

“ROAD MAP” to the SPATS Interim LRTP

PLANNING UPDATES

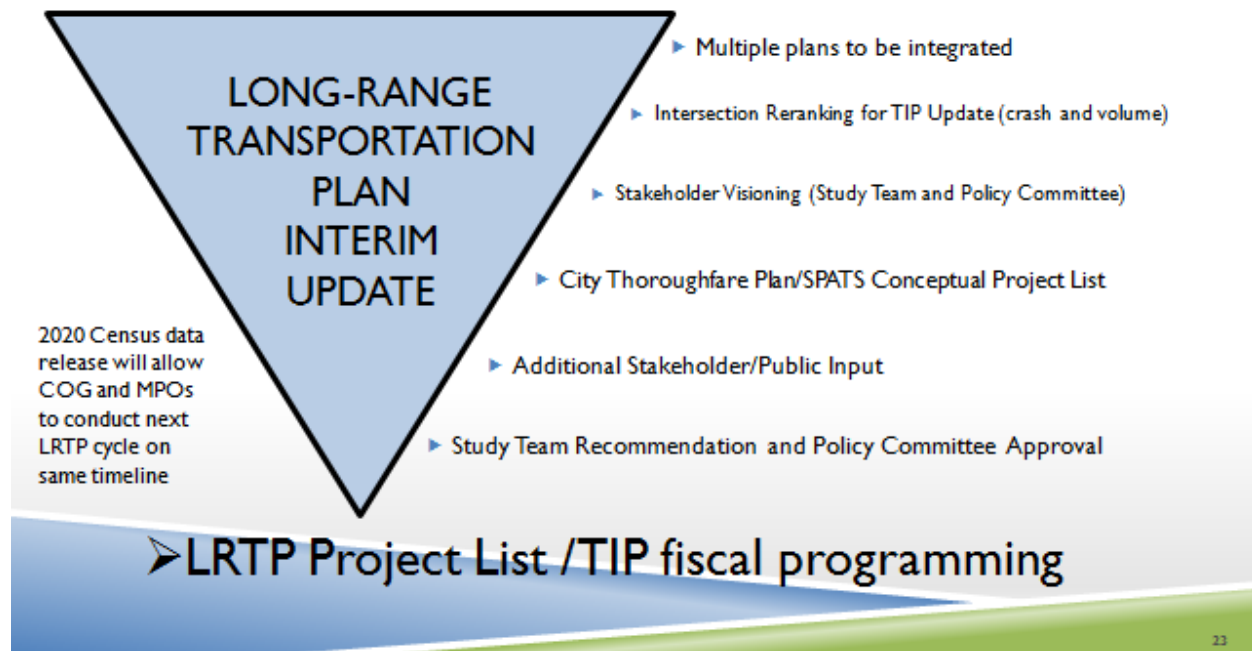
The FAST Act highway transportation bill requires that all metropolitan areas with a population of greater than 50,000 have a continuous, coordinated and comprehensive transportation planning process. A required product of this process is a Long-Range Transportation Plan (LRTP) with a target year of at least twenty (20) years. The LRTP is revised every five (5) years to ensure that current growth, population, employment, traffic and mobility trends are reviewed and analyzed regarding the overall SPATS transportation system.

The 2022-2045 Interim LRTP serves as a bridge between the 2016 LRTP and a time of transition until the 2020 census population numbers and urbanized boundaries for planning purposes are final, most likely Fall of 2022. Outlined here are the actions from 2019 to date as the extension of the 2016 LRTP leading up to the joint City of Spartanburg Downtown Transportation Plan/SPATS Conceptual Projects List Study in 2022 and process milestones with timeline range. References to related planning documents are included as well as corresponding LRTP federal requirements highlighted in yellow. Much of the current LRTP remains valid but now includes the integration of performance management through the LRTP and TIP Performance Appendices, including the SCDOT Transportation Asset Management Plan (TAMP) System Performance Report, the Roadway Conceptual Projects List, 2019 Regional Freight Plan and recommendations, the 2020 SPARTA Comprehensive Operational Analysis and recommendations including the recent van pool program, and many Active Transportation updates in policy, programming, plans and projects. Also, the SPATS Public Participation and Title VI Plan were updated in February 2021 and formed the basis of our LRTP survey approach.

The most telling update with regards to planning transportation projects for the next 20 years minimum would be that the SPATS urbanized area has currently grown to an MPO that serves a Transportation Management Area. This designation has not been made official. Our due diligence, however, must be to proactively plan for this additional growth by choosing impactful transportation projects that give the Spartanburg area a balanced network of mobility choices. In the near future, the horizon year will change to most likely 2050 which ACOG, ANATS, GPATS and SPATS plan to complete a full cycle of LRTPs simultaneously as the urban areas of the Upstate region, possibly in 2025. This will ensure the inclusion of the 2020 Census data, formal boundary adjustments and subsequent model calibration.

***Current and future travel demand**

***Minimum of 20-Year Horizon**



Timeline Summary:

Surveys/Community Input-March 2019-April 2022**

Existing Conditions-March 2019

Visioning/Goals/Objectives-October and November 2020

Performance Data Analytic Dashboards-July 2021-July 2022

Growth Scenario-July 2021 to March 2022

SPATS Conceptual Projects List-February 2022-August 2022

Confirm Project Projections-July 2022

**Additional Public/Stakeholder Input-February 2022-July 2022

Final LRTP/TIP Programming-August 2022

Surveys/Community Input-March 2019-ongoing until April 2022**

****Additional Public/Stakeholder Input on Draft Project List from City/SPATS Study (May-July '22)**

****Provide the public and stakeholders reasonable opportunity for comment***

- 2018-County Area Performance Planning public involvement
- 2019-Comp Plan public involvement-adopted April 2019
- 2020-Development of Infographics for public education – series that graphically explains process on funding pots, partners, and the 2022 transportation project implementation process.
- 2021-GENERAL SURVEYS: for citizen feedback on transportation needs (English and Spanish) We request citizens share their input on transportation improvements they would like to see on any roads in the county, including future operational/functional, access management, and safety changes at intersections and along corridors.
- 2021-EVENTS ONLINE AND IN-PERSON-Outreach with trails as a draw to solicit feedback through surveys and community engagements with vulnerable populations. Additional stakeholder and community meetings during City/SPATS study process.
- 2021-PREVIOUS PLANS SURVEYS: Tabbed webpages created with surveys under each tab with summary and links to previous plans since the last LRTP for feedback on specific projects by mode also.

See SPATS LRTP Survey Results for full detail.

Existing Conditions-*March 2019*

March 2019

InfoCrash was developed by the SPATS GIS Planner in ArcGIS online tool to analyze our crash data. Focus is the Top 7 corridors where 55% of our fatal and severe injury crashes occur. <https://spatsmpo.com/259/Current-Public-Documents> (Top 7 Corridor Area Crashes) Map 7) SPATS committees, staff and partners such as the Coroner and Emergency Management viewed and analyzed hot spots. CTC was able to prioritize their projects with this tool. (Note: later on in the process, the data tool morphed to data analytics through dashboards.)

- Growth and model projections from ACOG to show deficiencies in network
- LRTP project list revisited, reprioritized then programmed into the TIP projects based on this data for coord. With SC DOT on the new STIP and 2021-2027
- TIP approved by Policy Committee June 2019 for STIP inclusion
 - *Include required performance measures, targets, system reports
 - *Provide the public and stakeholders reasonable opportunity for comment

(2020) The InfoCrash application built by our GIS Planner moved to a different platform due to data storage issues but we continued to work with crash data and began origin-destination/congestion-system reliability data analysis as well as get a game plan on public outreach. We shared them with our committee, partners and the public through our website.

**Consideration of Planning Factors (Safety, Reliability, Access and Mobility)*

PERFORMANCE PLANNING AND DATA ANALYSIS

Since 2019, our Transportation Performance Management has included the development of performance data dashboards including crashes, volume, turning movements including freight, and traffic counts for our Top 7 corridors where approximately 50% of our area's fatal and severe injury crashes occur. These tools were used to confirm the proposed LRTP projects and to prioritize projects for TIP programming in coordination with CTC, SCDOT, and the full Study Team. In turn, Study Team recommendations based on these transportation metrics will help Policy Committee to make the most informed planning decisions.

- LRTP Performance Appendix updates

<https://spatsmpo.com/DocumentCenter/View/530/SPATS-draft-LRTP-amendment-August-2022>

- TIP Performance Appendix updates

<https://spatsmpo.com/DocumentCenter/View/537/TIP-Update-Performance-Appendix-August-2022>

- Transportation Asset Management Plan (TAMP) Appendix

<https://www.spartanburgcounty.org/DocumentCenter/View/15110/TAMP-System-Performance-Report-MPO-COG-LRTP-Appendix?bidId=>

**Include required performance measures, targets, system reports*

This Update considers planning factors from the previous FAST Act legislation, and now also considers the two newest planning factors, resiliency/stormwater impacts and travel/tourism.

*Two New Planning Factors
(FAST ACT)*

1. Economic vitality
2. Safety
3. Security
4. Accessibility and Mobility
5. Energy and the Environment
6. Connectivity
7. Efficiency
8. System Preservation
9. System Resiliency and Stormwater Impacts NEW*
10. Travel/tourism NEW**

***Resiliency/Stormwater Impacts:**

Our transportation entities work with Emergency Management on being resilient to weather events for a more reliable transportation system. We have learned much from weather events, especially from extensive flooding in October 2016. Our area strives to be more proactive toward vulnerability reduction. We use technology more often now to communicate weather issues so citizens can plan ahead to avoid unsafe situations on the roads. SCDOT, Spartanburg County, and the City of Spartanburg all require stormwater plans for most new or redesigned developments. **Consideration of strategies to preserve the transportation system, multimodal needs, and vulnerability of transportation system to natural disaster*

****Travel and Tourism:**

We continue to consider tourism in our transportation planning as we have many attractions to our area. Even though we do not have a beach or mountain attraction, we have places of CHARM-Cultural, Historical, Agri-tourism, Recreation and Manufacturing attractions that bring in the traveling public and generate tourism for our area. This travel helps support our area’s economic vitality and competitiveness (additional federal planning factors).

Our area highlights the positive affects of tourism on our economy by recognizing a Tourism Action Plan/Champion for Tourism named every year in memory of Elaine Harris, the former Mayor of Pacolet.

Mayor Harris was instrumental in leading a team in the development of the Spartanburg County Tourism Plan. Many special programs and projects unique to our area continue to be implemented from this Plan.

Trail network

We strive to increase accessibility to trails and paths to encourage active living, but also tourism.

Wayfinding leads visitors on our Music Trail, Art Walk, Events on trails, train history on the Rail-Trail and more.

Palmetto Trail traverses Spartanburg County and is part of a statewide significant trail.

Dan Trail Master Plan Network gaining much attention with the awarding of our RAISE grant in 2022.

Overmountain Victory National Historic Trail is of national significance, a Congressionally authorized driving trail and in some completed trail segments or “linear parks.”

Bike races

Spring Fling city festival Criterium, Assault on Mt. Mitchell start location is downtown Spartanburg

Trolley

Holiday events bring in tourists but showcase the option for trolley and support transit

All these events contribute to the attractive culture of Spartanburg as a place to be active.

****Consideration of Planning Factors***

ACT 114

In addition to socio-economic data and transportation performance/behavior data analytics, we look at the financial feasibility of improvements, the economic development potential in the area that increases traffic especially truck traffic, bike/pedestrian crash locations, safety, impacts to natural/cultural/environmental resources and other statewide Act 114 and national planning factors. Various multi-modal plans are integrated with the LRTP and projects are pulled and programmed into the TIP once funding is identified.

Act 114 Criteria

Financial Viability

Public Safety

Potential for Econ Dev

Traffic Volume and Congestion

Truck Traffic

Environmental Impact

Pavement Quality Index

Alternative Transportation Solutions, and

Consistency with Local Land Use Plans

- **SPATS EXISTING CONDITIONS MAP SERIES:**

Our extensive existing conditions data collection.

We provided citizens and partners with our extensive geospatial and data analysis map collection through a section on our website to educate others on social, economic, and environmental conditions may affect or are affected by transportation networks. These paint a picture of the current and future situation of transportation movement of people and goods and are used for short and long-range transportation planning decisions.

- Included coordination with Appalachian Council of Governments (ACOG)
- Traffic assignments based on updated socioeconomic projections to estimate future travel demand, outlined in ACOG growth projections
- Area Performance Planning transportation, growth trajectory maps, and land use suitability index methodology utilized

****Current and future travel demand***

****Minimum 20-year planning horizon***

https://www.spartanburgcounty.org/DocumentCenter/View/14897/Spartanburg_Area_Transp_ortation_Planning_Spatial_Analysis_Map_Index

□

<https://spatsmpo.com/259/Current-Public-Documents>

Full List Below

Insert All Maps

Spartanburg Area Transportation Planning Geospatial and Data Analysis Maps

Browse geospatial data that is part of the SPATS collection. SPATS uses geospatial analysis to assist us in long and short-range planning decision making. Transportation planning requires the use of many databases, both public and private, to study transportation facilities and networks, flows of people, goods, and vehicles over the transportation networks; and social, economic, and environmental conditions that affect or are affected by transportation networks. Please feel free to use this analysis for visualization and analysis purposes in your projects with your own tools.

- **Map Index**
- **Map 1 - 2020 Major Employment**
This map shows top employers of >50 employees inside Spartanburg County. (Source: OneSpartanburg and Upstate Alliance)
- **Map 2 - Spartanburg County Growth Map 1990-2020-2040**
This map displays the population density from the 1990 Census data. These maps were used to show Spartanburg County Growth for the Area Performance Plan (Effective 1/1/20). (Source: ACOG)
 - **Spartanburg County Growth Map 1990-2020-2040**This map displays the projected population density from the Census data. (Source: ACOG)
 - **Spartanburg County Growth Map 1990-2020-2040**This map displays the projected population density from the Census data over the next 20 years.(Source: ACOG)
- **Map 3 - 2019 SCDOT Average Daily Traffic**
This map displays the Average Daily Traffic for the county. Useful for highlighting potential bottleneck or congestion areas. (Source: SCDOT)
- **Map 4 - 2040 LRTP Volume to Capacity**
This map demonstrates the predicted 2040 Capacity for road infrastructure. This data is sensitive to housing developments, zoning changes, and sewer and water organizations. (Source: SPATS)
- **Map 5 - Spartanburg County Projected Growth by Census Tract (2040)**
This map shows the project's growth in the census's smallest grouping - a tract. Important to demonstrate where population density might rise, thus traffic increases. (Source: SCDOT)
- **Map 6 - Total Crashes by Road Segment [2015-2019]**
This map displays aggregated data from years 2015 to 2019 on fatal, severe, and other minor crashes along with the county's road segments. (Source: SPATS/SCDOT)
- **Map 7 - Top 7 Corridors Area Crashes**
This map demonstrates crashes on only the Top 7 corridor crashes. These are: US 29, US 176 US 221, SC 9, SC 296, SC 290, SC 292. (Source: SPATS/SCDOT)
- **Map 8 - Atlanta to Charlotte Passenger Rail Corridor Investment Plan (GADOT)**
This map displays the possible routes of the High-Speed Rail from ATL to CLT through SC... Most recent public meetings state that Greenline is the current preference. (Source: GADOT)
- **Map 9 - SCDOT/ SPATS LRTP/CTC Projects**
This map displays all three organizations' projects on one map which is useful for comparing zones of improvement and regional gaps in infrastructure. (Source: SPATS)
- **Map 10 - Boiling Springs Study Area (Non - Aerial)**
This map demonstrates Employee Count, Road Infrastructure, Crashes (2015-2019) and SCDOT, LRTP, CTC projects (Source: SPATS)
- **Map 11 - Duncan Lyman Wellford Study Area (Non - Aerial)**
This map demonstrates Employee Count, Road Infrastructure, Crashes (2015-2019), and SCDOT, LRTP, CTC projects. (Source: SPATS)
- **Map 12 - Reidville Study Area (Non - Aerial)**
This map demonstrates Employee Count, Road Infrastructure, Crashes (2015-2019), and SCDOT, LRTP, CTC projects. (Source: SPATS)
- **Map 13 - Comprehensive Plan 2018 - 2035 Land Use Element**
This map displays the Land Use Suitability scaled from Low in Blue to High in Red across the county. Planning areas are in white. (Source: Spartanburg County)

***Current and Proposed Facilities**

- See Previous LRTP <https://spatsmpo.com/219/2015-Long-Range-Transportation-Plan>
- And most recently Spartanburg County Comprehensive Plan, Transportation Element
- The identification of facilities part of the previous LRTP Element is still applicable

Please see additional detail in “Spartanburg County Comprehensive Plan”

See also “Road Map to the SPATS Interim LRTP”

See also “SPATS draft LRTP Draft Amendment August 2022”

<https://spatsmpo.com/259/Current-Public-Documents>

See also “SCDOT Transportation Asset Management Plan Performance Report 2021”

<https://www.spartanburgcounty.org/DocumentCenter/View/15110/TAMP-System-Performance-Report-MPO-COG-LRTP-Appendix?bidId=>

PREVIOUS PLANS

The 2022-2045 Interim LRTP acknowledges updates to various LRTP elements and planning activities that have taken place since the 2016 LRTP, herein referred to as “previous plans.” The remainder of the 2016 LRTP is still considered valid at certain reference points for transportation planning in the SPATS region.

<https://spatsmpo.com/219/2015-Long-Range-Transportation-Plan>

These previous plans are referenced in the appropriate element.

Section IV. ROADWAYS AND AUTOMOBILE TRAVEL

1. TOP 7 CORRIDORS FOR FATAL AND SEVERE INJURY CRASHES

<https://spatsmpo.com/259/Current-Public-Documents>

Under heading “Spartanburg Area Transportation Planning Geospatial and Data Analysis Maps” Map 7-Top 7 Corridors Area Crashes

2. *Forward Together-Spartanburg County Comprehensive Plan, Transportation Element*

<https://www.spartanburgcounty.org/673/Comprehensive-PlanLong-Range-Planning>

Plan begin Transportation on page 189. Appendices begin Transportation on page 68.

Land Use Element:

<https://spatsmpo.com/259/Current-Public-Documents>

Map 13

(Adopted April 2019/Subdivision regulations county wide Jan. 2020/PZO just SW area/ULMO rest of county)

3. *City of Spartanburg Comprehensive Plan, Transportation Element*

<https://www.planspartanburg.com/>

- City of Spartanburg Signal Master Plan
- One Spartanburg Pedestrian Counts and Transportation Plans

4. Spartanburg County and City of Spartanburg CIPs (5 yrs.)

5. Additional Requests for Projects

Ex. SC 290 and Shoals Rd. intersection improvement

Ex. US 176 alternative for truck traffic

Ex. Una Transportation Improvements Master Plan

Ex. Boiling Springs Master Plan

Ex. Municipality Requests through Community Outreach

Section VI - TRANSIT ELEMENT

SPARTA Comprehensive Operational Analysis

See Transit Updates and plan SPARTA_Final Report_Draft-May_2020
(updates to SPATS Policy Committee June 2019 and Feb. '20)

See also City of Spartanburg/Ten at the Top Van Pool Initiative

Section VIII. FREIGHT, RAIL, EMERGENCY RESPONSE, and AVIATION ELEMENT

1. Regional Freight Plan

See Freight, Rail, and Aviation Updates and Regional Freight Plan SPATS MPO Chapter

2. Passenger Rail Corridor Investment Plan (GADOT)

<https://spatsmpo.com/259/Current-Public-Documents> Map 8

See Freight, Rail and Aviation Updates and GADOT Plan Map 8

Section V. ACTIVE TRANSPORTATION ELEMENT

The Dan Plan trail system Master Plan

<https://www.active-living.org/greenways-and-trail-plans>

<https://www.active-living.org/spartanburg-county-trails>

<https://dantrail.com/>

See also plan for implementation of \$23.8 million RAISE trail grant

-Lyman Walkability Plan

https://pccsc.net/wp-content/uploads/2022/01/MiddleTyger_FinalPedPlan_opt.pdf

Inman Downtown Master Plan

https://www.cityofinman.org/downloads/City_of_Inman_Downtown_Master_Plan_2021.pdf

Reidville Town Center Master Plan Reidville Town Center Plan (Flipbook)

<http://www.reidvilletowncenter.com/flipbook/mobile/index.html#p=4>

****Consideration of strategies to preserve the transportation system, multimodal needs, and vulnerability of transportation system to natural disaster***

On February 4, 2021 SCDOT signed a Complete Streets Directive, with the creation of documents and manuals to follow. The directive calls for the MPO/COG plans to provide them with multi-modal information on the state roadways that “will aid in ensuring that the local needs and a modal vision for the region occurs in a cohesive manner” and that “the plans will also serve as a guide for design, construction, maintenance, and operations for the programs identified in the directive”. In turn, this update created the need for an efficient, umbrella list of plans to be included in the LRTP so that when SCDOT projects are prioritized they will be able to review the needs as outlined in the various plans and identify infrastructure gaps and needs.

Following is a comprehensive list of plans in Spartanburg County, which includes previous plans already cited in the LRTP, previous plans not cited, and plans that have been created since the current LRTP.

Campobello Comprehensive Plan 2000
Chesnee Comprehensive Plan 2004
City of Inman Downtown Master Plan 2021
City of Spartanburg Comprehensive Plan 2004
City of Spartanburg Downtown Transportation Plan 2022
Cowpens Comprehensive Plan 2004
Duncan's Land Use Comprehensive Plan 2010
Greer 2015 Five-Year Update of the 2010 Comprehensive Plan
Greer Community Master Plan 2015
Greer Downtown Walking and Bicycling Master Plan 2016
Heart of Boiling Springs Community Visioning Summary 2018
Heart of Boiling Springs Community Visioning Summary Final Report 2018
Inman Comprehensive Plan 2010
Landrum Pedestrian Master Plan 2016
Landrum Comprehensive Plan Draft 2017
Landrum Bike Parking Plan 2018
Landrum Rail to Trail Planned Section
Lyman Comprehensive Plan 2019
Lyman Walkability Corridor Study July 2017
OVNHT Master Plan 2014
Pacolet Comprehensive Plan 1999
Pacolet Zoning Ordinances 2006 & 2013
Palmetto Trail Statewide Master Plan
Reidville Town Center Plan 2017
Spartanburg Area Active Living Assessment 2005
Spartanburg County Long-Range Enhancement Master Plan 2004 (SPATS)
Spartanburg Downtown; weaving the Tapestry of the City 2007
Spartanburg Bicycle & Pedestrian Master Plan 2009
Spartanburg County Tourism Action Plan & Feasibility Study 2011
Spartanburg County Comprehensive Plan Update 2019
Town of Cowpens Streetscape Plan 2020
Town of Pacolet Land Use Element
Wellford Comprehensive Plan 1999
Woodruff Comprehensive Plan 2019

February 2021

- Environmental Justice/Title VI and LEP Plan update/Equity maps update
- **Approved Feb 2021**

<https://www.spartanburgcounty.org/DocumentCenter/View/14473/Title-VI-LEP-PLAN-appd-February-8-2021?bidId=>

See Performance Planning Updates

See FHWA Planning Emphasis Areas

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-01/Planning-Emphasis-Areas-12-30-2021.pdf>

Climate, Equity, Complete Streets, Public Involvement, Federal Land Management Coordination, Planning and Environmental Linkages and Transportation Data

TITLE VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination in federally assisted programs and activities on the basis of race, color, and national origin. In 1994, Presidential Executive Order 12898 directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations."

Environmental Justice

The term "Environmental Justice" (EJ) acknowledges that minorities and low-income populations should not suffer unduly as a result of programs, policies, and activities of any Federal agency. As a Federal mandate, evaluating environmental justice is an important component of any transportation plan. The Federal Highway Administration (FHWA) identifies three important guiding principles of environmental justice, which shape the treatment of minority and low-income communities in the transportation planning process. These are:

1. to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations,
2. to ensure the full and fair participation by all potentially affected communities in the transportation decision making process, and
3. to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

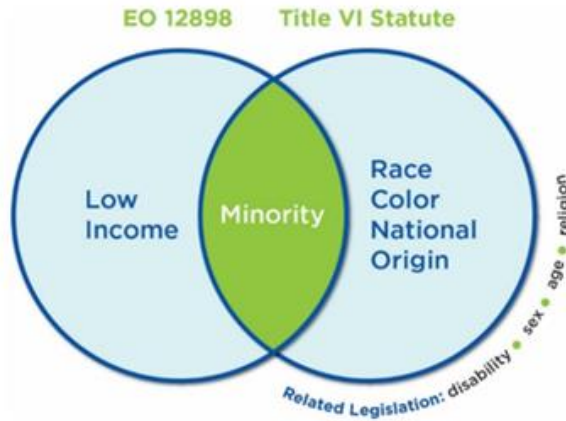
Similarities in the Title VI and Environmental Justice Executive Order include:

- 1) both address non-discrimination
- 2) both identify minorities as a protected population
- 3) both are rooted in the constitutional guarantee that all citizens are created equal

4) addresses involvement of affected citizens in the decision making process

Some differences are what is covered under their policies:

Figure 1: Relationship between Title VI and Environmental Justice



Source: Federal Highway Administration (FHWA)

Because the program grew out of Environmental Justice Executive Order requirements, it was initially designed to serve minority and low-income populations. Our equity efforts were designed to serve the traditional categories of vulnerable populations but as we expand our efforts we begin to include more protections based on age, sex, limited English proficiency, and/or disability through the FHWA Title VI and Nondiscrimination programs. Most recent efforts can be seen in our website update of 2020. In this update, we worked closely with the vendor to comply with digital ADA compliance standards.

Transportation Equity Goals and Outreach Policies from the SPATS 2021 Public Participation Plan

The vision for the public participation plan is that the public will be provided thorough information on transportation planning services and project development in a convenient and timely manner. To this end, the following goals and policies were established:

Goal 1: To educate and increase awareness about the planning processes and area processes to the transportation equity populations.

- A. SPATS will achieve Goal 1 by using both digital and personal platforms to ensure the public is knowledgeable about the planning processes and comfortable enough to ask questions. SPATS has recently upgraded the website to conform to the county's larger website. SPATS maintains its Facebook page which SPATS will use to increase the awareness of various transportation projects and engage its transportation equity populations by posting content accessible any time of day. SPATS will continue to use virtual methods to grow public access to its documents and meetings.

Goal 2: To increase participation from transportation equity populations specifically soliciting feedback on area plans and projects

- A. SPATS will work to increase participation from transportation equity population by targeting those communities around transportation projects. Additionally, there are multiple regional partnerships like public and private from Spartanburg Parks, Spartanburg Public Library System, Ten at the Top, Spartanburg Racial Equity Index, OneSpartanburg's Inclusion Council and Community Action Team. SPATS will also engage in increased efforts to use virtual public engagement methods.

TRANSPORTATION EQUITY OUTREACH FOR THE INTERIM LRTP

As part of the the Interim Long-Range Transportation Plan, 2013 American Community Survey Five-Year Estimates data was used to identify the location and geographical distribution of significant EJ populations, which are commonly identified as either low-income, minority, or predominantly Hispanic. Figure 9 and Figure 10 present the distribution of minority and Hispanic ethnicity populations. As mentioned, areas with substantial portions of the population living below the poverty line are also likely to represent areas with large minority communities. As these communities are particularly vulnerable to the negative effects of transportation projects, care must be taken in planning transportation projects in these areas.

Following the spirit of the Public Participation Plan, SPATS took reasonable steps to ensure that all persons, including those with a disability or language barrier, had meaningful opportunities to participate in the Interim LRTP process. This included implementing the following strategies to reduce participation barriers for under-served groups and engage them in the decision-making process:

- Minority, disability, low-income, and limited English proficiency groups were represented in the process.
- Documents were translated for Spanish-speaking populations.
- SPATS website users had available a language translator button to better assist those not fluent in English and AudioEye, an ADA compliance tool to assist visual or hearing impaired citizens.
- Meetings were held at the Spartanburg County Administration building, accessible to persons with disabilities, bus riders, and bicyclists and that are convenient to neighborhoods with a concentration of minority and low-income persons.
- SPATS utilized facilitators and consultants that represent the diversity of the community and/or have expertise in working with under-served groups.
- Translators/interpreters were available if they had been requested.

SPATS transportation equity is designed to connect with low-income and minority residents, the elderly, persons with disabilities, and persons with LEP and the general public. The purpose of public outreach is to identify transportation needs of specific populations served by SPATS and to promote their involvement in the planning process. Through this outreach, the MPO hopes to develop relationships

that will heighten awareness and sow seeds of mutual understanding and trust to encourage broader participation of transportation equity populations.

SPATS represents organizations in the area like neighborhood associations, social-service organizations, community-development boards, regional employment panels, business and labor organizations, transportation advocates, environmental groups, environmental and civil-rights groups, and South Carolina's regional coordinating councils. One current partner is the OneSpartanburg Inclusivity Program for businesses in the area highlighting minority owned businesses. SPATS is maintaining a list of transportation equity partners in Spartanburg.

Initial outreach for the LRTP was conducted early on in the process to solicit feedback from minority, low-income, and LEP residents and community centers. Email notifications went to those who filled out a survey online, keep them notified of all documents and public meetings for the LRTP and MPO-sponsored meetings.

Notices for all MPO-sponsored public meetings are routinely translated into other than English, most frequently spoken in the SPATS area: Spanish and French. Additionally, the new SPATS Website has added Google Translate and AudioEye to all of its pages which helps improve accessibility and viewing challenges, thus serving the public in a more accessible capacity.

TRANSPORTATION EQUITY AND THE PLANNING PROCESS

SPATS integrates equity concerns into the transportation planning process in a number of ways, including: 1) public participation and outreach 2) systematic consideration of equity in the planning and programming process and 3) analyses to identify transportation needs, and to estimate the equity impacts of MPO funding decisions.

Equity is a part of all major plans like the LRTP and TIP and even co-organization plans like the ACOG Regional Freight Plan. Equity concerns are integrated by considering feedback from all outreach activities, including outreach, and the ongoing public involvement that consistently occurs during improvement of the LRTP, TIP, UPWP, and other MPO studies.

Transportation Equity in Freight Planning (2019 ACOG Regional Freight Plan)

"To align with the federal and state freight goals, it is recommended to adopt the South Carolina Statewide Freight Plan Update to reinforce local and federal goals while also introducing a new Equity goal." "The recommended performance measures listed below include the federally required freight performance measures included in the South Carolina Statewide Freight Plan Update for mobility/reliability, safety, infrastructure condition, economic/community vitality, environmental, and equity goals for inclusion in the long-range transportation plan for the SPATS region. Adopting these performance measures will streamline data collection and analysis by aligning with SCDOT performance measurements efforts, in addition, region-specific measures, such as truck parking and at-grade crossing incidents, are also proposed." The ACOG Regional Freight Plan Freight Goal for Equity included objectives of improving or maintaining broad based public participation into all planning and project development processes and incorporating freight mobility needs of all modes in the prioritization process, using the performance measure of the number of freight-beneficial projects programmed into the SPATS TIP.

Transportation Equity in Active Transportation Planning (SPATS 2016-2040 Long-Range Transportation Plan, Active Transportation Element)

“Equity seeks fairness in the distribution of benefits and costs, providing the right solutions for the right users regardless of age, income, gender, or ability. Equity should not be confused with equality; equality assumes that all needs are the same, while equity allows resources to be provided on the basis of need. In active transportation and design, discussion of equity acknowledges that, based on context, different solutions may be appropriate in different communities or for specific populations.”

SPATS seeks to protect and provide equal opportunity to participate in the planning process to the populations under various federal and state executive orders and civil rights statutes. SPATS will continue to work to ensure that these transportation equity populations share the benefits and burdens of all planned transportation projects, services, and plans.

Visioning/Goals/Objectives-October and November 2020

General Goals-

To match future transportation improvements to future transportation needs and budget financial resources to meet those needs.

Identify transportation problems to resolve proactively before we have a critical situation.

See Spartanburg County Comprehensive Plan, Transportation Element

Socioeconomic projections from County and ACOG

Goals:

1. Move the needle on safety (we have the data to determine)
2. Alleviate existing problems which would become more serious problems if we don't do anything-start with previous LRTP then take into account multiple land use changes/developments since then
3. Give us alternatives to major arterials/interstates

October and November 2020

- Staff facilitated an interactive visioning exercise and developed a list of “targeted community goals” with stakeholders.
- Focus on the three fastest growing areas of the county Reidville, Boiling Springs, and Duncan-Lyman-Wellford and projects along the Top 7 corridors for 55% of our fatal and severe injury crashes
- Staff developed Study Team consensus (Oct 2020) on "big picture" visioning conceptual projects list based on our staff group facilitation and data presentations that would make a significant impact on the efficiency and safety of the transportation system in hopes of receiving the new infrastructure funding and planning ahead to utilize other grant opportunities. See Study Team List

Previous example large “impact” projects:

-SPATS had the insight to widen SC 290 and SC 101 and we are able to accommodate growth -4th St. improvements at intersections and the corridor is an example of public-private transportation funding partnership

Study Team List feedback:

- a Northern Connector around Boiling Springs, generally from US 176 to US 221, whether it is modifying an existing roadway or building new infrastructure, to prepare for the growth that will occur in the next 15-20 years.
 - Connection between US 29 and SC 296 west of the North Tyger River. A Caldwell Road extension may encourage cut through traffic once complete.
 - Move the US 29/Groce Rd. intersection to be in alignment with the proposed bypass that would connect to SC 129/SC 292.
- Staff facilitated the same exercise with the Policy Committee. See Policy Committee List

SPATS Policy Committee Member and Study Team comments

(Visioning exercise with staff facilitation)

- Consider adding capacity on Reidville Road due to growth pressures
- Consider US 29 as an alternative to I-85
- Consider access management along SC 9 and other growth corridors
- Consider establishing a Right-of-Way funding pot to prepare for future projects
- Consider tying in Clark Rd. to I-26
- Use multiple data sources to analyze preferred routes besides major arterials
- Potential timeline on establishing an Interstate Loop?
- Consider analyzing growth trends in Woodruff for future planning consideration

*consideration of Planning factors

*include performance measures targets system reports

****Provide the public and stakeholders reasonable opportunity for comment***

*consideration of strategies to preserve the transportation system, multimodal needs, and vulnerability of transportation system to natural disaster

*Include operational and management strategies as appropriate

*Consideration of environmental mitigation strategies
Comprehensive Plan, Transportation Element

*Include design concepts, scope and project estimates

Performance Data Analytic Dashboards-July 2021 until July 2022

Performance transportation data visualization and analytics through our online platform have been presented to our internal working group, external stakeholders, those who attend our SPATS meetings, and during our Interim LRTP process to make better and informed decisions on projects and their priorities. Groups and individuals reviewed multiple performance measures (crashes, traffic volume, congestion/system reliability) regarding a project on the dashboard and see how the projects rank. Origin-destination data helped us visualize commuter patterns in and out of Spartanburg County (points plotted at the middle of census tracts).

The users of this tool were able to understand transportation safety and congestion better during the Interim LRTP feedback period, offer their comments and be more informed when we ask them to submit comments on our list of projects and their priorities. The dashboard approach uses easy to understand graphics, making transportation data more interesting to the layperson.

*Consideration of Planning Factors

***Current and future travel demand**

*Include required performance measures, targets, system reports

Growth Scenario-July 2021 to March 2022

- Partnership with local chamber/economic development OneSpartanburg group for a Spartanburg County growth scenario study and data/model analysis with ACOG to be completed by March 2022 can inform the LRTP.

Also: Data updates utilized from Spartanburg County Redistricting work

SPATS Conceptual Projects List-January 2022 to August 2022

- LPA documents completed and approval received for City to be the LPA in 2019
- City scope focuses on identifying short and long term transportation projects that will support the future mobility of people and goods in and through the downtown area.
- Fall 2020-Bid document submission of City of Spartanburg Downtown Transportation Plan and joint SPATS Conceptual Projects List study RFP. The SCDOT reviewed the RFP documents Fall 2020 but we did not receive a notice to proceed until Fall 2021.
- Toole Design consultant on board May 2022.

Study Purpose/Methodology (SPATS scope only):

- ID future capacity deficiencies and safety concerns in the SPATS area (volume, crashes, modeled alternative routes)
- Focus: 3 fastest growing areas of the County: Reidville, Duncan-Lyman-Wellford and Boiling Springs
- Focus: Top 7 corridors -55% of fatal and severe injury crashes in the County
- Deliverable: Conceptual Projects List with-

- descriptions
- map
- prioritization with state Act 114 criteria
- planning level cost estimates for TIP programming

- May 2022: City/SPATS study consultant re-verified assumptions and developed conceptual designs for projects to address deficiencies.
- June-Draft Lists and methodology (data driven matrix criteria) presented and approved by Study Team and Policy Committee
- July 2022-Study Team and Policy Committee workshops held to confirm lists
- June/July-Public feedback
- July 8th Study Team review and recommendation
- August 8th Policy Committee anticipated approval
- Projects prioritization to program into the TIP and approve for inclusion in the STIP.
- We will be prepared for any future funding opportunities or partnerships to implement a SPATS vision for transportation for the next 20 years.

*include design concepts, scope and project estimates

*funding plan and demonstration of fiscal constraint

Add all versions of memos and maps here

Confirm Projections-*July 2022*

2022-2045

In coordination with the Appalachian Council of Governments (ACOG)

Revisit only additional projects if study consultant recommends projects not on previous list.

*Consideration of Planning Factors

****Minimum of 20-Year Horizon***

****Additional Public/Stakeholder Input-*May 2022 to July 2022***

See SPATS LRTP Survey Results Report

****Provide the public and stakeholders reasonable opportunity for comment***

Final LRTP/TIP Programming-August 2022

*Include design concepts, scope and project estimates

- Some still valid from 2016 LRTP, some like the Sloane Garden Road Extension intersection as dynamic and LRTP has been amended to include these concepts

Planning level cost estimates with suggestions for TIP programming through funding we anticipate through 2045

TIP phase movement/project delay to make way for priority projects to demonstrate all funding currently available and priorities

Funding Plan and demonstration of fiscal constraint-include any previous list but state that any part of plan would become part of the vision until funding is available.

****Minimum of 20-Year Horizon***

****Current and proposed facilities***

Financial Plan notes:

- Historic transportation funding
- Guides share history
- All other funding sources-TIP, FTA, operations/maintenance, bonds, grants, etc.
- FY22 and FY23 Debt Payoff
- Inflation factor taken into account

REFERENCE:

****LRTP Requirements***

- Consideration of planning factors
- Minimum 20-year planning horizon
- Current and projected travel demand
- Current and proposed facilities
- Include required performance measures, targets, system reports
- Include operational and management strategies as appropriate.
- Consideration of strategies to preserve the transportation system, multimodal needs, and vulnerability of transportation system to natural disaster
- Include design concepts, scope and project estimates
- Consideration of environmental mitigation strategies
- Funding plan and demonstration of fiscal constraint
- Provide the public and stakeholders reasonable opportunity for comment