



Spartanburg Area Transportation Study

Policy Committee

Minutes

June 14, 2021

Present:

Larry Chappell
Julian Hankinson
John Throckmorton

Roger Nutt
Woody Willard

Manning Lynch
Bob Walker

Welcome, Introductions and Approval of Minutes (February 8, 2021)

Second Vice-Chair Manning Lynch called the meeting to order. Mr. Throckmorton moved to approve the minutes of the February 8th meeting as emailed, seconded by Mr. Chappell. The minutes will now be made available online on the SPATS website.

Feasibility Report Process Update

Lisa Bollinger (SPATS Transportation Planning Manager) presented new changes to the Feasibility Report Process since Betsy McCall (SCDOT Feasibility Report Manager) presented the new process to SPATS in November 2019. These updates were previously forwarded to the Policy Committee through the SPATS shared files website link in May. The main update is that SCDOT has created new web pages for the feasibility report process. A feasibility report will be completed by SCDOT for capacity and corridor improvements unless we opt-out of the process. A feasibility report will not be completed by SCDOT for intersection projects unless we opt-in. After a feasibility report is completed, we can decide to pull out of the project if it is not feasible, there is no penalty and we do not spend any further funding from the TIP. These decisions are made through the Study Team and the Project Development Team. A scoping meeting has recently been completed for SPATS' first feasibility report, the SC 85/Hearon Circle and SC 85/I-585 intersections. The full process and report examples can be found on the SCDOT website at: scdot.org/inside/planning.aspx

Mr. Walker requested a list of the Project Development Team members. Ms. Bollinger will separate out this specific information from the shared file sent in May and share again.

TIP and LRTP Required Document Updates

TIP Corrections:

Ms. Bollinger reviewed the TIP Corrections as info previously forwarded to the Committee including:

1. Transit: Spartanburg Medical Center has submitted their SCDOT FY 2022 Applications for Transit Administration, Operations, and Capital for 1) 5307 State Mass Transit Funds (Urban) combined federal, state and local funding

- of \$1,501,384 and 5311 State Mass Transit Funds (Rural) combined federal, state, and local funding of \$219,920.
2. Transit: SPARTA is utilizing \$120,000 of their total American Recovery Plan Act funds of \$546,388 (100% federal funds, no match required) for coordination of transportation for potential employees of Spartanburg County businesses, a Ride Share 2-year Pilot Program with Enterprise Leasing and part of a regional partnership with Ten at the Top Upstate Mobility Alliance.
 3. “Lyman Traffic Triangle” intersection improvements (US 29 and Pine Ridge Rd./SC 358 and Pine Ridge Rd./SC 129 and Holly Springs Rd.): *shift Construction from 2021 to 2022*
 4. I-85 widening (Exit 40 to Exit 69): *shift Construction funding \$10m NHP funds and \$714.5m NHP AC funds from 2029 back to 2026, and shift Construction \$234,833,333m NHP ACC funds each year for 3 years from 2030 back to 2027, from 2031 back to 2028, and from 2032 back to 2029.*
 5. Mary Black Rail-Trail Extension: *Increase Construction from \$272K to \$379K and decrease Construction from \$791K to \$594K in 2021.*

Mr. Chappell moved to approve these TIP corrections, seconded by Mr. Throckmorton.

For efficiency, Mr. Lynch moved agenda item 5 (**SC 9 and Shoally Creek Rd./4th Street Intersection Improvement Vote on Design Proposal**) up to this item while the committee was discussing the TIP correction related to this project:

Mr. Jim Walden (SCDOT Assistant Program Manager) and Mr. Brandon Wilson (SCDOT District Traffic Engineer) gave an overview of the limited scope design option for this intersection due to the property impacts resulting in a higher than anticipated ROW estimate. The limited scope design has a focus on the four legs of the intersection only and would include:

- 1) Elimination of the auxiliary lanes
- 2) Adding a design solution called a loon to allow a turnaround,
- 3) Adding and lengthening turn lanes
- 4) Reducing the curvature on 4th Street, and
- 5) Provide an “R Cut” intersection at Candlenut Lane

Benefits of this limited option will maintain operational improvements, substantially reduce ROW needs and costs, eliminate the traffic signal at Candlenut Lane, and reduce construction and maintenance costs.

A special SPATS meeting was held on Feb. 25th to discuss the limited scope option further, and the consensus was to move forward with this option. Mr. Wilson of SCDOT presented a proposal to follow the SC 9 and Shoally Creek Rd/4th St. project to alleviate congestion along Parris Bridge Road and give an alternative route for those traveling north from Boiling Springs south to Spartanburg on SC 9. The SC 9 and Parris Bridge Road intersection improvement is currently in the TIP and would include capacity and access management improvements with a scoping scheduled for FY 2022. Proposed additional improvements would include a traffic signal and turn lanes at the intersection of Parris Bridge Road and Sloane Garden Road, and relocation of Sloane Garden Road at SC 9 with a traffic signal.

Mr. Willard moved to move forward with the project alternative design proposal for SC 9 and Shoally Creek Rd./4th St. intersection, and to amend the LRTP and TIP

to allow the proposed relocation of Sloane Garden Rd. project to be advanced with the upcoming SC 9 and Parris Bridge Road, seconded by Mr. Nutt.

The TIP correction is to shift ROW of \$1.2 m from 2021 to 2022 and shift Construction of \$2.7 million from 2022 to 2023. These numbers will be updated at a later date due to the alternate scope vote.

SC 9 and 4th St. Intersection Improvement Project link in SCDOT Project Viewer

SCDOT Performance Report Appendix

Ms. Bollinger presented the overview of the SCDOT Performance Report Appendix. Performance planning establishes targets, develops projects based on goals and those targets, and reports how project have influenced performance toward meeting those targets. We establish targets on a regular basis (how often depends on the measure) with SCDOT and the transit providers and work together to achieve those targets. We incorporate this planning into the TIP and the LRTP and amend those required documents each time we select targets.

We have been asked by the SCDOT Planning office to amend the LRTP to include the October 2020 System Performance Report as an Appendix. The amended Performance Appendix, named “draft SPATS LRTP Performance Appendix 2021” was included in the materials sent to the Policy Committee ahead of the meeting. This document reports on measures included in the Transportation Asset Management Plan (TAMP). Baselines, performance/condition measures, targets and progress made towards achieving those targets are in this report. The report sets out infrastructure goals for the next 10 years with respect to limited resources.

The performance measures are directly related to the national transportation goals, and we work together to choose projects that will address them, including:

- 1) **Safety**-we use countermeasures such as roundabouts and bollards to restrict access, and improvements on rural roads that allow drivers to recorrect their pattern of travel instead of going off the road. We are increasing the number of miles of active transportation facilities, and many more are planned through local coordination and the Statewide Pedestrian and Bicycle Safety Action Plan (scheduled to be completed by the end of the year) which would incorporate local plans.
- 2) **Infrastructure condition**-the I-85 project and multiple bridge projects help us make positive progress toward this goal.
- 3) **Congestion reduction**-MPOs and COGs are being asked to seriously analyze our most heavily congested areas and plan for improvements. In November last year, we identified these areas in SPATS as Reidville, Boiling Springs, and Duncan-Lyman-Wellford. Projects in these areas are underway and many will be planned through the Interim LRTP process.
- 4) **System reliability**-our projects work toward reducing delay, and improving our travel time and reliability throughout our transportation networks.
- 5) **Freight movement and economic vitality**-we will hear a full report on the Regional Freight Plan from the Appalachian Council of Governments at the August SPATS meeting. Recommended projects from this plan will help us address these national goals.
- 6) **Environmental sustainability**-once the Census information is official, we will most likely be designated an MPO that serves a Transportation Management area that now serves an urban population over 200,000.

Therefore, it is imperative that we continue to plan for projects that are multi-modal in nature and therefore improve the environment and air quality, reduce congestion and delay, and increase our mobility options to discourage one occupant driving.

- 7) **Reduced project delivery delays**-will help us reduce costs, help the economy, and make the movement of people and goods more efficient.

Ms. Bollinger asked for a motion to approve the amendment as an LRTP Appendix as recommended by the Study Team. Mr. Throckmorton moved to approve, seconded by Mr. Hankinson.

Interim LRTP Update and Timeline

Ms. Bollinger and Ms. Kaitlyn Kong gave an overview of data analytics and public participation tools most recently utilized for the Interim LRTP process. These tools will supplement the work expected by the FHWA and FTA.

Ms. Bollinger began with a status of the Interim LRTP process underway, referred to as Interim because the 2020 Census data will not be officially released before the update is due. Work to date includes the integration of plans completed since the last LRTP update, including: the draft reranking of intersections for the TIP Update through the in-house InfoCrash application, extensive transportation related data collection presentations and Stakeholder project visioning exercises for the Study Team and the Policy Committee last November, continued public input through multiple avenues, and performance data purchases for further analysis of potential 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.

Work to be completed includes:

1. City Thoroughfare Plan/SPATS Conceptual Project List study-anticipated to begin by the end of the summer. Will receive feedback on draft project recommendations and receive any additional project recommendations. Includes model runs for particular projects.
2. Additional Public Input/Stakeholder revisions-continuing
3. Study Team Confirm Recommendations – LRTP Project List/TIP fiscal programmed project list-anticipated by the end of the year
4. Policy Committee Approval – LRTP Project List/TIP fiscal programmed project list-anticipated approval for Feb. meeting

Much of the data collection for this update blends historical socioeconomic data with travel demand model data, but we also can use data analytics to give us a snapshot of travel patterns. Ms. Bollinger gave a “sneak peek” of the Performance Data tools we will be using with an internet demonstration of the Top 7 corridor data broken down by crashes, fatalities, serious injuries and showed the interactive map for SC 9 as an example.

<https://dashboards.urbansdk.com/dashboards/Spats/>

There are 3 ways to display the corridor data: by dashboard, by spreadsheet report in Excel, and by interactive map. These dashboards will communicate graphic performance reports to the committee, partners, and citizens for the LRTP to help us acquire more feedback on potential projects and make more informed decisions on project priorities. We should be able to demo the origin-destination

patterns dashboard soon. This will help us identify popular trips in and out of Spartanburg County, map out commuter patterns and formulate some assumptions on future travel needs and trends.

Ms. Kong gave an overview of interactive tools currently in place for staff to receive citizen feedback on LRTP plans and projects. Multiple maps and data reports on growth and development, traffic, safety, and current land uses developed by the SPATS staff and partners have previously been placed on the Current Public Document page for review since last Fall. Now, she has developed new pages for the public participation section of the website that will feature multiple citizen surveys organized by each transportation element. Citizens will be able to comment on data collection and plans for roadways, active transportation, transit, and freight/rail/aviation. As we continue to develop Interim LRTP project lists and proposed priorities, we will update these pages for further citizen comment throughout the process.

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 PHASE:

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

Scoping meeting held June 2021. Purpose/need/alternatives in review by Project Development Team. PE anticipated in Spring 2022.

PROJECTS IN DEVELOPMENT AND DESIGN:

SC 9 and Shoally Creek Rd./4th Street Intersection Improvement update was covered in Agenda Item 3 with the related TIP correction.

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 Phase began Fall 2020. All property owners have been contacted. ROW revisions, utility coordination causing project schedule to adjust. Project expected 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 acquisition began October 2019. Approximately 95% of tracts settled with 10 tracts left. Geotechnical and bridge design, utility coordination, and revised construction plans led to letting for Fall 2021 (let in November with construction expected Early 2022).

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

I-85 and SC 290 Diverging Diamond Interchange: PE/ROW completed. 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 2020. 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 in March 2021. Work will begin July 2021. Anticipated completion is Summer 2023. SCDOT will send out more detailed information in July regarding detours during the closing of SC 85 from Exit 3 to 4B (NB and SB).
[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

Mr. Willard moved to further define Reidville Road corridor improvements between SC 290 and the Greenville County line, seconded by Mr. Nutt, as Reidville Road has been identified in November as the number one project for improvements from the visioning list. Committee members cited the purpose and need for this corridor as generally to get ahead of growth and congestion in the Reidville area as it is one of the top 3 areas for congestion in Spartanburg County and because is one of the Top 7 corridors where 55% of our fatal and severe injury crashes occur in SPATS. Staff will coordinate with GPATS to review potential improvements and potential funding for the section from SC 290 to the Greenville County line.

There being no other business, motion was made by Mr. Willard to adjourn the meeting, seconded by Mr. Nutt. Next meeting is scheduled for Monday, August 9, 2021.