



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
May 18, 2018 – 12:00 p.m. (NOON)
Rock Hill Operations Center**

COMMITTEE MEMBERS PRESENT: Brian Carnes; David O’Neal; Britt Blackwell; Jim Reno; Michael Johnson; John Gettys; Wes Climer; Bill Harris; Guynn Savage; and Gary Simrill.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Berry Mattox (SCDOT); Cliff Goolsby (City of Rock Hill); Patrick Hamilton (York County); Josh Meetze (SCDOT); Christopher Stephens (York County); Chris Pettit (Town of Fort Mill); Steve Allen (York County); Bill Meyer (City of Rock Hill); Penelope Karagounis (Lancaster County); Bill Jordan (SCDOT); Ivan McCorkle (City of Rock Hill); David Harmon (York County); Jason Johnston (SCDOT); Steve Willis (Lancaster County); Robby Moody (CRCOG); Jimmy Bagley (City of Rock Hill); Bill Shanahan (York County); Chris Herrmann (RFATS); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: Larry Huntley (Fort Mill Town Council); Kenneth Johnson (AECOM); Amy Massey (Kimley Horn); David Kerns (HDR, Inc.); Cleopatra Allen (CAC); Luther Dasher (CAC); Jim Van Blarcom (CAC); Frank Myers (CAC); John Marks (Fort Mill Times); Matthew Kreh (WRHI); and Scot Sibert (WSP).

1. CALL TO ORDER:

- a. **Welcome** – Chairman Carnes called the meeting to order at 12:02 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 March 23, 2018 meeting. Ms. Savage 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. **Pennies for Progress Report** – Mr. Hamilton gave a brief update on the following projects that are currently underway:

- Hwy 274 / Pole Branch Road – construction has been initiated and is anticipated to require a two-year timeline
- US 21 / SC 51 – 70% design plans have been approved and ROW acquisition should begin soon, noting that there are over 100 parcels needed for this project and an 18-month timeline is anticipated to complete this phase
- Gold Hill Road / I-77 Interchange Improvement – this project is anticipated for an August letting, however there are still two ROW acquisition agreements to be finalized
- Cel-River Road Phase I – construction is anticipated to be completed in summer 2018
- McConnells Hwy – construction is anticipated to be completed in spring 2019
- Poe / Quantz Railroad Crossing – construction is anticipated to be completed in summer 2018

- University Drive – construction is anticipated to be completed in the coming weeks

Mr. Hamilton then provided a brief update on Pennies 4 projects. There are currently seven projects under contract to begin design: Hubert Graham Way, US 321 / Kings Mountain, US 21 / Springdale Road, Sutton Road Turn Lanes, Celanese / Cherry, Bate Harvey, and US 21 South Turn Lanes. There are five projects being negotiated with the design engineer: Cel-River / Red River, Sutton / Spratt / Fort Mill Parkway, SC 557, Hwy 274 / 49 / 557 Intersection, and the Flint Hill Street Community Drainage project. Mr. Hamilton added that all five of these project contracts are anticipated to be completed in June. Mr. Hamilton then explained that one group of resurfacing projects were bid in the spring and another group is being bid out this month. Group 1 includes Springsteen Road, Harris Road, New Gray Rock Road, Mt Gallant Road, and Old Friendship Road; this group of projects is anticipated to be completed by spring 2019. Group 2 includes Beersheba Road, Farris Road, Wood Road, and Oakridge Road. Mr. Hamilton then explained that York County is currently coordinating with SCDOT to begin the resurfacing of Cherry Road; noting that this is anticipated to begin in 2019.

4. REPORTS:

a. I-77 Corridor Analysis – Mr. Hooper provided an overview of the initial work completed to date on the Phase I component of the I-77 Corridor Analysis covering portions of Celanese, Cherry and Cel-River Roads. Mr. Hooper then outlined a series of evaluation points including land use characteristics; right-of-way availability; population and employment projections as well as driveway density and accident data. Mr. Hooper then summarized roadway operating characteristics (i.e., LOS, Volume / Capacity, etc).

Mr. Hooper then reviewed a range of corridor improvement strategies that included the incorporation of a southbound ramp from I-77 to Mt Gallant Road (as suggested by Dr. Blackwell). In terms of the southbound ramp, Mr. Hooper highlighted that the modeling analysis performed resulted in approximately 3,100 vehicles per day avoiding Celanese Road. Mr. Reno then asked if the southbound ramp would also draw traffic away from Cherry Road? Mr. Sibert responded that little impact was seen on Cherry Road; noting approximately 100 cars were drawn away to the southbound ramp.

Mr. Hooper then noted how traditional operational improvements are not having the same impact on the network as they had in decades past, due to the dramatic change in overall traffic volumes as well as existing network capacity – highlighting the need to consider more innovative approaches to improvement project design. One such innovative intersection approach that has been analyzed is a fully displaced left turn movement, which improves operational efficiency, but does have access impacts and a cost level near \$8M per intersection. Mr. Climer then asked whether this type of improvement would be necessary at specific intersections or at each intersection along a corridor? Mr. Hooper responded that generally, meaningful operational improvements do need to occur along the corridor.

Mr. Hooper then reviewed the superstreet concept that is also being analyzed for potential incorporation at appropriate points. Mr. Hooper noted that this improvement eliminates left turning movements for side street traffic, effectively removing the time needed for intersection signal phasing by having drivers make left turns at periodic u-turn points along a corridor thereby improving overall corridor efficiency. Ms. Savage then inquired as to the expected cost of the superstreet improvement as compared to the innovative intersection improvements? Mr. Hooper noted that the expected cost of the superstreet is well lower in comparison, but does have other variables influencing its successful application (i.e., overall corridor demand levels, turning radius, etc.), which will be delved into more fully as the study progresses. Mr. Sibert echoed this, noting that right-of-way cost is lower with this improvement as the improvement does not require the construction of additional lanes.

Mr. Hooper then summarized analysis completed regarding traffic signal timing along the corridor as well as opportunities to utilize adaptive traffic control signals which can adjust in “real time” as conditions

change throughout the day. Mr. Hooper then provided an overview of strategies to improve access management in the study area. For example, consideration of appropriate driveway consolidations could effectively reduce the number of conflict points along heavily trafficked corridors, adversely impacting overall traffic operations. Lastly, Mr. Hooper stated that this information is being prepared for the Subcommittee and will be reviewed in the coming weeks. Mr. Hooper then highlighted that the rebid of the project management contract has been completed and the consultant team has already begun working on Phase II of the I-77 Corridor Analysis; this work should be reviewed with the Policy Committee in the coming months.

5. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. Transportation Performance Management – Mr. Hooper briefly reviewed the planning process transition currently ongoing to follow the FAST Act Legislation requirements for Performance Measures. Mr. Hooper explained that this transition is an effort to improve accountability and transparency in the planning process by tracking the performance of investments. Mr. Hooper then summarized the CMAQ Performance Measures that have been established by USDOT which include Peak Hour Excessive Delay (PHED) and Non-Single Occupancy Vehicle Travel (Non-SOV). Mr. Hooper noted that the Charlotte UZA extends into the RFATS Area and thus RFATS, NCDOT, SCDOT, and the neighboring planning agencies in North Carolina are all required to coordinate and set one single unified target for these CMAQ Performance Measures for the entire Charlotte UZA.

Mr. Hooper then reviewed the criteria used to establish targets for the PHED measure; noting that trendline data shows consistent increases in delay due to continuing growth patterns and increases in vehicle miles traveled (VMT). Mr. Hooper stated that due to the potential for accelerated growth in the entire Charlotte area, a conservative approach seemed reasonable and a four-year target of 34 hours seemed defensible. Mr. Hooper then reviewed the criteria used to establish targets for the Non-SOV measure; noting that trendline data shows a decline in transit use to 21.5% in 2017. Mr. Hooper explained that expectation of growth and improvements to transit capacity in the Charlotte area were considered; noting that a two-year and four-year target of 21% seemed defensible.

Mr. Hooper then explained that in practical terms, the reporting on these two metrics in the future will show what impact investments are making on congestion levels. If investments continue to primarily be focused on capacity improvements with delay continuing to increase and Non-SOV travel decreasing, that may trigger USDOT and FHWA to recommend a shift in prioritization.

Mr. Hooper then requested approval of a data sharing agreement that has been developed with all of the regional planning partners in coordination for these CMAQ Performance Measures. Mr. O'Neal then made a motion for approval; seconded by Ms. Savage and the motion was unanimously approved.

b. TIP Amendment – Mr. Herrmann briefly reviewed a request from the City of Tega Cay to reallocate the FY 17-18 TAP and Guideshare funding for the Dam Road Sidewalk Project. Mr. Herrmann stated that a 21-day public comment period was completed and no comments were received. Dr. Blackwell then inquired as to the cost of sidewalk improvements compared to road improvements? Mr. Mattox explained that the size of stand-alone sidewalk projects can influence contractors to bid high in order to make it worthwhile to mobilize and take on the project; also noting that retrofitting sidewalks post construction of roadways requires a higher cost compared to including sidewalks during construction of a road project.

Mr. Herrmann then requested final 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 forward to SCDOT for processing. Mr. Johnson then made a motion for approval; seconded by Ms. Savage and the motion was unanimously approved.

c. Transportation Alternatives Program – Mr. Herrmann briefly reviewed the Transportation Alternatives Program and the application submitted by Lancaster County for the River Road Sidewalk Project; highlighting that the application is requesting the full allocation of TAP funds for FY 18-19 as well as a partial allocation of TAP funds for FY 19-20. Mr. Herrmann then noted that the application has been reviewed by the TAP Sub-Committee and is being forwarded for full consideration by the Policy Committee. Dr. Blackwell asked if the Policy Committee has entertained multi-year allocations before? Mr. Herrmann then responded that historically there has been multi-year allocations made in the form of incremental requests due to rising costs; noting that this application consolidates that into one request and a considerable contingency cost has been budgeted to account for any cost increases. As a point of reference, Mr. Hooper then noted that discussion about opportunities to down-scope the project with SCDOT have also occurred; and that this is not a workable option.

Discussion then followed regarding the need for sidewalks around school areas. Mr. Gettys then asked whether it would be appropriate for the RFATS Policy Committee to pass a resolution / policy statement that school districts should construct sidewalks at new school locations. Mr. Gettys noted that this would provide more opportunities for TAP funding to be allocated for other areas of need. Mr. Carnes noted that this is the policy in Lancaster County. Ms. Savage echoed this for the Town of Fort Mill. Mr. Hooper then stated that this can be placed on the agenda for a future meeting.

Mr. Herrmann then requested that the Policy Committee accept the Sub-Committee's recommendation and authorize a 21-day public comment period to amend the TIP to reflect \$192,838 in TAP funding. A motion to grant approval was made by Mr. Johnson; seconded by Ms. Savage and the motion was unanimously approved.

d. CAC Reappointment – Mr. Herrmann briefly reviewed the role of the Citizens Advisory Committee and then requested consideration to reappoint Dr. David Keely for an additional 3-year term. A motion to grant approval was made by Dr. Blackwell; seconded by Mr. Reno and the motion was unanimously approved.

6. OTHER BUSINESS:

a. Admin Report – Mr. Hooper briefly summarized the Regional Transit Summit held at UNC-Charlotte on Thursday, May 17th; noting that the development of a Regional Transit Plan was the principal point of discussion.

b. Next meeting – Mr. Carnes noted that the next Policy Committee meeting will be held on June 22, 2018.

7. ADJOURNMENT:

The motion to adjourn was made by Ms. Savage and seconded by Mr. O'Neal; the motion was unanimously approved and the meeting was adjourned at 1:37 P.M.