



Quarterly



Anderson County's Joey Preston is National "County Leader of the Year"



American City & County magazine has named Anderson County Administrator Joey R. Preston "County Leader of the Year" for 2002. This prestigious honor is given annually to recognize outstanding leadership in county government. The honor was presented to Mr. Preston during the National Association of Counties meeting in New Orleans on July 16th.

Lindsay Isaacs, associate editor for the Atlanta-based publication, said Mr. Preston was selected because of his strong leadership and innovative ideas. She also said the judges saw

him as a driving force for things happening in the community, things that might not be occurring if he were not at the helm. Mr. Preston is featured in the cover article of the magazine's July issue.

Mr. Preston has served in local government since the '80s, however this award focuses on his accomplishments during only

the past few years. Mr. Preston, a native of King, N.C., has led Anderson County through a tremendous period of growth. He has worked diligently to improve the quality of life for residents here. He has also worked to recruit and retain quality employees. County-based services have grown, several buildings have been renovated or newly-constructed, recreation sites have been upgraded and more community events are offered.

Approximately 50 nominations for the award were received this year from around the nation. The maga-

zine's staff narrowed down the list of nominees, then their eight editorial board members made the final selection. The 95-year-old publication has presented this award annually since 1988. Each year's winner is featured in their July edition. Four-pages in the current issue are dedicated to Mr. Preston.

The circulation of the national trade magazine is 74,000. The magazine is read by city and county officials throughout the country. It is published monthly by Primedia Business Magazines and Media, Inc.

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Seventh SE Local Roads Conference is a Great Success!

For the first time T³S hosted the South East Local Roads Conference in Myrtle Beach, SC, September 22-24, 2002. We would like to thank all of you who supported this conference with your attendance and made it a success. South Carolina was well represented at the conference with 72 of the over 200 attendees! We encourage you to make plans now to attend this conference on an annual basis.

We would also like to thank Derek Harwood of Tensar Earth Technologies for hosting the golf outing on Sunday and David Herndon of the South Carolina Asphalt Pavement Association for co-hosting the Sunday evening opening reception. We also appreciate the 19 vendor firms that exhibited at the conference.

South Carolina is one of the smaller LTAP centers in our region, and we would like to thank our sister centers for organizing sessions, for assisting at the registration desk, and for providing moral support throughout the conference. We are very fortunate to be associated with such a great group of people.

We also received many favorable comments regarding the weather, which was absolutely perfect for our out-of-state guests during the conference.

We look forward to seeing everyone at next year's conference in North Carolina. We will inform you of the dates and location as soon as they are determined.

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More Accolades

In October Mr. Preston was also recognized as the 2002 Planning Advocate of the Year by the South Carolina Chapter of the American Planning Association (SCAPA). The Planning Advocate award is given in recognition of an individual or a group for an outstanding contribution to the advancement of quality planning in South Carolina, and the exhibition of qualities that have led to the successful accomplishment of planning goals, programs, or projects.

Among the chief accomplishments in the area of planning during Preston's six-year tenure as Anderson County Administrator are the following:

1. Implemented the first ever community-based comprehensive planning process in which county officials held 32 meetings during a three-year period
2. Developed and implemented the first ever county-wide Major Road Plan.
3. Instituted a unique citizen-based zoning process whereby citizens at the voting precinct level can initiate petitions to have their communities zoned.
4. Established and implemented a county-wide GIS program to ensure availability of accurate geographic information to county staff and the citizens of Anderson County.
5. Developed and implemented a Solid Waste Management Plan that ensured adequate reduction and disposal of County solid waste for 20 plus years.
6. Developed and implemented the first ever 10-Year County Sewer Plan.
7. Developed and implemented an
8. Developed the \$5 million Anderson Sports and Entertainment Complex and the William A. Floyd Amphitheater.
9. Developed and implemented a "one stop" permitting system for getting zoning, land use, building and septic tank permits.
10. Developed and implemented one of the most extensive capital improvements plans in the history of Anderson County.
11. Developed and implemented a regional transit system serving the Anderson and Clemson urban area.

Editors note: *Congratulations to Mr. Preston! We would like to thank Michelle Strange from Anderson County for her assistance with this article.*

Holiday Fun Facts

Turkeys

The number of turkeys raised in the US has remained relatively stable over the last decade: 270 million, with a value of nearly \$3 billion.

While turkey is the star of Thanksgiving, other foods are popular. Sweet potatoes are a staple. In 2000, 1.4 billion pounds of sweet potatoes were produced in the US.



About 558 million cans of cranberries were produced in 2001, but the US imported 7.2 million more. The typical American consumes 14 pounds of turkey during the year, up by 74% over 1980.

Pumpkins and Pilgrims

Early settlers of the North American continent were devoted to the pumpkin for their Thanksgiving pies. According to legend, one year the molasses necessary for baking pumpkin pies was found to be in short supply. The holiday was

therefore delayed until such time as the pumpkin pies could be prepared. While we recall the Pilgrims during the Thanksgiving holiday, we don't give much thought to them the rest of the year. One little known fact: There are zero cities named Pilgrim, but there was one township in Missouri. By comparison, there are three U.S. places and 11 townships named Turkey, and eight places named Cranberry.



America's Most Dangerous Roads

Two-lane undivided highways—they wind through communities across the country, testing even a good driver's skills. "You'll know it. You'll know it because you'll be white-knuckled," says Gerald Donaldson of Advocates for Highway and Auto Safety.

All across the nation, drivers face hundreds of thousands of miles of undivided two-lane highways with deadly flaws...

They are infamous and feared for the number of people who die driving on them. All across the nation, drivers face hundreds of thousands of miles of undivided, two-lane highways with deadly flaws like dangerous hills, blind curves, poorly-marked lanes, or narrow shoulders. Many of the roads carry far more traffic than they were de-

signed to handle.

To find out where some of those treacherous two-lane roads are, NBC's "Dateline" searched the latest five years of accident records stored in a federal database, looking at nearly every traffic fatality on every mile of road in the country—nearly 209,000 deaths in all, including about 24,000 each year on two-lane roads.

Gerald Donaldson says it's obvious how these roads can kill. "These roads give you no ability to recover," he says. "There is no margin of error. You make one mistake, it can be fatal." Sometimes they're fatal, even if you don't make a mistake, as you'll see on the first deadly road on our list: U.S. 287 in southern Wyoming, between Laramie and the Colorado border.

"I had in mind some of my children at the time. I said, 'I don't want to lose any of my kids on the high-

way,'" says John Schabron. He was right to worry. You have a higher chance of dying in an auto accident in Wyoming than in almost any other state. And on this 65-mile-per-hour stretch of 287, high speeds and heavy commercial truck traffic push the risk even higher to triple the state average.

In September, Schabron's 20-year-old son Nick became one of those sad statistics. "Nick did everything correctly that night," says Schabron. "He wasn't speeding. He didn't have any alcohol or drugs in his system. He was driving responsibly." But that didn't matter on this unforgiving highway, with nothing but a thin line of paint to protect Nick and his seven friends from a drunk driver who shared the road that night. When the drunk driver's one-ton pickup truck veered across the centerline and into Nick's lane,

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everyone in Nick's Jeep Wagoneer was killed instantly—eight more victims of this deadly two-lane road.

The next dangerous road on our list is South Carolina's State 347—near the popular resort town of Myrtle Beach. You won't find many tourists on this rural highway. But you will find high speeds, trees just feet from the roadway and a fatality rate 16 times higher than on the nearest interstate. You'll also find hundreds of other roads like it winding across the state. "We do have quite a few

About 20 people die on South Carolina's roads every week—more than half of them on rural two-lane roads

head-on collisions on these secondary or two-lane roadways, because you have a small margin for error," says Highway Patrol Officer Tony Love. He remembers every crash and every victim. "Unfortunately, it cost three people their lives this particular night," he says.

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"Costs are going up so much," says safety engineer Dick Jenkins of the South Carolina Department of Transportation. "And with the size of the road system we have, we're losing ground, so to speak." Jenkins says instead of widening these roads, the state plans a pilot program—about \$1 million for 347 and three other two-lane highways in high-growth areas to cut down

some trees, improve highway markings and make some other low-cost fixes. But it's far from a complete fix. And most of South Carolina's other two-lane highways will simply have to wait.

"Those roads are severely underfunded, and have been underfunded for decades," says Gerald Donaldson, who has been studying traffic safety for nearly 30 years. He sees a longstanding problem with two-lane roads across the country: too much money for big highways in big cities, and not enough for the small roads that take so many lives.

"Some states recognize that they have problems with lower-class roads, and they'll try to fund them as much as possible," says Donaldson. "But other states will constantly leave these lower-class roads go begging. And they'll concentrate their funding on their interstates, the expressways, the ones that carry the bulk of the traffic."

Which is exactly what critics say is happening in Colorado, where commuters on big highways in and around Denver are seeing massive improvements—the so-called T-Rex project. It's more than a billion dollars for roads that are crowded, but generally safe.

Next, our research took us a thousand miles to the southwest, to a southern California road the state calls 395. People around here call it the "Bowling Alley."

The most dangerous stretch is in San Bernardino County, where you'll see plenty of huge 18-wheelers, plenty of weekend warriors heading for the mountains, and plenty of crosses marking deaths on the road.

"I knew there were accidents on the

highway," says Melissa Brooks. "I don't think that I truly knew the danger." Her husband, Mike, took the road to his construction job every week, until he crashed head-on into another car two years ago—just 30 miles from home. "The sheriff came to the house," she says. "He just said that there was an accident." He's one of 48 people who died on this stretch of road between 1996 and 2000.

Highway engineer Harry Krueper is a consultant in a lawsuit against California over another dangerous road. When we met with him, he pointed out the blind hills and other dangers here on 395 in the area where Mike Brooks died. Mike's head-on crash was just the kind Krueper says can be prevented with simple safety improvements. But on two-lane highways, changes like that are often slow in coming. "I've seen this highway operate the same way since I was with the state in 1960," says Krueper. "The roadway hasn't changed much since that time." So 42 years ago they were talking about doing the same thing here on 395? "At that time, we were planning four lanes on this roadway by 1980," says Krueper. To be fair,

To be fair, upgrading roads can be very complicated—with years of environmental studies, construction plans, and battles where limited highway funds are best spent

upgrading roads can be very complicated—with years of environmental studies, construction plans, and battles over where limited high-

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way funds are best spent. California is investing millions to improve sections of other dangerous roads. And it's beginning to explore fixes for 395. But any big improvements are at least nine years away. And if the number of deaths each year remains steady, that could mean 86 more people will die on this stretch of road before the work begins.

And there are more roads that made our list, including State Road 308 in southern Louisiana, where we found inadequate shoulders, crumbling pavement, and 21 deaths in five years.

And U. S. 89 in Arizona, between Flagstaff and the Utah border. The road takes tourists to the Grand Canyon. But it also takes lives. In the five years we examined, more than 50 people died here, despite some passing lanes and other improvements made by the state. The safety experts "Dateline" has talked to say it's easy to make two-lane roads safer as long as the money is there. They tell us low-cost fixes like wider shoulders and rumble strips that make a vibrating noise when you leave your lane are a good start. But ideally, you also want to add lanes or install dividers to prevent the catastrophic head-on crashes that kill so many people on two-lane roads.

Wyoming has already made some small improvements on 287, that dangerous road we told you about earlier, but it came too late to save Nick Schabron and his friends. "I tell the people of this state if you want to really kill people, put 'em on rural, two-lane highways," says Sleeter Dover, Director of Wyoming's Department of Transportation. He acknowledges problems on that road.

Wyoming is considering some more extensive improvements, but Dover says actually making those changes isn't as simple as it might seem. Why did it take the deaths of those eight college students for these safety improvements to be implemented? "You can't get the powers that be who control the ability, the funding, to correct various problems until, on occasion, a tragedy happens," says Dover.

So until there's a tragedy, until politicians get focused on it, it doesn't happen? "In many instances, that's the truth," he says. There's no guarantee how or when improvements will be made on that Wyoming road. But public outcry has made a big difference on some of the dangerous roads "Dateline" called attention to five years ago. Suburban Seattle's 522 back then was a road with too much traffic and too many head-on collisions. Today, the state is three years into a project that aims to put four divided lanes on the most dangerous 11 miles by 2012.

In Wisconsin, we found Highway 12, a two-lane road with the same problem and the same solution. To-

day, crews are upgrading the road to four lanes.

On Pennsylvania's Lewistown Narrows, where people have talked about widening the road for decades, a project to make the road four lanes broke ground last month. And in Connecticut, "Suicide 6" doesn't look quite so deadly any more thanks to some turn lanes, wider shoulders, and other improvements on the road.

It's proof, says Gerald Donaldson, that citizens can make a difference. So, he says, drive carefully and make a lot of noise. "Local citizens can gather together and if they're dealing with a highway, and it's a highway that has too many crosses, it's probably time to say, 'Why is this happening? Why is it this way? And what are you going to do about it?' says Donaldson. "Persistence pays off to get something righted that you know is wrong."

Editor's Note: The above article is reprinted with permission from the MSNBC web site. The original article is available at www.msnbc.com/news/784244

FHWA's Technology Talks

Low-Cost Strategy for Delineating Utility Poles: In Iowa, crash-prone utility poles located near the roadway are being wrapped with a 150 mm (6-inch) band of white reflective tape. Although the preferred methods of mitigating high-crash locations involving utility poles are either to remove or relocate the poles, research from a Pennsylvania study has shown a 25% reduction in night-time utility pole hits after the poles were delineated. The first sites in Iowa to receive the delineation treatment are in Muscatine, Iowa, which has the first, second and 15th ranked high-crash locations involving utility poles for the state. The crash data information used to identify candidate sites was obtained from a study conducted by the Center for Transportation Research and Education (CTRE), Iowa State University.

How many uninsured drivers are roaming your state?

by Mark Cybulski (Note: this article is reprinted from the insure.com web site)

If you are in a car accident in which another person is found at fault, there is a 14% chance that the person responsible is an uninsured motorist, according to a new study by the Insurance Council (IRC).

Guess who pays for it? You, because insurance companies jack up the premiums to cover the costs of the problem.

“Despite laws in many states requiring drivers to maintain insurance, about one in seven motorists remains uninsured.”

The issue is most acute in states like Colorado (where 32% of drivers are uninsured), New Mexico (30%), **South Carolina (28%)**, Alabama (25%) and Mississippi (25%). The five states with the lowest uninsured-driver rates were Maine (4%), North Carolina (6%), South Dakota (6%), Massachusetts (7%) and Wyoming (7%).

A total of 16 states and Washington, D.C., had a ratio of uninsured motorists to bodily injury claim frequencies above 14%, while 34 states had a ratio below 14%.

“Despite laws in many states requiring drivers to maintain insurance, about one in seven motorists are

uninsured,” says Elizabeth Sprinkel, senior vice president of the IRC. “This means that responsible drivers who carry insurance must bear the burden of paying for injuries caused by drivers who carry no insurance at all.”

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The IRC calculates the uninsured motorist population by figuring the ratio of claims made by individuals injured by uninsured drivers to claims made by individuals injured by insured drivers. Colorado is the highest on the list because while bodily injury claims are subject to a \$2,500.00 threshold, uninsured motorist claims are not. In other states, thresholds for bodily injury claims and uninsured motorist claims are the same. Since no threshold needs to be met in Colorado, more people there are filing uninsured motorist claims, the IRC says.

The IRC used claims data from the National Association of Independent Insurers, Insurance Services Office, National Independent Statistical Service, Maryland Automobile Insurance Fund, Automobile Insurers Bureau of Massachusetts and the South Carolina and Texas departments of insurance. The data were collected from accidents that occurred between 1995 and 1997.

State	%uninsured	State	%uninsured
Colorado	32%	Rhode Island	11%
New Mexico	30%	Delaware	11%
South Carolina	28%	Arkansas	11%
Alabama	25%	Arkansas	11%
Mississippi	25%	Hawaii	10%
California	22%	Kentucky	10%
Washington, D.C.	21%	Iowa	10%
Florida	20%	Pennsylvania	9%
Texas	18%	Vermont	9%
Tennessee	18%	Montana	9%
Oklahoma	17%	Connecticut	9%
Alaska	16%	Kansas	9%
Maryland	16%	Utah	9%
Arizona	16%	New Hampshire	9%
Nevada	15%	Louisiana	9%
New Jersey	15%	West Virginia	8%
Washington	15%	Idaho	8%
Missouri	13%	New York	7%
Georgia	13%	North Dakota	7%
Michigan	13%	Nebraska	7%
Illinois	13%	Wyoming	7%
Ohio	13%	Massachusetts	7%
Oregon	12%	South Dakota	6%
Virginia	12%	North Carolina	6%
Indiana	12%	Maine	4%
Minnesota	12%		

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Suggestions for Possible Future Workshop Topics

Veterans Day

On the 11th hour of the 11th day of the 11th month in 1918, the guns of World War I were silenced. In 1926 Congress declared November 11 to be Armistice Day, a day to honor veterans. After World War II and Korea added veterans deserving of recognition, Congress changed Armistice Day to Veterans Day in 1954. Though the date was changed over the years, in 1978 it was returned to November 11. To help us realize the meaning of the day, the VFW explains the five "Ws."



Who: We honor all who served in the armed forces. Those who died have a special time of mourning reserved for Memorial Day. Veterans Day is for remembering the contributions of living veterans.

What: It is the individual and collective sacrifices made at the request of our country that we remember and honor.

Where: Though plaques and monuments are spread across the land, paying homage to veterans can take place in every private home.

When: Many of us remember veterans every day. But as a nation, we honor them together on November 11.

Why: Millions of Americans' lives were forever altered because they wore the uniform and protected the freedoms and rights we take for granted today. We owe an eternal debt of gratitude to them. On Veterans Day continues a time-honored tradition of remembering those who served. It's our way of keeping the faith.

SPEED BUMP

Dave Coverly



THE REYNOLDS GET THEIR WIRELESS CROSSED..

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