Agenda

Introductions and Committee Overview
Regional Traffic Collision Snapshot
Walk Bike BCD – Coordination & Implementation
Performance Measures and Target Setting
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Safety Improvements Committee Overview

- **Role** – The CHATS Safety Improvements Committee is intended to provide support and guidance on safety related issues, plans, policies and initiatives to help improve transportation safety throughout the BDC region.

- Identify and address areas of concern for fatalities and serious injuries within the BCD region for all system users (motorized and non-motorized);

- Identify opportunities to advance the State’s SHSP “Target Zero”;

- Integrate the safety goals, objectives, performance measures and associated targets described in State safety transportation plans and processes into local planning efforts including the LRTP;

- Ensure that regional and local safety efforts are advancing the safety targets set by the region’s LRTP and the State;

- Work to improve the quality of safety data collection and access to safety data;

- Monitor the effectiveness of safety improvement plans, programs, projects or initiatives progress toward achieving safety targets.
Regional Traffic Collision Snapshot
In 2016 South Carolina had 1020 reported traffic fatalities, up 4.2% from 979 fatalities in 2015.

45% of fatal crashes was a result of a road departure. The leading factor in road departure fatalities was vehicles striking a fixed object.

State secondary roads accounted for the most fatal collisions (314 or 33.4%) and fatalities (330 or 32.4%) than on any other route category.

Source: Traffic Collision Fact Book (2014, 2015, 2016); SC Department of Public Safety
Charleston County ranked number 1 in the state for the county with the most traffic collisions, injury collisions and non-fatal injuries.

There were 150 pedestrians killed in 2016. Pedestrian fatalities accounted for 13.1% of all pedestrian involved traffic crashes during the year.

Less than 1% of persons wearing a seat belt at the time of collision were severely injured or killed, compared to roughly 17% of persons not wearing a seat belt at the time of collision.
The BCD region accounted for 13% of the State’s total fatalities (2014-2016).

Approximately 30% of all fatal collisions in the region occurred between 10 PM and 3 AM.

While the State saw a 4.2% increase in fatalities between 2015 and 2016, the region experienced a 10% drop in fatalities during the same period.

Source: Berkeley, Charleston, Dorchester Crash Summary Sheets (SCDOT, 2018)
Note: Counts obtained from max injury collision summaries. Serious injury counts may be understated due to reporting limitations.
Region wide, 19% of all collisions resulting in a fatality or serious injury involved non-compliance with the state seat belt law.

Region wide, alcohol was a contributing factor in 13% of all collisions resulting in a fatality or serious injury.

Charleston County had the lowest proportion of fatal and serious injury collisions involving alcohol (9%), while Berkeley County had the highest (20%).

Source: Berkeley, Charleston, Dorchester Crash Summary Sheets (SCDOT, 2018)
Note: Counts obtained from max injury collision summaries. Serious injury counts may be understated due to reporting limitations.
The most fatal collisions occurred on the weekends (average of 58 on both days).

Source: Berkeley, Charleston, Dorchester Crash Summary Sheets (SCDOT, 2018)
Note: Counts obtained from max injury collision summaries. Serious injury counts may be understated due to reporting limitations.
A total of 909 collisions involving a non-motorized user (pedestrian/bicyclist) occurred in the region (2014-2016)

Of these, 76 resulted in a fatality (8.4% of all NMU collisions) and 123 resulted in a serious injury (13.5%)

Roughly 25% of all NMU fatal collisions occur outside the urbanized area.
Safety Performance Measures and Safety Targets
Safety Performance Measures

- Through the federal rule making process, SCDOT and MPOs are required to monitor the transportation system using specific performance measures which are associated with the national goal areas prescribed in MAP-21 and the FAST Act.

- The Safety Performance Management Measures regulation requires State DOTs/MPOs to set targets for 5 safety performance measures:
  - Number of fatalities
  - Rate of fatalities (per 100 million VMT)
  - Number of serious injuries
  - Rate of serious injuries (per 100 million VMT)
  - Number of non-motorized fatalities and serious injuries
SCDOT has established safety baseline conditions, 10-yr targets and planned average funding levels for Safety.

Currently awaiting the SCDOT to establish Safety Targets for 2019 (August 31, 2018)

MPOs establish Safety Targets (February 27, 2019)
- Adopt State’s Targets
- Develop own Targets

Safety measures and targets will be integrated into the LRTP 2040 Update

Target Setting Needs
- Coordination with stakeholders to share data and review strategies
- Work together to examine current and planned education, enforcement, and engineering safety initiatives in the region
Walk + Bike BCD

- Completed Fall 2017
- Recommendations
  - Programs and Policies
  - Design Guidelines
  - 6 near-term projects
  - Phased Infrastructure Improvement Recommendations
    - Spot improvements
    - Pedestrian Facilities
    - Bicycle Facilities
Infrastructure Improvement Recommendations:

- 42 Spot Improvements
- Shared-Use Path – 546 miles
- Separated Bike Lanes – 25 miles
- Buffered Bike Lanes – 22 miles
- Bike Lanes – 55 miles
- Paved Shoulders – 692 miles
- Bicycle Route/Sharrow – 102 miles
- New Sidewalk – 117 miles
- Existing Sidewalk Improvements – 36 miles
Crosswalk Improvement locations (pedestrian/bicyclist/transit users)

Short-term recommendations include evaluating the need for midblock pedestrian crossings

Installing crosswalks at all signalized intersections

Provide traffic calming (reduced speeds) on facilities with a demonstrated safety problem
Safety Hot Spot (10) and Corridor Concepts (3)

Concepts provides safety countermeasures such as:
- Potential roundabouts
- New signalized intersections
- Crosswalk installations
- Pedestrian crosshead installations

Integrates People Pedal Plan –
- Urban Bikeway System Plan which includes network segment recommendations and intersection improvements throughout the Peninsula
Feedback

- Committee members
- General Feedback – Safety related issues or areas of concern
- Local safety programs/projects/initiatives
Next Steps

- Regional Crash Report Card (Annual)
  - Summary of crash data
  - Identification of “hotspot” intersections or corridors and possible countermeasures

- Project Tracking Resource
  - Walk Bike BCD project recommendations
  - State and local safety improvement projects (planned/programmed)

- Safety Performance Measures and Target Setting (Annual)

- Next Committee Meeting
  - October/November 2018 (proposed)