

West Wateree Transportation Study



May 2016



Meeting Outline



- Introductions
- Role of the Sub-Area Plan
- Study Area
- Project Milestones
- Project Approach
- Existing Conditions
- Perspectives



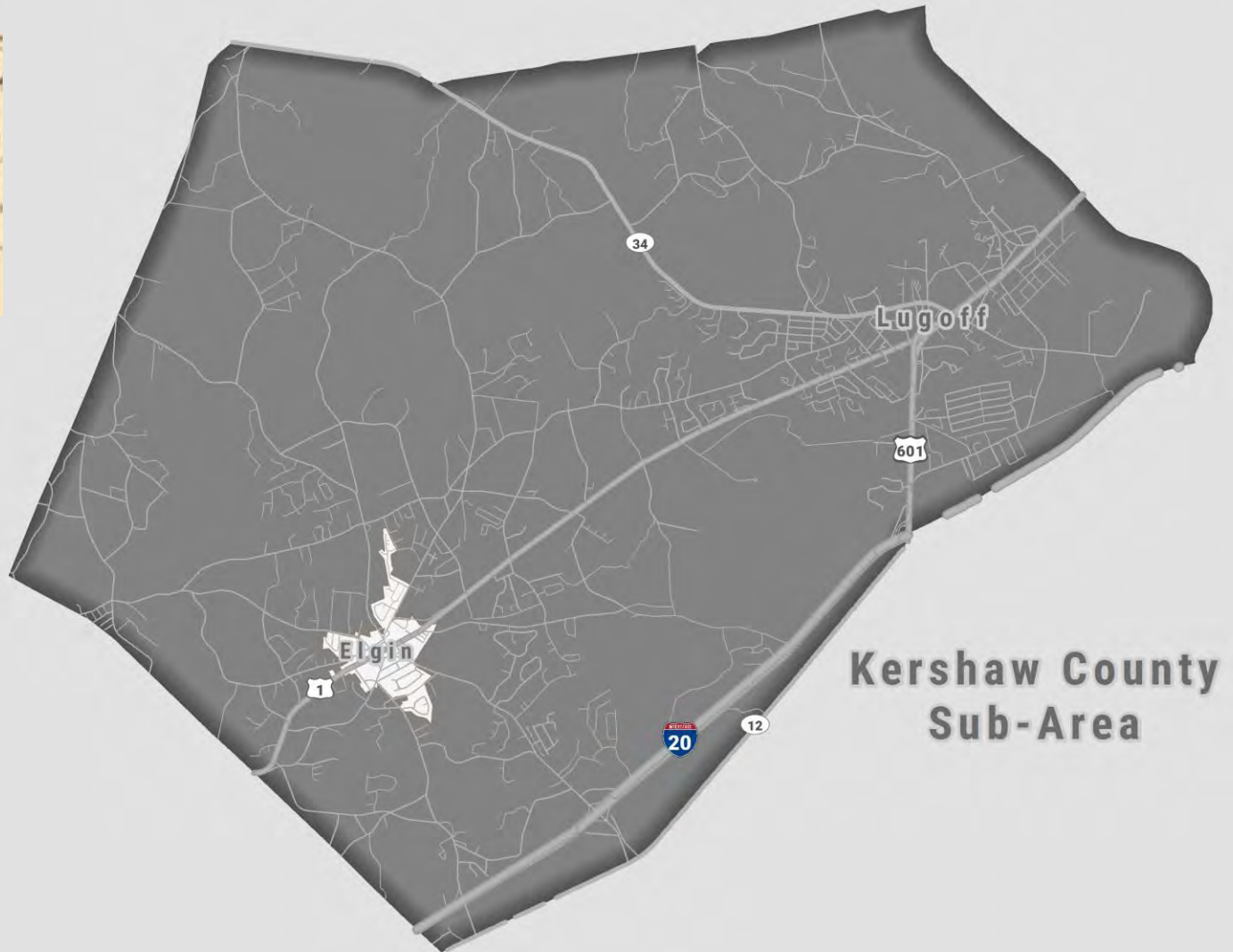
What is a Sub-Area Plan?



- Role of the Sub-Area Plan
 - Product of UPWP
 - Feeds back to LRTP
- Needs Assessment
- Implementable Solutions
- Integrated Approach
 - Multimodal Transportation
 - Land Use



Study Area



Project Milestones



- Project Initiation Nov. 2015
- Establish Baseline Dec. 2015-Mar. 2016
- Planning Workshop May 2016
- Analysis/Evaluation May 2016
- Needs Assessment June 2016
- Recommendations July 2016
- Implementation Plan Aug. 2016
- Public Meeting Aug. 2016
- Final Study Report Sept. 2016

Project Approach



1 Public Participation

2 Baseline Review

3 Technical Analyses Vehicular, Transit, Bicycle and
Pedestrian, Development Trends

4 Needs Assessment and Alternative Solutions

5 Recommendations/Phasing/Implementation

Critical Considerations



- Collaboration and cooperation
- Character protection
- Growing pains
- Commuter vs. local
- Lack of network
- Few bicycle, pedestrian and transit options
- Broad mix of land uses



One Size Will Not Fit All



- Varying constraints and characters require responsive solutions
- Sub-area subsets
- Balanced solutions
 - Technical analysis
 - Community guiding principles
 - SCDOT support



Meaningful Public Participation



- Achieve informed consensus
- Open, flexible process
- Variety of tools
 - Steering committee
 - Planning workshop
 - Open house
 - Website
 - WikiMap



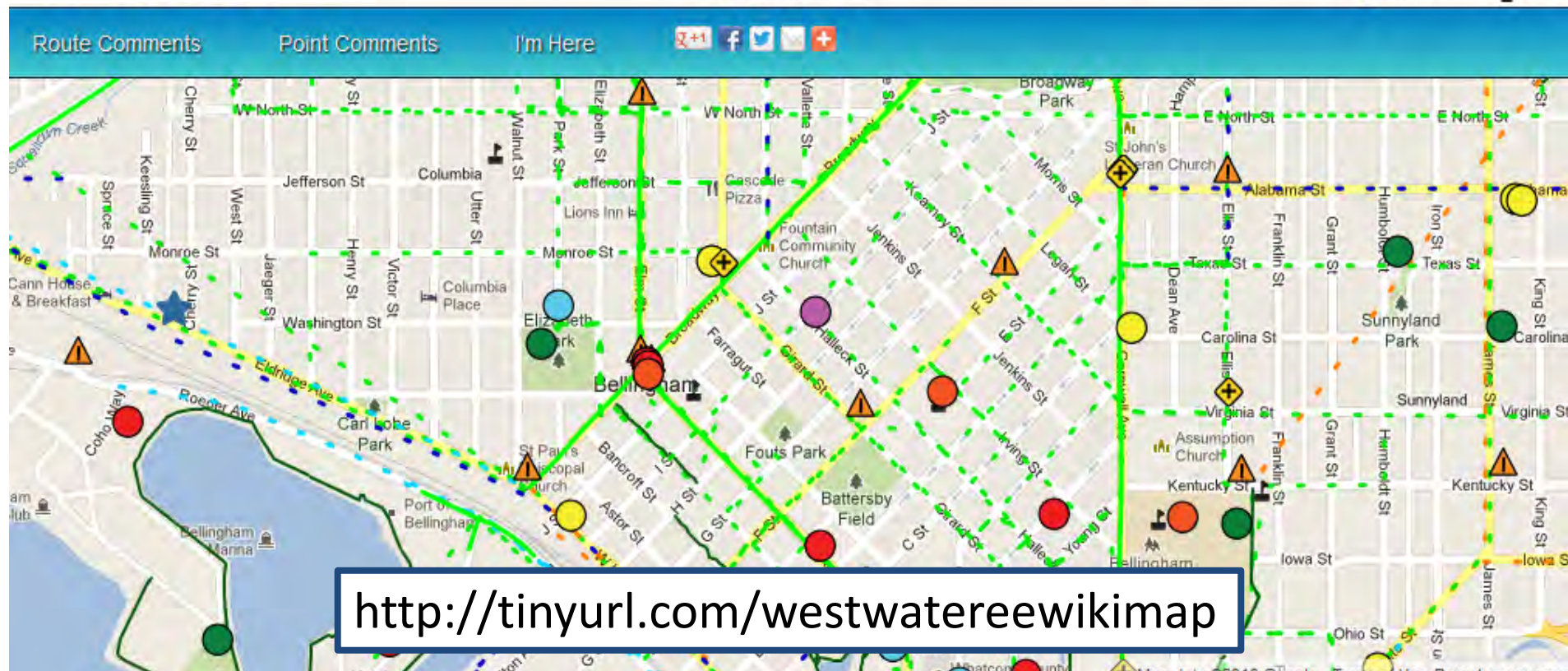
Interactive Engagement

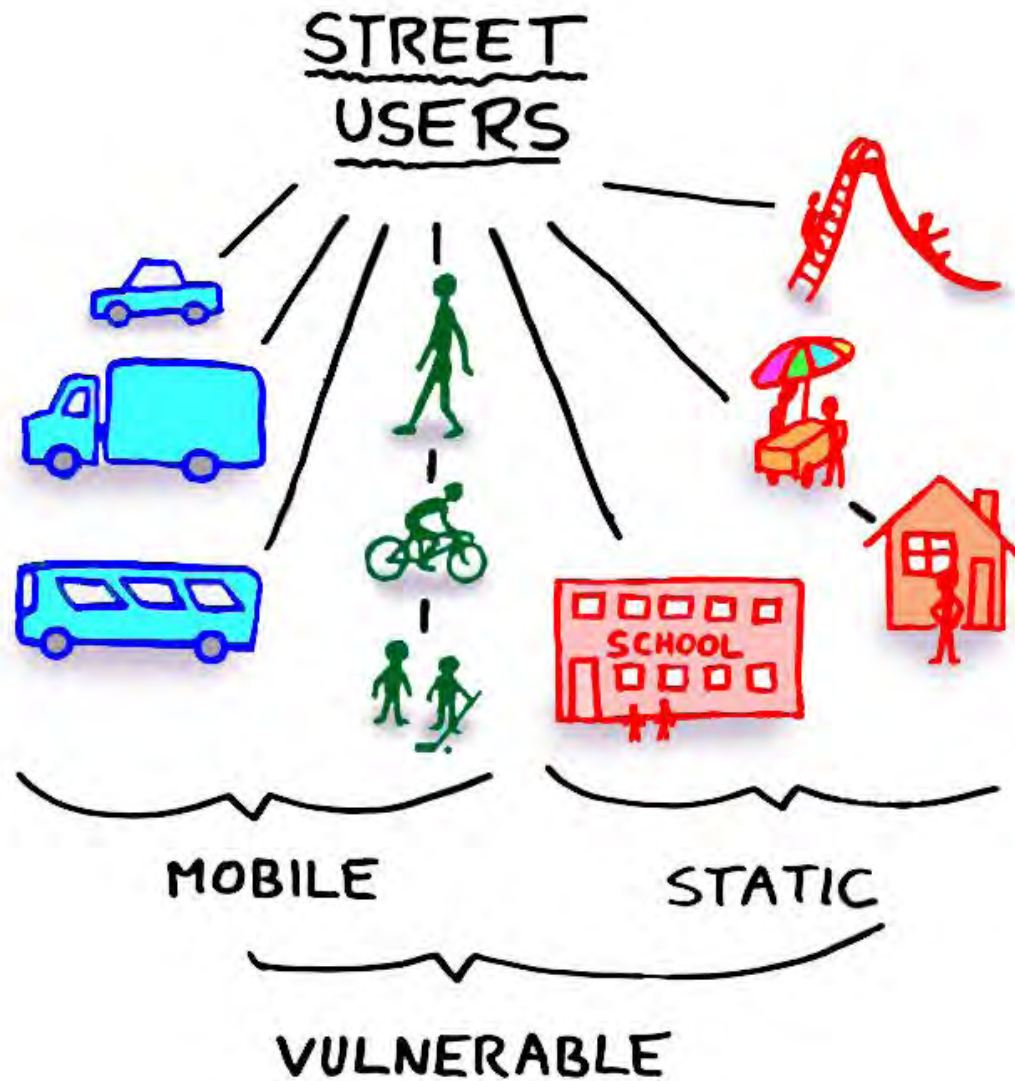


WikiMap

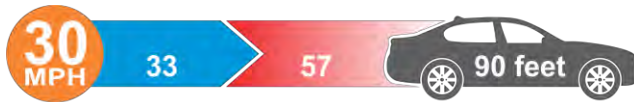
Existing Facilities	Bike Routes	Needed Crossings	Destinations
Marked Bike Lanes	Road Needs Maintenance	Difficult Intersection	Employment
Trails	Route I bike most often	X-ing Improvement needed	Public Place
Urban Growth Bndry.	Gap in existing network	Barriers	Recreation/Park
Bellingham City Limits	Route I'd like to bike	Built Barriers	Schools
Public School		Natural Barriers	Shopping
College/University			Transit

Legend

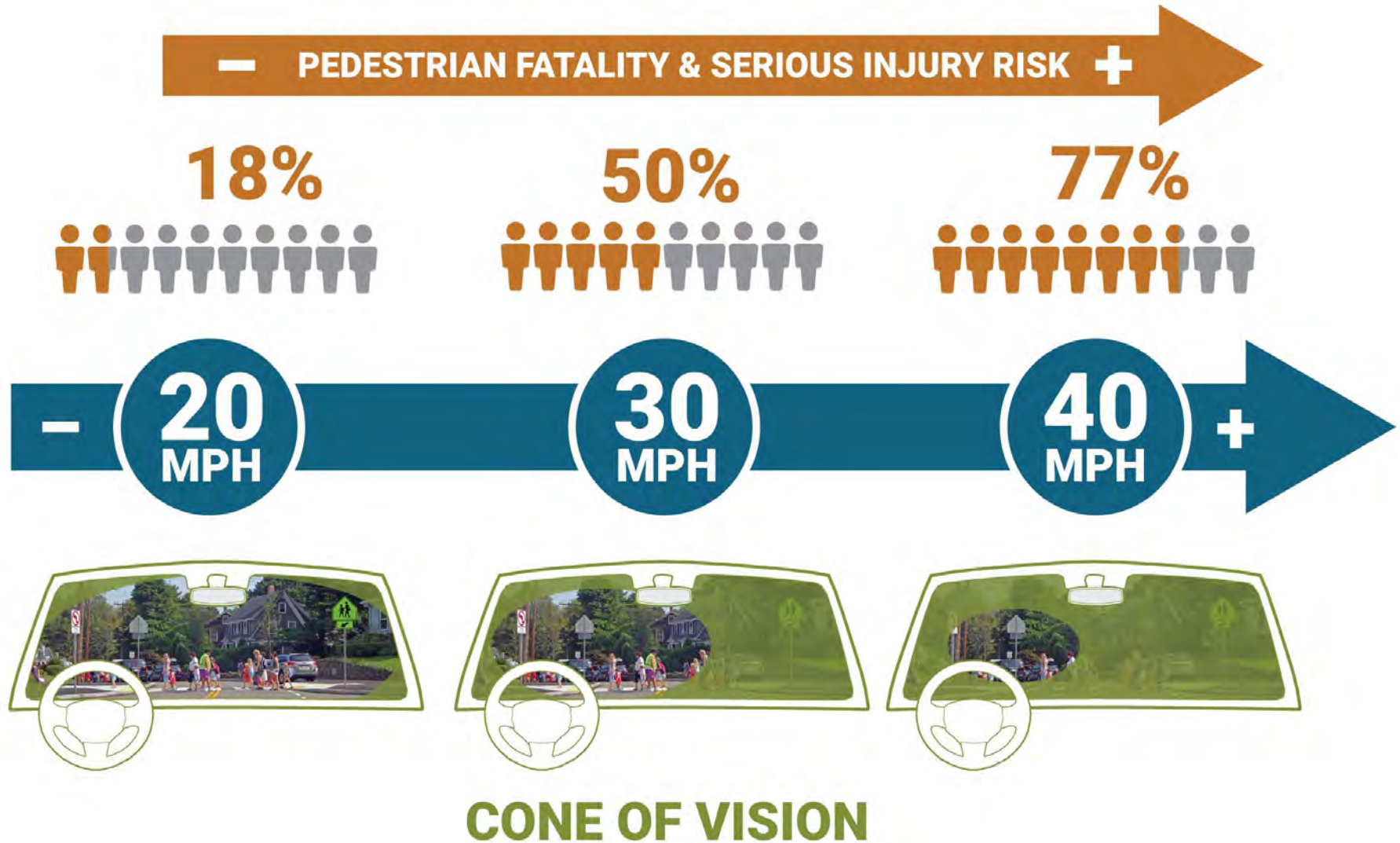




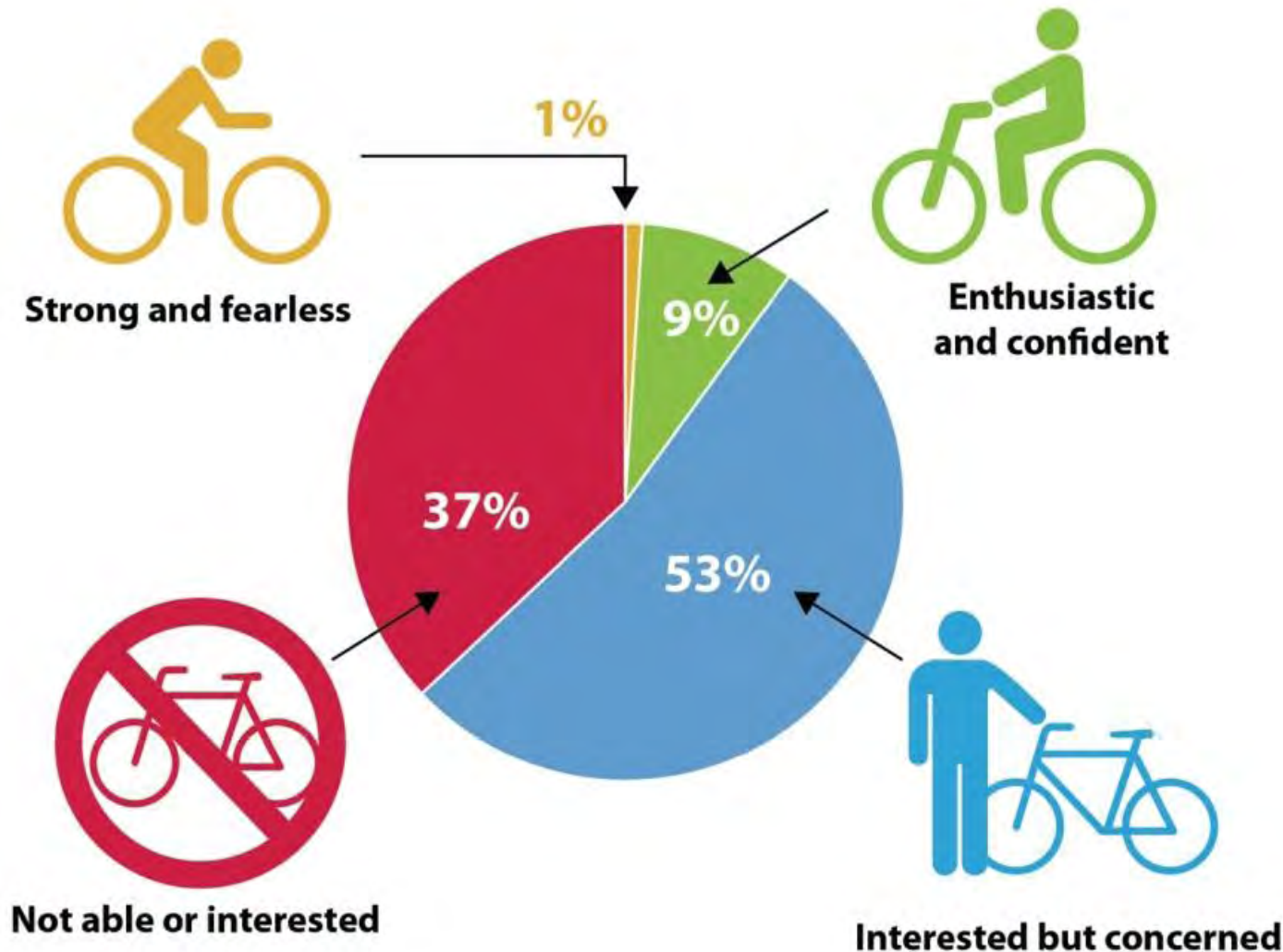
Stopping Distance



Speed and Safety



User Types



over **50%**

- Afraid of being hit by a car
- More likely to ride if separated facilities were available

Source: U.S. Bicycling Participation Benchmarking Study

Balanced Solutions



Solutions will be grounded in solid technical analyses while being guided by community desires for the future.

Great Street Approach



- People as priority
 - People who drive cars, walk, bike, and live and work along/near the street
- Quality of design
- Quality of service for transportation
- Quality of life for residents and users

***Make the trip as enjoyable
as the destination***



Implementation Plan



- What is recommended?
- What is priority?
- How much will it cost?
- Who is involved?
- When should it happen?
- What are the keys to success?

PSAP ID	TIER	SCORE (000-50)	DESCRIPTION	FROM	TO	TYPE	ESTIMATE
1	III	30	Aberdeen Blvd	New Hope Rd	I-85	Greenway	\$1,010,000
2	III	25	Aberdeen Blvd	I-85	Rainmont Rd	Sidewalk Construction	\$61,000
3	III	20.5	Aberdeen Blvd	Rainmont Rd	Cox Rd	Sidewalk Construction	\$167,000
4	III	30	Adams Dr	Spencer Ave	Fisher St	Sidewalk Construction	\$140,740
5	III	22.5	Archie Whiteside Dr	Food Lion Grocery Store	Selwyn Cir	Sidewalk Construction	\$115,000
6	II	35.5	Armstrong Park Rd	Franklin Blvd	Hudson Blvd	Study	\$15,000
7	III	25.5	Athensian Dr	Hillman Ave	W Gannan Blvd	Sidewalk Construction	\$293,845

PROJECT TYPE	TIER I (0-5 years)	TIER II (5-10 years)	TIER III (10+ years)	TOTAL
Spot Improvements	\$692,000	\$1,590,000	\$1,476,000	\$3,758,000
Corridor Improvements	\$1,084,500	\$3,458,880	\$25,783,405	\$30,326,785
TOTAL	\$1,776,500	\$5,048,880	\$27,259,405	\$34,084,785



Existing Conditions

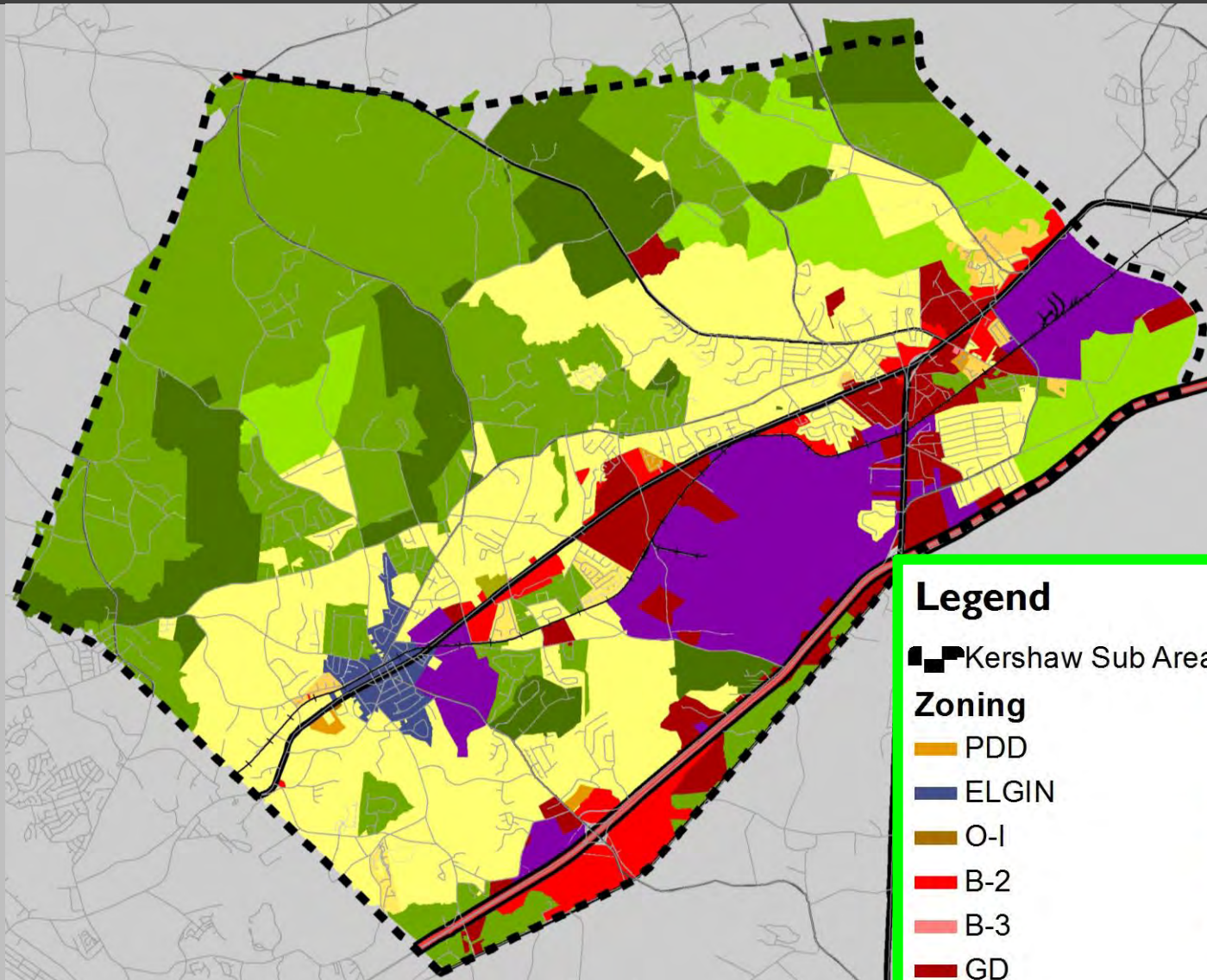


Plans Review



- Long Range Transportation Plans
- Transportation Improvement Programs
- Elgin/Richland Northeast Sub-Area Plan
- Bicycle and Pedestrian Plans
- Commuter Rail Study/Alternative Analysis
- Land Use Plans/TOD Report
- Comprehensive Plans
- Land Development Regulations

Zoning



Legend

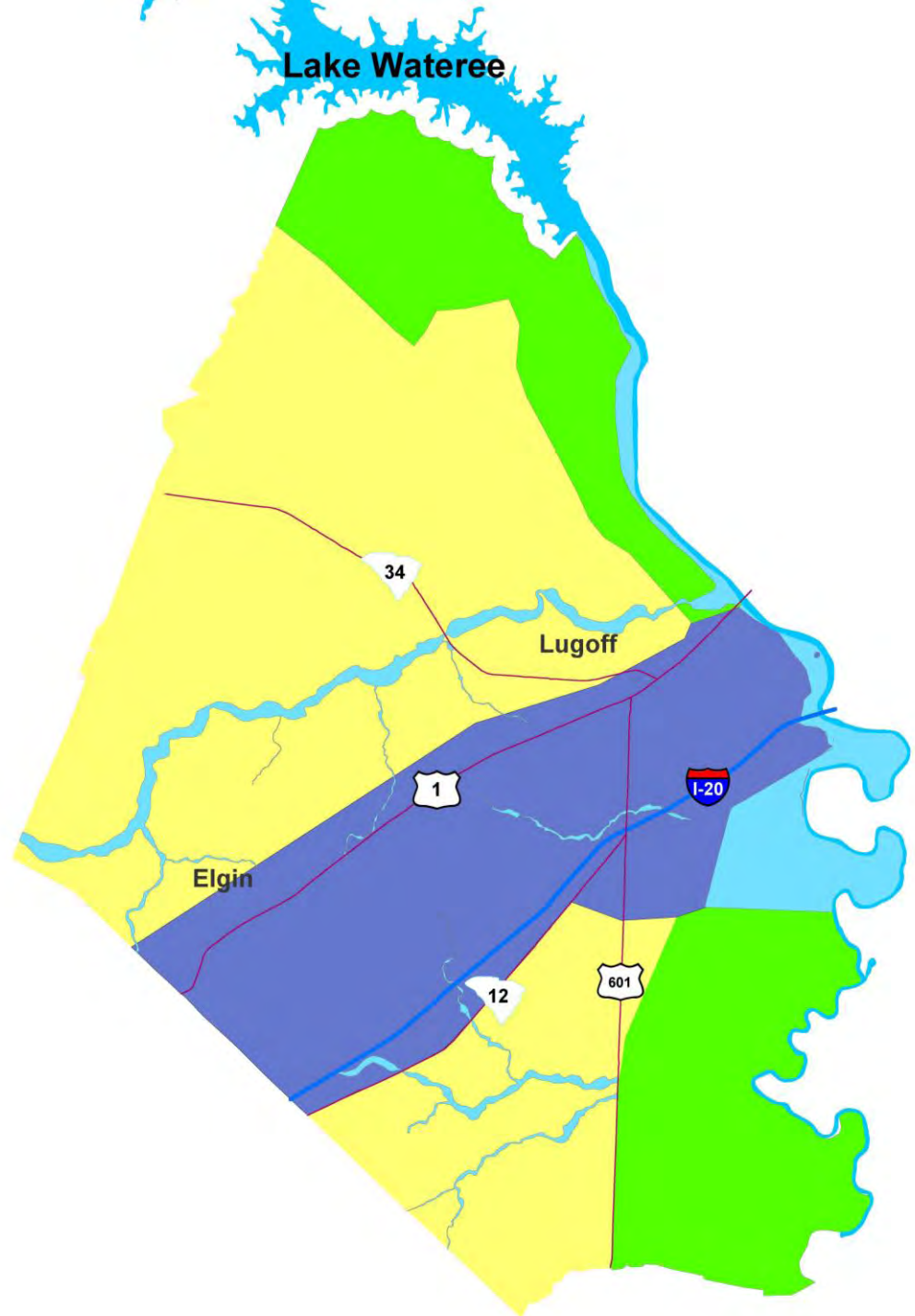
Kershaw Sub Area	I-1
Zoning	R-10
PDD	R-15
ELGIN	R-6
O-1	MULTI
B-2	RD-1
B-3	RD-2
GD	MRD-1

Future Land Use

Legend

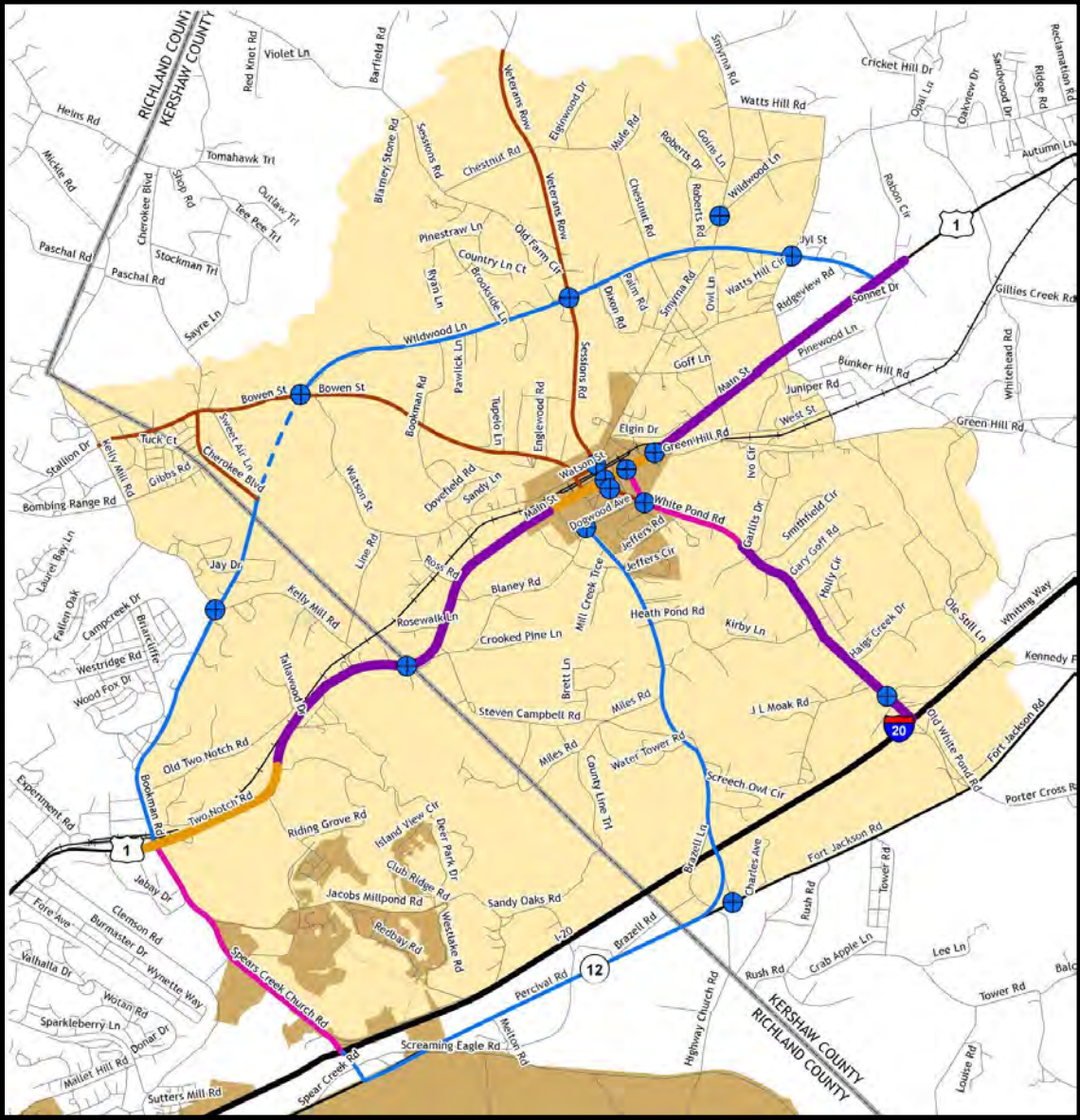
Land_Use_Code

- Conservation and Protected Areas (Floodway)
- Economic Development Areas
- Lake Wateree Land Use District
- Residential Development Areas
- Rural Resource Development Areas





Elgin/Richland Northeast Sub-Area Plan





Main Street



Main Street Urban Arterial

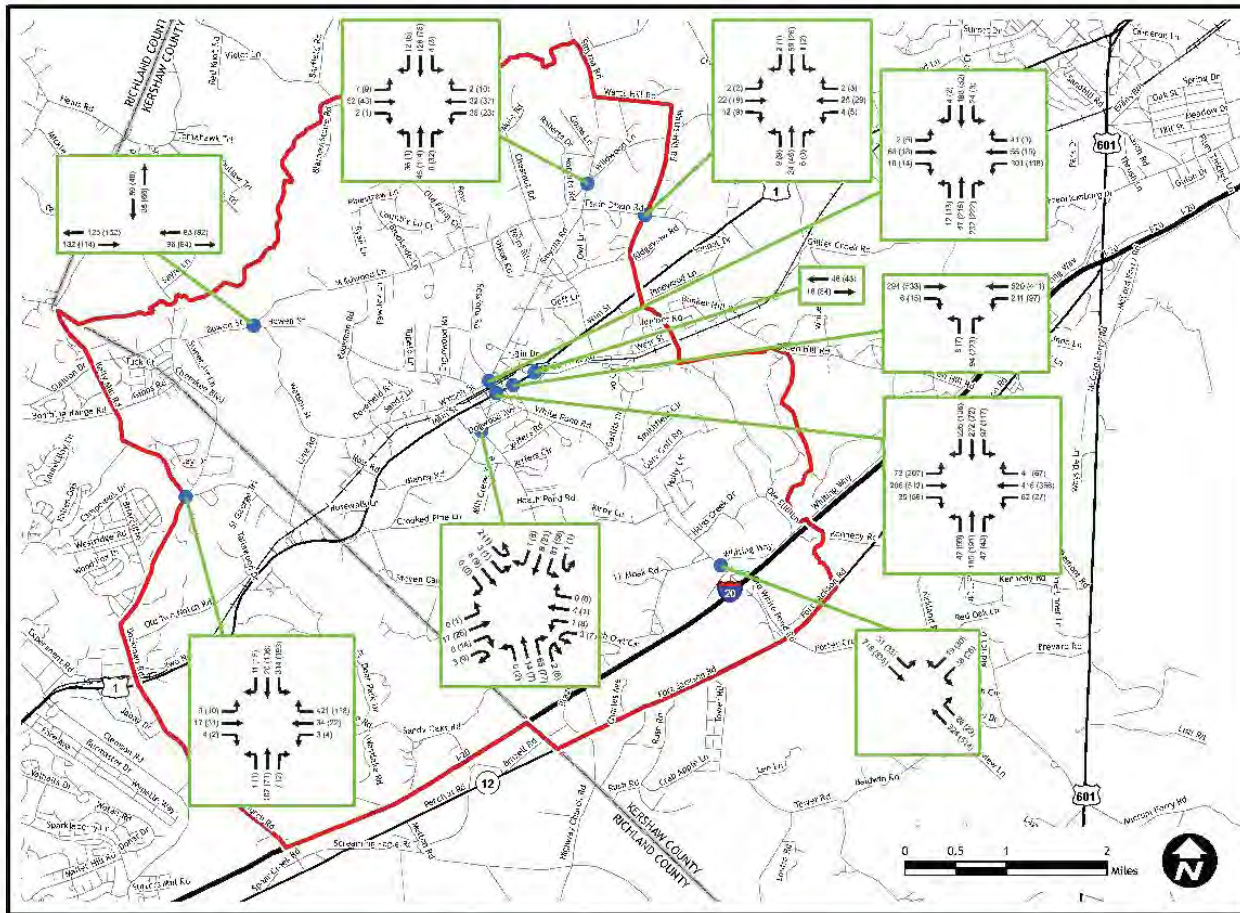


Wildwood Lane



Wildwood Lane Residential Collector

2009 Traffic Analysis



Elgin/Richland Northeast Sub-Area Plan

Figure 3.1-1: 2009 Peak Hour Volumes

Legend

- 123 AM Peak Hour Volume
- (123) PM Peak Hour Volume
- Study Area
- Interstates
- US Highways
- SC Highways
- Local Roads
- Railroads
- County Boundary
- Municipal Boundary



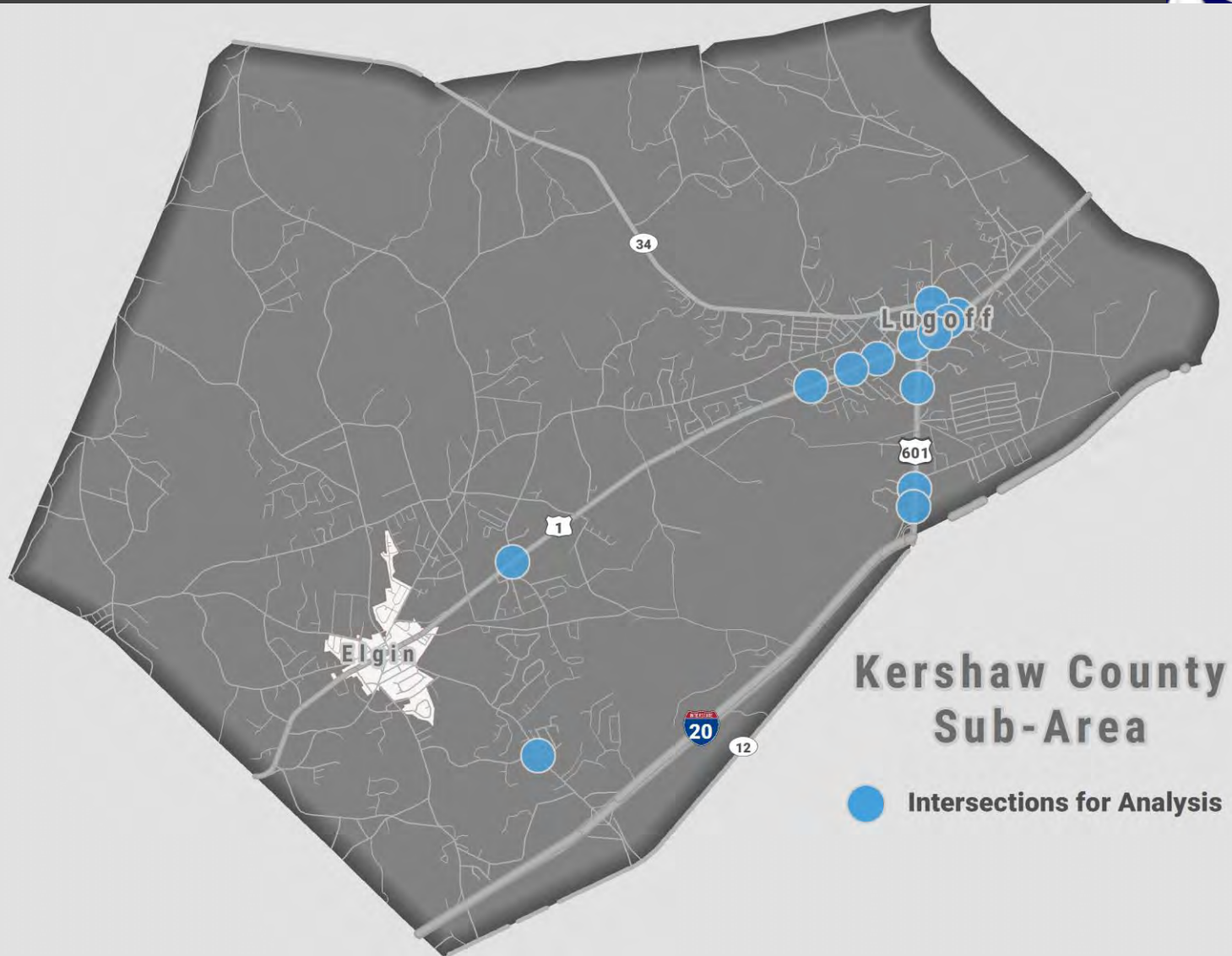
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Historical Traffic Volumes



Roadway	Section	ADT						% Change 09-14
		2009	2010	2011	2012	2013	2014	
US 1	Richland County to White Pond Road	11,300	11,300	10,800	11,900	11,500	11,700	3.5%
	White Pond Road to US 601	11,667	11,533	10,967	11,633	11,200	10,230	-12.3%
	US 601 to Ridgeway Road	24,000	21,900	22,100	22,000	22,000	22,000	-8.3%
US 601	I-20 to US 1	16,500	16,300	16,050	16,300	16,150	14,900	-9.7%
SC 34	S-318 to US 1	6,600	6,100	6,700	6,300	6,300	5,900	-10.6%

Additional Intersections



LOS E and F



Intersection	HCM 2010 Level of Service LOS (Delay)		
	Approach	Existing 2016	
		AM	PM
US 1 at Magnolia Ln (S-36) / Business Dr	SB Left	F (531.4)	F (58.4)
US 1 at US 601 NB Off Ramp	NB Left	F (391.6)	F (133.8)
US 1 at Townlee Ln	NB Left	D (31.5)	F (64.3)
US 601 at Standard Warehouse Rd (S-916)	EB Left	E (49.9)	C (23.5)
	WB Left	F (61.2)	D (25.3)
US 601 at Lachicotte Rd (S-133)	WB Left	E (49.3)	F (69.6)
US 601 at Fredericksburg Dr (S-854)	EB Left	E (37.3)	C (24.5)
US 601 at Whiting Way (S-993)	EB Left	F (165.9)	F (78.0)
US 1 at Watts Hill Rd (S-757)	SB Left	B(11.6)	E (39.9)

Crashes 2010-2014



434

total crashes



104 Injuries



1 Fatality



rear-end collision **#1** crash type

