



## *Spartanburg Area Transportation Study*

# **Policy Committee**

## **Minutes**

*August 9, 2021*

### **Present:**

Rosalyn Henderson-Myers  
Phillip Stone  
John Throckmorton  
Bob Jordan

Larry Chappell  
Woody Willard  
Manning Lynch  
Roger Nutt

Rob Rain  
Allison Gantte  
Steve Bolin

### **Welcome, Introductions and Approval of Minutes (June 14, 2021)**

First Vice-Chair Rosalyn Henderson-Myers called the meeting to order.

Mr. Throckmorton moved to approve the minutes of the June 14th meeting as emailed, seconded by Mr. Lynch. The minutes will now be made available online on the SPATS website.

### **SC 85 and Hearon Circle Intersection/SC 85 and I-585 Intersection Feasibility Report Next Steps**

Lisa Bollinger (SPATS Transportation Planning Manager) gave a short overview of the Feasibility Report process as these were the first projects to apply this new process in the Planning phase. She shared with the committee a photo of Hearon Circle circa 1958 and a current photo to demonstrate the extensive land use change and growth over time at this intersection.

- The Study Team chose to opt in to the feasibility report process.
- Project Development Team Scoping Meeting is complete and has been working together to develop the purpose and need, goals, scope, cost and schedule for the projects.
- The project development team consists of:
  - Betsy McCall (Feasibility Report Manager), Christina Lewis and Jim Walden from SCDOT
  - Other SCDOT department reps including Right-of-Way, traffic utilities, construction, maintenance
  - Representatives from all transportation modes
  - FHWA
  - Project sponsor and stakeholders.

Betsy McCall (SCDOT Feasibility Report Manager) presented next steps for the project planning phase. Additional information and comments are being collected by various team members to study the alternatives and the next step will be the Final Scoping Meeting. The final alternative design will be chosen in the next phase of the project, the Preliminary Engineering phase. For more information, please see the full process and report examples on the SCDOT website at: [scdot.org/inside/planning.aspx](http://scdot.org/inside/planning.aspx)

### **TIP and LRTP Required Document Updates**

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**Ms. Bollinger announced that the SCDOT Commission approved debt repayment of SPATS' remaining 27 in 7 program debt of \$519,337.17 from FY 2022 and \$519,300.88 from FY 2023 for a total of \$1,038,638.05 with 2021 Coronavirus Response and Relief Supplemental Appropriations Act funding.**

- a. TIP Corrections: Ms. Bollinger reviewed the TIP Corrections as info previously forwarded to the Committee including:
  - 1. Clifton-Glendale Road Bridge over the Pacolet River: *Shift ROW of \$95K from FY 2022 to FY 2023. Shift CON of \$6,529M from FY 2023 to FY 2024.*
  - 2. Wadsworth Trail Phase 5: *Shift PE \$100K from FY2021 to FY2022. Shift ROW \$150K from FY2021 to FY2024. Move CON \$750K from FY2021 to FY2025.*
- b. TIP-LRTP transit safety plans:

Ms. Bollinger presented the overview of the Transit Safety Reports. Our local public transit providers (Spartanburg Medical Center, our demand response transit service, and SPARTA which operates our fixed routes) are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. They share information with SPATS and the SCDOT so that all plans and performance reports are coordinated. Performance measures are outlined in the National Public Safety Transportation Plan, released by the Federal Transit Administration (FTA), and in the final rule for transit asset management.

Spartanburg Medical Center chose a target of 0 for fatalities as expected (crash statistics would consider a fatality a crash resulting in death within 30 days), 11 injuries requiring off scene medical assistance, 16 safety events which include incidents with their vehicles, and 55,268 vehicle revenue miles for safety reliability failures which is the distance between major mechanical failures with their transit vehicles. Vehicle revenue miles are used calculating total vehicle revenue miles divided by the total number of failures in order to understand the revenue the system has lost.

SPARTA's 2021 targets had no change from the 2020 targets-0 fatalities, 7 injuries, 5.8 safety events and 7,768 vehicle revenue miles lost to mechanical issues.

The SPATS MPO most recently coordinated with public transit providers for the Transit Asset Management Plan and the December 2020 Safety Plan, and on their transit safety targets February 8, 2021 for the 2020 targets and today, August 9, 2021, for the 2021 targets.

Mr. Stone moved to amend the LRTP and TIP Performance Appendices to include the 2021 Transit Safety Targets, seconded by Mr. Throckmorton.

- c. Interim LRTP process status:

Ms. Bollinger gave an overview of the Interim LRTP work to date including:

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1. the integration of plans completed since the last LRTP update,
2. extensive transportation related data collection presentations and the draft reranking of intersections for the TIP Update through the in-house InfoCrash application,
3. data and mapping presentations for Stakeholder project visioning exercises for the Study Team and the Policy Committee last November,
4. continued public input through multiple avenues, including surveys, and
5. performance data purchases for further analysis of potential projects.

Work to be completed includes:

1. City Downtown Transportation Plan/SPATS Conceptual Project List study-anticipated to begin in this Fall. The study will include draft project recommendations and includes model runs for particular projects. The focus continues to be on the fastest growing areas of the County – Reidville, Boiling Springs, and Duncan-Lyman-Wellford and on the “Top 7” corridors where 55% of our fatal and severe injury crashes occur.
2. Additional Public Input/Stakeholder revisions-continuing per federal requirements
3. Study Team Confirm Recommendations – Draft LRTP Project List/TIP fiscal programmed project list-anticipated by the end of the year
4. Policy Committee Approval – Final LRTP Project List/TIP fiscal programmed project list-anticipated approval for Feb. meeting

### **SCDOT Complete Streets Engineering Directives**

Christina Lewis, SCDOT, presented the MPO-COG Academy –Complete Streets presentation (provided to members prior to the August meeting). Ms. Lewis explained that the impetus for SCDOT to adopt the Complete Streets engineering directive is that SC has the highest fatality rate in the US with approximately 1,000 fatalities per year and 18% of that number are pedestrian and bicyclist fatalities. Ms. Lewis reviewed project requirements, elements of the directives, data and design guidelines, safety standards for traffic control and maintenance and coordination with partners through development of a statewide plan and a council.

1. Engineering Directive 28, Complete Streets was approved in February and serves as a foundation for SCDOT to implement a Complete Streets Policy for all modes of travel, including walking, bicycling, and transit. The directive ensures that Complete Streets will be integrated into SCDOT’s policies, procedures and projects. SCDOT will collaborate with SPATS to document needs as part of bicycle/pedestrian plans. Plans will be used to identify any walking/bicycling/transit connectivity gaps within the project footprint.
2. Engineering Directive 22, Bicycling Accommodations on Resurfacing Projects, also approved in February, will help us coordinate any bicycling accommodations that would be considered as part of the annual pavement improvement program.
3. SCDOT will be required to justify NOT including Complete Streets accommodations in projects.

SCDOT has established a council to facilitate this process. Mr. Nutt requested a list of the Complete Streets Council.

### **Active Transportation Grant Updates**

Sherry Dull presented an update on the Wadsworth Trail Phase 5 project, under the Transportation Alternative Program (TAP) Grant Non-Guideshare section of the Transportation Improvement Program (TIP). (“Wadsworth TAP Grant Update”) The path, part of the Dan Trail system, is 2.55 miles of 10-ft. wide multi-modal pathway from SC 296 to the Historic Anderson Mill and would complete the next phase of the Wadsworth Trail Master Plan, implemented in phases since 2006. The updated cost estimate is \$1,502,449.31 and match is provided by Spartanburg County, Play-Advocate-Live Well (PAL, formerly Partners for Active Living), and other local partners.

Laura Ringo of PAL presented a status of the Spartanburg County Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The grant request is for \$23,845,187 to complete a portion of the Dan Trail system, and outlined in the color-coded map provided ahead of the meeting (“Spartanburg County’s RAISE grant submission”). There is no match required for this grant. (The overall Dan Trail system projects will cost \$66,111,892 and PAL is coordinating match of 64% from partners.) See <https://www.palspartanburg.org/the-dan> for more information.

### **Regional Freight Plan**

Lance Estep of the Appalachian Council of Governments presented an overview of the Regional Freight Plan (“SPATS Freight Plan 08.09.21”) and Appendices including Public Engagement Summary, Best Practices and Freight Technology, Freight Network Assessment, Land Use Analysis, Freight and Economics Analysis, and Steering Committee briefings. This was a joint effort of the ACOG, SPATS, GPATS and ANATS along with SCDOT and FHWA. Consultant CDM Smith coordinated this Plan along with the Berkeley-Charleston-Dorchester COG Regional Freight Plan and multiple joint digital training opportunities, dubbed the “Palmetto Freight Series.” A Steering Committee consisting of regional policymakers, elected officials and staff facilitated the process and a Freight Advisory Committee consisting of freight, logistics, economic development, and manufacturing professionals gave feedback on recommendations. Social media was used to conduct public participation. Most concerns centered around the effects of the pandemic to the supply chain, logistical issues such as availability of truck parking and driver shortages, increased traffic in our growing region, need for more multimodal transportation and capacity for moving freight.

Recommendations were organized into three categories: Projects, Policies, and Programs. Many recommendations for study are in Spartanburg County, including: US 29 Corridor Study, Corridor Study for Pine Street Alternatives, I-85 Improvements Study at Exits 58 (Brockman-McClimon Road) and 60 (SC 101), and multiple suggestions for regional studies and programs.

More information can be found on the Regional Freight Plan webpage at: <https://www.SCACOG.org/acog-freight-plan>

### **Projects’ Status Report**

Mr. Jim Walden presented the SPATS Guideshare Projects’ Status Report. Detailed updates and the corresponding SCDOT Project Viewer link include:

### **PROJECTS IN FEASIBILITY AND SCOPING PHASE:**

**SC 85 and Hearon Circle/SC 85 and I-585 intersection improvements:**

Scoping and Feasibility meeting held June 2021. Feasibility Report Phase (Planning or PL phase) underway with purpose/need/alternatives in review by Project Development Team. Preliminary Engineering (PE) anticipated to begin Spring 2022.

**PROJECTS IN DEVELOPMENT AND DESIGN:****SC 9 and Shoally Creek Rd./4<sup>th</sup> Street Intersection Improvement:**

includes adding/lengthening turn lanes along with reducing the 4<sup>th</sup> St. curvature, a “loon” design at SC 9 and 4<sup>th</sup> St. and an “R cut” intersection at SC 9 and Candlenut Lane. ROW plan redesign is underway. ROW anticipated completion Summer 2022. Construction anticipated Fall 2023.

**Lyman Traffic Triangle:** improve traffic operations at three main intersections: US 29/Pine Ridge Road, SC 358 (Holly Springs Road)/Pine Ridge Road, and US 29/SC 129/SC 358 (Holly Springs Rd.)/SC 292. Preliminary Engineering 75% Complete. ROW acquisitions and utility coordination is underway. On schedule to be let for Construction Spring 2022.

[Lyman Traffic Triangle Project Link in SCDOT Project Viewer](#)

**Country Club Road Improvements:** operational and safety improvements on S-47 for 3.3 miles from Union St. (SC 56) to Clifton-Glendale Road (S-30). Project includes east-west trail connection along Country Club Road linking the Mary Black Foundation Rail Trail to the Glendale Shoals area. PE 90% complete. ROW/utility/railroad certification is underway. Construction plans are complete and anticipated construction is Early 2022.

[Country Club Road Corridor Project link in SCDOT Project Viewer](#)

**I-85 and SC 290 Diverging Diamond Interchange:** Construction expected to begin early 2022 for 18-24 months. Detours will be in place during construction. Will be the second DDI in SC once complete. Gold Hill Road at I-77 in Fort Mill is the first to be completed in SC.

**PROJECTS IN CONSTRUCTION**

**US 29 Southbound Bridge Replacement over N. Tyger River:** Replace US 29 Bridge Southbound over N. Tyger River at Upward Sports. Project let November 2021 to E.S. Wagner Company, LLC. Construction began January 2021. Anticipated completion Fall 2021.

[US 29 Bridge Replacement over N. Tyger River in Spartanburg County Link in SCDOT Project Viewer](#)

**SC 85 Bridges over Howard Street and Norfolk Southern RR**

**SC 85 Northbound over Lawson’s Fork Creek:** Replace bridges over S-42-995 (Buffington Rd.)/Norfolk Southern RR and S-2 (Howard St.) between Hearon Circle and New Cut Road including SC 85 Northbound over Lawson’s Fork Creek. Letting was in March 2021 to E.S. Wagner Company, LLC. Work began June 2021. Anticipated completion is Summer 2023.

[SC 85 Northbound Bridge Replacement over Lawson's Fork Creek](#)

Please see SCDOT Project Viewer for project status updates between SPATS meetings: <https://www.scdot.org/business/projectviewer.aspx>

### **Other Business and Adjourn**

There being no other business, motion was made by Mr. Lynch to adjourn the meeting, seconded by Mr. Throckmorton. Next meeting is scheduled for Monday, November 8, 2021.