

Appendix A | System Performance Report

Introduction

In 2010, the MAP-21 legislation transformed the transportation federal aid program by establishing new requirements for performance management and performance-based planning and programming, designed to ensure the most efficient investment of federal transportation funds. The FAST Act (2015) continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. Pursuant to this legislation, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. These requirements outline a systematic and objective-driven approach to transportation decision-making that supports national goals for the federal-aid highway and public transportation programs.¹

The Transportation Performance Management approach focuses investment on the achievement of the following national performance areas:

- Safety Performance
- Pavement and Bridge Performance
- System and Freight Performance
- Transit Asset Management Performance
- Public Transportation Agency Safety Plans

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (The Planning Rule).² This regulation requires states and MPOs to adhere to the planning and transportation performance management provisions of MAP-21 and the FAST Act. The recent passage of the Bipartisan Infrastructure Law (BIL, known also as the Infrastructure Investment and Jobs Act, IIJA) on November 15, 2021 continues the commitment to performance-based planning set forth by MAP-21 and the FAST Act.

MPOs in South Carolina may establish their own performance measures and targets or adopt the statewide measures and targets set by South Carolina Department of Transportation (SCDOT).³ In accordance with The Planning Rule, the selection of performance measures and targets must be coordinated and agreed upon between an MPO and SCDOT. As part of the metropolitan transportation planning process, the MPO must publish a System Performance Report.⁴

The System Performance Report presents the baseline or current condition and performance of the transportation system with respect to these performance measures and targets, and future condition as data is available.

Role of the System Performance Report

The System Performance Report is an important component of the Transportation Performance Management (TPM) approach set forth by FHWA and FTA. Maintaining a systematic and representative performance management approach allows the LATS MPO to evaluate how well its transportation system addresses current needs and prepare itself to meet future opportunities and challenges. Since funding for transportation projects is limited, it is important that the right projects and programs are being implemented in order to address the current and projected needs of the region.

¹ 23 USC §150 (b)

² 23 CFR §450.314

³ 23 CFR §450.306

⁴ 23 CFR §450.324

This initial system performance report establishes a baseline document which the MPO will update with each successive long-range plan update. The system performance report and subsequent updates will evaluate the condition and performance of the transportation system with respect to the required performance targets: Highway Safety, Pavement and Bridges, and System Performance. In addition, the report will document the transit asset, safety, and reliability performance and targets that are reported by transit agencies to FTA on an annual basis.

While FHWA will determine whether SCDOT has met or made significant progress toward meeting performance targets, it will not directly assess MPO progress toward meeting targets. However, FHWA and FTA will review MPO performance as part of ongoing transportation planning reviews, including certification reviews and the Federal Planning Finding associated with the approval of the six-year Statewide Transportation Improvement Program (STIP). If an MPO does not meet or achieve its established targets, the MPO is encouraged to develop a statement that describes how the MPO will work with the State and other partners to meet targets during the next performance period. Each performance area in this report includes a section called, “Strategies to Maintain and Improve System Performance.”

Highway Safety | PM 1

Safety is the first national performance goal area for which states and MPOs were required to set performance targets. The Safety Performance Measures Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance management requirements for the purpose of carrying out the HSIP and assesses fatalities and serious injuries on all public roads.

The Safety Performance Management Final Rule establishes five performance measures monitored and reported for all types of public roadways:⁵

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of combined non-motorized fatalities and non-motorized serious injuries

Safety performance targets are provided annually by the States to FHWA as five-year rolling averages for each safety performance measure.

Safety Performance

MPOs can either choose to set performance targets or commit to help implement the state’s targets by planning for and programming safety projects. Rather than setting its own safety targets, LATS has chosen to support SCDOT’s safety targets. The performance figures that the MPO has reported for the five safety measures reflect a five-year average for years 2018-2022. The 2014-2018 and 2016-2020 five-year averages are included in this report for reference purposes.

The LATS safety targets are shown in [Table 1](#). The 2018-2022 targets were adopted on October 1, 2021 and are in effect until February 27, 2023. The LATS MPO supports the state’s safety performance targets through its planning and programming activities.

⁵ 23 CFR Part 490, Subpart B

Table 1: LATS MPO Highway Safety (PM1) Performance Targets

Performance Measure	Baseline 2014-2018 5-Year Average	2016-2020 5-Year Average	2018-2022 Targets
Number of Fatalities	969	1,011	1,006.1
Fatality Rate	1.80	1.82	1.820
Number of Serious Injuries	2,962	2,781	2,850
Serious Injury Rate*	5.55	4.98	4.892
Number of Non-Motorized Fatalities and Serious Injuries	392	380	500

*Note: *Rate per 100 million vehicle miles traveled*

Strategies to Maintain and Improve Safety Performance

- Identify the region's high-crash locations and the crash factors involved at those locations
- Prioritize safety as part of intersection improvements for all mode users.
- Identify strategies to reduce travel speed in areas where high-speed crashes occur
- Continue to coordinate with SCDOT as part of major arterial improvements

Relevant Recommendations

As part of the recommendation development process, SCDOT crash data was used to identify the high-crash locations in the study area. In accordance with Act 114 and Planning Directive 15 (PD-15), the prioritization process considered public safety based on crash rates and locations. This data-driven prioritization process demonstrates that projects considered to be high-priority are directly responsive to both state and federal goals. The following list illustrates a few examples of projects that are responsive to high-crash locations:

- **BC-01:** Boundary St from Neil Rd to Laurel Bay | Access Management
- **HHI-04:** US 278 from Sea Pines Cir to Spanish Wells Rd | ITS and Access Management
- **S-04:** US 278 & Buck Island Rd | Intersection
- **S-05:** US 278 & Simmonsville Rd | Intersection

Pavement and Bridge Conditions | PM2

Effective May 20, 2017, the FHWA published a final rule establishing performance measures for state DOTs to use in managing pavement and bridge performance on the National Highway System (NHS). State DOT targets are set based on asset management analyses and reflect investment strategies that work toward achieving a state of good repair over the life cycle of facilities. State DOTs may establish additional measures and targets that reflect asset management objectives.

The Final Rule establishes the following Pavement Performance Measures: ⁶

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition

The Final Rule also establishes the following Bridge Performance Measures: ⁷

- Percent of NHS bridges by deck area classified as in Good condition
- Percent of NHS bridges by deck area classified as in Poor condition

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The PM2 rule requires states to establish two-year and four-year performance targets for each PM2 measure. Current two-year targets represent desired pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent desired condition at the end of calendar year 2021.

State DOT requirements for setting pavement and bridge condition targets are as follows:

- Percent of Interstate pavements in good and poor condition: Four-year targets required
- Percent of non-Interstate NHS pavements in good and poor condition: Two-year and four-year targets required
- Percent of NHS bridges by deck area in good and poor condition: Two-year and four-year targets required

MPOs may either support the state DOT's four-year targets or establish their own targets within 180 days of the DOT's establishment of its targets.⁸

Pavement and Bridge Performance

Rather than setting its own pavement and bridge performance targets, the LATS MPO has chosen to support SCDOT's pavement and bridge targets and will continue to coordinate with SCDOT in the development of pavement and bridge targets. While these targets are only directly applicable to the NHS network, the LATS MPO emphasizes these performance areas for all roadways within its jurisdiction.

The SCDOT PM2 – Pavement and Bridge Condition Performance Targets were adopted by the LATS Policy Committee on February 22, 2018. The LATS MPO Pavement and Bridge Condition Performance Targets are shown in [Table 2](#).

⁶ 23 CFR Part 490, Subpart C

⁷ 23 CFR Part 490, Subpart D

⁸ 23 CFR Part 490

Table 2: LATS MPO Pavement and Bridge Condition (PM2) Performance Targets

Performance Measure	Baseline 2018	2-Year Target (2018-2019)	4-Year Target (2018-2021)
% of Pavements of the Interstate System in Good Condition	56.5%	N/A	71.0%
% of Pavements of the Interstate System in Poor Condition	3.1%	N/A	3.0%
% of Pavements of the Non-Interstate NHS in Good Condition	7.2%	14.9%	21.1%
% of Pavements of the Non-Interstate NHS in Poor Condition	4.3%	4.3%	4.6%
% of NHS Bridges Classified as in Good Condition	41.6%	42.2%	42.7%
% of NHS Bridges Classified as in Poor Condition	4.5%	4.0%	6.0%

Strategies to Maintain and Improve Safety Performance

- Implement a data-driven prioritization process and direct funding based on pavement need
- Continue to coordinate with SCDOT to ensure bridge maintenance is completed on a regular and needed basis

Relevant Recommendations

As part of the prioritization process, pavement quality index (PQI) and bridge condition data were used to evaluate corridor and widening projects in addition to intersection projects. The data-drive process ensures that projects considered to be high-priority projects address state and federal goals. The following list identifies a few examples of projects on the NHS network that will likely incorporate enhancements to the existing pavement conditions and/or bridges:

- **BC-12:** SC 170 from Okatie Center Blvd to Tidewatch Dr | Widening
- **HHI-05:** US 278 BUS from Spanish Wells Rd to Sea Pine Cir | Access Management
- **JC-11:** US 278 from I-95 to SC 170 | Widening
- **S-18:** US 278 & Argent Blvd | Intersection
- **S-19:** US 17 & SC 170 | Intersection
- **S-20:** I-95 & Riverport Pkwy | Interchange

System Performance | PM 3

Effective May 20, 2017, FHWA published a final rule establishing measures that report on the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program (NHPP)⁹, and freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP).¹⁰

The Final Rule establishes the following system performance measures:

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the non-Interstate NHS
- Percentage of Interstate system mileage providing for reliable truck travel time – Truck Travel Time Reliability Index

Performance for the PM3 measures is reported over a four-year performance period. The PM3 rule requires states to establish two-year and four-year performance targets for each PM3 measure. The current two-year targets represent expected performance at the end of calendar year 2019, while the current four-year targets represent expected performance at the end of calendar year 2021.

State DOT requirements for setting system performance targets are as follows:

- Percent of person-miles on the Interstate system that are reliable: Two-year and four-year targets required
- Percent of person-miles on the non-Interstate NHS that are reliable: Four-year targets required
- Truck Travel Time Reliability (TTTR): Two-year and four-year targets required

MPOs are required to either support the state four-year targets or establish their own targets within 180 days of the state DOT's target establishment.¹¹

System Performance

Rather than setting its own system performance targets, the LATS MPO has chosen to support the SCDOT's system performance targets and will continue to coordinate with SCDOT in the development of system performance targets. **Table 3** presents SCDOT's statewide system performance targets as well as the LATS system performance for 2019. The LATS Policy Committee adopted SCDOT's performance targets on February 22, 2018.

Table 3: LATS MPO Highway Performance (PM3) Targets

Performance Measure	Baseline 2018	2-Year Target (2018-2019)	4-Year Target (2018-2021)
Interstate: % of Person-Miles Traveled on the Interstate that are Reliable	94.8%	91%	90%
Non-Interstate: % of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	89.8%	N/A	81%

⁹ 23 CFR Part 490, Subpart E

¹⁰ 23 CFR Part 490, Subpart F

¹¹ 23 CFR Part 490

Performance Measure	Baseline 2018	2-Year Target (2018-2019)	4-Year Target (2018-2021)
Freight Reliability: Truck Travel Time Reliability (TTTR) Index	1.34	1.36	1.45

Strategies to Maintain and Improve Safety Performance

- Continue to monitor travel time reliability as the region continues to grow
- Work with major regional employers to develop travel demand management strategies and alternative commute alternatives

Relevant Recommendations

In the study area, the movement of freight is a crucial component of the region's economy. As part of the prioritization process, SCDOT data was used to prioritize corridors that were on state freight network or were supportive of the freight network. In addition to prioritizing freight supportive corridors, highly congested corridors were also considered to be high-priority recommendations. The following project recommendations are supportive of PM3:

- **H-01:** US 321 from US 17 to Honey Hill Rd | Widening
- **H-02:** US 17 (Whyte Hardee Blvd) from I-95 (Exit 5) to John Smith Rd | Access Management
- **JC-13:** US 278 from Beaufort County line to Argent Blvd | Widening
- **S-21:** I-95 & US 17 | Interchange
- **S-22:** I-95 & US 278 | Interchange
- **S-23:** US 321 & SC 46 | Intersection
- **S-25:** US 321 & US 17 | Intersection

Transit Asset Management

This section presents the transit asset management (TAM) targets adopted by the Lowcountry Regional Transit Agency (LRTA)—which serves the Lowcountry MPO region—and the State of Good Repair (SGR) performance of their capital assets. The final TAM rule, which became effective October 1, 2016, defines transit asset management as “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”¹²

Federal regulations require that metropolitan transportation plans include Transit Safety and Transit Asset Management performance management targets for urbanized areas.¹³ On February 5, 2021, the Lowcountry MPO Policy Committee adopted the Lowcountry Regional Transit Agency’s transit safety and asset management performance measures. The Lowcountry MPO will support these targets through its planning and programming activities.

Transit agencies are required to set fiscal year performance targets and report SGR performance for each asset category to the FTA on an annual basis.¹⁴ The FTA has established performance measures to approximate the SGR for each category of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization. The Transit Asset Management Targets for the LATS MPO are shown in [Table 4](#).

¹² <https://www.govinfo.gov/content/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

¹³ 23 CFR Part 490

¹⁴ <https://www.transit.dot.gov/PerformanceManagement>

Table 4: Transit Asset Management Targets

Revenue Vehicles		2020	2021	2022	2023	2024
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Over the Road Bus	15%	15%	15%	15%	15%
	Bus	15%	15%	15%	15%	15%
	Cutaway Bus	30%	30%	30%	30%	30%
	Mini-van	20%	20%	20%	20%	20%
	Trolleybus	20%	20%	20%	20%	20%
	Van	20%	20%	20%	20%	20%
Equipment		2020	2021	2022	2023	2024
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Auto	30%	30%	30%	30%	30%

Strategies to Maintain and Improve Performance Measures

- Continue to monitor transit asset condition as the transit systems continue to grow and age
- Implement a data-driven prioritization process and direct funding based on transit asset condition need

Transit Safety and Reliability

This section presents the transit safety targets adopted by the Lowcountry MPO Policy Committee on February 5, 2021. The final transit safety rule, which became effective July 19, 2018, requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems, including transit safety performance targets for:

- Fatalities
- Injuries
- Safety Events
- System Reliability

Transit agencies are required to set fiscal year performance targets and report performance for each category to the FTA on a triennial basis.¹⁵ The FTA has established performance measures to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. Calculating performance helps transit agencies to quantify their safety risks and set targets that support local funding prioritization. As noted in the previous section, the Lowcountry MPO Policy Committee adopted the Lowcountry Regional Transit Agency's transit safety and asset management performance measures. The Lowcountry MPO will support these targets through its planning and programming activities. The Transit Safety Targets for the LATs MPO are shown in **Table 5**.

Table 5: LATs MPO Transit Safety Targets

Mode of Transit Service	Fatalities	Fatalities (per 100,000 VRM)	Injuries	Injuries (per 100,000 VRM)	Safety Events	Safety Events (per 100,000 VRM)	System Reliability (VRM/failures)
Fixed Route	0	0	6	1	12	2	6
Commuter Bus	0	0	1.5	0.25	6	1	2
Demand Response	0	0	6	1	12	2	6

Strategies to Maintain and Improve Performance Measures

- Identify the region's specific transit safety and reliability incidents and the factors involved in each incident
- Prioritize safety and reliability as part of each agency's transit operating procedures and decisions
- Identify specific strategies to improve transit system reliability performance

¹⁵ <https://www.transit.dot.gov/PTASP-FAQs>



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RESOLUTION BY THE LOWCOUNTRY AREA TRANSPORTATION STUDY (IATS) METROPOLITAN PLANNING ORGANIZATION (MPO)

ADOPTION OF IATS MPO TRANSIT SAFETY AND ASSET MANAGEMENT TARGETS

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization has been designated as the Metropolitan Planning Organization (MPO) of the Hilton Head – Bluffton – Beaufort – Hardeeville urbanized area; and

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization, in accordance with federal requirements maintain the region's Metropolitan Transportation Plan, a twenty-plus year plan for federally- funded highway, transit and non-motorized projects for the urbanized area; and

WHEREAS, federal regulations (23 CFR Part 490) require that Metropolitan Transportation Plans include Transit Safety and Transit Asset Management Performance Management Targets for urbanized areas; and

WHEREAS, the state and the local transit agency have adopted the following targets and IATS will support the state and local transit agency in achieving the targets through planning and programming carried out in long range planning programming activities.

Transit Safety Targets							
Mode of Transit Service	Fatalities	Fatalities (per 100 thousand VRM)	Injuries	Injuries (per 100 thousand VRM)	Safety Events	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route	0	0	6	1	12	2	6
Commuter Bus	0	0	1.5	0.25	6	1	2
Demand Response	0	0	6	1	12	2	6

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Transit Asset Management Targets						
Revenue Vehicles		2020	2021	2022	2023	2024
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Over the Road Bus	15%	15%	15%	15%	15%
	Bus	15%	15%	15%	15%	15%
	Cutaway Bus	30%	30%	30%	30%	30%
	Mini-van	20%	20%	20%	20%	20%
	Trolleybus	20%	20%	20%	20%	20%
	Van	20%	20%	20%	20%	20%
Equipment						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Auto	30%	30%	30%	30%	30%

NOW, THEREFORE, BE IT RESOLVED that the LATS Metropolitan Planning Organization Policy Committee adopts to support the Lowcountry Regional Transit Authority's safety and asset management performance targets through planning and programming activities.

Certified true and correct copy of a resolution adopted by the Lowcountry Council of Governments Board of Directors on February 5th, 2021.

READ AND ADOPTED the 5th day of February, 2021

Lisa Sulka, Chair

Stephanie Rossi, Planning Director

Lowcountry Council of Governments

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RESOLUTION BY THE LOWCOUNTRY AREA TRANSPORTATION STUDY (LATS) METROPOLITAN PLANNING ORGANIZATION (MPO)

ADOPTION OF LATS MPO SAFETY TARGETS
(Targets effective at time of adoption through February 27, 2022)

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization has been designated as the Metropolitan Planning Organization (MPO) of the Hilton Head – Bluffton – Beaufort – Hardeeville urbanized area; and

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization, in accordance with federal requirements maintain the region's Metropolitan Transportation Plan, a twenty-plus year plan for federally- funded highway, transit and non-motorized projects for the urbanized area; and

WHEREAS, federal regulations (23 CFR Part 490) require that Metropolitan Transportation Plans include Safety Performance Management Targets for urbanized areas which are to be updated annually; and

WHEREAS, the state has adopted the following updated safety targets.

Performance Measure	2017-2021 Targets
Number of Fatalities	1005
Fatality Rate	1.76
Number of Serious Injuries	2,950.00
Serious Injury Rate	5.35
Number of Non-motorized Fatalities and Serious Injuries	440

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NOW, THEREFORE, BE IT RESOLVED that the LATS Metropolitan Planning Organization Policy Committee adopts to support the state's safety performance targets through its planning and programming activities.

READ AND ADOPTED this 2nd day of December 2020

Lisa Sulka, Chair

Certified true and correct copy of a resolution adopted by the Lowcountry Council of Governments on December 2nd, 2020.

Stephanie Rossi, Planning Director

Date 12/2/20

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**RESOLUTION BY THE LOWCOUNTRY AREA TRANSPORTATION STUDY (LATS) METROPOLITAN
PLANNING ORGANIZATION (MPO)**

ADOPTION OF LATS MPO SAFETY TARGETS
(Targets effective at time of adoption through February 27, 2023)

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization has been designated as the Metropolitan Planning Organization (MPO) of the Hilton Head – Bluffton – Beaufort – Hardeeville urbanized area; and

WHEREAS, the Lowcountry Area Transportation Study Metropolitan Planning Organization, in accordance with federal requirements maintain the region’s Metropolitan Transportation Plan, a twenty-plus year plan for federally- funded highway, transit and non-motorized projects for the urbanized area; and

WHEREAS, federal regulations (23 CFR Part 490) require that Metropolitan Transportation Plans include Safety Performance Management Targets for urbanized areas which are to be updated annually; and

WHEREAS, the state has adopted the following updated safety targets.

Performance Measure	2018-2022 Targets
Number of Fatalities	1106.1
Fatality Rate	1.820
Number of Serious Injuries	2,850
Serious Injury Rate	4.892
Number of Non-motorized Fatalities and Serious Injuries	500

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NOW, THEREFORE, BE IT RESOLVED that the LATS Metropolitan Planning Organization Policy Committee adopts to support the state's safety performance targets through it planning and programming activities.

READ AND ADOPTED this 1st day of October 2021

A handwritten signature in black ink, appearing to read 'Lisa Sulka', is written over a horizontal line.

Lisa Sulka, Chair

Certified true and correct copy of a resolution adopted by the Lowcountry Council of Governments on October 1st, 2021.

A handwritten signature in black ink, appearing to read 'Stephanie Rossi', is written over a horizontal line.

Stephanie Rossi, Planning Director

c/o Lowcountry Council of Governments

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Lowcountry Area Transportation Study (LATS) Policy Committee Amendment to LATS Long Range Transportation Plan (LRTP)

RESOLUTION: to amend the Performance Measures Amendment of February 22, 2018 (attached) to the LATS LRTP, replacing the Table on Page 10 (Performance Measure 1) and adding Performance Measure 2 and Performance Measure 3 with the table below.

State Performance Measures and Targets			
Safety			
Performance Measures	Baseline 2014-2018 5-year Average		2016-2020 Target 5-Year Average
Number of Fatalities	969		1011
Fatality Rate	1.80		1.82
Number of Serious Injuries	2962.0		2781.0
Serious Injury Rate	5.55		4.98
Number of Non-Motorized fatalities and serious injuries	392		380
Pavement and Bridge Condition			
Performance Measure	Baseline 2018	2-Year Target* 2018-2019	4-Year Target 2018-2021)
Percent of pavements of the Interstate System in Good condition	56.5%	N/A--	71.0%
Percent of pavements of the Interstate System in Poor condition	3.1%	N/A--	3.0%
Percent of pavements of the non-Interstate NHS in Good condition	7.2%	14.9%	21.1%
Percent of pavements of the non-Interstate NHS in Poor condition	4.3%	4.3%	4.6%
Percent of NHS bridges classified as in Good condition	41.6%	42.2%	42.7%
Percent of NHS bridges classified as in Poor condition	4.5%	4.0%	6.0%
Highway Performance			
Interstate: % of person-miles traveled on the Interstate that are reliable	94.8%	91%	90%
Non-Interstate: Percent of person-miles traveled on the non-Interstate NHS that are reliable	89.8%	N/A--	81%
Freight Movement			
Freight Reliability: Truck Travel Time Reliability (TTTR) Index	1.34	1.36	1.45

READ AND ADOPTED the 6th day of December, 2019

Lisa Sulka, Chair

Certified true and correct copy of a resolution adopted by the Lowcountry Area Transportation Study Policy Committee on December 6, 2019

_____

Ginnie Kozak, Planning Director

Date 12/6/19



**Lowcountry Area Transportation Study
Performance Based Planning and Programming Amendment to Long Range Transportation
Plan (LRTP) and Transportation Improvement Program**

WHEREAS, the Lowcountry Area Transportation Study conducts transportation planning activities for the urbanized area of Jasper and Beaufort counties; and

WHEREAS, the Lowcountry Council of Governments, in accordance with federal and state requirements maintain the region's Long Range Transportation Plan, a twenty-plus year plan for federally- funded highway, transit and non-motorized projects for the planning area and the Transportation Improvement Program; and

WHEREAS, federal and state regulations (23 CFR Part 490) require that Long Range Transportation Plan and Rural Transportation Improvement Plan include Performance Based Planning and Programming Targets; and

WHEREAS, the state and the local transit agency have adopted the following targets and LATS will support the state and local transit agency in achieving the targets through planning and programming carried out in long range planning programming activities.

WHEREAS, LATS will reflect the state's achievement towards the adopted targets by amending the SCDOT System Performance Report into the long range transportation plan.

NOW THEREFORE, BE IT RESOLVED THAT that the LATS Policy Committee approves the proposed amendment to the Long Range Transportation Plan.

Certified true and correct copy of a resolution adopted by the Lowcountry Area Transportation Study Policy Committee on June 4, 2021

READ AND ADOPTED the 4th day of June, 2021

A handwritten signature in black ink, reading 'Lisa Sulka', is written over a horizontal line.

Lisa Sulka, Chair

A handwritten signature in black ink, reading 'Stephanie Rossi', is written over a horizontal line.

Stephanie Rossi, Planning Director

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South Carolina Department of Transportation System Performance Report

Through the federal rulemaking process, the Federal Highway Administration (FHWA) is requiring state DOTs and MPOs (and by extension the South Carolina Department of Transportation (SCDOT) is requiring COGs) to monitor the transportation system using specific performance measures. These measures are associated with the national goal areas prescribed in MAP-21 and the FAST Act. The following System Performance Report describes these national goal areas, rulemakings, performance areas, and prescribed measures. Performance measures have been identified for highway systems, including a set of measures to assess progress toward achieving the goals of the CMAQ Program. The requirements and targets of these measures and tools to calculate them are summarized in this report.

This System Performance Report presents the baseline, performance/condition measures, targets and the progress made towards achieving those targets. These performance measures are a part of SCDOT's Transportation Asset Management Plan (TAMP). SCDOT's TAMP has been developed in a collaborative effort with South Carolina's Division Office of the Federal Highway Administration (FHWA). The plan has been designed to not only satisfy federal rulemaking, but to transcend these requirements by setting 10-year performance estimates for *all* state maintained roads and bridges. By clearly identifying the needs of South Carolina's transportation infrastructure, the TAMP has provided SCDOT a platform to communicate existing infrastructure conditions and project constrained performance targets for SCDOT's physical assets over the next decade. The TAMP supports the primary goals of the agency's Strategic Plan by promoting the most efficient use of limited resources to extend the life of the State's transportation infrastructure.

In 2017, The General Assembly passed legislation (the South Carolina Infrastructure and Economic Development reform Act (Act 40)) to increase the State gas tax by (12) twelve cents by phasing in the increase at (2) two cents per year for (6) six years. These funds are deposited into a new trust fund called the Infrastructure Maintenance Trust Fund (IMTF). These new revenues, coupled with other Federal and State funds, form the financial foundation of SCDOT's Ten Year Plan and performance targets. For the first time in 30 years, the South Carolina Department of Transportation has been provided with an increased and sustainable revenue stream. The "Roads Bill" gives the agency the opportunity to make gradual, but real and significant strides toward bringing the highway system back from three decades of neglect.

The SCDOT's Strategic Plan forms the guiding principles of the agency's Investment Strategies, focusing on the maintenance, preservation and safety of the existing transportation infrastructure, directing investments of highway systems and priority networks, integrating risk-based prioritization, improving safety, advancing lifecycle cost in investment programming and enhancing mobility. The five major goals of the Strategic Plan are:

SCDOT Strategic Plan Goals

- Improve safety programs and outcomes in high risk areas
- Maintain and preserve its existing transportation infrastructure
- Improve program delivery to increase the efficiency and reliability of road and bridge network
- Provide a safe and productive work environment for SCDOT employees
- Earn public trust through transparency, improved communications and audit compliance

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established National Goals and a performance and outcome based program. As part of the program federally established performance measures are set and those targets shall be monitored for progress. There is alignment between SCDOT's Strategic Plan Goals and the MAP-21 National Goals. The MAP-21 National Goals are as follows:

MAP-21 National Goals

- Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
- System Reliability - To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These goals provide clear asset management performance based direction to support the effective movement of people and goods. Specifically, transportation asset management focuses on preservation of existing infrastructure with a more cost-effective and efficient approach. SCDOT also utilizes transportation asset management principles to address mobility by planning for future demands on the system. These actions facilitate safe and efficient movement of citizens, goods, and services; thereby, enhancing performance of state and national commerce.

This System Performance Report details the federally required (MAP-21/FAST Act) performance measures for a State DOT. The following sections detail the performance measures, baseline and targets and the progress towards those targets based on the most recent Mid-Performance Report that was submitted October 1, 2020.

Highway Safety / PM-1

Effective April 14, 2016 the FHWA established the highway safety performance measures to carry out the Highway Safety Improvement Program (NSIP). Safety performance targets are developed in coordination with the South Carolina Department of Public Safety (SCDPS) and reported annually to FHWA in the state's Highway Safety Improvement Program (HSIP) Annual Report and to the National Highway Traffic Safety Administration (NHTSA) in the state's Highway Safety Plan (HSP) developed by SCDPS. The performance measures are:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled
5. Number of combined non-motorized fatalities and non-motorized serious injuries

The most recently assessed safety targets were for the five year rolling average from 2015 to 2019. South Carolina's statewide safety performance targets for this time period are included in Table 1, along with actual performance and the state's baseline data for the (5) five year rolling average from 2013 to 2017. A state is said to have met or made significant progress toward meeting its safety performance targets when at least (4) four of the (5) five targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. As shown in Table 1 below, South Carolina met or performed better than baseline for 2 of the 5 safety targets. SCDOT continues to implement proven countermeasures addressing the engineering emphasis areas identified in the State's Strategic Highway Safety Plan (SHSP). For more information regarding the recently updated SHSP, please visit our website here:

https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf.

In response to the increasing number of non-motorized user fatalities, SCDOT began developing the state's first Pedestrian and Bicycle Safety Action Plan in December 2020 and is expected to have a final plan before the end of 2021.

Table 1. South Carolina 2015-2019 Safety Performance Target Assessment						
Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Traffic Fatalities	988.0	1005.0	915.6	No	No	No
Rate of Traffic Fatalities	1.790	1.818	1.752	No	No	
Number of Traffic Serious Injuries	2986.0	2986.6	3108.2	No	Yes	
Rate of Traffic Serious Injuries	5.420	5.412	5.986	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	380.0	414.2	382.6	No	No	

Table 2 below provides the results of the department’s first Safety Performance Target Assessment for 2014-2018. South Carolina met 4 of the 5 safety targets. During this time period, SCDOT began implementing the state’s Rural Road Safety Program, specifically targeting roadway departure collisions on rural roads.

Table 2. South Carolina 2014-2018 Safety Performance Target Assessment						
Performance Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target?	Better than Baseline?	Met or Made Progress?
Number of Traffic Fatalities	970.0	969.6	890.4	Yes	N/A	YES
Rate of Traffic Fatalities	1.810	1.804	1.748	Yes	N/A	
Number of Traffic Serious Injuries	3067.0	2988.4	3195.4	Yes	N/A	
Rate of Traffic Serious Injuries	5.708	5.590	6.304	Yes	N/A	
Number of Non-motorized Traffic Fatalities & Serious Injuries	371.3	389.8	378.8	No	No	

Pavement and Bridge Condition / PM-2

Pavement and bridge performance measures are assessed and reported over a (4) four-year period with the first period beginning on January 1, 2018 and ending December 31, 2021. SCDOT reported baseline targets to FHWA on October 1, 2018. Mid-point (2) two-year performance targets were reported on October 1, 2020 and represented expected pavement and bridge conditions at the end of calendar year 2019. Final (4) four-year performance targets shall be reported on October 1, 2022 and represent expected pavement and bridge condition at the end of calendar year 2021. The second year performance period will begin January 1, 2022 and end December 31, 2025, with additional (4) four-year performance periods to follow. The performance measures are:

1. Percent of Interstate pavements in good condition – (4) four-year target
2. Percent of Interstate pavements in poor condition – (4) four-year target
3. Percent of non-Interstate NHS pavements in good condition – (2) two and (4) four year targets
4. Percent of non-Interstate NHS pavements in poor condition – (2) two and (4) four year targets
5. Percent of NHS bridges by deck area in good condition – (2) two and (4) four year targets
6. Percent of NHS bridges by deck area in poor condition – (2) two and (4) four year targets

MPOs and COGs can elect to establish their own targets or support the statewide targets. The SCDOT statewide PM-2 targets are listed in Table 3.

Table 3 provides a summary of pavement and bridge performance measures. The SCDOT has made measurable and positive progress implementing the strategic priorities of the TAMP that are key to aligning with SCDOT's internal and external efforts towards achievable results. The Ten Year Plan is underway to address infrastructure needs across the state which was initiated in 2017. The plan has seen progress, most notably in the pavement performance measures. At the update of the 2020 Annual Report <https://www.scdot.org/performance/pdf/reports/SCDOT-AnnualReport-2020.pdf> the agency is on target with approximately 80 miles of interstate widening completed or advancing to construction. Widening projects are currently under construction on I-85, I-26 and I-20 and are expected to be completed within the remainder of the final performance period. Interchange improvement projects that are moving forward on interstates include I-85/385, I-26/526 and I-26/I-126/I-20. In addition to widening projects there are preservation and rehabilitation projects that will be under construction to make progress toward the (4) four year targets for pavement condition on the Interstate System.

The (2) two-year performance measure for the percentage of pavements on the non-interstate NHS in good condition was exceeded by 12.5%. The (2) two-year performance target for the non-interstate NHS in poor condition exceeded the target by 0.4%. The SCDOT invested \$63 million above the planned level in 2018 and \$25 million more above the planned level in 2019 to the pavement program. The investment was reflected in the condition performance measure. In 2019 94% of the funding went toward preservation and rehabilitation which have shorter construction durations and were quickly reflected in the performance data contributing to the difference in actual and target values.

To calculate the bridge targets staff analyzed historic National Bridge Inventory (NBI) data and developed a Markov chain analysis to forecast the bridges that would move from Good to Fair and Fair to Poor during the target windows. Staff also collected data from SCDOT Construction and Maintenance offices to determine targets. The SCDOT is in the process of load rating all bridges and developing a new prioritization list that will take into account deck area of bridges on the NHS. The SCDOT fell slightly below the forecasted target of 42.4% at 40% actual for statewide percentage of deck area of bridges on

the NHS classified in Good condition, and above the forecasted target of 4.0% at 4.2% actual for statewide percentage of deck area of bridges on the NHS classified in Poor condition. The difference in actual and forecasted target (2) two-year values is a short term measure that will flatten as the bridge list is finalized and additional bridge replacement and rehabilitation projects are let and construction is completed. The average bridge projects takes (3) three to (4) four years to design and get to contract; therefore, the agency expects to see improvements in the number of load restricted and structurally deficient bridges in years (4) four, (5) five and beyond. Tackling the NHS bridges in Poor condition is a top priority for the SCDOT, and the agency is committed to obtaining long term goals outlined in the Ten Year Plan and meeting performance targets.

Table 3. SCDOT Pavement and Bridge Performance Measures

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percentage of Pavements on the Interstate System in Good Condition		63.2%		71.0%
Percentage of Pavements on the Interstate System in Poor Condition		1.2%		3.0%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	50.4%	54.3%		
Percentage of Pavements of the Non-Interstate NHS in Good Condition (Full Distress + IRI)		27.4%	14.9%	21.1%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	8.6%	8.4%		
Percentage of Pavements of the Non-Interstate NHS in Poor Condition (Full Distress + IRI)		3.9%	4.3%	4.6%
Percentage of NHS Bridges Classified as in Good Condition	41.1%	40.0%	42.2%	42.7%
Percentage of NHS Bridges Classified as in Poor Condition	4.0%	4.2%	4.0%	6.0%

System Performance, and Freight Movement / PM-3

FHWA established measures to assess the performance and reliability of the National Highway System and freight movement on the interstate. These measures became effective on May 20, 2017 and are as follows:

System Performance Measures

1. Percent of person-miles on the Interstate system that are reliable – (2) two-year and (4) four-year targets
2. Percent of person-miles on the non-Interstate NHS that are reliable – (4) four-year targets
 - Performance measure assesses the reliability of travel time on the Interstate or non-Interstate NHS through the Level of Travel Time Reliability (LOTTR). It is ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over four time periods (AM peak, Mid-day, PM Peak, and weekends) which covers 6AM to 8PM each day. The ratio is expressed as a percentage of the person miles traveled that are reliable through the sum of the number of reliable person miles traveled divided by the sum of total person miles traveled.

Freight Movement Performance Measures

3. Truck Travel Time Reliability (TTTR) – (2) two-year and (4) four-year targets
 - Performance measure is a ratio generated by dividing the longer travel time (95th percentile) by a normal travel time (50th percentile) for each segment of the interstate over five time periods throughout weekdays and weekends (AM Peak, Mid-day, PM peak, weekend and overnight). This performance measure covers all hours of the day. The TTTR's of Interstate segments are then used to create the TTTR index for the entire system using a weighted aggregate calculation for the worst performing times of each segment.

Table 4 displays the results of the performance measures and targets for system performance. The number of Vehicle Miles Traveled (VMT) has an inverse relationship with reliability. The VMT share of unreliable Traffic Message Channel (TMC) in 2019 decreased from the 2017 baseline year and from year 2018 contributing to the difference in actual and projected target (2) two-year values. In addition the effect of significant changes by construction on reliability was not observed over the conservative assumption which also contributed to the difference in values. With interstate improvement projects underway major pinch points will be improved to facilitate the movement of goods and people in our state. In the next (2) two-year target window widening projects, preservation and rehabilitation projects that are currently under construction and planned will make additional progress towards achievement of the projected target. There are consistently unreliable sections on the interstate system that are responsible for making 4.2% of South Carolina's interstates unreliable. The majority of which are located in Charleston, Greenville and Columbia. Addressing these unreliable sections and infrastructure challenges is being accomplished through the management of the Ten Year Plan, the Statewide Transportation Improvement Program (STIP), the Statewide Multimodal Transportation Plan (SMTP), and the Transportation Asset Management Plan (TAMP).

The (2) two-year performance measure for Truck Travel Time Reliability (TTTR) at 1.33 exceeded the target of 1.36. The SCDOT has made addressing congestion at freight bottlenecks a priority to improve operational efficiency and accommodate future traffic volumes. Some of the bottleneck areas with projects currently under construction and/or in planning stages include:

- I-20 / I-77 / Clemson interchanges along with respective bottleneck points along I-20 is currently under construction
- I-77 Widening and Rehabilitation between SC-12 and I-20 / Killian Road
- I-20 / I-126 / I-20 corridor, Carolina Crossroads Project
- US-378 Interchange at Corley Mill Road and I-20
- I-526 Interstate and I-26 Interchange, Leeds Avenue Merge, Paul Cantrell Blvd.
- Woodruff Road / I-385 / I-85
- I-85 / I-385 Gateway
- I-85 from Exit 40 to Exit 69 is currently being widened

In addition to addressing the pinch points the SCDOT Commission approved the Rural Interstate Freight Corridor Project Program in October 2018. The interstate widening program specifically targets the rural sections of the State's interstate system with a focus on freight mobility. These projects can be found on the SCDOT website under "Interstate Capacity" <https://www.scdot.org/inside/planning-project-prioritization-list.aspx>. This program is in addition to the interstate widening projects planned for urban areas of the state.

Table 4. System Performance Measures, and Freight

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	94.7%	94.8%	91.0%	90.0%
Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable		91.4%		81.0%
Truck Travel Time Reliability Index (TTTR)	1.34	1.33	1.36	1.45

Congestion Mitigation & Air Quality Improvement Program / PM-3

Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures apply to MPOs that are within the boundaries of each U.S. Census Bureau-designated Urbanized Area (UZA) that contains a NHS road, has a population of more than one million, and contains any part of nonattainment or maintenance area for emissions. If applicable the FHWA has established measures, which became effective on May 20, 2017 to assess the following performance measures.

1. CMAQ Only - Annual hours of peak hour excessive delay per capita (PHED) – (4) four-year targets
 - Peak Hour Excessive Delay (PHED) is a measurement of traffic congestion and is expressed as annual hours of peak hour excessive delay per capita. The threshold for excessive delay is based on travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals on National Highway System (NHS) roads. Peak travel hours are defined as 6:00 to 10:00 a.m. on weekday mornings; the weekday afternoon period is 3:00 to 7:00 p.m. or 4:00 to 8:00 p.m. The total excessive delay metric is weighted by vehicle volumes and occupancy. Thus, PHED is a measure of person-hours of delay experienced on NHS roads on an annual basis.
2. CMAQ Only - Percent of non-single occupant vehicle travel (Non-SOV) – (2) two-year and (4) four-year targets
 - Non-Single Occupancy Vehicle (Non-SOV) Travel measures the percent of vehicle travel that occurs with more than one occupant in the vehicle.
3. CMAQ Only - Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction) – (2) two-year and (4) four-year targets
 - The On-Road Emissions Reduction measure represents the cumulative two-year and four-year emission reductions in kg/day for CMAQ funded projects within the boundaries of the planning area.

Table 5 provides the System Performance Congestion Mitigation and Air Quality Improvement Program. The SCDOT worked in conjunction with NCDOT and the relative MPO to develop the (2) two-year and (4) four-year targets with NCDOT taking the lead on data gathering and analysis due to most of the UZA being located in North Carolina. Trend lines in data have changed with the uncertainty involved with COVID-19 and reduced travel and social distancing practices that have affected travel behavior through the remainder of the performance period. Due to this uncertainty the (4) four-year target was elected to stay at 34.0 annual hours of PHED even though the (2) two-year performance target was reduced.

To develop the Non-SOV travel target a conservative approach was taken based on a trend analysis that was completed. Data used for the measure was developed from the communizing to work data from the American Community Survey. The data fluctuates slightly above 21.0%. The (2) two-year performance is slightly above the (2) two-year target, but in line with the trending data that was expected.

Total Emission reduction for Nitrous Oxide (NOx) and for Volatile Organic Compounds (VOC) performance measures were less than the expected (2) two-year target due to changes in project delivery schedules and a series of challenges encountered by the project management team. Projects that were anticipated to be complete during the 2018-2019 reporting period are now expected to be completed during the next reporting period of 2020-2021. The (4) four-year targets were adjusted accordingly.

Table 5. System Performance Congestion Mitigation & Air Quality Improvement Program					
Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1		14.8		34.0	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	21.7%	21.6%	21.0%	21.0%	
Total Emission Reductions: NOx	18.800	8.290	58.670	58.964	58.730
Total Emission Reductions: VOC	22.430	11.010	40.820	41.894	46.262

Appendix B | Outreach

The following pages include the following:

- Stakeholder Interviews
- Public Workshops
- Advertisements
- Public Outreach Summary
- Technical Committee Presentations
- Policy Committee Presentations
- Comment Response

Stakeholder Interview – Military and Economic Development

Attendees

- Stephanie Rossi | LCOG
- Christian Dammel | LCOG
- Jonathan Whitehurst | Kimley-Horn & Associates
- Starla Couso | Kimley-Horn & Associates
- Neal Pugliese | Retired Marine
- Dan Frazier | Senior Planner with Beaufort
- Tony Pollen | Business Service Manager LCOG
- Mike Butler | LCOG
- Ian Scott | Beaufort Regional Chamber

Background

Stephanie introduces the 20-year Long Range Transportation Plans. There are two plans the LATS LRTP and the Rural Area LRTP. This stakeholder interview session focuses on Military and Economic Development interests.

Discussion

- Greatest Operational Challenges
- Safety Challenges
- Economic Development Opportunities

Questions

Icebreaker: What excites you about the LRTP?

- Neal Pugliese: the plans look forward. The world is everchanging. The world of communication with Starlink with SpaceX are incredible strides forward. These technologies will spread the distribution of people without needing to come to urban settings due to strides in communication technology.
- Dan Frazier: Previous planning long range experience. Beaufort has a Civic Master Plan called the Street Infrastructure Plan with cross sections and recommendations. Completed in 2014 and rolled into the Beaufort code (form-based code). Appendix C in the Street Infrastructure Plan. How can Beaufort's needs interphase with the Long Range Plan. Getting funding for TAP projects (sidewalk and bicycle projects).
- Tony Pollen: First time during this process.
- Ian Scott: In the roles since 2020. Came from Charleston. Heavily involved in transportation funding and transportation planning. In Beaufort, 125 business. Yemassee. Transportation is taken for granted. We have

adequate capacity at our current size. We are a growing region with geography and water constraints. Capacity for crossing is limited.

- Work Force and Affordable Housing are the two most cited challenges.
- How this process might be considered when thinking about Land Use Planning.

In one word, describe transportation in the LATS/LCOG region today.

- Ian: Can you define the region?
 - Jonathan: We are talking about both the urban and rural area. Please distinguish
- Ian: Heavily car centric and transit light
- Mike: We have same challenges of small rural areas. Main transit focuses on Beaufort. It runs through Jasper and Hampton. Have some kind of mass transit that expands counties.
- Neal: When we talk about the different population sets that require transportation to get to and from work. It is difficult for people that are living in the far reaches (far from economic centers) to get to economic centers. If we see the median income \$68,000 per year. That displaces people that might not have access to a car. More's law is firmly in place. Thinking about five-years will be important.
- Neal: Looking at the beltway area in Washington D.C, it is too expensive to live near workplace. In the long term, we have challenges, but we can't think about transportation solely from the vehicular perspective.
- Mike: Those challenges will be addressed, by good work conducted by strategies for economic development. There will always be challenges, but there are industries that are coming in.
- Ian: I agree with Mike. Diversifying the economic base is the highest priority. We saw the vulnerability of our economy during the economic shut down. We are trying to use that anxiety to create momentum forward. Military being the single biggest economic driver. Beaufort and Yemassee are prime for industrial growth.
 - Port of Charleston
 - Port of Savannah
 - Include the assets outside of our region. Connecting assets outside of our region to other places is a prime opportunity. Ensuring long-term connectivity between the two ports.
- Ian: Something that has not come up is that way water defines us. For the urbanized part, all of our transportation issues are defined by major waterways. Anytime there is an issue or failure, it is a failing at crossings.
 - Evacuations is another area of concern. At some point we will need to move hundreds of thousands of people out. Not a matter of if, but rather when.

When recruiting is going on, how does transportation come into the conversation when you are competing with other regions?

- Dan: LCOG went through one cycle of updating the LRTPs. Beaufort sees economic growth on a small scale due to tourism. We recognize we need to capitalize on infill development or smart annexation. I've heard criticisms that the City caters to tourism rather than natives.
 - Lady's Island has access management issues. The bridge needs to provide more capacity. It's a slow transition away from an auto-centric region. How are we going to provide safe access in and out of the region?
- Dan: If we can educate the local population to work at new opportunities.

Can anyone speak to the Military Interests in this region?

- Neal: We need to focus on the issue of resiliency. Looking at New Orleans or Tennessee, transportation is critical in creating a resilient environment.
 - In New Orleans, transmission lines were down and complicated the response time. We need to think about our supporting infrastructure like electrical, communication, and utilities. The more resilient a community is, the more attractive it is to military interests (having an ingress and egress).
 - Take a look at all the components of the transportation corridor (drainage, sewer, communications, etc.).
- Jonathan: How would you rate the region?
 - Neal: Its evolving in a positive direction. The market is going to drive where things go in the future. Communication, transportation, and the delivery of services will all change in the future.
- Dan: ARRA funds. We used for sidewalk connections. We should better capitalize on those opportunities. The recently passed infrastructure bill will include funds for transit, broadband, and other infrastructure. We should capitalize on federal funding.
 - What are your thoughts on the new infrastructure bill, Kimley-Horn?
 - Jonathan: the LRTP is financially constrained, but also has an unconstrained vision plan. As we move from where we are currently, we will be putting recommendations into a prioritization process.
- Neal: This is the time to think big! Don't play it safe. If you think it's big, double it!
- Ian: Does the Long Range Transportation Planning process look at the viability of existing infrastructure? The existing life span of critical infrastructure.
 - Beaufort River crossing into Lady's Island Downton. It's a recognizable symbol but it is old. It is a vital link between downtown and the sea islands.
 - Jonathan: We will consider that as a project to see what the status of that is.
 - Ian: It would be worth looking at a current engineering assessment is.

How would you characterize safety traveling throughout the region?

- Neal: North of the broad, it would appear that safety is better. When you make the transition 170 to 278 is a problem area. Development has been so aggressive that development zoning and transportation has taken a back seat.
 - Boundary Street Project – TIGER grant. The road was engineered with safety in mind. The safety
- Dan: Other areas north of the broad include Robert Smalls Parkway and Parris Island. This is specifically talking about the urban area of Beaufort. Robert Smalls Parkway is a vehicular safety concern.
- Stephanie: Access management issues along 170.

Public Engagement

We will be launching an Online Survey on September 8.

Stakeholder Interview – Staff

Attendees

- Stephanie Rossi | LCOG
- Maleena Parkey | LCOG
- Allison Fluitt | Kimley-Horn & Associates
- Helen Schuda | Kimley-Horn & Associates
- David Prichard | Director of Community & Economic Development, City of Beaufort
- Shawn Colin | Senior Advisor to Town Manager, Town of Hilton Head Island
- Anne Cyran | Senior Planner, Town of Hilton Head Island
- Bryan McIlwee | Engineer, Town of Bluffton
- Carla Harvey | Engineer, Colleton County
- Craig Winn | Lowcountry Program Manager, SCDOT
- Katie Woodruff | Planning, City of Hardeeville
- Chief Steve Camp | Fire Department, City of Hardeeville
- Chief Sam Woodward | Police Department, City of Hardeeville
- Breana Snowden | Planning, City of Hardeeville
- Heather Colin | Growth Management | Town of Bluffton
- Kraig Gordon | Beaufort County Transportation Committee
- Noah Krepps | Planning, Town of Port Royal
- Robert Merchant | Planning and Zoning, Beaufort County
- Chief Steve Miano | Police Department, Town of Edisto Beach
- Carrie Gorsuch | Projects Coordinator, Beaufort
- Stephen Steese | Town Manager, Town of Bluffton
- Michelle Knight | Council of Governments Community & Economic Development Director
- Elizabeth Sanders | Beaufort County Maintenance, SCDOT

Background

Stephanie introduces the 20-year Long Range Transportation Plans. There are two plans the LATS LRTP and the Rural Area LRTP. This stakeholder interview session focuses on Military and Economic Development interests.

Discussion

- Greatest Operational Challenges
- Safety Challenges
- Economic Development Opportunities

Questions

What are the biggest transportation challenges in the LATS/LCOG Region?

- David P: major subdivisions near Island Causeway off Lady's Island Blvd, 450. Subdivision along Salem Rd near Robert Smalls that's 300, total close to 800. People are concerned about increase in traffic on Robert Smalls and Lady's Island Parkway.
 - Could take better advantage of Spanish Moss Trail and other low traffic roads for bikes to get people across main corridors, crossing challenges
- Hardeeville: Argent Boulevard. Similar development pressure. Multijurisdictional coordination needed for cohesive strategy.
- Kraig: 462 needs serious consideration, not within MPO
- Several comments about I-95 and widening, lack of capacity, maintenance, safety. Truck traffic going through, not as much freeway commuting. Exits 5 and 8.
- Craig Winn: there will be some interchange improvements planned by SCDOT 2024 to 2025. I-95 from 33 to 68 will be reconstructed. 8-18 section will start in 4 or 5 years.
- Shawn C: Adaptive signal technology, Hilton Head working on this. Signals can be adjusted in real time.
 - Kraig Gordon: Island doesn't have any adaptive signaling. Done up to island.
 - Anne Cyran: development pressure will make this extra important on the Island. May be downstream effects of bridge replacement.

What specific congestion issues exist in your communities?

- Rob M: 170 is growing in traffic, county is concerned for those who live in Beaufort and works in Savannah/HH/Bluffton, had a plan for that corridor but access management approach was in flux
 - Kraig G: Beaufort & Jasper (& Hardeeville) - AECOM did study of 170 and recommended near term, intermediate, long term improvements. In design for near term, 4 intersections (170 and 278 is the worst one)

- Hardeeville: Argent & 170, 278 & 170, US 17 every weekend and any time I-95 is shut down
- Anne C: Exit 8 during the summer
- David P: 21 Lady's Island Sea Island turning onto 802 queue lane not long enough
- Noah K: going north on Ribaut Road and turning right onto bridge. Turning lane long but people stay in right lane, causes backup.
- Heather: Mayriver Rd in Bluffton near intersection of Bluffton Rd, development pressure from New Riverside and 170. Also Bluffton Pkwy toward Bluffton, 5B. N/S connector from 278 to Parkway needed. Turning movements.
- David P: Carteret going onto the bridge.
- Shawn C: Sea Pine Circle now that toll is gone on Cross Island Pkwy.

What specific safety issues exist in your communities?

- David P: Island Causeway (McTier Bridge) this is a curve, he hears complaints that it feels dangerous. Worried about intersection remaining unsignalized. Align with Meridian (cut across marsh?). Drive thru restaurants have had queuing onto highways (121, Robert Smalls). Land use solution?
- Noah K: Port Royal, other side of bridge (Lady's Island and Ribaut), intersection of Paris and Ribaut, left turn egress that allows shooting out across lanes right by light. Seeing increase in accidents. Paris Island Gateway & Savannah seems unsafe. Left turn in curve in road at light.
- Anne C: US 278 Gateway Corridor Project safety issues should be addressed.
- Comments: safety issues related to access management is an overall theme
- Hardeeville: I-95, Argent, and US 17 especially in southern portion of the County have safety issues

What specific multimodal improvements are needed in your communities?

- Rob M: have identified several corridors to do master plan and look at multimodal and access management (Sea Island Pkwy on Lady's Island), penny sales tax. Bike lanes/multi-use paths. Ribaut Road from Boundary Street to Russell Bell Bridge Complete Streets and AM.
- Anne C: HH is looking at new paths to provide access both sides of US 278 and fill in gaps part of overall system. Main St, Shelter Cove Ln.
- David P: Cyclists going across to Bay.
- Noah K: Spanish Moss Trail will be crossing Ribaut Rd. Details still being tossed around in Town of Port Royal. Conundrum with SCDOT, need to prove signal is necessary. Long strip of grass and wooded area along the street on Ribaut Rd, there are no crossings. Big safety issue for peds. Need ped facility on Naval Hospital side.

- David P: Intersection of Ribaut and Lady's Island, intersections should be improved for cyclists to access the Spanish Moss Trail.
- Rob M: central part of Lady's Island has been seeing improvements but need paths to connect to northern Lady's Island.
- Anne C: there is a strong segment of people who road bike, would like more on road facilities.
- David P: interested in off road single track (bike shop owner)
- Rob M: emphasis on off road facilities to encourage all riders. Appropriate cross sections, rumble strip locations in rural areas.

If you had a chance to do one project in your area, what would it be?

- Noah Krepps: redesign/road diet of Ribaut Rd from Russell Bell Bridge to Mossy Oaks Rd to Beaufort. Would be nice gateway into communities in northern part of the county.
 - David: redo Ribaut from Boundary into Port Royal.
- Hardeeville: widen Argent Blvd
- Carla H: widen 17A from Colleton Co to Dorchester Co
- Heather C: complete Bluffton Parkway 5B, improve May River Rd for safety and traffic volumes

Public Engagement

We will be launching an Online Survey on September 8.

Stakeholder Interview – Staff

Attendees

- Stephanie Rossi | LCOG
- Christian Dammel | LCOG
- Maleena Parkey | LCOG
- Allison Fluitt | Kimley-Horn & Associates
- Helen Schuda | Kimley-Horn & Associates
- Glenn Stanford | Town Council, Town of Hilton Head Island
- Harry Williams | City of Hardeeville

Background

Stephanie introduces the 20-year Long Range Transportation Plans. There are two plans the LATS LRTP and the Rural Area LRTP. This stakeholder interview session focuses on Military and Economic Development interests.

Discussion

- Greatest Operational Challenges
- Safety Challenges
- Economic Development Opportunities

Questions

What are the key transportation issues in the LATS/LCOG region today?

- Glenn S: what will happen with the 278 corridor project? Fluid at the moment, have preferred alternative from DOT but is not publicly accepted. Town has consultants to evaluate it. Citizens want to design the road for us.
 - His opinion is we are built out on HHI, doesn't expect explosive growth to continue. Lots of conversation about park and ride lots on 285, etc. Doesn't see this as feasible in this small a population area. Too many gated communities.
 - What will be the impact of self-driving vehicles? Modern high-speed ferries between cities in the area?
 - Traffic projections for HHI are based on extension of past, expects traffic count to flatten. Bluffton is growing a lot. Would like extension of Bluffton Parkway out to I-95. Access to marine terminal.
 - Extension of airport runway length has changed a lot recently. Regional jets are arriving. More in June 2021 than in entire year of 2019.
 - Not in an ideal place but it is what it is
 - SC has more state-owned roads per capita in the country, puts maintenance burden on the state.

- Value and potential changes in Palmetto Breeze (transit). Bringing in workers from more rural areas.
- Concern about e-bikes and wanting to regulate them. They can go very fast on the trails. State has declared that e-bikes are bikes. East Coast Bikeway. 25,000 bicycles available for rent and they run out on the 4th of July.
- Harry W:
 - Hardeeville and Bluffton increased from 15,000 to 34,000 2010-2020. Projected to be near 60,000 in 2030. Will start to dwarf HHI.
 - Almost all tourists go through Hardeeville and Bluffton.
 - Highway 278, 170, Argent Blvd are major roads that serve population and workforce. Workers coming from Georgia and even Florida. They use 278 corridor. Lots of heavy trucks. Cascading effect on the region.
 - I-95 (hopefully widening will be completed in next 10 years)
 - Bluffton Parkway - look at alternative routes to get onto the island. Can't just widen I-70 and put more lights on Argent Blvd. Need more route/mode diversity to accommodate the growth in Bluffton and Hardeeville.
 - Look at funding issue concurrently with the needs issue. Beaufort County and Hardeeville got funds from the state infrastructure bank, total \$200 million. Significant change in the ability of this region to secure state funding.
 - Add in more projects that can be funded by the state infrastructure bank, we have a lot of unfunded projects and need a more defined plan for securing funding
 - Local matches are a key factor in getting funding
 - Need to look at participation of developer in setting aside funds to remedy traffic situation

If you could implement one project today, what would it be?

- Glenn: build another bridge to HHI, extend Bluffton Pkwy
- Harry: widen 4 miles of Argent Blvd from 2 to 4 lanes. Main route between Savannah and Beaufort.

Public Engagement

We will be launching an Online Survey on September 8.

Stakeholder Interview – Bicycle/Pedestrian and Special Interests

Attendees

- Stephanie Rossi | LCOG
- Christian Dammel | LCOG
- Jonathan Whitehurst | Kimley-Horn & Associates
- Starla Couso | Kimley-Horn & Associates
- Fred Leyda | Human Services for Beaufort County
- Jessie White | Coastal Conservation League
- Juliana Smith | Long Range Planner for Beaufort County
- Deborah Slayk | Access Health and Beaufort Hospital
- Scott Donahue | Office of Public Transit
- Frank Babel | Bicycle Advocate for Hilton Head
- Brenda Dooley | Hilton Head Regional Habitat for Humanity
- Susan Zellman | Chair of LRTA
- Brett Vice | East Coast Greenway Alliance

Background

Stephanie introduces the 20-year Long Range Transportation Plans. There are two plans the LATS LRTP and the Rural Area LRTP. This stakeholder interview session focuses on Bicycle, Pedestrian, and Special interests' groups.

Discussion

- Greatest Operational Challenges
- Safety Challenges
- Economic Development Opportunities

Questions

Icebreaker: What excites you about the LRTP?

- Frank: Part of the Beaufort County Bicycle Task Force. Fundamental Cycling Club.
- Fred: Human services Alliance. Composed of two dozen work groups. Children and Vulnerable Adults. Multi-disciplinary team to craft recommendations. Transportation and affordable housing are the biggest challenge the region faces.

- Juliana: Bicycle and Pedestrian Plan. Interconnected and multimodal so everyone can access key destinations (hospitals, schools, etc.).
- Juliana: Following transportation projects throughout the region. Concerned with transportation and how it increases development and long-range problems associated with development. Identifying needs and ways to redirect resources to new or appropriate areas.
- Brenda: Cost of housing and affordable housing is heavily impacted by transportation
- Deborah: Primary care and specialty. Transportation is a huge barrier to health services. Be a liaison to the hospital. Beaufort County coalition works with Palmetto Breeze.
- Brett: Coordinate with communities and envision a 3,000 trail from Canada to Key West. Greenway to serve as a spine to serve as regional network to be safe for all ages and abilities

What are the biggest transportation challenges in the region?

- Fred: Disparities in terms of economy, education, and health. These manifest when it comes to transportation. We are not going to have a completely subsidized transit system. Huge disparities in wealth in the area. The levels of poverty are juxtaposed by the huge amount of wealth.
- Frank: The area is focused on growth. There isn't the planning for infrastructure and transportation in place to accommodate growth. When growth is anticipated, we need to have a strategy. We don't have enough strategies to identify connectivity. Pedestrian and bicycle infrastructure provides equitable means to enhance mobility and alleviate income gaps.
- Jessie: Climate change and what that means for our road network. Flooding issues on existing roads. What do we do about that? How do we address resiliency? Being intentional about planning for existential threats.
- Juliana: How we have developed in the past. Housing diversity and where incomes are. Have a mass transit system so that people do not have to rely on cars. Hilton Head is a great example of people needing to commute in from rural areas. If we can limit the single-person trips, we can alleviate congestion. Our Comprehensive Plan identifies projects that would connect.
- Susan: Chair of LRTA and experience in affordable housing.
- Debbie: Two growing populations (the old-old). The growth over 75 is extremely high. That will create mobility issues. The second is in Beaufort and poverty. Highest growth areas in the mid-term census data. Work force relies on transportation access.
- Frank: More sensitive to our environment. More cognizant of our environmental issues. We're paving over paradise.
- Fred: Together for Beaufort County. We looked at the water quality. Tourism is one of the three biggest legs of our economy. If we destroy our environment, we shoot ourselves in the foot. Looked at where the problems were. The problem was development. We fill in the marsh and that creates the biggest problem. Forcing wildlife to move into smaller pockets of environment.

- Juliana: Loosing ecosystem services. A freshwater wetland. Especially in Jasper and Beaufort County. Thinking about water quality.

How would you rate the Lowcountry with multi-jurisdictional coordination for land use?

- Fred: Not well
- Juliana: Historically, not well. From my perspective, it is starting to change.
- Jessie: Especially with smaller communities, we want to get ours. There is a sense of entitlement to grow quickly without careful planning ahead of time. That attitude is starting to change (stormwater standards). See that driving down 170.
- Frank: Self-interest, lack of control, and lack of incentives. Everyone works on what they are paid for.
- Debbie: The structure of land use. There is a lack of communication and definition as to what develops where. Along 278. We don't know which is in Beaufort and which one is in Bluffton. Do they worry about each other?
- Juliana: Historic annexation wars. There is not much forward thinking as to how and where they will grow. No thought to the regional impact.
- Fred: Watching people come from other parts of the country and wanting to change the area to be what they want it to be. People not communicating or thinking about the bigger picture.
- Debbie: Power and wealth is relocating to Hilton Head and northern Beaufort. The power of developers can get around the LRTPs. Real estate interests should not be on Planning Committees.
- Frank: You have to follow the money.
- Jonathan: There is no understanding of moving from one jurisdiction to another.

How do you see bicycle and pedestrian planning being a unifier?

- Brett: A singular facility to provide connection from the north to the south. The great thing about a shared-use path (MUP) is that it is accessible for all ages and abilities. It is sustainable tourism and sustainable development. Sharing the experience of being in nature with everyone not just localized in one area. Greenway would be the spine to a larger regional system. Success in Beaufort County to create multi-use paths. SC 170 and across the bridge to Hilton Head. Our area has committed to investing in bicycle and pedestrian infrastructure.
- Frank: One of the most expensive parts of the greenway will be built at the end. The spine should be put down first and then build off of that. If we don't have the basic framework, it will be so much harder later on.
- Fred: When building the bridge to Hunting Island there was no consideration putting a bicycle lane across. Those conversations have to be had in the planning stages rather than after development.
- Jessie: Last year, DOT passed down the directive for complete streets. Referencing complete streets policies.

- Juliana: Local plans would consider complete streets.
- Debbie: Compliance with complete streets should be a part of the project prioritization criteria.
- Frank: Complete streets is a philosophy. AASHTO compliance, NACTO, and MUTCD are standards we should use.
- Juliana: Complete streets often consider access to all users. A complete street should be a network wide mentality. Having one complete street does not solve anything.

What areas/locations in the region experience the greatest safety issues?

- Frank: There are no silver bullets. It is an unrelenting focus to address safety for all people. Pedestrian safety islands at every signalized intersection. We are implementing complete streets. We are investing millions into safety improvements.
 - Vision Zero is a big idea and part of a philosophy. It's not accepted yet.
- Brett: Just check the box. Acknowledge the safety issues both perception and reality. The perception of danger is what keeps people from using poorly throughout bicycle and pedestrian infrastructure. We need more physical separation has be implemented if speed limits are higher.
- Frank: Speed kills.
- Juliana: Along the SC-21 corridor (rural and does not have any sidewalks). Fatal pedestrian crashes there because there is no sidewalk. Down 170 is another place of concern. There are lots of vehicular accidents.
- Frank: Prado analysis. Measure where there are bike and car crashes. Focus on correcting those crash locations. Analyze what the data is telling us.
 - Safety education. Old people, tourists, alcohol, service workers, bicycles and it creates a toxic mix of road users.
- Jessie: Maintenance of pathways that have already been created. St. Helena sidewalks are overgrown. This is not a safe option.

Public Engagement

We will be launching an Online Survey on September 8.

Public Workshop | Sign-In



LCOG RURAL AREA



2045 LATS
LONG RANGE TRANSPORTATION PLAN

September 8th, 2021

[illegible]



Public Workshop #1

SEPTEMBER 8, 2021

Agenda

1. What is an MPO?
2. What is LATS and LCOG?
3. What is a Long Range Transportation Plan?
4. The Process
5. Plan Goals
6. Next Steps

What is an MPO?

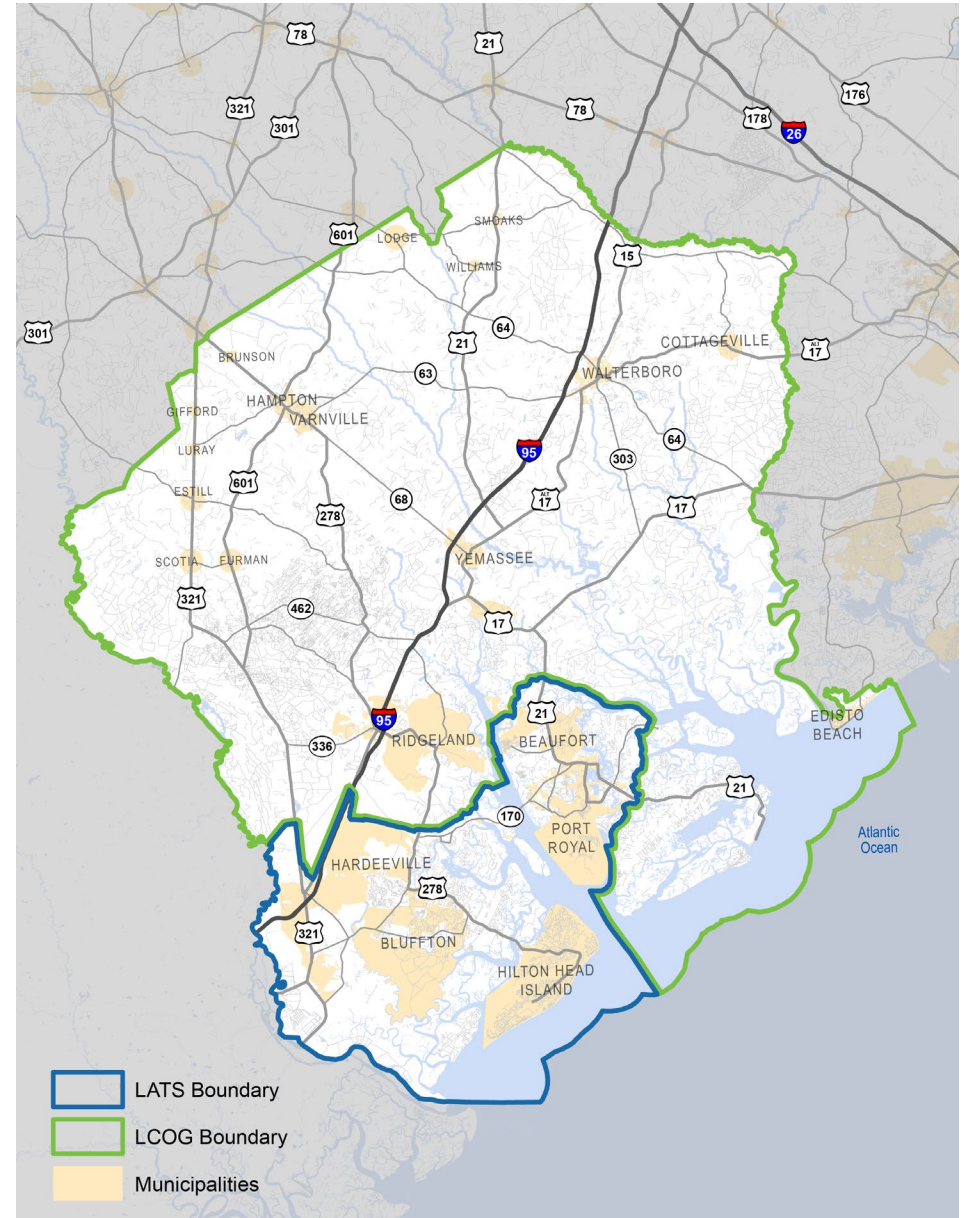
A Metropolitan Planning Organization (MPO) is a federally designated urban area with at least 50,000 residents. Each MPO must develop a long-range transportation plan to guide the transportation decision making process. The five primary functions of MPOs are to:

1. Facilitate effective regional decision making
2. Evaluate transportation alternatives
3. Maintain transportation plans (LRTP/TIP)
4. Engage the public
5. Protect air quality

What is LATs?

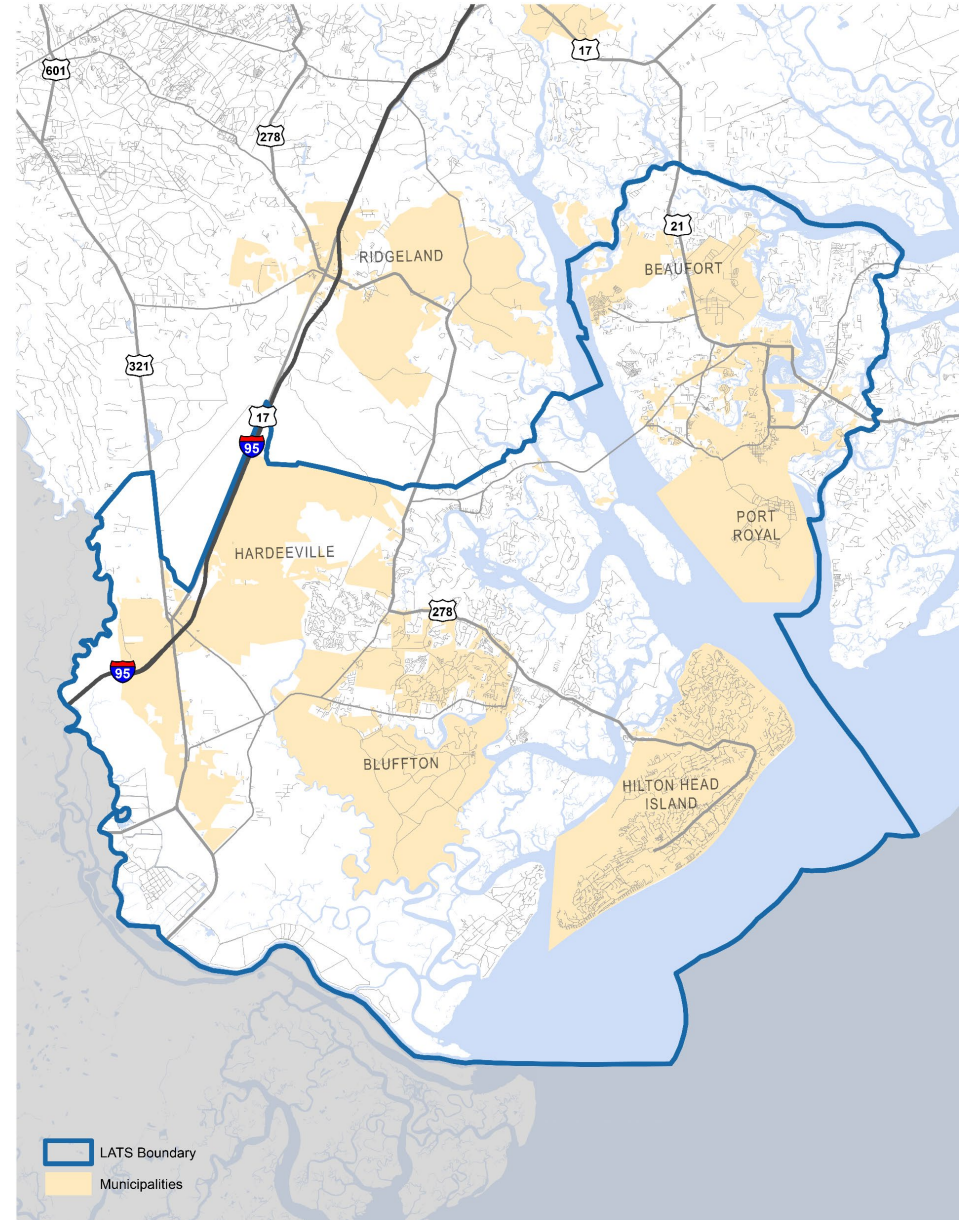
The Lowcountry Area Transportation Study (LATS) is the MPO for the region.

The MPO includes the municipalities of Beaufort, Bluffton, Hardeeville, Hilton Head Island, Port Royal as well as unincorporated areas of Beaufort and Jasper Counties.

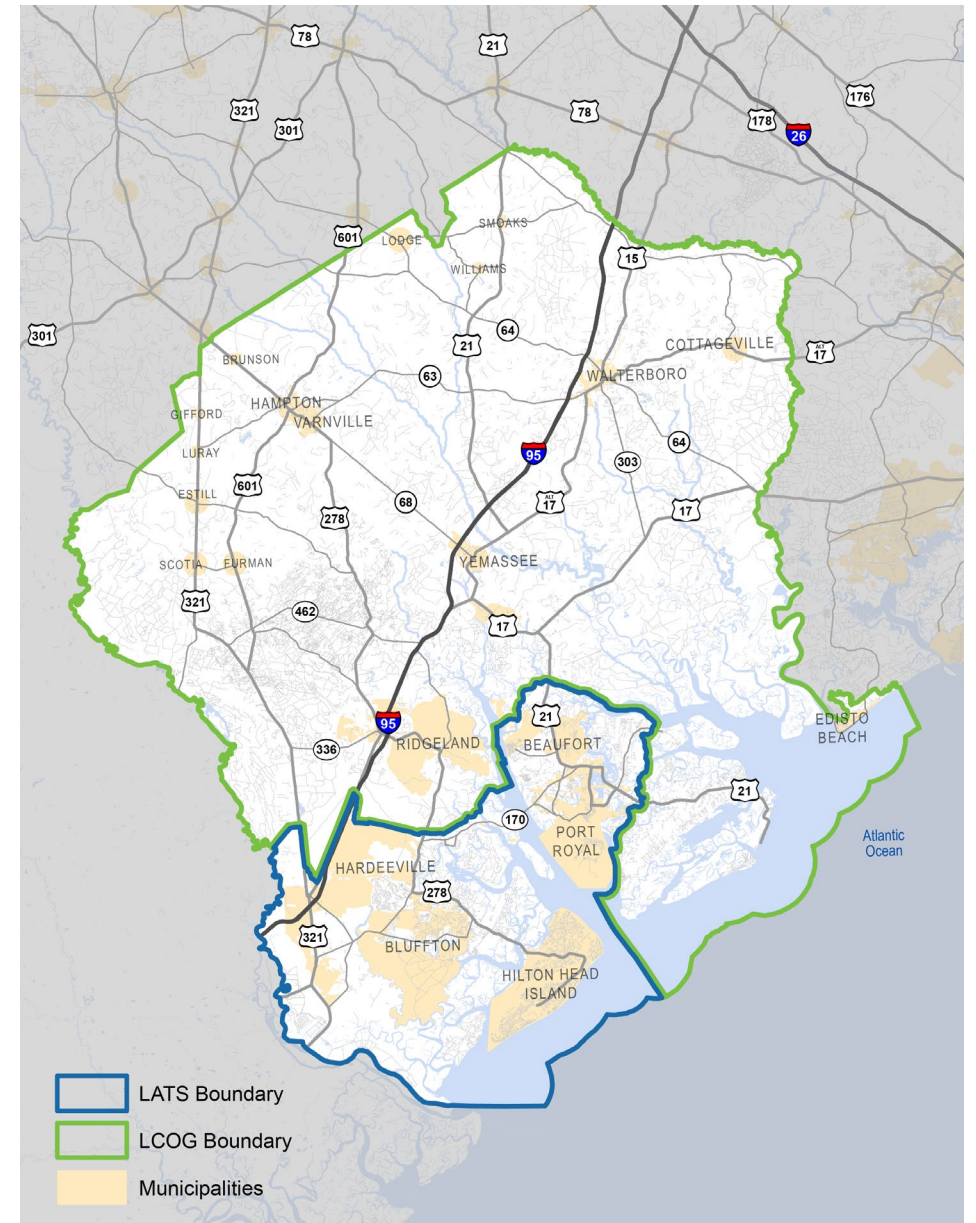


What is an LRTP?

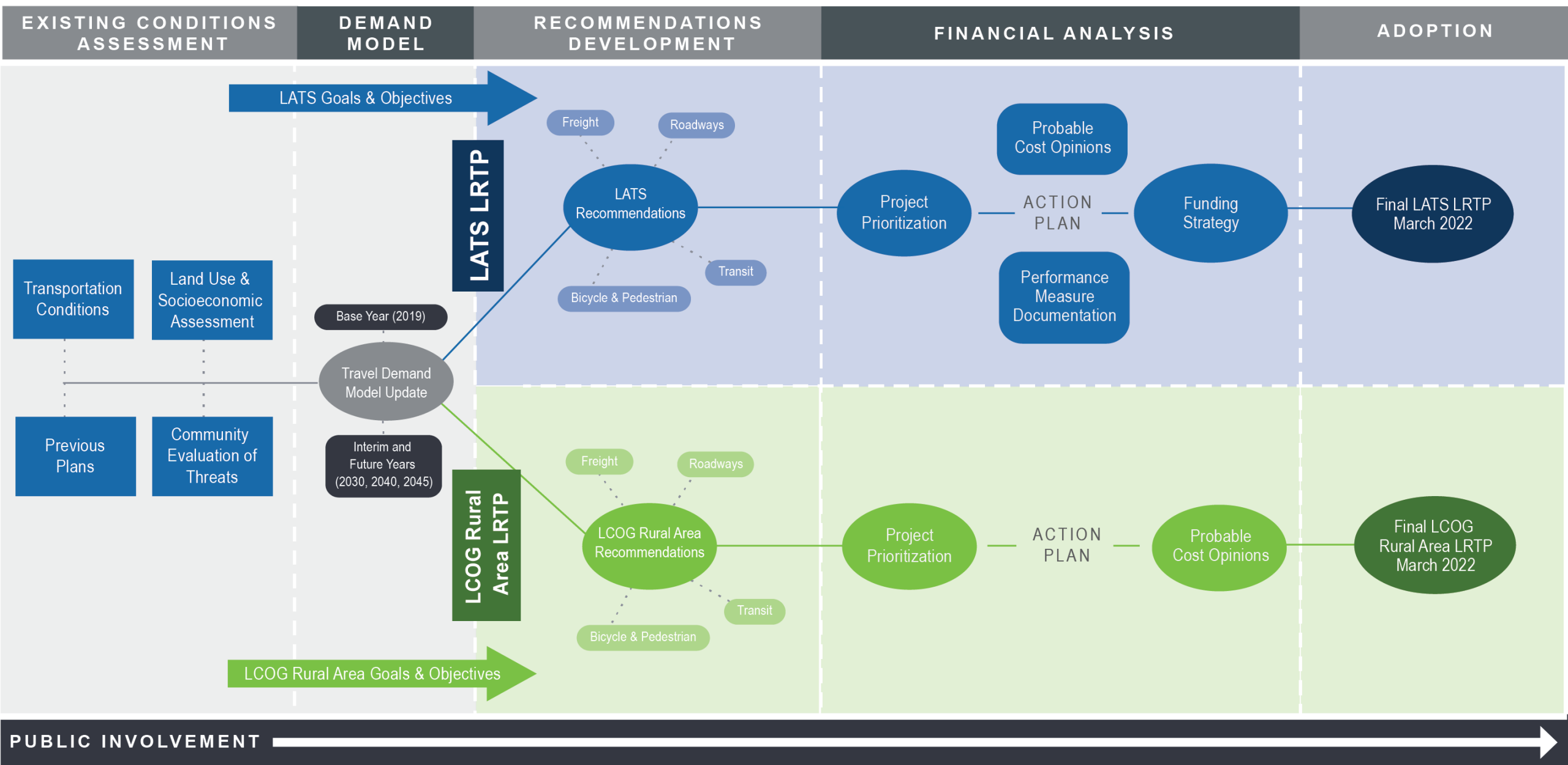
The Long Range Transportation Plan (LRTP) identifies current and future transportation needs and provides multi-modal strategies and projects to address these needs. The 20-year planning horizon of the LRTP acts as a guidance document for fiscally constrained transportation projects.



The LCOG Rural Area LRTP will identify current and future transportation needs and provide multi-modal strategies and projects to address the needs specifically to the portions of Beaufort, Colleton, Hampton, and Jasper Counties outside of the metropolitan planning area.



The Process



Approach



Data Gathering and Existing Conditions



Goals, Objectives, and Performance Measurement



Project Development



Prioritization



Financial Constraint



Documentation and Federal Compliance

Goal Setting

- Link federal, state, and local priorities
- Set goals with measurable results
- Engage the public

Planning Theme	FAST Act National Planning Emphasis Area	Current Livability 2040 RTP Goals	Livability 2050 RTP Update Goals	Livability 2050 RTP Update Objectives
Connections & Choices	Increase the accessibility and mobility of people and for freight	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 1: Improve multimodal access to residential, community, and employment resources	1.1 Improve bicycle and pedestrian access to educational, health, and recreational opportunities 1.2 Expand transit service to unserved regional employment markets 1.3 Expand rural human services transportation services into areas not currently served 1.4 Advance TDM strategies to support last mile connections for key employment origins and destinations
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight ¹	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 2: Support a fully integrated multimodal network that advances the concept of complete streets	2.1 Support complete streets implementation 2.2 Support bicycle, pedestrian, and transit improvements as incidental improvements as roadway improvements occur. 2.3 Support integrated and expanded greenway/multiuse plans
Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	2040 RTP Goal 5: Ensure the region is well positioned to remain a leader in global logistics and freight movement	Goal 3: Ensure the region is well positioned to remain a leader in global logistics and freight movement	3.1 Reduce truck delay on critical freight corridors and within key freight hubs 3.2 Reduce intermodal conflict and delay 3.3 Advance an Airport/Aerotropolis TMA
	Enhance travel and tourism ¹	No relevant goal statement	Goal 4: Enhance travel and tourism	4.1 Include the economic development benefits associated with travel and tourism when prioritizing transportation projects.
	Increase the safety of the transportation system for	2040 RTP Goal 2:	Goal 5:	5.1 Support projects that address an existing, identified safety or

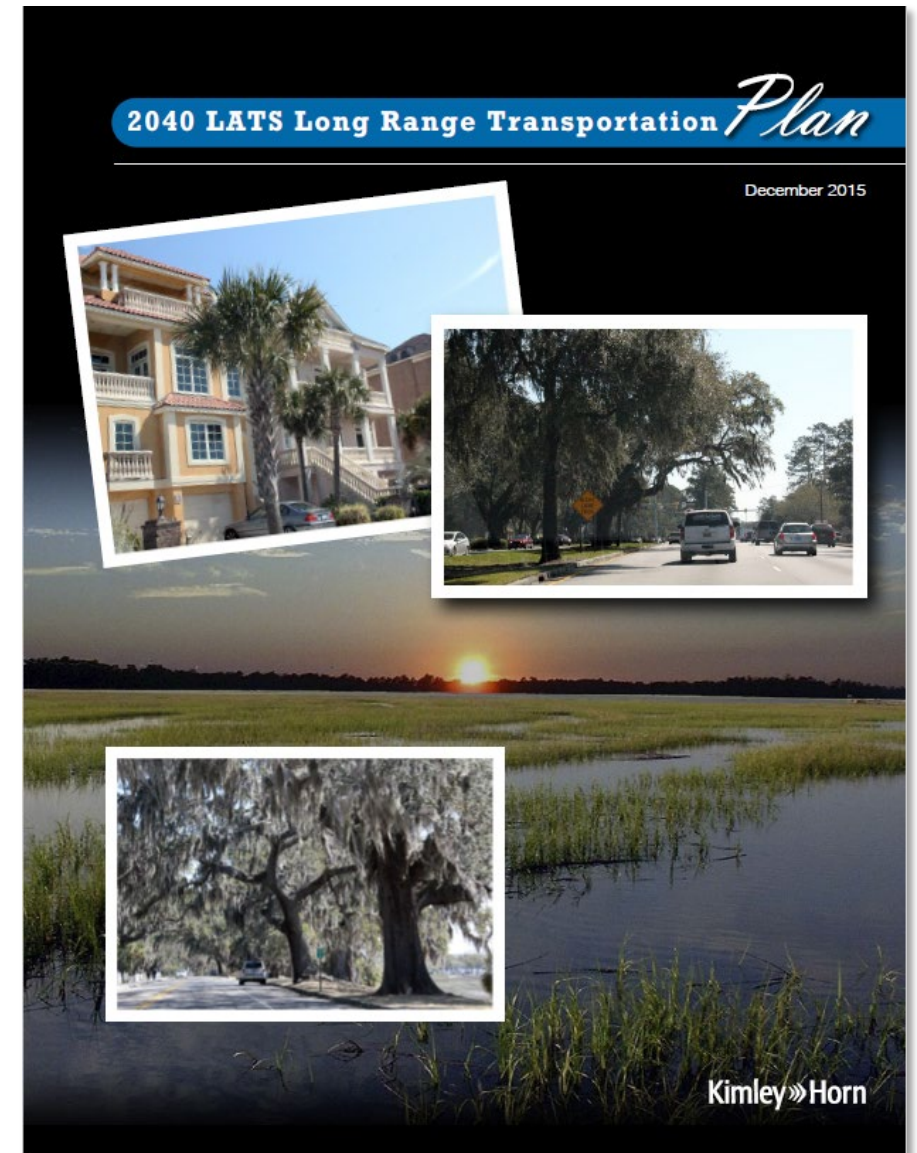
FAST Act

Since the previous LRTP, new guidance from FHWA outlines new data-driven performance measures. The Fixing America's Surface Transportation Act (FAST Act) continues MAP-21's performance management approach in order to make progress towards national goals.

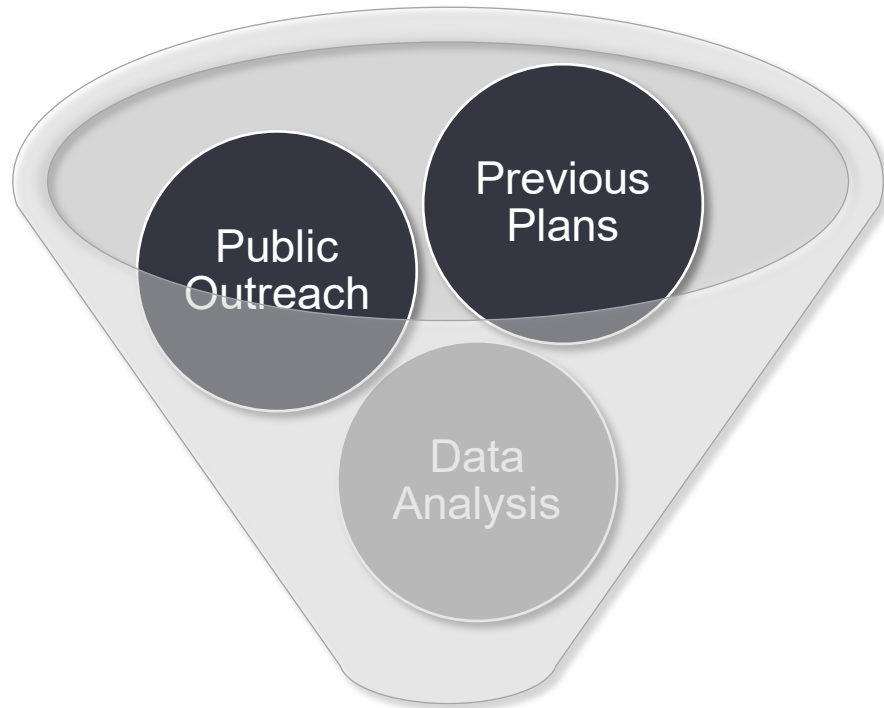
These new performance measures will be incorporated into the 2045 LATS LRTP.

Previous Planning Efforts

- Regional Plans
- Transportation Improvement Plan (TIP)
- Comprehensive Plans
- Bicycle and Pedestrian Plans
- Small Area Plans
- Joint Land Use Plans
- Economic Strategy Plans



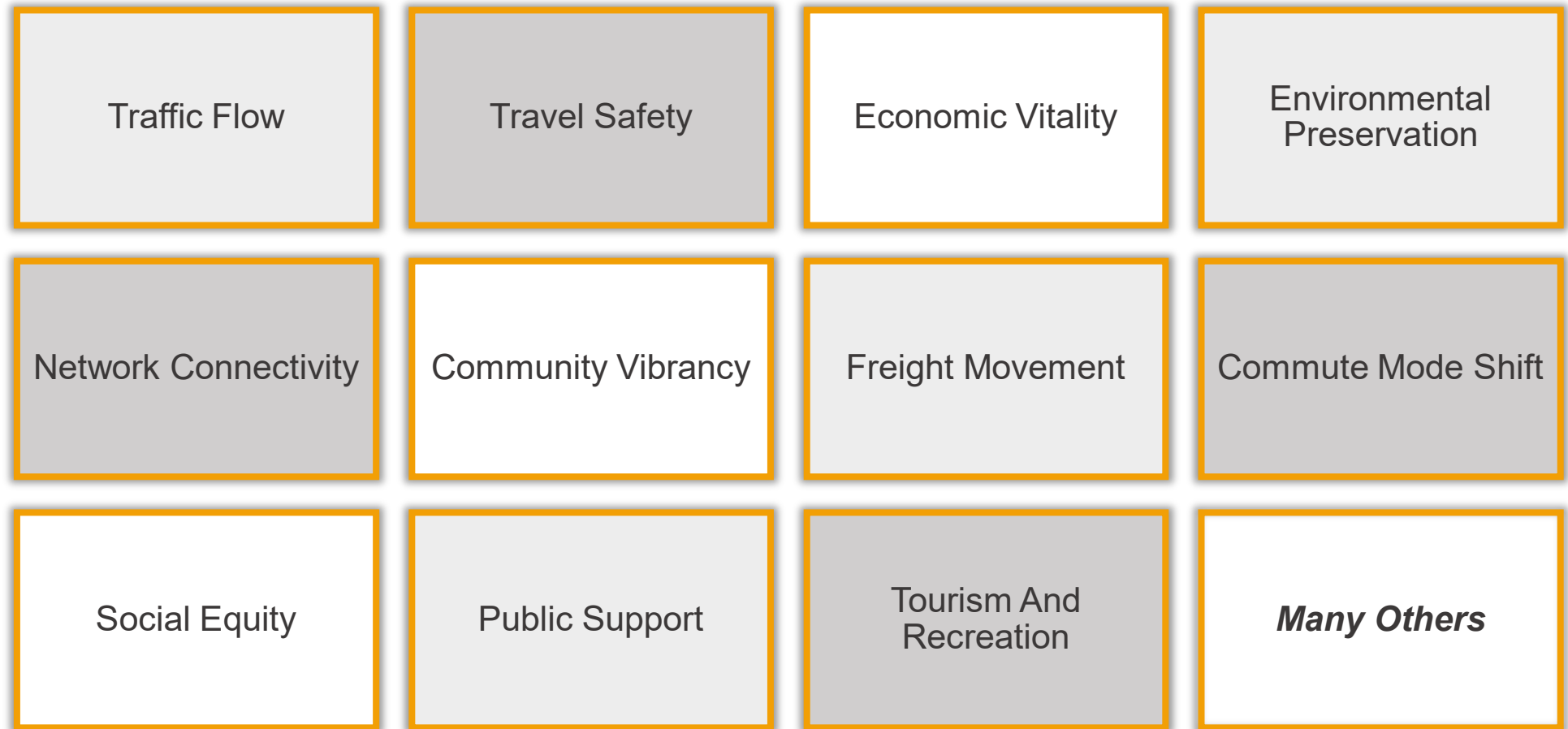
Project Development



Multimodal Recommendations



Prioritization



Financial Planning



Build upon previous work in the region



Build upon a sound understanding of SCDOT and FHWA/FTA funding programs



Create a platform for advocacy and communication



Create feasible funding scenario plan

Documentation


Guía de Escenarios del Plan Estratégico de Movilidad de Austin

1.3 millones en el 2040

Se espera que la población de Austin más del **DOBLE** en los próximos 30 años.

Con este crecimiento, hasta mantener los niveles actuales de tráfico y congestión requerirá cambios significativos en cómo nos transportamos, utilizando todos los métodos de transportación que existen como manejar, caminar, andar en bicicleta y utilizar el transporte público.

¿Como nos vamos a mover en el futuro?



Logos: LLEGAREMOS ALLI JUNTOS, ASMP, CITY OF AUSTIN

SEAS SOUTHEAST AREA STUDY

Community Snapshot

Population
Southeast Area: 226,561
North Carolina: 10,014,449

Unemployment
Southeast Area: 4.3%
North Carolina: 5.8%

No Vehicle Access
Southeast Area: 4.0%
North Carolina: 6.6%

Low Income
Southeast Area: 12.1%
North Carolina: 16.0%

Occupied Households
Southeast Area: 75,979
North Carolina: 3,715,656

Commute Mode
82.5% Drove Alone
11.1% Carpooled
4.2% Worked at home
2.2% Other

Minority
Southeast Area: 11.1%
North Carolina: 11.1%

Elderly
Southeast Area: 11.1%
North Carolina: 11.1%

THE SOUTHEAST AREA'S POPULATION IS EXPECTED TO GROW BY 10,000 IN THE NEXT 5 YEARS AND BY 300,000 IN THE NEXT 25 YEARS

Source Information: U.S. Census Bureau, 2000 Census and 2009-2013 American Community Survey • ES&P • Triangle Regional Model

#SEareastudy
www.southeastareastudy.com

UPPER COASTAL PLAIN REGIONAL PLANNING ORGANIZATION
CAMPO
Kimley»Horn

CONNECT 2045

ROCKY MOUNT URBAN AREA Metropolitan Transportation Plan



PREPARED FOR:
ROCKY MOUNT URBAN AREA

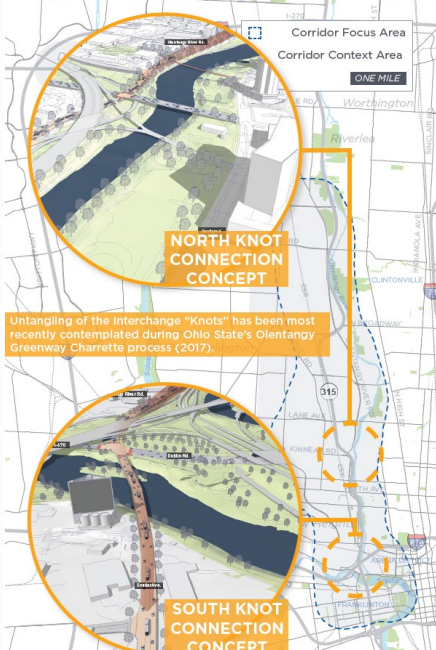
PREPARED BY:
Kimley»Horn
SEPTEMBER 2018

NORTH KNOT CONNECTION CONCEPT

Corridor Focus Area
Corridor Context Area
ONE MILE

Untangling of the interchange "Knots" has been most recently contemplated during Ohio State's Olentangy Greenway Charrette process (2017).

SOUTH KNOT CONNECTION CONCEPT



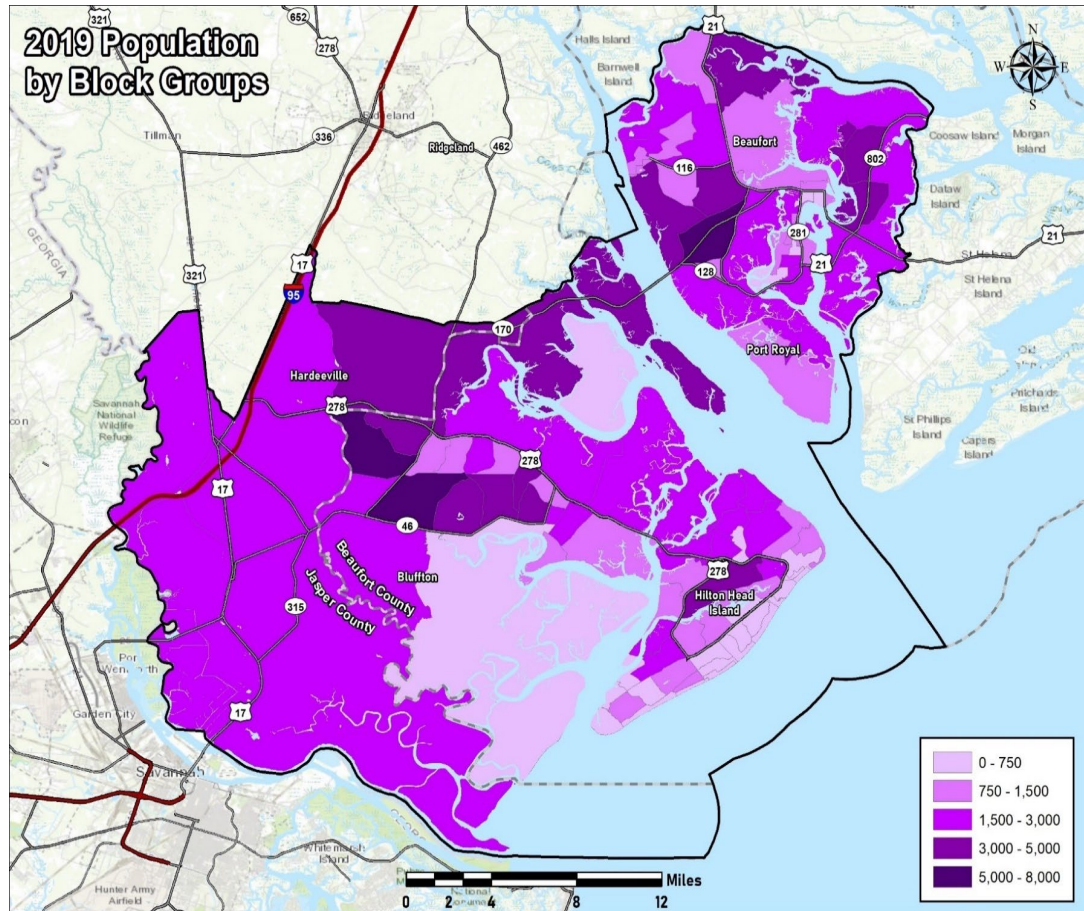
How to Engage in the Process

- Come to public workshops
- Stay up to date by visiting the LCOG website
 - https://www.lowcountrycog.org/planning_and_transportation/Irtp_2045.php
- Take the public survey

Existing Conditions

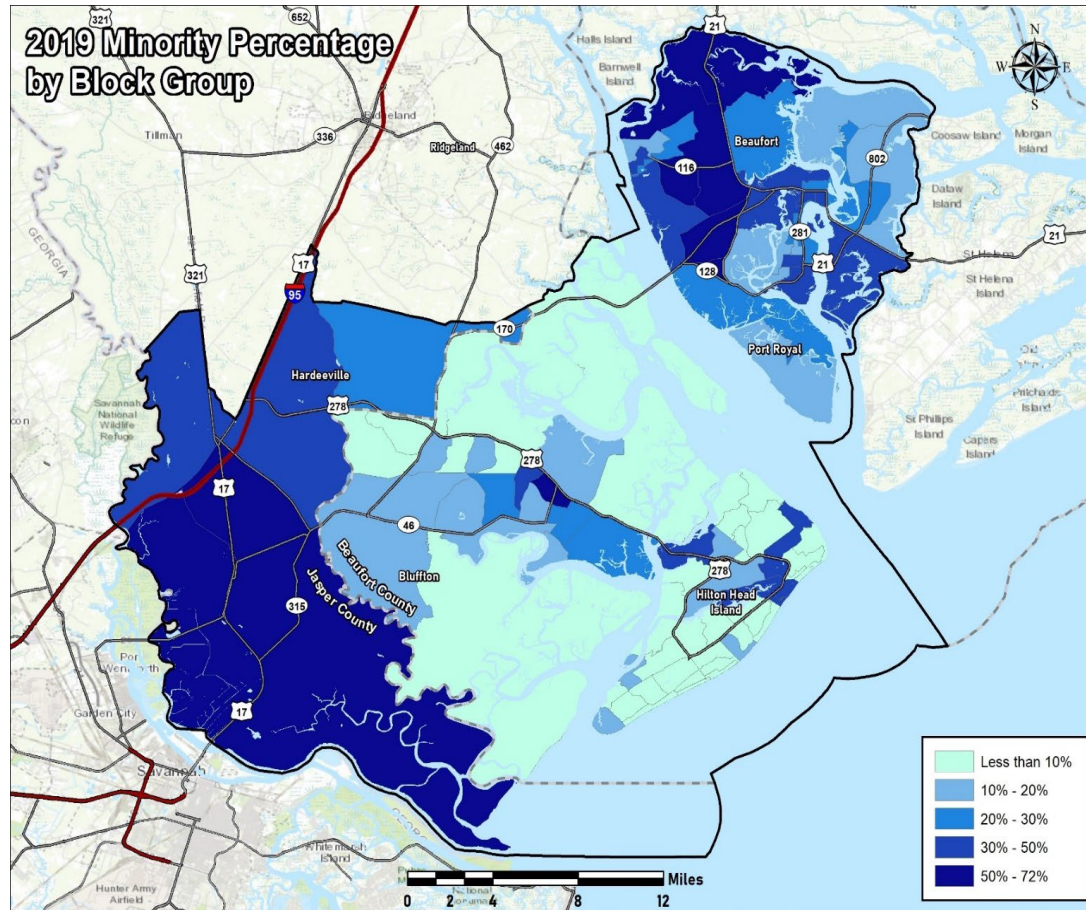
LATS 2045 LRTP

Population Characteristics



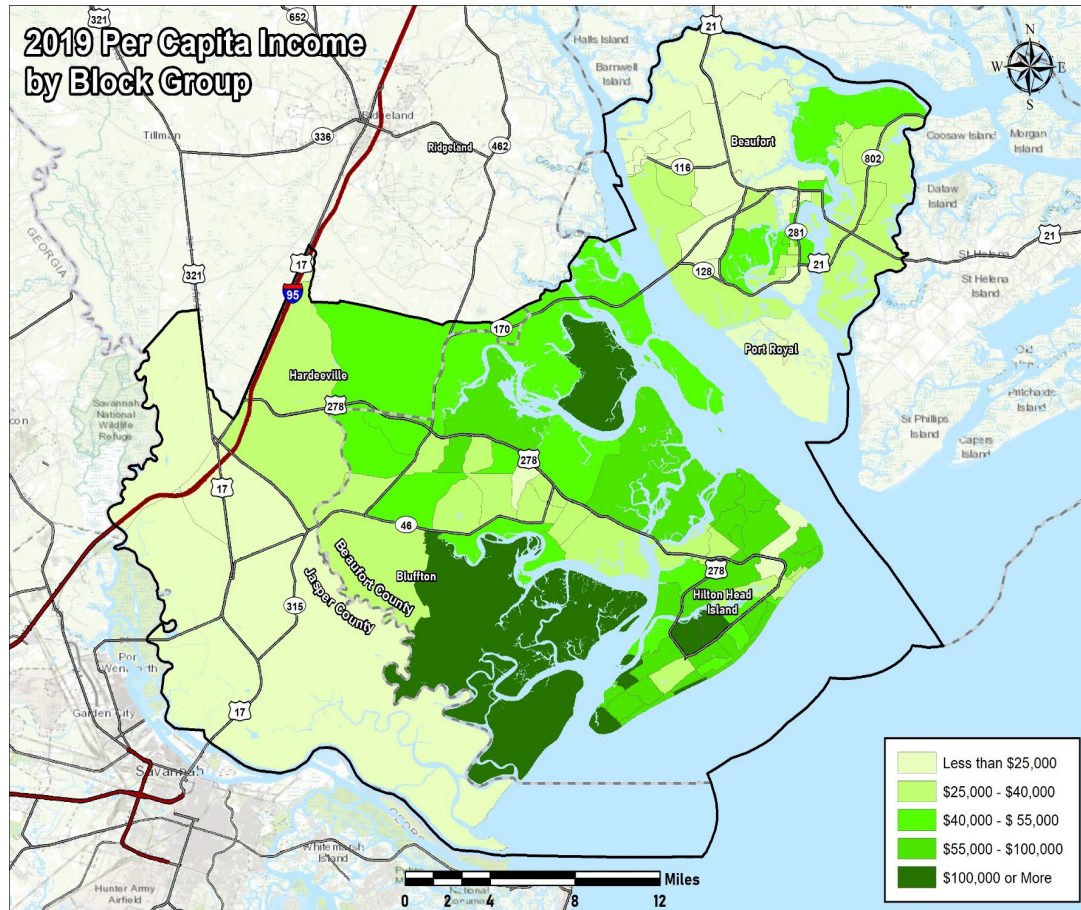
	Total Population	Population Density (per sq mi)
Urban Beaufort County	170,093	521
City of Beaufort	13,404	479
Town of Bluffton	20,799	404
Hilton Head Island	40,007	966
Town of Port Royal	12,770	672
Urban Jasper County	13,036	72
City of Hardeeville	6,064	109
LATS	183,129	362
South Carolina	5,148,714	171

Minority Population



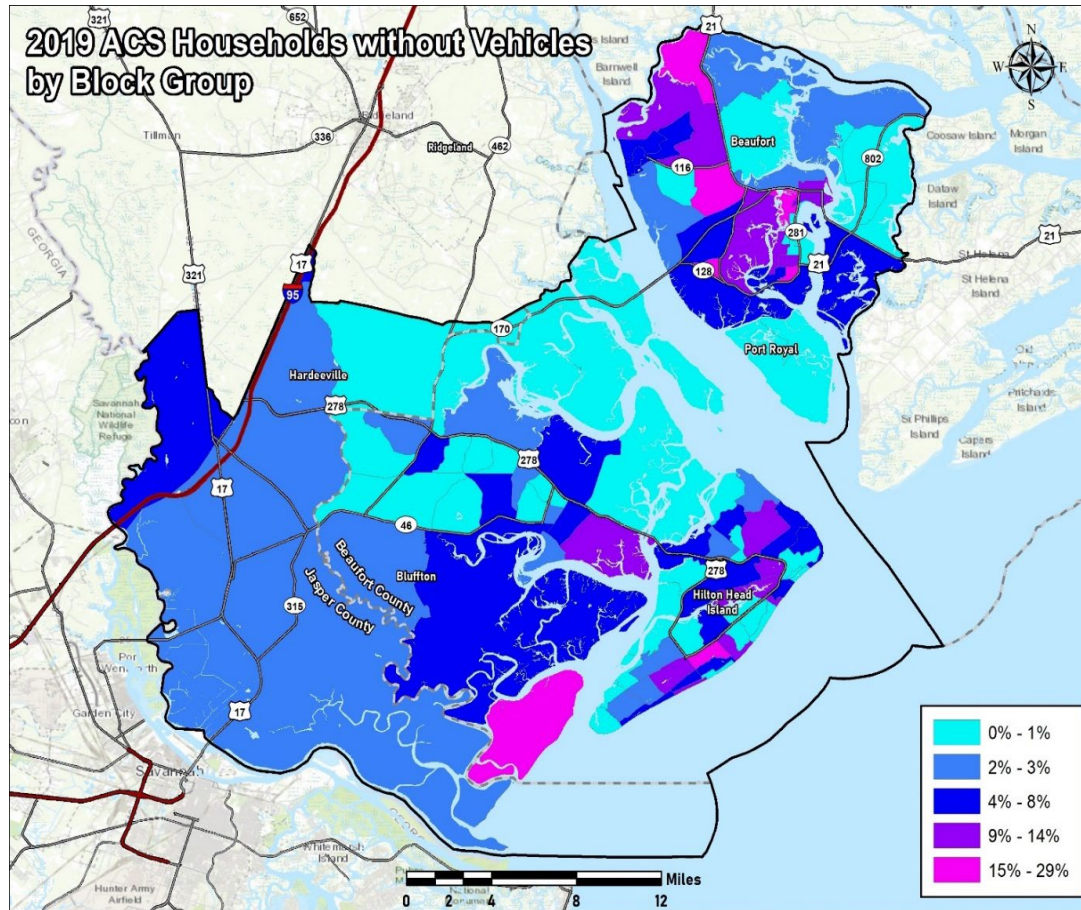
	Population	Minority	Percent Minority
Beaufort County	186,095	47,102	25.3%
Jasper County	28,657	13,646	47.6%
Urban Beaufort County	170,093	37,694	22.2%
Urban Jasper County	13,017	5,007	38.5%
LATS	183,129	42,701	23.3%
South Carolina	5,020,806	1,648,795	32.8%

Income and Poverty



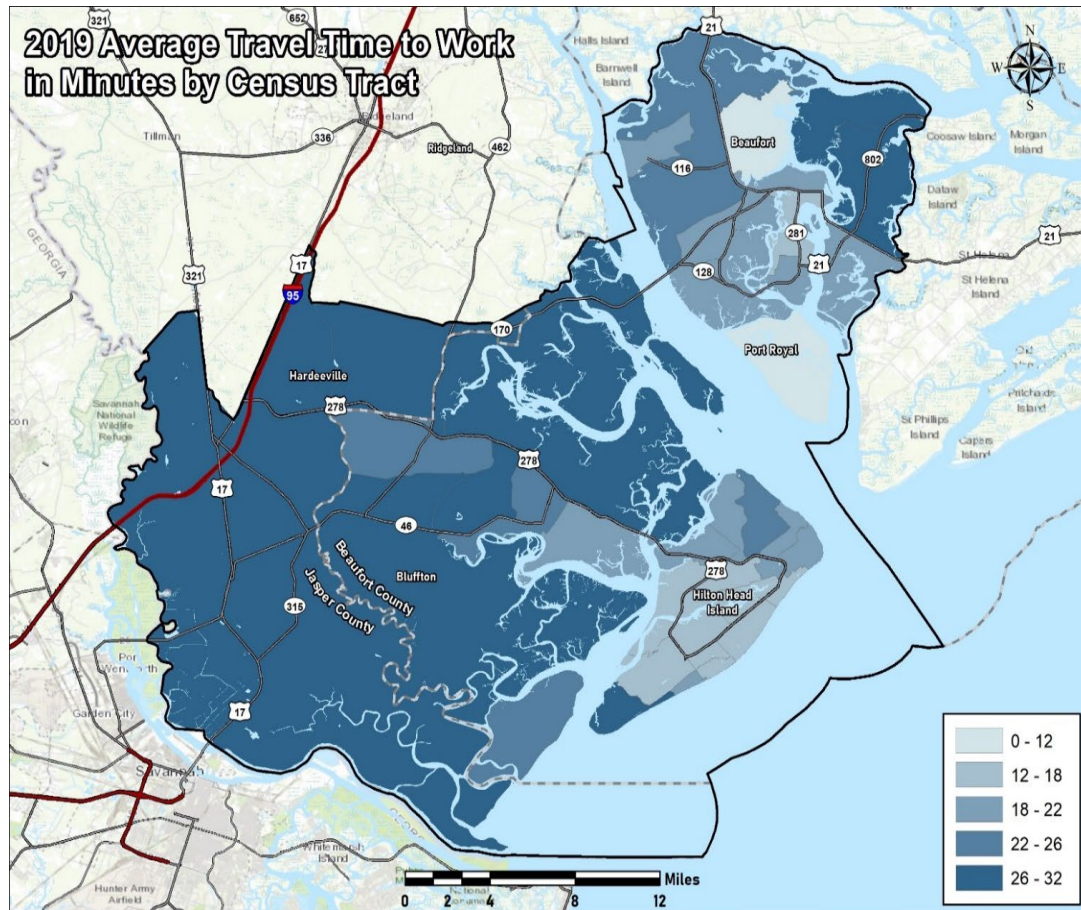
	Per Capita Income	Individual below Poverty	Family below Poverty
Beaufort County	\$38,946	10.2%	6.5%
Jasper County	\$24,566	17.8%	12.8%
Urban Beaufort County	\$37,730	9.5%	6.4%
Urban Jasper County	\$37,838	20.6%	13.6%
LATS	\$37,175	10.8%	6.9%
South Carolina	\$29,426	15.2%	10.9%

Vehicle Ownership



Percentage of Households with No Vehicle	
Beaufort County	4.2%
Jasper County	4.4%
Urban Beaufort County	4.1%
Urban Jasper County	1.7%
LATS	3.9%
South Carolina	6.3%

Average Commute Time

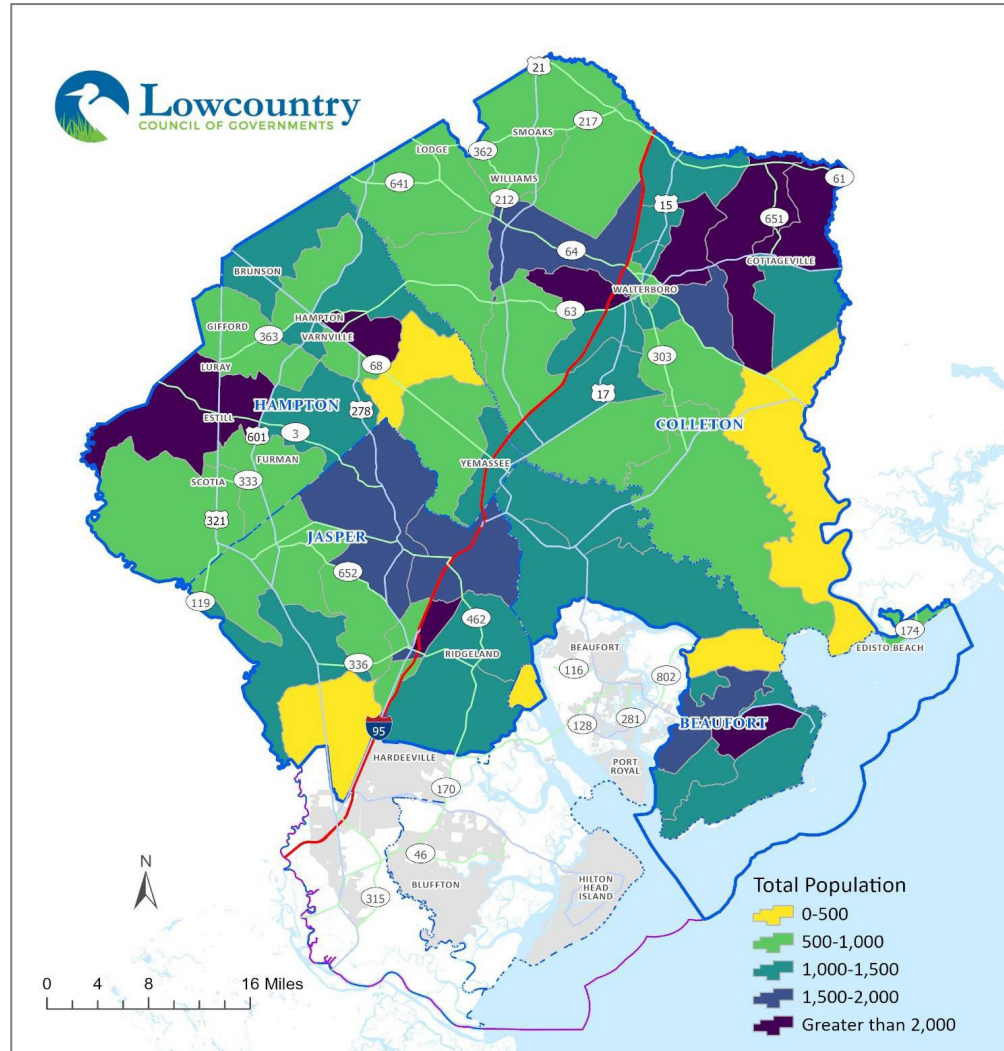


Average Travel Time to Work (minutes)	
Beaufort County	22.8
Jasper County	31.1
Urban Beaufort County	20.9
Urban Jasper County	29.8
LATS	21.7
South Carolina	25.0

Existing Conditions

LCOG Rural Area 2045 LRTP

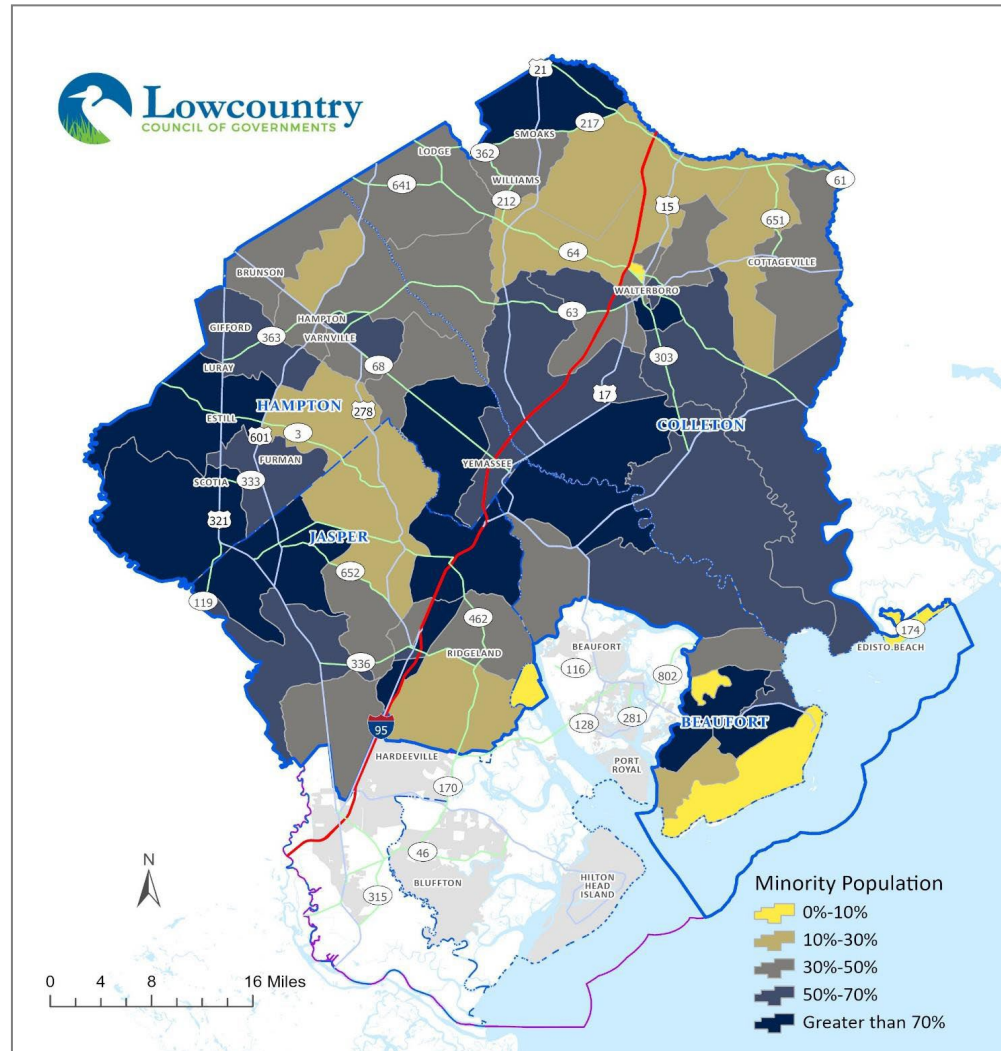
Population Characteristics



	Total Population	Population Density (per sq mi)
Colleton County	37,585	36
Hampton County	19,564	35
Northern Beaufort County	16,002	71
Northern Jasper County	15,621	33
Lowcountry Rural Area	88,772	39
Lowcountry	271,901	96
South Carolina	5,020,806	167



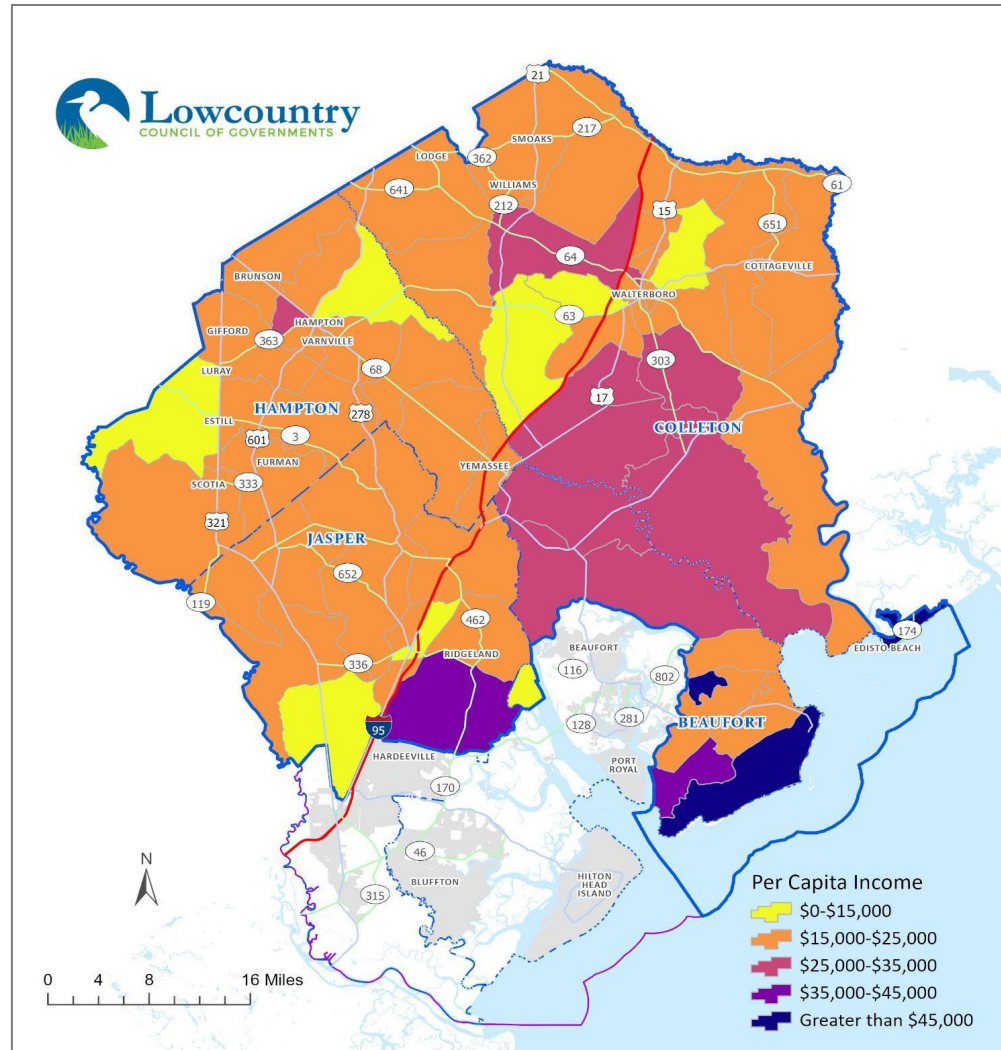
Minority Population



	Total Population	Percent Minority
Colleton County	37,585	42.7%
Hampton County	19,564	57.9%
Northern Beaufort County	16,002	52.1%
Northern Jasper County	15,621	55.6%
Lowcountry Rural Area	88,772	50.1%
Lowcountry	271,901	32.6%
South Carolina	5,020,806	32.8%



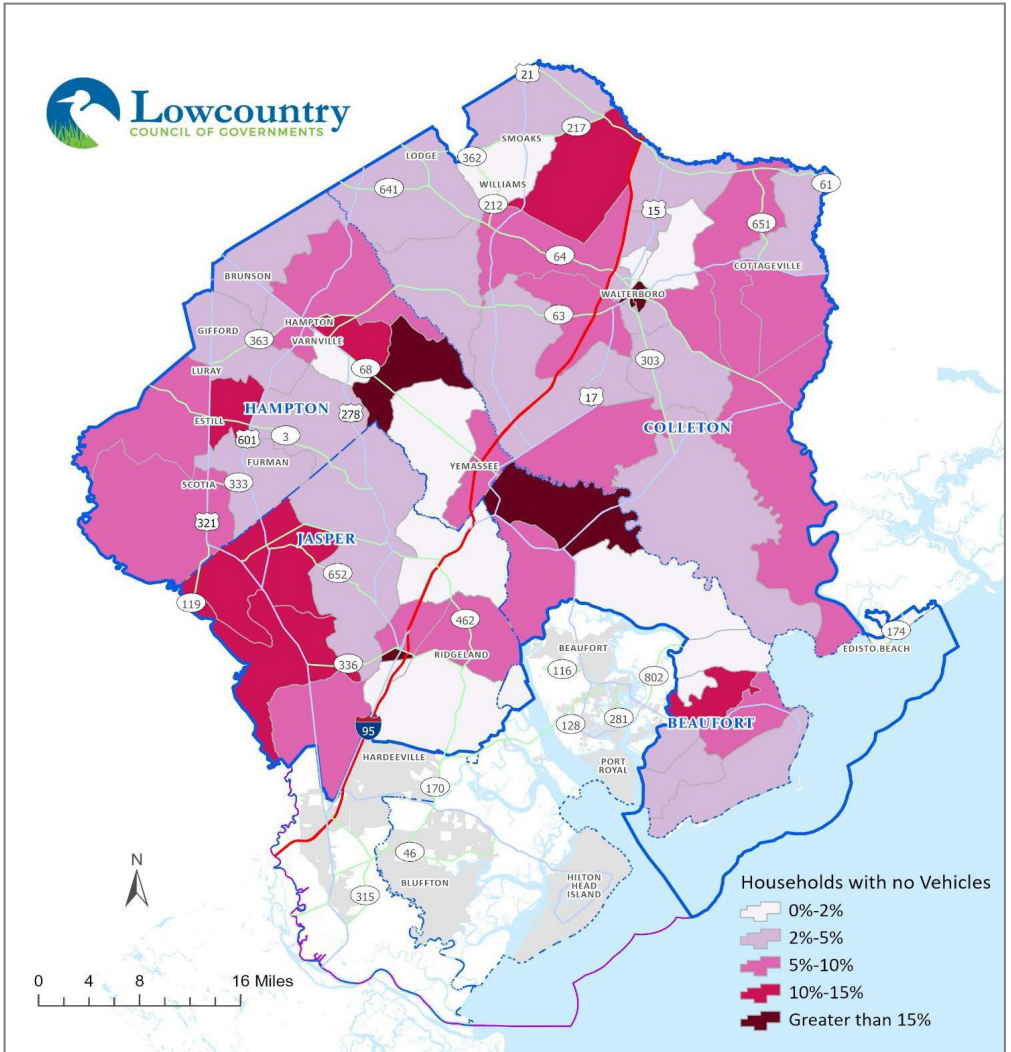
Income and Poverty



	Per Capita Income	Individual below Poverty	Family below Poverty
Colleton County	\$21,377	21.8%	16.3%
Hampton County	\$18,424	20.5%	17.0%
Northern Beaufort County	\$30,400	13.0%	7.1%
Northern Jasper County	\$24,396	15.2%	11.8%
Lowcountry Rural Area	\$24,646	18.5%	13.6%
Lowcountry	\$33,525	13.1%	9.0%
South Carolina	\$29,426	15.2%	10.9%

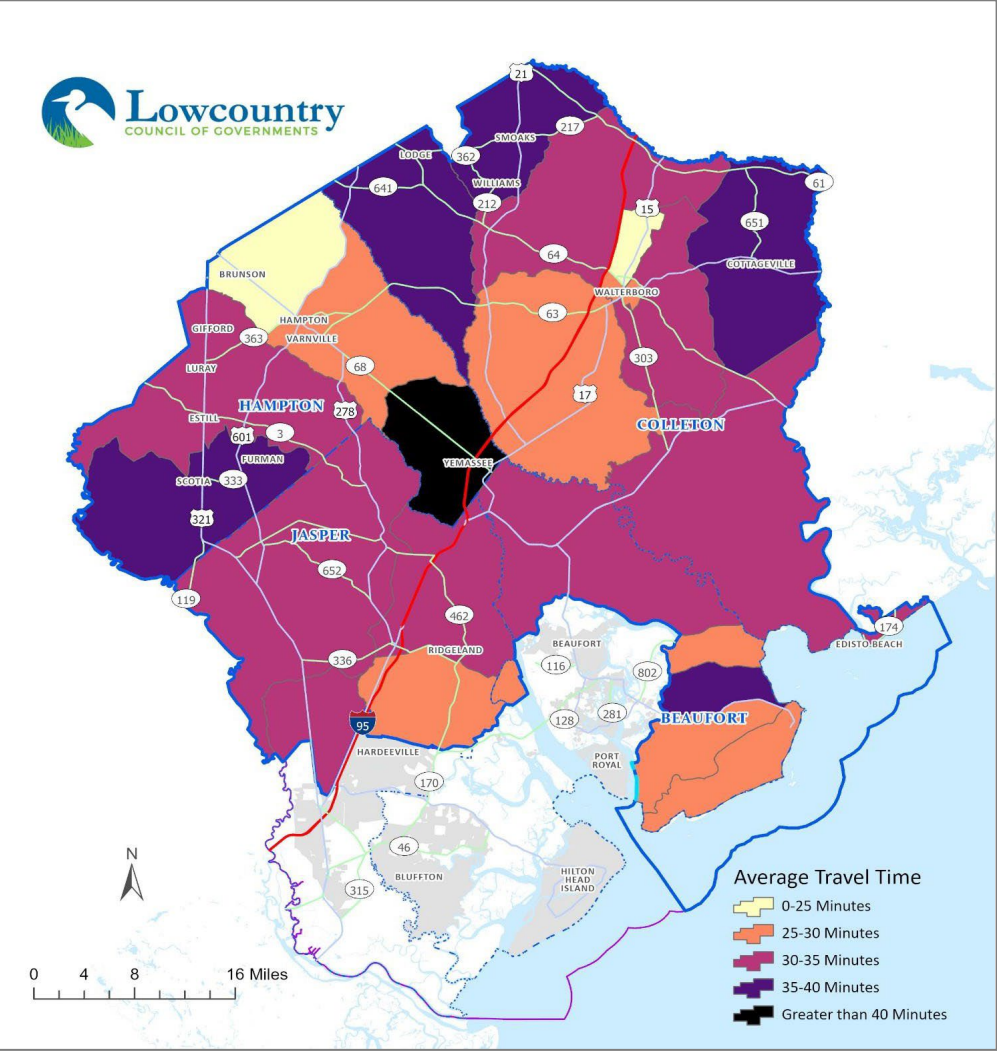


Vehicle Ownership



Percentage of Households with No Vehicle	
Colleton County	6.1%
Hampton County	6.8%
Northern Beaufort County	5.5%
Northern Jasper County	6.8%
Lowcountry Rural Area	6.2%
Lowcountry	4.8%
South Carolina	6.3%

Average Commute Time



Average Travel Time to Work (minutes)	
Colleton County	32.1
Hampton County	31.7
Northern Beaufort County	26.0
Northern Jasper County	30.9
Lowcountry Rural Area	29.7
Lowcountry	25.3
South Carolina	25.0



Online Survey

Discussion

In one word, describe...

...transportation in the
LATS/LCOG region
today.

...your ideal vision for
transportation in the
future.



What are the
biggest
transportation
challenges in
the region?



What are the
biggest
transportation
opportunities
in the region?



What areas
(specifically or
in general)
experience the
greatest **safety**
issues?





Public Workshop #1

SEPTEMBER 8, 2021



Serving **Beaufort • Colleton • Hampton • Jasper** *Counties*

For Immediate Release
September 1, 2021

THE LOWCOUNTRY COUNCIL OF GOVERNMENTS IS HOSTING A PUBLIC MEETING FOR THE LONG RANGE TRANSPORTATION PLAN UPDATE

The Lowcountry Council of Governments (LCOG) is working to update the 2045 Long Range Transportation Plan (LRTP) and Rural Area LRTP. These plans will identify transportation needs for the urbanized and rural areas and provide a set of multimodal strategies to address these needs.

LCOG and our regional planning partners will work together to create a Long Range Transportation Plan that identifies projects and funding sources to help create a transportation system that is safe, efficient, and equitable for everyone. The LRTP is a comprehensive “blueprint” for area transportation services aimed at meeting mobility needs through the next 20+ years.

When: Wednesday September 8th from 5pm-7pm

Where: Technical College of the Lowcountry New River Campus Conference Room (100 Community College Drive). Virtual option upon request.

What: A interactive event to help shape the vision of the plan and identify the incremental steps to achieve it.

For more information visit www.lowcountrycog.org

Contact Stephanie Rossi Planning Director for the Planning Department at Lowcountry Country Council of Governments at 843-473-3958 or srossi@lowcountrycog.org.

Lowcountry Council of Governments

PO Box 98|634 Campground Road
Yemassee, South Carolina 29945
Main: 843.473.3990 Planning: 843.473.3958 Fax: 843.726.5165
www.lowcountrycog.org

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS**Order Number:****IPL0039515****Order Status:**

Submitted

Classification:

Legals & Public Notices

Package:

HHI - Legal Ads

Final Cost:

139.00

Payment Type:

Account Billed

User ID:

IPL0022508

PREVIEW FOR AD NUMBER IPL00395150**THE LOWCOUNTRY COUNCIL OF GOVERNMENTS IS HOSTING A PUBLIC MEETING FOR THE LONG RANGE TRANSPORTATION PLAN UPDATE**

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W00000000
Publication Dates

[<< Click here to print a printer friendly version >>](#)

ACCOUNT INFORMATION

LC COUNCIL OF GOVERNMENT IP

P.O. BOX 98

YEMASSEE, SC 29945-0098

843-473-3958

gkozak@lowcountrycog.org

LC COUNCIL OF GOVERNMENT

TRANSACTION REPORT**Date**

September 1, 2021 11:10:36 AM EDT

Amount:

139.00

SCHEDULE FOR AD NUMBER IPL00395150

September 5, 2021

The Island Packet (Hilton Head)

Lowcountry Area Transportation Study

Notice Public Comment Period & Public Hearing

The Lowcountry Area Transportation Study (LATS), the transportation planning agency for the Beaufort - Jasper urbanized area is requesting public input and comments on the Long Range Transportation Plan (LRTP) update. The LRTP is the comprehensive “blueprint” for area transportation services aimed at meeting mobility needs through the next 20+ years. The DRAFT plan will be available for review on or before April 12th, 2022 at the Lowcountry Council of Governments office and on the LCOG website at www.lowcountrycog.org. Please send your comments to Stephanie Rossi at 634 Campground Road, Yemassee, SC 29945 or srossi@lowcountrycog.org.

Public comments can be made in person at the LATS Policy Committee meeting on May 13th at 10am at the Technical College of the Lowcountry New River Campus Conference Room (100 Community College Drive). Virtual option upon request.

Disclaimer statement: Lowcountry Council of Governments does not discriminate on the basis of age, sex, race, color, religion, national origin, disability or familial status in the admission, access, treatment or employment in its federally funded programs or activities. You may call 843-473-3990 to request special accommodations 48 hours in advance of a public meeting or to file a discrimination complaint.



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Belleville News-Democrat
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Herald Sun - Durham
Idaho Statesman
Island Packet
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AFFIDAVIT OF PUBLICATION

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Attention: CAROL STONEBRAKER
LC COUNCIL OF GOVERNMENT
P.O. BOX 98
YEMASSEE, SC 299450098

Lowcountry Area Transportation Study Notice Public Comment Period & Public Hearing

The Lowcountry Area Transportation Study (LATS), the transportation planning agency for the Beaufort - Jasper urbanized area is requesting public input and comments on the Long Range Transportation Plan (LRTP) update. The LRTP is the comprehensive "blueprint" for area transportation services aimed at meeting mobility needs through the next 20+ years. The DRAFT plan will be available for review on or before April 12th, 2022 at the Lowcountry Council of Governments office and on the LCOG website at www.lowcountrycog.org.

Any changes to the report will be posted on the website. The comment period starts on April 12th, 2022. Written comments on the proposed LRTP updates will be accepted until close of business on May 12th, 2022. Please send your comments to Stephanie Rossi at 634 Campground Road, Yemassee, SC 29945 or srossi@lowcountrycog.org.

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IPL0067875
Apr 10 2022

STATE OF)
SOUTH CAROLINA) AFFIDAVIT
COUNTY OF BEAUFORT)

I, Tara Pennington, makes oath that the advertisement, was published in The Island Packet and The Beaufort Gazette, a newspaper published in Beaufort County, State and County aforesaid, in the issue(s) of

No. of Insertions: 1

Beginning Issue of: 04/10/2022

Ending Issue of: 04/10/2022

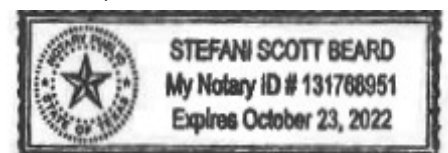
Tara Pennington

Tara Pennington

Sworn to and subscribed before me this 11th day of April in the year of 2022

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
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Survey Summary

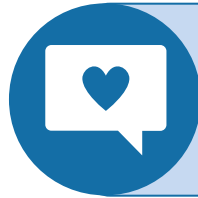
September 15 – October 20, 2021

Overview



827

Total Responses



12,218

Data Points



1,298

Written Comments

What is MetroQuest?

An online survey designed to educate the public about LATS and LCOG Rural Area LRTPs and collect feedback using five interactive screens

How long was the survey active?

September 15, 2021 to October 20, 2021

What were participants asked?

- 1) To learn about the LATS and LCOG LRTPs
- 2) To rank the draft 2045 LRTP goals
- 3) To identify investment priorities by making tradeoffs on improvements
- 4) To map multimodal solutions

Key Takeaways



The public prioritizes Safety & Security and Access & Mobility.



The public wants more multimodal options that include transit, biking, and walking.



The public wants to invest in constructing or widening roads, improving intersections, and enhancing public transportation.



The public has identified several high priority corridor.

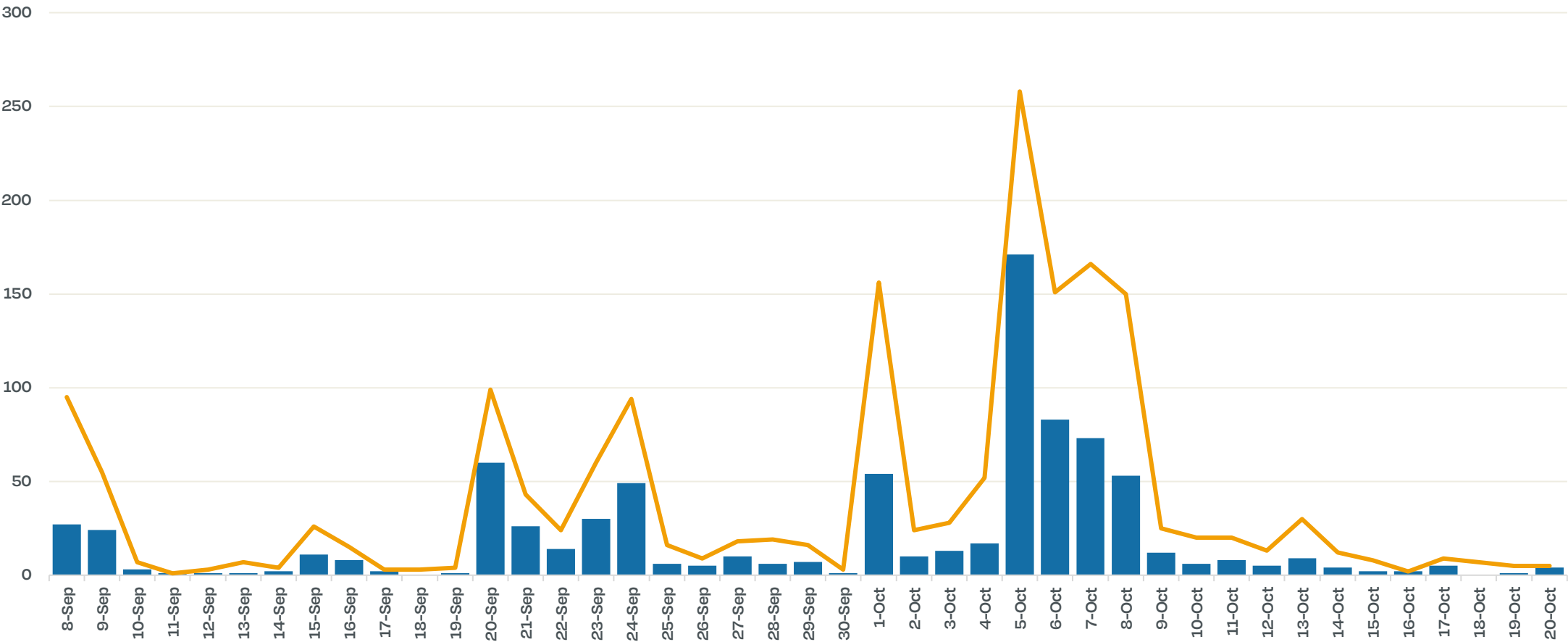


The public thinks transportation improvements need to reflect the incoming growth throughout the planning area.

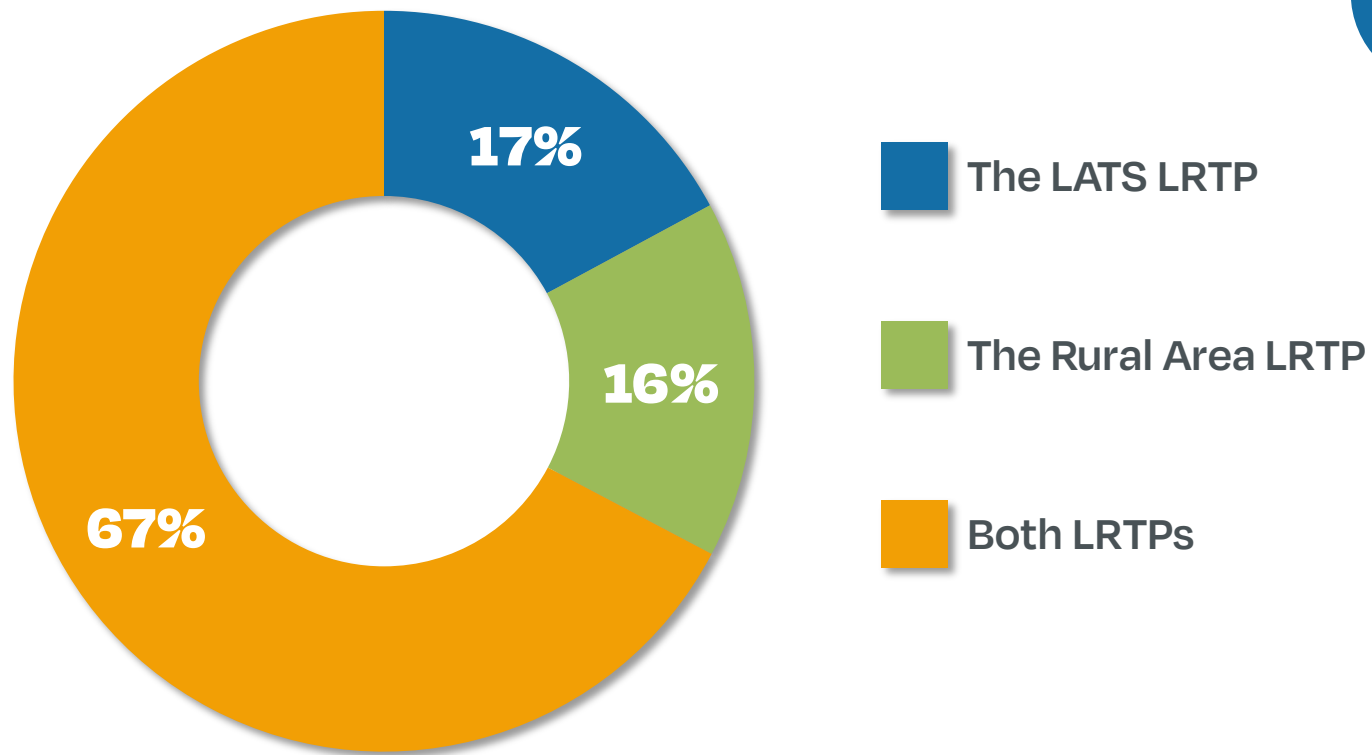
Timeline of Participation

— Visitor

■ Participant



What are you most interested in?

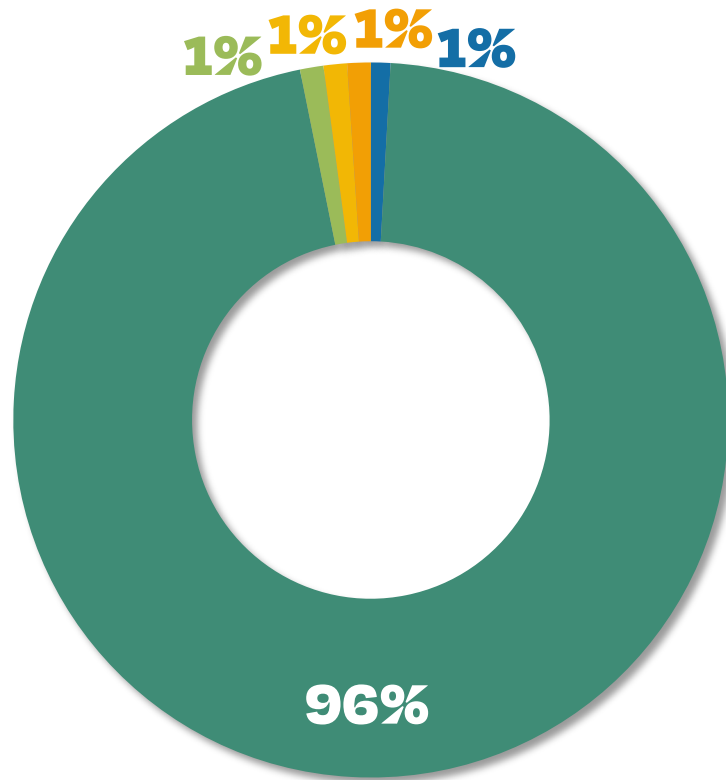


LRTPs

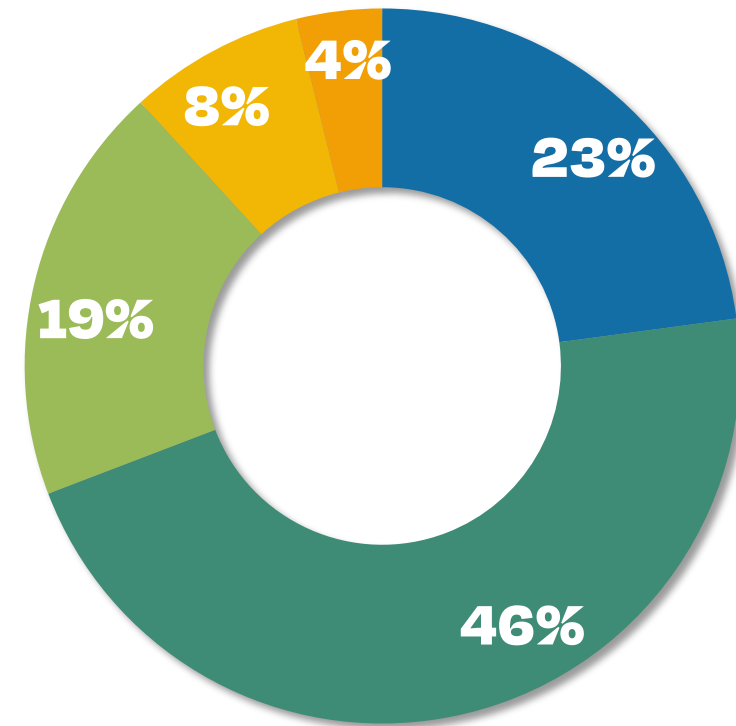
Most participants were interested in both the LATS and Rural Area LRTPs. The following summary considers input for both LRTPs.

Travel Characteristics

How do you travel?



How would you like to travel?



Comments on Mode Split

"Would love to have more options for biking, walking, and public transit."

"We really need to be looking ahead at a lower-carbon future. [T]ransit should be all electric, more walking and biking paths to reduce car travel, which would reduce congestion as well as emissions."

"Our area is in desperate need of mass transit. We cannot keep widening roads."

"Affordable transportation is needed in our area."

"I prefer walking, biking and public transportation to driving. I drive only because it is not safe to do otherwise."

"Transit options need to be expanded to include the many retirement communities being built in the area."

"We are in desperate need of more sidewalks/bike paths in outer areas of Summerville..."

2045 Goals

Help us rank and prioritize the preliminary goals

Goals

The screenshot shows a web application titled "Rank the 2045 Goals" with a green header and a blue sidebar. The sidebar contains five menu items: "WELCOME", "GOALS", "TRADE-OFFS", "SOLUTIONS", and "STAY INVOLVED". The "GOALS" menu item is selected, and the main content area displays a list of six goals: "Culture & Environment", "Access and Mobility", "System Preservation", "Resiliency", "Economic Vitality", and "Safety & Security". The "Culture & Environment" goal is highlighted in yellow. To the right of the list is a blue box with a white icon of a hand holding a leaf and a group of people. Below the icon is a text box that reads: "Coordinate decisions for transportation and land use in ways that protect the region's treasured natural resources, promote the Lowcountry quality of life, and provide predictability for future growth and development." The top of the main content area has a green bar with the text "Rank the 2045 Goals" and "Please rank 5 of the 6 items above the line in your preferred order." Below this text is a line of dots and the text "Order your top 5 items above this line".



Ranking

Participants were asked to rank their top goals for the 2045 LRTPs.

The goals for the LATS and Rural Area LRTP are the same.

Draft 2045 Goals



Access & Mobility

Promote an efficient, interconnected, multimodal, and accessible transportation network for people, goods, and the delivery of services.



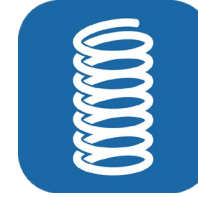
Culture & Environment

Coordinate decisions for transportation and land use in ways that protect the region's treasured natural resources, promote the Lowcountry quality of life, and provide predictability for future growth and development.



Economic Vitality

Encourage economic development through targeted transportation investments that enable competitiveness, productivity, and efficiency.



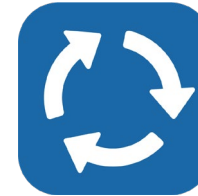
Resiliency

Encourage improvements to the transportation network that prevent interruptions, endure damages, and quickly recover from disturbances.



Safety & Security

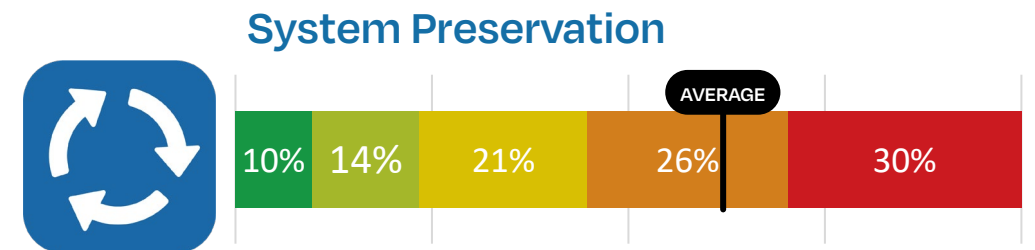
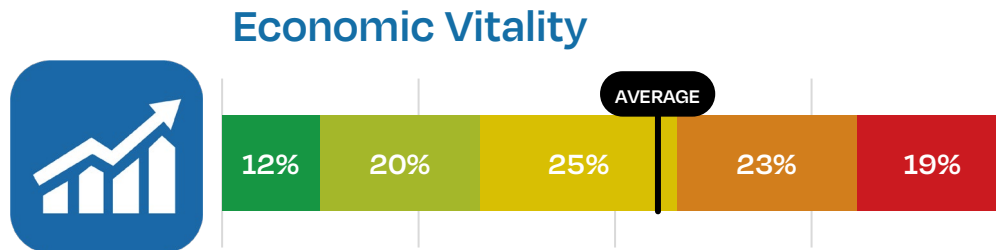
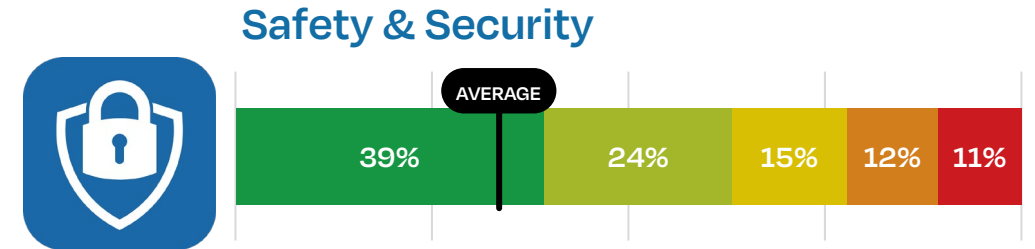
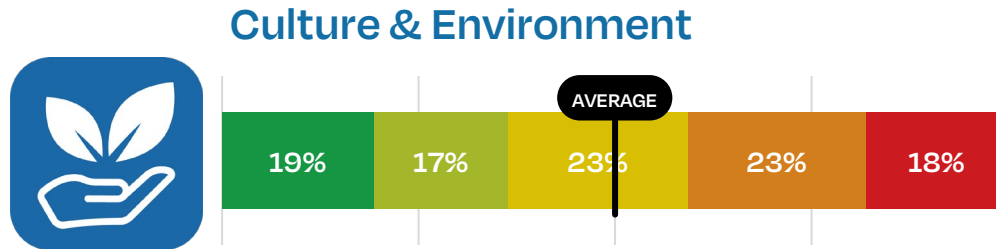
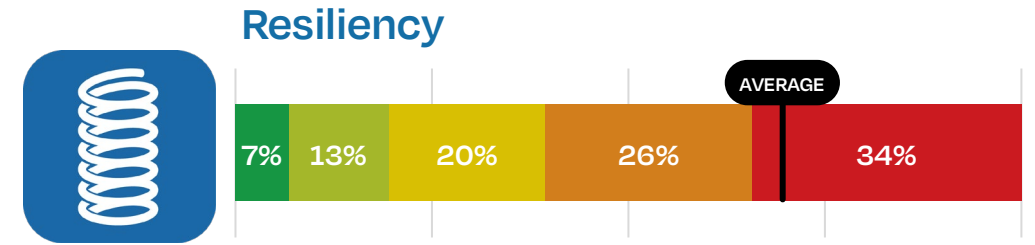
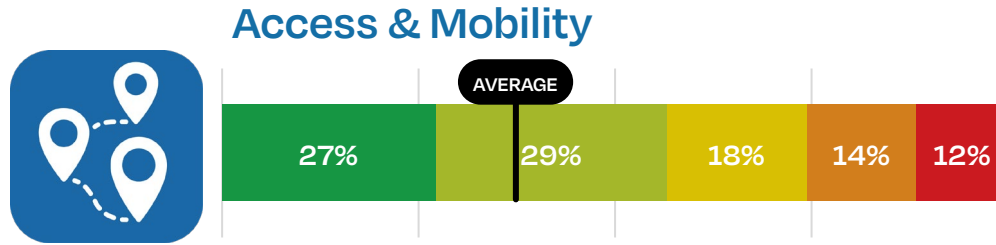
Improve safety for all users as they move around the region, protect the region's infrastructure from threats, and provide for efficient emergency evacuation.



System Preservation

Support and strengthen the current transportation network in ways that extend the functional life of transportation facilities, embrace current and emerging technologies, and make travel more efficient.

Goal Ranking



Investment Priorities

Like most places, our transportation needs exceed our ability to pay for them.

Trade-Offs

←
2
3

Investment Priorities

Please distribute the budget into the categories

 >>

<p>Please drag coins to indicate where you would allocate resources.</p> <hr/> <div style="text-align: center; margin-top: 100px;"> 1 10 </div> <div style="text-align: center; margin-top: 10px;"> 10 90 </div>	Improve intersections (signals, turn lanes, or pedestrian crossings) <div style="text-align: center; margin-top: 10px;"> 0 </div>	Construct or widen roads <div style="text-align: center; margin-top: 10px;"> 0 </div>	Construct or repair sidewalks <div style="text-align: center; margin-top: 10px;"> 0 </div>	Construct bikeways or greenways <div style="text-align: center; margin-top: 10px;"> 0 </div>
	Maintain or improve public transportation <div style="text-align: center; margin-top: 10px;"> 0 </div>	Improve existing facilities <div style="text-align: center; margin-top: 10px;"> 0 </div>	Improve traffic flow (control driveways or add medians) <div style="text-align: center; margin-top: 10px;"> 0 </div>	Improve street aesthetics (street trees or street lights) <div style="text-align: center; margin-top: 10px;"> 0 </div>

←
2
3
>>



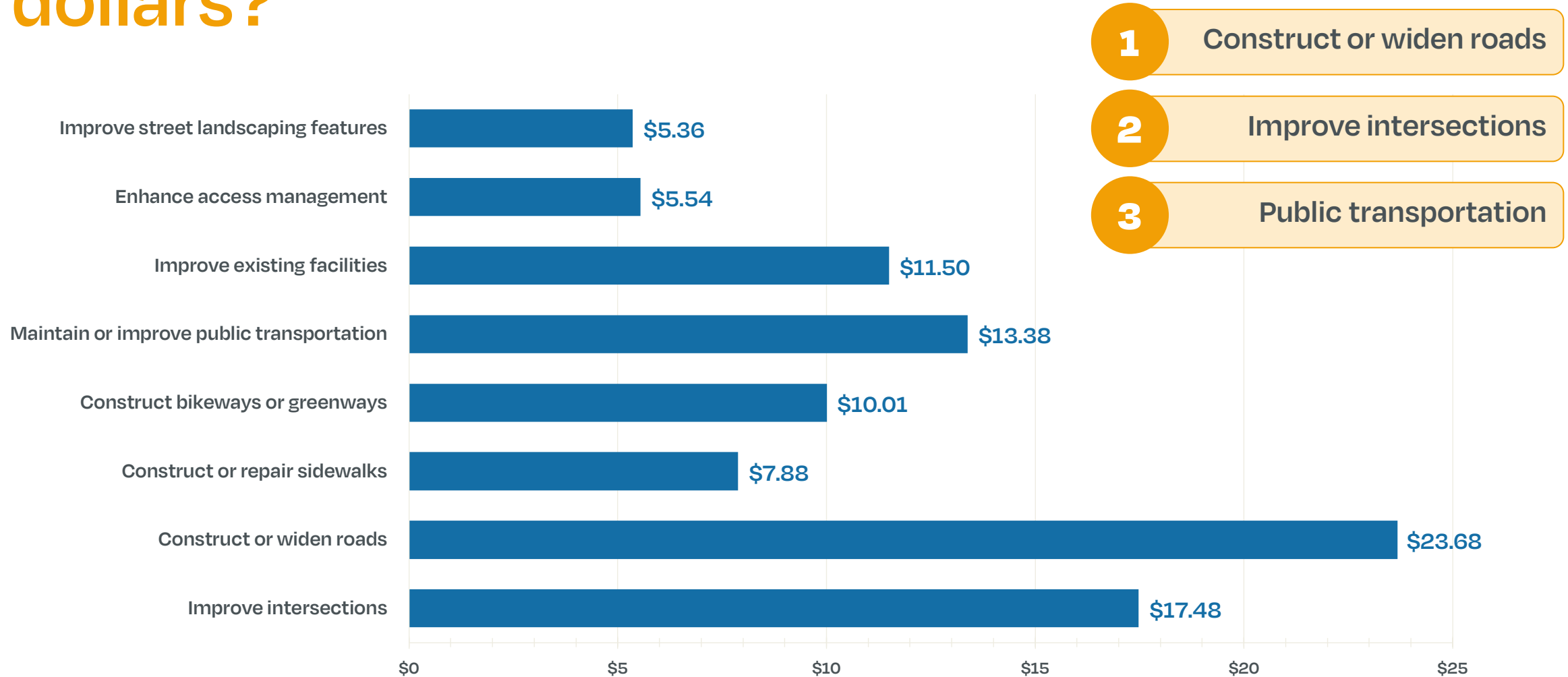
Trade-Offs

Participants were asked to allocate \$100 among the eight budget categories. The results will be considered in project development and prioritization.

Potential Improvements

Improvement Type	Example(s)
Improve intersections	Consider realignments, signalization, improve crossings
Construct or widen roads	Build new connections, widen congested roadways
Construct or repair sidewalks	Build new sidewalks, use funds for maintenance projects
Construct bikeways or greenways	Build bicycle lanes, sharrows, shared-use pathways
Maintain or improve public transportation	Invest in public transportation routes, invest in bus stops
Improve existing facilities	Consider maintenance on facilities
Enhance access management	Consolidate driveways, add medians, increase driveway length
Improve street landscaping features	Add native plants, add signage, add benches

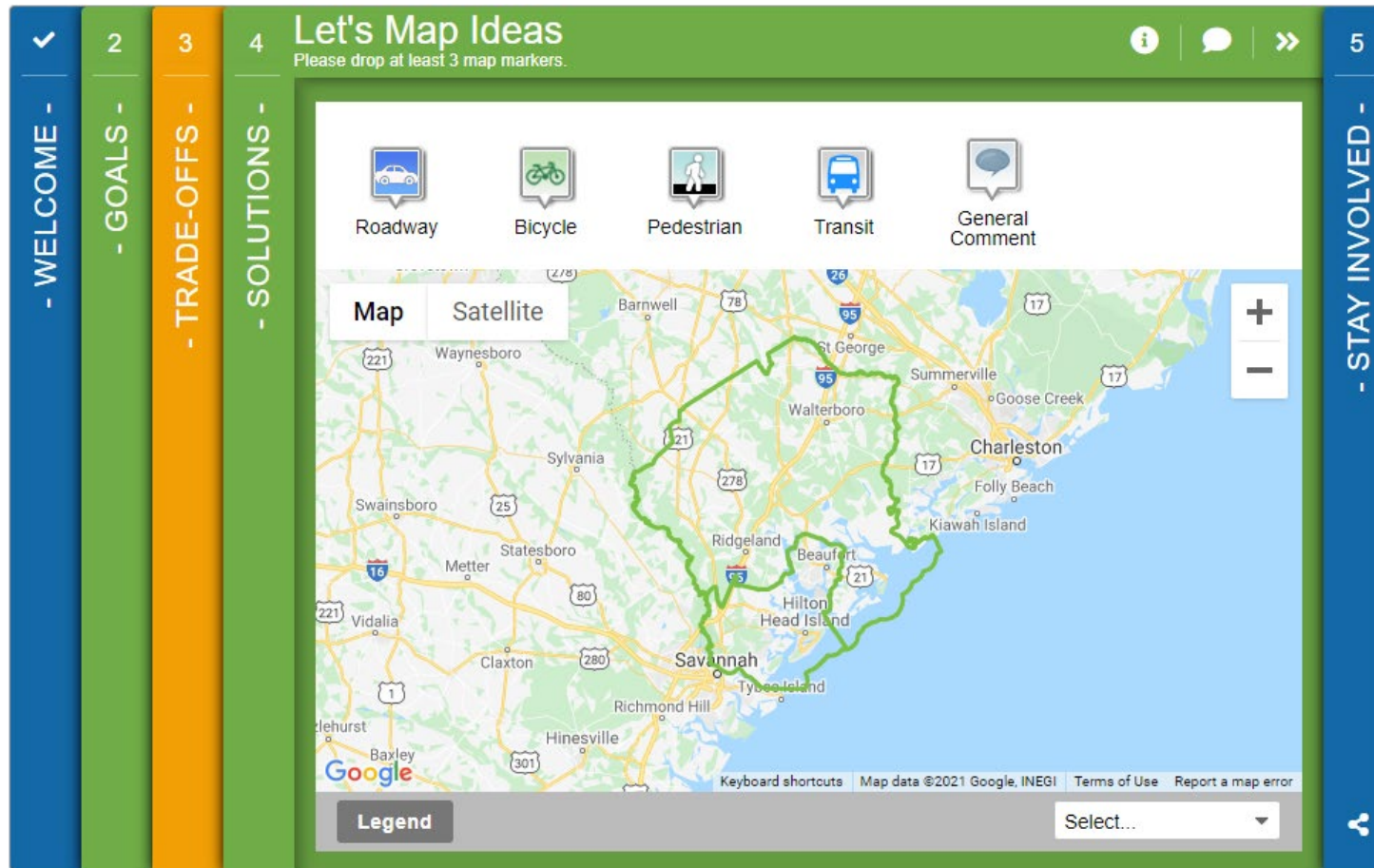
How would you spend transportation dollars?



Let's Map Ideas

Help identify needs by dragging markers to specify locations

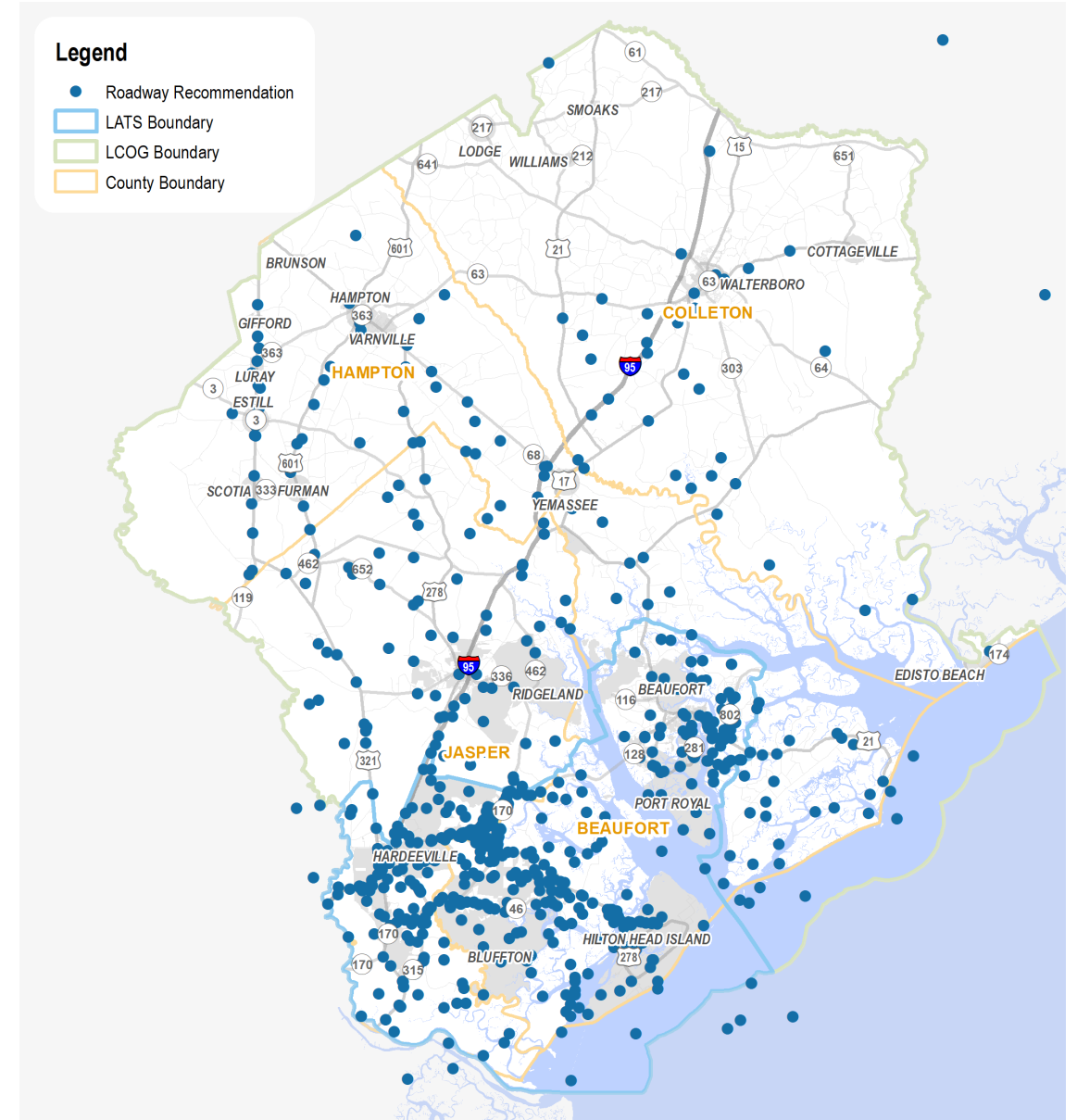
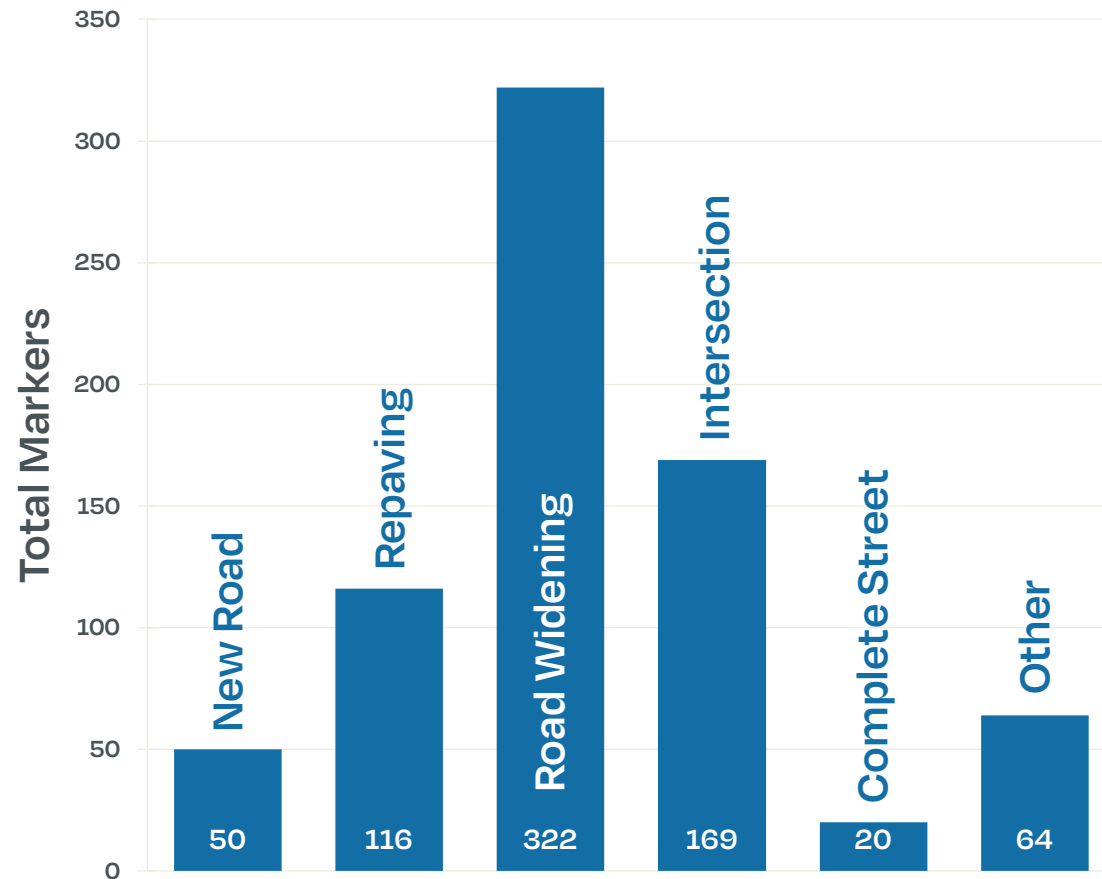
Screen 4



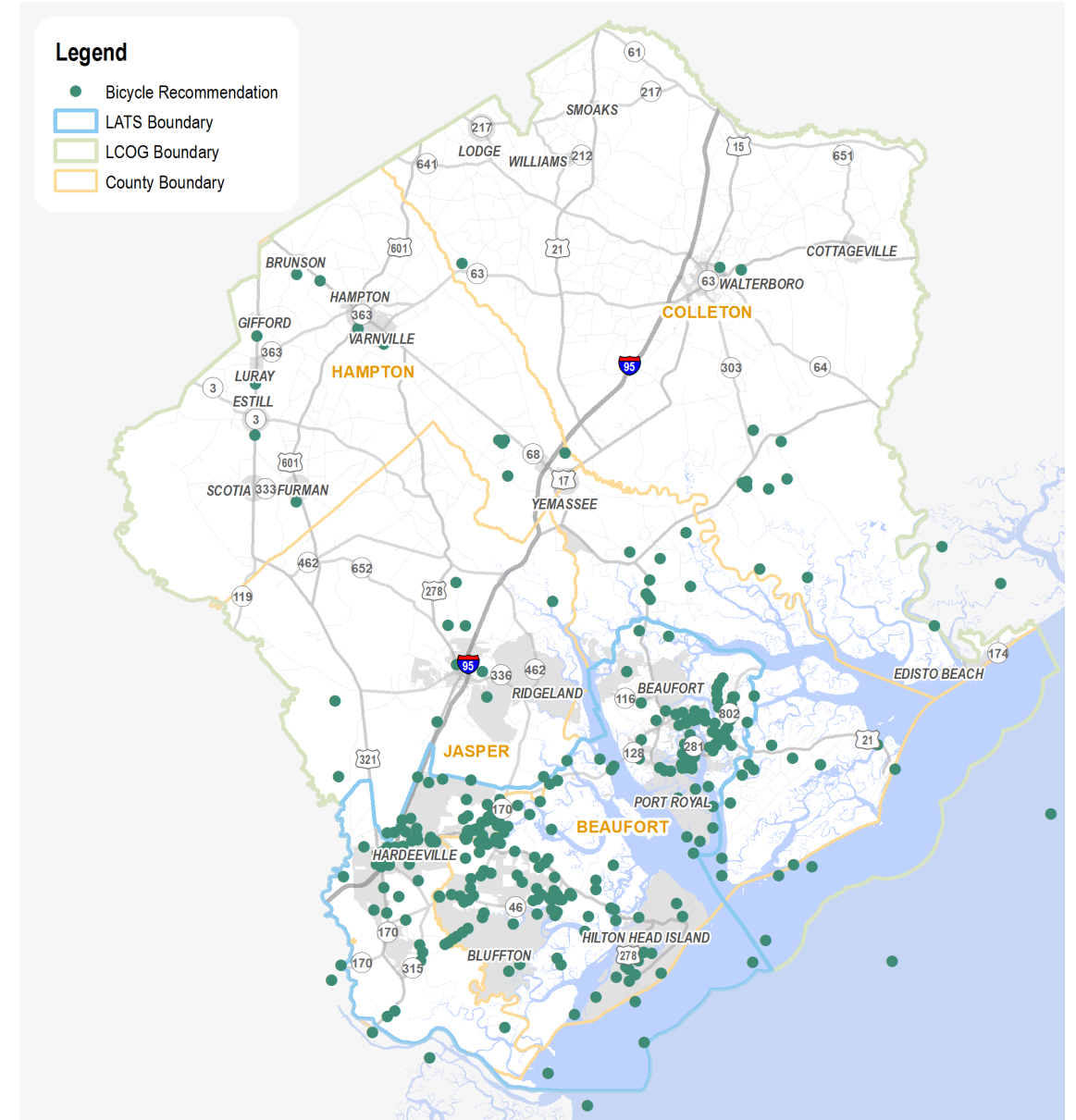
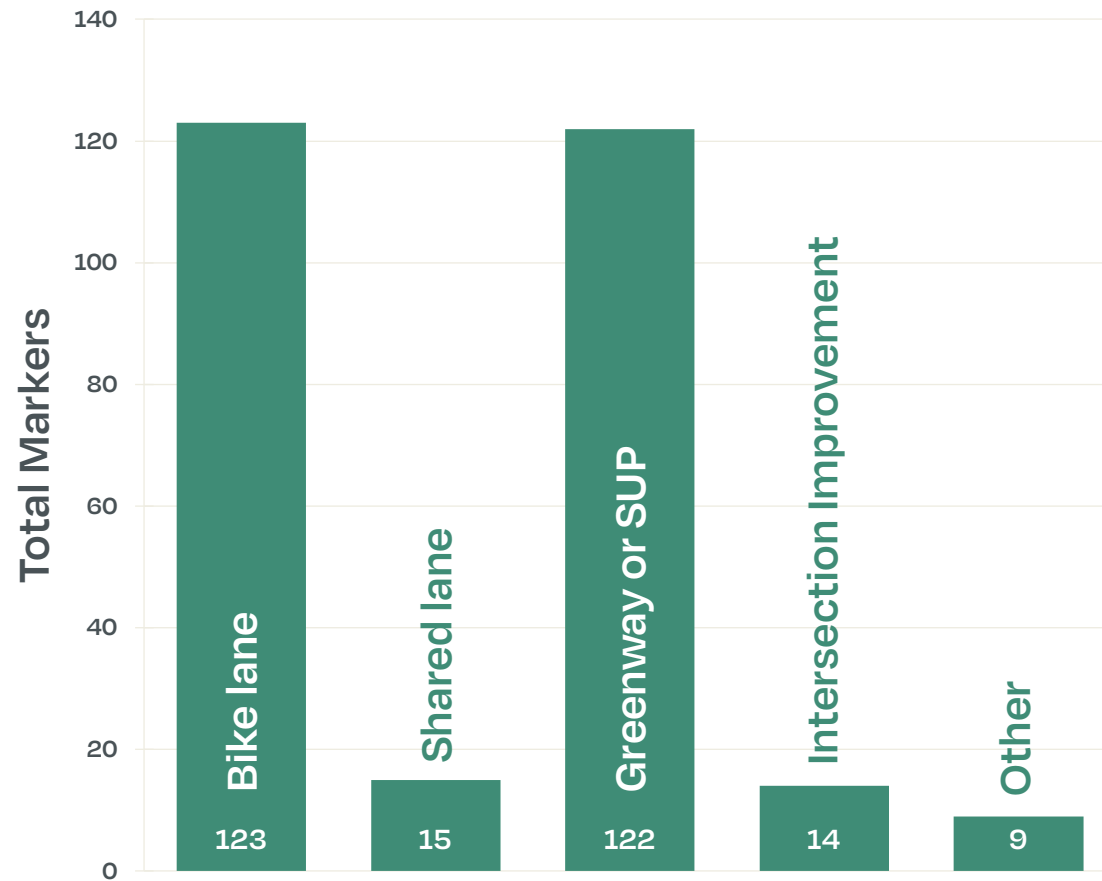
Mapping

Participants were asked to map ideas for roadway, bicycle, pedestrian, and transit recommendations. Other general comments were also considered.

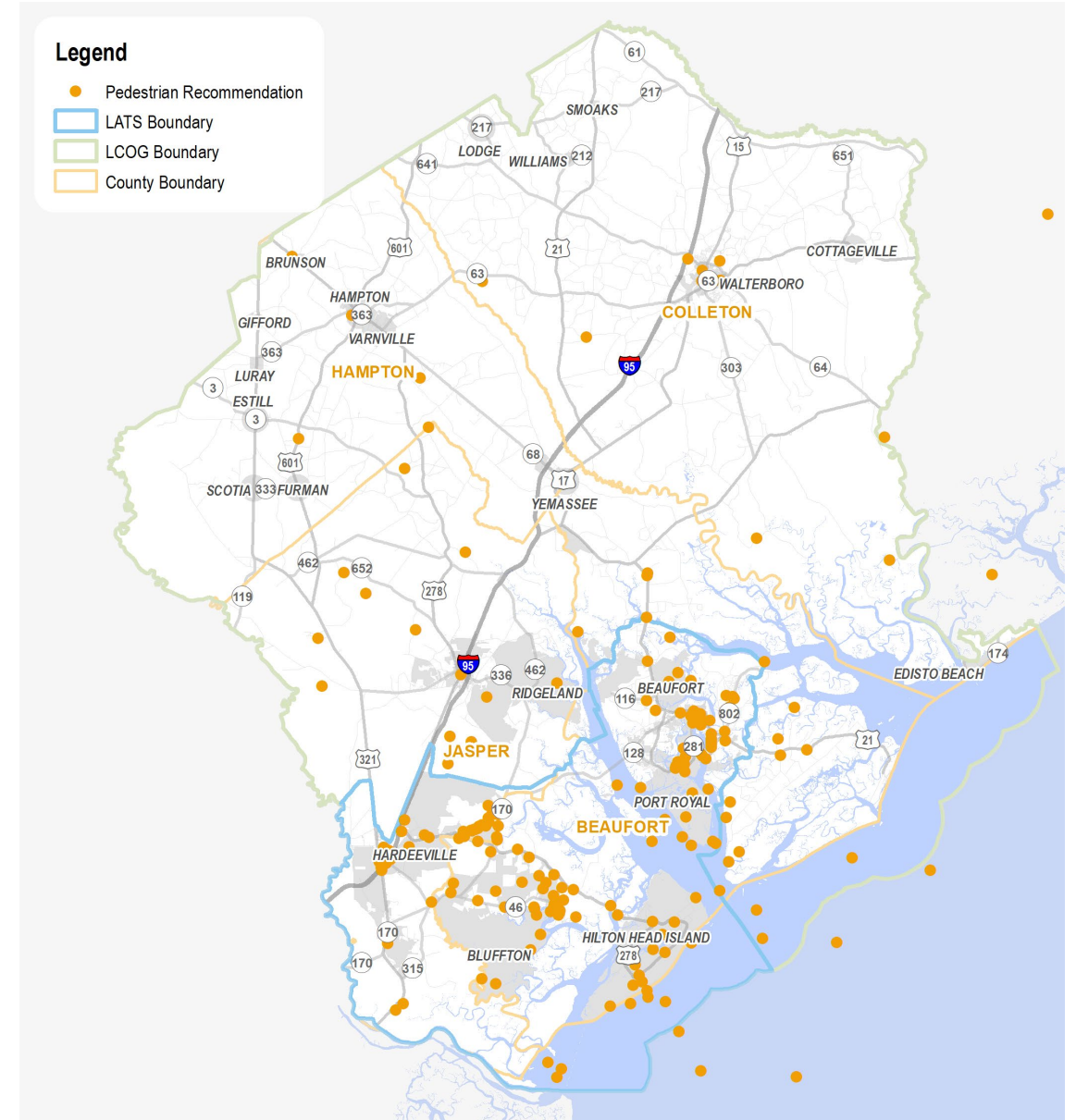
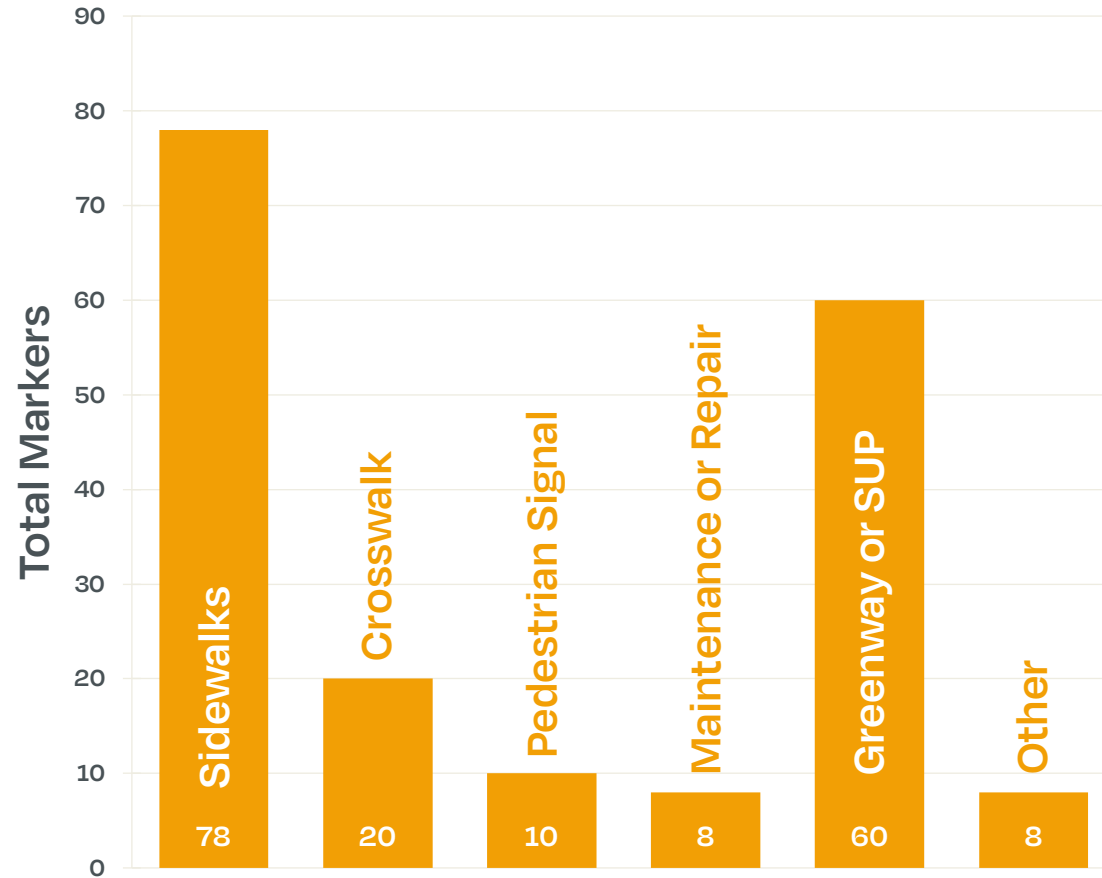
Roadway



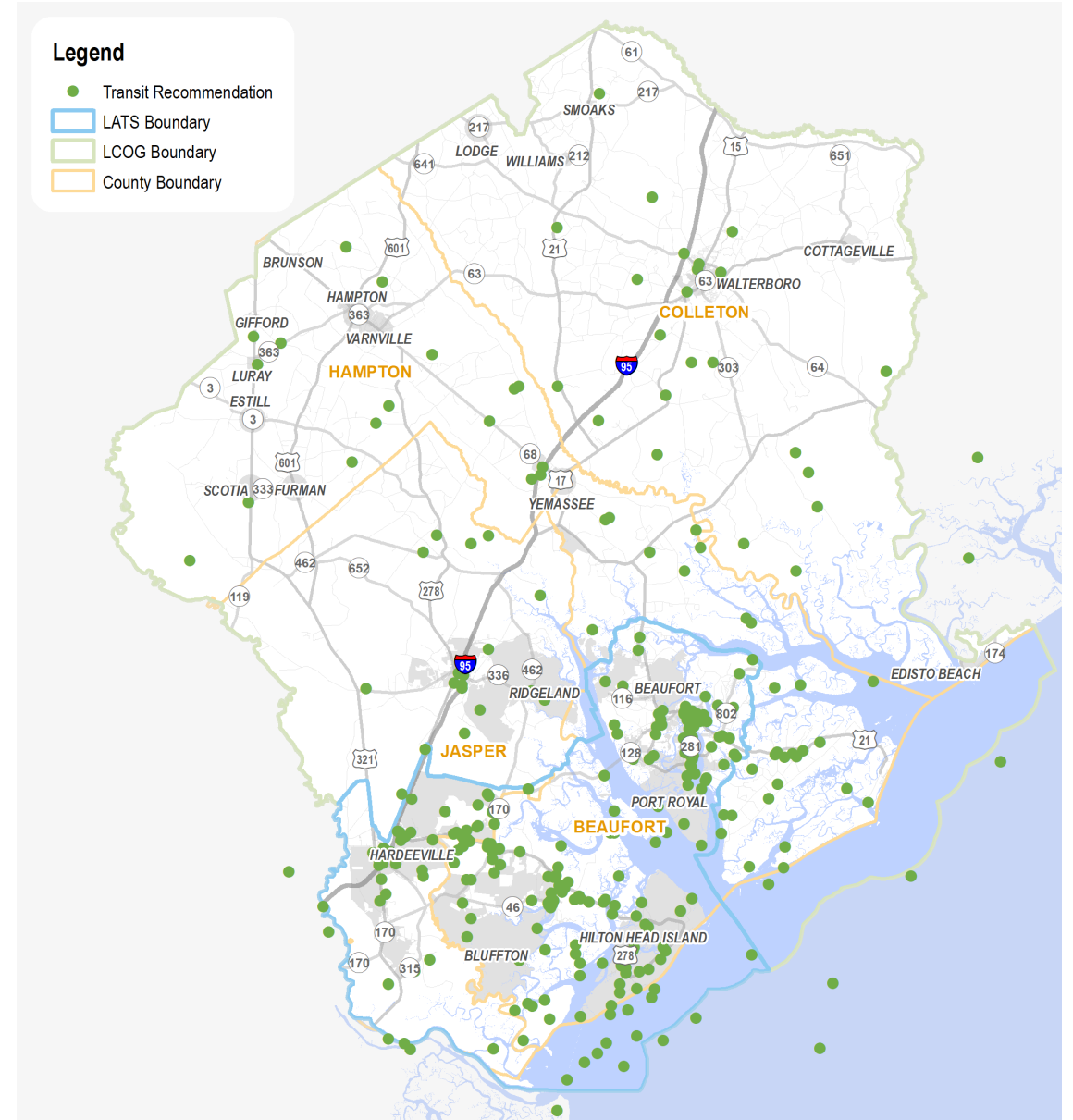
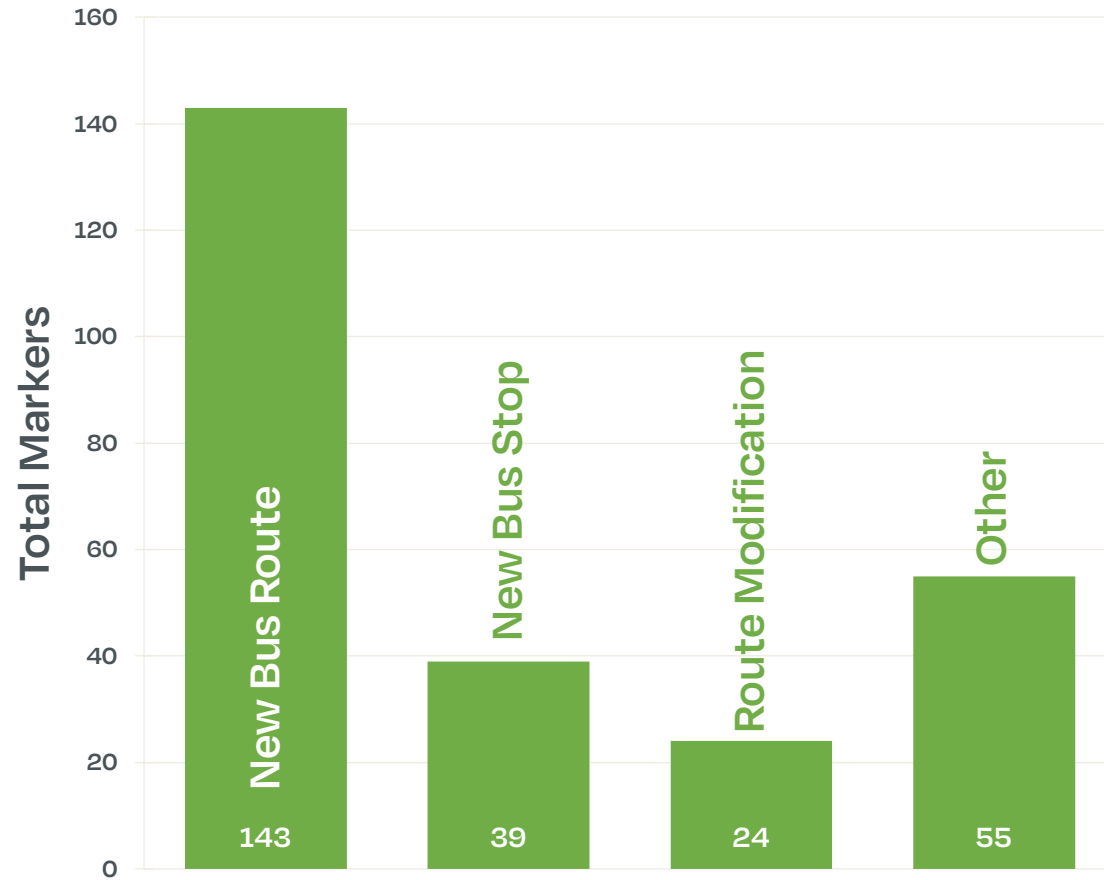
Bicycle



Pedestrian



Transit



General Comments

Other Comments



1,298

Written Comments



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Technical Committee #1

July 27, 2021

Agenda

1. Introduction
2. Work Plan
3. Public Involvement Plan
4. Previous Planning Efforts
5. Vision and Goals
6. Next Steps

Introduction

Website: www.menti.com

Code: 2214 6239

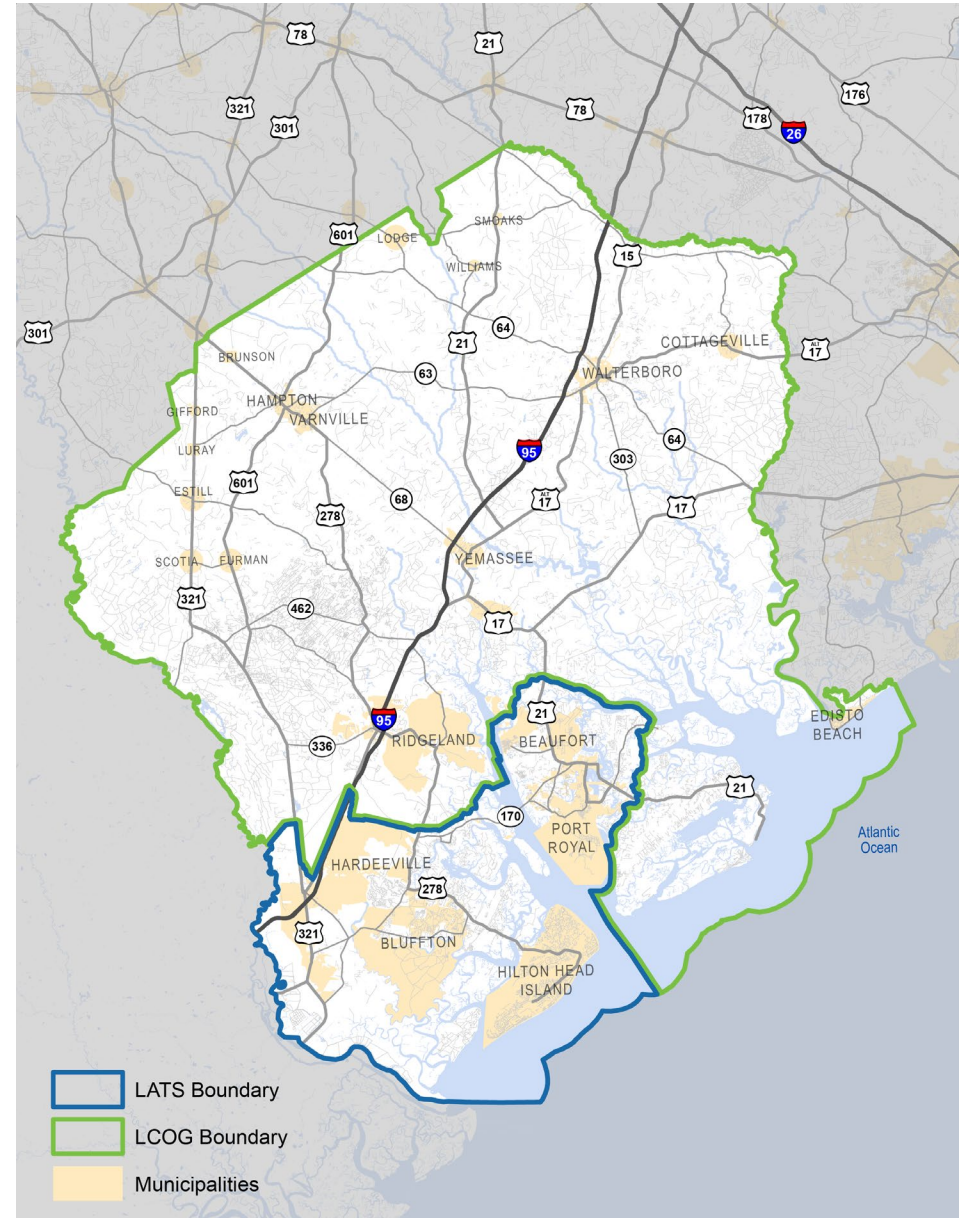




Please provide your name

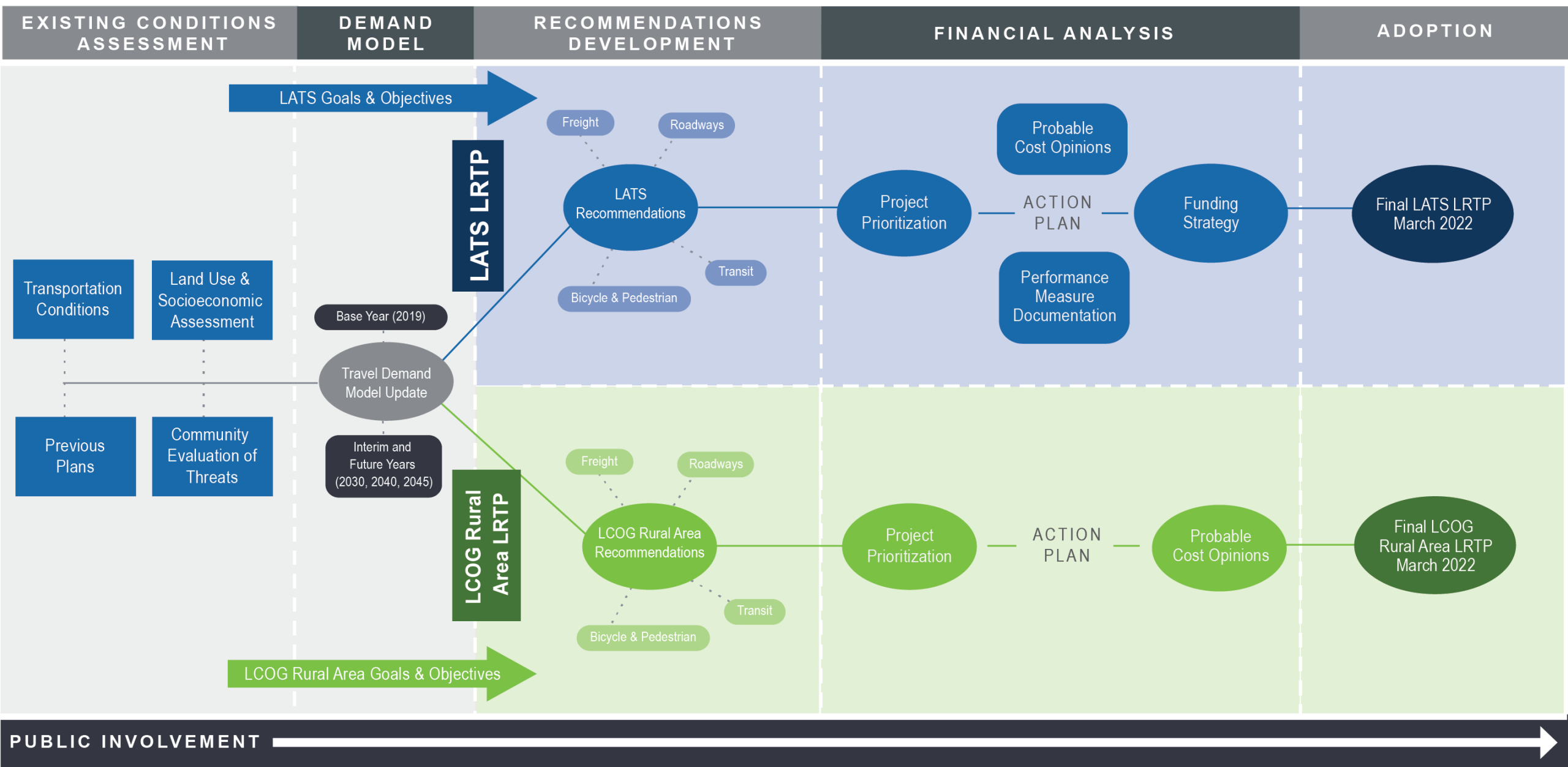
What is an LRTP?

The Long Range Transportation Plan (LRTP) identifies current and future transportation needs and provides multi-modal strategies and projects to address these needs. The 20-year planning horizon of the LRTP acts as a guidance document for fiscally constrained transportation projects.



The LCOG Rural Area LRTP will identify current and future transportation needs and provide multi-modal strategies and projects to address the needs specifically to the region outside of the metropolitan planning area.





Work Plan



Approach



Data Gathering and Existing Conditions



Goals, Objectives, and Performance Measurement



Project Development



Prioritization



Financial Constraint



Documentation and Federal Compliance

Goal Setting

- Link federal, state, and local priorities
- Set goals with measurable results
- Engage the public

Planning Theme	FAST Act National Planning Emphasis Area	Current Livability 2040 RTP Goals	Livability 2050 RTP Update Goals	Livability 2050 RTP Update Objectives
Connections & Choices	Increase the accessibility and mobility of people and for freight	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 1: Improve multimodal access to residential, community, and employment resources	1.1 Improve bicycle and pedestrian access to educational, health, and recreational opportunities 1.2 Expand transit service to unserved regional employment markets 1.3 Expand rural human services transportation services into areas not currently served 1.4 Advance TDM strategies to support last mile connections for key employment origins and destinations
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight ¹	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 2: Support a fully integrated multimodal network that advances the concept of complete streets	2.1 Support complete streets implementation 2.2 Support bicycle, pedestrian, and transit improvements as incidental improvements as roadway improvements occur. 2.3 Support integrated and expanded greenway/multiuse plans
Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	2040 RTP Goal 5: Ensure the region is well positioned to remain a leader in global logistics and freight movement	Goal 3: Ensure the region is well positioned to remain a leader in global logistics and freight movement	3.1 Reduce truck delay on critical freight corridors and within key freight hubs 3.2 Reduce intermodal conflict and delay 3.3 Advance an Airport/Aerotropolis TMA
	Enhance travel and tourism ¹	No relevant goal statement	Goal 4: Enhance travel and tourism	4.1 Include the economic development benefits associated with travel and tourism when prioritizing transportation projects.
	Increase the safety of the transportation system for	2040 RTP Goal 2:	Goal 5:	5.1 Support projects that address an existing, identified safety or

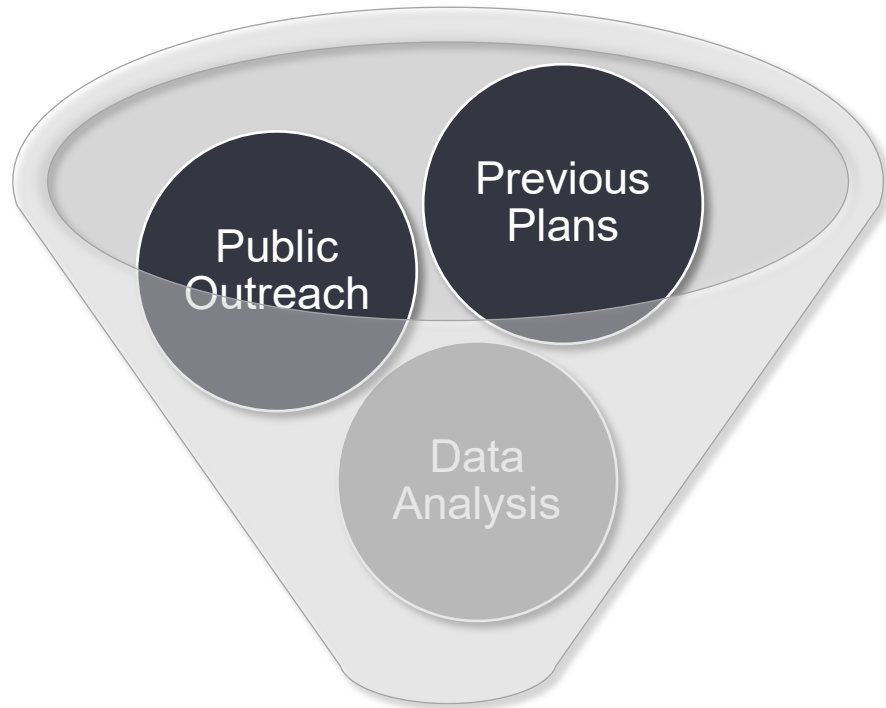
FAST Act

Since the previous LRTP, new guidance from FHWA outlines new data-driven performance measures. The Fixing America's Surface Transportation Act or FAST Act continues MAP-21's performance management approach in order to make progress towards national goals.

These new performance measures will be incorporated into the 2045 LATS LRTP.



Project Development

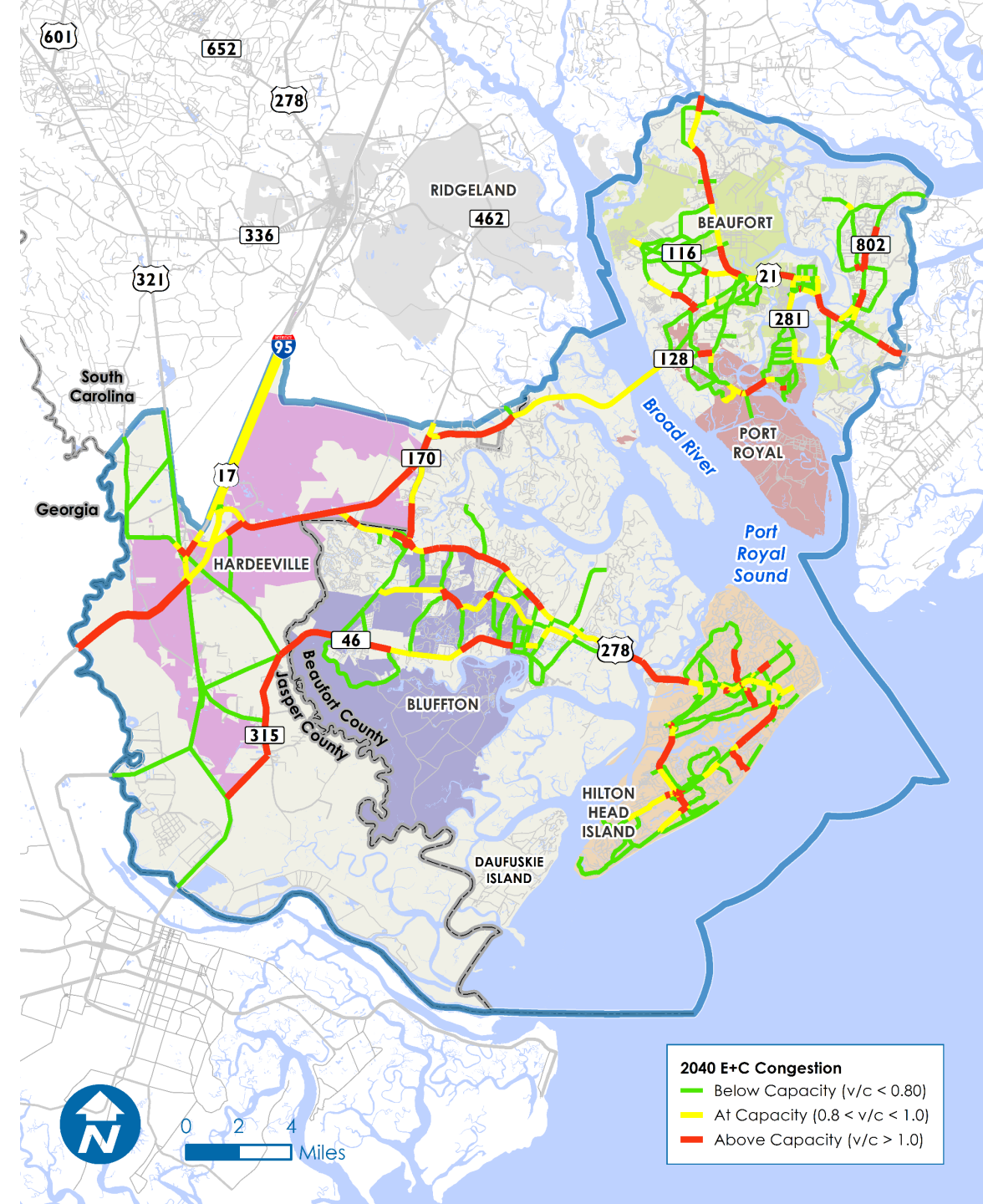


Multimodal Recommendations

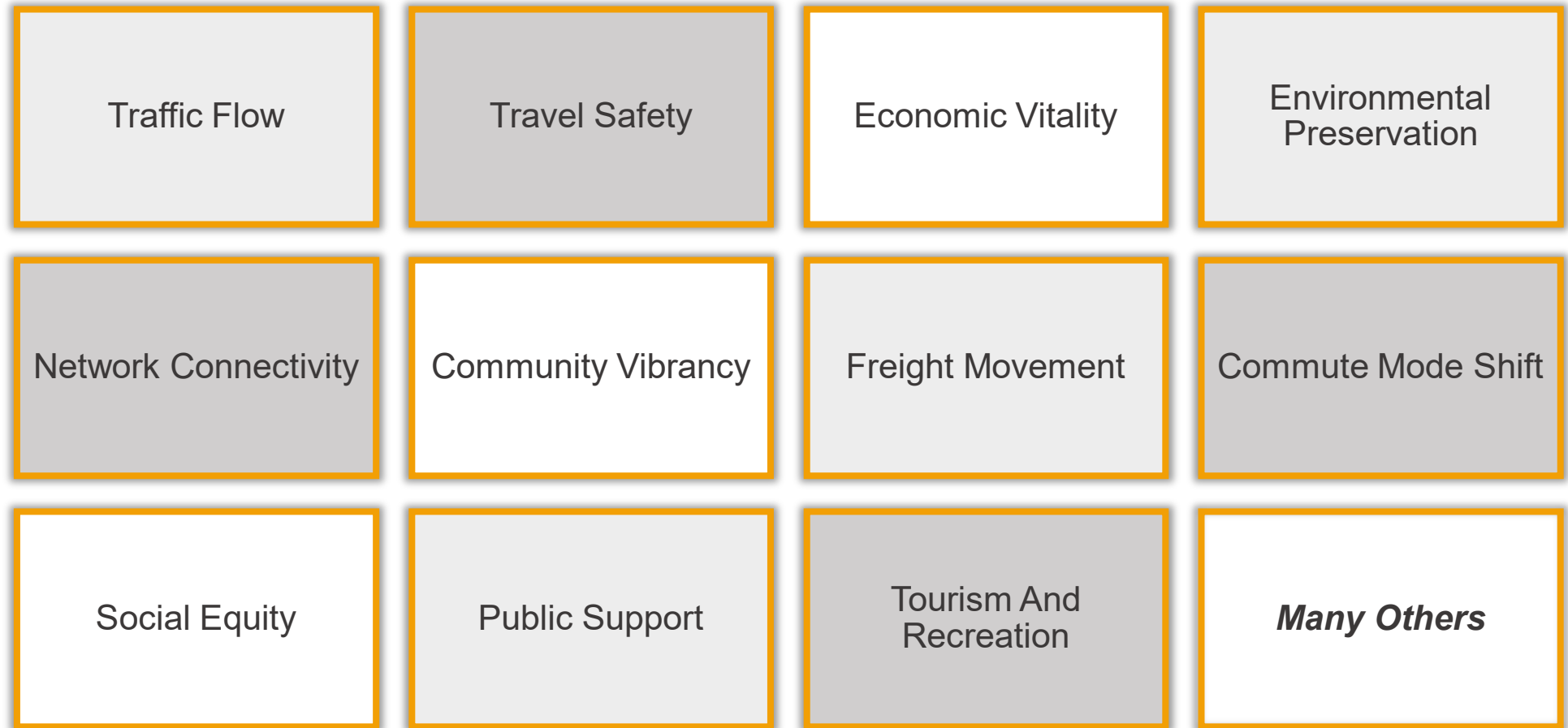


Travel Demand Model

- Update 2010 model to 2019 base year and 2045 future year
- Coordinate with LCOG on additional changes or innovations



Prioritization



Financial Planning



Build upon previous work in the region



Build upon a sound understanding of SCDOT and FHWA/FTA funding programs



Create a platform for advocacy and communication



Create feasible funding scenario plan

Documentation


Guía de Escenarios del Plan Estratégico de Movilidad de Austin

1.3 millones en el 2040

Se espera que la población de Austin más del **DOBLE** en los próximos 30 años.

Con este crecimiento, hasta mantener los niveles actuales de tráfico y congestión requerirá cambios significativos en cómo nos transportamos, utilizando todos los métodos de transporte que existen como manejar, caminar, andar en bicicleta y utilizar el transporte público.

¿Como nos vamos a mover en el futuro?



LLGAREMOS ALLI JUNTOS ASMP

CITY OF AUSTIN

SEAS SOUTHEAST AREA STUDY

Community Snapshot

Population

Southeast Area: 226,561

North Carolina: 10,014,449

Unemployment

4.3% 5.8%

No Vehicle Access

4.0% 6.6%

Low Income

12.1% 16.0%

Occupied Households

75,979 3,715,656

Commute Mode

82.5% Drove Alone
11.1% Carpooled
4.2% Worked at home
2.2% Other

Minority

Elderly

THE SOUTHEAST AREA'S POPULATION IS EXPECTED TO GROW BY 10,000 IN THE NEXT 5 YEARS AND BY 300,000 IN THE NEXT 25 YEARS

Source Information: U.S. Census Bureau, 2000 Census and 2009-2013 American Community Survey • ES&P • Triangle Regional Model

#SEareastudy
www.southeastareastudy.com

UPPER COASTAL PLAIN REGIONAL PLANNING ORGANIZATION

CAMPO

Kimley»Horn

CONNECT 2045

ROCKY MOUNT URBAN AREA Metropolitan Transportation Plan



PREPARED FOR:

ROCKY MOUNT

PREPARED BY:

Kimley»Horn

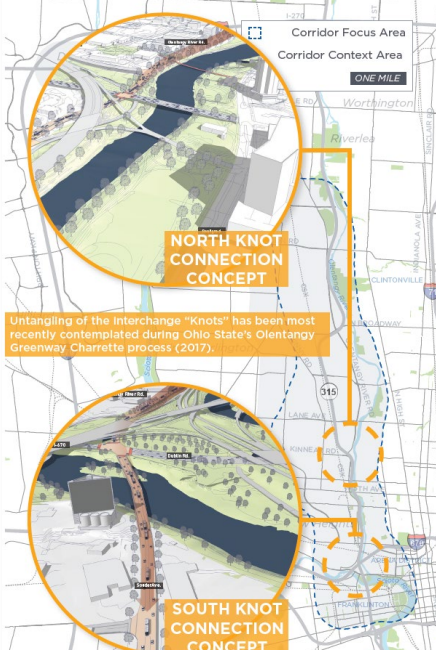
SEPTEMBER 2018

NORTH KNOT CONNECTION CONCEPT

Corridor Focus Area
Corridor Context Area
ONE MILE

Untangling of the interchange "Knots" has been most recently contemplated during Ohio State's Olentangy Greenway Charrette process (2017).

SOUTH KNOT CONNECTION CONCEPT



Deliverables Table

Joint Milestone

2045 LATS LRTP

LCOG Rural Area

Milestone		Tentative Completion Date	Achieved
Received Notice to Proceed		May 2021	✓
Submit Project Work Plan		June	✓
Submit Data Needs Memorandum		June	✓
Submit Public Involvement Plan (PIP)		June	✓
Submit Policy, Program, and Document Review		June	✓
LRTPs Technical Committee Meeting #1		July	✓
Submit Existing Transportation Conditions		August	
Stakeholder and Small Group Interviews		August	
Online Questionnaire		August	
Public Workshop #1		August	
Goals and Objectives	Goals and Objectives	August	
MPO Technical Committee Meeting #2		August	
LATS Policy Committee Presentation #1		August	
Create and Calibrate 2019 Base Year Travel Demand Model		August	
Roadway Recommendations	Roadway Recommendations	September	
Freight Recommendations	Freight Recommendations	September	

Deliverables Table

Joint Milestone

2045 LATS LRTP

LCOG Rural Area

Milestone		Tentative Completion Date	Achieved
Bicycle and Pedestrian Recommendations	Bicycle and Pedestrian Recommendations	October	
Transit Recommendations	Transit Recommendations	October	
LRTPs Technical Committee Meeting #3		November	
Project Prioritization	Project Prioritization	December	
Performance Measures		December	
Probable Cost Opinions	Probable Cost Opinions	December	
Funding Strategy		December	
Public Workshop #2		December	
Action Plan	Action Plan	January 2022	
Summary Report (DRAFT)	Summary Report (DRAFT)	January	
LRTPs Technical Committee Meeting #4		February	
Summary Report (REVISED DRAFT)	Summary Report (REVISED DRAFT)	February	
Public Review Period (30 calendar days)		February	
LATS Policy Committee Presentation #2		March	
Summary Report (FINAL)	Summary Report (FINAL)	March	
GIS Map Packages and Digital Files	GIS Map Packages and Digital Files	March	

Public Involvement Plan



Public Involvement Plan (PIP)

- Purpose of Technical Committee
- Four Steps of Engagement
- Stakeholder Interviews
- Online Survey
- Project Website

Purpose of Technical Committee

- Provide direction for the development of the LRTPs
- Set goals for the LRTPs
- Share local knowledge and insight into transportation needs
- Vet multimodal recommendations
- Share engagement opportunities with your community
- Review final document prior to adoption

Four Steps of Engagement

1. Needs Assessment

Raise public awareness and identify values, issues, and opportunities.

Active Engagement:

- Technical Committee Meeting #1
- Stakeholder & Small Group Interviews
- Online Survey
- Public Workshop #1

Stakeholder Interviews

- Elected Officials
- Local Government Staff
- Jobs & Economic Development
- Military Affairs
- Bicycle & Pedestrian Advocacy
- Transit Interests
- Emergency Services
- Other Targeted Populations (i.e., minority, low-income groups)
- Rural Area

2

What's Important to You?

PLANNING THEMES

Order your top 3 items above this line

Connections & Choices

Economic Vitality

Sustainable Growth

System Preservation

Safety & Security

Suggest another

What planning themes matter most to you? To the left are five themes that will guide the development of the Livability 2050 Regional Transportation Plan.

Click on each theme to read descriptive statements.

Please drag 3 of the items above the line in your preferred order.





Use ONE WORD to describe your ideal vision for the future of transportation in the LATS/LCOG region.



Use ONE WORD to describe the biggest challenge to the success of transportation in the LATS/LCOG region.

Four Steps of Engagement

2. Plan Development

Review public outreach results to guide project selection and prioritization.

Active Engagement:

- Technical Committee Meeting #2
- Policy Committee Presentation #1

Four Steps of Engagement

3. Prioritization

Review preliminary multimodal recommendations and initiate project prioritization.

Active Engagement:

- Technical Committee Meeting #3
- Public Workshop #2

Four Steps of Engagement

4. Adoption

Discuss the draft LRTPs and get plans adopted.

Active Engagement:

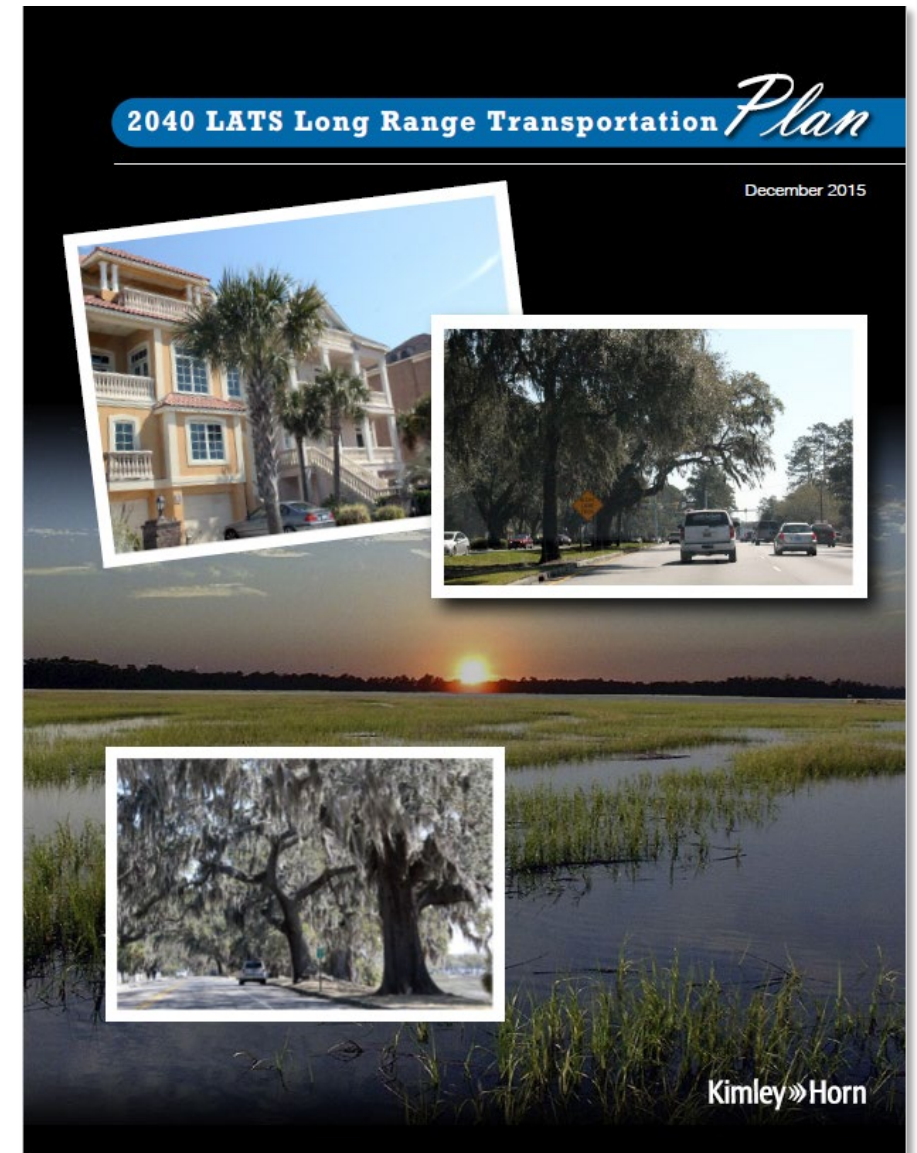
- Technical Committee Meeting #4
- Policy Committee Presentation #2

Previous Plan Review



Previous Planning Efforts

- Regional Plans
- Transportation Improvement Plan (TIP)
- Comprehensive Plans
- Bicycle and Pedestrian Plans
- Small Area Plans
- Joint Land Use Plans
- Economic Strategy Plans



Findings

Name	Adoption Date	Description	Key Recommendations
The People and the Economy	2020	Offers a snapshot of socioeconomic conditions unique to the Lowcountry region	Outlines demographic conditions that identify need for transit service
2040 LATS Long Range Transportation Plan	2015	Identifies the current and future transportation needs and outlines the region's vision	Identifies multimodal projects and describes funding and implementation process
Beaufort County Comprehensive Plan	2020 (in progress)	Outlines the 20-year vision plan to create more direct links between planning, economic resiliency, and infrastructure	Adopts a complete streets policy to enable safe access for all mode users

To be fully documented into the State of the Region

Vision and Goals



What are your TOP THREE priorities that the LATS LRTP should achieve?



What are your TOP THREE priorities that the Rural Area LRTP should achieve?

Previous LRTP Goals



Supports economic vitality



Increases safety for all mode-users



Increase security for all mode-users



Enhances access and mobility of all people



Protects and enhances the environment and quality of life



Enhances the integration and connectivity of the transportation system



Promotes efficient system management



Preserves the existing transportation system



**Rank the goal areas identified in the
previous 2040 LATs LRTP**





Are there additional goals we should consider for the Rural Area?



What areas do you think have experienced the most change since the last plan?

Next Steps

- Stakeholder Outreach
- Public Survey
- Public Workshop
- Policy Committee Meeting

Points of Contact

Lowcountry Council of Governments

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2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Thank you!

Technical Committee #1

July 27, 2021



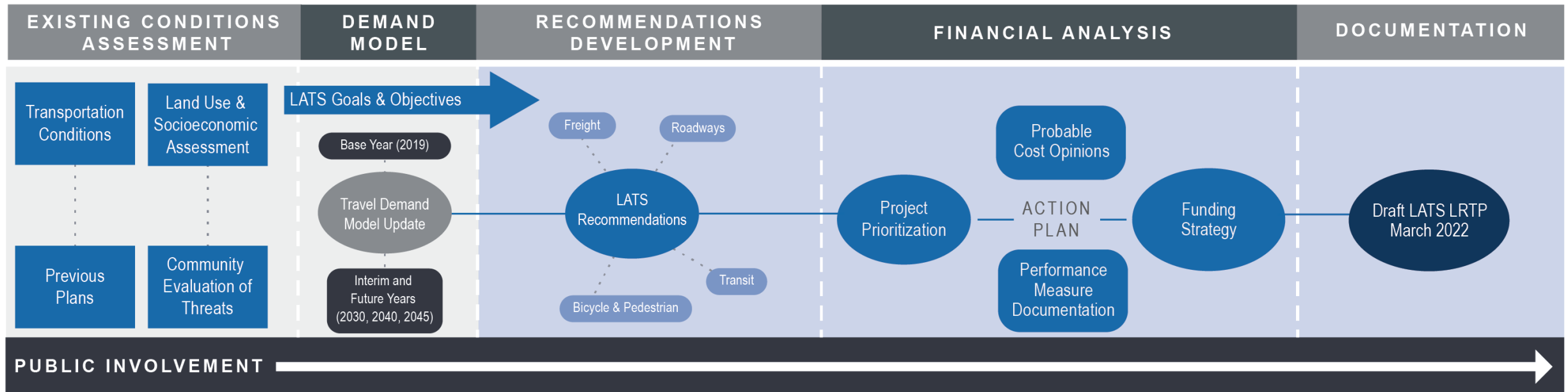
Technical Committee #2

February 2, 2022

Agenda

1. Project Timeline
2. Existing Conditions
3. Recommendations
4. Prioritization Criteria
5. Prioritization Results
6. Financial Constraint
7. Next Steps

Project Timeline

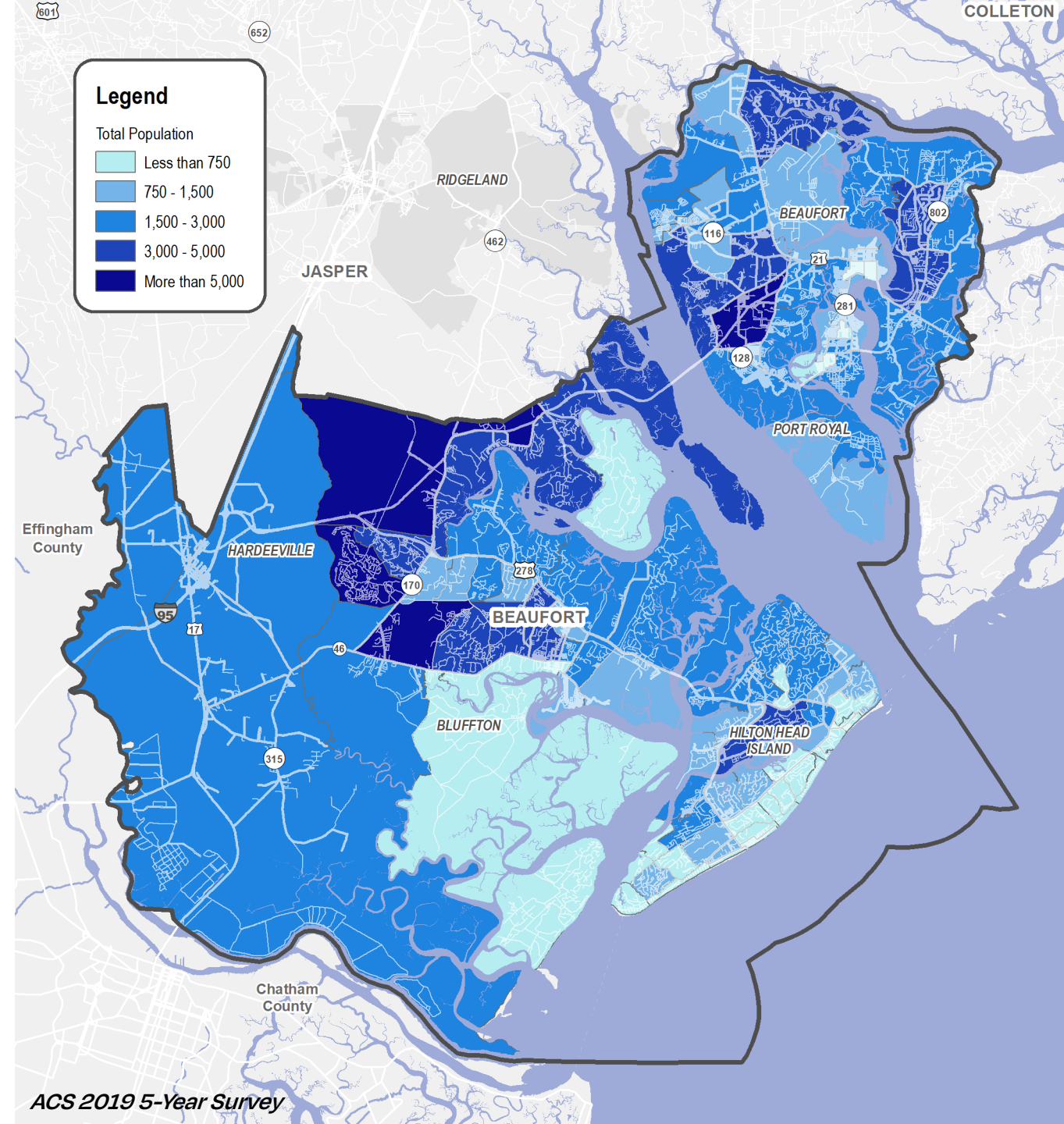


Existing Conditions

Total Population

The total population in each Census Block Group.

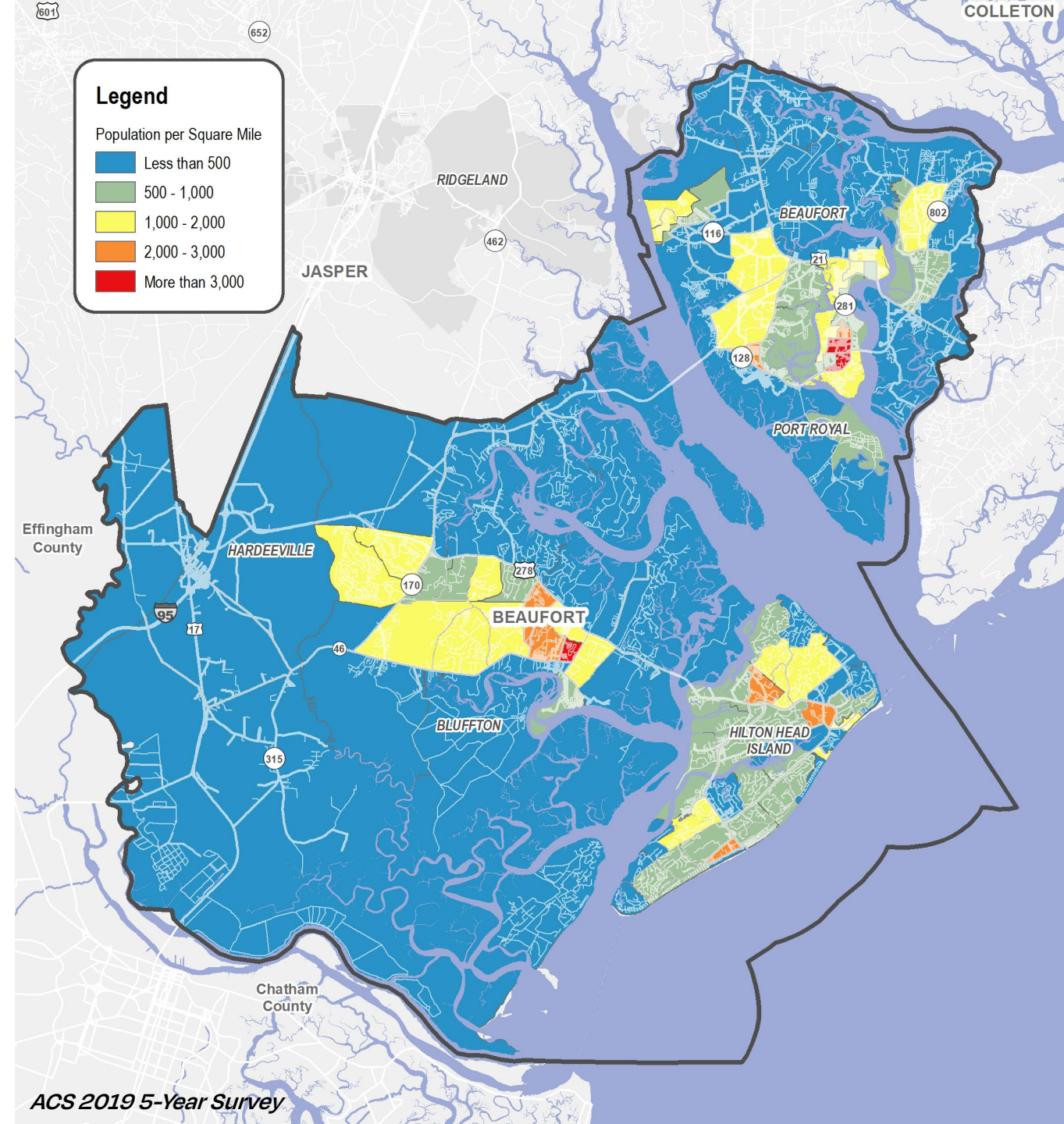
	Total Population
Urban Beaufort County	170,093
City of Beaufort	13,404
Town of Bluffton	20,799
Hilton Head Island	40,007
Town of Port Royal	12,770
Urban Jasper County	13,036
City of Hardeeville	6,064
LATS	183,129



Population Density

The population density shows the highest areas of persons per square mile

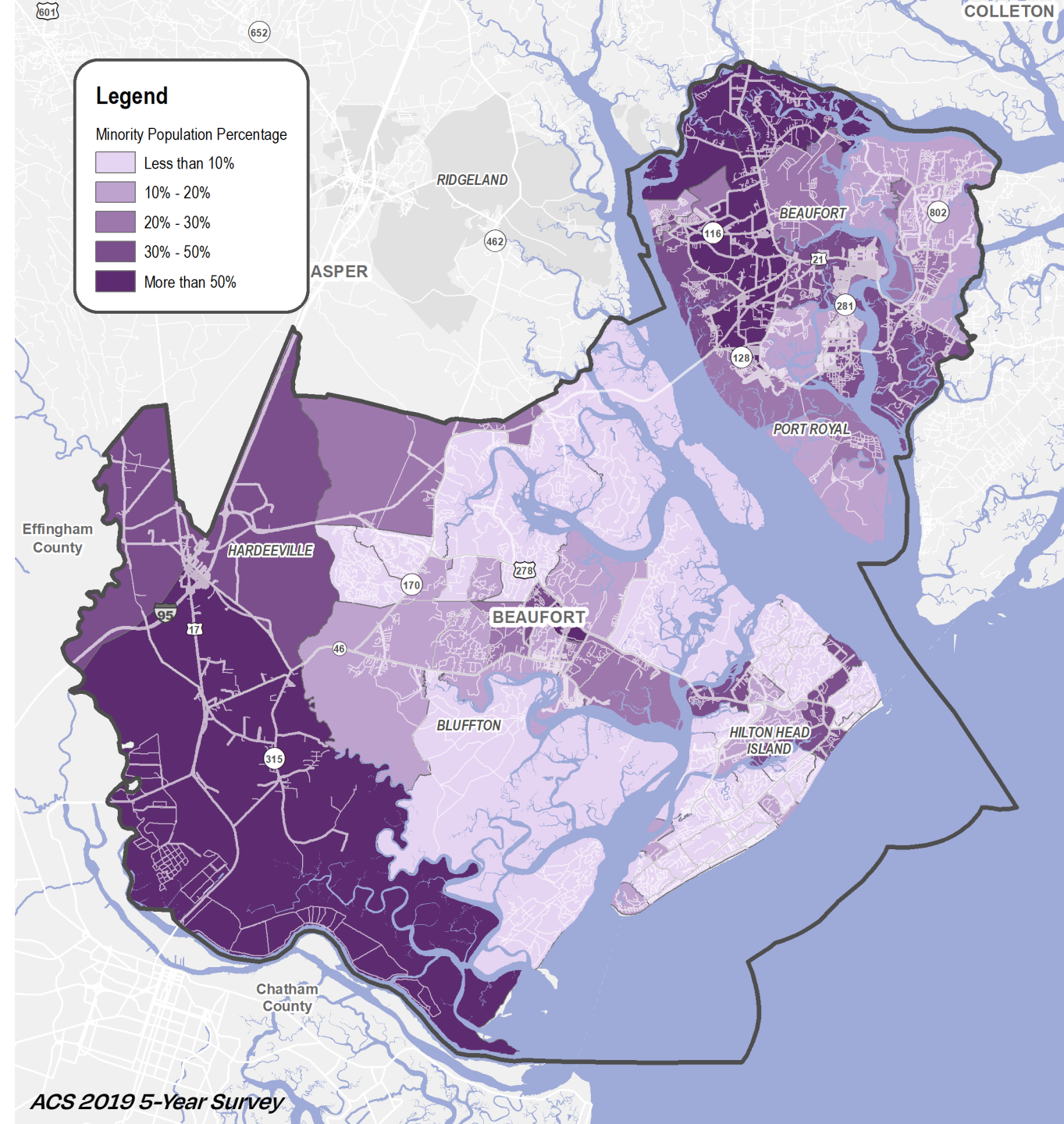
	Population Density (per sq mi)
Urban Beaufort County	521
City of Beaufort	479
Town of Bluffton	404
Hilton Head Island	966
Town of Port Royal	672
Urban Jasper County	72
City of Hardeeville	109
LATS	362



Minority Population

The percentage of minority population in the study area to ensure the equitable distribution of projects and investment.

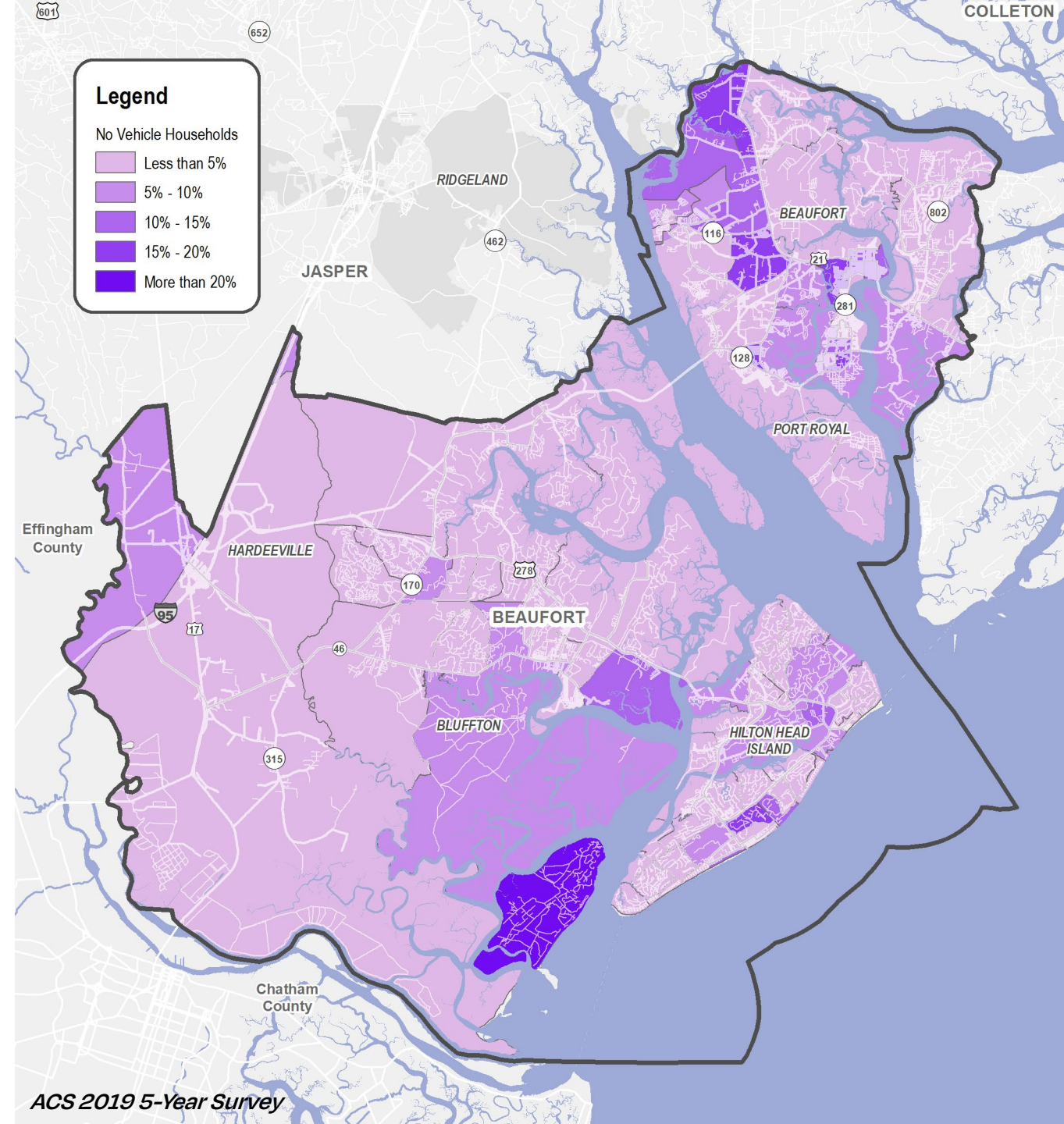
In the Study Area, the minority percentage is **23.3%**.



No Vehicle Households

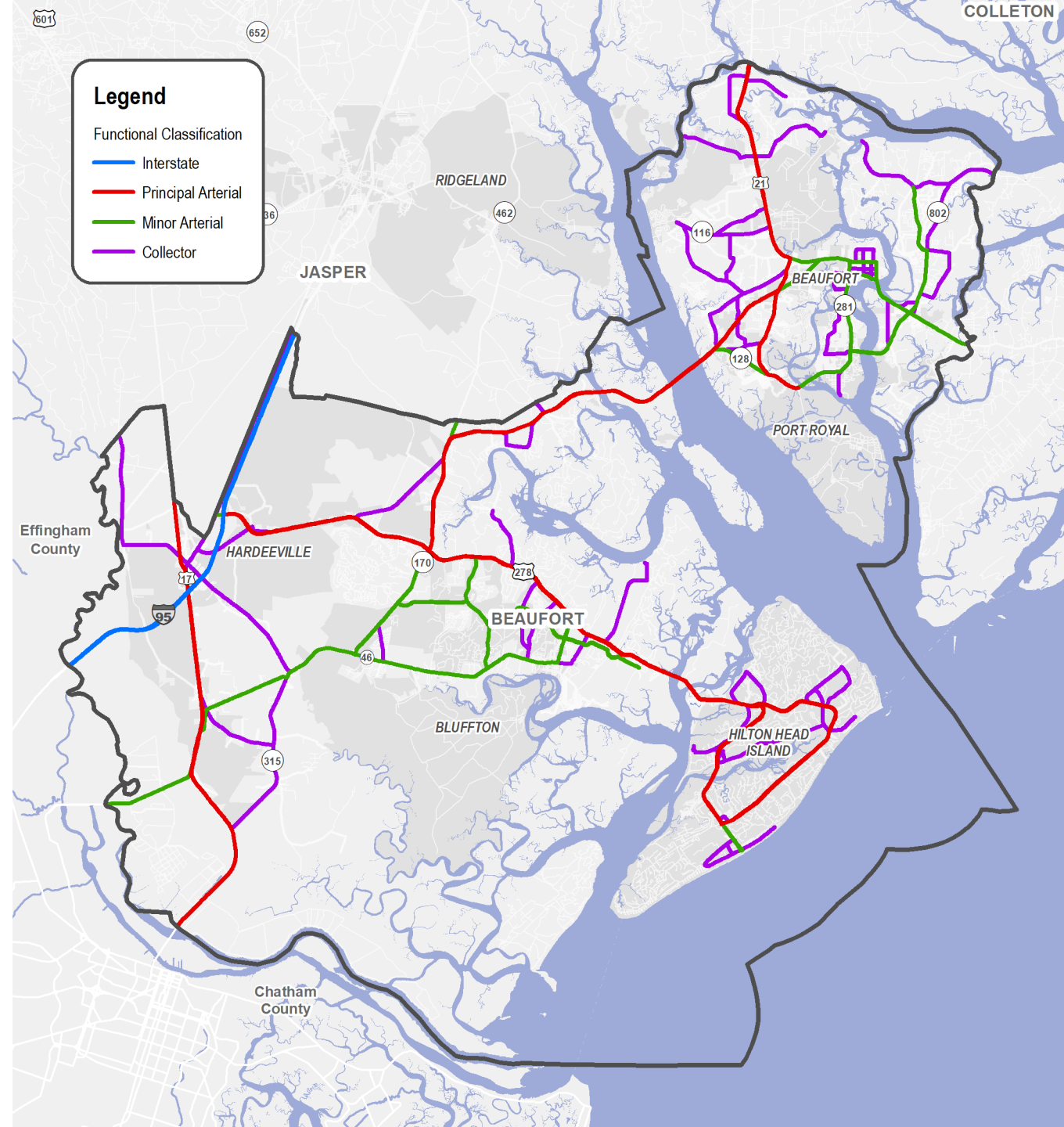
The percentage of no vehicle households in the study area. Alternative modes of transportation must be considered to alleviate the burden.

In the Study Area, the percentage of no vehicle households is **3.9%**.



Functional Classification

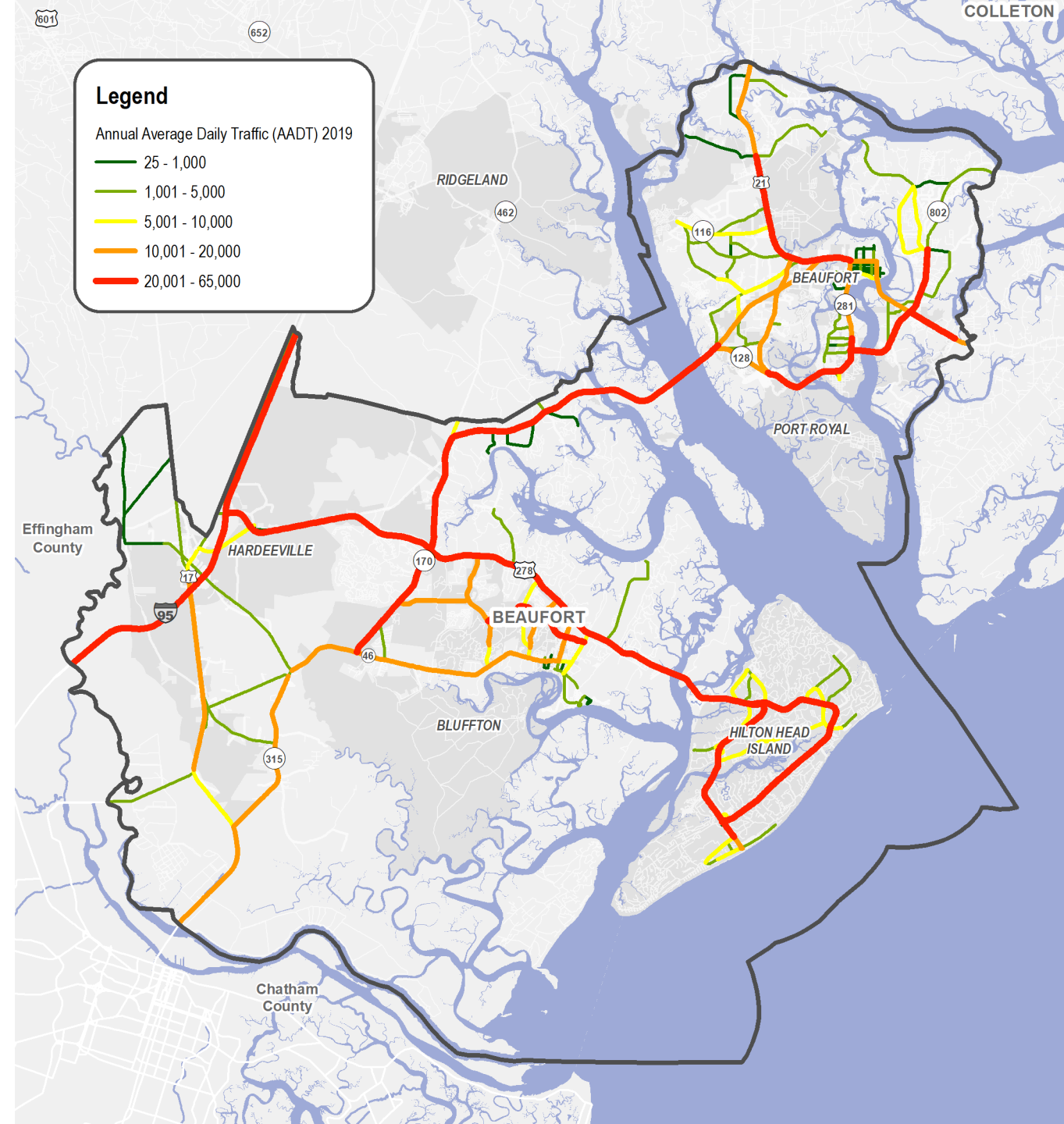
The functional classification groups streets according to the land use served and provides a designation of the type of traffic each street is intended to serve.



Daily Traffic

The Annual Average Daily Traffic (AADT) 2019 shows the vehicles per day. The high-volume corridors:

- I-95
- US-278
- SC-170
- US-21

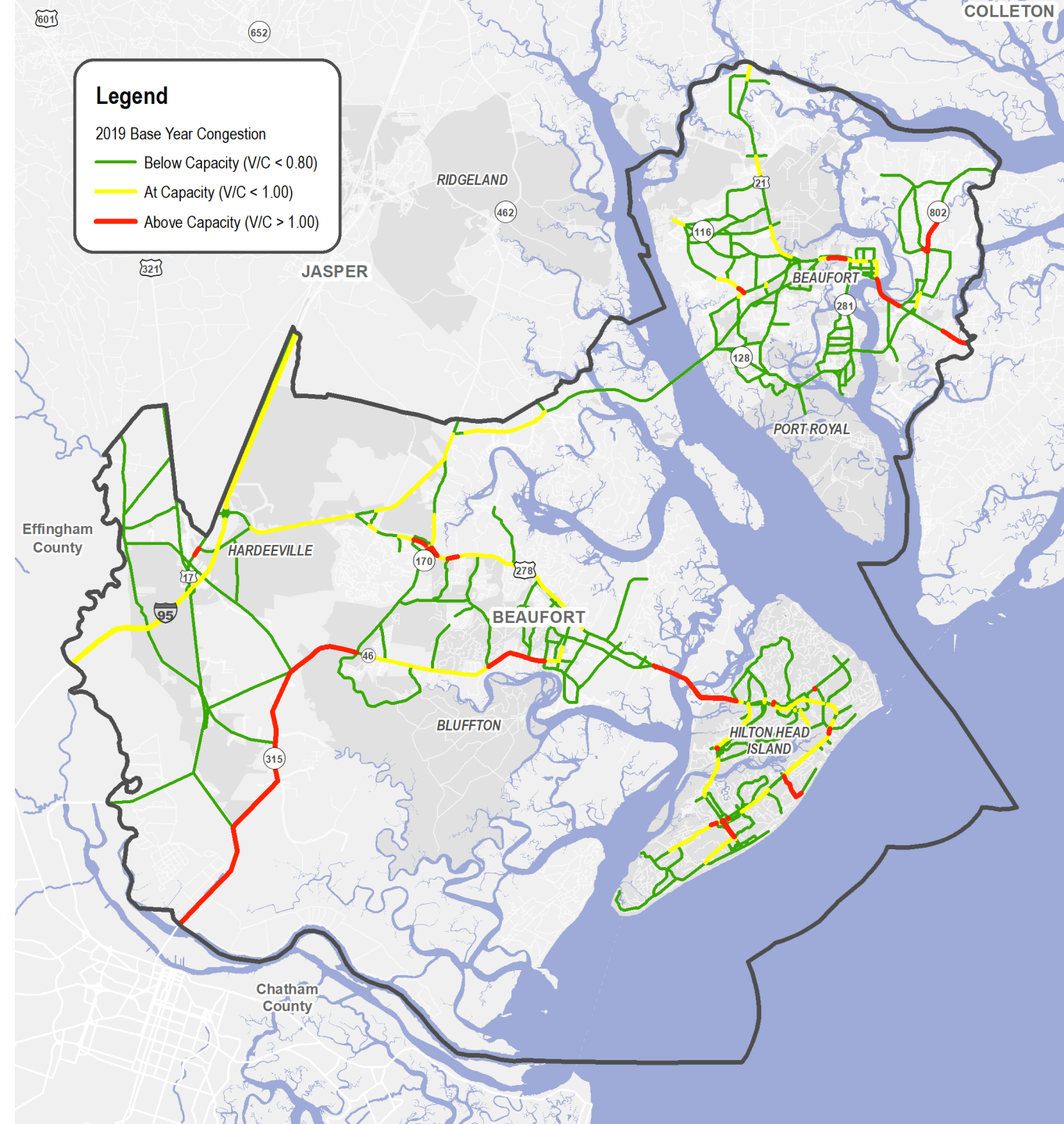


Congestion

The Travel Demand Model (TDM) highlights the volume-to-capacity ratio or V/C.

Corridors currently above capacity include:

- SC-315
- SC-170
- US-278
- US-21

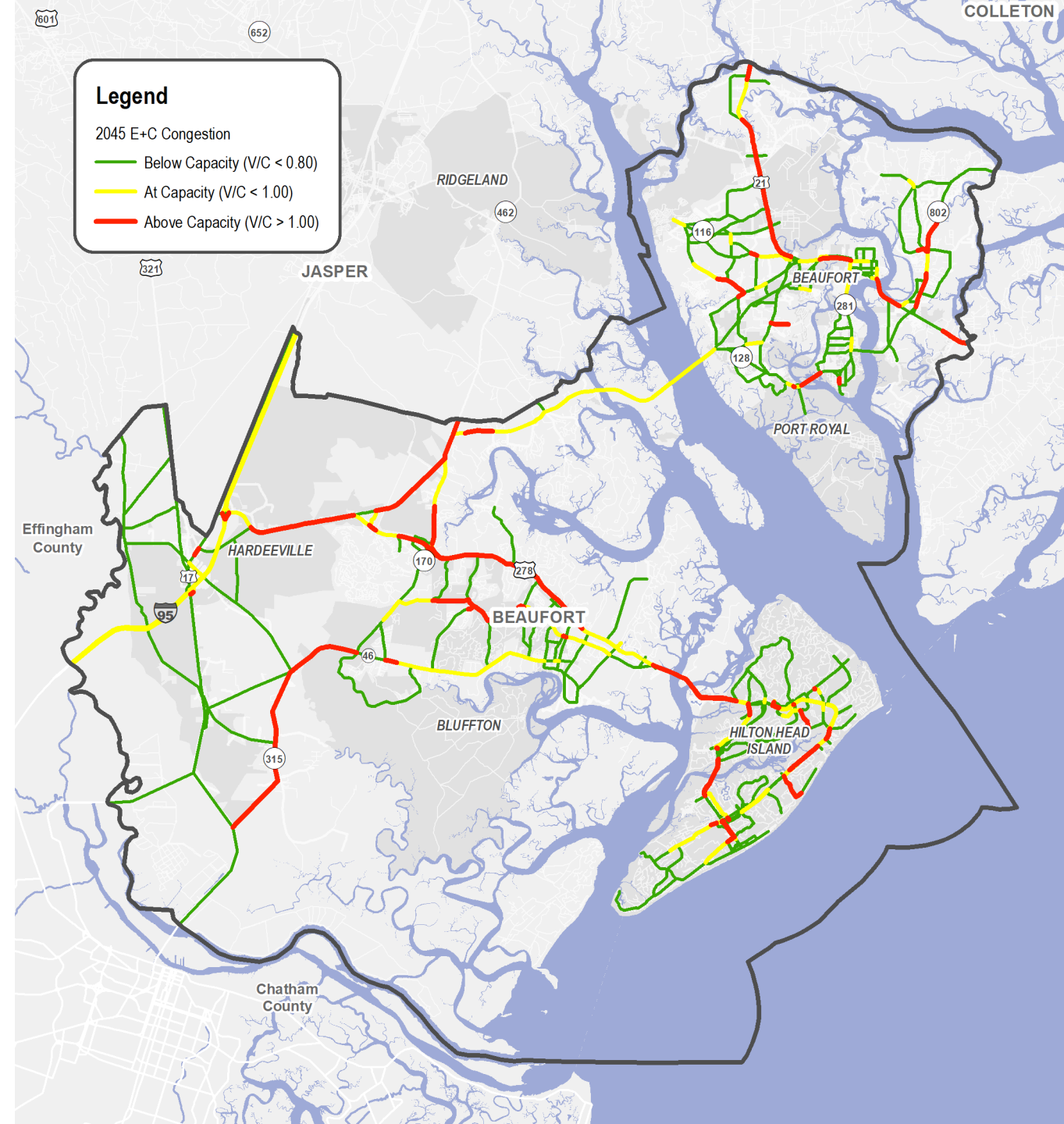


Future Congestion

The 2045 E+C shows the below-, at-, and above-capacity corridors.

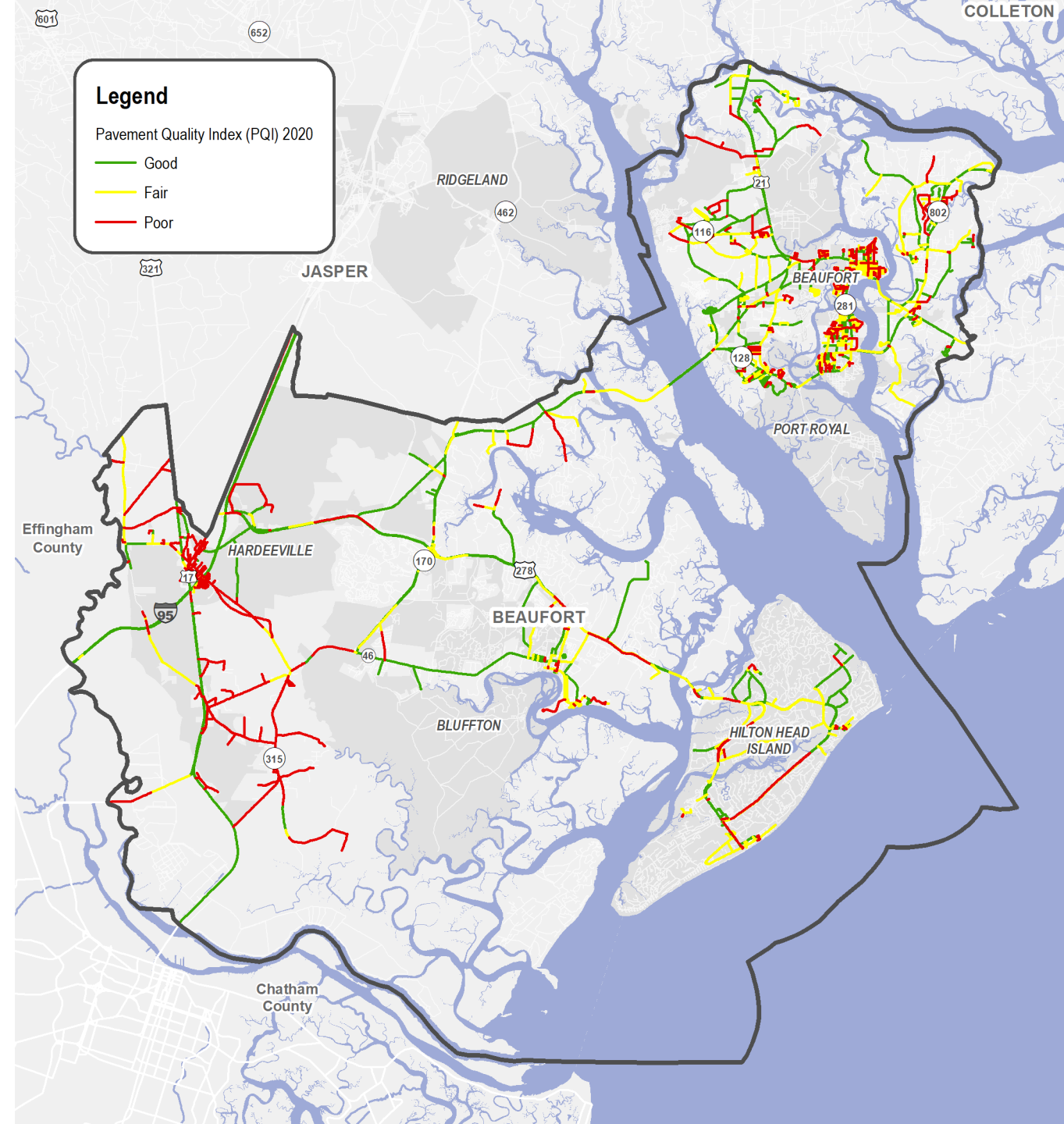
Corridors above capacity include:

- US-278
- Argent Blvd
- SC-170
- US-21
- SC-315



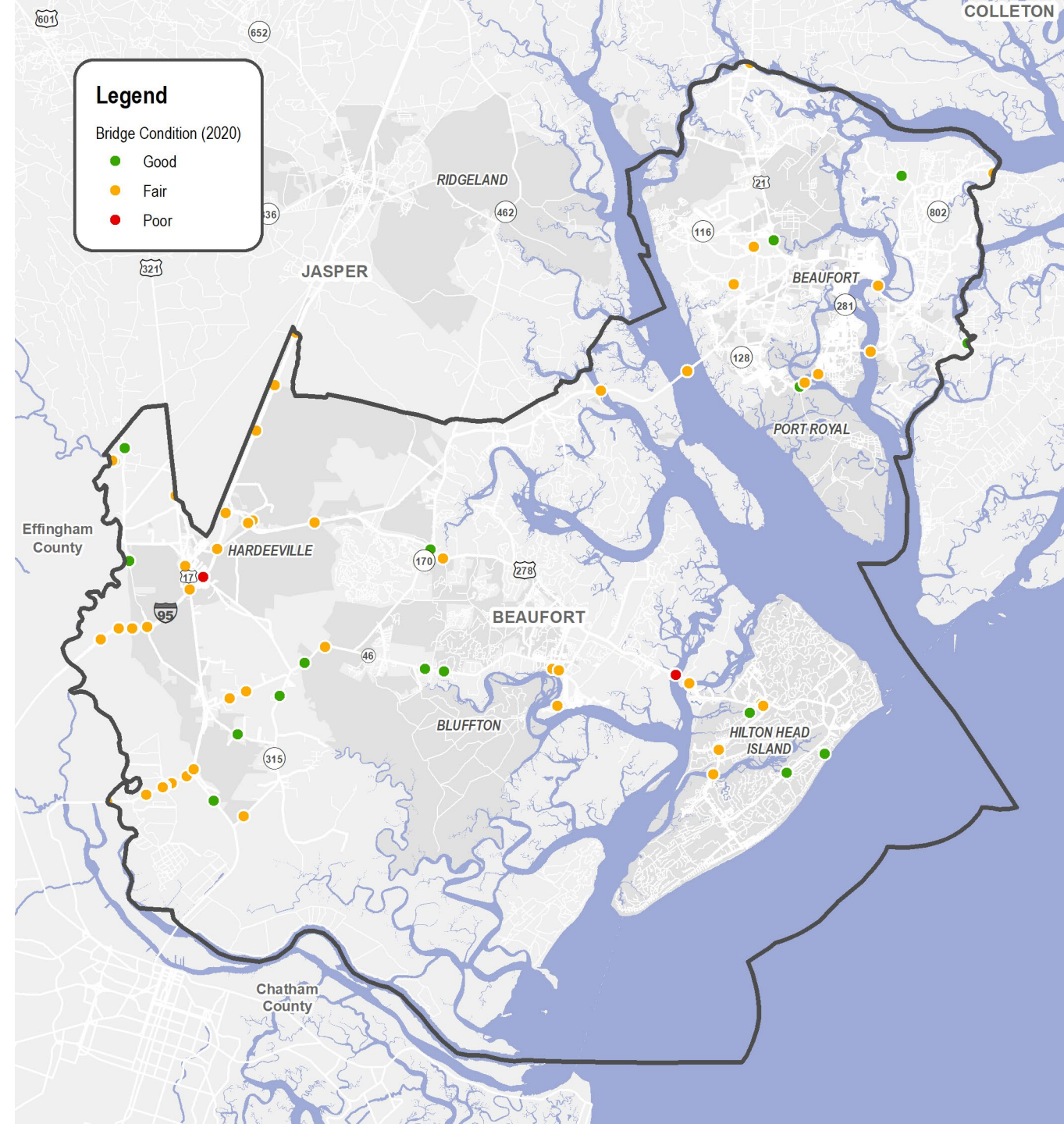
Pavement Quality Index

The pavement quality index (PQI) indicates the general condition of the pavement section.



Bridge Condition

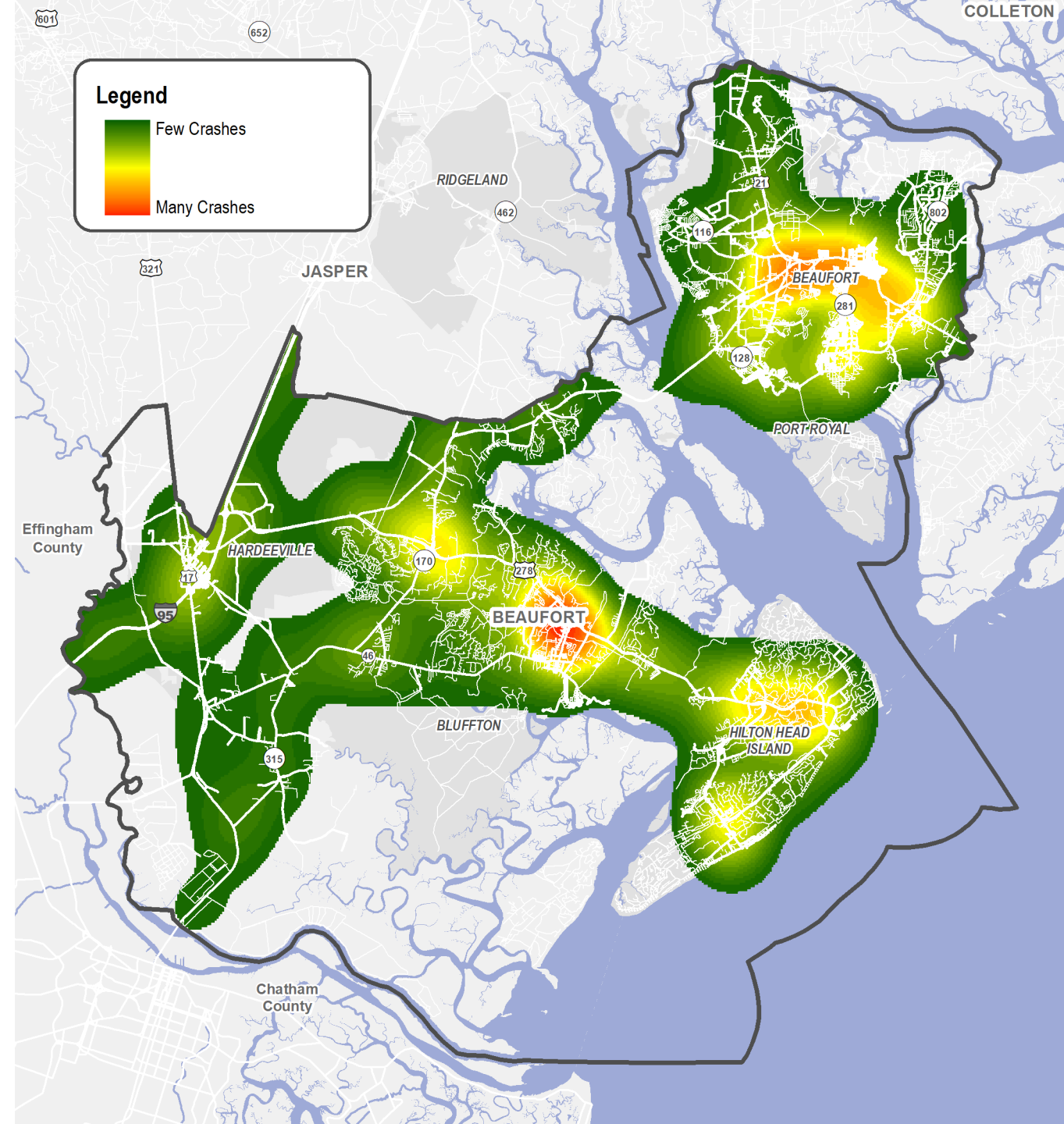
The bridge condition combines the rating of several factors including deck rating, superstructure rating, and substructure to determine if the condition of the bridge is good, fair, or poor.



Crash Locations

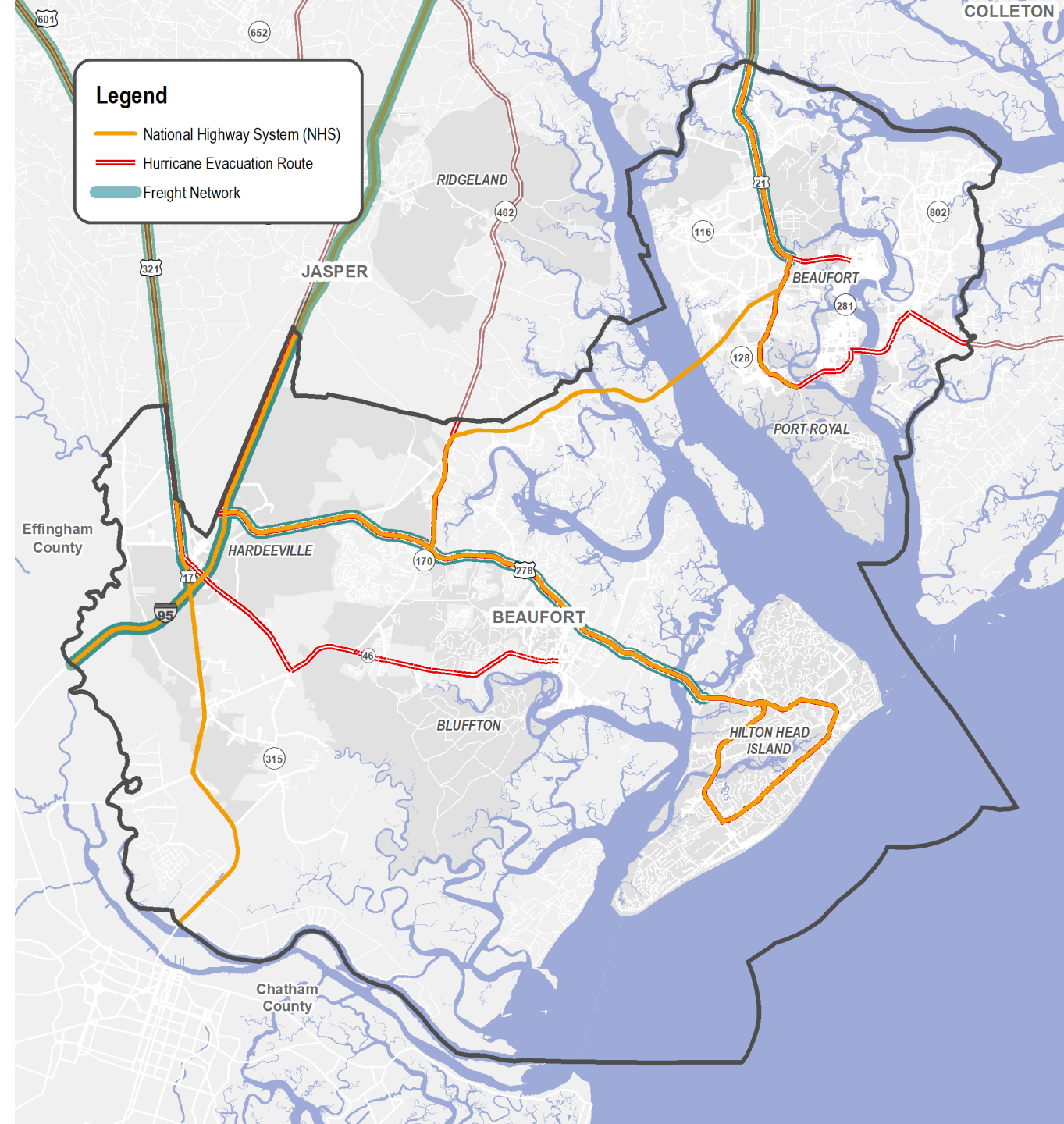
Using crash data from SCDOT, the following areas were identified as high crash locations:

- US-278 at SC-46
- US-278 at US-70
- Along US-278 in Hilton Head Island
- Along US-21 in Beaufort



Priority Corridors

The priority network include corridors on the National Highway System (NHS), Hurricane Evacuation Route, and the Freight Network.

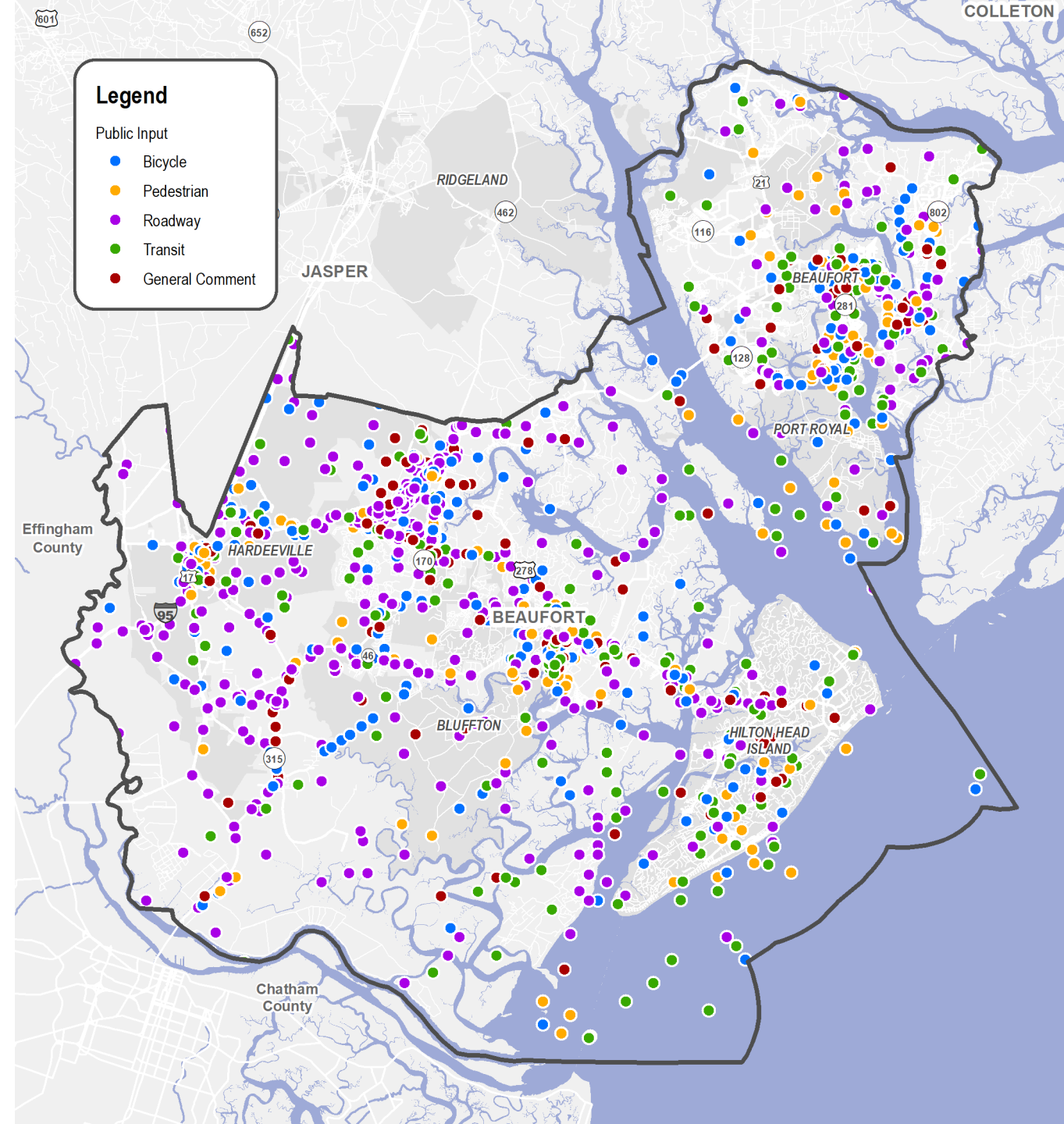


Public Input - Mode

An online survey was launched on September 15, 2021. The survey offered input on community goals, investment priorities, and potential projects. The survey closed on October 20, 2021.

Total Participants: 827

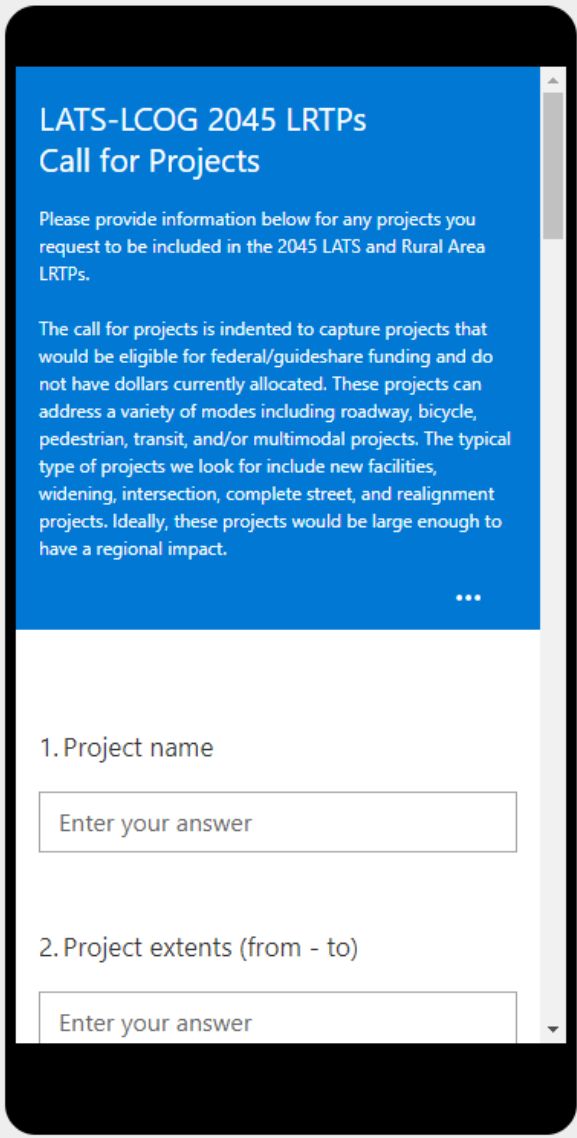
Total Data Points: 12,218



Call for Projects

The Call for Projects form was open from August to October 2021.

County staff was asked to submit projects and/or studies to be incorporated into the LRTP.



LATS-LCOG 2045 LRTPs
Call for Projects

Please provide information below for any projects you request to be included in the 2045 LATS and Rural Area LRTPs.

The call for projects is intended to capture projects that would be eligible for federal/guideshare funding and do not have dollars currently allocated. These projects can address a variety of modes including roadway, bicycle, pedestrian, transit, and/or multimodal projects. The typical type of projects we look for include new facilities, widening, intersection, complete street, and realignment projects. Ideally, these projects would be large enough to have a regional impact.

...

1. Project name

2. Project extents (from - to)

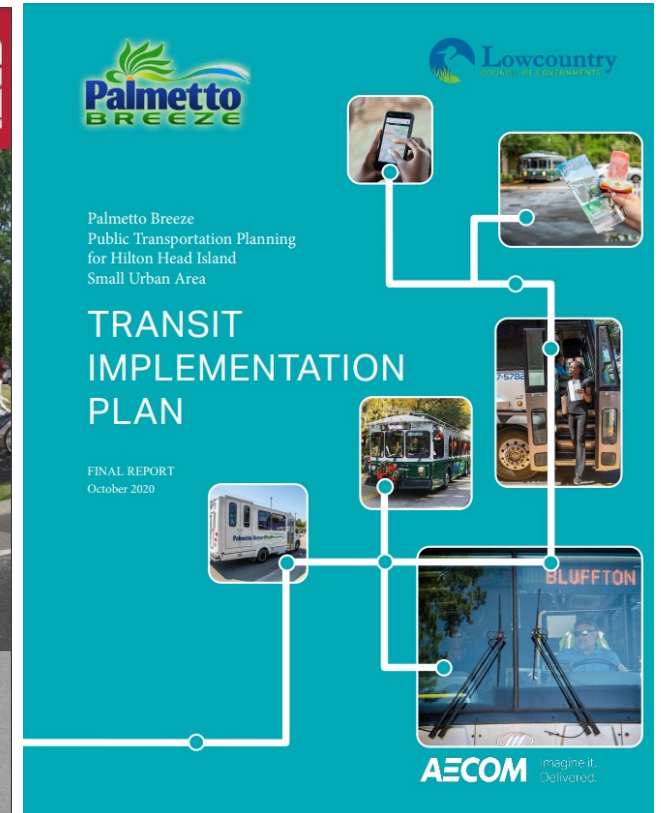
Recommendations

Bicycle, Pedestrian, and Transit Recommendations



BEAUFORT COUNTY *CONNECTS*

Bicycle and Pedestrian Plan 2021



Supporting Studies

- Rural Shuttle/Transit Study
- Freight Plan
- Beaufort Connects: Spine Feasibility Study

Prioritization Criteria

Planning Directive - 15

South Carolina Department of Transportation released PD-15 in accordance with Act 114 to detail the scoring and ranking processes for MPOs and COGs.

The directive outlines the criteria that must be considered in the prioritization of corridor, new location, and intersection projects.

PD-15 took effect July 15, 2020.

Corridor Projects

Criteria	Percent of Score
Traffic Volume and Congestion	35%
Located on a Priority Network	25%
Public Safety	10%
Economic Development	7%
Truck Traffic	10%
Financial Viability	5%
Pavement Quality Index (PQI)	3%
Environmental Impacts	5%

New Location Projects

Criteria	Percent of Score
Traffic Volume and Congestion	40%
Economic Development	20%
Environmental Impacts	15%
Connectivity to Priority Network	15%
Financial Viability	10%

Intersection Projects

Criteria	Percent of Score
Traffic Volume and Congestion	35%
Public Safety	25%
Truck Traffic	10%
Located on a Priority Network	15%
Financial Viability	5%
Economic Development	5%
Environmental Impacts	5%

Criteria Not Included

- **Alternative Transportation Solutions**
- **Consistency with Local Land Use Plans**
- **Public Input**

Prioritization Results

Financial Revenues

Financial Scenarios

1 “Official” Scenario

2 Sales Tax Scenario

Official Scenario

- Focused on state and federal funding
- Current annual guideshare funding level: **\$5,281,829**
- Projected available guideshare revenue: **\$144 million**

Sales Tax Scenario

- Explores the passage of a 1-cent sales tax for Beaufort County
 - \$500 million for 10 years
 - Renewed to extend over life of plan
 - Subset of funding dedicated to sidewalks and trails

Next Steps

Next Steps

- Financial Constraint
- Plan Documentation
- Public Engagement
- Plan Adoption – **federal deadline is May 31**
- LCOG Long Range Transportation Plan



Technical Committee #2

February 2, 2022



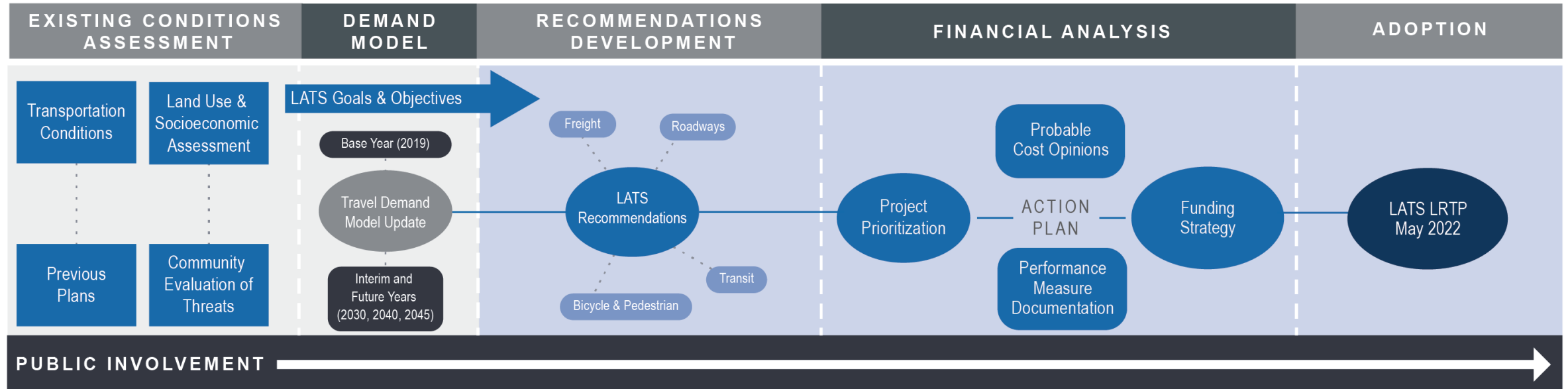
Technical Committee #3

April 13, 2022

Agenda

1. Project Timeline
2. Financial Constraint
3. Documentation
4. Next Steps

Project Timeline

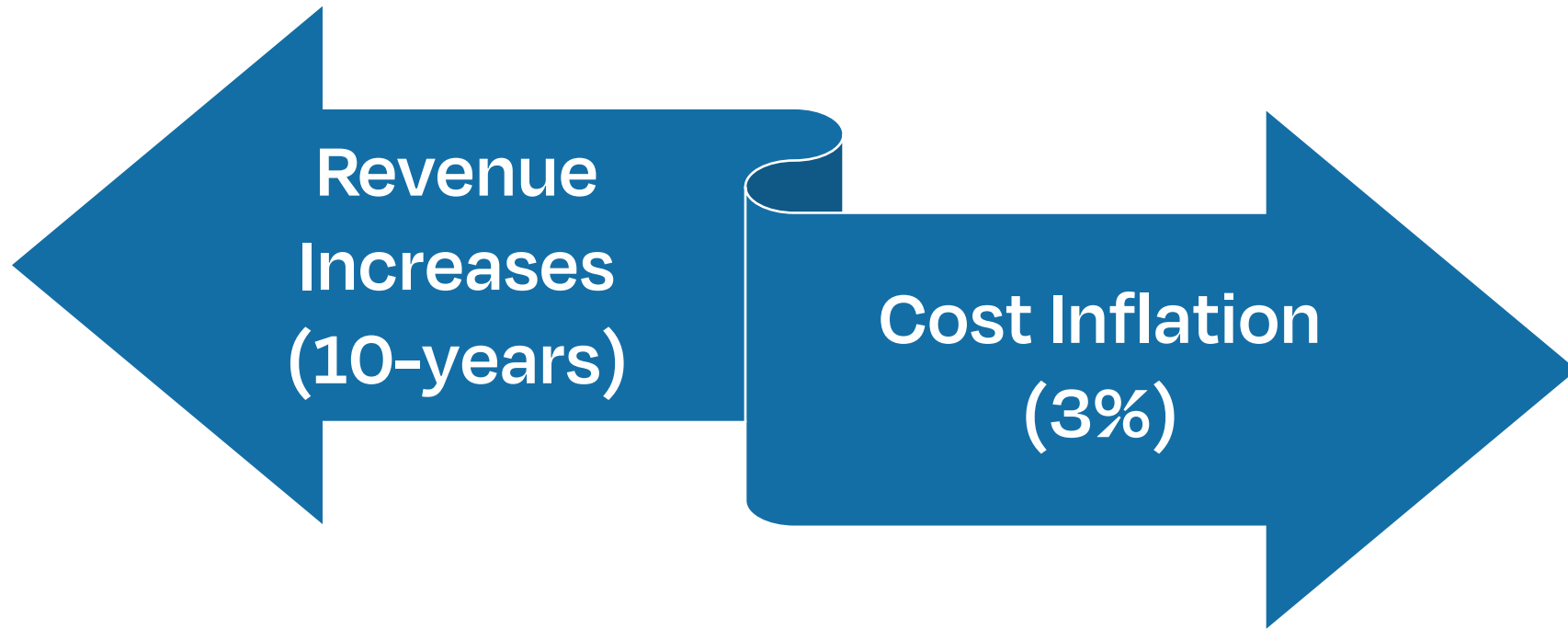


Financial Revenues

Starting Point

- LATS TIP 2021-2027
- Historic Revenues for Bicycle/Ped, Maintenance, and Transit
- Priority Project List

Key Assumptions



Financial Scenarios

1 “Official” Scenario

2 Sales Tax Scenario

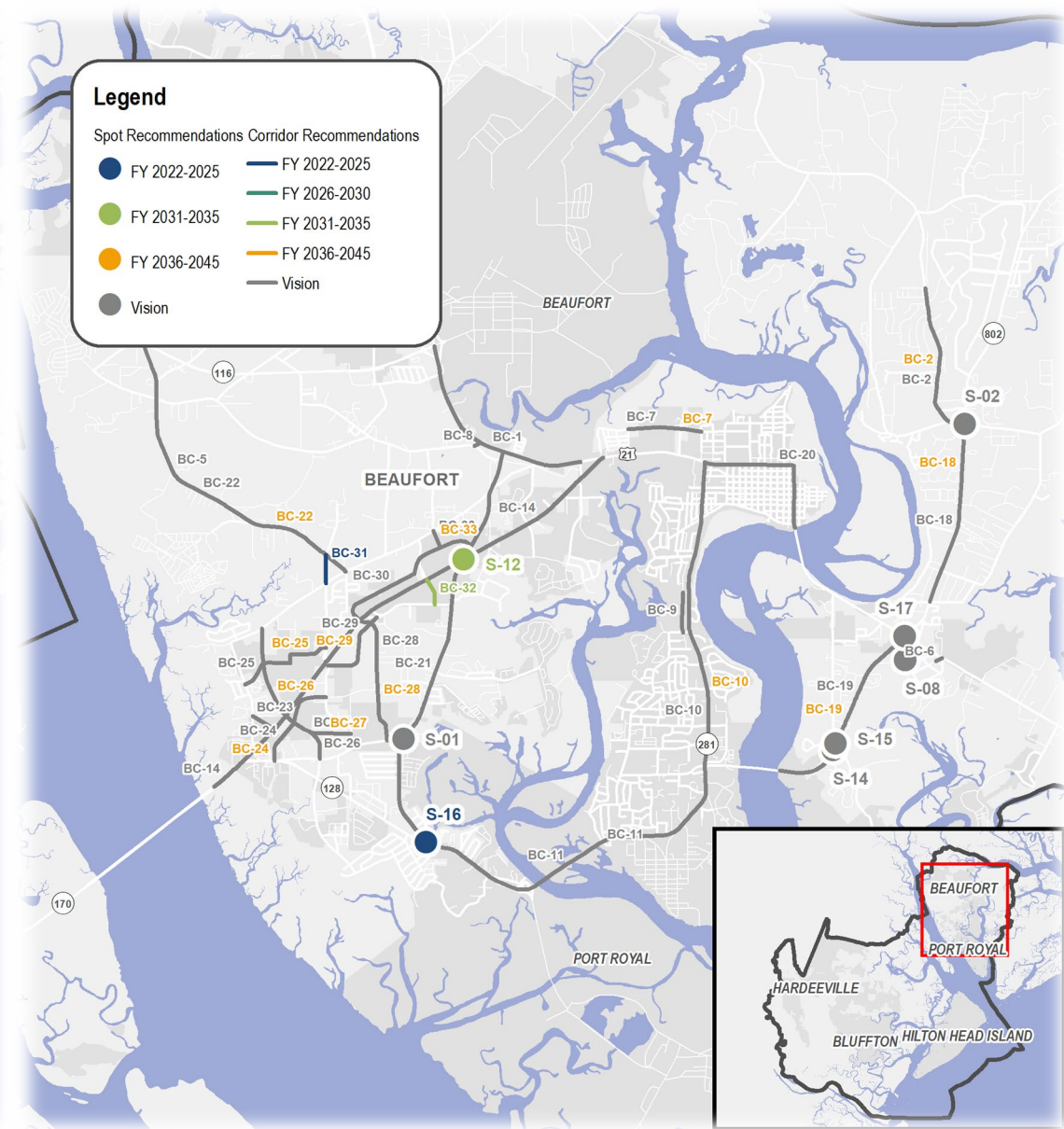
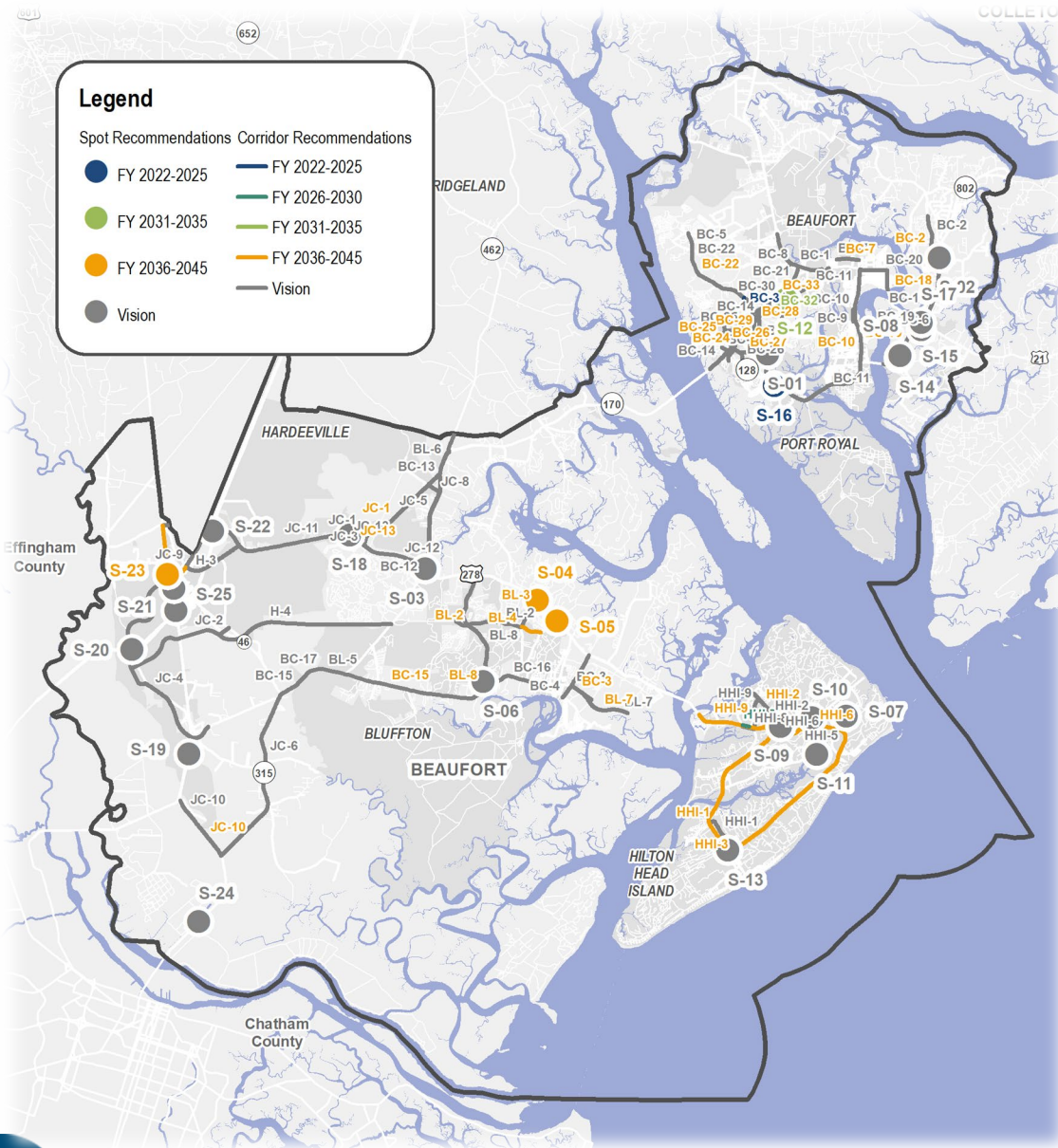
Official Scenario

- Focused on state and federal funding
- Current annual guideshare funding level: **\$5,281,829**
- Projected available guideshare revenue: **\$144 million**

Capital Roadway Revenues and Costs – Current Funding Methods

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$68,227,316	\$66,645,000	\$1,582,316
2026 – 2030	\$45,409,145	\$45,095,000	\$1,896,461
2013 – 2035	\$30,409,145	\$13,760,000	\$18,545,606
2036 – 2045	\$66,818,290	\$84,899,000	\$464,896
Total	\$210,863,896	\$210,399,000	\$464,896
Unfunded Vision		\$3.738B	

**Balances are carried over and added to subsequent funding periods.*



Studies Included

Horizon Year	Study	Cost (2022)
2022 – 2025	Freight Plan	\$300,000
	Transit Study for Northern Beaufort	\$200,000
	SC 170 from Boundary St to SC 46	\$400,000
	SC 46 / SC 315 from SC 170 to US 17	\$250,000
	US 278 from I-95 to Bluffton Pkwy	\$500,000
2026 – 2030	Bluffton Pkwy from US 278 to I-95	\$400,000
	Lady's Island 3 rd Bridge	\$100,000
	Hilton Head Island 2 nd Bridge	\$100,000

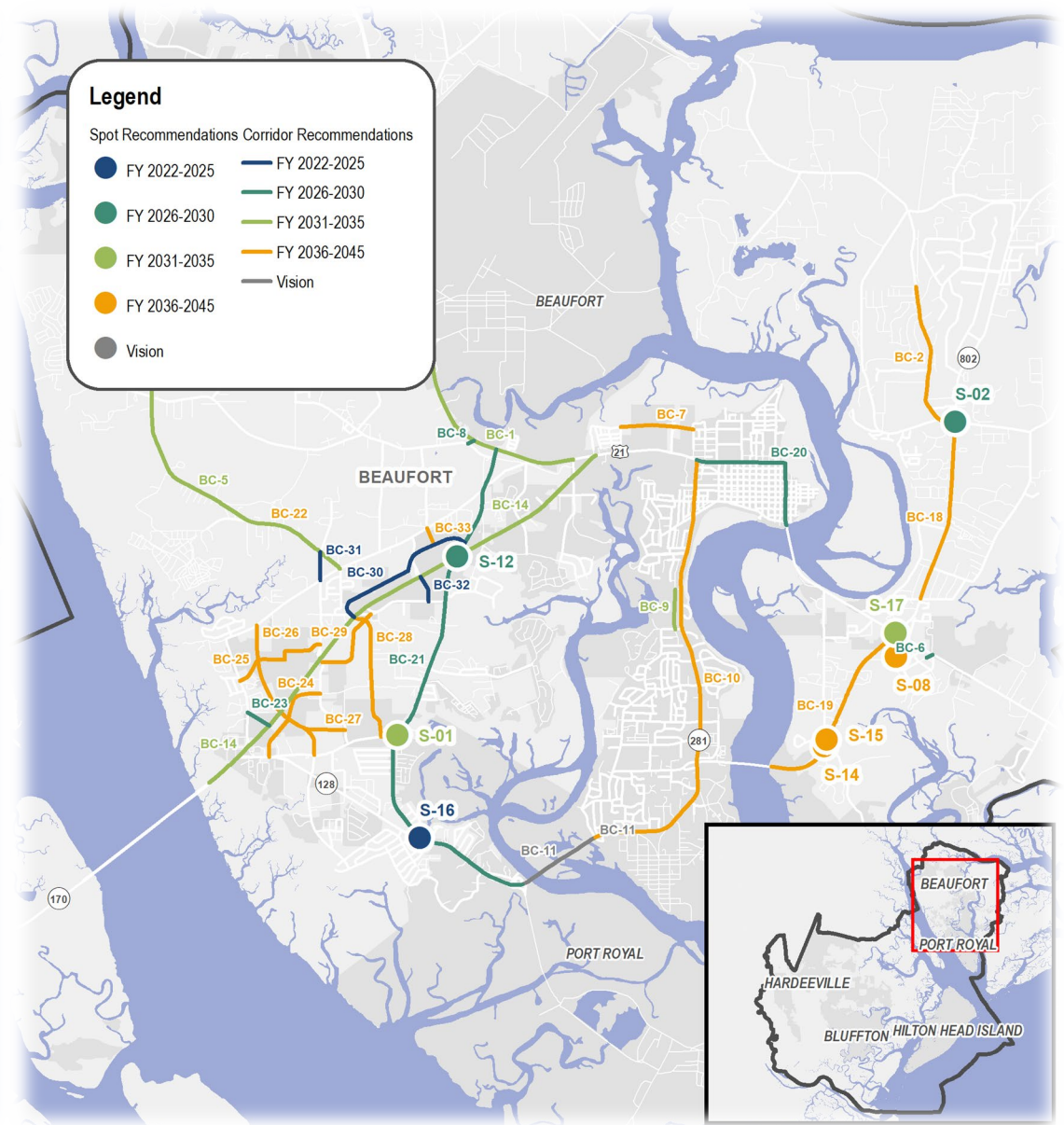
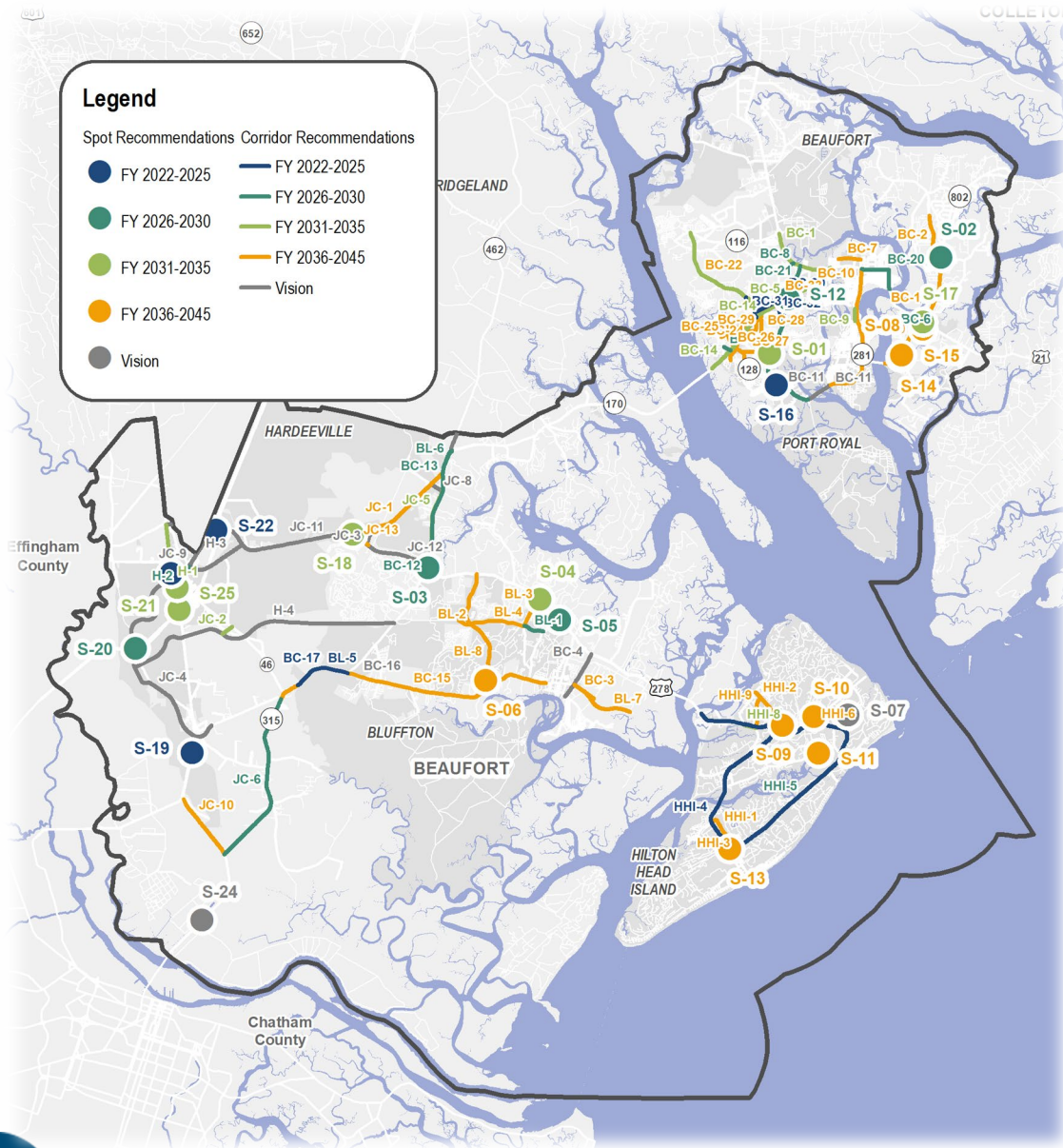
Sales Tax Scenario

- Explores the passage of a 1-cent sales tax for Beaufort County and Jasper County
 - In Beaufort, the referendum is assumed to be voted on in late 2022
 - In Jasper, the referendum is assumed to be voted on after 2027
- The annual revenue growth rate assumes 1.035% growth for both counties.

Capital Roadway Revenues and Costs – Sales Tax Renewal

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$257,945,233	\$248,679,000	\$9,266,233
2026 – 2030	\$402,345,170	\$401,565,000	\$10,046,403
2031 – 2035	\$454,337,174	\$440,429,000	\$23,954,577
2036 – 2045	\$1,168,304,157	\$1,170,373,000	\$21,885,734
Total	\$2,282,931,734	\$2,261,046,000	\$21,885,734
Unfunded Vision		\$1.007B	

**Balances are carried over and added to subsequent funding periods.*



Active Transportation Revenue

Period	Total Revenue
2022 – 2025	\$533,333
2026 – 2030	\$691,150
2031 – 2035	\$796,731
2036 – 2045	\$1,994,368
Total	\$4,015,582

Public Transportation Revenue

Period	Capital Revenue	Operating Revenue
2022 – 2025	\$1,800,000	\$1,612,000
2026 – 2030	\$2,332,632	\$2,089,002
2031 – 2035	\$2,688,966	\$2,408,118
2036 – 2045	\$6,730,993	\$6,027,978
Total	\$13,552,591	\$12,137,098

**The funding split is divided as 80% federal, 10% state, and 10% local.*

***For operations, funding is divided as 50% federal, 25% state, and 25% local.*

Documentation

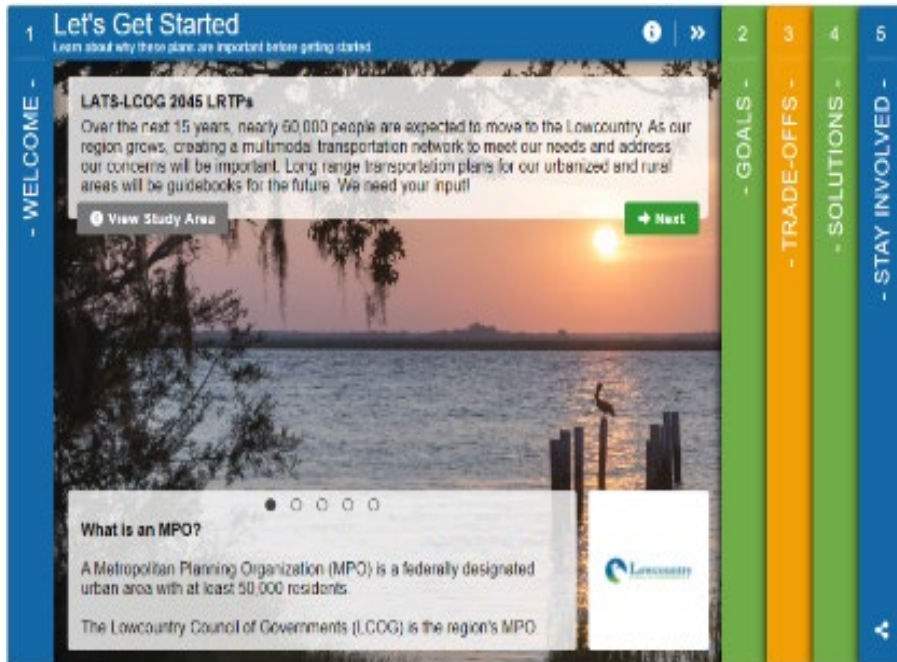
The Plan

- 1 | Purpose and Process
- 2 | Plan Goals
- 3 | Social Environmental Resources
- 4 | Roadway
- 5 | Safety and Security
- 6 | Bicycle and Pedestrian
- 7 | Public Transportation
- 8 | Freight and Aviation
- 9 | Financial Plan and Implementation



Supporting Material

Public Outreach Compendium



System Performance Report

Performance Areas

Safety

Infrastructure Condition

System Reliability

Freight Movement and Economic Vitality

Congestion Reduction

Transit Safety

Transit Infrastructure Condition

Next Steps

- Refine Financial Constraint
- Revise Documentation
- Public Comment Period
- Plan Adoption Meeting (Federal Deadline is May 31st)



Technical Committee #3

April 13, 2022



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Technical Committee #4

May 6, 2022

Agenda

1. Common Themes
2. Narrative Edits
3. Mapping Edits
4. Project and Financial Plan Edits
5. Supporting Materials



Comment Themes

Narrative

Mapping

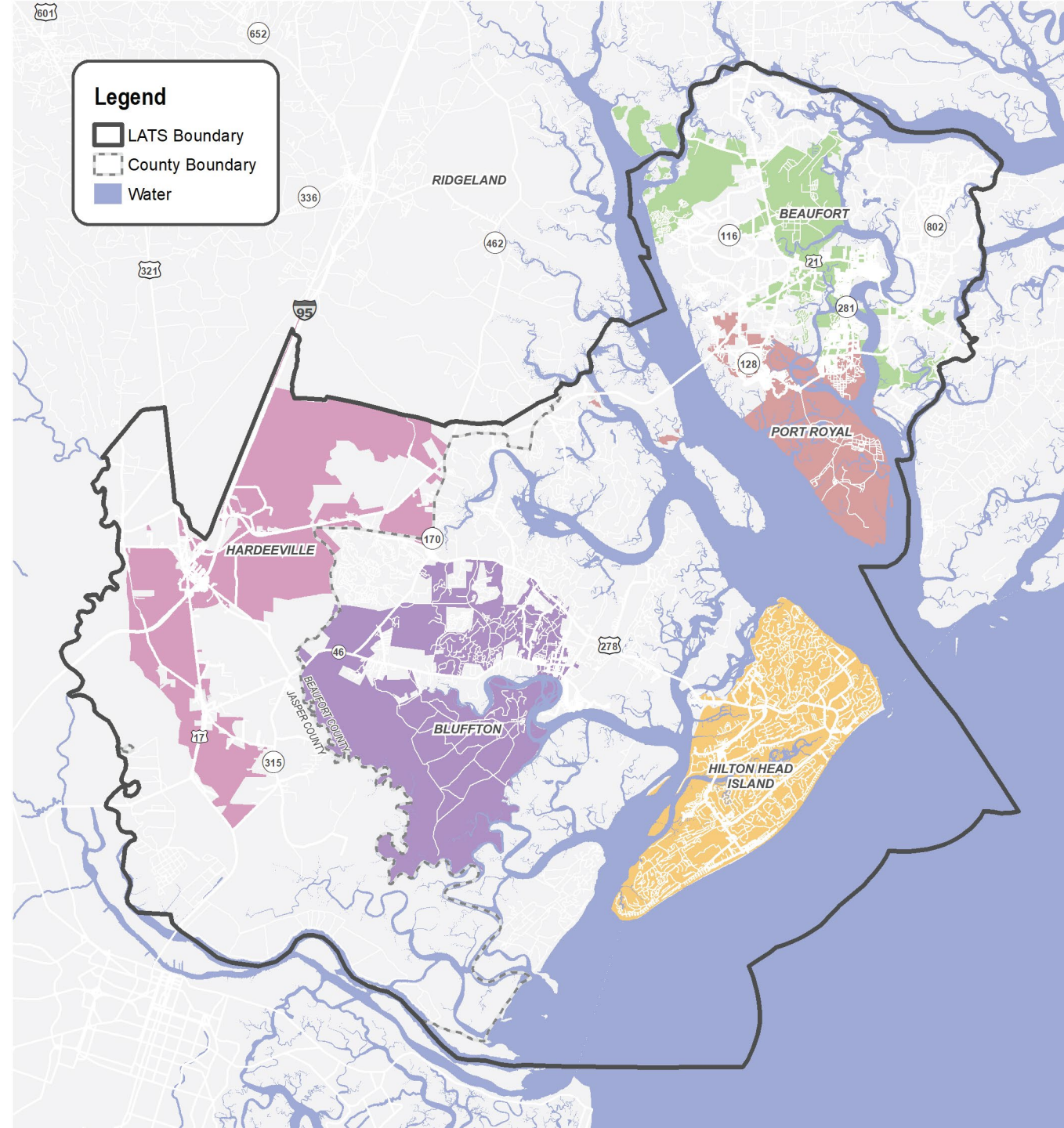
Projects and Financial Plan

Narrative Edits

- Resolving grammatical issues
- Outlining project recommendations types (intersection, widening, etc.)
- Noting that access management, improving secondary road networks, promoting alternative transportation modes are preferred alternative to roadway widening

Mapping Edits

- Adding the Beaufort/Jasper County line
- Revising county and municipal labels
- Creating project recommendation insets
- Adding an E+C map



Project and Financial Plan Edits

- Adding a Vision Project list to the Appendix
- Removing HHI-2, HHI-6, and HHI-9
- Removing BC-3, BC-4, BC-15, BC-16, BC-17, BL-4, and BL-7
- Noting that the SC 46/315 Access Management Study will be used to determine the improvements on JC-6 (SC 46)
- Flipping the Bluffton Parkway Study and US 278 Study time bands
- Including County Transportation Committee (CTC) as a funding source
- Creating a new subheading for Discretionary Grants available through the Bipartisan Infrastructure Law

Supporting Material

- Vision List for Current Funding Methods Scenario
- Vision List for Sales Tax Renewal Scenario
- System Performance Report
- Public Outreach

Introduction

In 2010, the MAP-21 legislation transformed the transportation federal aid program by establishing new requirements for performance management and performance-based planning and programming, designed to ensure the most efficient investment of federal transportation funds. The FAST Act (2015) continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. Pursuant to this legislation, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. These requirements outline a systematic and objective-driven approach to transportation decision-making that supports national goals for the federal-aid highway and public transportation programs.¹

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (The Planning Rule).² This regulation requires states and MPOs to adhere to the planning and transportation performance management provisions of MAP-21 and the FAST Act. The recent passage of the Bipartisan Infrastructure Law (BIL, known also as the Infrastructure Investment and Jobs Act, IIJA) on November 15, 2021 continues the commitment to performance-based planning set forth by MAP-21 and the FAST Act.

MPOs in South Carolina may establish their own performance measures and targets or adopt the statewide measures and targets set by South Carolina Department of Transportation (SCDOT).³ In accordance with The Planning Rule, the selection of performance measures and targets must be coordinated and agreed upon between an MPO and SCDOT. As part of the metropolitan transportation planning process, the MPO must publish a System Performance Report.⁴

The System Performance Report presents the baseline or current condition and performance of the transportation system with respect to these performance measures and targets, and future condition as data is available.

Role of the System Performance Report

The System Performance Report is an important component of the Transportation Performance Management (TPM) approach set forth by FHWA and FTA. Maintaining a systematic and representative performance management approach allows the LATS MPO to evaluate how well its transportation system addresses current needs and prepare itself to meet future opportunities and challenges. Since funding for transportation projects is limited, it is important that the right projects and programs are being implemented in order to address the current and projected needs of the region.

The Transportation Performance Management approach focuses investment on the achievement of the following national performance areas:

- Safety Performance
- Pavement and Bridge Performance
- System and Freight Performance
- Transit Asset Management Performance
- Public Transportation Agency Safety Plans

¹ 23 USC §150 (b)

² 23 CFR §450.314

³ 23 CFR §450.306

⁴ 23 CFR §450.324



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Technical Committee #4

May 6, 2022



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Policy Committee #1

August 6, 2021

Agenda

1. Introduction
2. Work Plan
3. Public Involvement Plan
4. Previous Planning Efforts
5. Vision and Goals
6. Next Steps

Introduction



Jonathan Guy, P.E., AICP
Project Director



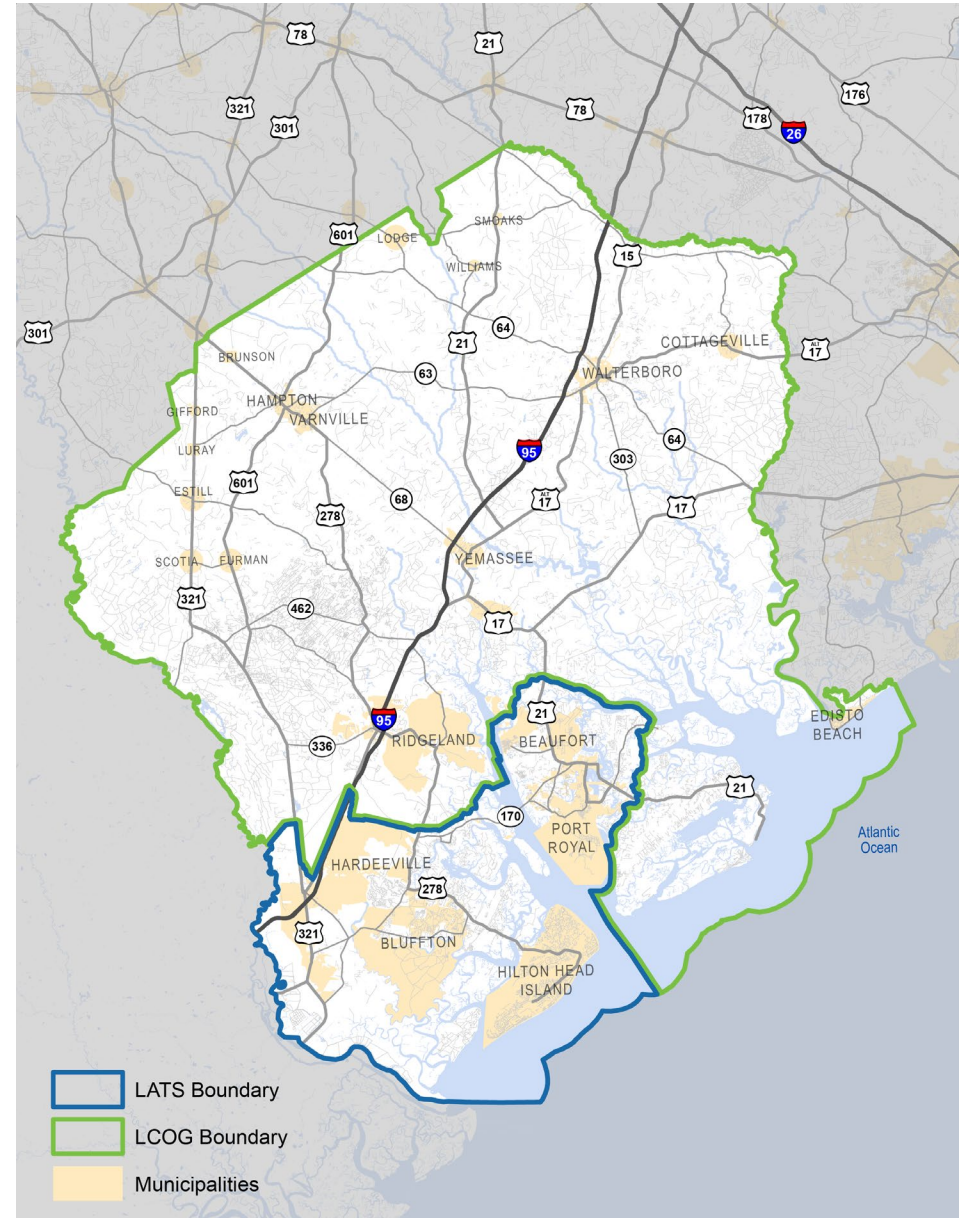
Allison Fluitt, P.E., AICP
Project Manager
2045 LATS LRTP



Jonathan Whitehurst, AICP
LCOG Rural Area LRTP

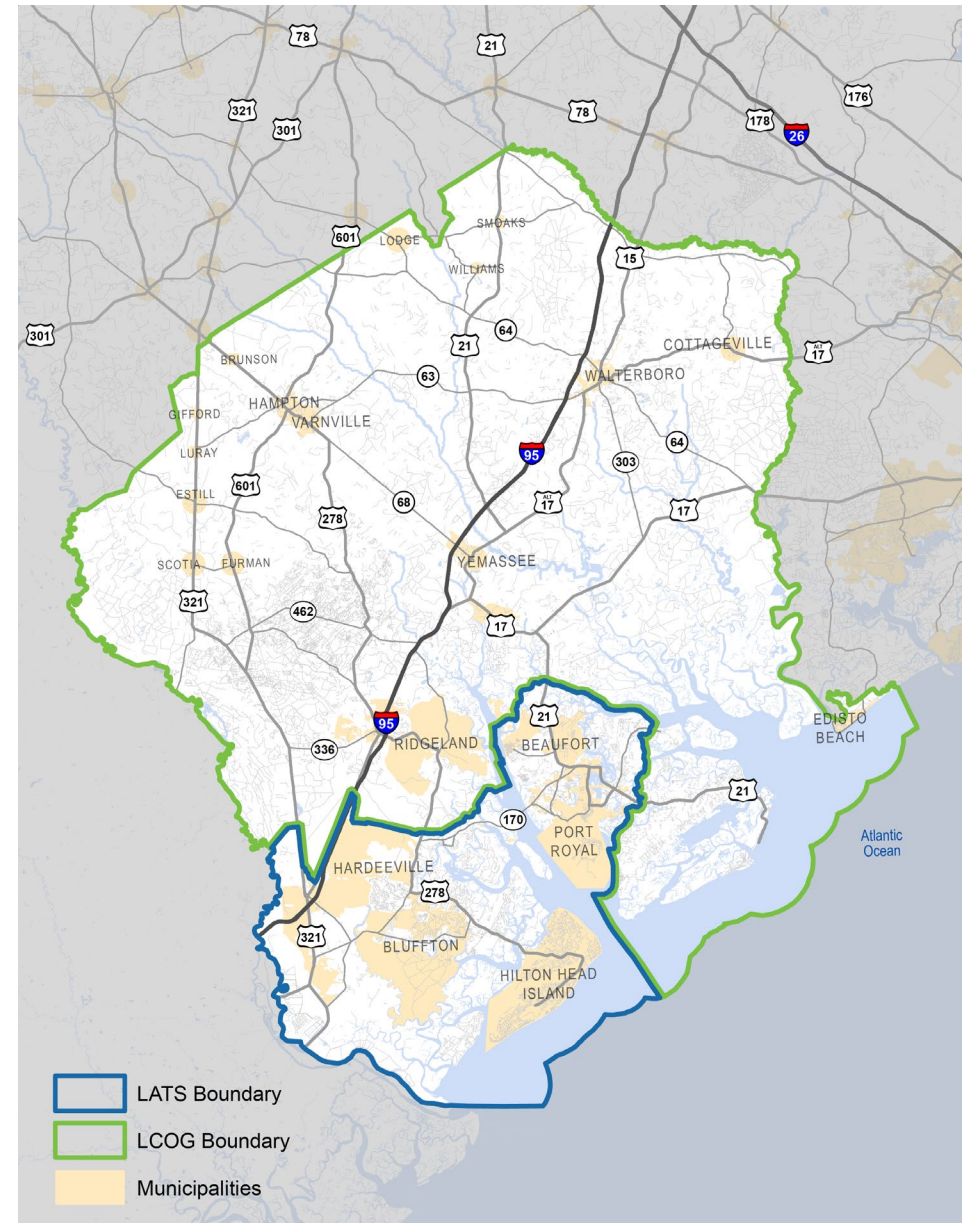
What is an LRTP?

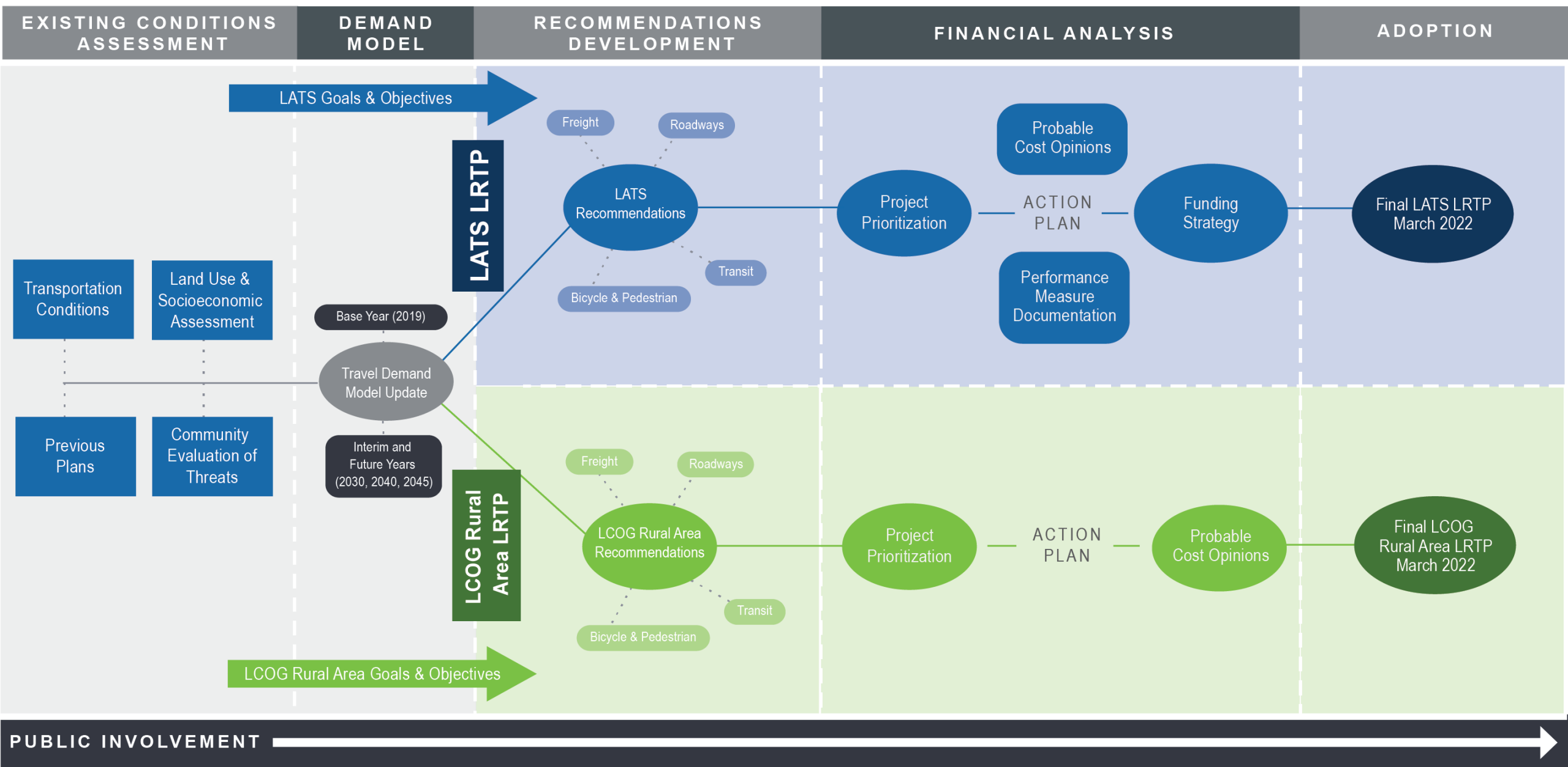
The Long Range Transportation Plan (LRTP) identifies current and future transportation needs and provides multi-modal strategies and projects to address these needs. The 20-year planning horizon of the LRTP acts as a guidance document for fiscally constrained transportation projects.



The Rural Area LRTP

The LCOG Rural Area LRTP will identify current and future transportation needs and provide multi-modal strategies and projects to address the needs specifically to the region outside of the metropolitan planning area.





Work Plan



Approach



Data Gathering and Existing Conditions



Goals, Objectives, and Performance Measurement



Project Development



Prioritization



Financial Constraint



Documentation and Federal Compliance

Goal Setting

- Link federal, state, and local priorities
- Set goals with measurable results
- Engage the public

Planning Theme	FAST Act National Planning Emphasis Area	Current Livability 2040 RTP Goals	Livability 2050 RTP Update Goals	Livability 2050 RTP Update Objectives
Connections & Choices	Increase the accessibility and mobility of people and for freight	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 1: Improve multimodal access to residential, community, and employment resources	1.1 Improve bicycle and pedestrian access to educational, health, and recreational opportunities 1.2 Expand transit service to unserved regional employment markets 1.3 Expand rural human services transportation services into areas not currently served 1.4 Advance TDM strategies to support last mile connections for key employment origins and destinations
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight ¹	2040 RTP Goal 6: Improve multimodal access to community and employment resources	Goal 2: Support a fully integrated multimodal network that advances the concept of complete streets	2.1 Support complete streets implementation 2.2 Support bicycle, pedestrian, and transit improvements as incidental improvements as roadway improvements occur. 2.3 Support integrated and expanded greenway/multiuse plans
Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	2040 RTP Goal 5: Ensure the region is well positioned to remain a leader in global logistics and freight movement	Goal 3: Ensure the region is well positioned to remain a leader in global logistics and freight movement	3.1 Reduce truck delay on critical freight corridors and within key freight hubs 3.2 Reduce intermodal conflict and delay 3.3 Advance an Airport/Aerotropolis TMA
	Enhance travel and tourism ¹	No relevant goal statement	Goal 4: Enhance travel and tourism	4.1 Include the economic development benefits associated with travel and tourism when prioritizing transportation projects.
	Increase the safety of the transportation system for	2040 RTP Goal 2:	Goal 5:	5.1 Support projects that address an existing, identified safety or

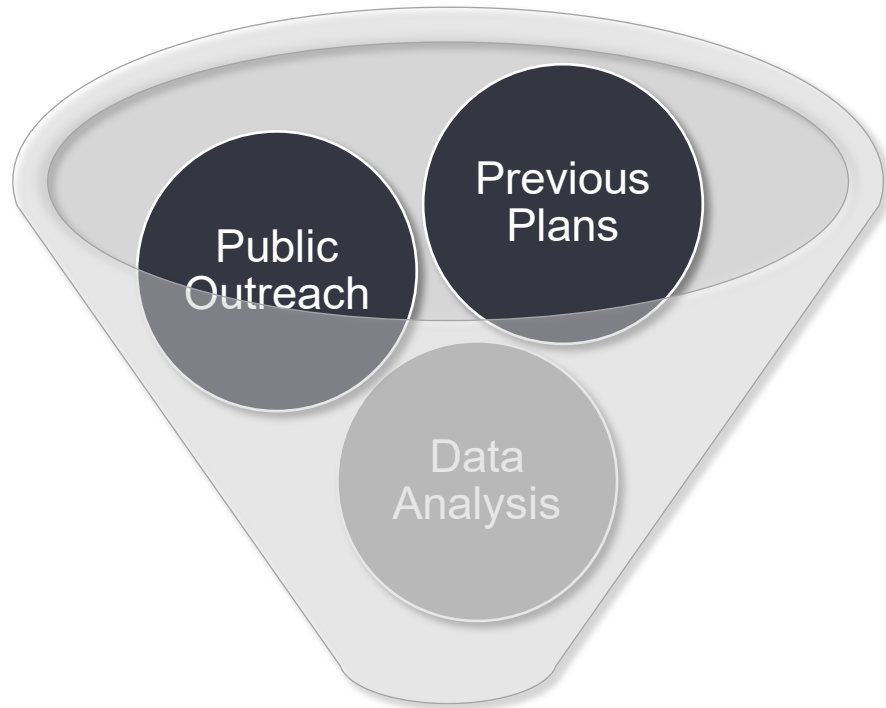
FAST Act

Since the previous LRTP, new guidance from FHWA outlines new data-driven performance measures. The Fixing America's Surface Transportation Act or FAST Act continues MAP-21's performance management approach in order to make progress towards national goals.

These new performance measures will be incorporated into the 2045 LATS LRTP.



Project Development

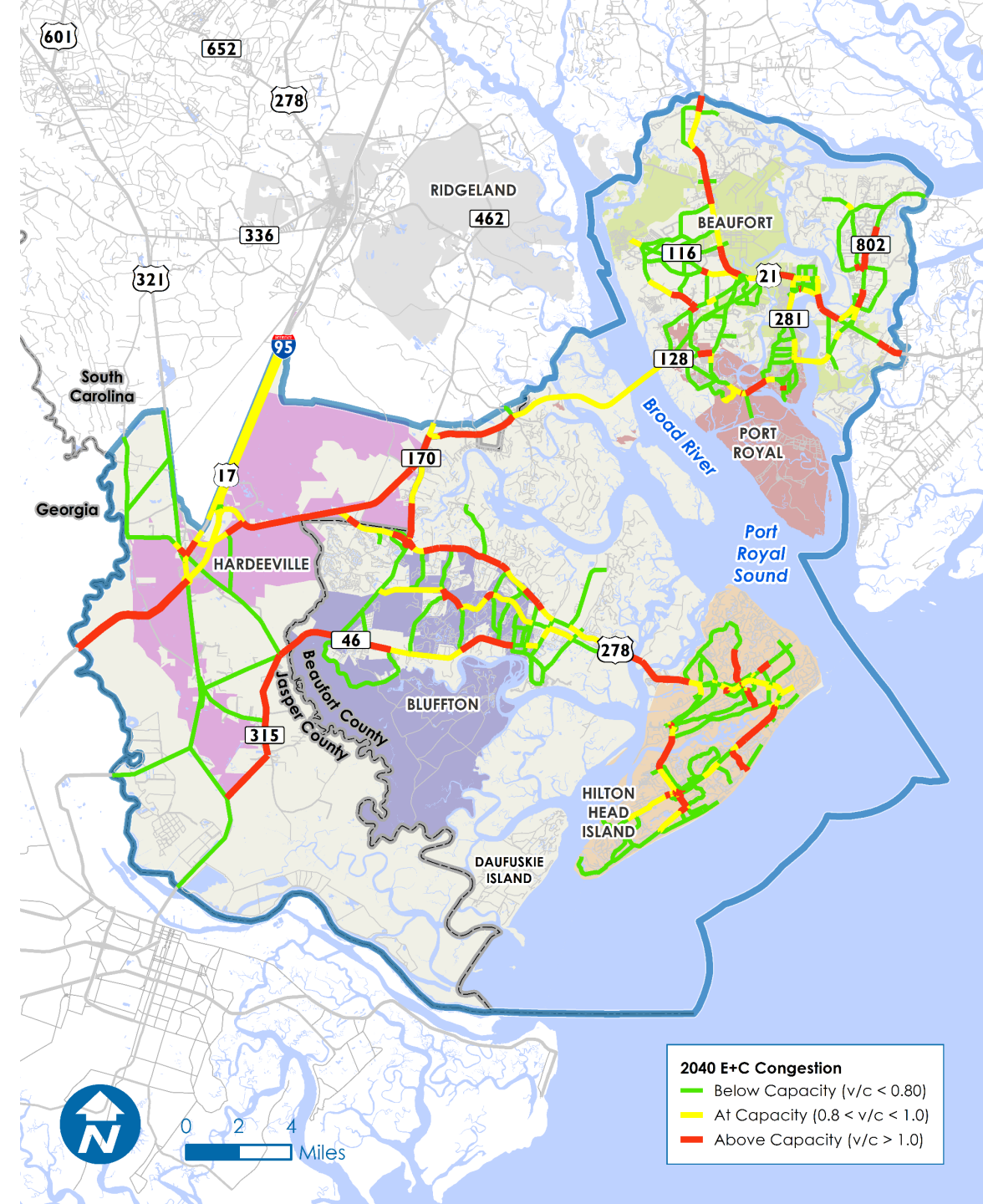


Multimodal Recommendations

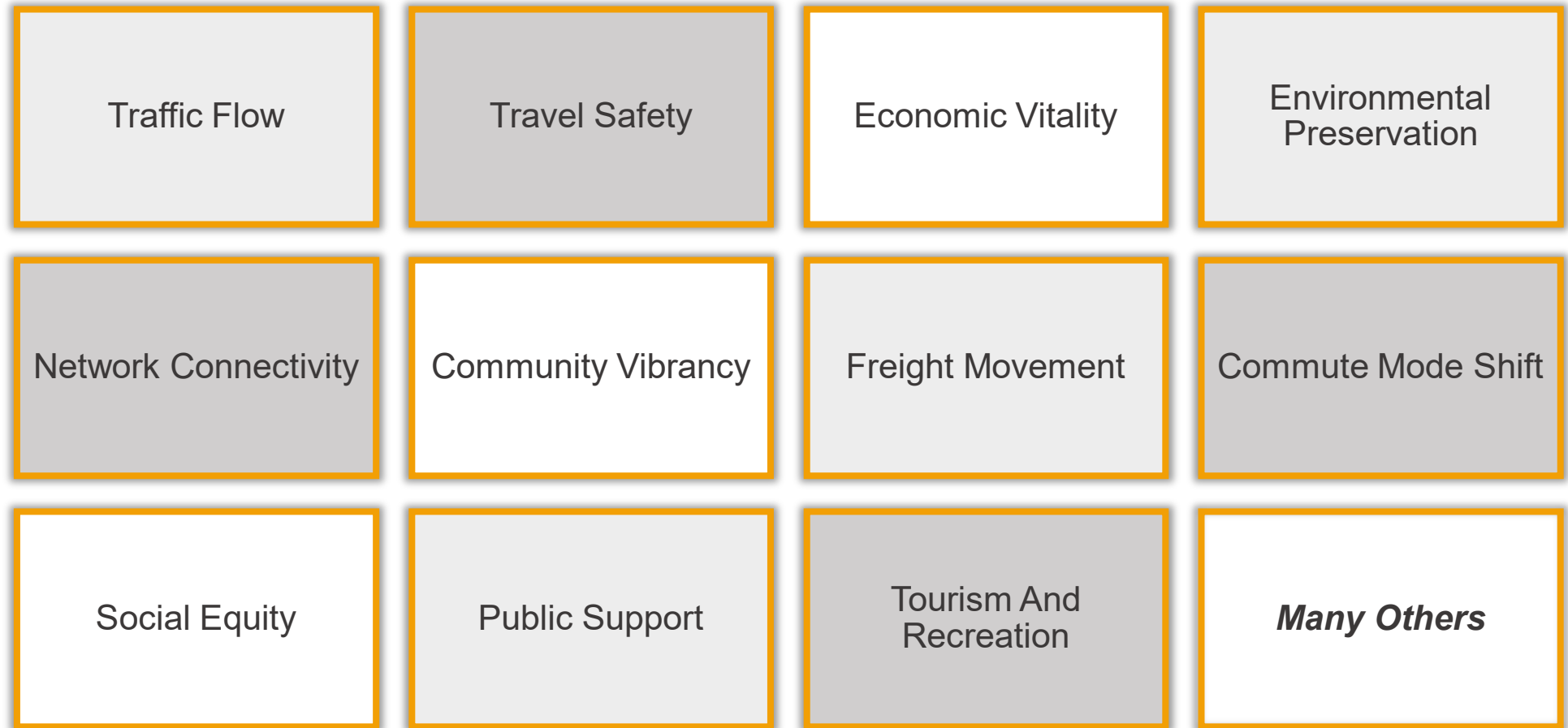


Travel Demand Model

- Update 2010 model to 2019 base year and 2045 future year
- Coordinate with LCOG on additional changes or innovations



Prioritization



Financial Planning



Build upon previous work in the region



Build upon a sound understanding of SCDOT and FHWA/FTA funding programs



Create a platform for advocacy and communication



Create feasible funding scenario plan

Documentation

Guía de Escenarios del Plan Estratégico de Movilidad de Austin

1.3 millones en el 2040

Se espera que la población de Austin más del **DOBLE** en los próximos 30 años.

Con este crecimiento, hasta mantener los niveles actuales de tráfico y congestión requerirá cambios significativos en cómo nos transportamos, utilizando todos los métodos de transportación que existen como manejar, caminar, andar en bicicleta y utilizar el transporte público.

¿Como nos vamos a mover en el futuro?

LLEGAREMOS ALLÍ JUNTOS

SEAS SOUTHEAST AREA STUDY

Community Snapshot

Population

Southeast Area: 226,561

North Carolina: 10,014,449

Unemployment

4.3% 5.8%

No Vehicle Access

4.0% 6.6%

Low Income

12.1% 16.0%

Occupied Households

75,979 3,715,656

Commute Mode

82.5% Drove Alone
11.1% Carpooled
4.2% Worked at home
2.2% Other

Minority

Elderly

THE SOUTHEAST AREA'S POPULATION IS EXPECTED TO GROW BY **10,000** IN THE NEXT 5 YEARS AND BY **300,000** IN THE NEXT 25 YEARS

Source Information: U.S. Census Bureau, 2000 Census and 2009-2013 American Community Survey • ES&P • Triangle Regional Model

#SEareastudy www.southeastareastudy.com

CONNECT 2045

ROCKY MOUNT URBAN AREA Metropolitan Transportation Plan

PREPARED FOR:

PREPARED BY: **Kimley-Horn**

SEPTEMBER 2018

NORTH KNOT CONNECTION CONCEPT

Corridor Focus Area
Corridor Context Area
ONE MILE

Untangling of the interchange "Knots" has been most recently contemplated during Ohio State's Olentangy Greenway Charrette process (2017).

SOUTH KNOT CONNECTION CONCEPT

Deliverables Table

Joint Milestone

2045 LATS LRTP

LCOG Rural Area

Milestone		Tentative Completion Date	Achieved
Received Notice to Proceed		May 2021	✓
Submit Project Work Plan		June	✓
Submit Data Needs Memorandum		June	✓
Submit Public Involvement Plan (PIP)		June	✓
Submit Policy, Program, and Document Review		June	✓
LRTPs Technical Committee Meeting #1		July	✓
Submit Existing Transportation Conditions		August	
Stakeholder and Small Group Interviews		August	
Online Questionnaire		August	
Public Workshop #1		August	
Goals and Objectives	Goals and Objectives	August	
LRTPs Technical Committee Meeting #2		August	
LATS Policy Committee Presentation #1		August	
Create and Calibrate 2019 Base Year Travel Demand Model		August	
Roadway Recommendations	Roadway Recommendations	September	
Freight Recommendations	Freight Recommendations	September	

Deliverables Table

Joint Milestone

2045 LATS LRTP

LCOG Rural Area

Milestone		Tentative Completion Date	Achieved
Bicycle and Pedestrian Recommendations	Bicycle and Pedestrian Recommendations	October	
Transit Recommendations	Transit Recommendations	October	
LRTPs Technical Committee Meeting #3		November	
Project Prioritization	Project Prioritization	December	
Performance Measures		December	
Probable Cost Opinions	Probable Cost Opinions	December	
Funding Strategy		December	
Public Workshop #2		December	
Action Plan	Action Plan	January 2022	
Summary Report (DRAFT)	Summary Report (DRAFT)	January	
LRTPs Technical Committee Meeting #4		February	
Summary Report (REVISED DRAFT)	Summary Report (REVISED DRAFT)	February	
Public Review Period (30 calendar days)		February	
LATS Policy Committee Presentation #2		March	
Summary Report (FINAL)	Summary Report (FINAL)	March	
GIS Map Packages and Digital Files	GIS Map Packages and Digital Files	March	

Public Involvement Plan



Public Involvement Plan (PIP)

- Purpose of Technical Committee
- Four Steps of Engagement
- Stakeholder Interviews
- Online Survey
- Project Website

Purpose of Technical Committee

- Provide direction for the development of the LRTPs
- Set goals for the LRTPs
- Share local knowledge and insight into transportation needs
- Vet multimodal recommendations
- Share engagement opportunities with your community
- Review final document prior to adoption

Four Steps of Engagement

1. Needs Assessment

Raise public awareness and identify values, issues, and opportunities.

Active Engagement:

- Technical Committee Meeting #1
- Stakeholder & Small Group Interviews
- Online Survey
- Public Workshop #1

Stakeholder Interviews

- Elected Officials
- Local Government Staff
- Jobs & Economic Development
- Military Affairs
- Bicycle & Pedestrian Advocacy
- Transit Interests
- Emergency Services
- Other Targeted Populations (i.e., minority, low-income groups)
- Rural Area

Online Survey

2

What's Important to You?

PLANNING THEMES

Order your top 3 items above this line

Connections & Choices

Economic Vitality

Sustainable Growth

System Preservation

Safety & Security

Suggest another

What planning themes matter most to you? To the left are five themes that will guide the development of the Livability 2050 Regional Transportation Plan.

Click on each theme to read descriptive statements.

Please drag 3 of the items above the line in your preferred order.

4

Help Identify Improvements!

INTERACTIVE MAP

Please drag and drop at least 3 markers on the map.

Bicycle

Freight

Pedestrian

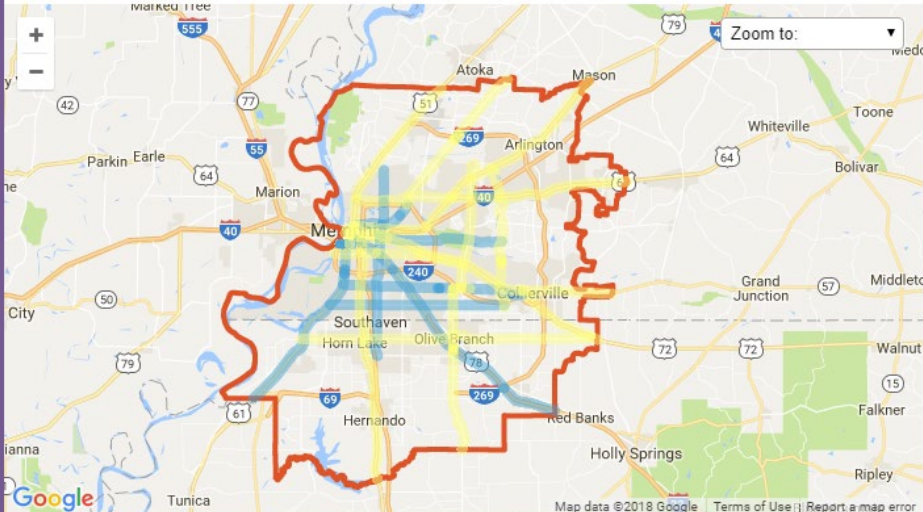
Roadway

Safety

Transit

Legend

Zoom to:



Map data ©2018 Google Terms of Use | Report a map error

Four Steps of Engagement

2. Plan Development

Review public outreach results to guide project selection and prioritization.

Active Engagement:

- Technical Committee Meeting #2
- Policy Committee Presentation #1

Four Steps of Engagement

3. Prioritization

Review preliminary multimodal recommendations and initiate project prioritization.

Active Engagement:

- Technical Committee Meeting #3
- Public Workshop #2

Four Steps of Engagement

4. Adoption

Discuss the draft LRTPs and get plans adopted.

Active Engagement:

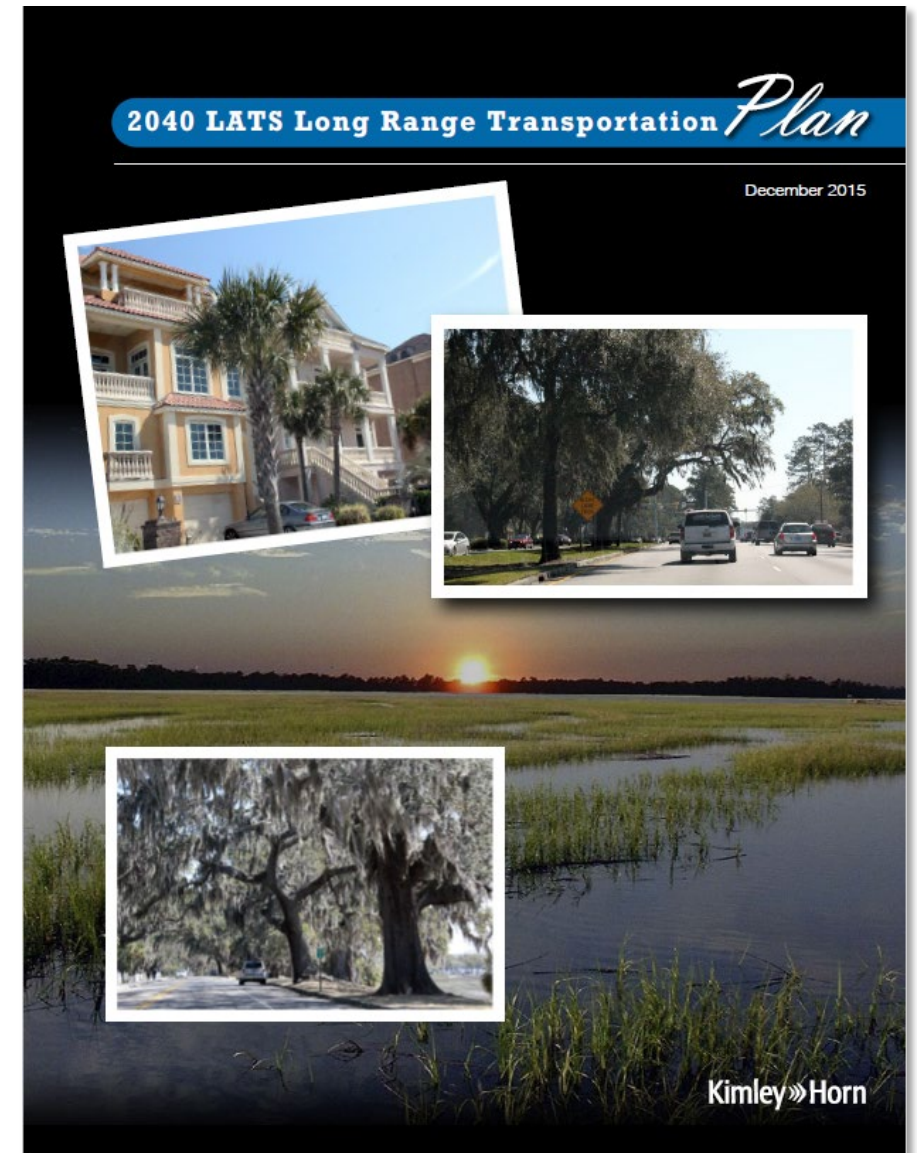
- Technical Committee Meeting #4
- Policy Committee Presentation #2

Previous Plan Review



Previous Planning Efforts

- Regional Plans
- Transportation Improvement Plan (TIP)
- Comprehensive Plans
- Bicycle and Pedestrian Plans
- Small Area Plans
- Joint Land Use Plans
- Economic Strategy Plans



Findings

Name	Adoption Date	Description	Key Recommendations
The People and the Economy	2020	Offers a snapshot of socioeconomic conditions unique to the Lowcountry region	Outlines demographic conditions that identify need for transit service
2040 LATS Long Range Transportation Plan	2015	Identifies the current and future transportation needs and outlines the region's vision	Identifies multimodal projects and describes funding and implementation process
Beaufort County Comprehensive Plan	2020 (in progress)	Outlines the 20-year vision plan to create more direct links between planning, economic resiliency, and infrastructure	Adopts a complete streets policy to enable safe access for all mode users

To be fully documented into the State of the Region



Vision and Goals

Previous LRTP Goals



Supports economic vitality



Increases safety for all mode-users



Increase security for all mode-users



Enhances access and mobility of all people



Protects and enhances the environment and quality of life



Enhances the integration and connectivity of the transportation system



Promotes efficient system management



Preserves the existing transportation system

Next Steps

- Stakeholder Outreach
- Public Survey
- Public Workshop
- Policy Committee Meeting

Points of Contact

Lowcountry Council of Governments

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704-954-7465

Jonathan Guy Jonathan.Guy@kimley-horn.com

843-737-6386





2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Thank you!

Policy Committee #1
August 6, 2021



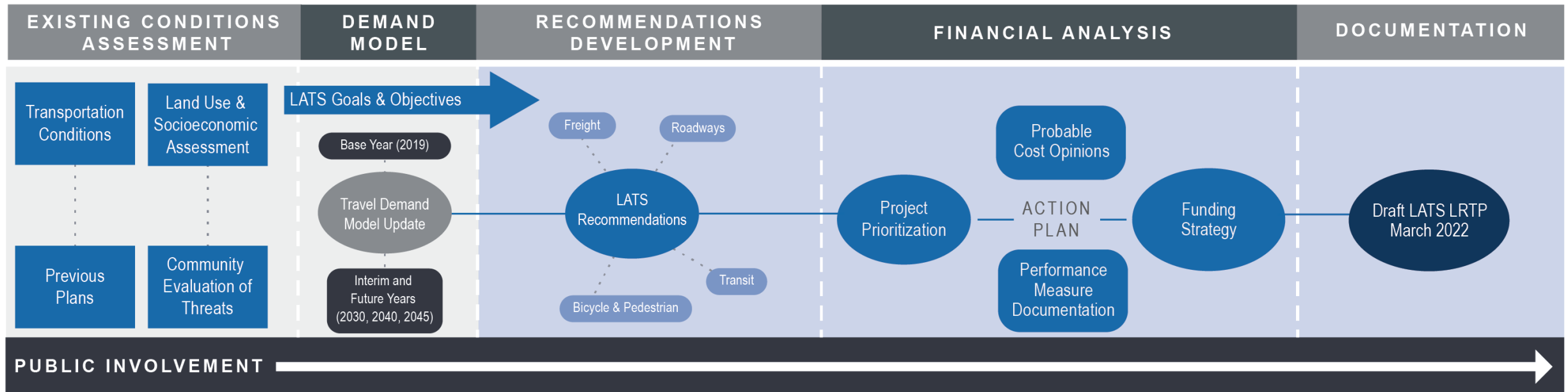
Policy Committee #2

February 4, 2022

Agenda

1. Project Timeline
2. Existing Conditions
3. Recommendations
4. Prioritization Criteria
5. Prioritization Results
6. Financial Constraint
7. Next Steps

Project Timeline

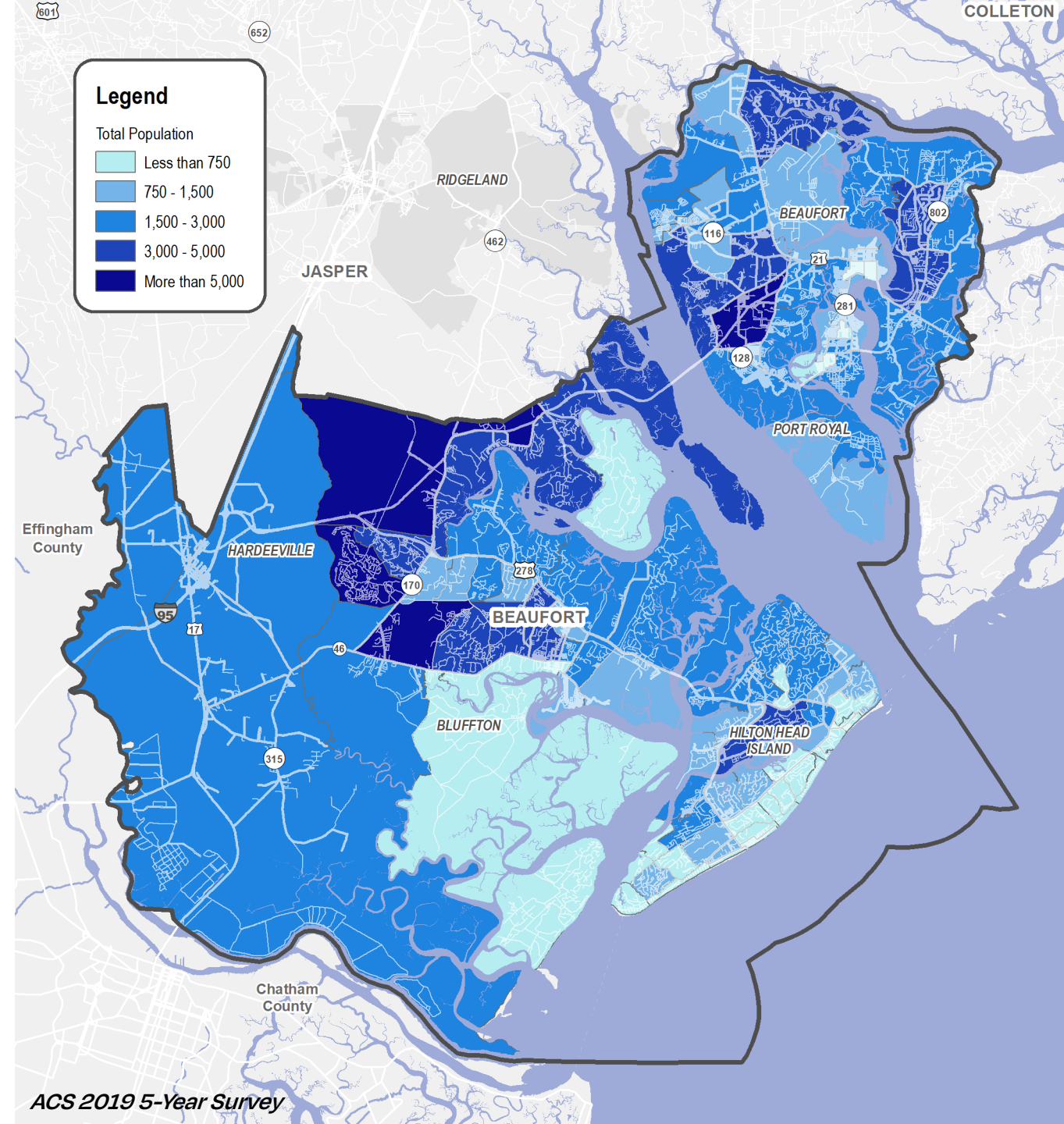


Existing Conditions

Total Population

The total population in each Census Block Group.

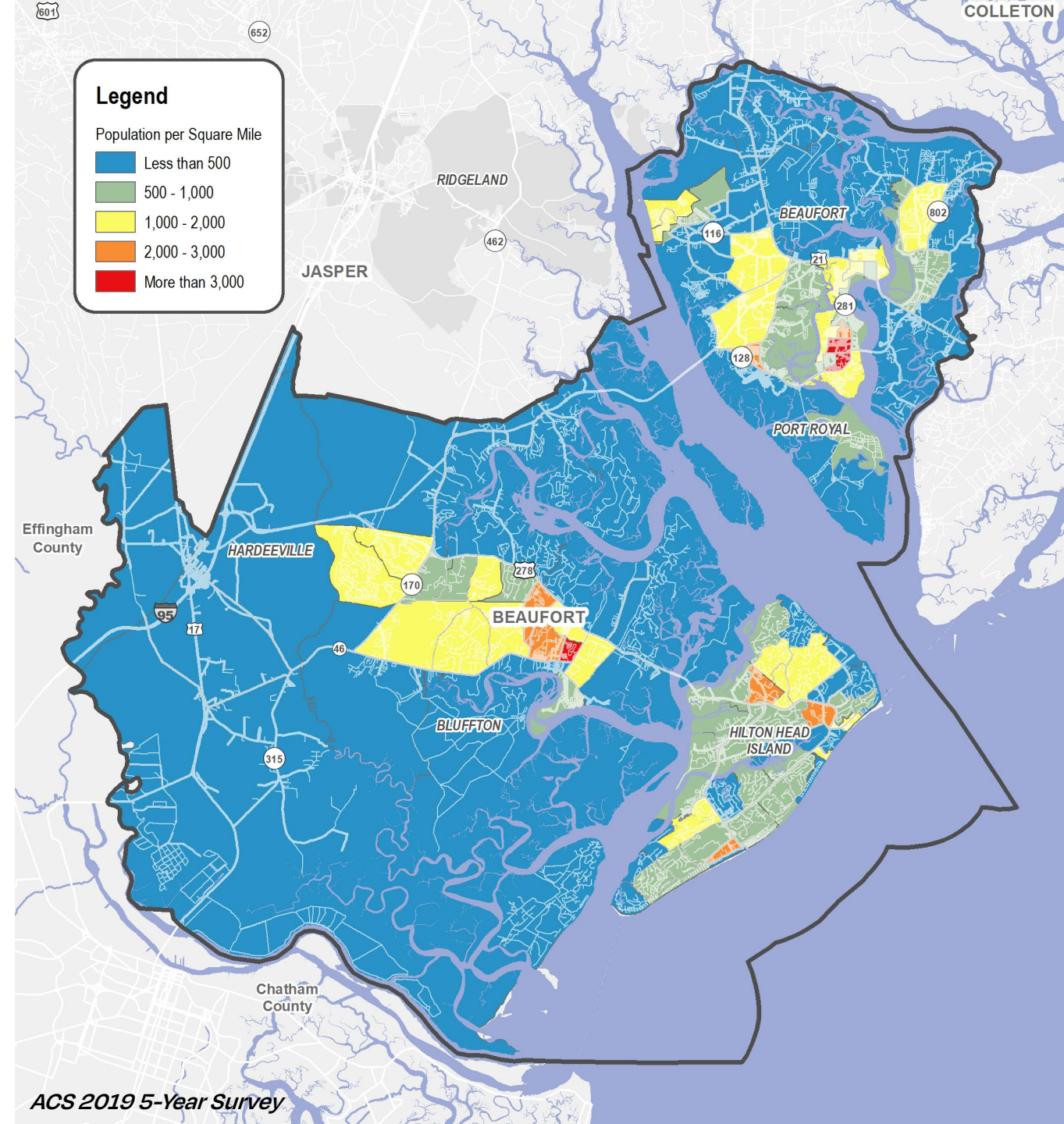
	Total Population
Urban Beaufort County	170,093
City of Beaufort	13,404
Town of Bluffton	20,799
Hilton Head Island	40,007
Town of Port Royal	12,770
Urban Jasper County	13,036
City of Hardeeville	6,064
LATS	183,129



Population Density

The population density shows the highest areas of persons per square mile

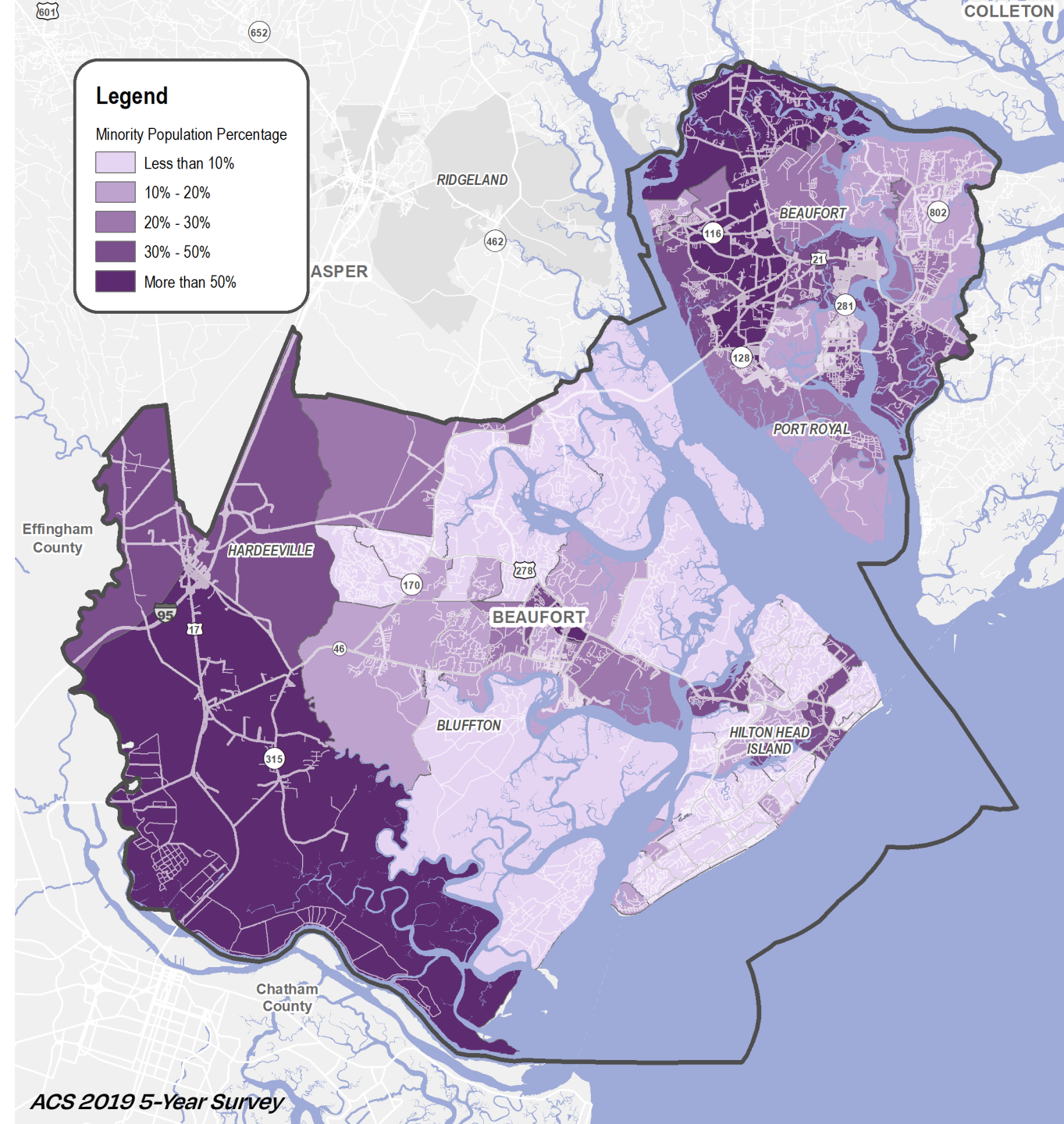
	Population Density (per sq mi)
Urban Beaufort County	521
City of Beaufort	479
Town of Bluffton	404
Hilton Head Island	966
Town of Port Royal	672
Urban Jasper County	72
City of Hardeeville	109
LATS	362



Minority Population

The percentage of minority population in the study area to ensure the equitable distribution of projects and investment.

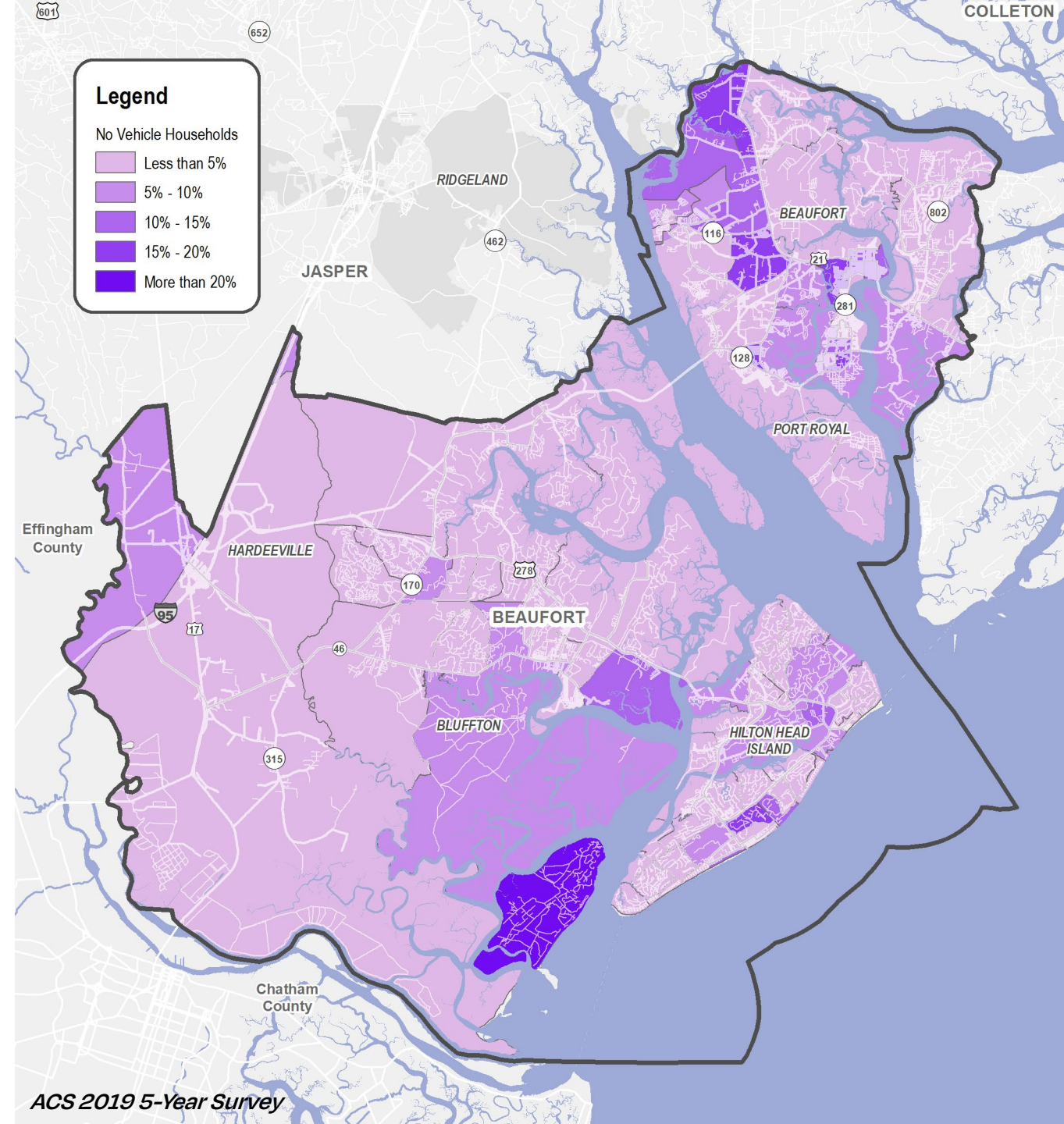
In the Study Area, the minority percentage is **23.3%**.



No Vehicle Households

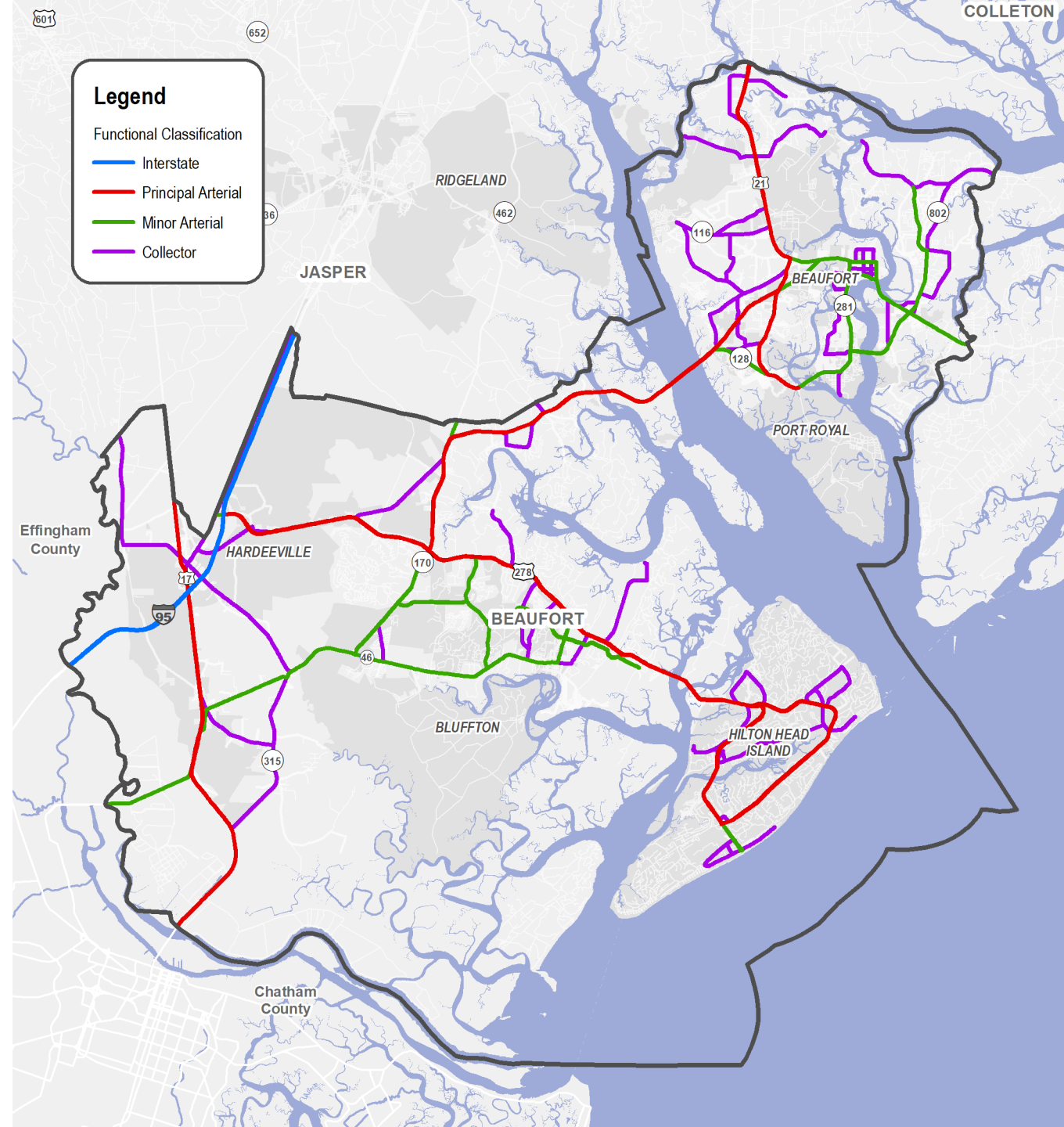
The percentage of no vehicle households in the study area. Alternative modes of transportation must be considered to alleviate the burden.

In the Study Area, the percentage of no vehicle households is **3.9%**.



Functional Classification

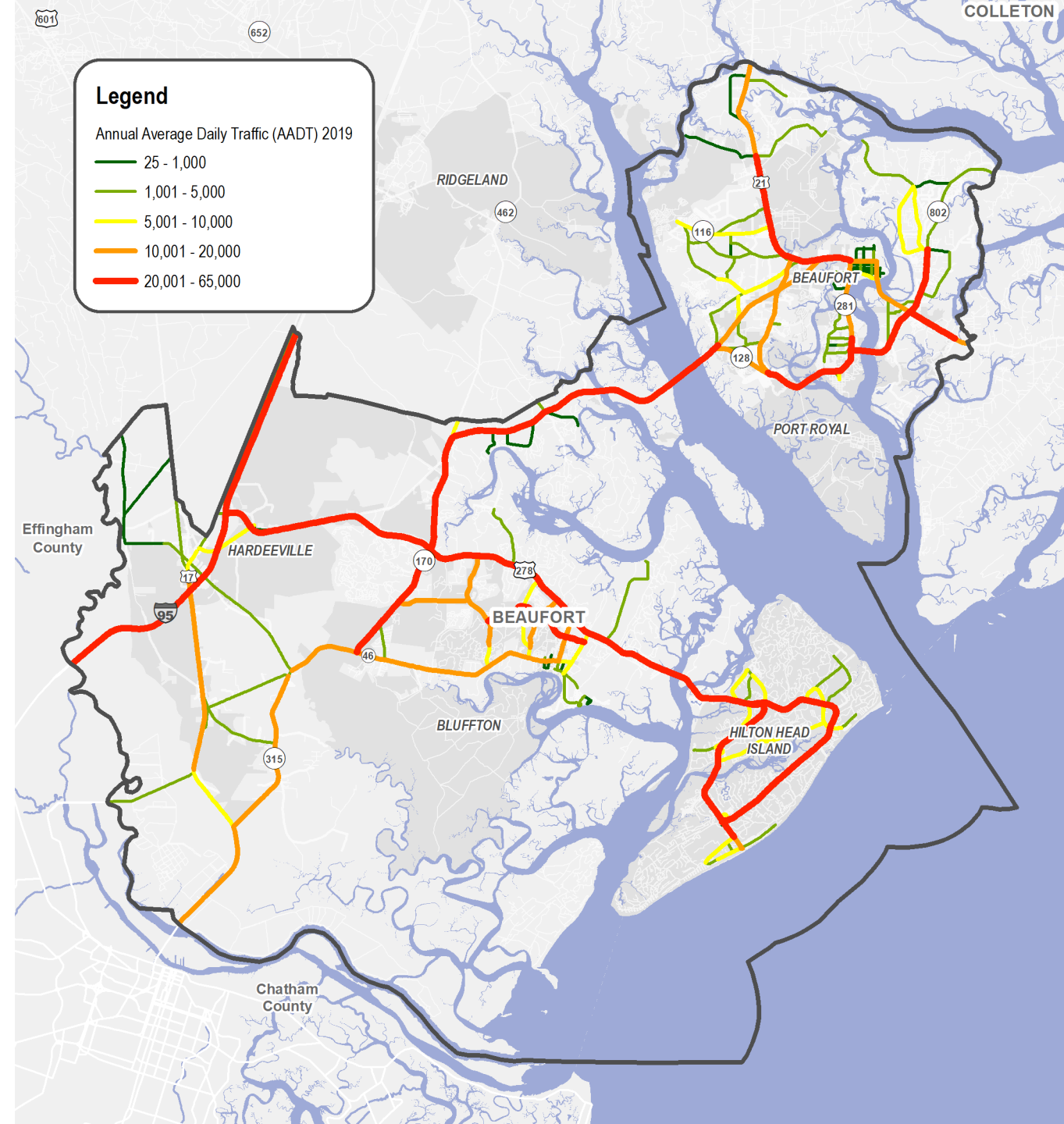
The functional classification groups streets according to the land use served and provides a designation of the type of traffic each street is intended to serve.



Daily Traffic

The Annual Average Daily Traffic (AADT) 2019 shows the vehicles per day. The high-volume corridors:

- I-95
- US-278
- SC-170
- US-21

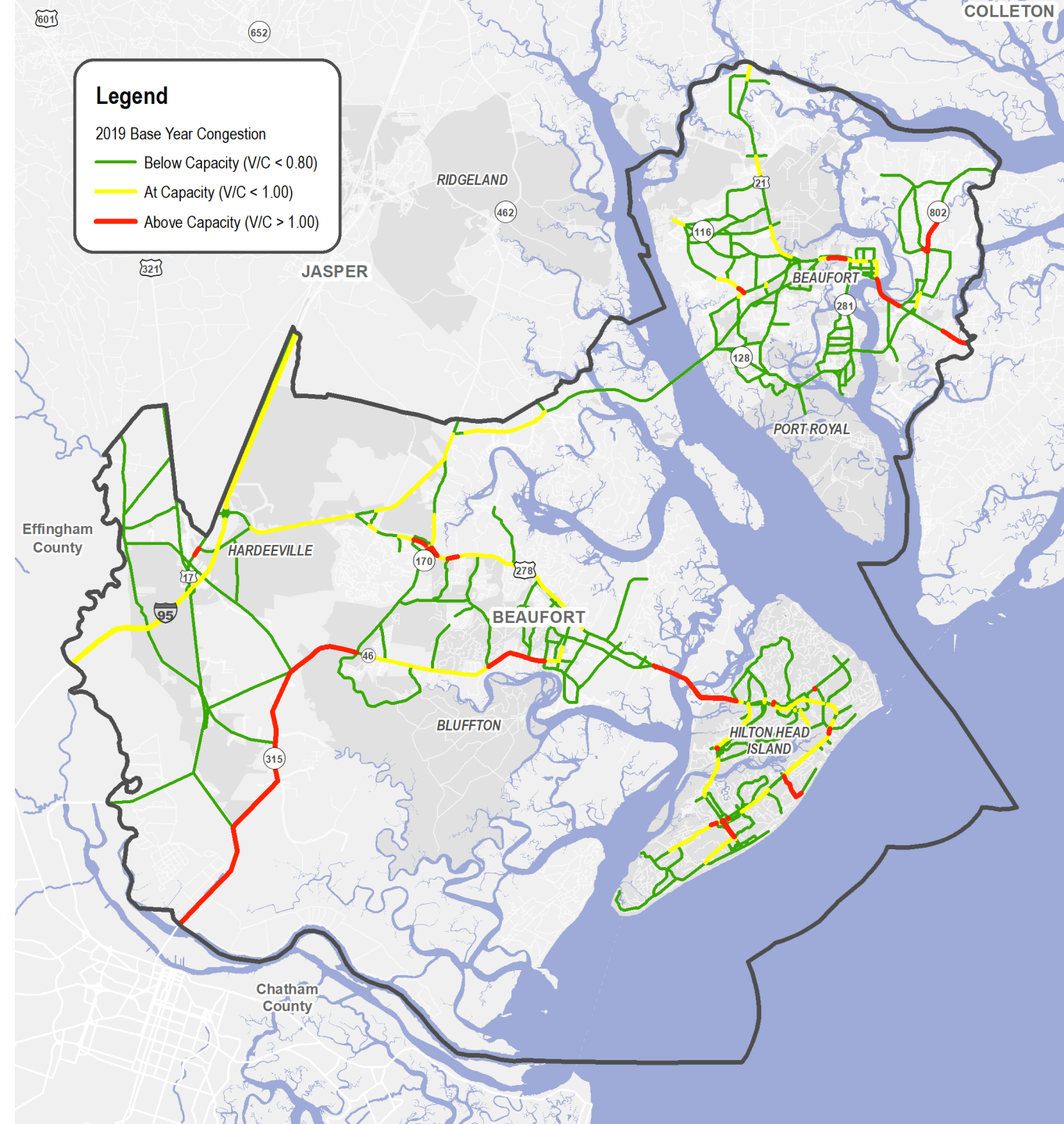


Congestion

The Travel Demand Model (TDM) highlights the volume-to-capacity ratio or V/C.

Corridors currently above capacity include:

- SC-315
- SC-170
- US-278
- US-21

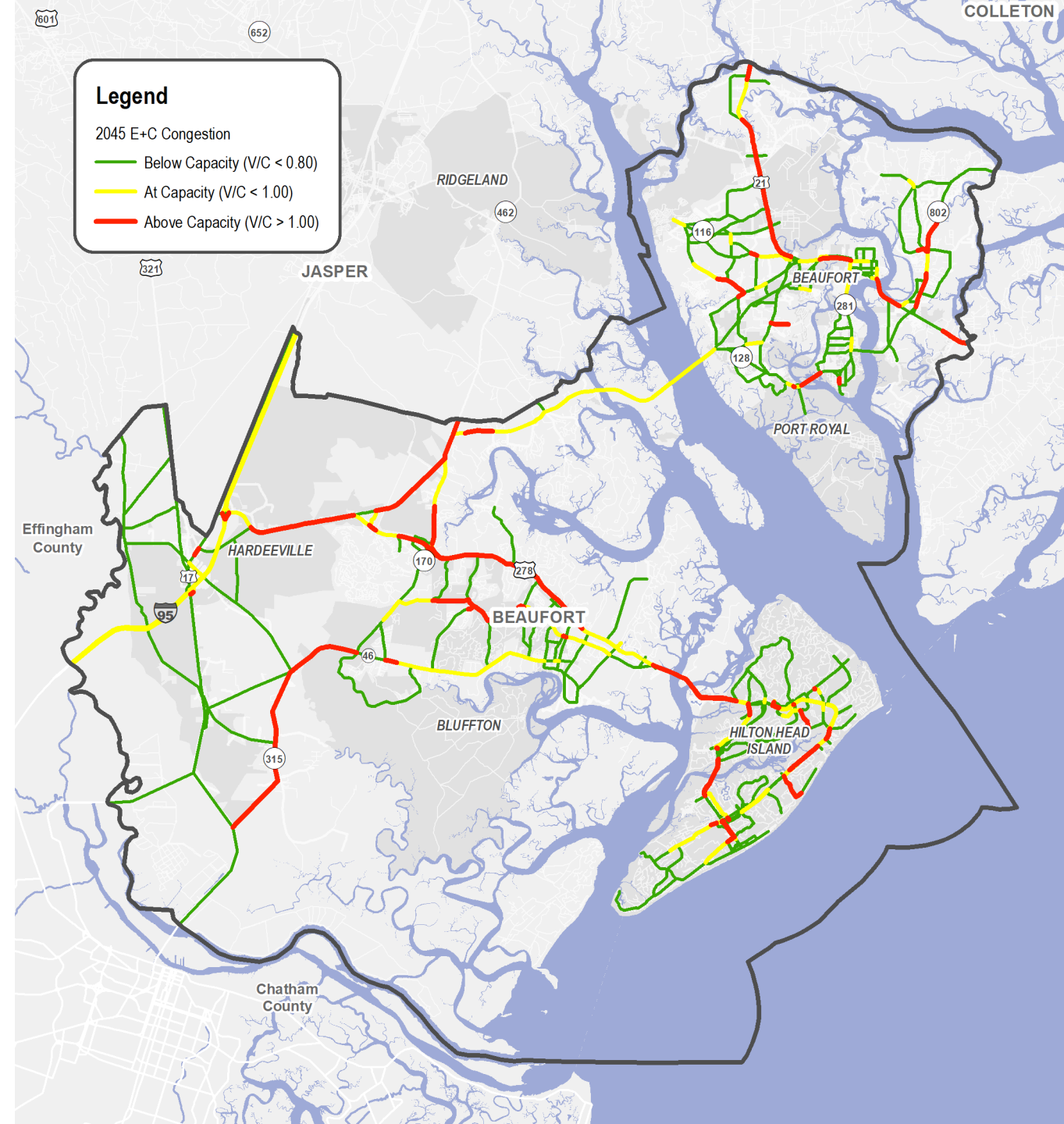


Future Congestion

The 2045 E+C shows the below-, at-, and above-capacity corridors.

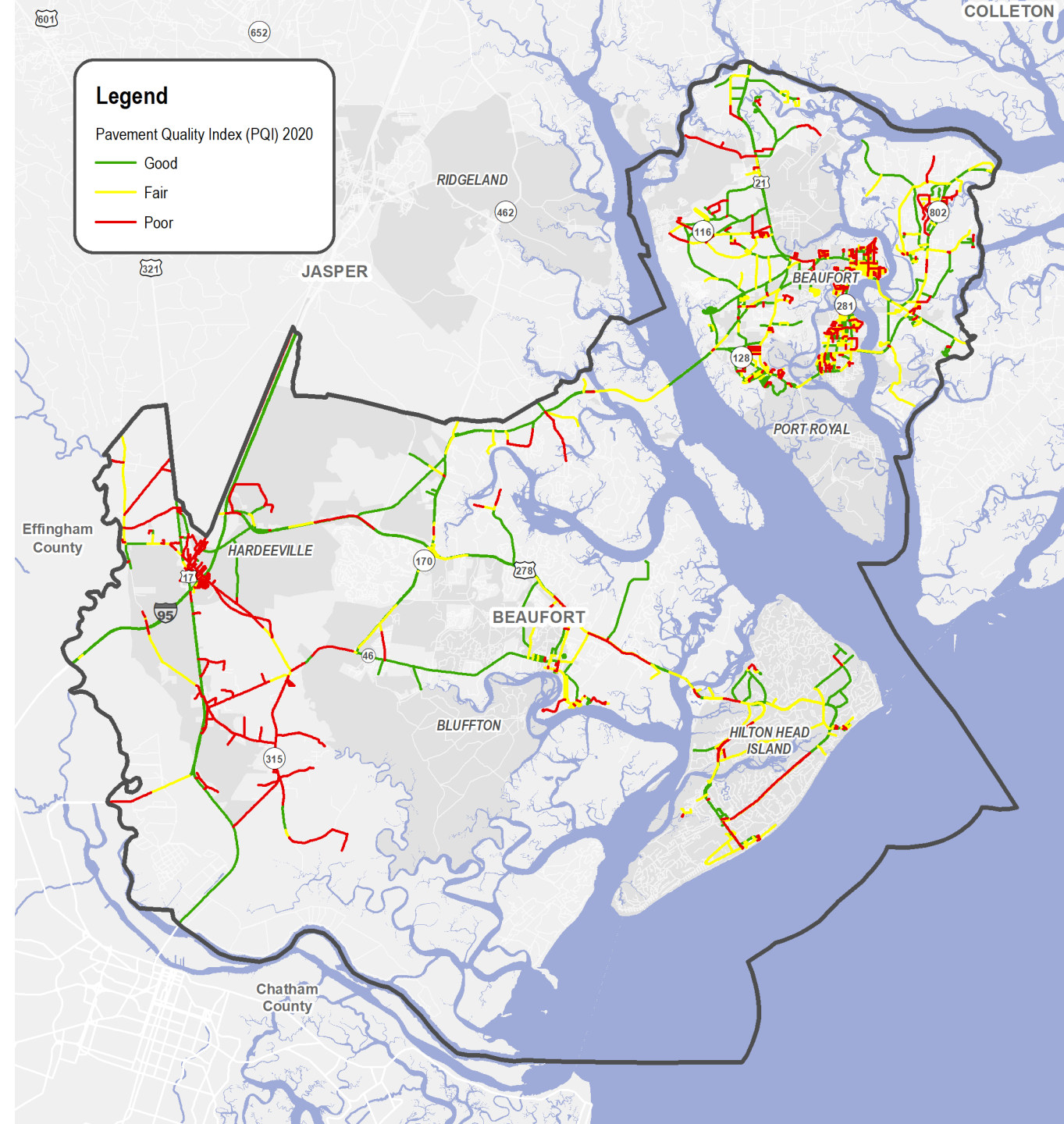
Corridors above capacity include:

- US-278
- Argent Blvd
- SC-170
- US-21
- SC-315



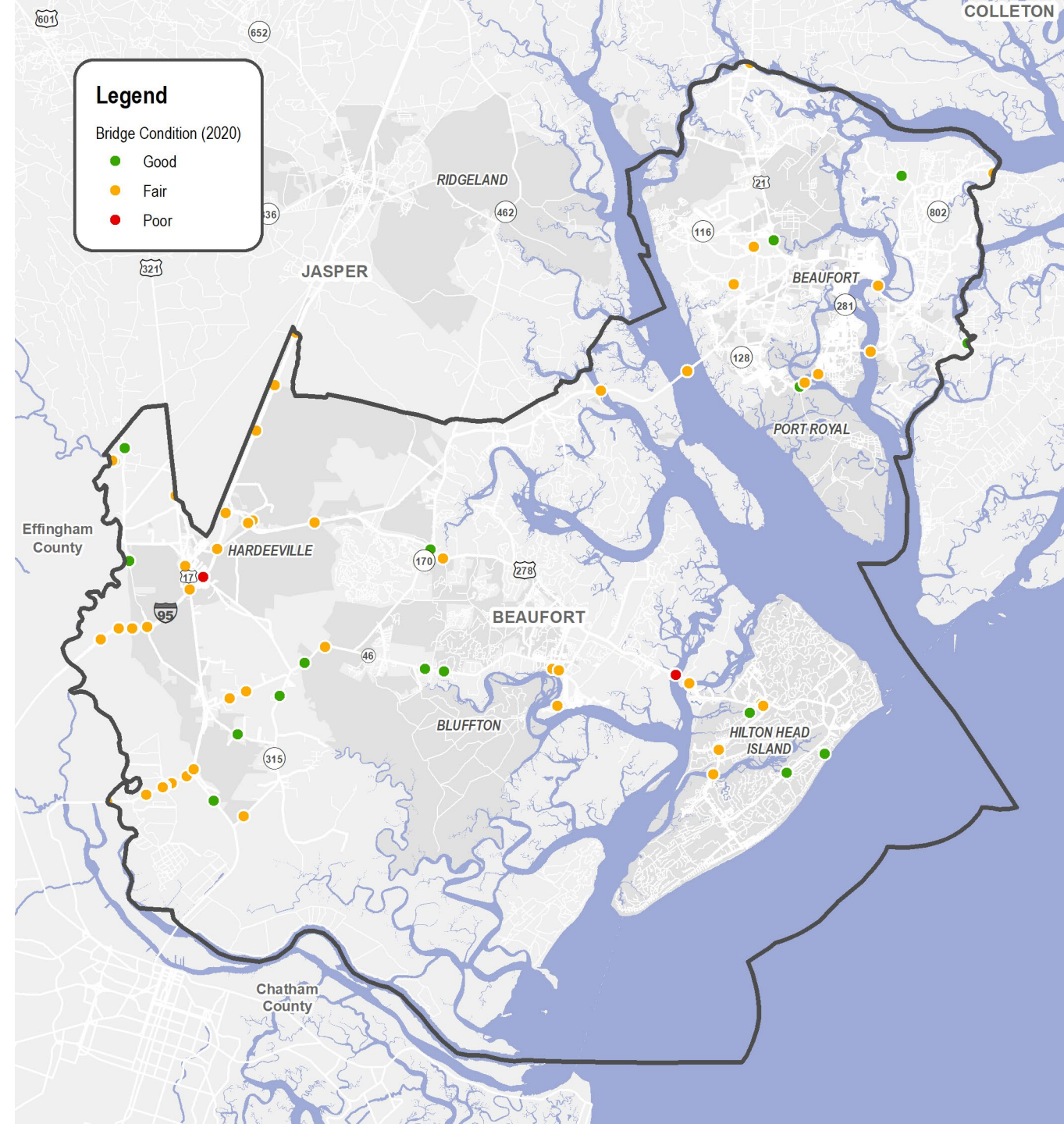
Pavement Quality Index

The pavement quality index (PQI) indicates the general condition of the pavement section.



Bridge Condition

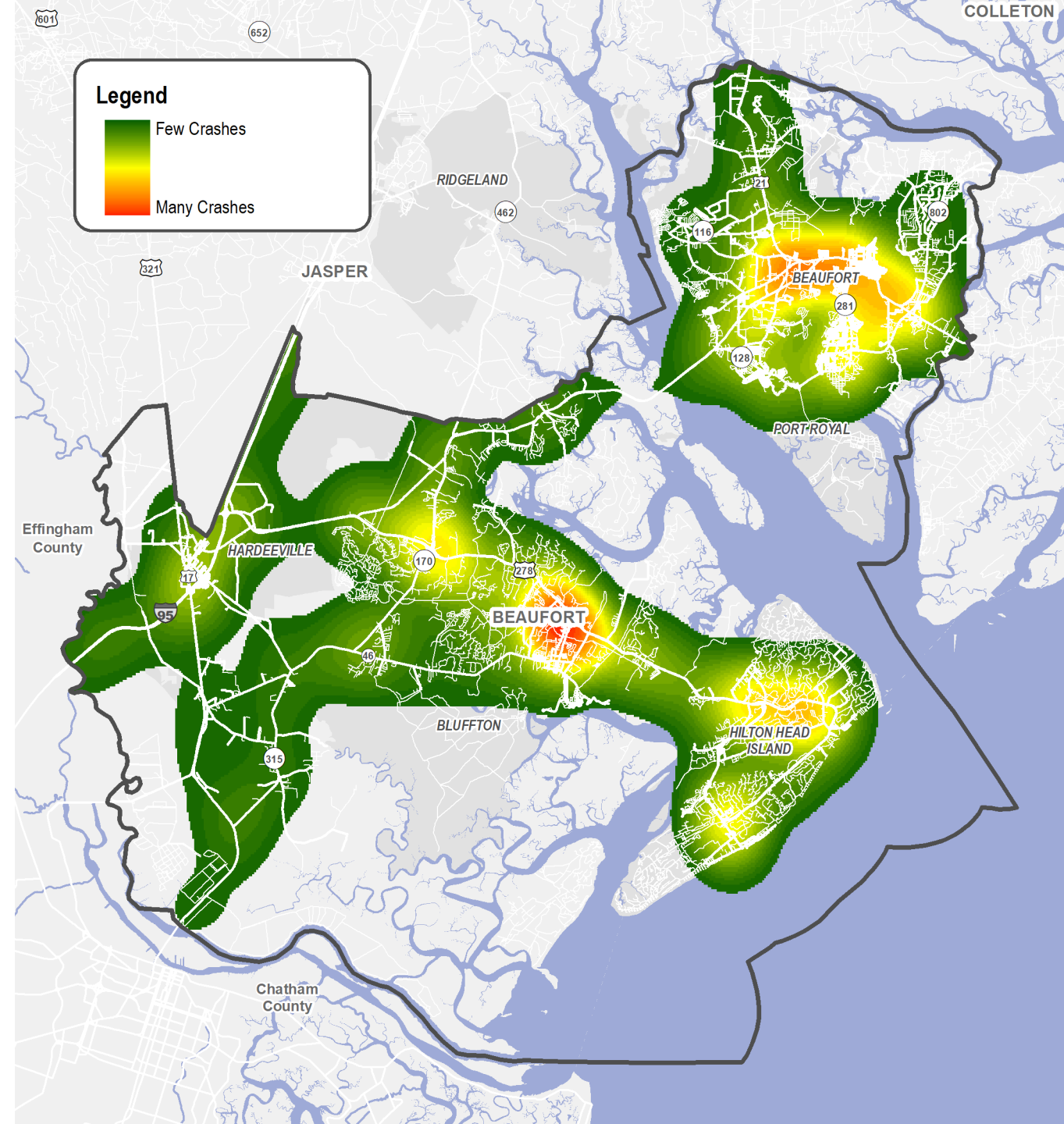
The bridge condition combines the rating of several factors including deck rating, superstructure rating, and substructure to determine if the condition of the bridge is good, fair, or poor.



Crash Locations

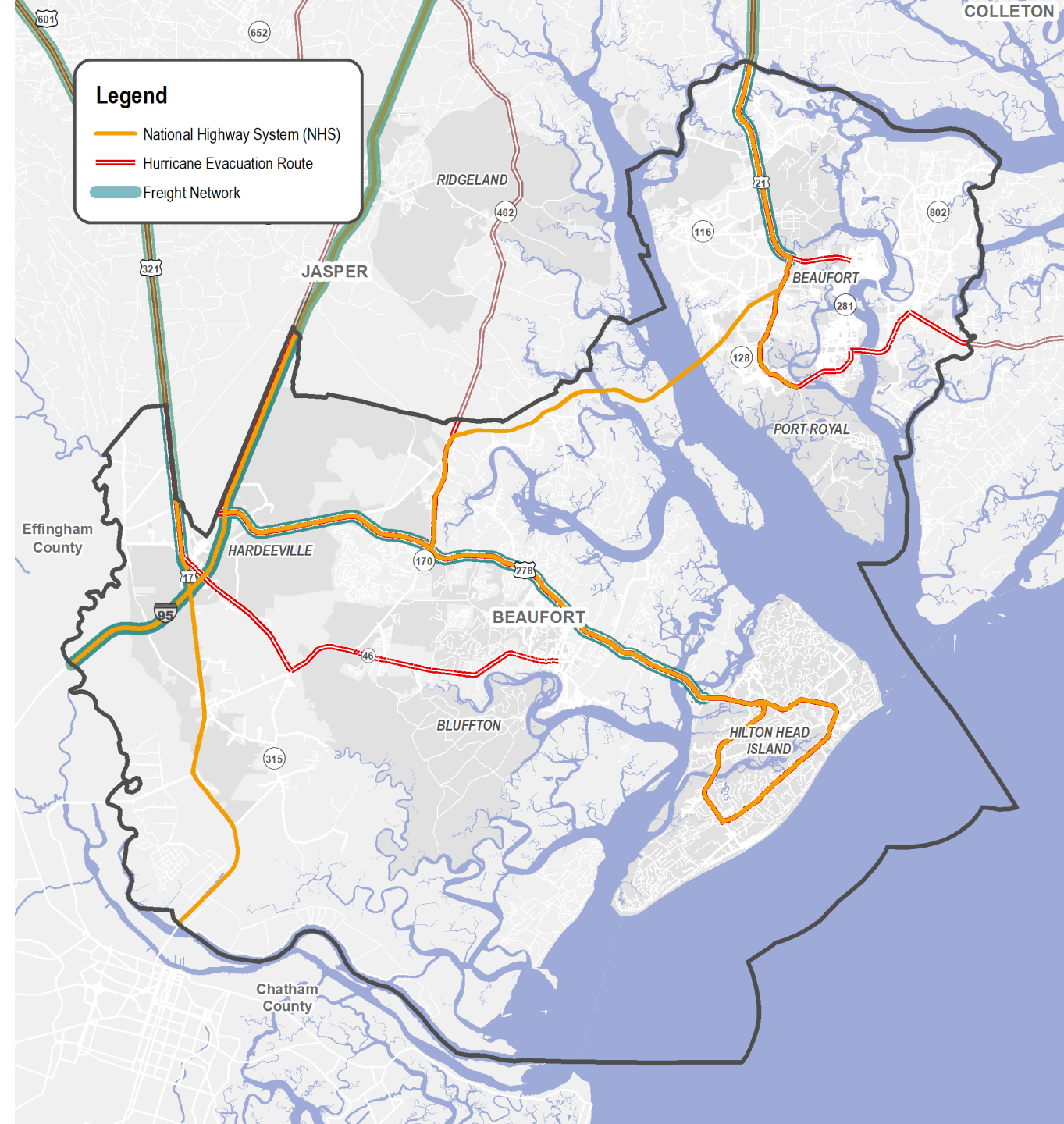
Using crash data from SCDOT, the following areas were identified as high crash locations:

- US-278 at SC-46
- US-278 at US-70
- Along US-278 in Hilton Head Island
- Along US-21 in Beaufort



Priority Corridors

The priority network include corridors on the National Highway System (NHS), Hurricane Evacuation Route, and the Freight Network.

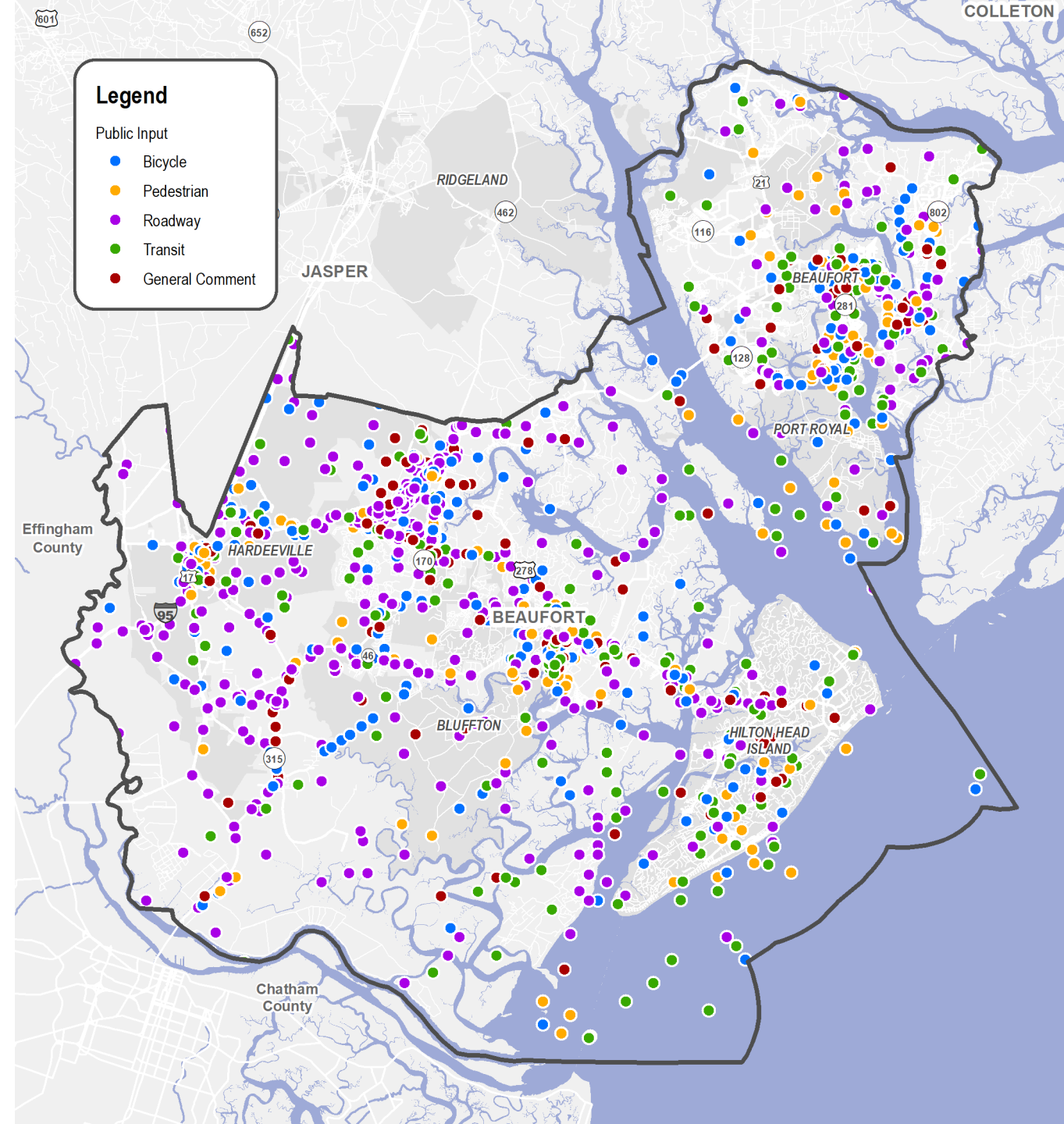


Public Input - Mode

An online survey was launched on September 15, 2021. The survey offered input on community goals, investment priorities, and potential projects. The survey closed on October 20, 2021.

Total Participants: 827

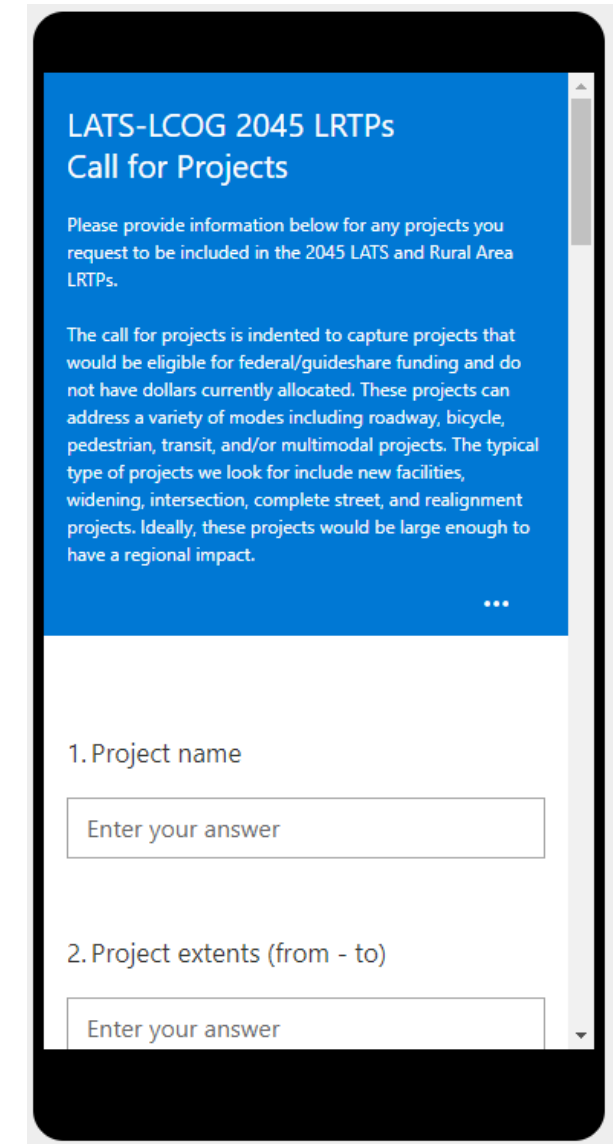
Total Data Points: 12,218



Call for Projects

The Call for Projects form was open from August to October 2021.

The Technical Committee was asked to submit projects and/or studies to be incorporated into the LRTP.



LATS-LCOG 2045 LRTPs
Call for Projects

Please provide information below for any projects you request to be included in the 2045 LATS and Rural Area LRTPs.

The call for projects is intended to capture projects that would be eligible for federal/guideshare funding and do not have dollars currently allocated. These projects can address a variety of modes including roadway, bicycle, pedestrian, transit, and/or multimodal projects. The typical type of projects we look for include new facilities, widening, intersection, complete street, and realignment projects. Ideally, these projects would be large enough to have a regional impact.

...

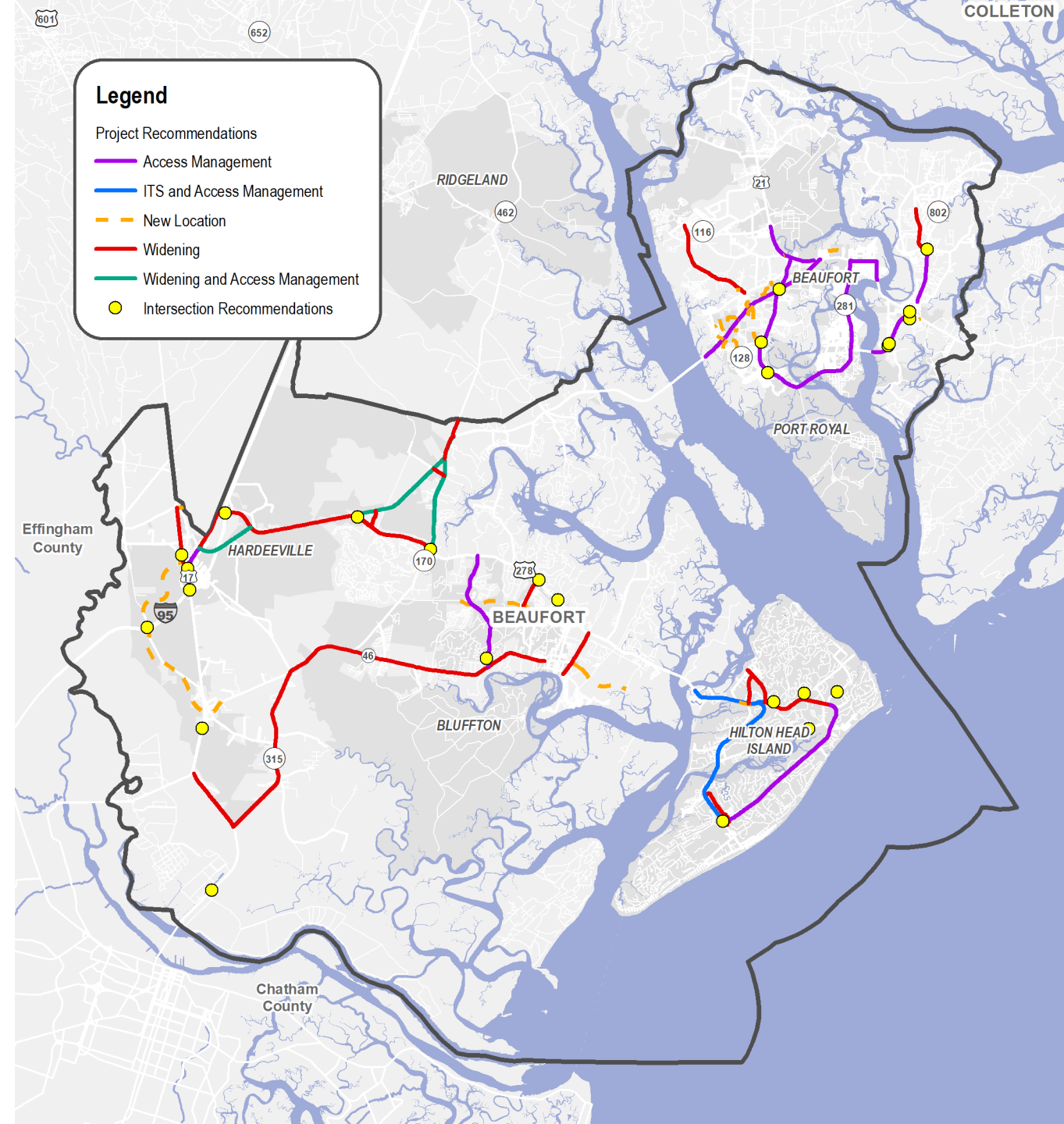
1. Project name

2. Project extents (from - to)

Recommendations

Roadway and Intersection Recommendations

The LATS Technical Committee is currently reviewing the revised recommendations.

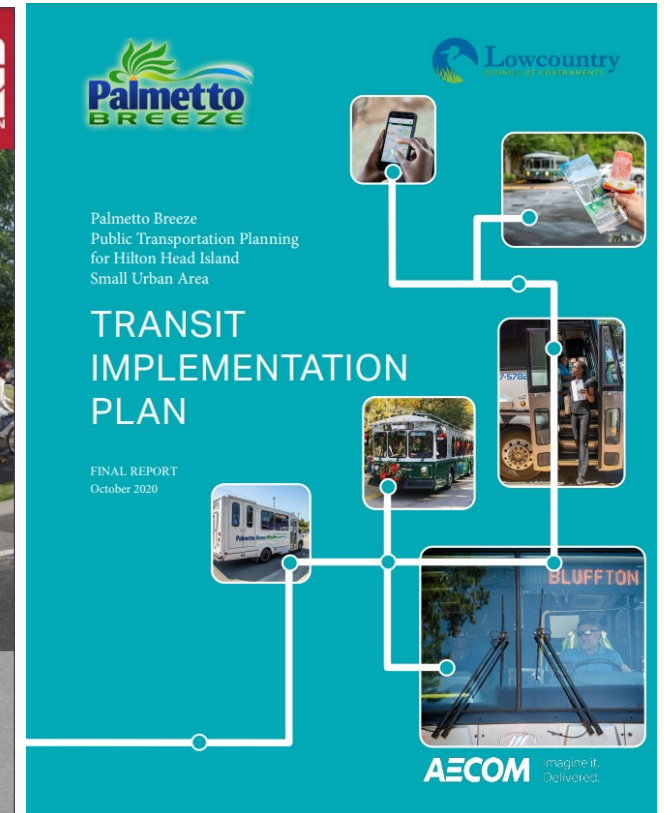


Bicycle, Pedestrian, and Transit Recommendations



BEAUFORT COUNTY *CONNECTS*

Bicycle and Pedestrian Plan 2021



Supporting Studies

- Rural Shuttle/Transit Study
- Freight Plan
- Beaufort Connects: Spine Feasibility Study
- Access Management Corridor Studies

Project Prioritization

Planning Directive - 15

South Carolina Department of Transportation released PD-15 in accordance with Act 114 to detail the scoring and ranking processes for MPOs and COGs.

The directive outlines the criteria that must be considered in the prioritization of corridor, new location, and intersection projects.

PD-15 took effect July 15, 2020.

Corridor Projects

Criteria	Percent of Score
Traffic Volume and Congestion	35%
Located on a Priority Network	25%
Public Safety	10%
Economic Development	7%
Truck Traffic	10%
Financial Viability	5%
Pavement Quality Index (PQI)	3%
Environmental Impacts	5%

New Location Projects

Criteria	Percent of Score
Traffic Volume and Congestion	40%
Economic Development	20%
Environmental Impacts	15%
Connectivity to Priority Network	15%
Financial Viability	10%

Intersection Projects

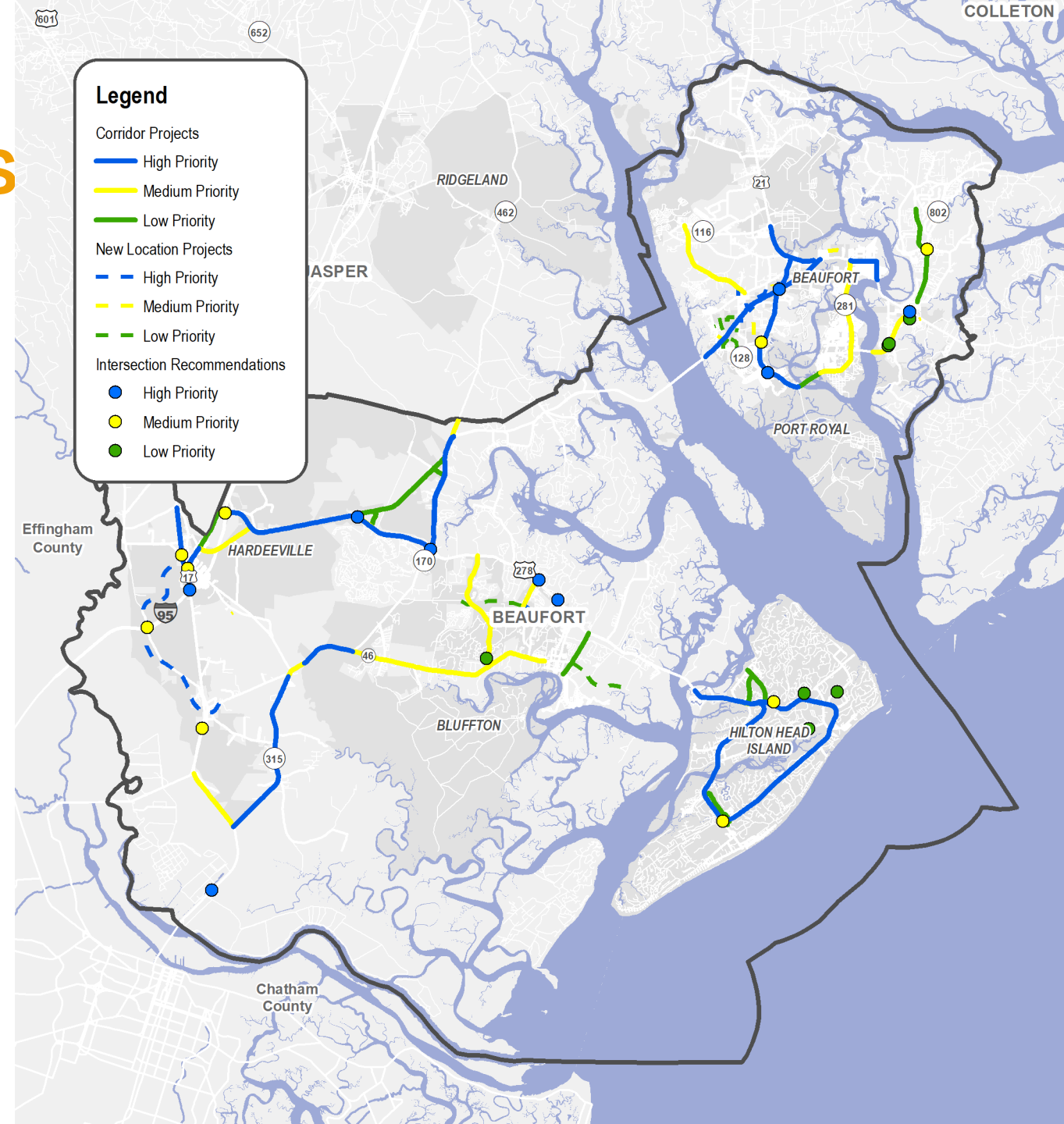
Criteria	Percent of Score
Traffic Volume and Congestion	35%
Public Safety	25%
Truck Traffic	10%
Located on a Priority Network	15%
Financial Viability	5%
Economic Development	5%
Environmental Impacts	5%

Criteria Not Included

- **Alternative Transportation Solutions**
- **Consistency with Local Land Use Plans**
- **Public Input**

Prioritization Results

By using the evaluation criteria outlined by SCDOT, the projects were grouped into high-, medium-, and low- priorities.



Financial Revenues

Financial Scenarios

1 “Official” Scenario

2 Sales Tax Scenario

Official Scenario

- Focused on state and federal funding
- Current annual guideshare funding level: **\$5,281,829**
- Projected available guideshare revenue: **\$144 million**

Sales Tax Scenario

- Explores the passage of a 1-cent sales tax for Beaufort County
 - \$500 million for 10 years
 - Renewed to extend over life of plan
 - Subset of funding dedicated to sidewalks and trails

Next Steps

Next Steps

- Financial Constraint
- Plan Documentation
- Public Engagement
- Plan Adoption – **federal deadline is May 31**
- LCOG Long Range Transportation Plan



Policy Committee #2

February 4, 2022



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Policy Committee #3

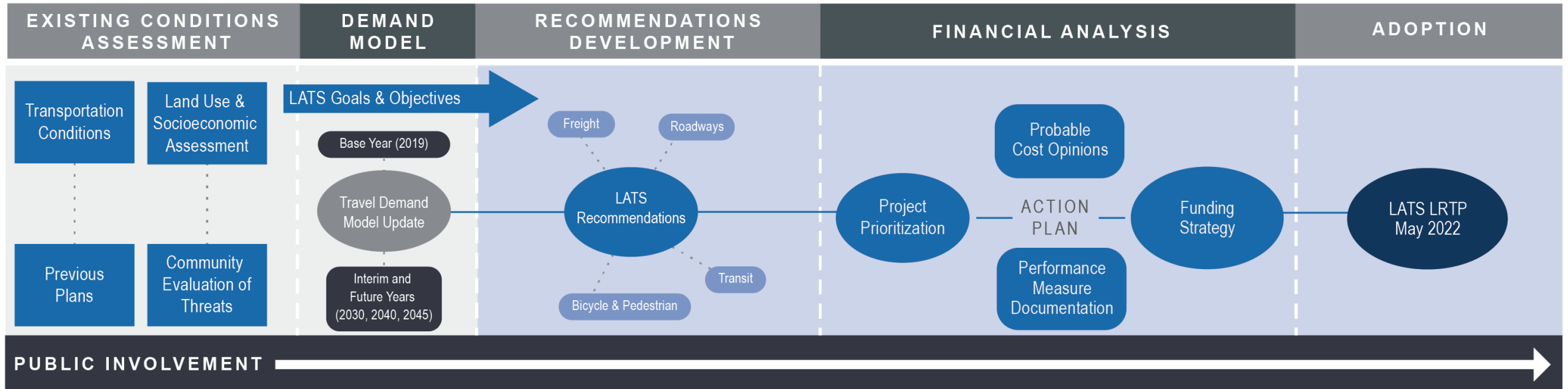
May 13, 2022

Agenda

1. Planning Process
2. Existing Conditions
3. Recommendations
4. Financial Revenues
5. The Plan
6. Supporting Materials
7. Comments Received



Project Timeline



Existing Conditions



Goal Alignment



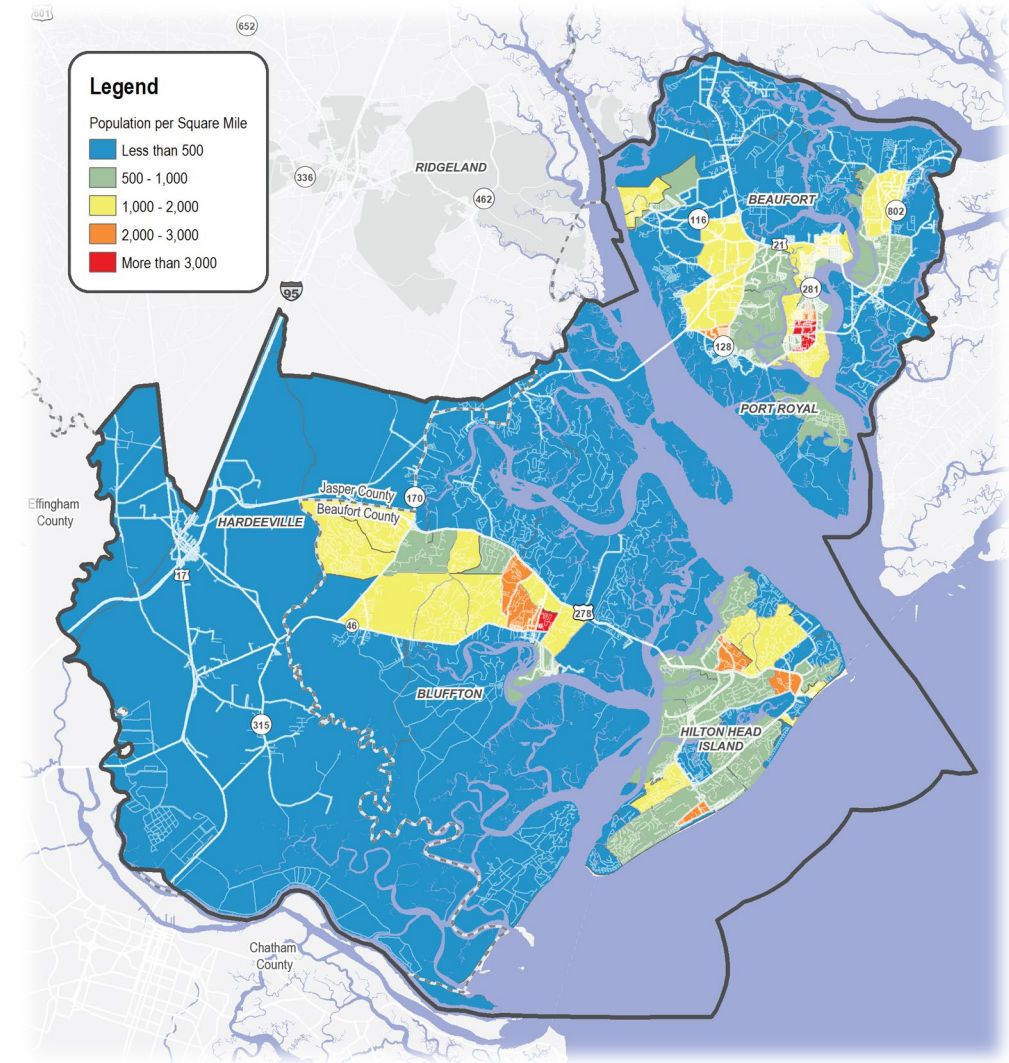
Socioeconomic Demographics



Travel Demand Model



Safety and Security



Public Survey



827

Total Responses



12,218

Data Points



1,298

Written Comments

What is MetroQuest?

An online survey designed to educate the public about LATS and LCOG Rural Area LRTPs and collect feedback using five interactive screens

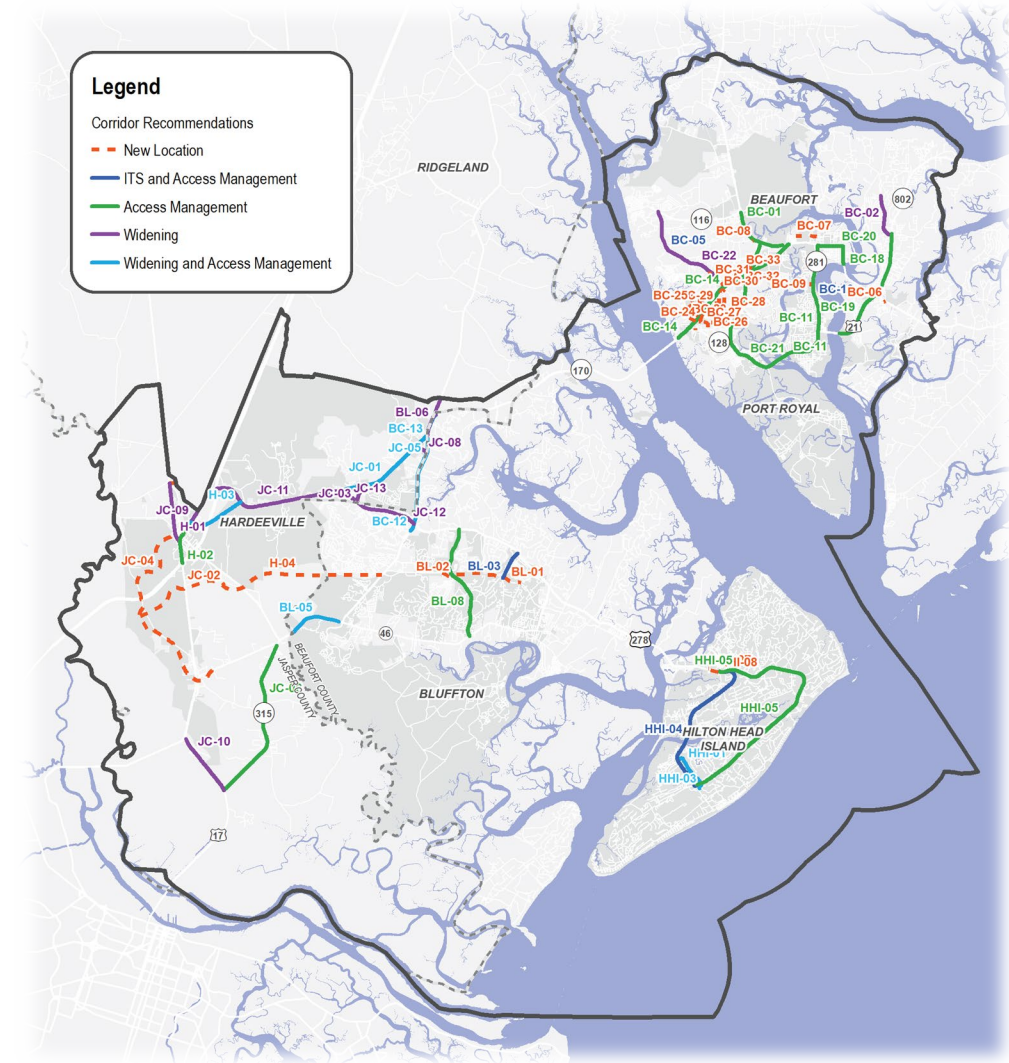
How long was the survey active?

September 15, 2021 to October 20, 2021

What were participants asked?

- 1) To learn about the LATS and LCOG LRTPs
- 2) To rank the draft 2045 LRTP goals
- 3) To identify investment priorities by making tradeoffs on improvements
- 4) To map multimodal solutions

Multimodal Recommendations



Planning Directive - 15

South Carolina Department of Transportation released PD-15 in accordance with Act 114 to detail the scoring and ranking processes for MPOs and COGs.

The directive outlines the criteria that must be considered in the prioritization of corridor, new location, and intersection projects.

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Financial Revenues

Financial Scenarios

1 “Official” Scenario

2 Sales Tax Scenario

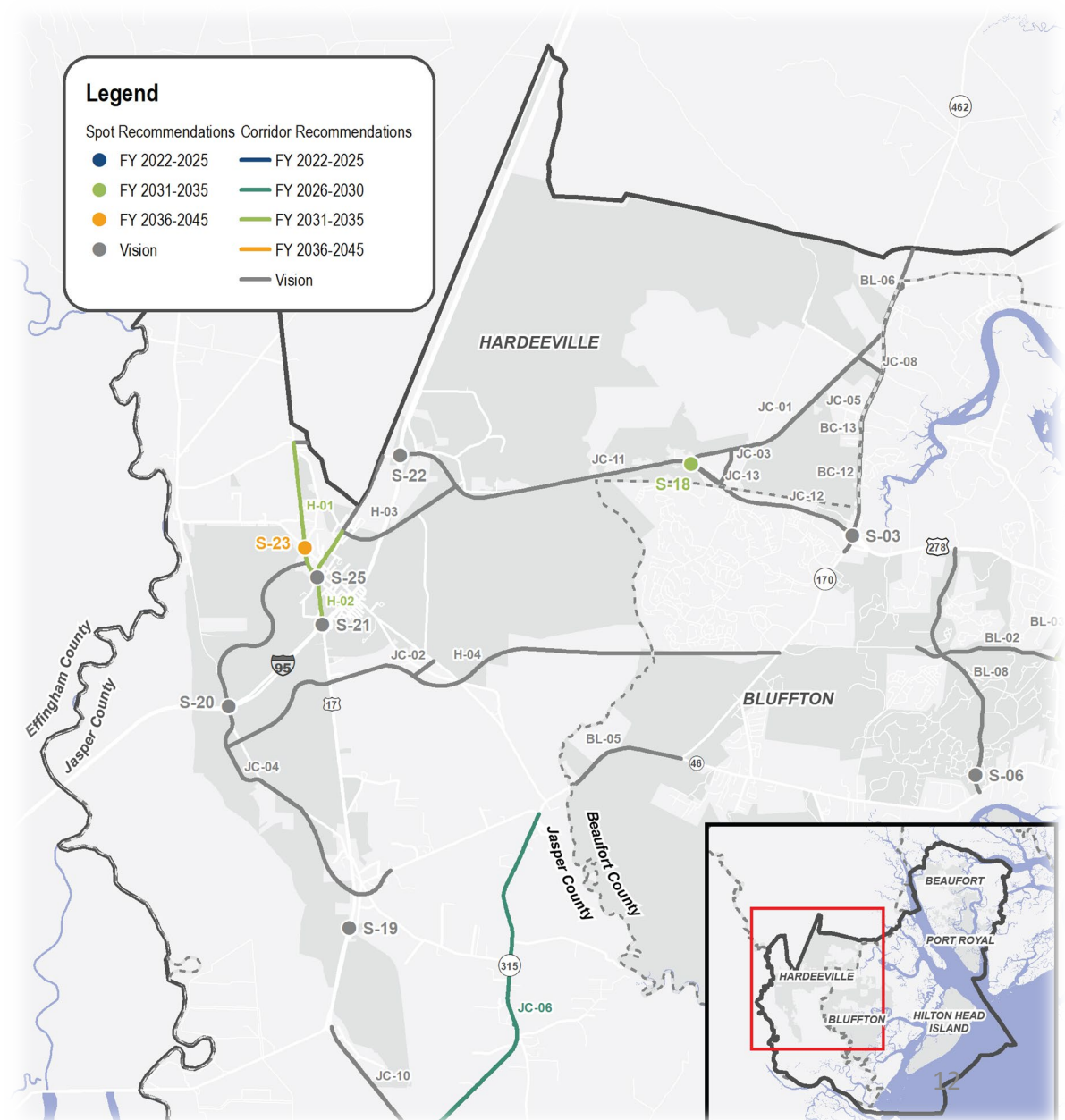
Official Scenario

- Focused on state and federal funding
- Current annual guideshare funding level: **\$5,281,829**
- Projected available guideshare revenue: **\$144 million**

Capital Roadway Revenues and Costs – Current Funding Methods

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$68,227,316	\$66,540,000	\$1,687,316
2026 – 2030	\$45,409,145	\$44,665,000	\$2,431,461
2031 – 2035	\$30,409,145	\$31,924,000	\$916,606
2036 – 2045	\$66,818,290	\$67,458,000	\$276,896
Total	\$210,863,896	\$210,587,000	\$276,896
Unfunded Vision		\$3.6B	

**Balances are carried over and added to subsequent funding periods.*



Current Funding Studies

Horizon Year	Study	Cost
2022-2025	Freight Plan	\$300,000
	Transit Study for Northern Beaufort County	\$200,000
	SC 170: Access Management Study	\$400,000
	SC 46/SC 315: Access Management Study	\$250,000
	Bluffton Parkway: Access Management Study	\$400,000
2026-2030	US 278: Access Management Study	\$500,000
	Lady's Island 3 rd Bridge Feasibility Study	\$100,000
	Hilton Head Island 2 nd Bridge Feasibility Study	\$100,000

Sales Tax Scenario

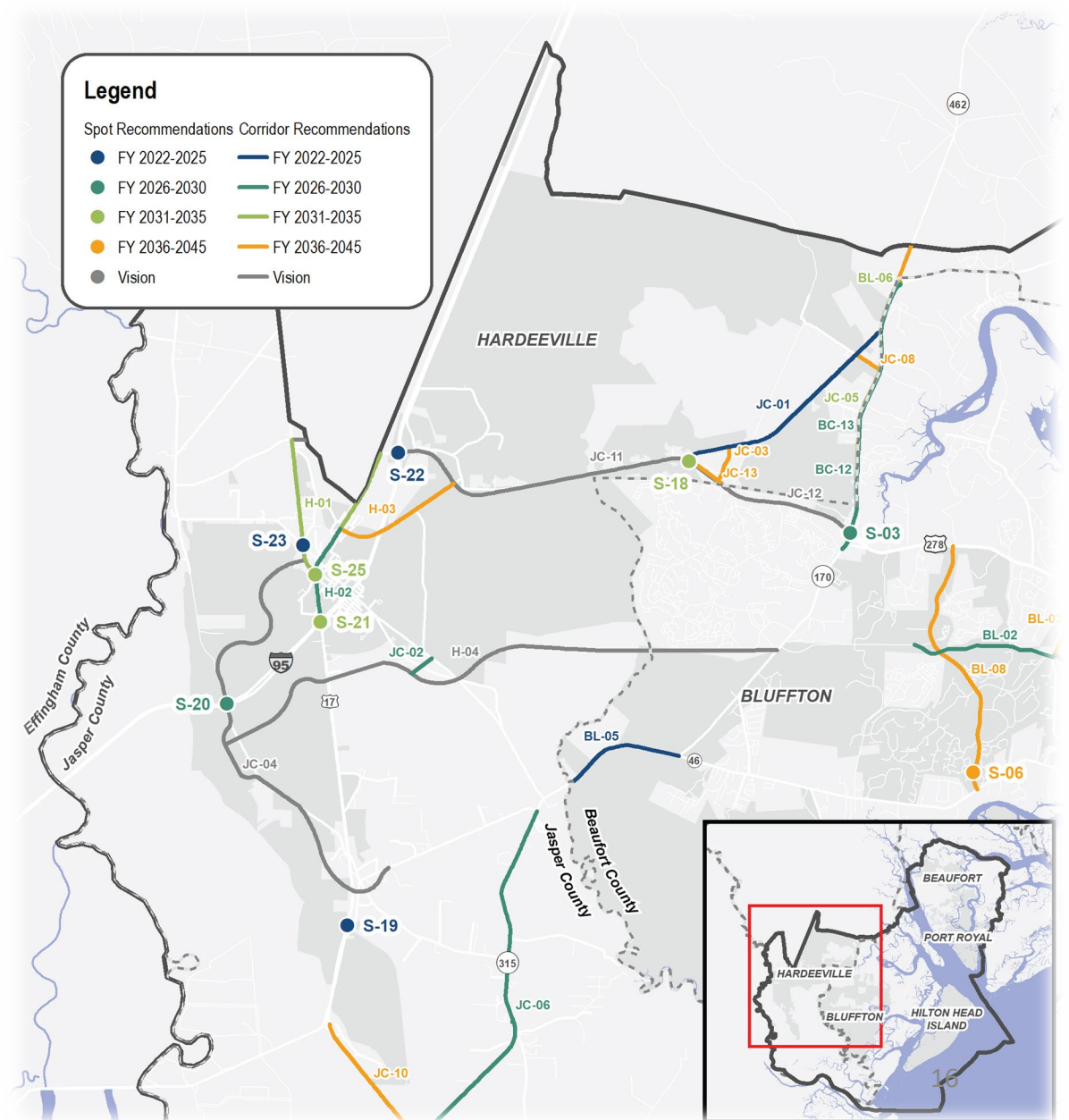
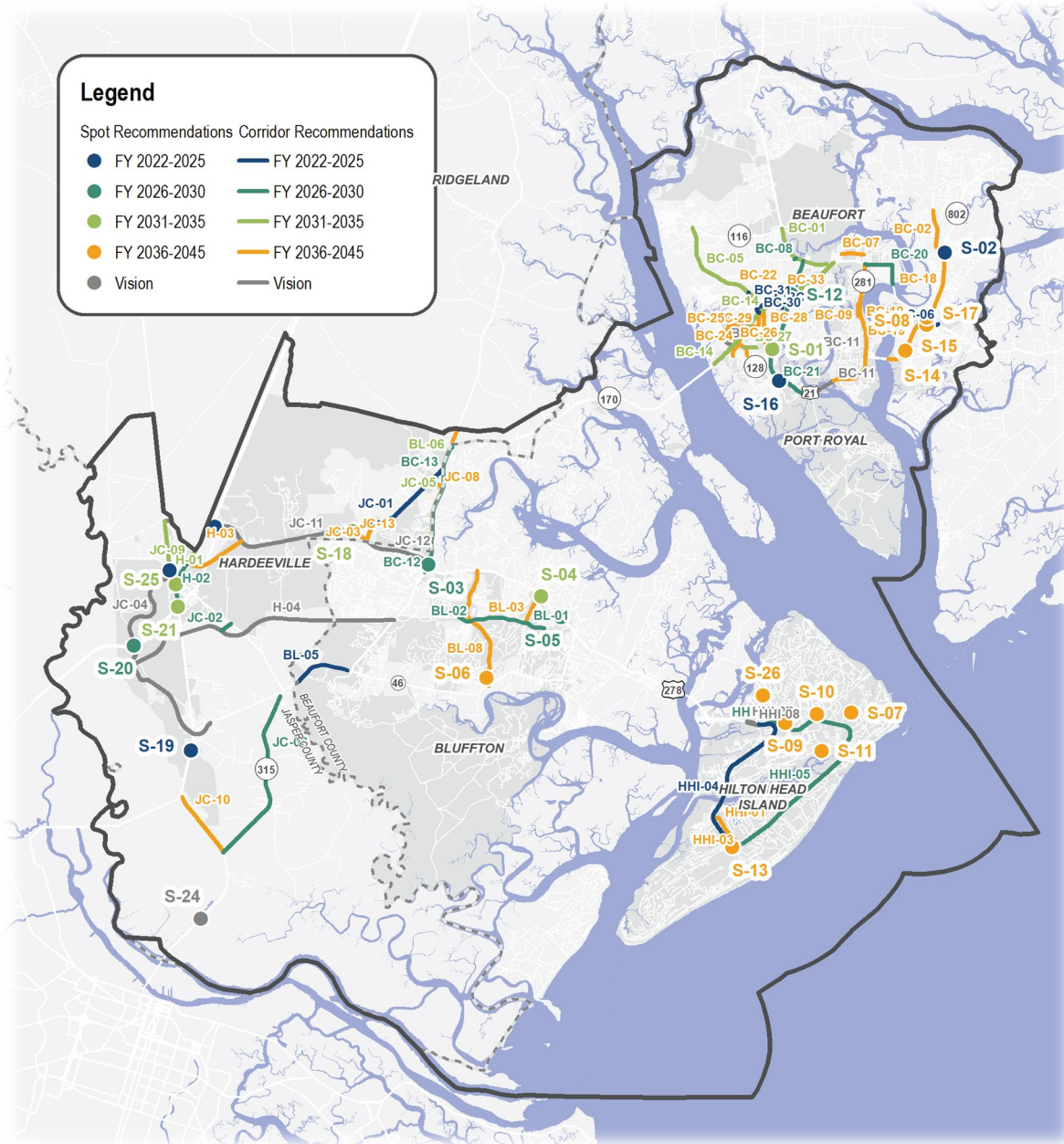
- **Explores the passage of a 1-cent sales tax for Beaufort County and Jasper County**
 - In Beaufort, the referendum is assumed to be voted on in late 2022
 - In Jasper, the referendum is assumed to be voted on after 2027
- **The annual revenue growth rate assumes 1.035% growth for both counties.**

Capital Roadway Revenues and Costs – Sales Tax Renewal

Period	Total Revenue	Total Cost	Balance
2022 – 2025	\$257,945,233	\$245,821,000	\$12,124,233
2026 – 2030	\$402,345,170	\$405,134,000	\$9,335,403
2031 – 2035	\$454,337,174	\$452,166,000	\$11,506,577
2036 – 2045	\$1,168,304,157	\$949,318,000	\$21,885,734
Total	\$2,282,931,734	\$2,261,046,000	\$230,492,734
Unfunded Vision		\$86M	

**Balances are carried over and added to subsequent funding periods.*

Sales Tax Renewal Projects



Sales Tax Renewal Studies

Horizon Year	Study	Cost
2022-2025	Freight Plan	\$300,000
	Transit Study for Northern Beaufort County	\$200,000
	SC 170: Access Management Study	\$400,000
	SC 46/SC 315: Access Management Study	\$250,000
	Bluffton Parkway: Access Management Study	\$400,000
	US 278: Access Management Study	\$500,000
2026-2030	Lady's Island 3 rd Bridge Feasibility Study	\$100,000
	Hilton Head Island 2 nd Bridge Feasibility Study	\$100,000

Active Transportation Revenue

Period	Total Revenue
2022 – 2025	\$533,333
2026 – 2030	\$691,150
2031 – 2035	\$796,731
2036 – 2045	\$1,994,368
Total	\$4,015,582

Public Transportation Revenue

Period	Capital Revenue	Operating Revenue
2022 – 2025	\$1,800,000	\$1,612,000
2026 – 2030	\$2,332,632	\$2,089,002
2031 – 2035	\$2,688,966	\$2,408,118
2036 – 2045	\$6,730,993	\$6,027,978
Total	\$13,552,591	\$12,137,098

**The funding split is divided as 80% federal, 10% state, and 10% local.*

***For operations, funding is divided as 50% federal, 25% state, and 25% local.*

The Plan

- 1 | Purpose and Process
- 2 | Plan Goals
- 3 | Social Environmental Resources
- 4 | Roadway
- 5 | Safety and Security
- 6 | Bicycle and Pedestrian
- 7 | Public Transportation
- 8 | Freight and Aviation
- 9 | Financial Plan and Implementation

THE

2045 LATS

LONG RANGE TRANSPORTATION PLAN

APRIL 2022



2045 LATS
LONG RANGE TRANSPORTATION PLAN

Supporting Material

- Vision List for Current Funding Methods Scenario
- Vision List for Sales Tax Renewal Scenario
- System Performance Report
- Public Outreach

Introduction

In 2010, the MAP-21 legislation transformed the transportation federal aid program by establishing new requirements for performance management and performance-based planning and programming, designed to ensure the most efficient investment of federal transportation funds. The FAST Act (2015) continued the performance management and performance-based planning and programming requirements of MAP-21 with minor changes. Pursuant to this legislation, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. These requirements outline a systematic and objective-driven approach to transportation decision-making that supports national goals for the federal-aid highway and public transportation programs.¹

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (The Planning Rule).² This regulation requires states and MPOs to adhere to the planning and transportation performance management provisions of MAP-21 and the FAST Act. The recent passage of the Bipartisan Infrastructure Law (BIL, known also as the Infrastructure Investment and Jobs Act, IIJA) on November 15, 2021 continues the commitment to performance-based planning set forth by MAP-21 and the FAST Act.

MPOs in South Carolina may establish their own performance measures and targets or adopt the statewide measures and targets set by South Carolina Department of Transportation (SCDOT).³ In accordance with The Planning Rule, the selection of performance measures and targets must be coordinated and agreed upon between an MPO and SCDOT. As part of the metropolitan transportation planning process, the MPO must publish a System Performance Report.⁴

The System Performance Report presents the baseline or current condition and performance of the transportation system with respect to these performance measures and targets, and future condition as data is available.

Role of the System Performance Report

The System Performance Report is an important component of the Transportation Performance Management (TPM) approach set forth by FHWA and FTA. Maintaining a systematic and representative performance management approach allows the LATS MPO to evaluate how well its transportation system addresses current needs and prepare itself to meet future opportunities and challenges. Since funding for transportation projects is limited, it is important that the right projects and programs are being implemented in order to address the current and projected needs of the region.

The Transportation Performance Management approach focuses investment on the achievement of the following national performance areas:

- Safety Performance
- Pavement and Bridge Performance
- System and Freight Performance
- Transit Asset Management Performance
- Public Transportation Agency Safety Plans

¹ 23 USC §150 (b)

² 23 CFR §450.314

³ 23 CFR §450.306

⁴ 23 CFR §450.324

Comments Received

Technical Comment Themes

Narrative

Mapping

Projects and Financial Plan

Public Comments

"The Plan is well researched, documented and presented with demographic and geographic data and mapping."

"I strongly support prioritizing Access Management and Safety and Security measures over roadway widening..."

"This plan makes a strong case for renewal of the 1 cent sales tax."

"Bike-ways should be a transportation mode for all residents not just experienced bike riders."

"Bike lanes create congestion, don't get used because its to risky, reduce available parking and create difficulty in accessing businesses..."

"Will the electrification of vehicles impact transportation?"

"Please consider putting more emphasis on bike trails than bike lanes."



2045 LATS

LONG RANGE TRANSPORTATION PLAN



LCOG RURAL AREA

LONG RANGE TRANSPORTATION PLAN

Policy Committee #3

May 13, 2022

Comment Matrix

Revised

27-May-22

Comment	Action	Response
Graphic may be hard to read for some	Noted	
Page 1-5, "Beaufort County Connects" section – first and second sentence. Replace "Connects Beaufort" with "Beaufort County Connects"	Revised	This has been revised.
I only see Beaufort comp plan where is Bluffton and other town	Revised	This has been revised.
Page 1-6, Beaufort Comp Plan section – first sentence, remove the word "looks".	Revised	This has been revised.
Document Review – Missing City of Hardeeville documents (2019 Comprehensive Plan & 2017 Bike/Ped Plan)	Revised	This has been revised.
The Town of Port Royal Comprehensive Plan and 2020 Port Royal Transportation Study are not on the list of documents reviewed to inform the update.	Revised	This has been revised.
Page 3-2, Maps – could Bluffton be a different color? Looks very similar to the water. And could the County headers be changed to say "Beaufort County" and "Jasper County"? At first, I thought "Beaufort" was incorrectly labeled as being located in Bluffton.	Revised	This has been revised.
Update 2020 census population #s, also can we add a footnote stating density in Savannah area, as this impacts our road	Noted	The 2045 LATS LRTP used the data that was available at the time the plan was initiated. While the population is crucial data point, the assumptions of the 2045 plan were based on the 2019 data.
How useful is this map? Population more a function of the size of the Block Group	Noted	The population map is for context.
Add "county" to all areas showing Beaufort (county) and move away from our roads on map	Revised	This will be revised.
Any information for the reader on the forecast methodology? Assuming based on latest comprehensive land use plans. Is there any local land use policy changes in terms of desired growth patterns? Was current growth pattern just expanded to reflect anticipated population and employment?	Noted	The population projections were based on trending population information from ACS.
Page 3-12, Palmetto Bluff is showing as less than \$25,000 – that is wrong, need to review the information	Revised	B19013 is showing the median household income as "no data." The map has been revised to reflect there is no data.
Page 3-18, colors are difficult to determine, consider including the % next to the text as well	Revised	The colors have been updated to be more distinct.
Graphic colors might be difficult for some to associate with counties	Revised	The colors have been updated to be more distinct.
Page 3-19, Bluffton NEED GLEN TO REVIEW Campbell AME needs to be listed	Revised	This has been revised.
On page 3-19, Table 7 should include 25 properties located within the LATS boundary. Table 7: National Register of Historic Places (2020) needs to include "Campbell Chapel A.M.E. Church" (listed 04/29/2019) and recommend identifying resource as number 8 in the Table along with other Bluffton NR-listed items. Note that Figure 11: National Register of Historic Places (2020) on page 3-20 will also need to be amended to show "Historic Structure/Location" for Campbell Chapel A.M.E. Church, which is located at 23 Boundary Street, Bluffton, SC 29910	Revised	This has been revised.
Add Campbell AME church, and I believe that The Grace hinkley boat in PB is on the historic register, if so can this be added	Revised	This will be revised.
The population numbers are outdated. The 2019 estimate shows about 1,500 less people in the Town than the 2020 numbers (14,220)	Noted	The 2045 LATS LRTP used the data that was available at the time the plan was initiated. While the population is crucial data point, the assumptions of the 2045 plan were based on the 2019 data.
Page 4-2, might be for all maps, do you need to define Beaufort Co vs. Jasper Co.	Revised	This has been revised.
Page 4-3, Bluffton Town Center??? The Crossroad is saying that Walmart is the Town Center. Do you mean Kitty's Crossing or Old Town Bluffton, not sure what you mean	Revised	Revised to Old Town Bluffton as a Community Activity Center.
Page 4-4, Second paragraph, last sentence, delete the second word – it's "the" which is a duplicate.	Revised	This has been revised.

Move the "Beaufort County" wording out of the way of the road network and again add "county"	Revised	This has been revised.
Show future Bluffton Parkway as approved in the last penny tax	Noted	
Show new Riverside Parkway	Noted	
V/C maps add "at capacity .8-1.0" the range is missing.	Revised	This will be revised.
Any benefit to showing a existing and committed projects map?	Revised	This has been revised.
Confirm VC of I-95 is consistent with SCDOT projections	Noted	
Is this really the focus? or creating streets that support mobility of all users?	Revised	This has been revised.
Transit was #3 from above but assume mapping exercise didn't generate specific transit route suggestions as projects	Noted	Survey participants were able to make suggestions for public transportation improvements. The LRTP acknowledges those comments in Chapter 6. Palmetto Breeze is responsible for determining routes for the service area. The LRTP carries forward the recommendations of the transit agency
Page 4-15, Roadway Recommendations section, recommend bolding the 5th sentence to emphasize the importance of this policy. Sentence begins "While many of the roadway recommendations incorporate multimodal....."	Revised	This has been revised.
TDM was source for SPOT improvements?	Noted	The travel demand model was used to identify congestion and safety concerns during the recommendation development phase.
Page 4-18, in Table 3, BC-8 Corridor Recommendation – replace "S-73" with "S-7-73".	Revised	This has been revised.
Would be helpful to explain how new location concepts were derived from TDM	Noted	
Show I-95 on map more for info; show Hardeeville Bluffton Pkwy to I95 (from former penny maps	Noted	
Why does this map only show Beaufort city and no other towns	Revised	Insets have been created to more clearly show the recommendations.
Page 4-24, Access management Toolbox section, Sentence that starts "The purpose of this toolkit is to provide...", pluralize "planner".	Revised	This has been revised.
Any specific references to any local government's adoption of access management ordinances or even just SCDOT's ARMS to give local context?	Revised	The document acknowledges that access management is preferred over widening.
Potential recommendation for LATS to pursue a version of the congestion management processes for these recommended corridors or the strategic travel corridors? Would require regular assessment of traffic conditions, regular assessment of strategies, etc. to provide LATS with an active process to target TDM type investments.	Noted	
Page 4-30 – Should this also include the location for the parkway extension?	Noted	
The same redundancy exists in the tables on page 4-28 and 5-12.	Noted	
Scenic byway; NOT SURE WHERE THESE ARE LOCATED	Noted	
Intersection projects to consider that I do not see mention of: SC-170 and SC-128, Ribaut Rd and Lady's Island Dr	Noted	
Inset map on 4-23 with Town of Port Royal and City of Beaufort project recommendations should include both municipalities in the title	Revised	This has been revised.
You could include links or references to SC Emergency Management Division	Revised	This has been revised.
Page 5-4, Evacuation Routes section, first paragraph, "Coastal Plain" is incorrectly spelt in the second sentence.	Revised	This has been revised.
Page 5-4, Evacuation Routes, second paragraph, Third sentence is missing something. Maybe try something like " Forty recorded tropical cyclones have made landfall since 1851."	Revised	This has been revised.
Show Bluffton Parkway from Bridge(278) to I95	Noted	
Page 5-7, Table 1 – HOLY COW. Just these numbers are wild. Almost ALL of the crashes happening in Beaufort County are in the urban areas. Compared to about half in Jasper Co. Wow.	Noted	
Any mention of relationship of SCDOT's bike/ped safety plan to addressing potential LATS needs in the future?	Revised	This has been revised.
Page 5-11, Table 5, BC-4, Burnt Church Rd is spelt wrong.	Revised	This has been revised.
Any mention of SCDOT safety audit process, future coordination with LATS on any of these intersections/corridors, relationship to state safety plan, etc.	Noted	
Page 5-11 – S-25 should be 321 & 17 (typo) & BC-4 – should be Burnt Church (typo)	Revised	This has been revised.
Page 5-12, Table 5 continued, BC-21, that should say US 21, not SC 170.	Revised	This has been revised

change the hurricane evacuation routes and lane reversal systems and preemptive measure that have been change to the hurricane evacuation routes and lanes reversal systems are preemptive measures that have been.....	Revised	This has been revised.
rename subsection rail freight to something else, no mention of rail freight	Revised	Revised to Freight Considerations
first sentence change to helped establish and understand existing conditions in order to identify locations where safety improvements are needed.	Revised	This has been revised.
The introduction's first sentence appears to be missing the word "choices" after "transportation"	Revised	This has been revised.
Page 6-1, Intro Section, first sentence, insert the word “plan” after “long range transportation”	Revised	This has been revised.
Page 6-3, Five Es paragraph, first sentence, after “local officials, and the public” replace “can” with “to”.	Revised	This has been revised.
The first bulleted item under "Trip Purpose" has an unclear reference for the "26%" statistic. What does the 26% represent? In the same bulleted item's last sentence, it would be worth noting that it is often a combination of walking, bicycling, and public transit that people without access to a motor vehicle rely on for mobility	Noted	The 26% refers to the percentage of Beaufort County that is over 65 years old. The last sentence will be revised.
Under "User Skill," in the first bullet, what is the source for the "20%" statistic? Is this a locally determined percentage? In all the research I have seen, so-called "advanced cyclists," better described as "High Tolerance for Stress Cyclists" IMHO, represent less than 2% of the general population.	Revised	This has been revised.
In the second bullet under "User Skill," I recommend deleting "less experience." In my own experience, many people who might be described as "advanced cyclists" due to their frequency of riding still prefer the physical protection of traffic-separated facilities, especially where they might be adjacent to high-speed, high-volume motor vehicle traffic. There is a tiny minority of recreational, sport-oriented cyclists who do not care for protected facilities, but the vast majority of adults who bike strongly prefer physical protection from cars and trucks and should be the focus of planning efforts.	Revised	This has been revised.
Sharrows are <i>only</i> appropriate for low-speed, low-volume streets and are better defined as "signage" and not as "facilities"	Revised	This has been revised.
What do the colors represent?	Revised	This has been revised. A legend will be added.
Would it be possible to identify the "Spine Route" and the main Hardeeville trail corridor on the map as being part of the East Coast Greenway?	Revised	This has been revised.
Page 6-13, Recommend extending the proposed spine route green line to include the existing portions of the spine – because truly, the spine doesn’t exist until the whole thing exists. This would mean extending the green line up truck parkway from the ribaut and boundary street “proposed spine” routes, connecting the 170 spine route from 278 to 46, and connecting to the HHI bridge spine route via Bluffton pkwy and Future Bluffton Parkway. See pg 47 of the Beaufort County Connects.	Revised	This has been revised.
Show future linear trail to Bluffton Pkwy west on map	Noted	
For the table of proposed facilities, it would also be great if we could identify all of the line item projects that are part of the East Coast Greenway, even if just with an asterisk and a footnote. This would make an excellent transition to the wonderful ECG spotlight on page 6-18 - thank you for this!	Revised	This has been revised
Edit: Ulmer/Shad;Gibbet;Old Miller Rd; All Joy - not Town of Bluffton	Revised	This has been revised.
For clarity’s sake, the 1.1 mile pathway project listed near the bottom of page 6-16 should be revised from “Mathews Drive to Dillon Rd” to “Dillon Road to Mathews Dr./Folly Field Rd.” By the way, Mathews Drive has one t.	Revised	This has been revised.
Explain “new connector Future Bluffton Parkway to 278	Noted	This is from page 55 of the Beaufort County Connects Plan.
There are two entries for Arrow Road pathways on the lower half of page 6-16 that appear to be redundant. An Arrow Road pathway is listed from New Orleans Road to Palmetto Bay Dr. (it’s actually Palmetto Bay Road), and a second pathway project that reads “Bristol Sports Arena to Target Road.” The latter appears to reference the effective termini of our “powerline pathway” that deviates from the Arrow Road alignment, but I’m not sure what it is referring to. It should likely be eliminated in favor of the former project that includes all of Arrow Road.	Revised	The Arrow Rd from Bristol Sports Arena to Target Road was removed.

Page 6-17, At the end of the table, Yemassee is included. But it looks to me like the Town of Yemassee is not in the LRTP scope. Might want to check the rest of the chart. I see Big Estate Rd included on Page 6-17, as well as US 21 Keans Neck Rd, Airport Cirt to MLK blvd, US 21 to St Helena. Those all are outside the scope boundaries.	Revised	This has been revised.
The fourth project down from the top of page 6-17 should be revised: 1) "US 278/US 278 Bus" to "Greenwood Drive"; and 2) "Sea Pines Circle to Welcome Center" to "Sea Pines Circle to Sea Pines Welcome Center".	Revised	This has been revised.
The entry on page 6-17 that reads "Main Street from Wilborn Road to Whooping Crane Way" is stated correctly, but we should be aiming to provide a pathway along both Main Street and North Main Street in their entirety, and to connect same to the Beach City Road pathway and the hospital campus via a facility that runs alongside Hospital Center Boulevard.	Revised	This has been revised.
per my previous email, please update the conceptual map with the attached map, which more accurately reflects the ECG route through Beaufort. (see dropbox for new map)	Revised	This has been revised.
Main Street should include connection to Hospital Campus via Beach City Road	Revised	This has been revised.
We couldn't find mention of the Spanish Moss Trail extension into downtown Port Royal. May have missed it, but it should be included	Noted	This recommendation is shown on the existing bicycle and pedestrian facilities map.
Ribaut Road is currently a hodgepodge of different pedestrian facilities. Some mention of the need for interconnectivity of paths/sidewalks/bike lanes along the entire corridor should be included	Noted	
Page 7-4, last paragraph on the page (2nd paragraph in Bus and Shuttle section), last sentence, replace "life" with "lift".	Revised	This has been revised.
Ferry Provider changed to Haig Point Ferry Company	Revised	This has been revised.
Photo out of date. They use a different ferry now	Revised	This has been revised.
Unfortunately all this FAF data isn't specific to LATS. Any local data to share on designated freight routes? Good to include the reliability data but no expansion just the map. Any future interest from Savannah MPO to do a bi-state freight study?	Noted	The limitations of the data are acknowledged. The Financial Plan includes a LATS-LCOG specific study to further study freight in the area.
Pages 8-12 and 8-13, Figures 6, 7, 8, & 9 each show 11 slices to their pie charts, but there are only 10 items in each legend. What is the missing 11th commodity?	Revised	This has been revised.
Since we all agree that the so-called 170 / 278 / Argent "Triangle" is a priority, it seems to me that: 1. These projects should be moved up from the out years to being a first priority 2. Conversely tt makes it more difficult to make them a priority if they are not treated as such in the LATS report, and 3. The individual projects may need to be re-structured by combining the medium and long-term preliminary engineering done by LATS,	Noted	Argent Boulevard is undeniably a high-local priority. The Sales Tax is likely the best funding option to get local priority projects funded since Argent does not score well in the SCDOT prioritization.
It would seem that there is a disconnect on the \$42 million that is off-corridor in the 278 project in that: 1. SCDOT is saying nothing can happen during the Corridor project (for the next 4-5 years) because of NEPA, 2. LATS is including them in their report, and 3. It would seem shortsighted to not considering these projects as the 278 design develops. Separate Spreadsheet	Noted	Noted. There are several projects on the US 278 corridor. Many of them are not funded in the Financial Plan.
Is this amount correct?	Noted	Yes, the amount is correct. There was prior year funding that was not shown.
Are any of these Jasper sales tax projects active or under development and therefore be considered as committed/cost constrained projects?	Noted	Yes, there are Jasper Sales Tax projects.
For the cost constrained portion it might be helpful to have an appendix to detail use of the inflation factor.	Noted	
Consider putting this information under a heading and possible table format.	Revised	This has been revised.
Pages 9-5 & 9-9, it's difficult to see all of the projects on the map, consider having 2 or 3 maps	Revised	Map insets have been created to address this concern.
Bluffton Parkway 278-95 - not sure why this is designated this way? Are they saying the entire parkway from 278-95? SUGGESTION move this to 2022-2025	Noted	The project is too expensive to move into the first time band.

Defining a project as "new location" can be interpreted as predetermining the preferred alternative prior to NEPA. Where the draft defines all the project types definitions it might be helpful to say something like "new locations are planning concepts based on preliminary traffic analysis supporting new roadways to address a defined deficiency on the existing road network and would require a full alternatives analysis as part of the formal NEPA process"	Revised	Noted. This will be mentioned in the description of project types.
Add projects in the TIP to the project list and map.	Revised	This has been revised.
US 278 from I-95 to Bluffton Parkway Study. Revise to be from I-95 to Sea Pines Circle.	Revised	This will be revised.
Studies shown on in the financial spreadsheet from 2026-2030 are not listed in the report table (Bluffton Parkway and the 2 bridge studies)	Revised	This will be revised.
After discussion with the Policy Committee on April 1st there was a preference for the Bluffton parkway to be done sooner and maybe the US 278 study later. Possibly swap them in terms of time bands.	Revised	This will be revised.
If these are new penny projects, I dont see where Bluffton Parkway is mentioned. And what are our towns projects on this list	Noted	
Both bridge and pavement allocations are are influenced based on condition so this is making an assumption of relative condition for both asset classes remaining constant	Noted	This is just an assumption we have. Until there is a change in this funding type, it will be carried forward in the life in the plan.
No information in the report on system level asset conditions for LATS?	Revised	This will be included in the Appendix.
Is there an assumption for other state and federal revenues i.e. funding for interstate upgrades?	Noted	No. There is a dedicated funding source for interstates.
Could list of all of the new discretionary programs available to local governments thru BIL	Revised	A new subheading for Discretionary Grants will be included in Chapter 9.
Benefit of listing the TIP amendment process?	Noted	This was included in the scope of work.
Is SCDOT using 4 years for STIP	Noted	SCDOT uses a six-year STIP.
Page 9-23, Conclusion paragraph, second sentence, change to "can be reasonably".	Revised	This will be revised.
Page 9-23, Conclusion paragraph, third sentence, insert "projects" after "not all of the identified"	Revised	This will be revised.
Include CTC funding	Revised	This has been revised.
I only have one comment on the LRTP after reviewing it and it is in regards to the timing of the US 278 Frontage Road in 2026-2030. With the project potentially being during the same timeframe as the widening of 278 it could be considered a cumulative impact to the Stoney Community as it would bisect the community. The environmental impacts from the project utilizing federal funds may be hard to overcome as Stoney is a Traditional Cultural Property (TCP) and is protected by Section 4(f) and the entire community will be listed on the national historic registry. The new roadway would bisect the community and would have an adverse impact on the overall community. With the inclusion of the future project so close to the widening project FHWA could consider both projects tied together and it would negatively impact the NEPA document for the widening project.	Revised	This project will be included in the Vision Plan.
The Town does not support road widening with the exception of the widening directly associated with US 278 for the US 278 Gateway Corridor Project. We request removing HHI-2, HHI-6, and HHI-9.	Revised	This project will be removed.
Again add "county" to Beaufort so it is no confusing with the city and perhaps add Jasper County near Hardeeville	Revised	This has been revised.
Add Vision project list to appendix.	Revised	This will be revised.
Overall comment – Widenings are recommended projects in many cases. The Beaufort County 2040 Comprehensive Plan says on Page 53 “Consider to use and improve on the following vmt reduction strategies – access management, improving secondary road networks, promoting alternative transportation modes, and Intelligent Transportation Systems (ITS) – as an alternative to road widening. Approach road widening as a last resort to be considered after alternative strategies have been deemed inadequate to address transportation needs.” Page 4-13 of the draft LRTP says that reoccurring themes that appeared during stakeholder interviews were a preference for complete streets and access management over roadway widenings where appropriate. Widenings in Beaufort County, where recommended, should be the only available option to improving conditions on that particular corridor. Otherwise, a more holistic and/or hybrid strategy should be pursued.	Revised	Noted. The narrative section in Chapter 4 that outlines what improvements are included in a "widening" project will acknowledge that the local preference is for access management.

1A. Specifically, we have concerns over the recommendation to widen SC 46 from the round-about into Bluffton. We aren't clear on what all "widening" encompasses, and so are assuming "widening" means solely adding more lanes. A lot of effort has gone into the preservation of this corridor, from having it designated as a "State Scenic Byway" in the 1980s, to the adoption (by Bluffton) of a Corridor Management Plan in 2006, and the adoption of the May River Community Preservation District zoning standards adopted by the County in 2018. A widening recommendation impacts those efforts.	Revised	Noted. The Access Management Study for SC 46/ 315 will determine what improvements are necessary. The project type for JC-6 has been revised to access management.
We also want to note our concerns regarding the recommended widening of Joe Frazier Rd in the Burton area and of Middle Rd on Lady's Island.	Noted	
Additionally, recent development plans that were reviewed by the City of Beaufort showed a connection from Joe Frazier Rd to Robert Smalls Pkwy. We don't see that connection included here and are noting it.	Noted	
Finally, I'm reiterating my comment during the zoom meeting – examples and explanations/definitions of what the "Project Types" are should precede the recommended projects charts.	Revised	Noted. A description of the "project types" will be included in Chapter 4.
Add new roundabout project at Gumtree, Chinaberry Dr, and Wild Horse	Revised	Will be included in the Vision Plan.
Need to make sure that the public officials are aware of the difference in the number of projects/revenue that's available with the sales tax renewal. LATS MUST educate municipalities on the importance of the sales tax and the number of projects that will be improved	Noted	
BC-3 Bruin Rd Ext from Burnt Church Rd to Malphrus Rd – New Roadway. Comment – while this provides a connection, I don't think this is an appropriate improvement for Bluffton and Southern BC	Revised	Currently in the vision plan.
BC-4 Burnt Church Road from Bluffton Pkwy to Alljoy Rd – Widening - Not sure if this is necessary	Revised	This project will be removed.
BC-15 SC 46 from SC 170 (Freedom Pkwy) to SC 170 (Okatie Hwy) – 9.74 miles (NOT IN FAVOR)	Revised	This project will be removed.
BC-16 SC 46 from SC 170 to Buck Island Rd Widening – 6.45 Miles (NOT IN FAVOR)	Revised	This project will be removed.
BC-17 SC 46 from the Jasper County line to SC 170 – Widening – 1.93 Miles (NOT IN FAVOR)	Revised	This project will be removed.
BL-2 Bluffton Pkwy from Buckwalter Pkwy to Buck Island Rd - New Location - Extremely important and should be moved up on the list	Noted	If the project is a local priority, consideration to funding it with Sales Tax money might be more appropriate.
BL-4 Buck Island Rd from US 278 to Bluffton Pkwy – Widening (NOT IN FAVOR) See comments above about widening HWY 46	Revised	This project will be removed.
BL-7 Stroup Ln Ext from Burnt Church Rd from Buckingham Plantation Dr - New Location - I don't believe that this improvement is necessary	Revised	Currently in the vision plan. Can remove if desired
H-4* Bluffton Pkwy from Riverport Pkwy to SC 170 – New Location – 9.52 miles - Look for Federal Funding for Emergency Evacuation Route	Revised	Will reference in Chapter 9 as potential funding source
JC-2 New Location from Bluffton Parkway to SC - TOB should be supportive of this project, it's the terminus of Bluffton Parkway	Noted	
Page 4-2 – I agree the County lines should be on the maps. I think it helps to outlines the government levels involved with projects	Revised	This has been revised.
Page 4-3 – Would think this would refer to Old Town but should not be titled the same as a shopping center. Not sure if we would prefer to use Old Town or Buckwalter	Revised	This will be revised.
BC15-17/BL5 - On the May River Road (Highway 46) projects – Do you think we could make changes to those projects to outline "potential expansion/widening at intersections to accommodate egress and ingress on the roadway"? We all know they town does not support any wholesale widening on this scenic byway. Thoughts	Revised	Noted. The Access Management Study for SC 46/ 315 will determine what improvements are necessary. Funding will be set aside for those improvements.
Pathway to USC-B to Hardeeville and to 170;linear trail to Bluffton Parkway easement by Cypress Ridge	Noted	
The renewed penny list of projects? Should we wait until this is a final list? And no mention of Bluffton Parkway	Revised	This will be included in the Vision Project list in the plan's Appendix
Also, where would we add the connection road from the sandy point neighborhood to Bluffton Parkway (across from Buckwalter place)	Noted	
Add county lines to maps	Revised	This comment has been revised.
Relocate the "Beaufort (County)" label. It is right on top of Bluffton. Confusing and hard to see Bluffton detail	Revised	This comment has been revised.

A project to install an Integrated Traffic Management System, particularly on US 278 should be considered. This will help residents and tourists both and also aid in evacuation situations.	Revised	The US 278 projects currently listed as "widening" will be revised to "widening/access management."
A program with a dedicated amount of money to lengthen turn lanes, install adequate lighting at intersections and similar type improvements should be created for "spot improvements" in areas where a rational nexus does not exist with new developments to fund the work.	Noted	
Thank you for including the need for discussion regarding location for the Bluffton Parkway extension. We continue to maintain the need to relocate the route due to environmental constraints.	Noted	
Comment letter in dropbox.	Revised	Received.
Comments in Word Doc in Dropbox.	Revised	Received.
For the Intersection and Interchange Projects, please consider a roundabout at the intersection of Gum Tree Road with Wild Horse Road and Chinaberry Circle.	Revised	This comment has been revised to include the roundabout.
There seems to be some redundancy in the corridor projects HHI-4 and HHI-5, evidenced by the fact that the mileage indicated in the two projects sums to over 25 miles, whereas the total length of US 278 and US 278 Bus. combined on the Island is only approximately 16.5 miles, or perhaps the 16.73 indicated for HHI-4. These projects should be broken out into two separate, mutually exclusive areas, with HHI-4 just being applicable to US 278. Include the US 278/US 278 Bus. interchange and the US 278 Bus./Gum Tree Road intersection but exclude the remainder of US 278 Business. This is a distance of approximately 8.6 miles. HHI-5 should be separated out to just be US 278 Bus. from Gum Tree Road to Sea Pines Circle (approx. 8.3 miles).	Revised	Noted. HHI-4 and HHI-5 will be revised accordingly.
Replace "Squires" with "Squire" in HHI-7's and HHI-8's description.	Revised	This will be revised.
I spent some time reviewing the long range transportation plans and notice what seems to me to be an obsession with bicycling and public transportation. Both of these can be included but should not be the focus of transportation. There even appears to be plans to use government force(such as zoning and codes) to force people out of their vehicles	Noted	
Bikes and roads do not mix, no matter how bad you may want them to. Bike lanes create congestion(not reduces it), don't get used because it's to risky, reduce available parking and create difficulty in accessing business's. I came from a location that tried to implement these policies and have seen the results. People are not going to give up their cars. They will always say they are in favor of more biking until it starts to make things more difficult for them.	Noted	
Please consider putting more emphasis on bike trails than on bike lanes. Streets are for vehicles.	Noted	
Also government financial involvement in public transportation is problematic. It always turns in to a money pit. There just isn't a high enough population density here to justify it.	Noted	
The PLAN is well researched, documented and presented with demographic and geographic data and mappings.	Noted	
While likely not under the PLAN purview, I would suggest some commentary on waterways transport. I'm aware that a number of ferry proposals across the County have been previously studied. Too, marinas, piers and dockage areas allowing alternative transport are especially significant during heavily traveled tourist seasons.	Noted	
I strongly support prioritizing Access Management and Safety and Security measures over roadway widening that adds to impervious surfaces, stormwater run-off and the diminished natural environment.	Noted	
The PLAN makes a strong case for renewal of the 1 cents sales tax. I'm hopeful that the public at large will be made aware, understand and committed to support this initiative.	Noted	
Elements of the Action Plan need stronger emphasis by summarizing in a singular table/chart "what, who when, funding level and funding source"	Noted	
I do not see any accommodations for the impact of climate change. Are you suggesting there will be no impact through 2045. Roads in the Beaufort city already flood will a likely expansion of flood zones impact transportation.	Revised	Included in Chapter 5.
Will the electrifying of vehicles impact transportation? Should you consider placement of charging station in the mix facilities requiring some accommodation?	Revised	Included in Chapter 4.
Any impact on from the use of non traditional electric modes of transportation? How will golf on roadways impact traffic?	Noted	

Shoulder bike-ways are not a great way to encourage bicycle usage. It is an area not maintained, generally littered with road debris, and dangerous for less experienced riders. I recommend you do not label road shoulders as a bike-ways. At minimum, a bike-way should be a facility with a buffered zone. Bike-ways should be a transportation mode for all residents not just experienced bike riders. A bike-way should be routinely maintained and accommodate both young and old residents.	Noted	
Traffic speeds in general should be lowered to accommodate mix vehicle usage.	Noted	
County requires additional traffic lights to accommodate cross traffic and left hand turning.	Noted	
There appears no acknowledgements of backup at the intersection of Ribaut and Lady's Island Drive both turning left onto 21 and turning from Ribaut to Mcteer bridge. Rush hour problems are indicated both morning and evening.	Noted	
Lady's Island Drive and Sea Island Parkway intersection is mentioned in the study but will remain a traffic bottleneck even with upcoming changes. We should acknowledge the issue will be substantial by 2045.	Noted	
Street lighting accommodations should be mentioned. New lighting systems reduce light pollution. We should strive to have them installed over the county.	Noted	
No mention about maintaining roads. It is one thing to install new roads but adequate budgeting plans should be anticipated to maintained the new facilities.	Noted	
Bike-way along Island Causeway should be installed to connect up a similar bike way on Meridian. This pathway would be like an extension of a park and a great experience for the community. Should be done before the area is preempted by development.	Noted	

Appendix C | Unfunded Vision List

Unfunded Vision List – Current Funding Methods

Table 1: Unfunded Vision Intersection and Interchange Projects – Current Funding Methods

Project ID	Spot Recommendation	Project Type
S-01	US-21 & S-7-23	Intersection
S-03	US 278 & SC 170	Interchange
S-06	Buckwalter Pkwy/Pine Ridge Dr/Farm Lake Rd	Intersection
S-07	Dillon Rd – Gateway Circle Roundabout	Intersection
S-08	Hazel Farm Rd	Intersection
S-09	Main St & Wilborn Rd Roundabout	Intersection
S-10	Main St & Hospital Center Blvd Roundabout	Intersection
S-11	Marshland Rd – Leg O Mutton Rd Roundabout	Intersection
S-13	Sea Pines Circle Roundabout	Intersection
S-14	US 21 (Lady's Island Dr) & Island Causeway	Intersection
S-15	US 21 (Meridian Dr)	Intersection
S-17	US 21 & SC 802	Intersection
S-19	US 17 & SC 170	Intersection
S-20	I-95 & Riverport Pkwy	Interchange
S-21	I-95 & US 17	Interchange
S-22	I-95 & US 278	Interchange
S-24	US 17 Port Interchange	Interchange
S-25	US 321 & US 17	Intersection
S-26	Gumtree Rd, Wild Horse Rd, and Chinaberry Dr	Roundabout

Table 2: Unfunded Vision Corridor Projects – Current Funding Methods

Project ID	Corridor Recommendation	Project Type	Length (miles)
BC-01	Boundary St improvements from Neil Rd to Laurel Bay	Access Management	2.23
BC-02	Brickyard Point/Middle Rd from Better Than Ever St to roundabout	Widening	1.63
BC-05	Joe Frazier Rd from SC 116 to Broad River Blvd	ITS and Access Management	3.48
BC-07	New Location from S-281 to S-167	New Location	0.76
BC-09	New Location from Myrtle St to Reynolds St	New Location	0.42
BC-10	Ribaut Rd from Lenora Rd to US 21 BUS	ITS and Access Management	4.77
BC-11	Ribaut Rd from Boundary St to Parris Island Bridge	Access Management	5.66
BC-12	SC 170 from Okatie Center Blvd to Tidewatch Dr	Widening	1.54
BC-13	SC 170 from Tidewatch Dr to SC 462	Widening	2.88
BC-14	SC 170 from Boundary St to Broad River Bridge	Access management	5.36
BC-18	SC 802 (Sam's Point Rd) from Miller Dr to Brickyard Point Rd	Access Management	1.93
BC-19	US 21 (Lady's Island Dr) from Lady's Island Bridge to US 21 (Sea Island Pkwy)	Access Management	2.07
BC-20	US 21 BUS from Ribaut Rd to Woods Memorial Bridge	Access Management	1.57
BC-21	US 21 from Trask Pkwy to Parris Island Bridge	Access Management	5.57
BC-22	Joe Frazier Rd from Laurel Bay Rd to Broad River Blvd	Widening	3.48

Project ID	Corridor Recommendation	Project Type	Length (miles)
BC-24	New Location from SC 128 to Castle Rock Rd	New Location	0.97
BC-25	New Location from Broad River Blvd to Castle Rock Rd	New Location	1.05
BC-26	New Location from Broad River Blvd to SC 170	New Location	1.58
BC-27	New Location from New Location to Clear Water Way	New Location	0.41
BC-28	New Location from SC 170 to Grober Hill Rd	New Location	1.38
BC-29	New Location from Goethe Hill Rd to SC 170	New Location	0.85
BC-30	New Location from US 21 to SC 170	New Location	1.64
BC-33	New Location from Broad River Blvd to New Location	New Location	0.19
BL-02	Bluffton Pkwy from Buckwalter Pkwy to Buck Island Rd	New Location	2.30
BL-03	Buck Island Rd from Bluffton Pkwy to US 278	ITS and Access Management	1.06
BL-05	SC 170/SC 46 from roundabout to Jasper County line	Widening	1.93
BL-06	SC 46/SC 170 from Argent Blvd to SC 462	Widening	0.87
BL-08	Buckwalter Pkwy from US 278 to SC 46	Access Management	4.29
H-03	John Smith Rd from US 17 to US 278	Widening and Access Management	2.08
H-04*	Bluffton Pkwy from Riverport Pkwy to SC 170	New Location	9.52
HHI-01	Arrow Rd from New Orleans Rd to Palmetto Bay Rd	Widening and Access Management	1.43
HHI-03	New Orleans Rd from Arrow Rd to St Augustine Place	Widening and Access Management	0.18



Project ID	Corridor Recommendation	Project Type	Length (miles)
HHI-05	US 278 BUS from Pembroke Dr to Sea Pines Cir	Access Management	7.91
HHI-07	US 278 Frontage Road North from Squires Pope Rd to Wild Horse Rd	New Location	0.23
HHI-08	US 278 Frontage Road South from Squires Pope Rd to Spanish Wells Rd	New Location	0.94
JC-01	Argent Blvd from US 278 SC 170	Widening	3.80
JC-02	New Location from Bluffton Pkwy to SC 46	New Location	0.41
JC-03	New River Pkwy from US 278 to Argent Blvd	Widening	0.58
JC-04	Riverport Pkwy from SC 170 to US 321	New Location	8.02
JC-05	SC 170 from US 278 to SC 462	Widening	4.12
JC-07	SC 462 from SC 170 to Snake Rd	Widening	2.50
JC-08	Short Cut Rd from SC 170 to Argent Blvd	Widening	0.45
JC-09	US 17 from US 278 to John Smith Rd	Widening	1.34
JC-10	US 17 from SC 315 to SC 170	Widening	2.33
JC-11	US 278 from I-95 to SC 170	Widening	7.85
JC-12	US 278 from Jasper County line to SC 170	Widening	2.24
JC-13	US 278 from Beaufort County line to Argent Blvd	Widening	0.67
JC-14	US 278 Ext from US 17 to US 321	Widening	1.43
	I-95 Project Charter*	TBD	TBD

**Additional study will be needed to determine the proposed alignment*

Unfunded Vision List – Sales Tax Renewal

Table 3: Unfunded Vision Intersection and Interchange Projects – Sales Tax Renewal

Project ID	Spot Recommendation	Project Type
S-24	US 17 Port Interchange	Interchange

Table 4: Unfunded Vision Corridor Projects – Sales Tax Renewal

Project ID	Corridor Recommendation	Project Type	Length (miles)
BC-11	Ribaut Rd from Boundary St to Parris Island Bridge	Access Management	5.66
BC-23			
H-04*	Bluffton Pkwy from Riverport Pkwy to SC 170	New Location	9.52
HHI-07	US 278 Frontage Road North from Squires Pope Rd to Wild Horse Rd	New Location	0.23
HHI-08	US 278 Frontage Road South from Squires Pope Rd to Spanish Wells Rd	New Location	0.94
JC-04	Riverport Pkwy from SC 170 to US 321	New Location	8.02
JC-11	US 278 from I-95 to SC 170	Widening	7.85
JC-12	US 278 from Jasper County line to SC 170	Widening	2.24
JC-14	US 278 Ext from US 17 to US 321	Widening	1.43
	I-95 Project Charter*	TBD	TBD