

Spartanburg Area Transportation Study

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SPATS Policy Committee

Minutes

November 13, 2018

Present:

Woody Willard

Jeff Horton

Jared Wilson

Mike Meissner

Larry Chappell

Bob Walker

Mike Forrester

Tom Arthur

Roger Nutt

Julian Hankinson

Welcome, Introductions and Approval of Minutes

First Vice Chair Forrester called the meeting to order. Mr. Chappell moved to approve the minutes of the August 13th meeting as emailed, seconded by Mr. Arthur. The minutes will now be made available online on the SPATS website.

Rep. Forrester thanked Jeff Horton and Justin Bradley for their service on the SPATS Policy Committee representing Spartanburg County Council as they did not seek reelection and this would be their last SPATS meeting. Mr. Horton said he enjoyed working with the SPATS group and was proud of what we have accomplished together over his many years of service. Mr. Bradley was not able to attend.

Traffic Fatality Reduction Task Force Overview

Ms. Bollinger offered an update on the work of the Spartanburg County Safety Task Force “Team Traffic Fatality Reduction” – on how the team is approaching the problem with a multi-faceted approach (behavioral changes as well as infrastructural changes), who they are working with, and their next steps, short and long term.

The team has been working to make those in our area aware of the fact that **SC is #1 in Traffic Fatality Rate. Spartanburg County is currently number one in number of fatalities in the state.** The data is very telling: We have seven “Top corridors” we can and have been focusing on to improve for safety that represent 55% of our fatal and severe injury crashes from 2013 to 2017. The “Top 7” include: US 176, US 29, US 221, SC 290, SC 296, SC 9, and SC 292. Our “Top factors” paint a picture also of what is going on: 45% of fatal and

severe injury crashes happen at night. Other top factors include roadway departure, speed related, younger drivers, and not wearing seatbelts.

From the **behavioral** changes side, we are working with our County Coroner, local media, and other partners from multiple levels, including our local socio-economic indicators group. This group is working to get the message out to residents in our local area that we have a dire situation. We are exploring various avenues for programming and using the top factors to focus the public awareness campaign. Some examples programs we are involved in include: Target Zero with the City of Spartanburg and SCDOT, Alive at 25, and others. We continuously apply for grants with partners, the newest being for the FFY 2020 through the State Office of Public Safety based on the 2013-2017 range.

The County Coroner has been interviewed by the media multiple times, pleading to viewers to be more responsible behind the wheel. Many of these interviews include victim's families who want to remind viewers to think differently about safety and educate their family so they will not lose a loved one as they did.

From the **infrastructure** changes side, the team works with the County Transportation Committee, SCDOT, and SC Department of Public Safety, with assistance from FHWA to improve infrastructure. Like other transportation planning organizations, SPATS works in conjunction with SCDOT and FHWA and local partners to address the Federal Goal of Safety as we link safety with performance of the road system and integrate safety into each project with "countermeasures." For example, installing roundabouts, bollards to force safer turning movements, rumble strips on roadsides, more pedestrian facilities in the appropriate places, off road bike paths, especially in the municipalities and removing anything in the right-of-way "clear zones." We believe we can affect change through design. For example, applying design changes will allow people the opportunity to adjust if they go off the road.

We can affect this and are making some transportation improvement decisions collectively. CTC is currently developing their project list, and SPATS will in a couple of years when another long range plan is due. Developing improvements in our prioritization process now will help us to review projects on a continuous basis, to move toward investments in projects that will improve design issues, line of sight issues, with a focus on safety. We will continue to reach out to the SC Department of Public Safety and SCDOT to get more detail on crashes for the urban area.

The Study Team recommends the Policy Committee take the State's targets for 2019. MPOs have to have their targets set by Feb. 27, 2019. Mr. Horton made the motion to accept the state's targets, seconded by Mr. Hankinson.

Ms. Bollinger introduced Mr. Rui Pires, GIS Planner, who presented the Team's Arc GIS online tool to the Committee. GIS software allows us to create, share, and view maps and data online. Mr. Pires shared a sample of his maps displaying an example analysis of the local crash data he shares online with our multi-level partners or "users". We can manipulate the data, create crash data maps, and give access to users to view the crash data in points, segments or

corridors or cells (1/4 mile increments). “Hot Spot Analysis” – is used to graphically depict where there is a concentration of crashes. The working team reviews this analysis in conjunction with the Coroner’s qualitative analysis of corridors to choose projects.

Mr. Meissner requested age to be included in the data reports and Ms. Gilbert explained that the SC Department of Public Safety reports will include age. Ms. Gilbert gave an overview of the mobile use information.

Mr. Hankinson reiterated that this project is bigger than SPATS, that multiple partners will be involved. Mr. Arthur explained that CTC is currently using this information to choose safety projects. They have 1 million to spend on safety and appreciate being able to analyze the data through the new tool as part of the Task Force. Mr. Forrester commented that this will be a great tool to focus and prioritize our projects.

Mrs. Bollinger explained that SPATS could set our own targets once we know more about our local data and have a plan to address the dire situation. We will continue to report our progress to the Committee.

Transit Route Study and Operational Assessment Update

Mr. Dennis Locke presented an update to the Committee on the SPARTA Transit Route Study and Operational Assessment. This is a previously approved project in the Unified Planning Work Program. The Study Team recommends that the Policy Committee participate in this study with \$20,000 of PL (Planning operational) funding. Mr. Horton moved to accept this recommendation, seconded by Mr. Nutt. Ms. Bollinger and Ms. Gilbert will inform SCDOT of this update.

Overmountain Victory National Historic Trail Update

Ms. Caroline Parris presented an overview of the proposed design for the Chesnee to Cowpens Battlefield Trail two-mile segment from the Chesnee Area Development Association (CADA) Park in Chesnee to the Cowpens Battlefield along National Scenic Highway 11. Funding provided by the National Park Service and the OVNHT/Carolina Thread Trail Steering Committee.

Michael Baker International was selected to do the survey and design work.

The scope includes a corridor survey, trail design, kiosk design and construction, and parking assessment at the CADA Park, the proposed trailhead. A kickoff meeting was held on October 17th, 2018, proposing a timeline, 3-panel kiosk design and location and parking solutions. The proposed timeline for 2019 includes:

Stakeholder meetings: February and August

Kiosk Construction Completion: June

Corridor Design Completion: August

Transportation Alternative Program Project Updates

Ms. Sherry Dull gave an update on the current Transportation Alternatives projects.

Glendale Bridge (Spartanburg County): The ribbon cutting ceremony for the completed Glendale Pedestrian Bridge was held on August 11th, 2018.

Wadsworth Trail (Spartanburg County): With the completion of the Glendale Pedestrian Bridge project and the Anderson Mill Road bridge replacement over the North Tyger River complete, Spartanburg County is moving forward with the next phase of the Wadsworth Trail. Phase 5 will include an off-road asphalt multi-use path along Anderson Mill Road from Old Anderson Mill Road northward to Wellington Drive, toward the Historic Anderson Mill. Ms. Dull is coordinating the submission of the grant, including letters of support, to the SCDOT. The Wadsworth Trail connects schools, subdivisions, churches, the local library and other community services. Private funds are being used to complete the Wadsworth Trail section between the Copperline Drive phase and the Oak Grove Road sidewalk.

Projects' Status Report

Ms. Penny Phillips presented the updates for the SPATS projects:

S 30: Intersection Improvements on S-30 at Fernwood/Clifton-Glendale Rd. and Zion Hill Rd.: PE and ROW acquisition complete. Construction 30% complete.

I-85 Mile Marker 69-77-Reconstruct 10 lanes NB and SB of Interstate 85 pavement. PE complete and Construction Phase is 75% complete and expected to be complete Late Summer 2019.

S-1557: Crescent Ave. Bridge Replacement over Fairforest Creek near S. Forest St. and Irwin Ave. Ext.

PE and ROW acquisition complete. Construction 60% complete and expected to be complete Summer 2019.

Country Club Road Improvements:

PE 30% complete. Approx. 150 people were in attendance at the September 27th, 2018 public information meeting. Next public information meeting tentatively scheduled for February 2019. More detail is found here:

<http://scdot.maps.arcgis.com/apps/MapSeries/index.html?appid=b0797125b41b4c6e931d576595c1205b&folderid=0875c7bba78e45c0b1c7c5fab49fd747>

Lyman Intersections: A draft traffic analysis is underway.

Pacolet Gateway: Nov. 1st SCDOT gave Spartanburg County CTC the go ahead to advertise for this project through the LPA process.

Other Business and Adjourn

There being no other business, motion was made by Mr. Nutt to adjourn the meeting, seconded by Mr. Hankinson. Next meeting is scheduled for Monday, February 11, 2019.