City Council Work Session

Documents:

1 - WORK SESSION AGENDA.PDF
2 - TRAFFIC SAFETY ACTION PLAN.PDF
3 - TRAFFIC ENFORCEMENT TEAM UPDATE.PDF

CITY COUNCIL OF THE CITY OF GREENVILLE
WORK SESSION MEETING

Monday, October 28, 2024 - 3:30 p.m.

Greenville City Hall, 206 S. Main Street

Citizens may access the meeting at the following web address:
https://www.greenvillesc.gov/1694/Online-Meetings

CITY COUNCIL: Mayor Knox White; Councilmembers John DeWorken, Lillian Flemming, Ken Gibson, Wil Brasington, Dorothy Dowe, Russell Stall

CITY STAFF: City Manager Shannon Lavrin, City Attorney Leigh B. Paoletti; City Clerk Camilla G. Pitman

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AGENDA

1.	**Call to Order**	**3:30 p.m.**
2.	**Traffic Safety Action Plan**	**3:30 p.m.**
3.	**Traffic Enforcement Team Update**	**3:50 p.m.**
4.	**Executive Session (S.C. Code §30-4-70):** *NOTE: City Council will leave the Work Session to conduct an Executive Session which is not open to the public. The Work Session meeting will adjourn following the completion of the Executive Session. No action will be taken prior to adjourning the meeting.*	**4:05 p.m.**
	a. Economic Development / Legal Briefing **b. Boards and Commissions / Personnel Update**	
5.	**Adjourn**	**5:15 p.m.**

Traffic Safety Action Plan

City of Greenville, SC

greenville
South Carolina

city of greenville

Fulfilling GREENVILLE CITY COUNCIL PRIORITIES

FISCAL YEAR 22-23

ECONOMIC DEVELOPMENT

Supporting Minority Founders
through Village Launch Market

303 acres
annexed into the City

FIRST EVER
City Economic Development Corporation
Established

$250k for Entrepreneur Support Organization NEXT

Food Trailer Ordinance
eliminated barriers for small business

NEIGHBORHOODS & AFFORDABLE HOUSING

10.55 miles
of roadway resurfaced

NEW development code
adopted to protect neighborhoods

$30 million
for Greenville Housing Fund to fast-track affordable housing

181 affordable housing units
approved by Planning Commission

3000 tons
of recycling collected

RECREATION, OPEN SPACES & SUSTAINABILITY

2,310 trees
distributed and planted

#PlantGVL

unity PARK
Winner of **Innovation in Park Design**
from The National Recreation and Park Association

City's 1st **Poet Laureate** and **Youth Poet Laureate** appointed

PUBLIC SAFETY & ENGAGEMENT

22% reduction
of violent crime

GCFD **mobile command vehicle**

15 AEDs
upgraded on fire trucks

$1.3 million grant
to replace self-contained breathing apparatuses

GPD Gold Award
for **Veteran-Friendly** Workplace

MOBILITY & TRANSPORTATION

$6.3 million awarded for **compressed natural gas buses**

Pump track/Skatepark
feasibility and design funded

In the past five years, approximately 41% of all injury and fatal crashes in Greenville occurred on just under 5% of all miles of roadway.

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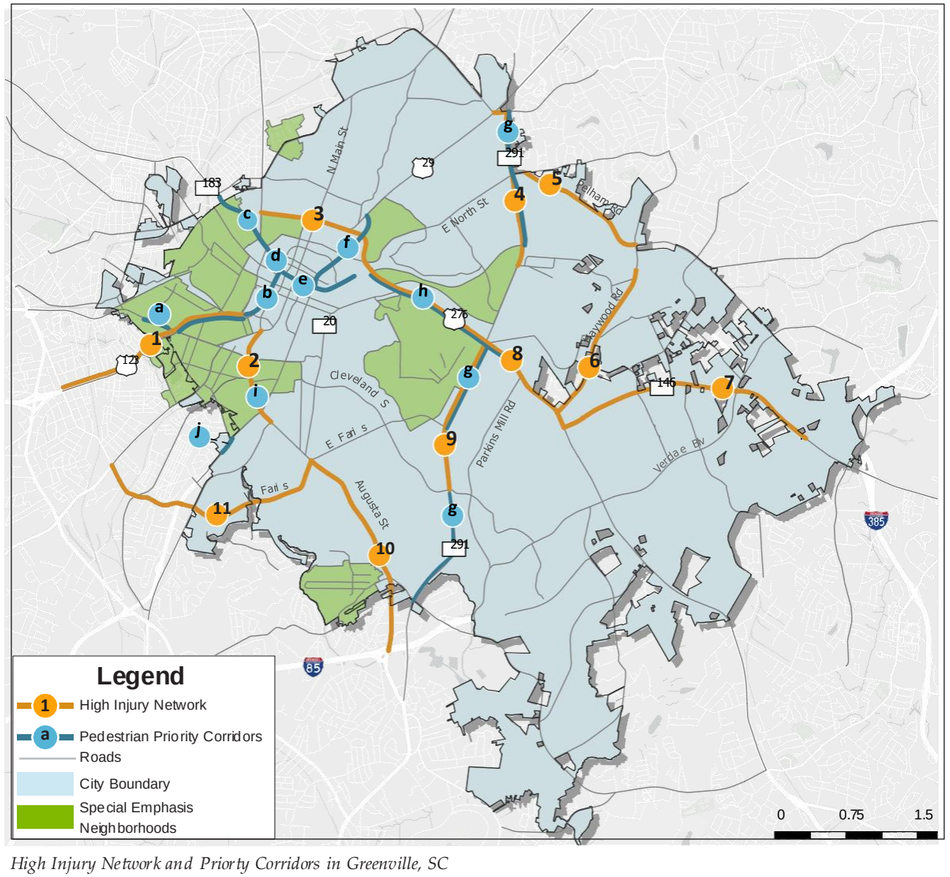


High Injury Network and Priorty Corridors in Greenville, SC

Label	Roadway	Injury Crashes	Fatal Crashes	Bike/Ped Injury/ Fatal Crashes	Annual Injury/Fatal Crashes per Mile	Segment Length (Miles)	Number of Travel Lanes	Speed Limit
1	**US 123** N. Washington Ave. to Wardlaw St.	86	0	2	40.8	2.1	4/5	40
2	**Grove Rd.** Augusta St. to Main St.	70	1	3	66.5	1.1	3	30
3	**Stone Ave.** Rutherford St. to I-385	169	1	1	112	1.5	4	35
4	**N. Pleasantburg Dr.** Lowndes Hill Rd. to Wade Hampton Blvd.	225	2	4	128.3	1.8	7	40
5	**Pelham Rd.** Haywood Rd. to E. North St.	97	0	3	68	1.4	5	45
6	**Haywood Rd.** Laurens Rd. to I-385	152	0	2	87.4	1.7	4/5	45
7	**Woodruff Rd.** Laurens Rd. to I-385	192	2	3	68.6	2.8	4/5	40
8	**Laurens Rd.** I-385 to Woodruff Rd.	228	3	5	86.8	2.7	5	35
9	**N. Pleasantburg Dr.** Cleveland St. to Laurens St.	154	0	2	95.9	1.6	7	40
10	**Augusta St.** I-85 to W. Faris Rd.	118	2	4	52.2	2.3	3	35
11	**W Faris Rd.** Augusta St. to Anderson Rd.	71	0	1	27.5	2.6	2	35

High Injury Corridors: A Focus on Laurens Road and N. Pleasantburg Drive

N. Pleasantburg Drive

From Renaissance Row Dr. to Edwards Rd.

220 collisions; 35 injuries

The sidewalks, pavement, and lane markings within this segment are all in poor quality. This, in conjunction with four closely spaced access points into and out of Lake Forest Shopping Center creates a major safety concern.

From Fisher Dr. to Crescent Ridge Dr.

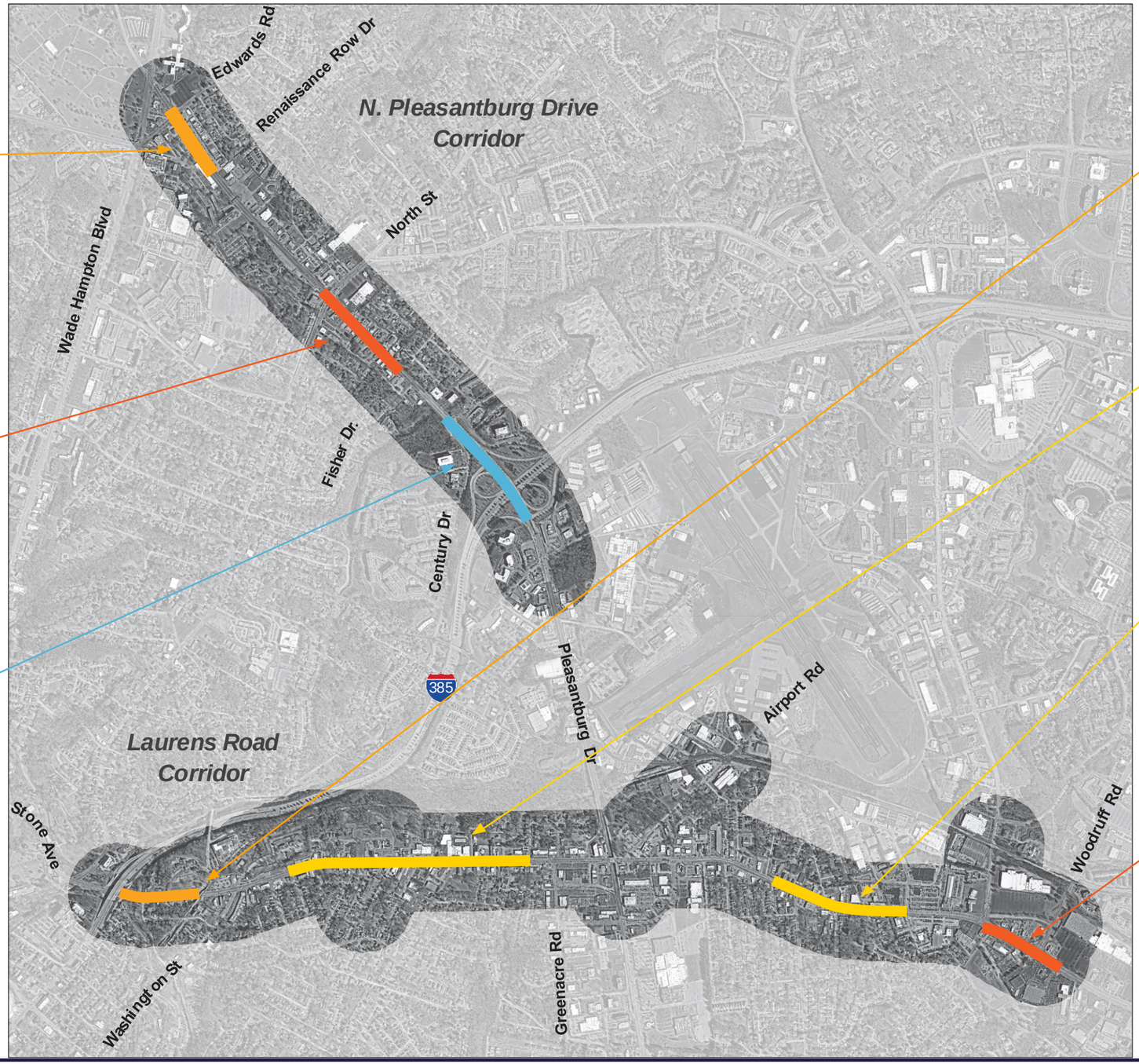
268 collisions; 46 injuries; 1 fatality

In this segment, there is a high density of left turns to and from commercial driveways against heavy and/or high-speed traffic on Pleasantburg Drive.

Between I-385 and Century Dr.

229 collisions; 64 injuries; 1 fatality

In this segment, there are concerns regarding steep grades, problematic pedestrian crossings, and aggressive weaving behavior.



Total Crash Likelihood Legend:

- Lower than HIN Rd. Average
- Similar to HIN Rd. Average
- Greater than HIN Rd. Average
- Significantly Greater than HIN Rd. Average

Laurens Road

Between I-385 and Washington St.

188 collisions; 43 injuries; 2 fatalities

Limited sight distance from side streets, and lack of safe connections to the Swamp Rabbit trail are the major concerns in this segment.

Between Ackley Rd. and E Antrim Dr.

321 collisions; 77 injuries

In this segment, there is a high density of left turns to and from commercial driveways against heavy and/or high-speed traffic on Laurens Road.

Between Parkins Mill Rd. and Industrial Dr.

183 collisions; 34 injuries

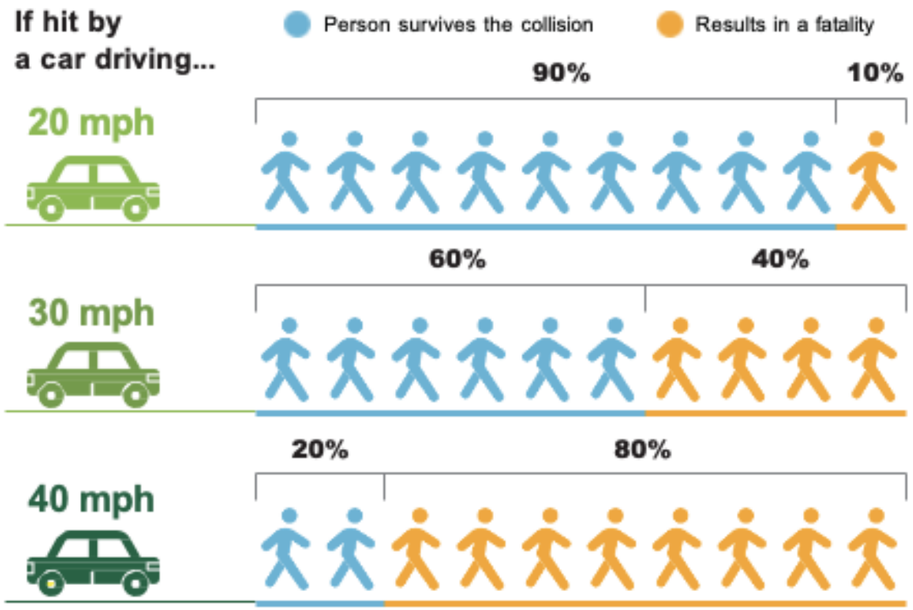
Excessive speeding, high density of unrestricted left turns to and from commercial driveways, and the lack of safe pedestrian crossings are the major concerns in this segment.

Between Haywood and Woodruff Rd.

218 collisions; 36 injuries

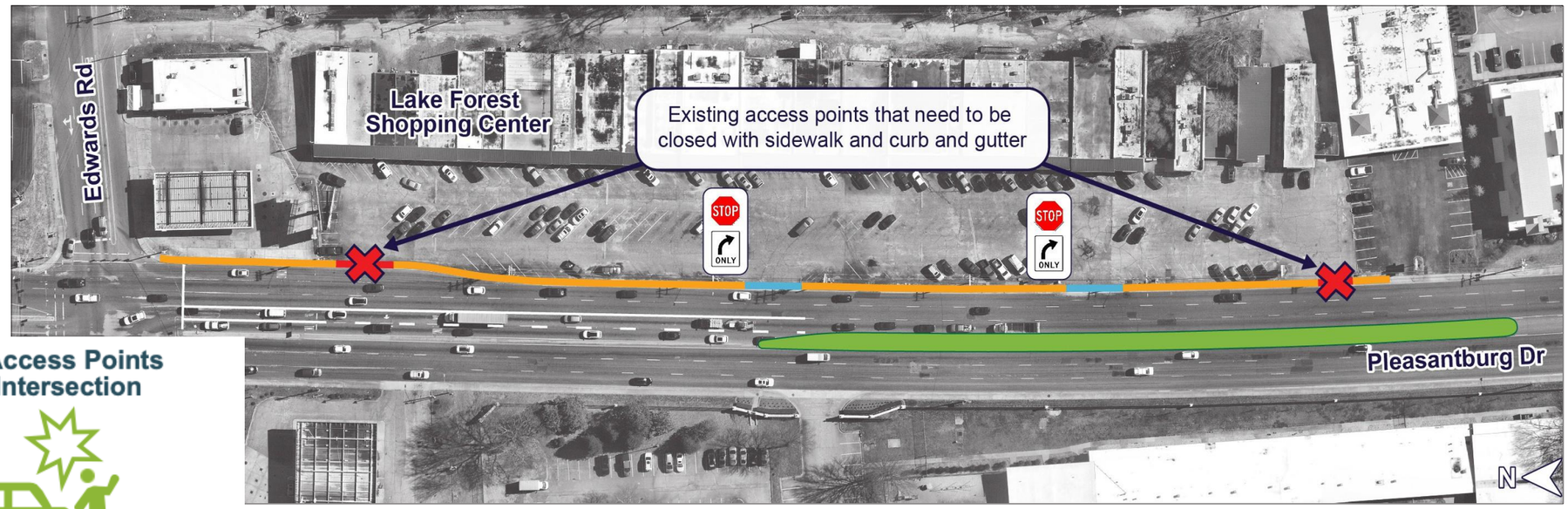
The design of these major intersections allows for free-flowing right turns which creates a conflict between pedestrians and motorists. The limited number of crosswalks at these intersections also creates accessibility concerns for pedestrians.

Establish Slower Speeds on Neighborhood Streets and Near Schools



Manage Roadway Access with Safety as the Priority

One of the most significant problems along Greenville's High Injury Network is the high density of driveways and conflict points.



Conversion of TWLTL Median to Raised Median

Reduces all crashes 47%

Close Access Points Near Intersection

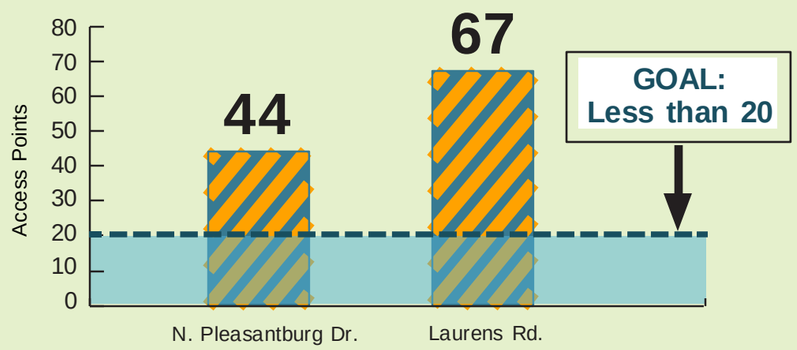
Reduces all crashes by up to 78%

- Curb Extension
- New Pavement Marking / Lane Use
- New Pavement
- Sidewalk

ACTION: Greenville and SCDOT should:

- Use the development review process to institute leading access management practices that improve traffic safety while preserving mobility.
- Identify and implement pilot projects for access management improvements along the High Injury Network.

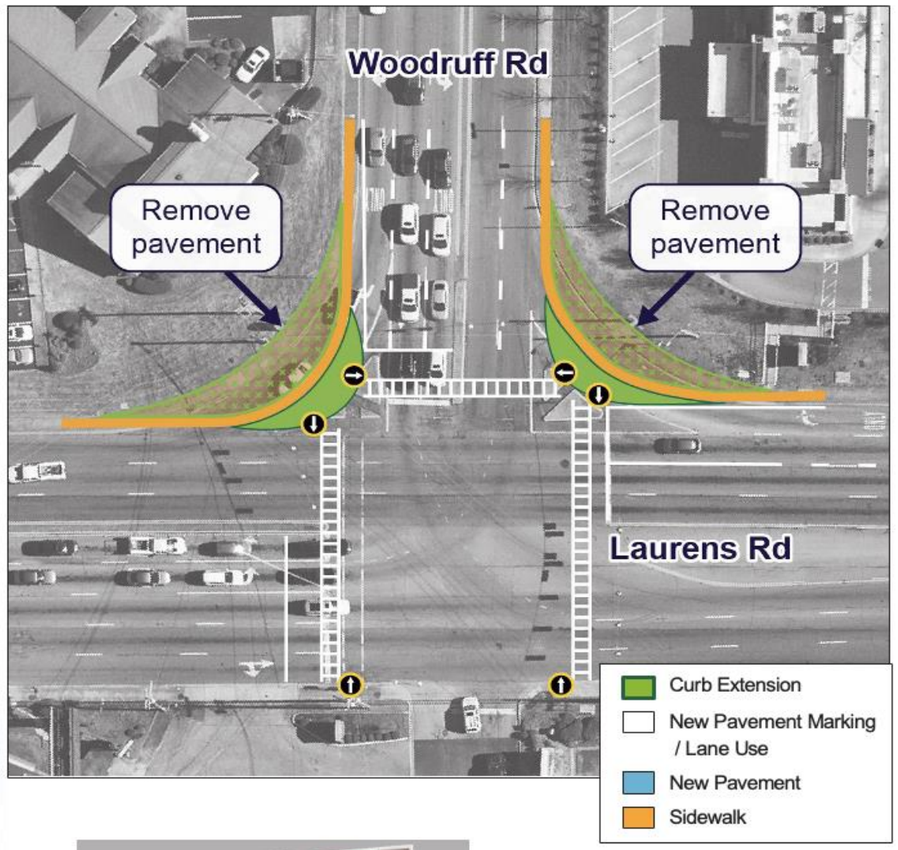
Access Points on Urban Arterials



Strategy #4:

Provide Safe Spaces & Crossings for Pedestrians

Between 2012-2021, 298 recorded crashes involving pedestrians occurred within the city limits, with 81 resulting in serious injury or fatality.



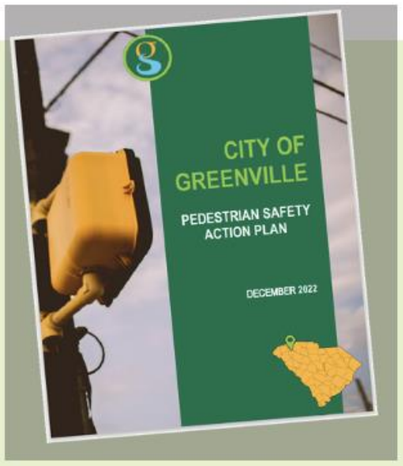
Proven Safety Strategies

Slip Lane Removal

Reduces all crashes 44%

Install Pedestrian Signals with Countdown Timers

Reduces vehical/pedestrian crashes 25%



ACTION:

Continue to implement the 2022 Pedestrian Safety Action Plan using leading practices for safety at signalized intersections and additional treatments to reduce mid-block pedestrian crossings.

Create a Safe Network of Buffered Bicycle Facilities

In 2011, Greenville adopted its first bicycle master plan calling for 140 miles of bicycle facilities to be installed across the city.

ACTION:

Greenville should clearly define its aspirational network of buffered bicycle facilities so that SCDOT better understands the City's priorities. This should begin with an update of the City's Bicycle Master Plan, including close coordination with SCDOT and equitable community engagement.

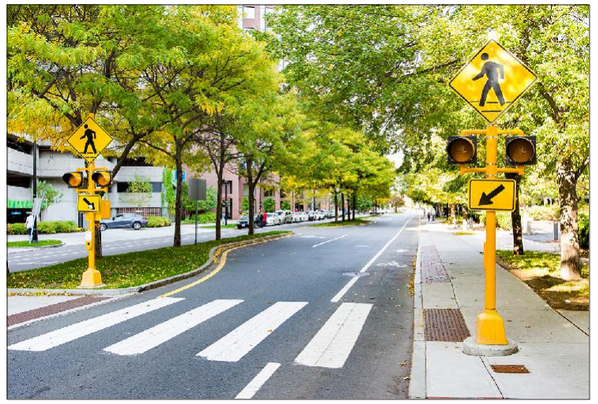
Asses and Improve Bus Stop Locations to Protect Transit Riders

In 2022, Greenlink received a $5.8 million grant from the US Department of Transportation's RAISE program to improve 336 bus stops across the service area.

ACTIONS:

- Conduct a pedestrian safety risk assessment for all Greenlink bus stops on the High Injury Network.
- Work with SCDOT to prioritize low-cost, high impact safety improvements near bus stops such as high visibility crosswalks and adequate pedestrian crossing time at traffic signals.

The use of technology to save lives and reduce injuries on our roadways can take many forms ranging from data and intelligence-gathering to automated enforcement of traffic laws.



ACTIONS:

In continued partnership with SCDOT:

- Continue investments to build out the fiber optic network as the backbone of the traffic management system.
- Expand the use of on-site warning systems like rapid flashing beacons and pedestrian hybrid beacons.
- Update signal timing to improve pedestrian safety
- Pilot new technologies not currently used in Greenville such as near-miss video analytics, signal preemption for emergency vehicles, speed and intersection safety cameras for warnings or enforcement (subject to a change in state law).

The City of Greenville's Action Plan for transportation and roadway safety was instrumental in receiving $2.08M in federal funds from the Bipartisan Infrastructure Act

ACTIONS:

- Complete a planning & safety assessment of 2-4 of the high-injury corridors
- Implement demonstration projects to improve mobility and safety on those corridors
- Report on Safety Benefits

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Selective Enforcement
Collision Reconstruction Unit

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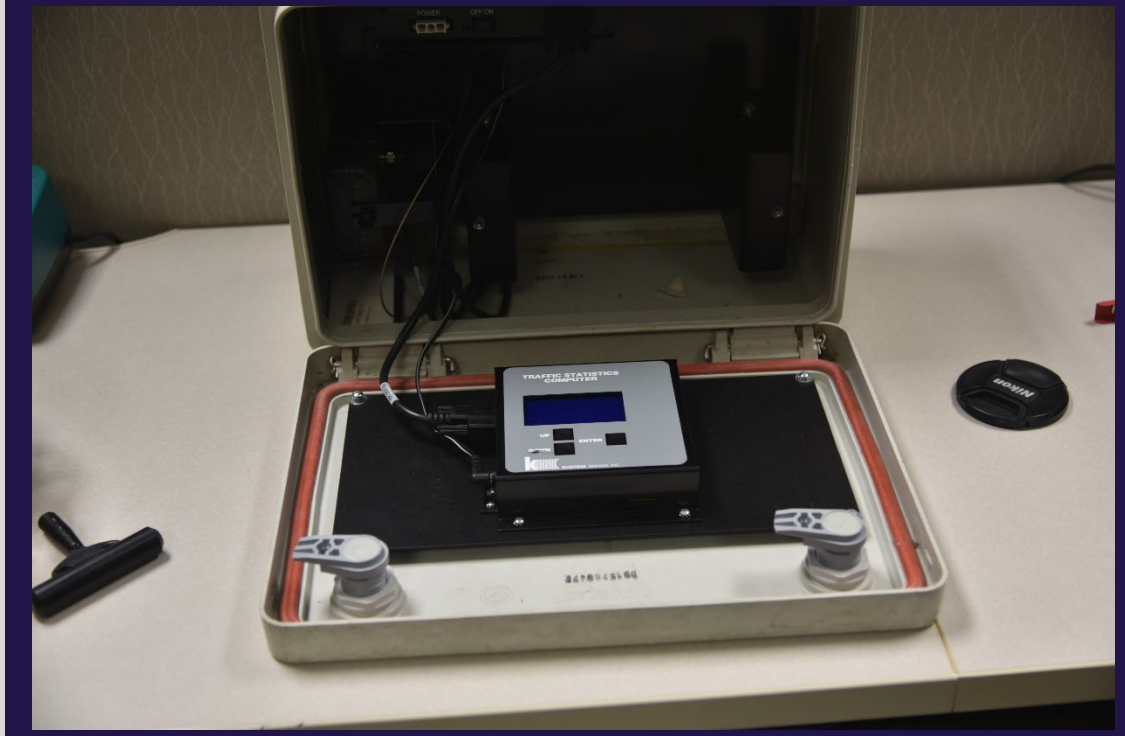
What Do We Do?

- Collision investigation
  - Roadway
  - Private property (Haywood Mall, Shoppes at Greenridge, etc.)
  - Great bodily injury
  - Fatality
- Traffic enforcement
  - Community complaints
  - Greenville Cares, directed patrols

Traffic Enforcement

Stealth Stat



Traffic Stat

Collisions by Year

Year	Uniform Patrol	SEU/Percentage
2022	5,967	1,852/31%
2023	5,705	2,004/35%
2024	4,700	1,959/41%

Total Collisions	Total by SEU/Percentage
16,102	5,815
	36%

Citations by Year

Year	Total	SEU	Percentage
2022	6,555	2,606	39%
2023	7,730	3,443	44%
2024	5,631	2,805	49%

Total citations	Total SEU/Percentage
19,916	8,854/44%

DUIs

Year	Total	Grand Total
2022	404	
2023	352	1,023
2024	267	

Callouts

- 2022 – 33
- 2023 – 29
- 2024 – 30

Fatal collisions

- 2022 – 12
- 2023 – 9
- 2024 – 11

Plane Crash
Downtown Airport

- Plane was too big for runway
- Both pilots died at the scene
- Asked to map the scene by the FAA until the NTSB took over the next day

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SLED Assist
Spartanburg County

- Spartanburg County and SCHP Chase
- Driver of fleeing vehicle struck Honda, cutting it in half
- Mapped the scene for GCSO

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Quadruple Fatality
North Main Street

- Driver traveling between 70-74 mph
- Vehicle went airborne
- Four out of five occupants ejected and died at the scene.

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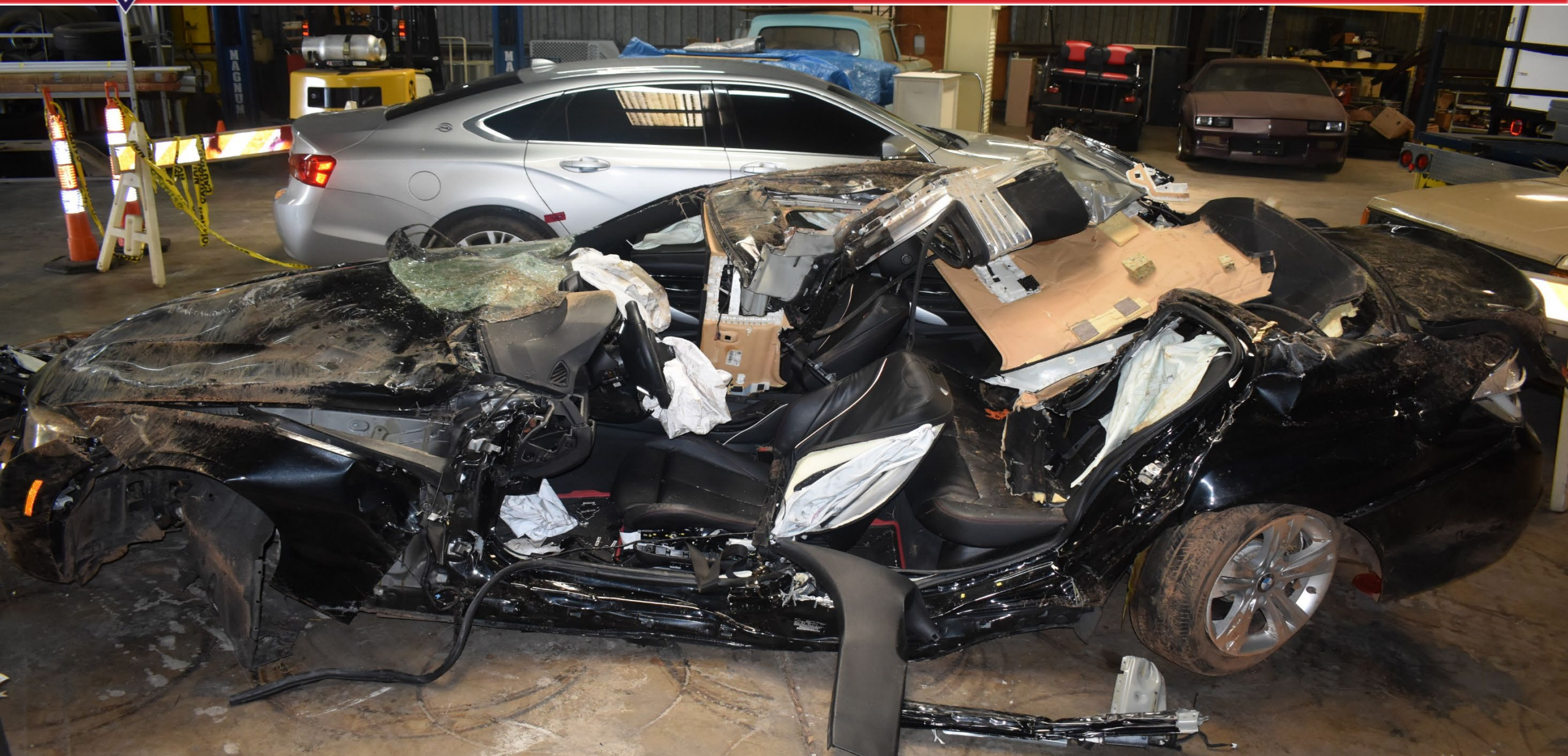

Wrong Way, Impaired Driver
I-385 South near SC-291

- Vehicle had been BOLO'd to HP as it started the wrong way on the interstate in the county
- Closing speed approximately 110-120MPH at impact
- Vehicle acted as a ramp for truck

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I-385-South
between Pleasantburg and Haywood

- Driver traveling approximately 105MPH 4 sec prior to impact
- Lost control, ran off road and struck trees
- Driver and front seat passenger unrestrained and ejected
- 11-month-old rear occupant uninjured
- Vehicle engine with driveshaft attached traveled approximately 83ft away from point of impact

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Questions?