

MINUTES
GPATS POLICY COORDINATING COMMITTEE
May 18, 2020
Meeting conducted by remote participation
10:00 a.m.

MEMBERS PRESENT: Chairman Butch Kirven, Senator Rice, Senator Cash, Senator Turner, Representative Burns, Representative Collins, Representative Smith, Commissioner Davis, Councilor Costner, Councilor Davis, Councilor Meadows, Councilor Seman, Councilor Tripp, Mayor Amidon, Mayor Cook, Mayor Danner, Mayor Durham, Mayor McLeer, Mayor Merritt, Mayor Petersen, Mayor Shewmaker, Mayor Womack, Dick O’Neill, and Keith Brockington

OTHERS PRESENT: P Gucker, H. Gambel, B. Groel, H. Hahn, A. Ikein, D. Montgomery, D. Cooper, J. Chasteen, and G. Malone

CALL TO ORDER/WELCOME:

Chairman Kirven called the meeting to order at 10:04 a.m. and thanked those in attendance on the virtual platform and requested a roll call of the Policy Committee members present to be administered by Keith Brockington after the first action item.

Keith Brockington gave procedure instructions for the attendance roll call of panelists asking each member to unmute their microphone after their name is called and provide an acknowledgment.

APPROVAL OF THE FEBRUARY 24, 2020 COMMITTEE MEETING MINUTES:

Senator Rice moved to amend the minutes of February 24, 2020, to reflect Senator Turner seconded the motion for approval of the October 21, 2019 minutes.

MOTION: By Senator Rice, seconded by Mayor Peterson to approve the minutes of the February 24, 2020 Committee meeting as amended. The motion carried unanimously by voice during the attendance roll call of panelists with no objections.

PUBLIC COMMENT:

There were no requests submitted from individuals to speak to the Committee.

SCDOT PROJECT STATUS UPDATE:

Casey Lucas, Program Manager with the SCDOT, addressed the Committee members advising they have been holding virtual, telecommunicating meetings and conference calls, and are still operating as before. She gave a slide presentation update on various projects within the GPATS area, as were included in each member’s packet.

- Roper Mtn Rd and Roper Mtn Rd Ext projects were both let in April and awarded to Eagle Construction. She advised the pre-construction phase will be next and will assist them with estimating a completion date.
- SC-153 Intersection Improvement was submitted to be included in June 2020 letting.
- Woodruff Rd Parallel's Environmental Assessment (EA) document was signed by FHWA in early April 2020. She advised SCDOT is working on the logistics of holding a virtual public hearing to avoid delays.
- SC-107 Butler Rd traffic analysis and Subsurface Utility Engineering (SUE) surveys are in progress. She advised a meeting is scheduled with the City of Mauldin to discuss the design and provide them with an update.
- Riverside Middle School Sidewalk planning and design has been completed. She stated due to right-of-way, utility conflicts, and the new Utility Bill, there was a \$30 thousand additional cost to the project and was not captured in the estimate. She explained because of the funding shortfall the project has been pushed back to November 2020 letting. She advised SCDOT will have discussions with the Anderson County School District on how to move this project forward.
- Woodside Park Connector alternative plans were submitted to the City of Fountain Inn by SCDOT, and their decision was received last week.
- Downtown Doodle Connector project application submitted by the City of Pickens has been withdrawn, and SCDOT will no longer be moving forward with the development of this project.
- S-164 Batesville Rd construction began in June 2019; drainage is being installed, and walls 1 and 4 are being constructed.
- SC-153 Extension is ahead of schedule. She advised 90 percent of the asphalt is completed. She stated roundabout 1 is rough graded, and roundabout 2 and 3 are 95 percent completed.
- SC-146 Woodruff Rd was awarded to Sloan Construction, and work began in July 2019. She advised utility relocations are still ongoing, and construction on the road will not start until the utility relocations have been resolved. She stated there were delays to this project due to weather, and an emergency culvert repair at Pawleys Drive was added in April 2020.
- SC-164 Gibbs Shoals Rd is a Non-Guideshare project, and work began in April 2020. She advised a pre-construction meeting was held, and the jurisdictional area is being flagged with a bridge closure estimated for June 1, 2020.
- S-75 Mt Lebanon Church Rd bridges 1 and 2 are continuing on the Spartanburg County side, and road closure is expected for May 15, 2020. She advised project road closures can be found on the SCDOT's project website and shows the detours created for a project road closure.
- S-272 West Georgia Rd Bridge construction began in February 2019. She advised asphalt has been laid, and the railing walls have been formed with guardrails. She stated traffic is using the new roadway, and demolition will begin soon on the old road and bridge alignments.
- SC-14 Improvement project was completed by Eagle Construction, except for a few pedestrian push button assemblies being installed and final stabilization.

Ms. Lucas made herself available for any questions.

CARES ACT AND FY2020 TRANSIT APPORTIONMENTS:

Asangwua Ikein addressed the Committee members with a slide presentation on the Federal Transit Authority (FTA) FY2020 apportionment for Greenlink (GTA) and Clemson Area Transit (CAT). He advised yearly funding for 5307 is estimated at over \$3 million, 5310 is approximately \$360 thousand, 5339 less than \$400 thousand, and State Mass Transit Funding (SMTF) is roughly \$350 thousand. He stated, based on the funding formula, GTA received over 67 percent, and CAT received over 32 percent of the FTA FY2020 funding. He advised the CARES Act added approximately \$9.7 million to the existing funding. He explained the CARE Act funding would be used for agencies' operational expenses, sanitation, paid sick leave, and may not be used for expanding the agency's current capacity and service levels.

Mr. Ikein stated CAT has shut down three routes, and ridership is down due to Clemson University closing their campus and sending students home. He advised GTA's ridership is down 15.2 percent compared to FY2019. He advised GTA has suspended collecting bus fares, instituted rear door boarding, asked riders to only make essential trips, and limited fifteen passengers maximum to a bus.

Mr. Ikein made himself available for any questions.

A question was asked what will happen if the agencies cannot spend all the money.

Mr. Ikein advised it is unsure at this time whether the funding will need to be returned or if a petition can be sent to the FTA to keep the remaining funds to use for their services.

GPATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY2021 – 2026:

Keith Brockington advised the Committee members on the Transportation Improvement Program (TIP) document and financial statement. He stated the TIP is prepared every two years, at the request of SCDOT, GPATS is changing the TIP fiscal years to FY2021 to FY2026 to comply with the SCDOT State Transportation Improvement Program (STIP). He advised the TIP document is available to view online, and all changes from the draft TIP document have been included in the TIP Financial Statement. He reviewed these changes made to the TIP as followed:

- Combining FY2019 into the Previous Obligations column
- Addition of FY2026 to the back end of the TIP
 - Funding Allocation of \$18.066 million per year was assumed
- Coordination with SCDOT, allocation of funding for projects, and balancing of Guideshare spending and clearing completed or canceled projects. New Projects added per the GPATS LRTP and SC Act 114. Details of these changes are in the Financial Statement, with additions and changes highlighted in blue and removals highlighted in red.

- GTA/CAT Funding Allocation for FY2020
- Traffic Signal Retiming Corridor, several projects' funding, was brought forward to FY2021
- Safety Project additions as requested by SCDOT

Mr. Brockington advised the FY2020 Transportation Alternative (TA) program cycle is still on hold. He stated Staff is continuing to work with the SCDOT TA office on lapses, projects, or rescission issues and expects to have an approved Call for Project applications at the next Policy Committee meeting or to use the funding towards TA projects needing additional allocations.

Mr. Brockington made himself available for any questions.

Senator Rice suggested a motion be made to accept the previous attendance roll call of panelists for items needing approval, and only those with an objection be heard.

MOTION: By Mayor Merritt, seconded by Mayor Cook to accept the previous attendance roll call of panelists for items needing approval. The motion carried unanimously by the use of the attendance roll call of panelists with no objections.

MOTION: By Mayor Merritt, seconded by Representative Smith to approve the Transportation Improvement Program FY2021 – 2026 amendment. The motion carried unanimously by the use of the attendance roll call of panelists with no objections.

CITY OF GREENVILLE DOWNTOWN TRANSPORTATION MASTER PLAN ENDORSEMENT:

Chairman Kirven introduced Jonathan Chasteen and Graham Malone, representatives from HDR Corporation, to present a slide presentation of the City of Greenville Downtown Transportation Master Plan (DTMP) to the Committee members.

Jonathan Chasteen stated the DTMP study focuses on the central business district of the City of Greenville's downtown area and identifies current problem areas needing to improve the level of service (LOS), capacity, and safety. He advised the study includes long and short term goals for the next 10 to 20 years, but this presentation focused on the short term goals. He complimented the City of Greenville for their great work and advancements made to the downtown area. He stated when he was a child growing up in the City of Greenville you did not venture downtown.

Mr. Chasteen advised most of the proposed goals from the last DTMP, completed in 1999, were implemented. He stated the City of Greenville is creating an Economic Downtown Strategic Master Plan (DSMP), allowing them to partner with the City's Engineering and Economic departments. He stated the DSMP has recognized growth is coming and will help identify areas needing improvement. He advised the following was used in assisting with the collection of data:

- Intersection and roadway traffic counts
- Crash data
- GPATS travel demand model output
- Signal timing plans
- Origin-destination data
- Transit ridership
- Bicycle and pedestrian infrastructure

He presented a slide showing a heat map with the results from the analysis of crash data identifying high-frequency crash locations in the downtown region. He stated the data shows two fatal pedestrian crash locations. He mentioned since this report a third fatal incident occurred near the Peace Center. He advised the data illustrated where people are coming from and where they are going. He stated a third of the traffic is from I-385 and also found 20 percent are using the conversion of Church Street and Augusta Road area for travel. He advised, partnering with the City of Greenville, an online survey was administered and a meeting was held at Greenville City Hall for public input. He stated approximately 800 responses were received from the online survey.

Graham Malone continued the presentation regarding the development of short term needs. He stated the short-term needs were based on traffic analysis, crash data, public responses, any remaining recommendations from the previous DTMP, and the City of Greenville Bicycle Master Plan. He advised, from coordinating with the DSMP, short term projects addressed four major focus areas:

- East Downtown
- Augusta Street and South Downtown
- Pete Hollis Boulevard / Buncombe Street corridor
- College Street / North Street one-way pair

He stated the origin-destination section helped to identify trips traveling into and out of the downtown area to determine which routes are most favored. He advised the strategy to use a designated natural bypass through and around downtown to Academy Street would require intersection improvements and improve connectivity of traffic signals using Intelligent Transportation Systems (ITS).

Mr. Chasteen advised during the meeting at City Hall, the public was asked why they selected the routes they use. He stated the findings were based on traffic light stops. He explained there is the same number of traffic light signals on Academy Street going around downtown as there are going down Main Street. He stated improved signal connectivity, routing, and signage would assist those wanting to avoid going through downtown.

Mr. Malone continued with short term improvements to bicycle, pedestrian, and transit needs. He stated this phase focused on existing Greenlink stops with a 2/10 of a mile buffer to try to identify potential gaps in connectivity between local neighborhood

streets, major collectors, and arterials where the bus stops are located. He advised opportunities were found by adding sidewalks or crossing enhancements would assist people to travel safely to and from bus stops.

Mr. Graham stated sixty-six possible short-term projects were identified from the data analysis involving:

- Roadway improvements
- Downtown area bypass on Academy Street
- Bicycle, pedestrian, and transit needs
- Traffic signal retiming and Intelligent Transportation Systems (ITS) where feasible

Mr. Graham stated the system is approaching its capacity, especially during peak times of the day, with opportunities to adjust signal retiming could help improve capacity by 10 percent. He advised short term roadway projects consist mainly of intersection based projects ranging from minor intersection projects to single-phasing upgrade projects. He stated there are a few linear projects recommended along Augusta Street to connect to the southwest study area. He advised road safety projects were included based on input from the community, which included traffic calming measures specificity focusing on McDaniel Avenue and Butler Avenue to the west. He stated enhanced crossings for pedestrians at Main Street and Rutherford Road were added to the City's existing Bicycle and Pedestrian Improvement Master Plan to help avoid pedestrian verses vehicle conflict. He recommended signal retiming and ITS coordination for the major arterial corridors of Academy Street, Church Street, Stone Avenue, and to employ Dynamic Messaging Signs (DMS) to assist travelers with real-time traffic information.

Mr. Graham stated the future analysis consisted of the GPATS HORIZON2040 model incorporated with the DSMP land-use changes to replicate the "Strong Growth" scenario based on LOS projections. He advised future analysis resulted in finding sensitive corridors where capacity would be increased by 8 percent or more.

Mr. Graham then gave examples of recommended long-term projects:

- Pete Hollis Boulevard/Buncombe Street complete street corridor transformation
- I-385 and Stone Avenue/Laurens Road interchange
- Broad Street-Washington Street corridor connection
- Cultural Corridor on College Street/Beattie Place
- Swamp Rabbit Trail extensions

Mr. Chasteen advised as the City moves forward with the DTMP plan, except for the sharrows proposal on the bike and pedestrian connectivity presentation, they will continue to incorporate the plans and coordinate with GPATS on future opportunities and to develop an implementation framework for short and long term goals.

Mr. Chasteen and Mr. Malone made themselves available for any questions.

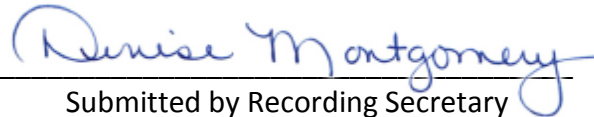
MOTION: By Representative Smith, seconded by Mayor Womack to approve endorsement for the City of Greenville Downtown Transportation Master Plan. The motion carried unanimously by the use of the attendance roll call of panelists with no objections.

NEW BUSINESS:

Commissioner Davis wanted to commend the SCDOT Secretary, Deputies, and all of the staff for their continuous hard work during this difficult time. He stated SCDOT has continued to clean up and repair when needed due to weather. He stated there is a concern for all due to the lack of travel, how this would affect the gas tax. He assured the members a discussion would be held concerning this issue at the upcoming Commissioner's meeting. He stated SCDOT is continuing to operate as usual and expects the funds will arrive at a later time once traffic begins to increase.

ADJOURNMENT

MOTION: Without objection Chairman Kirven adjourned the meeting at 11:12 a.m.


Submitted by Recording Secretary