

**SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
DEPARTMENTAL DIRECTIVES**

Directive Number: 28

Date: February 4, 2021

Subject: Complete Streets

Referrals: SCDOT Roadway Design Manual

Purpose: Establish Guidelines for Inclusion of Multimodal Accommodations (Walking, Bicycling, and Transit) in Projects Undertaken on the State-Owned Highway System

This Directive serves as the foundation for the South Carolina Department of Transportation (Department) to implement a complete streets policy that requires and encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation. This Directive will initiate change with numerous other sources of information within the Department to ensure our approach to providing complete streets is integrated into our practices and procedures. This Directive supersedes all other Department guidance that conflicts with the information in this Directive.

General

The Department recognizes walking and bicycling as modes of travel on the state-owned highway system as well as the importance of transit accommodations within the highway network. The intent of this Directive is to establish the Department's guidelines for programmatic inclusion of walking, bicycling, and transit accommodations on projects undertaken by the Department and other entities performing work on the state-owned highway system in South Carolina. The Department shall collaborate with Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), and regional transit providers to document walking, bicycling, and transit needs on targeted routes as part of their regional plans. For the purpose of this Directive, transit accommodations include bus pads, accessible ramps, and bus turnouts where appropriate. Transit accommodations do not include passenger amenities, expansion of bus routes, or buses themselves as those elements are managed by the transit providers.

The MPO/COG plans will aid in ensuring that the local needs and a modal vision for the region occurs in a cohesive manner. The plans will also serve as a guide for design, construction, maintenance, and operations for the programs identified in this Directive. Additionally, the rapid growth of our state may result in contextual change to a location that has outpaced the approved MPO/COG plans. To address these rapidly changing areas, each proposed project should include a review of the modal travel patterns within the project footprint to determine if there are modal gaps for walking, bicycling, or transit accommodations that may have occurred after the MPO/COG plan was approved. If modal



gaps are observed within the project limits, further coordination with the MPO or COG will be needed to ensure the project scope will adequately address the gaps. Addressing modal gaps shall not be construed as a means to expand the project limits.

Ultimately, the Department must use judgement and discretion to decide on the feasibility of multimodal accommodations based upon the scope and context of the project. This judgement and discretion is critical to the success of complete streets because it will ensure the construction of accommodations occurs in a logical manner with well-defined termini in lieu of having fragmented accommodations scattered throughout the state-owned highway system.

Planning

The Department recognizes that strategic planning for walking, bicycling, and transit accommodations is critical to ensuring a comprehensive and fiscally responsible approach. The following considerations are intended to serve as guidance for the creation of MPO and COG walking, bicycling, and transit plans. Additional considerations may be included for planning as deemed appropriate by the local and regional planning authorities.

- Transportation equity
- Assessment of existing corridors
 - Level of Service analysis for all modes of travel
 - Presence of large wheelbase vehicles and freight distribution
 - Presence of worn footpaths
 - Proximity to schools, hospitals, recreational facilities, and other similar facilities that are destinations for walking, bicycling, and transit
- Comprehensive review of land use and transportation plans
- Safety data and safety audits from the Department
- Integration with other modes of travel
 - Proximity to transit and other multimodal accommodations
- Engineering feasibility with application of design principles
- Public involvement upon completion of planning and engineering analysis
- Prioritization

The Department shall facilitate coordination and collaboration between MPOs, COGs, and local transit providers to assist with the creation and implementation of approved plans in accordance with the existing MPO/COG plan update cycles. The Department will also assist with the exchange of guidance, information, and technology to perform routine updates to long-range transportation plans.

Funding

The Department will support the implementation of walking, bicycling, and transit accommodations when documented as part of MPO and COG approved plans. Inclusion of accommodations will be established based on the following guidance:

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

1. Safety projects may not always be appropriate for the inclusion of walking, bicycling, and transit accommodations due to the limited and targeted scope of these projects. Walking, bicycling, and transit accommodations will be included when the scope and context of the safety project is conducive to implementation of these accommodations.
2. Reference the SCDOT Americans with Disabilities Act (ADA) Transition Plan for guidance on accessible walking accommodations and Engineering Directive 22 for guidance on bicycling accommodations as part of pavement improvement projects.
3. Local Option Sales Tax projects will be in accordance with the referendum for projects authorized by the voters if implemented prior to the effective date of this Departmental Directive. For projects authorized after the effective date of this Departmental Directive, accommodations for walking, bicycling, and transit that are within the project scope are expected to comply with the MPO/COG plans.



All Department projects that are currently in the project development phase at the effective date of this Directive should be reviewed to determine if multimodal accommodations should be incorporated into the proposed project based on the guidance above. It is the Department's intent to quickly adapt these new guidelines to existing projects in the project development pipeline, short of requiring new permits or additional right of way impacts where right of way has already been secured from landowners.

Design

The Department has adopted numerous publications that have integrated design principles for accommodating walking, bicycling, and transit to include, but not limited to:

- American Association of State and Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
- AASHTO Guide for the Development of Bicycle Facilities;
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities;
- AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets;
- AASHTO Highway Safety Manual (HSM);
- Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD);
- Transportation Research Board (TRB) Highway Capacity Manual (HCM);
- SCDOT Roadway Design Manual (RDM);
- SCDOT Bridge Design Manual (BDM);
- SCDOT Standard Drawings;
- SCDOT Bridge Drawings and Details; and
- SCDOT Americans with Disabilities Act (ADA) Transition Plan.

The Department also recognizes publications from the following sources as applicable for discussion purposes to determine planning and design principles for accommodating walking, bicycling, and transit:

- Federal Highway Administration (FHWA);
- National Cooperative Highway Research program (NCHRP);
- Transportation Research Board (TRB);
- National Association of City Transportation Officials (NACTO); and
- National Highway Traffic Safety Administration (NHTSA).

Work Zone Traffic Control

Work zone traffic control plans must address all modes of travel that are currently accommodated within the limits of the construction project. This may require appropriate design features to adequately maintain existing accommodations during construction. This applies to all construction initiatives on the state-owned highway system.

Maintenance

The Department will maintain the following standard walking, bicycling, and transit accommodations, as defined in the SCDOT Roadway Design Manual unless previously addressed with a specific maintenance agreement:

- Sidewalks (concrete);
- Sidepaths (concrete);
- Paved shoulders;
- Bicycle lanes;
- Shared roadways;
- Shared lanes;
- Bus pads installed and owned by the Department (concrete);
- Bus turnouts adjacent to the travel lane; and
- Pavement markings and signage related to these accommodations that are installed and owned by the Department.

Safety and Operations

The Department will provide the following safety and operational resources to assist with planning and designing accommodations for walking, bicycling, and transit:

- Crash data;
- Safety Audit findings (if available);
- Pavement marking and signage guidance; and
- Other project specific information that is currently available.

The Department will develop and publish a detailed Bicycle and Pedestrian Safety Action Plan with the goal of:

- Increasing understanding of bicycling and walking crash patterns;
- Promote objectives and data-driven decision making;
- Promote investment in proven safety countermeasures; and
- Target locations with high needs and opportunities for successful outcomes.

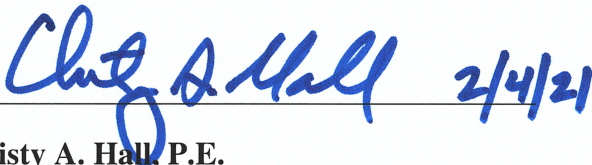
The Director of Traffic Engineering is responsible for preparing, updating, and managing the Department's Bicycle and Pedestrian Safety Action Plan.

Training

The Department will provide training regarding this policy, as well as the subsequent revisions to the Engineering Directives and the South Carolina Roadway Design Manual in order to fully implement this Directive.

Complete Streets Council

The Department will establish a council to facilitate ongoing communication for continuous improvement opportunities and initiatives regarding complete streets within South Carolina. The Deputy Secretary for Engineering and the Deputy Secretary for Intermodal Planning will jointly recommend the participants to the Secretary of Transportation. The participants will be comprised of Department staff, MPO/COG staff, local government staff and other external stakeholders. The Deputy Secretary for Intermodal Planning shall be responsible for organizing the meetings of this council.



Christy A. Hall, P.E.

Secretary of Transportation

Office of Primary Responsibility: Deputy Secretary for Intermodal Planning

**History: Issued as Departmental Directive 28 on February 4, 2021
Deleted on April 8, 2008 and divided into Engineering Directive 22**