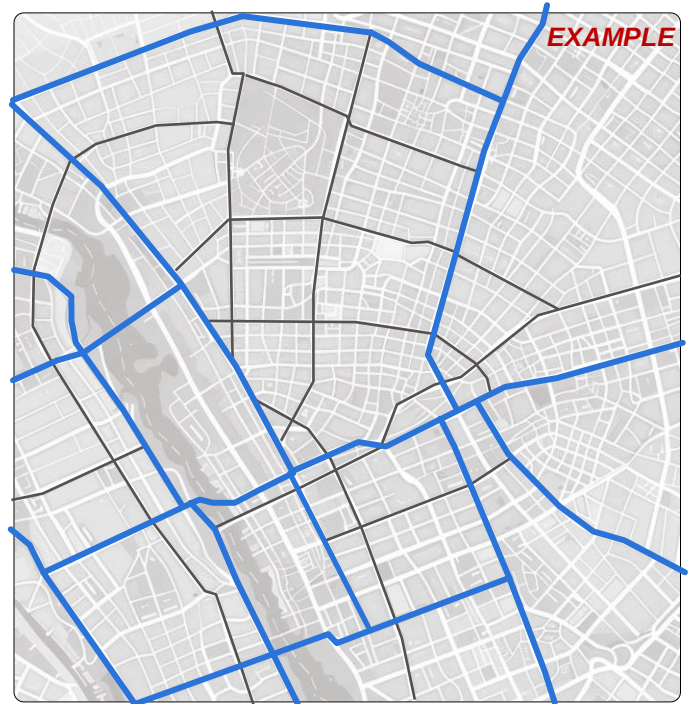
Step 1 of 3

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



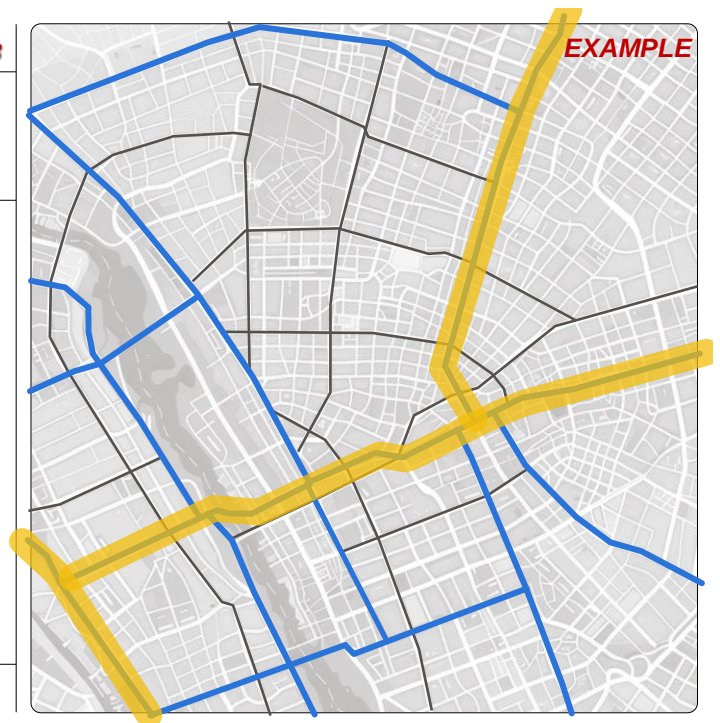
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Step 2 of 3

Emerging Corridors

Refined list of roadways with critical multimodal needs / function

- Directly connect with walkable destinations of interest



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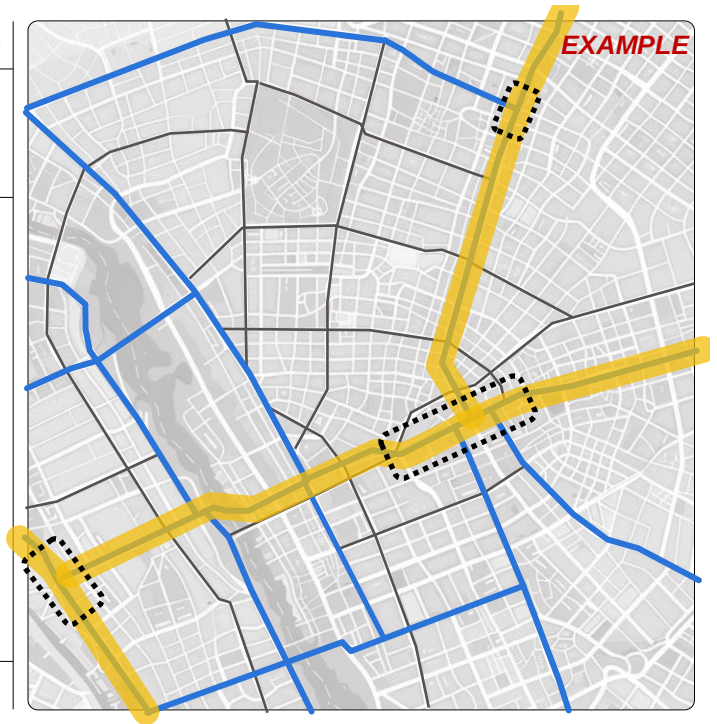
Step 3 of 3

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



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***At a REGIONAL scale,
what would this look like?***

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Emerging Network

LTS

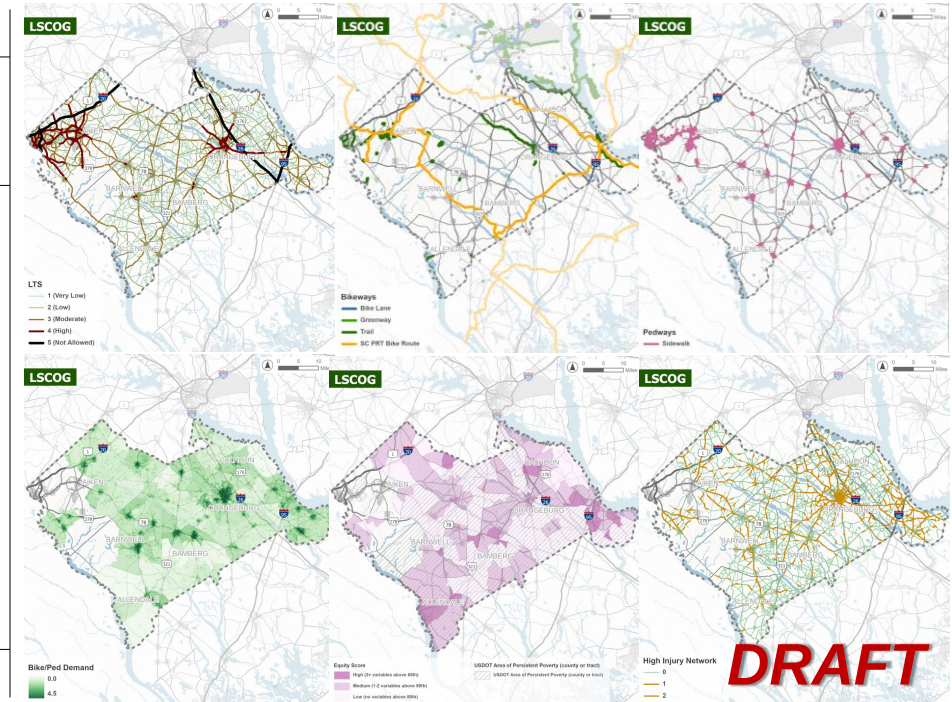
Connectivity

Demand

VRUs / Needs analysis

Safety analysis

Overlay all of these together and... the data suggests...



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Corridors

US Routes

- 1, 15, 21, 321, 78, 176, 178, 278, 301, 601

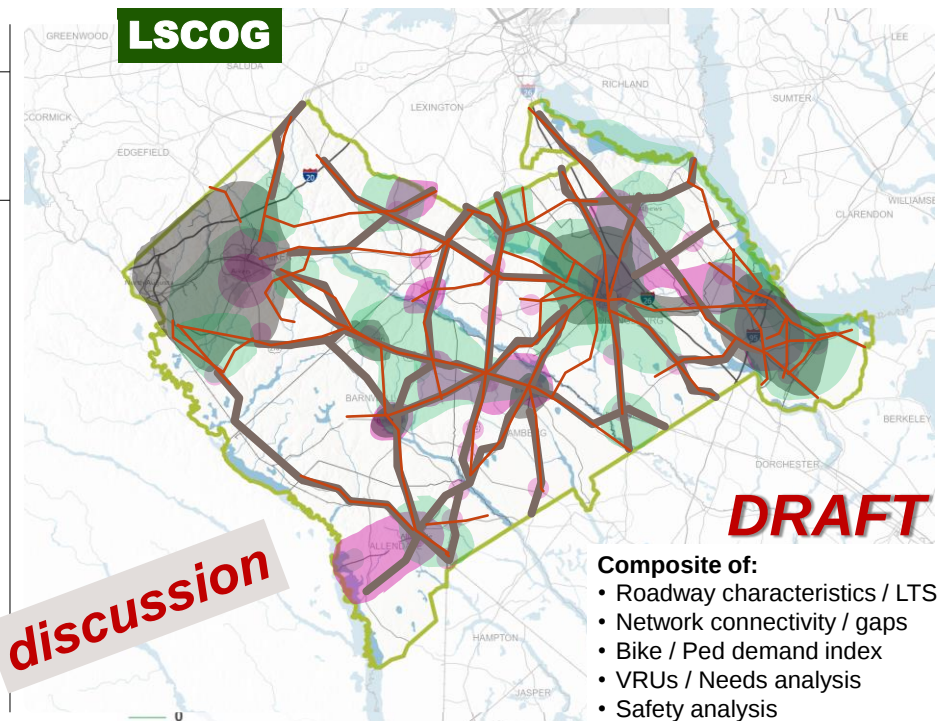
State Routes

- 3, 4, 14, 33, 39, 61, 70, 125, 210, 302, 389, 394, 419

Municipalities

- Aiken, Orangeburg, Barnwell, Santee, Providence, Denmark, Blacksville

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



Composite of:

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

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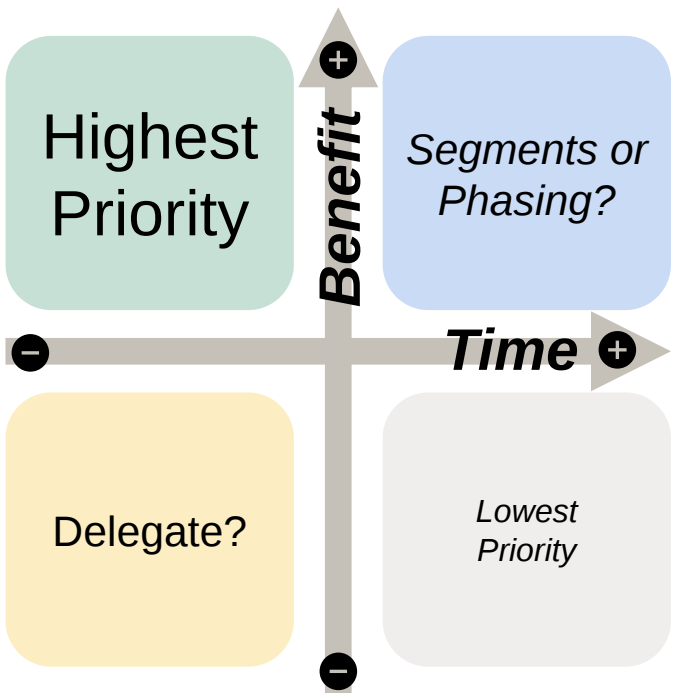
Prioritization Criteria

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

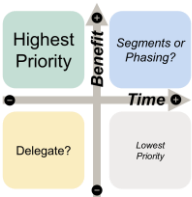
Objective, not subjective

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

- BENEFIT
- TIME



Prioritization Criteria **DRAFT**



Connectivity

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

VRUs / Needs analysis

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

Access

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

Safety analysis

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

Existing volume / demand

- Streetlight estimates for daily total ped trips
- *Anecdotal data?*

Local priority / Community feedback

- Identified local project need
- Interactive webmap points

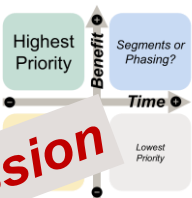
Constructability?

Coordination with SCDOT?

Funding opportunities?

Prioritization Criteria - **WEIGHTS**

Should we survey PSC members, and aggregate scores?



discussion

Connectivity

##%

VRUs / Needs analysis

##%

Access

##%

Safety analysis

##%

Existing volume / demand

##%

Local priority / Community feedback

##%

Constructability?

Coordination with SCDOT?

Funding opportunities?



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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

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Thank you.

