



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
March 23, 2018 – 12:00 p.m. (NOON)
Rock Hill Operations Center**

COMMITTEE MEMBERS PRESENT: Brian Carnes; David O’Neal; Britt Blackwell; Kathy Pender; Jim Reno (proxy); Michael Johnson; John Gettys; Wes Climer; Gene Branham; and Gary Simrill.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

David Gamble (SCDOT); Philip Sadel (SCDOT); Berry Mattox (SCDOT); Cliff Goolsby (City of Rock Hill); Bill Jordan (SCDOT); Chris Pettit (Town of Fort Mill); Bill Meyer (City of Rock Hill); Christopher Stephens (York County); Jason Johnston (SCDOT); Steve Allen (York County); Jessica Hekter (FHWA); Patrick Hamilton (York County); Josh Meetze (SCDOT); Robby Moody (CROG); Dean Hendrix (York County); Jimmy Bagley (City of Rock Hill); David Vehaun (City of Rock Hill); Rob Ruth (City of Rock Hill); Chris Herrmann (RFATS); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: Larry Huntley (Fort Mill Town Council); Travis Thompson; Scot Woodward (Clear Springs); Larry Schindel; Hisham Abdelaziz (CDMSmith); Kenneth Johnson (AECOM); Phil Leazer (KCI); Cleopatra Allen (CAC); Dr. David Keely (CAC); Jim Van Blarcom (CAC); Frank Myers (CAC); Jorge Luna (HDR, Inc.); Roger Henderson (Ramey-Kemp); and Scot Sibert (WSP).

1. CALL TO ORDER:

a. Welcome – Chairman Carnes called the meeting to order at 12:04 P.M. and welcomed all in attendance.

b. Citizen Comment Period – No comments were made at this time.

2. REVIEW / APPROVAL OF MINUTES

Mr. Carnes asked if there were any changes, deletions, or comments to the minutes of the February 23, 2018 meeting. Commissioner Branham then made a motion to approve the minutes as presented; this was seconded by Mr. Johnson and the motion was unanimously approved.

3. UPDATE ON CURRENT PROJECTS:

a. SCDOT Project Status Report – Mr. Mattox provided an update on the following projects:

- US 521 / Marvin Road – ROW obligation should soon be underway and construction is anticipated to be obligated in FY 2019. A Public Information meeting will be scheduled to discuss access changes recommended from the design phase.

Mr. Hooper then asked if the ROW Acquisition phase was envisioned to impact the residential properties located to the north of Marvin Road? Mr. Mattox answered that there is an impact anticipated to two residential properties and SCDOT is attempting to shift the design more to the southern side of Marvin Road so that the ROW impact is as least invasive as possible on the residential properties.

- Celanese Road / India Hook Road – Utility impacts are being identified to finalize the extent of the project; ROW obligation is anticipated to begin in FY 2018, and construction is anticipated for obligation in FY 2019.

Ms. Pender inquired whether the scope of the project is still the same as originally anticipated? Mr. Mattox responded that negotiations are ongoing regarding the scope of the project; noting that there is a large sewer line that could potentially impact utility costs and ROW impacts are anticipated to be higher than with the original scope of the project.

- Celanese Road / Riverview / Riverchase – ROW Acquisition and final design is complete; a letting is scheduled for June 2018.
- Carowinds / Pleasant CMAQ Improvement – Preliminary design is underway, ROW acquisition is anticipated to begin in FY 2019, and construction obligation is anticipated for FY 2020.
- E White / Firetower / E Main CMAQ Improvement – project is anticipated to be let in fall 2018 pending completion of utility coordination, ROW acquisition and final design are complete.
- Clebourne / N White CMAQ Improvement – project is currently in ROW acquisition phase; construction is scheduled to begin in FY 2019.
- Cel-River Road Widening Phase I – project is approximately 70% complete and the contract completion date is May 17, 2018.
- SC 160 Phase II Widening – project is currently under construction and is anticipated for completion in early 2020.

Mr. Carnes then noted the importance of communication and coordination between SCDOT and utility companies on this project so as to avoid any further delays. Mr. Mattox acknowledged this and noted that the construction engineers are anticipated to remobilize in April and resume work.

- SC 160 / I-77 Interchange Reconfiguration – a Consultant RFQ was published in February and ROW acquisition is scheduled for 2019.

Mr. Johnson noted that one property owner will be involved in the negotiations of ROW Acquisition on three corners of the interchange. Mr. Johnson then asked whether this would expedite this phase of the project? Mr. Mattox responded that the Federal Uniform Act still applies and the phases are required to be separated. Mr. Hooper then asked for an expected timeline in selecting a consultant and moving forward with the project? Mr. Mattox stated that SCDOT anticipates a consultant to be selected and negotiations to be finalized by summer 2018.

- Exit 82 Interchange Reconfiguration – Mr. Mattox noted that the construction phase is not fully funded given the decision of the Pennies Sales Tax Commission not including this component of the project as originally envisioned. It was then notes that the pending SIB application may be able to subsequently provide funding if approved. If this action does occur, then the funding obligation would revert back to RFATS.
- Nation Ford High School Pedestrian Project – Mr. Mattox noted that a field review was conducted in February and that the project is anticipated for letting in FY 2018.

Mr. Mattox then reviewed federal bridge projects within the RFATS Area. Mr. Climer asked for the anticipated completion date for the S-655 Bridge over Fishing Creek. Mr. Mattox noted that utilities are currently being relocated and construction will begin once that phase is complete; highlighting that construction is anticipated to require 18 months.

Mr. Mattox then summarized coordination planning regarding all planned projects impacting the I-77 Corridor including Carowinds / Pleasant, SC 160 Widening, Gold Hill / I-77 Interchange Improvement, and the SC 160 / I-77 Interchange Improvement. Mr. Hamilton then outlined the scheduling for the widening of SC 160 from Gold Hill Road to the NC State line and the Gold Hill / I-77 interchange improvement. The SC 160 project is anticipated to be let in summer 2018 and envisioned to be completed in spring 2020. The Gold Hill / I-77 interchange is anticipated for letting in August 2018 and completion is envisioned for summer 2020. Mr. Mattox then noted that with these two projects under construction, the sensible detour option for drivers will be to travel north on Pleasant Road. Mr. Mattox acknowledged the importance of coordinating these projects so that the intersection improvement of Carowinds / Pleasant will not begin construction until the other projects are completed. Mr. Mattox then stated that the SC 160 / I-77 interchange is currently anticipated to begin construction in FY 2023 and a two-year timeline can be expected for construction. Mr. Johnson then asked when construction would begin on the widening of US-21 from SC 160 to Springfield Parkway? Mr. Hamilton responded that the earliest construction can be anticipated to begin is spring 2020; noting that the Gold Hill / I-77 interchange will near completion before construction would begin on US-21. Lastly, Mr. Hooper noted that with the high volume of project activity in this part of the planning area, that the project coordination slides reviewed today will become a standing component of the reporting process from SCDOT.

4. REPORTS:

a. Collector Road Study – Mr. Hooper provided an overview of the transportation network, the connection between land use decisions and transportation, and network connectivity. As a point of reference, Mr. Hooper reviewed the different roadway layers that make up the transportation network; highlighting that collector roads carry lower volumes of traffic and are designed for shorter trips that connect arterial roadways to local roads. Mr. Hooper then explained that land use decisions set the stage for what happens operationally across the transportation network. As additional development occurs within the region the importance of developing a more complete functional network of supporting roadways will increase as higher levels of demand are placed on the transportation system. Mr. Hooper then noted that a greater emphasis on collector roads is one important tool for proactively seeking to reduce long term traffic congestion (as additional development occurs), by providing a more effective link between arterial and local roads. These types of linkages provide an opportunity to further improve network connectivity and the meeting of multiple goals such as better traffic flow, improved bicycle and pedestrian safety, and improving overall network efficiency and functionality for all modes of travel.

Mr. Johnson then noted the negative perception of some that collector roads can tend to generate cut-through activity on residential roads resulting in safety concerns and requests for traffic calming measures. Mr. Hooper noted that while some drivers will inevitably push the speed limit on all types of roads (and that certainly includes collectors), the underlying need to incorporate more collector roads remains an important component to properly positioning the road network to respond as effectively as possible to current as well as projected travel demand levels. For example, if a greater emphasis is not placed on collector roads, the transportation network will be expected to serve more drivers with arterial roads which are designed for longer trips and interstate access and local roads fundamentally designed to facilitate access to and from one's house – with drivers left either over-utilizing arterial roads for shorter trips or taking local roads when a collector street would be the preferred option, so that cut-through activity is in fact lessened on local roads.

Mr. Henderson then provided a summary of the Collector Road Plan, stating that the plan will help guide the development of a more thorough functioning network of connecting local roads to minor and major thoroughfares – which will assist in reducing long term traffic congestion as additional development occurs. As a point of reference, Mr. Henderson noted that approximately 25% of daily trips are those made by drivers to and from work – with more trips made up of shorter distances at the local level, and these types of trips can have less of an impact on traffic congestion through improved network

connectivity from collector streets. Mr. Henderson then briefly reviewed the collector road maps that are included in the plan for the eastern urbanized portion of York County, City of Tega Cay, Town of Fort Mill, the panhandle of Lancaster County, and the City of Rock Hill. As a point of reference, Mr. Henderson added that one trade-off of requiring collector roads as developments are created is that roadways can be constructed using private funding, as opposed to public funding being used to create connections after the developments are completed.

Mr. Henderson then summarized the recommendations provided in the plan for effective implementation. Staff in each member agency of RFATS should work in a collaborative and cooperative manner in order to ensure that collector roads are established beyond jurisdictional boundaries. Each jurisdiction is asked to use the plan as a means to preserve collector street corridors and communicate desired connectivity to developers as proposed development plans are submitted and reviewed. Jurisdictions are also asked to have developers dedicate right-of-way for the identified collector roads in the plan. New developments should be required to ‘stub-out’ streets and leave potential connections for future access. Lastly, Mr. Henderson noted that periodic review and amendment of the plan will be needed as new and future collector road connections are identified during the development review process.

Discussion then followed regarding the benefits of collector roads and the need for coordination of this plan with adjacent planning areas. Mr. Hooper then stated that once the process is completed at RFATS, it is requested that members of the Policy Committee share this plan with their respective councils, and hopefully adopt and apply the plan so that this basic approach to reducing long term traffic congestion as additional development occurs can be applied consistently across the planning area.

5. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. TIP Amendment – Mr. Herrmann briefly reviewed a request received from the City of Tega Cay to reallocate the FY 17-18 TAP and Guideshare funding that was approved for the Windjammer Drive Sidewalk Project. As a point of reference, Mr. Herrmann reviewed the new project located on Dam Road connecting existing sidewalk facilities on Stonecrest Blvd to Coralbell Way and the Lake Ridge Subdivision. Mr. Herrmann noted that the application for reallocation does meet the applicable requirements of the Transportation Alternatives Program and that the project is consistent with the RFATS Bicycle & Pedestrian Connectivity Plan.

Dr. Blackwell then asked if it would be inappropriate to allow another jurisdiction to apply for the funding being requested by the City of Tega Cay? Mr. Hooper responded that this would be permissible, but would effectively set a precedent from the previous approach of allowing the existing jurisdiction the first opportunity to reallocate the funding. Ms. Pender then asked for an explanation of the difference in cost from the Windjammer Drive Sidewalk Project which was over a mile in distance compared to the proposed Dam Road Sidewalk Project which is approximately 2,300 feet? Mr. Mattox responded that the Windjammer Drive Sidewalk Project was underfunded due to ROW constraints and would require a phased approach; this proposed project on Dam Road can be completed in one phase.

Ms. Pender then inquired as to the policy implications of the reallocation request of the Guideshare funding included in this application? Mr. Hooper responded that the Windjammer Drive Sidewalk Project was a unique arrangement last year in receiving both TAP and Guideshare funding based on the individual circumstances of that project and feedback received from SCDOT that an 8 to 10 year implementation timeframe would otherwise be necessary. Mr. Hooper then stated that if the Policy Committee approved the reallocation for the full amount, then it would need to clarify if this extension of the one-time funding allocation was an individual funding decision or a change in funding policy.

Mr. Carnes stated that he did not believe that a policy decision would be needed and this reallocation can be a one-time act; noting that if a request is received to allocate Guideshare funding toward a Bicycle and

Pedestrian Improvement in the future then a policy decision can be made at that time. Ms. Pender then asked that if a policy decision is not made then the policy will remain that applications should request only TAP funding? Mr. Hooper affirmed this, clarifying that if a policy decision is not made then all TAP applications should only reflect requests for TAP funding.

Mr. Herrmann then requested preliminary approval to amend the TIP to reflect the reallocation of \$110,833 of TAP funding and \$342,097 of Guideshare funding to the Dam Road Sidewalk Project; also requesting authorization to initiate a 21-day public comment period. Ms. Pender then made the motion for approval; seconded by Mr. Climer and the motion was unanimously approved.

b. Federal Certification Review – Mr. Herrmann briefly reviewed the Amended Public Participation Plan; highlighting changes recommended by FHWA during the Federal Certification Review. Mr. Herrmann then requested that the Policy Committee grant final approval of the amended Plan. Ms. Pender then made the motion for approval; seconded by Mr. Johnson and the motion was unanimously approved.

6. OTHER BUSINESS:

a. Admin Report – Mr. Hooper briefly noted that the Regional Transit Engagement Series hosted by the Centralina COG and the Charlotte Area Transit System is proceeding, and the Regional Transit Summit is slated for Thursday, May 17, 2018 at UNC Charlotte. Further information will be provided at a later date.

b. Next meeting – Mr. Carnes noted that the next Policy Committee meeting will be held on May 18, 2018.

7. ADJOURNMENT:

The motion to adjourn was made by Dr. Blackwell and seconded by Mr. O’Neal; the motion was unanimously approved and the meeting was adjourned at 1:35 P.M.