



Planning Updates on SCDOT Complete Streets

For: 2024 SCARC (SCCOG's) Annual Conference

By: Guillermo Espinosa – SCDOT Active Transportation Planning Manager

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Introduction / Outline

Who am I?

- Guillermo Espinosa, AICP
- *Active Transportation Planning Manager*

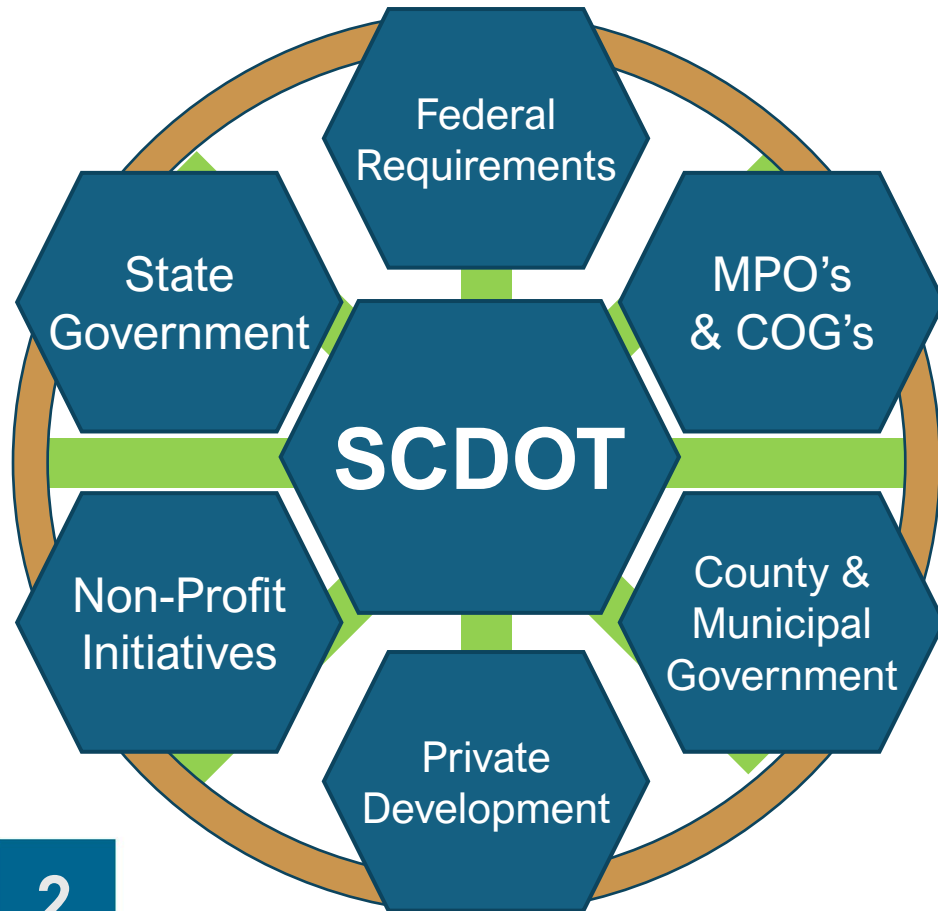
What do I do?

- Help develop planning guidelines for the implementation of SCDOT's Complete Streets policy
- Research and recommendations on policy and regional projects with generational impacts

Outline

1. Purpose, Need, and Problem Statement
2. SCDOT Complete Streets Policy
3. Interacting with SCDOT Complete Streets
4. Office of Planning and Complete Streets
 - Guidance
 - Data Procurement
 - Bike/Ped Plan Pilots
5. Next Steps

Purpose and Need



2

Critical Coordination Considerations

- SCDOT as steward of the state-owned roadway network (41k miles, 4th largest in the USA)
- Home rule state = local government manages land use around roadways
- Private development and non-profit initiatives may influence all stakeholders and outcomes
- SCDOT must interact/coordinate with all entities requesting access to roadways

Problem Statement / Common Planning Challenges



Low visibility (from low or no lighting, obstructions, and vegetation).



Lack of marked and enhanced crossing locations.



Incomplete sidewalk and bicycle networks and gaps.



High vehicle speeds where pedestrians and bicyclists are present.



Turning vehicle conflicts at signalized intersections and low yielding rates to pedestrians.

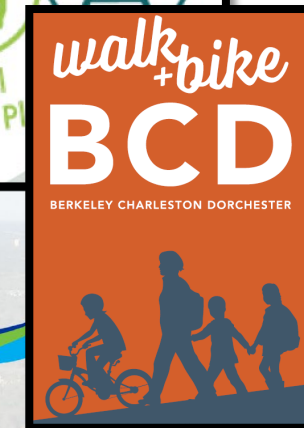
SCDOT Complete Streets – Policy Summary

- Complete Streets Policy is an umbrella policy, with generational goals and impacts. Multiple offices will need to adapt to manage expectations.
- Comes into effect when projects overlap with regional multimodal planning priorities.
- It's an opt-out policy! You need a good reason to not integrate multimodal if it's a regional priority.

| Program Category | Funding for Walking Accommodations | Funding for Bicycling Accommodations | Funding for Transit Accommodations |
|-----------------------------------|--|--|--|
| Safety ¹ | Included with Project | Included with Project | Included with Project |
| Interstate Preventive Maintenance | N/A | N/A | N/A |
| Interstate Capacity | Included with Project for impacted crossing routes and consideration given for major river crossings | Included with Project for impacted crossing routes and consideration given for major river crossings | Included with Project for impacted crossing routes |
| Interstate Interchange | Included with Project | Included with Project | Included with Project |
| Bridge Replacement | Included with Project | Included with Project | Included with Project |
| Off System Bridge Replacement | Included with Project | Included with Project | Included with Project |
| Pavement Improvement ² | SCDOT-approved pavement markings and signage can be included with Project to enhance safety. | Included with Project | SCDOT-approved pavement markings and signage can be included with Project to enhance safety. |
| Statewide MPO and COG Widening | Included with Project | Included with Project | Included with Project |
| CMAQ | Included with Project | Included with Project | Included with Project |
| Locally Funded ³ | Included with Project | Included with Project | Included with Project |
| CTC Projects | Included with Project | Included with Project | Included with Project |

SCDOT Complete Streets – Interacting with the Policy (p1)

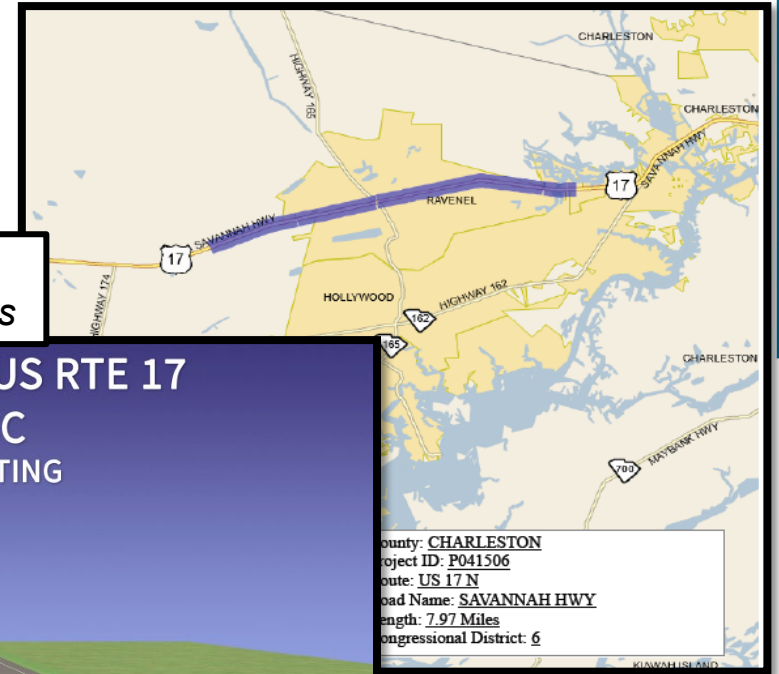
- For MPO's/COG's, primarily through recommending bike-ped projects in regional transportation planning documents such as LRTP's, TIP's, and regional bike-ped plans.
- Focus on reviewing and consolidating local plans to identify regional priorities and maintain a consistent multimodal vision.
- Challenges in identifying possible engineering and feasibility risks to improve existing corridors.



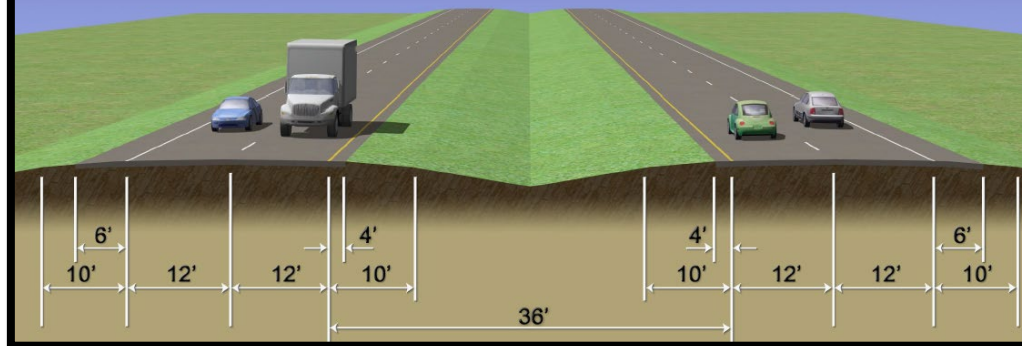
SCDOT Complete Streets – Interacting with the Policy (p2)

Other programs within SCDOT still look for your guidance in determining where to accommodate travel options (e.g., Resurfacing, Safety, Road Safety Audits, etc.)

Portions of East Coast Greenway in Charleston and Jasper Counties



PROPOSED WIDENING OF US RTE 17
JASPER COUNTY SC
PUBLIC INFORMATION MEETING
FEBRUARY 23, 2017



SCDOT Complete Streets – Interacting with the Policy (p3)

- US 21/178 Bypass
 - Currently Under Construction
- Improvements Include
 - Sidewalk Rehab
 - Stamped Crosswalks
 - Decorative Light & Signal Poles
 - Raised Landscaped Medians
 - 10' Shared-Use Path
 - Ped. Bridge Upgrades

Before/After – Magnolia St.



Before/After – Ped. Bridge



Before/After – Chestnut St.



SCDOT Office of Planning and Complete Streets

- Research common challenges and planning approaches that promote safe, non-motorized travel.
- Provides technical support through data procurement, sharing, and analysis.
- Promotes consistency to facilitate identification and communication of priorities.



SCDOT Office of Planning – Regional Bike-Ped Plan Pilot Updates

Pilot Details

- Currently in Central Midlands and Lower Savannah Counties. More to come!
- Spring 2024 Kickoff
- Summer 2025 Completion

Expected Outputs

- Regional project priorities
- Priority project cut-sheets
- Webmapping applications



SCDOT Office of Planning – Planning Policy and Guidance

- Complete Streets as an umbrella policy; may require a review of existing or new directives to more effectively implement.
- Context-sensitive planning vs standard accommodations or countermeasures.
- Reviewing previous and existing planning efforts to identify common challenges.



SCDOT Office of Planning – Data Procurement and Sharing

- <https://gis.scdot.org/portal/apps/sites/#/inrix-and-streetlight-based-performance-measures>
 - **Login with your ReGIS credentials**
 - **Also, use link for INRIX Downloads**

INRIX and StreetLight-based Performance Measures

INRIX and StreetLight-based Performance Measures

This portal provides your download links for INRIX and StreetLight-based performance measures by different calendar years.

INRIX
The links below contain GIS files with performance measures that are estimated based on the conflated INRIX data to the SCDOT's LRS map. Each MPO/COG can filter their area using attribute field MPO_COG.

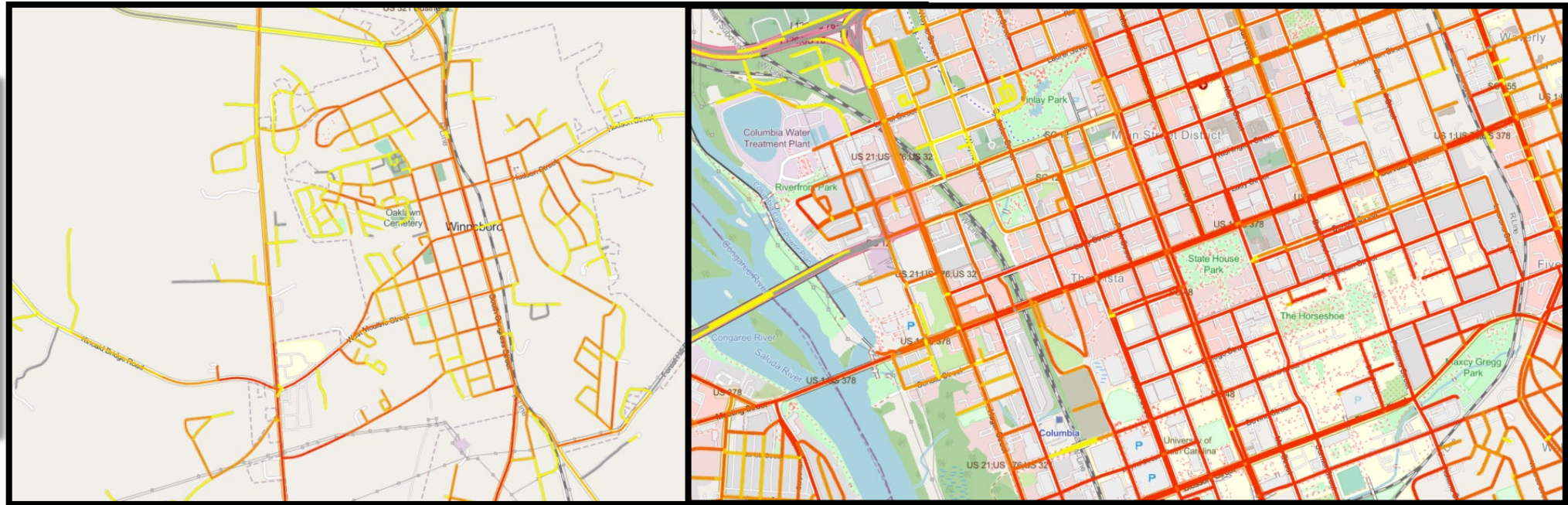
[SCDOT Data Dictionary \(INRIX\) 2022 Calendar Year](#)
[Other calendar years will be added as they become available]

StreetLight
The links below contain GIS files with performance measures that are estimated based on the conflated StreetLight data to the SCDOT's LRS map. Each MPO/COG can filter their area using attribute field MPO_COG.

[SCDOT Data Dictionary \(StreetLight\) 2021 Calendar Year](#)
[Other calendar years will be added as they become available]

Questions about this data?
Contact Kwanpyo Ko at KoK@scdot.org

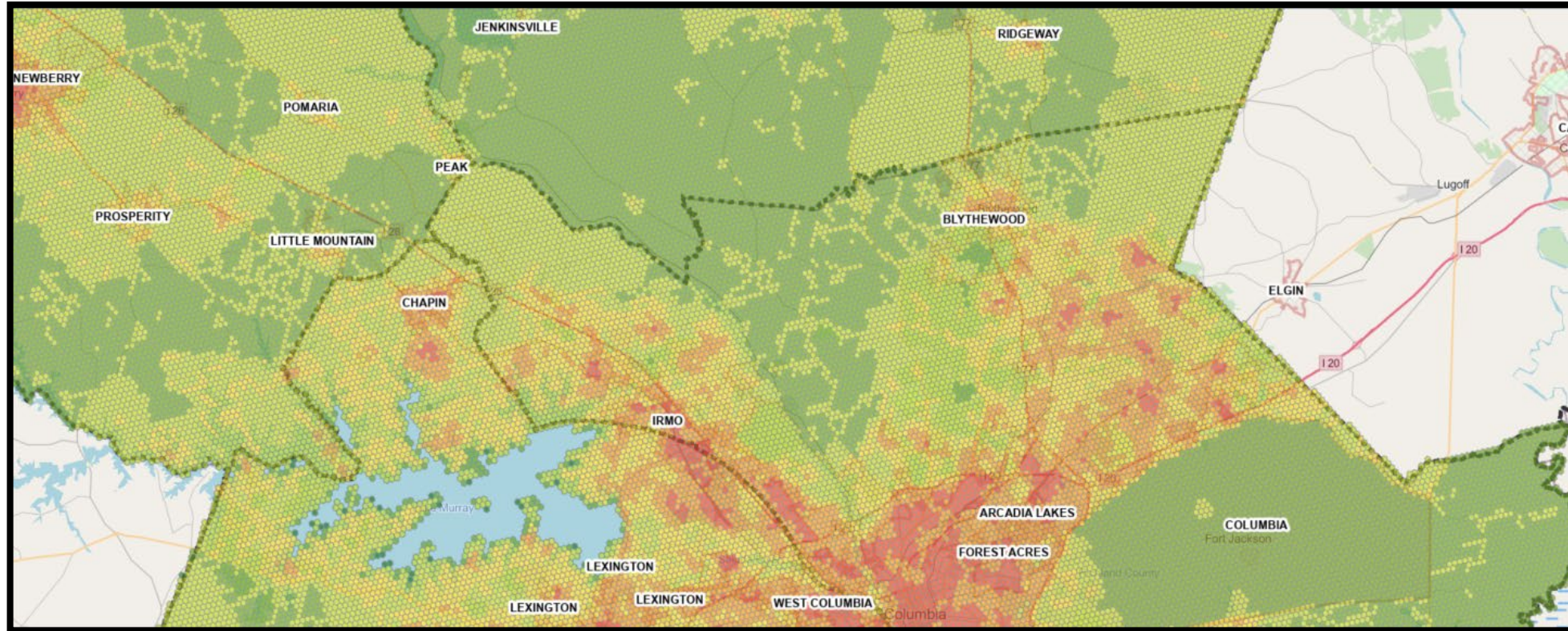
SCDOT Office of Planning – Data Procurement and Sharing (p2)



COG Municipality

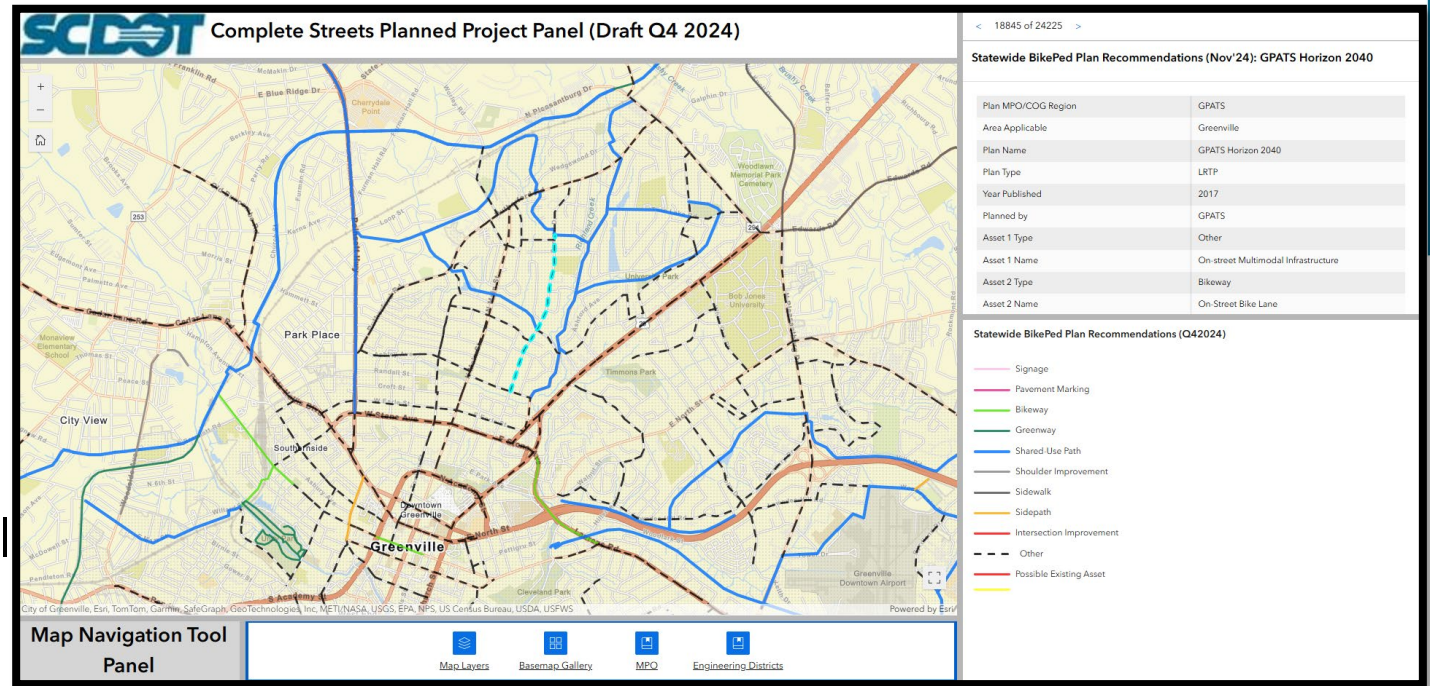
TMA/MPO Municipality

SCDOT Office of Planning – Data Procurement and Sharing (p3)



SCDOT Office of Planning – What’s next with Planning and Complete Streets?

- Completion of pilots; then updating older MPO/COG plans with lessons learned from initial studies.
- Sharing of additional StreetLight data.
- Development of GIS webmapping applications that facilitate internal/external communication of project priorities.



Discussion/Questions

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