



**POLICY COMMITTEE MEETING
SUMMARY MINUTES
February 26, 2021 – 12:00 p.m.
Rock Hill City Hall – Council Chambers**

COMMITTEE MEMBERS PRESENT: David O’Neal; John Gettys; Guynn Savage (proxy); Tom Audette; Kathy Pender (proxy); Jim Reno; Bill Harris; Joel Hamilton; and Brian Carnes.

ADMINISTRATIVE / TECHNICAL / MANAGEMENT STAFF PRESENT:

Berry Mattox (SCDOT); Mark Pleasant (FHWA); Patrick Hamilton (York County); Jason Johnston (SCDOT); Penelope Karagounis (Town of Fort Mill); Diane Lackey (SCDOT); Cliff Goolsby (City of Rock Hill); Diane Dil (York County); Christopher Stephens (York County); Steve Allen (Catawba COG); Susan Britt (City of Tega Cay); Vic Edwards (SCDOT); Dean Hendrix (York County); Jason Vance (City of Rock Hill); Josh Meetze (SCDOT); Chris Herrmann (RFATS); and David Hooper (RFATS).

CITIZENS / VISITORS PRESENT: Scot Sibert (WSP); David Keely (CAC); Cleopatra Allen (CAC); Carol Jones (Mead Hunt); John Fargher (ESP Associates); Ed Evans (Mattern & Craig); Dave Kerns (HDR); Emma Mondo (CN2 News); John Marks (The Herald); John Delfausse (Lancaster County CTC); Liz Duda; Steve Yaffe; Melissa Conrad; Thomas Thompson; and Phil Conrad (MBL Solutions).

1. CALL TO ORDER:

- a. **Welcome** – Chair O’Neal called the meeting to order at 12:01 P.M. and welcomed all in attendance.
- b. **Citizen Comment Period** – No comments were made at this time.

2. REVIEW / APPROVAL OF MINUTES

Mr. O’Neal asked if there were any changes, deletions, or comments to the minutes of the January 22nd, 2021 meeting. Mr. Gettys then made a motion to approve the minutes as presented; this was seconded by Mr. Reno and the motion was unanimously approved.

3. REPORTS:

- a. **SCDOT Project Status Report** – Mr. Mattox provided a brief update on the following projects:
 - Clebourne / N White Street Intersection Improvement – construction is currently underway with completion anticipated by March.
 - US 521 / Marvin Road Intersection Improvement – ROW Acquisition is currently underway and construction is anticipated to begin in fall 2021.
 - Celanese / India Hook Road Intersection Improvement – ROW Acquisition is currently underway, utility coordination is being finalized, and construction is anticipated to begin in 2022.
 - Carowinds / Pleasant Intersection Improvement – ROW Acquisition is currently underway; initiation of construction is dependent upon the completion of the Gold Hill Road Interchange Improvement.
 - SC 160 Phase 2 Widening Project – construction is currently underway and is anticipated for completion by April 2021.

- SC 160 Adaptive Signals Project – all equipment has been installed and the system is currently operational. Mr. Hooper noted that this type of equipment is expected to assist in extracting a higher level of efficiency, particularly during off peak times as well as undertake needed adjustments to non-recurring events such as vehicle accidents at particular points along the corridor.
- SC 160 / I-77 Interchange Reconfiguration – preliminary design and environmental permitting is currently underway. ROW Acquisition is anticipated to begin in the spring. Construction obligation is anticipated to begin in FY 2022.
- Exit 82 Interchange Reconfiguration – while there are related variables that remain active, project activity has not been initiated. Mr. Hooper noted that while the SIB award has provided funding in the amount of \$38.5M (SIB & local match); it is reasonable to assume that upon completion of a current alternative analysis, that project funding needs will be higher depending on the preferred alignment and updated cost variables. As a point of reference, Mr. Hooper noted that study efforts for this location are expected to be under contract late this year.

Mr. Mattox then gave brief updates on Area Federal Aid Bridge Projects including: US 21 BUS over Steele Creek, S-654 over Burgis Creek, SC 72 over Stony Fork, S-50 over Manchester Creek, S-1069 over Manchester Creek, S-103 over Fishing Creek, S-560 over Stony Fork, S-884 over Fishing Creek, and S-82 over South Fork Creek.

Mr. Mattox then summarized project coordination regarding projects impacting the I-77 Corridor including Carowinds / Pleasant, SC 160 Widening, Gold Hill / I-77 Interchange Improvement, US 21 Widening through Pennies for Progress, and the SC 160 / I-77 Interchange.

Mr. Gettys then inquired as to the schedule for rehab work to be completed on Cherry Road this year. Mr. Johnston responded that work is anticipated to begin this spring when warmer temperatures allow pavement work to be initiated.

Mr. Johnston then summarized rehab work for the I-77 bridge over the Catawba River that has been scheduled to be initiated in May. Mr. Johnston explained that replacement of both the northbound and southbound bridge decks is anticipated to impact both northbound and southbound traffic on I-77 as travel will be shifted to two lanes in each direction while work is completed. As a point of reference, the southbound ramp to Exit 83 (Sutton Road) and the northbound ramps at Exit 82 will be closed and travel will be routed to US 21 to access I-77 while work is underway. Mr. Johnston noted that this work has been planned for quite some time and cannot be delayed any further; adding that contractors will be working 24 hours a day in order to expedite the timeline.

b. Hwy 49 Corridor Study – Mr. Herrmann provided an overview of the SC 49 Corridor Study, which included review of corridor characteristics, safety data analysis, mobility and operations analysis, and traffic volume projections. Mr. Herrmann outlined the impacts of growth in this part of the region to travel along the SC 49 Corridor; also noting geographic constraints and limited east-west connectivity which has created a dependence on SC 49 for most trips. Mr. Herrmann then highlighted that heavy eastbound and westbound queues during peak hour travel on SC 49 create inadequate gaps for side street traffic, as well as extensive queues at signalized intersections. Mr. Herrmann noted that modeling analysis for 2023 shows a significant degradation of travel times and travel speeds on SC 49, causing most travel times and delays during peak hours to double.

Mr. Herrmann then reviewed the recommended improvement strategies that have been identified through this corridor analysis. These include signalization improvements, intersection improvements, access management improvements, and new roadway connections. Mr. Herrmann highlighted that the corridor study recommends SCDOT undergo a full evaluation for the potential signalization of SC 49 / Forest

Oaks Drive and SC 49 / Montgomery Road, which could improve platooning along the corridor. The implementation of an Adaptive Signal System was also evaluated which could improve travel time and delay up to 10%, however improvements to infrastructure would first be needed in order to allow all signals to operate under one cohesive system. Mr. Herrmann then outlined that specific right-turn lanes could be implemented to improve traffic flow and delay at intersections along the corridor; also highlighting a potential targeted intersection improvement at SC 49 / Mill Pond / Village Harbor that could improve intersection delay and safety. Improvements to access management were then highlighted as it showed significant benefits to safety and traffic flow along the corridor. As a point of reference, Mr. Herrmann noted that access management improvements are planned for this corridor as a part of the intersection project at SC 274 / 49 / 557 funded through Pennies for Progress. Those improvements will be incorporated from the major intersection through Bulkhead Way. Mr. Herrmann explained that this study is recommending that access management improvements be continued from Bulkhead Way to the Buster Boyd Bridge. Mr. Herrmann next reviewed potential new roadway connections that could provide additional east-west connectivity in this area.

Mr. Herrmann transitioned to review expected benefits to network delay, stop delay per vehicle, travel time, average speed, intersection level of service, and safety that were shown in the study with the implementation of these recommendations. As a point of reference, benefits were shown to be higher during the PM peak hours of travel with the majority of trips headed westbound into York County from North Carolina. Mr. Herrmann then summarized cost ranges for these improvement strategies which totaled an estimated \$16M, though Mr. Herrmann noted that these improvements could be implemented through a phased approach. Discussion then followed regarding next steps. Mr. Hooper noted that discussions will continue at the Technical Team level with York County and SCDOT regarding the strategies outlined today focused on potential projects and possible funding mechanisms.

4. PROPOSED POLICY COMMITTEE ACTION ITEMS:

a. 2045 LRTP Amendment – Mr. Hooper briefly summarized the amendment to the LRTP which reflects the adoption of State Safety Targets for 2021. As a point of reference, Mr. Hooper summarized Transportation Performance Management; noting that Congress developed national goals and USDOT has established performance measures in each goal area that must be used to develop appropriate performance targets by state DOTs, MPOs, and COGs. The National Goal Areas for safety include Number of Fatalities, Fatality Rate per 100 million VMT, Number of Serious Injuries, Rate of Serious Injuries per 100 million VMT, Number of Non-Motorized Fatalities, and Number of Non-Motorized Serious Injuries. Mr. Hooper then requested approval for the amendment (contingent on any comments being received) to the LRTP to reflect adoption of the State Safety Targets and authorization of a 30-day public comment period. Mr. Gettys then made a motion for approval; seconded by Mr. Reno and the motion was unanimously approved.

b. FY 21-22 Transportation Alternatives Program – Mr. Herrmann briefly reviewed the proposed schedule and application process for the FY 21-22 TAP funding cycle. Mr. Herrmann then stated that the confirmed federal allocation for the RFATS Area is \$112,987. Mr. Herrmann then requested that the Policy Committee grant approval of the FY 21-22 TAP application process and schedule. Mr. Gettys then made a motion for approval; seconded by Mr. Carnes and the motion was unanimously approved.

c. FY 21-22 Congestion Mitigation & Air Quality Improvement Program – Mr. Herrmann briefly reviewed the proposed schedule and applications process for the FY 21-22 CMAQ funding cycle. Mr. Herrmann then stated that the federal allocation for the RFATS Area is estimated at \$2M. Mr. Herrmann then outlined a vacancy on the evaluation committee for both TAP and CMAQ applications which will need to be filled. Mr. Hamilton then made a motion to appoint Mr. Audette for both the TAP and CMAQ programs; seconded by Mr. O’Neal and the motion was unanimously approved. Mr. Herrmann then requested the Policy Committee grant approval of the FY 21-22 CMAQ application process and schedule.

Mr. Gettys then made a motion for approval; seconded by Mr. Reno and the motion was unanimously approved.

d. FY 21-27 TIP Amendment – Mr. Hooper briefly summarized the TIP Amendment reflecting a total of \$6.8M to three new federal aid bridge projects in the RFATS Area. Mr. Hooper explained that no RFATS funding is involved with these projects, however all federal funding is required to be reflected in the TIP. Mr. Hooper then noted that a 21-day public comment period has been completed and no comments were received. Mr. Hooper then requested final approval of this TIP Amendment. Mr. Gettys then made a motion for approval; seconded by Mr. Carnes and the motion was unanimously approved.

5. OTHER BUSINESS:

a. Administrative Report – Mr. Hooper briefly reviewed the Administrative Report.

Charlotte Regional Alliance for Transportation – Mr. Hooper briefly summarized that at the most recent CRAFT meeting, it was recommended that an SPR grant application be submitted to NCDOT to secure funding support for initiating the development of a bi-state Intelligent Transportation System / Traffic Incident Management Strategic Action Plan. As a point of reference, Mr. Hooper noted that SCDOT has already awarded funding to support this work effort – in addition to all area Metropolitan Planning Organizations.

b. Next Meeting – Mr. O’Neal noted that the next Policy Committee meeting is scheduled for March 26, 2021.

6. ADJOURNMENT:

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