

Spartanburg Area Transportation Study

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SPATS Policy Committee

Minutes

May 21, 2020

Present:

Manning Lynch
Missy House

Bob Walker
Jared Wilson

Larry Chappell
Julian Hankinson

Rosalyn Henderson-Myers
Steve Bolin

Roger Nutt
Allison Gantte

Mike Forrester
John Throckmorton

Welcome, Introductions and Approval of Minutes (February 10, 2020)

Chair Lynch called the meeting to order. Mr. Chappell moved to approve the minutes of the February 10th meeting as emailed, seconded by Mr. Hankinson. The minutes will now be made available online on the SPATS website.

Unified Planning Work Program Update (Appalachian Regional Freight Mobility Plan)

Ms. Bollinger, SPATS Transportation Planning Manager, presented an update on the progress of the upcoming Regional Freight Plan and proposed amendment to the Unified Planning Work Program (UPWP).

As previously reported by the Appalachian Council of Governments (ACOG) (project lead), they received the notice to proceed for this study in January, expect to begin in the Spring and be completed in a year. SPATS' previous work on freight planning included leading an effort between the ACOG and the Upstate MPOs to give feedback to SCDOT on the list of corridors we want considered as designated urban and rural regional freight corridors. Members expressed concern as overextended needs statewide exist beyond the mileage cap that is put on the SCDOT and hope this can be addressed in the Plan.

The Plan will address our significant growth in population and industry (including our Inland Port) that has put pressure on the existing infrastructure. The Plan will look at how we balance this economic development with getting people and goods to where they need to go in the most efficient manner.

The Plan will result in strategies for improving freight and rail logistics (managing the flow of goods from origin to destination), options for delivering and receiving goods, and viable ways to access a trained, educated workforce.

A Steering Committee and Freight Transportation/Economic Development Advisory Group will help identify issues, priorities, projects, and funding needs. There will be multiple opportunities for input from others.

Kyle Sox (Spartanburg Economic Futures Group), Chris Story (City of Spartanburg) and Billy Martin (Spartanburg County) will join Ms. Bollinger representing the Spartanburg area and other regional representatives from counties and cities on the Steering Committee. Members of the Advisory Group have not been finalized at this time.

The Study Team recommends SPATS contribute \$35,500 (currently budgeted in the work program) to the study, joining the contributions of the ACOG, GPATS and ANATS. Mr. Wilson moved to approve the UPWP amendment to contribute \$35,500 in Planning funding to the study, seconded by Mr. Hankinson.

Ms. Bollinger added that the ACOG is planning to give a full update on the study at the August meeting.

Long-Range Transportation Plan Amendment-Wadsworth Trail Phase 5 (Anderson Mill Road Section)

Ms. Bollinger presented the Study Team Recommendation for the next Air Quality Mitigation Project - Wadsworth Trail, Phase 5 (Anderson Mill Road section). Although our area is currently in attainment for air quality and therefore does not receive Congestion Mitigation funding, this line item is for projects that encourage residents to use trails and transit as an alternative to cars for travel.

This project was submitted in November 2018 to SCDOT for the Transportation Alternatives Program; however, the program was put on hold by SCDOT for an undetermined time. Therefore, the Study Team recommends that this project be completed with Guideshare funding under the Air Quality Mitigation line item. SCDOT estimates the cost to be approximately 1 million. The match source is the 20-24 Spartanburg County Capital Improvement Plan Bike and Pedestrian Improvement Fund. A previously identified need in the LRTP Update from 2016, this project is part of the 2012 Spartanburg Urban Trails and Greenways Master Plan.

The SPATS 2015 Long-Range Transportation Plan (LRTP) 2040 Update was last approved by the SPATS Policy Committee on February 8, 2016. The 2040 LRTP continues to be a dynamic document until its next update in 2021 as additional needs are identified and amendments are periodically made as new projects, funding, or programs arise. This project would be moved from the LRTP to the TIP as a previously identified need with available matching funds.

This project ranked number one in the LRTP for active transportation projects due to the following criteria: public support (part of “The Dan” Spartanburg

urban trails Master Plan vision), matching funds availability (from Spartanburg County Council per the Parks Department Bicycle and Pedestrian Infrastructure Funding), access, safety, connectivity (part of the Wadsworth Trail vision for the Westside and overall Dan plan for the whole Spartanburg network), and level of effort to implement.

The Wadsworth Trail has been a priority for the Spartanburg area since 2006 when the Westside Neighborhood Association was formed out of developing the vision for a trail for the Westside. Multiple partners have worked together for almost two decades as the Plan has evolved and as we continue to complete each phase.

Ms. Bollinger shared the updated Wadsworth Trail Master Plan by Sherry Dull, SPATS Senior Transportation Planner, as a review of the existing and future trail phases. Approximately four miles of the trail have been completed since 2006 (including Willis Road, Caldwell Drive, and Copper Line Drive by the Westside Club, and Copper Line Drive extension near Westview Elementary). Future phases will connect to the historical Anderson Mill, the site of the first Spartanburg County Court, and the future North Tyger Greenway.

The plan has now evolved into “The Dan” urban trails Master Plan (named for Revolutionary War hero Daniel Morgan, significant figure in winning our independence from the British). <https://dantrail.com/> The Wadsworth Trail Phase 5 the section of Anderson Mill Road for the amendment is part of the “lower Dan.” The urban core trail including the Rail-Trail is the “middle Dan.” The recently renovated Glendale Bridge, the eastside anchor, is part of the “upper Dan.” Country Club Road is a major connector between the upper and middle sections. Anderson Mill Road is a major connector between the middle and lower sections.

Ms. Bollinger asked for a motion to amend the LRTP to allow the Wadsworth Trail Phase 5 (Anderson Mill Road section) to be programmed into the TIP. Mr. Hankinson moved to approve the LRTP amendment as recommended by the Study Team, seconded by Mr. Chappell.

2021-2027 Transportation Improvement Program Updates

Ms. Bollinger reviewed the updates for the projects which have been programmed for the years 2021-2027.

- Debt service will be retired in 2023.
- In consultation with the SCDOT, timeframes have been updated and estimates confirmed for projects anticipated for these years.
- For each project starting with the Hearon Circle project: the Planning (PL) phase is shown as a separate phase but taken from the Preliminary Engineering (PR) cost.
- We have confirmed the Wadsworth Trail Ph. 5 (Anderson Mill Road section) project listing from the LRTP ranked as the number one active transportation project based on access, level of effort to implement,

safety, connectivity, and public support criteria. (PE \$100K/R \$150K/C \$750K for FY 2021)

- Country Club Road (CCR) updates and Study Team additional funding request: Study Team recommends additional 5 M for Construction for 2022. Norfolk Southern is requiring more safety features for the railroad crossing at CC Rd. and Union Street where the users of the rail trail will cross to Country Club Road. Grade issues, new gate equipment and safety devices required will add more cost than previously planned. The Senate 401 utility relocation bill passed last year is adding more expense to the project as the bill requires the entity undertaking the transportation improvement to absorb the water and sewer line relocation cost. The design chosen by the public as the best alternative to fixing the very unsafe line of sight at the end of Country Club Road to turn onto Clifton-Glendale Road is to utilize Hilton Street as the new road and build a pedestrian bridge. This will be additional cost to make it as safe as possible for all modes. Ms. Phillips gave additional information in the CCR project status report.
- Nonguideshare update: Add SC 292/Miller Farm Rd. safety intersection improvement (PE: \$200K-2020, R: \$150K-2021, and C: \$1m5K-2022)
- Also, previously allocated funding is shifted further out for the I-85 Safety Improvement Project: MM 30-60 (Inc. PE from \$50K to \$100K and shift C \$3m from 2020 to 2021). Also for MM 60 to 90 (Shift PE \$50K from 2019 to 2021. Shift C \$3M from 2019 to 2021).
- Additionally, SCDOT reports that the I-85 Design Build project at Exit 83 in the Cowpens area will be delayed to November 2020. Steve Bolin, Cowpens City Administrator, expressed concern on behalf of the local businesses in the area as they are already impacted by closures due to COVID.

Mr. Hankinson moved to approve the TIP amendments and approval of the 2021-2027 TIP as recommended by the Study Team, seconded by Mr. Chappell.

Projects' Status Report

Ms. Penny Phillips presented the updates and work construction photos for the SPATS projects:

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 85% complete. ROW acquisition began October 2019. Approx. 25% of tracts settled. Construction expected to begin late Spring 2021 depending on ROW acquisition progress and COVID-19 pandemic.

Country Club Road Corridor Project link in SCDOT Project Viewer

SC 9 at Shoally Creek/4th Street Intersection Improvement: includes widening of SC 9 to add third a travel lane in each direction, adding/lengthening turn lanes along with reconfiguring 4th St. at existing sharp curve, and installing a traffic signal at SC 9 and Candlenut Lane. PE 60% complete. ROW acquisition scheduled to begin Fall 2020. Project expected to be let for construction in Fall 2021.

[SC 9 and 4th St. Intersection Improvement Project link in SCDOT Project Viewer](#)

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 60% Complete. ROW Phase expected to begin Fall 2020. Project expected to be let for Construction in Fall 2021.

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

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. Chappell to adjourn the meeting, seconded by Mr. Nutt. Next meeting is scheduled for Monday, August 10, 2020.