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<th>A. <strong>Call to Order and Introductions</strong></th>
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<td>3. Approve Order and Contents of the Overall Agenda</td>
<td>Guillermo Espinosa</td>
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<td>4. Introduction of Guests</td>
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<td>5. Invocation</td>
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<th>B. <strong>Consent Agenda</strong></th>
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<tr>
<td>1. Approval of the April 25, 2019 Board Meeting Minutes <em>(Enclosure 1)</em></td>
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<th>C. <strong>Regular Agenda</strong></th>
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<td>1. Nomination of CMCOG Officers <em>(Enclosure 2)</em></td>
<td>Vina Abrams</td>
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<td>2. Adoption of Chapin, Swansea, and Batesburg-Leesville Bike Pedestrian Master Plan <em>(Enclosure 3)</em></td>
<td>Reginald Simmons</td>
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<td>3. Adoption of the Sandy Run Area Plan <em>(Enclosure 4)</em></td>
<td>Reginald Simmons</td>
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<td>4. 2016–2022 TIP Amendment – Section 5310 Projects <em>(Enclosure 5)</em></td>
<td>Reginald Simmons</td>
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<td>5. 2016–2022 TIP Amendment – FTA Programs and Apportionments <em>(Enclosure 6)</em></td>
<td>Reginald Simmons</td>
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<th>D. <strong>Announcements / Committee or Staff Reports / Correspondences</strong></th>
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<td>1. Executive Director’s Report <em>(Enclosure 7)</em></td>
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<td>2. Carolina Crossroads I-20/26/126 Improvement Project Update <em>(Enclosure 8)</em></td>
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<td>3. I-26 Widening Project Update <em>(Enclosure 9)</em></td>
<td>Brad Reynolds</td>
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| E. **Old/New Business** | |

| F. **Other Business** | |

| G. **Adjourn** | |

**REMINDER:** The next CMCOG Board Meeting will be held on **Thursday, June 27, 2019** in the COG Conference Room

**Note:** Full Agenda packets can be found on the CMCOG website at [www.cmcog.org](http://www.cmcog.org).
Board of Directors Meeting of the
Central Midlands Council of Governments
Thursday, April 25, 2019 ♦ 12:00 p.m. ♦ CMCOG Conference Room

BOARD MEMBERS PRESENT:
- Vina Abrams, Newberry County
- John Andoh, The Comet
- Charles Appleby, Richland County
- Jimmy Bales, Richland County Legislative Del.
- John Baxter, Richland County
- Larry Brigham, Lexington County
- Susan Brill, Richland County
- Kathy Condom, Irmo Town Council
- Ben Connell, Kershaw County Council
- Todd Cullum, Lexington County Council
- Smokey Davis, Lexington County
- Joyce Dickerson, Richland County Council
- Julie Ann Dixon, Richland County
- Douglas Fabel, Richland County
- Shawn Epps, City of Columbia
- Malcolm Gordge, Blythewood Town Council
- Paul Livingston, Richland County Council
- Steve MacDougall, Town of Lexington Mayor
- Yvonne McBride, Richland County Council
- Joe Mergo, Lexington County Administrator
- Dahlia Myers, Richland County Council
- Chakisse Newton, Richland County Council
- Elise Partin, City of Cayce Mayor
- Charles Simpkins, Lexington County
- Debbie Summers, Lexington County Council

GUESTS PRESENT:
- Mellissa Carter, Municipal Association of SC
- Hailey Kanipe, LRADAC
- Kenny Larimore, SCDOT
- Kent Lesesne, SC Association of Counties
- Darren Ledbetter, SCDOT
- Joey McEntire, SCDOT
- Kimberly Myers, LRADAC
- Donna Peeler, Joint Municipal Water & Sewer

STAFF MEMBERS PRESENT:
- Roland Bart, Chief Transportation Planner
- Guillermo Espinosa, Senior Planner
- Jessica Foster, Operations Coordinator
- Chanell Jackson, Finance Director
- Myra Hamilton, Accountant
- Jason Kent, GIS Manager
- Ben Mauldin, Executive Director
- Reginald Simmons, Deputy Executive Director/Transportation Director
- Gregory Sprouse, Research, Planning and Development Director
A. CALL TO ORDER

Chairman Joyce Dickerson called the meeting to order at 12:05 p.m. on April 25, 2019.

1. Pledge of Allegiance

2. Determination of Quorum

Chairman Dickerson declared the absence of a quorum.

3. Approve Order and Contents of the Overall Agenda

4. Introduction of Guests

Guillermo Espinosa introduced the guests at today’s meeting. They are listed on the first page.

5. Invocation

The Honorable Jimmy Bales gave the Invocation.

D. Announcements

D1. Executive Director’s Report

Ben Mauldin gave the following report:

1. June 17-18, 2019 CMCOG will be hosting a Grant Writing Workshop.
2. April 16, 2019 was Healthcare Decisions Day. Sheila Bell-Ford held a Healthcare Decisions training here at CMCOG on April 16th.
3. April is Volunteer Appreciation Month. Fretoria Addison of the Long-term Ombudsman Program held a Volunteer Appreciation Luncheon.
4. May 8, 2019 is Senior Citizen Day at the SC State Fairgrounds.

D2. The Opioid Epidemic in South Carolina

Kim Myers and Hailey Kanip of LRADAC gave a presentation on the Opioid Epidemic.

AT THIS TIME, CHAIRWOMAN DICKERSON DECLARED THAT A QUORUM WAS PRESENT.
B. CONSENT AGENDA
1. Approval of the March 28, 2019 Board Meeting Minutes, approved
2. Quarterly Financial Statement, approved

MOTION, approved
Smokey Davis moved, seconded by Julie Ann Dixon, to approve the consent agenda. The motion was approved unanimously.

C. Regular Agenda

C1. FY 2018 Annual Listing of Obligated Projects

Reginald Simmons requested approval to adopt the FY18 Annual Listing of Obligated Projects

Under Federal requirements, CMCOG must create an annual listing of obligated projects. The purpose of this report is to identify and list the federal obligations that were made on approved projects in the previous fiscal year. The FY 2018 reporting period is from October 1, 2017 to September 30, 2018. Projects shown in this report have been identified in either the 2016-2022 TIP and/or 2017-2022 STIP.

The project categories included:

- Safety Improvements
- Intersection Improvements
- Signals
- Rehabilitation
- Resurfacing
- Bridge Maintenance
- Preservation
- Enhancements
- Widening
- Bridge Replacements
- Pavement Markings
- Planning & Research
- Signing
- Emergency Repair/Replacement
- Interchange Improvements
- ITS

In total $551,432,554.25 has been obligated in FY 2018. A total $487,305,699.74 of that amount was federal funds.

There was a brief discussion.

MOTION, approved
Smokey Davis moved, seconded Julie Ann Dixon, to adopt the FY18 Annual Listing of Obligated Projects. The motion was approved unanimously.

C2. 2016-2022 TIP Amendment-Bus Implementation Plan

Reginald Simmons requested approval to amend the 2016-2022 TIP to add $2.5 Million in Section 5307 Funds for the CMRTA Bus Implementation Plan.
John Andoh, CMRTA Executive Director, noted that at their January 2019 Service Committee and Board of Directors meeting, the Board of Directors directed staff to be more creative and aggressive in implementing more bus shelters throughout the service area. As of November 5, 2018, The COMET has 1,430 bus stops, of which 55 have bus shelters which were installed by either The COMET, City of Columbia, USC, State of South Carolina or private businesses. In addition, there are 58 locations that have advertising bus benches placed throughout the service. Since July 2018, only six bus shelters have been installed but staff has identified a list of 44 potential locations that shelters and/or benches could be installed. An engineering contracting firm has been tasked to permit these locations based on guidelines established by the local jurisdictions.

There was a brief discussion.

Smokey Davis moved, seconded Julie Ann Dixon, to approve the 2016-2022 TIP Amendment to add the Bus Shelter Implementation Plan. The motion was approved unanimously.

D. Announcements/Committee or Staff Reports/Correspondences

D3. SC General Assembly Update

Melissa Carter and Kent Lesesne gave an update of what was going on the General Assembly. They spoke about the following Bills: S401, S217, S386, S7

E. OLD / NEW BUSINESS

No old/new business was brought forth.

F. OTHER BUSINESS

No other business was brought forth.

G. ADJOURN

There being no further business, the meeting adjourned at approximately 1:10 p.m.

The Board of Directors of the Central Midlands Council of Governments approved these minutes at its May 23, 2019 meeting.

__________________________________
Benjamin J. Mauldin, Secretary-Treasurer

__________________________________
Joyce Dickerson, Chairperson
The CMCOG Nominating Committee met on Wednesday, May 8, 2019. Present were Vina Abrams, Shawn Epps and Todd Collum. Cornelius Robinson and Dalhi Myers were not able to attend.

The Nominating Committee members present unanimously and respectfully submit the following nominations for officers of the Central Midlands Council of Governments for terms beginning July 1, 2019 and ending June 30, 2021:

Chairman: Steve MacDougall, Town of Lexington (Lexington County)
Vice-Chairman: Scott Cain, Newberry County

We recommend your approval of the above officers.
Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 23, 2019

SUBJECT: Chapin, Swansea, and Batesburg-Leesville Bike and Pedestrian Master Plan

REQUESTED ACTION
The Central Midlands Council of Governments’ staff requests approval to adopt the Chapin, Swansea, and Batesburg-Leesville Bike and Pedestrian Master Plan.

BACKGROUND
The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville serves as a guiding document to prioritize and catalyze active transportation in each community. As each small town strives to create a sense of place, a safe and connected bicycle and pedestrian system will benefit residents and visitors. While each community is unique, the small-town character and proximity to active railroad tracks are shared traits that offer both challenges and opportunities. Goals for this plan were developed to align with the desires of all three of the communities in the study area. The Plan’s goals are as follows:

• **Encourage active transportation as a mode choice.** The planning process that culminated in The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville helped people think about active transportation in their community. The plan outlines ways to continue to excite people about bicycling and walking.

• **Create a list of active transportation projects that will best connect people to important places.** The Plan uses data-driven analysis to identify impactful investments in active transportation infrastructure, and results from the analyses are used to create a roadmap for implementing a safe, connected, and enjoyable network of bicycling/ walking routes.

• **Illustrate a vision for what could be.** Catalyst projects illustrate in detail what the community could look like as a more bikeable, walkable place.

• **Identify what success looks like and outline a roadmap to get there.** How do we know that we are moving in the right direction? Strategically developed benchmarking tools provide a roadmap for moving from today into the envisioned future.

The Chapin, Swansea, and Batesburg-Leesville Bike and Pedestrian Master Plan can be download from the CMCOG website at [www.centralmidlands.org](http://www.centralmidlands.org).

ATTACHMENT
Executive Summary – Chapin, Swansea, and Batesburg-Leesville Bike and Pedestrian Draft Final Master Plan
INTRODUCTION

WHAT IS A BICYCLE AND PEDESTRIAN MASTER PLAN?

WHY ACTIVE TRANSPORTATION?

PLAN INTENT
WHAT IS A BICYCLE AND PEDESTRIAN MASTER PLAN?

The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville (the Plan) establishes a vision for more active communities and a process for making it a reality. The Plan consists of a review of each community’s existing conditions, a systematic analysis their potential that informs new infrastructure recommendations, and a roadmap to create more vibrant, active communities.

WHY MAKE A PLAN?

The following are key reasons for developing a bicycle and pedestrian master plan:

- **Intention**: Creating a plan sets an intention for each community. Chapin, Swansea, and Batesburg-Leesville all benefit from unified visions of what residents want their communities to look like.

- **Vision and Encouragement**: The process of creating a bicycle and pedestrian master plan allows residents to be creative and excited about bicycling and walking. When people are encouraged to think about their communities’ futures, momentum builds for meaningful and positive change.

- **Benchmark**: The Plan sets milestones to help each community measure its progress towards becoming a more bikable and walkable community.

WHAT WILL THE PLAN DO FOR CHAPIN, SWANSEA, AND BATESBURG-LEESVILLE?

- **Funding Options**: It can be challenging to fund and maintain bicycle and pedestrian infrastructure. The Plan provides information about funding resources and finance mechanisms that can make implementing capital projects more feasible.

- **Guided Investment**: The Plan will help town leaders identify which investments will make the most impact, as well as prioritize projects for implementation.

- **Programming Guidance**: The Plan outlines ideas for creating bicycling/walking-oriented events that will encourage community members to consider bicycling and walking more for trips.

- **Vibrant Community**: Active transportation is a more social mode of transportation; bicycle and walking for trips provide opportunities for people to meet, interact, shop, and enjoy their communities.
WHY ACTIVE TRANSPORTATION?

Choosing to bicycle or walk for trips pays dividends. Those who chose to use these modes increase their ability to:

- **Improve and maintain health**: The World Health Organization identifies inactivity as one of the leading health risk factors around the world [1]. People who use active transportation generally add to their daily activity, and in some cases, those who bicycle spend more time exercising in other capacities, such as recreation or fitness reasons, than those who do not [2].

- **Save on transportation costs**: Bicycling and walking for trips can save community members hundreds of dollars each year. The estimated cost of driving ranges between 47 and 62 cents per mile [3]; the average annual cost of operating an automobile for a year is over $8,400 per year [3]. Conversely, the cost of operating a bicycle for a year is estimated at only $308 [4].

- **Enjoy their own communities more**: Research suggests that bicycling improves mood and overall happiness [5]. Allowing people to explore their communities on foot and by bicycle allows roadway users to experience their home in an entirely new way.

At the broader community level, places that encourage bicycling and walking do the following:

- **Encourage economic vitality**: Walkable neighborhoods typically have lively, populated streets that promote commercial exchanges [6].

- **Ensure continued community growth**: Active transportation infrastructure, especially for bicycles, is a powerful draw for younger people [7]. Investing in this type of infrastructure now can encourage community growth and diverse industry development for years to come.

- **Create safer places for people**: Safety for active transportation users can be viewed in two ways: in terms of the number of fatalities/crashes, or in terms of user comfort. Increased numbers of active transportation users and well-design infrastructure both contribute to a reduction of fatalities and crashes and to increased pedestrian and cyclist comfort [8],[9].

- **Provide options and promote equity in neighborhoods**: While some people may choose bicycling or walking from a menu of options, others cannot afford or do not have access to any other modes of transportation. Walking and bicycling provides cheaper transportation options for people who do not have personal vehicles—if safe, connected infrastructure provides safe routes to destinations.

WHAT IS ACTIVE TRANSPORTATION?

ACTIVE TRANSPORTATION IS WALKING, WHEELING, BICYCLING, OR ANY OTHER HUMAN-POWERED TRAVEL BETWEEN DESTINATIONS

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(9) Sanders, R (2015). “Perceived traffic risk for cyclists: the impact of near miss and collision experiences.” Accident Analysis & Prevention, 75, 26-34.
PLAN INTENT

The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville serves as a guiding document to prioritize and catalyze active transportation in each community. As each small town strives to create a sense of place, a safe and connected bicycle and pedestrian system will benefit residents and visitors. While each community is unique, the small town character and proximity to active railroad tracks are shared traits that offer both challenges and opportunities. Goals for this plan were developed to align with the desires of all three of the communities in the study area. The Plan’s goals are as follows:

ENCOURAGE ACTIVE TRANSPORTATION AS A MODE CHOICE.

The planning process that culminated in The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville helped people think about active transportation in their community. The plan outlines ways to continue to excite people about bicycling and walking.

CREATE A LIST OF ACTIVE TRANSPORTATION PROJECTS THAT WILL BEST CONNECT PEOPLE TO IMPORTANT PLACES.

The Plan uses data-driven analysis to identify impactful investments in active transportation infrastructure, and results from the analyses are used to create a roadmap for implementing a safe, connected, and enjoyable network of bicycling/walking routes.

ILLUSTRATE A VISION FOR WHAT COULD BE.

Catalyst projects illustrate in detail what the community could look like as a more bikeable, walkable place.

IDENTIFY WHAT SUCCESS LOOKS LIKE AND OUTLINE A ROADMAP TO GET THERE.

How do we know that we are moving in the right direction? Strategically developed benchmarking tools provide a roadmap for moving from today into the envisioned future.
PLAN DEVELOPMENT

EXISTING CONDITIONS REVIEW
PUBLIC PROCESS OVERVIEW
NETWORK DEVELOPMENT APPROACH
EXISTING CONDITIONS REVIEW

The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville is built on a detailed review of existing conditions in each community. The following maps and infographics detail some of the existing conditions review’s key findings.

TAKEAWAYS

• While the communities have few sidewalks, there is demonstrated capacity and need for sidewalks to create safe and comfortable walking routes.

• At present, the communities have no bicycle infrastructure. However, these locations are ripe for creating safe bicycling routes between destinations.

• Each town has its own small-town character. As these communities provide safer active transportation options, preserving their downtowns and their town-fabric is of paramount importance.

• Schools within each community are currently accessible almost exclusively by car. Strategically sited facilities could offer safe and accessible routes for students to walk or bike to school.

• Residential communities in each town currently cannot access the downtown areas by bicycle or foot but are close enough in each community to benefit greatly from an expanded sidewalk network.
PUBLIC PROCESS OVERVIEW

Public input on active transportation formed the first iteration of Plan recommendations. The public engagement effort goals were twofold: 1) ensuring that the Plan comprehensively addresses residents’ needs; and 2) informing the public about the Plan and the benefits of biking and walking. Staff from each city and a consultant team engaged people in a variety of ways, encouraging a broad cross-section of the public and key stakeholders to participate. This section summarizes key methods of engaging residents in each community and the themes that came out of those interactions.

KICKOFF MEETING

Staff from the Central Midlands Council of Governments, community stakeholders, and a consultant team met in late summer 2018 to create a shared vision for the Plan and the planning process.
In March 2019, members of the public spoke about active transportation in their communities at open house events held in each town. The open houses were highly interactive; attendees were invited to share their experiences with bicycling and walking, note areas of concern, and point out locations that evoked pride and shaped community identity.
**WIKIMAP**

An online interactive map (WikiMap) provided members of the public with opportunities to identify desired bicycle and walking connections within each community. The WikiMap allowed users to note preferred routes, destinations, and barriers at a local and regional scale. Results from the WikiMap were used for preliminary route and barrier identification, as well as assessing connectivity needs. The WikiMap website also administered a short survey assessing participants’ interest in active transportation. Figure XX below illustrates two iterations of the online map that collected feedback from participants.

---

**STEERING COMMITTEE**

In January of 2019, a steering committee consisting of community leaders and stakeholders from Chapin, Swansea, and Batesburg-Leesville, along with members of the Central Midlands COG, met to perform three tasks: review the Plan’s progress, ensure that the Plan would meet the unique needs of each community, and lay out next steps. Steering committee members discussed results from the sidewalk gap analysis and network recommendations for each town and viewed renderings of the visions for each town’s catalyst project. This meeting illustrated the relationship between the analysis and the facility recommendations outlined in the Plan.

---

**STEERING COMMITTEE ORGANIZATIONS**

- CENTRAL MIDLANDS COUNCIL OF GOVERNMENT STAFF
- TOWN OF CHAPIN STAFF
- TOWN OF BATESBURG-LEESVILLE STAFF
- TOWN OF SWANSEA MAYOR
- EAT SMART MOVE MORE SOUTH CAROLINA REPRESENTATIVES
SURVEYS
As part of the open house meetings, a brief survey was created as an additional way for community members to offer feedback on the proposed network and catalyst projects. More than 50 people submitted paper or online surveys, and over 80% of respondents felt that if implemented, the bicycle and pedestrian network would better connect people to places in their community.

“WE ARE CERTAINLY IN NEED OF MORE AND SAFER PEDESTRIAN TRAVEL OPTIONS THROUGHOUT TOWN”
Survey Respondent

“GREAT WORK - LET’S GET IT GOING!”
Survey Respondent

“It would be a Highlight Project and a Beautiful Addition to Our Town”
Survey Respondent

TAKEAWAYS
- People care about safety: Nearly 40% of responders said that they would consider walking and biking more for trips if they believed conditions were safer.
- Connected routes can make a difference: 25% of WikiMap respondents said that they would walk or bike more often if there were convenient routes connected to important destinations.
- People are interested and walking and bicycling to community destinations like schools, parks, natural resources, and downtowns.
- There are significant barriers to bicycling and walking in each community. The Plan can address some of these barriers with recommendations for safer and more connected bicycling and walking routes.
NETWORK DEVELOPMENT APPROACH

Each town’s recommended network of active transportation facilities has been strategically crafted to be feasible, appropriate, and impactful. Recommendations in the Plan were developed by a set of guiding principles:

- More users and safety are related: People bicycling and walking are more likely to use facilities where they feel safe and comfortable, and people on bicycles are safer when more people ride. The network in this Plan is designed to attract new users.

- Networks of facilities are powerful: Bicycling and walking routes that connect to one another significantly expand people’s mobility—much more so than single segments of infrastructure. The networks recommended here are designed to maximize connectivity in each community.

- Data should drive recommendations: Recommendations in the Plan are the result of multiple layers of analysis, including public opinion, existing conditions, and much more (see list below). This data-driven approach ensures that recommended infrastructure most effectively serves all communities and people, especially those who will benefit from it the most.

- The network of infrastructure should meet each community’s needs: In order to optimize analyses and the resulting recommendations, recommendations also underwent a detailed vetting process that included key stakeholders in the community.

- The network is for everyone: Both the route locations and recommended facility types for each project were selected to make the entire network accessible for all ages and abilities.

- Appropriateness and feasibility are key: The projects identified in the Plan were carefully selected, strategically vetted, and purposefully streamlined for efficiency in implementation.

- Infrastructure matters; so do supportive policies and programming: While infrastructure and bicycling/walking routes are a crucial element of increasing active travel in communities, they are not the only element. Infrastructure was paired with policies and programs that help fund and maintain infrastructure and encourage ridership.

COMMUNITY ANALYSES

The Bicycle and Pedestrian Master Plan for Chapin, Swansea, and Batesburg-Leesville recommends a network of safe, connected facilities to connect each community to important recommendations. Recommendations in the Plan result from multiple layers of analysis, including public opinion, existing conditions, and much more (see sections below). This data-driven approach ensures that the recommendations are most effectively serving all communities and people, but especially those who will benefit from it the most.
LEVEL OF COMFORT

Low-stress connected bicycle networks are one of the most important parts of encouraging bicycling for people of all ages and abilities. For people to choose to ride a bicycle, they must feel comfortable at each step of their trip. One intimidating road segment or intersection can rule out an entire journey for less confident bicyclists. To illustrate existing comfort levels in each community, the Plan uses a bicycle level of comfort (LOC) analysis. This type of analysis, also referred to as a Level of Traffic Stress (LTS) analysis, was developed by the Mineta Transportation Institute (SOURCE).

The purpose of the LOC analysis is to illustrate the experience of a bicyclist using the existing network in each community by categorizing streets and roads as “low-stress” or “high-stress.” For example, trails are typically classified as low-stress, and high-speed arterials with several travel lanes in each direction are classified as high-stress.

Existing research shows that people have varying levels of comfort when interacting with motor vehicle traffic while riding a bicycle (Figure 02-1). The LOC analysis, when compared with the demand analysis, can highlight roadway segments in areas where demand for bicycling trips is high but traffic stress is also high.

Figure 02-1: Bicycle User Profiles

BICYCLIST DESIGN USER PROFILES

<table>
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<th>Interested but Concerned</th>
<th>Somewhat Confident</th>
<th>Highly Confident</th>
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<td>51%-56% of the total population</td>
<td>5-9% of the total population</td>
<td>4-7% of the total population</td>
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Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort. Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be. Comfortable riding with traffic; will use roads without bike lanes.
BACKGROUND

Research [1] shows that most people have little tolerance for interacting with traffic while riding a bike; said another way, people who are interested in bicycling for trips may choose not to bike because the existing road conditions make them afraid or uncomfortable. This group of people, often called the “interested but concerned” group, make up approximately 51% of the U.S. population. They prefer slow-speed streets, trails, and other low-stress places to bicycle, where there is limited motor vehicle traffic or vehicles are separated from traffic. A combination of visual and physical separation between bicyclists and motorized traffic helps bicyclists to feel safer and more confident [2].

METHODS

The LOC analysis assigns a score to each segment of the roadway in the communities. The score is a proxy for bicyclists’ experience a segment of road based on the road’s conditions. This plan sorts segments into two categories: high stress and low stress (Figure 02-2).

The LOC analysis uses data from OpenStreetMap, a freely available, crowd-sourced database of road conditions. Factors that determine the LOC score include (but are not limited to):

- Number of lanes
- Speed limit
- Lane widths
- Traffic volumes (where available)

Figure 02-2: Level of Comfort Maps


**INTERSECTION DENSITY**

People are more likely to bicycle and walk in places that best support comfortable travel. A dense network of streets and intersections arranged in an intuitive manner is easier to navigate for people bicycling and walking for several reasons. First, areas with high intersection density (a measurement of the number of intersections per given area) provide more crossing opportunities and more direct routes for active transportation users. Specific to walking, shorter distances between destinations and more opportunities to cross roadways can encourage more people to consider walking for trips; this is especially true for those with physical disabilities. Second, areas with a denser road network also support pedestrian-scale commercial and residential development.

The Plan uses intersection density heat mapping to identify locations for bicycle and pedestrian infrastructure improvements (along with results from other analyses described in this section). Results from the density heat mapping are shown in Figure 02-3.

*Figure 02-3: Intersection Density Maps*
SIDEWALK GAPS
Sidewalks that connect to one another and to important community destinations provide basic mobility for people walking and wheeling. A sidewalk network is incomplete if there is not a safe, comfortable way for pedestrians to move between destinations on sidewalks; this could be due to missing sidewalks; non-ADA compliant curb ramps; poorly maintained, narrow, or broken sidewalks; or obstructions, like overgrown vegetation or power poles in the sidewalk right-of-way. These breaks in the network—also referred to as “gaps”—can prohibit people for walking for trips. This is especially true for people with physical disabilities, the elderly, and children who may wish to walk but cannot due to substandard infrastructure.

The Plan contains results from a sidewalk gap analysis for each community. The gaps (highlighted in red) show where there are breaks in pedestrian connectivity in each community.

PUBLIC INPUT
Results from the WikiMap served as an initial set of recommendations of bicycle and pedestrian routes. As these routes were vetted and prioritized, the destinations identified in the WikiMap were used to review connectivity; while not all routes and destinations identified in the WikiMap appear in the Plan’s recommendations, the final networks connect to the major destinations that were identified during the WikiMapping process.

COMMUNITY RECOMMENDATIONS
The following chapters outline more specific details and recommendations for Chapin, Swansea, and Batesburg-Leesville. Each community chapter contains:

- A proposed network of facilities that connects key destinations within each community
- Catalyst project illustrations characterizing what could be
- A list of programming activities and policies for each community
- Benchmarking metrics to help each community set appropriate timelines for implementation
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Memorandum

TO:       All Members of the CMCOG Board of Directors
FROM:     Reginald Simmons, Deputy Executive Director/Transportation Director
DATE:     May 23, 2019
SUBJECT:  Sandy Run Area Plan

REQUESTED ACTION
The Central Midlands Council of Governments’ staff requests approval to adopt the Sandy Run Area Plan.

BACKGROUND
The Sandy Run Area Plan establishes the relationship between transportation and land use in the COATS MPO portion of Calhoun County. The plan reviews the area’s population and employment characteristics and changes over the past three decades, and forecasts population and employment growth. Existing land uses and transportation facilities in the area are inventoried and evaluated, and three different land use scenarios were developed to illustrate how the area may develop in the future. Two initial land use scenarios helped illustrate the different impacts of continued current growth trends compared with a very compact land use pattern. Based on public reaction and input to these two land use scenarios, a preferred future land use scenario and strategy was developed based on the expressed desires of community residents and leaders to preserve the rural character of Sandy Run, with key strategies based on public input gathered throughout the planning process.

The plan also identifies key opportunities and strengths to build upon in the future, which are consistent with preserving the rural character of the community while accommodating expected population and employment growth.

Existing infrastructure conditions have been reviewed and documented, in order to identify areas that are best suited for residential and employment growth. The plan results in a set of recommendations for guiding growth and providing adequate road improvements and other public infrastructure to ensure continued improvement in the quality of life in the Sandy Run Area.

The Sandy Run Area Plan can be download from the CMCOG website at www.centralmidlands.org.

ATTACHMENT
Executive Summary – Sandy Run Area Plan Draft Final Report
Executive Summary
Purpose of the Study

Sandy Run was added to the Columbia Area Transportation Study (COATS) planning area in the early 1990s, when industrial growth in the I-26 corridor had reached a level that became regionally significant. The Sandy Run Area Plan reviews population and employment characteristics of the study area, and forecasts population and employment growth through 2045. Existing land uses and transportation facilities in the area were inventoried and evaluated, and three different land use scenarios were developed and evaluated to illustrate how the area may develop in the future. Based on public input on these two land use scenarios, a preferred future land use scenario and strategy was developed. The preferred scenario expresses community residents’ and leaders’ desires to preserve the rural character of Sandy Run.

Existing infrastructure conditions were reviewed to identify areas best suited for residential and employment growth. The plan identifies strategies to guide growth and provide adequate improvements to roadways and public infrastructure to support expected growth.

Project Oversight and Public Engagement

Public involvement included in plan development activities was structured around a Project Steering Committee (PSC) that met at key points during the planning process to review concepts, findings and preliminary recommendations. Five focus groups were recruited to share insights into the key issues and needs in the Sandy Run Community. A half-day planning workshop was held with the PSC, focus group members, and other key stakeholders.

Two public meetings were held to present preliminary land use and transportation recommendations for Sandy Run. The first meeting was coordinated with and held at Mt. Moriah AME Church on March 28, 2019, to ensure effective engagement with African American residents of Sandy Run. A second public meeting was held in conjunction with the annual Sandy Run Chili Cook Off at the Sandy Run Community Center, a well-attended and widely-publicized community event.

Infrastructure Availability and Development Constraints

Calhoun County operates a rural water system in the Sandy Run area, which provides extensive geographic coverage. The County is continuing to upgrade the system, primarily to support industrial growth, and public water supply wells have more than adequate capacity to support projected growth.

Presently, all residential development in Sandy Run relies on septic systems. Sewer service is available along I-26, and serves Industrial and commercial customers. Wastewater is collected and pumped upstream to the City of Cayce wastewater treatment plant. Wastewater capacity is adequate to continue to support expected industrial development through the planning period, but capacity expansion would be necessary if expected residential development were served by sewer.

Existing Transportation System

While little congestion occurs in Sandy Run on normal days, incidents on I-26 cause traffic to divert through Sandy Run using US 21 and US 176, and create substantial delays and problems for local traffic. SCDOT has proposed widening I-26 to six lanes southward from Exit 125, where the Interstate currently transitions from six lanes to four lanes, and this likely will reduce crashes and resulting traffic diversions.
through Sandy Run. Hurricane evacuations often result in I-26 lane reversals and US 176 is the primary route to the coast during evacuation operations.

All roads in Sandy Run currently operate at Level of Service A (LOS A) or LOS B except for I-26, which operates at LOS C. It is important to note that I-26 is presently at the upper end of capacity for a four-lane interstate and growing at three percent annually; south of Sandy Run, crashes and delays should be expected to become more common as the freeway reaches and exceeds capacity, and these conditions will not improve until the next section of I-26 is widened.

Existing Land Use

An existing land use inventory was completed using Calhoun County tax records. Analysis of tax assessor’s data shows that 25 percent of land in the Sandy Run area is developed, 46 percent is undeveloped but suitable for development, and 28 percent is undevelopable due to environmental constraints, primarily wetlands and floodplains.

Population and Employment Forecast

The population forecast for the study area is based on a combination of growth trends, available land, and examination of growth in similarly situated rural counties adjacent to fast-growing metropolitan areas. By 2045, the Sandy Run area is projected to add 4,080 persons, and 1,700 new dwellings. Population would reach 6,504 by 2045. Employment was forecast based on growth trends documented in County Business Patterns, and 2,800 new jobs are expected by 2045 in the study area.

Preferred Land Use: Rural Conservation

Residents of Sandy Run value the rural character of their community and want to preserve it. A general land use plan was developed to reflect these desires: the plan would guide expected growth to existing developed areas, and residential development would occur on large lots. Wastewater treatment capacity would be reserved to support industrial development in the I-26 corridor. Map 1 is the conceptual Future Land Use Map for Sandy Run. Calhoun County officials are aware that updating the County’s zoning and subdivision ordinances will be necessary to implement the land use plan.

Transportation Improvements

The level of population and employment growth forecast for Sandy Run does not require major transportation improvements. Several intersection improvements are identified to address safety and improve traffic flow.

Improvements to the I-26 interchange at Old Sandy Run Road (Exit 125) should be a high priority, as the obsolete design of the interchange creates safety concerns and development constraints. Extension and connection of the frontage road on the west side of I-26 would improve access to Exit 125 and would shift some southbound commercial and industrial traffic off of Old State Road (US 21-176) and Old Sandy Run Road.

Industrial development at the northern end of US 21-176 may require widening Old State Road to four lanes north of Savany Hunt Creek Road when the industrial area is built out. A three lane section is proposed on Old State Road between Old Sandy Run Road and Columbia Road (US 21) to address commercial development in this area.
Map 1
Future Land Use

Legend
Sandy Run Proposed Land Use
- Civic District
- Commercial
- Industrial
- Open Space
- Rural Neighborhood
- Rural Preservation
- Village Center
- Local Roads
- Water Bodies

0 0.5 1 2 3 4 Miles
Table 1
Sandy Run Area Plan
Recommended Road Improvements

<table>
<thead>
<tr>
<th>Project Rank</th>
<th>Project Name</th>
<th>Type of Improvement</th>
<th>Miles</th>
<th>Preliminary Cost (000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Widen Old Sandy Run Road at I-26 *</td>
<td>Widen to 3 lanes</td>
<td>0.95</td>
<td>$3,788</td>
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<tr>
<td>2</td>
<td>Widen Old State Road North of Savany Hunt Creek</td>
<td>Widen to 4 lanes and 4' shoulders</td>
<td>2.27</td>
<td>$18,182</td>
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<td>3</td>
<td>Improve Old State Road</td>
<td>Add 4' Paved Shoulders, 3 lane segment</td>
<td>3.98</td>
<td>$1,795</td>
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<tr>
<td>4</td>
<td>Extend Frontage Road west side of I-26</td>
<td>New 2 lane road</td>
<td>0.80</td>
<td>$2,151</td>
</tr>
<tr>
<td>5</td>
<td>Improve Frontage Road on West side of I-26</td>
<td>Upgrade unpaved County Road</td>
<td>0.44</td>
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<td>6</td>
<td>Relocate Frontage Road east side of I-26</td>
<td>New 2 lane road</td>
<td>0.28</td>
<td>$768</td>
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<td>7</td>
<td>Extend Frontage Road east side of I-26</td>
<td>New 2 lane road</td>
<td>0.66</td>
<td>$1,974</td>
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<td>8</td>
<td>Relocate Livingston Road at Old Sandy Run Rd</td>
<td>New 2 lane road</td>
<td>0.49</td>
<td>$1,466</td>
</tr>
<tr>
<td>9</td>
<td>Improve Savany Hunt Creek Road</td>
<td>Add 4' Paved Shoulders</td>
<td>0.97</td>
<td>$97</td>
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<tr>
<td>Total</td>
<td></td>
<td></td>
<td>10.83</td>
<td>$31,399</td>
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</table>

* cost estimate does not include bridge replacement, assumes coordination with bridge replacement program funding
Map 3
Proposed Intersection Improvements

Legend
Intersection improvements
Proposed Intersection Improvements
- Add Left Turn Lanes
- Realign intersection
- Roundabout
- Traffic Signal and Left Turn Lanes

Existing Roads
- Interstate
- Major Collector
- Local Roads

April 2019
Table 2
Sandy Run Area Plan
Recommended Intersection Improvements

<table>
<thead>
<tr>
<th>Project Rank</th>
<th>Project Name</th>
<th>Type of Improvement</th>
<th>Preliminary Cost (000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Old State Road (US 21) at Old Sandy Run Road</td>
<td>Traffic Signal and Left Turn Lanes</td>
<td>$2,500</td>
</tr>
<tr>
<td>2</td>
<td>Old State Road (US 21) at Savany Hunt Creek Road</td>
<td>Add Left Turn Lanes</td>
<td>$800</td>
</tr>
<tr>
<td>3</td>
<td>Old State Road (US 21) at Livingston Road</td>
<td>Add Left Turn Lanes, realign minor roads</td>
<td>$800</td>
</tr>
<tr>
<td>4</td>
<td>Savany Hunt Creek Rd at I-26 overpass west side frontage road</td>
<td>Add Left Turn Lanes</td>
<td>$500</td>
</tr>
<tr>
<td>5</td>
<td>Old State Road (US 176) at Columbia Road (US 21)</td>
<td>Roundabout</td>
<td>$1,000</td>
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<tr>
<td>6</td>
<td>Savany Hunt Creek Rd at I-26 overpass east side frontage road</td>
<td>Add Left Turn Lanes</td>
<td>$500</td>
</tr>
<tr>
<td>7</td>
<td>Old State Road (US 176) at Old Swamp Road</td>
<td>Add Left Turn Lanes</td>
<td>$800</td>
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<tr>
<td>8</td>
<td>Valley Ridge Road at Sirens Drive</td>
<td>Add Left Turn Lanes</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$8,650</strong></td>
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Memorandum

TO: All Members of the CMCOG Board of Directors
FROM: Reginald Simmons, Deputy Executive Director/Transportation Director
DATE: May 23, 2019
SUBJECT: Section 5310 Projects

REQUESTED ACTION
The Central Midlands Council of Governments’ staff requests approval to amend the 2016-2022 TIP and the Human Services Coordination Plan to add the FY 2019 Section 5310 Projects for the Large Urban Area.

PROGRAM DESCRIPTION
On June 6, 2014, the Final FTA Circular FTA C 9070.1G was published, incorporating project types, from the repealed New Freedom program into the new Section 5310 Program. The vehicle projects and related equipment under the previous 5310 Program are now called Traditional 5310 Projects and comprise at least 55% of the available funding; the former New Freedom projects are called Expanded 5310 Projects and comprise up to 45% of available funding.

The goal of the new 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

On April 10th, staff released a call for projects for the FFY 2017 funding cycle. Staff will present those requests for inclusion in the Human Services Coordination Plan and the 2016-2022 TIP.
Reginald Simmons  
Deputy Executive Director/Transportation Director  
Central Midlands Council of Governments  
236 Stoneridge Drive  
Columbia, SC 29210  

April 30, 2019  

Dear Mr. Simmons,  

The Central Midlands Regional Transit Authority [The COMET] is submitting this letter of intent to the Central Midlands Council of Governments [CMCOG] for the pursuit of Federal Transit Administration (FTA) Section 5310 funding. Specifics on The COMET’s request is below:  

Name of Agency: Central Midlands Regional Transit Authority  

Contact Person: Michelle Ransom, Grants and Regional Coordination Manager, 803-255-7134, MRansom@theCometSC.gov.  

Amount of FTA Request: $250,000  

Local Match: $133,375 - from Richland County Transportation Penny. This funding is committed to The COMET for 22 years or $300,991,000, whichever comes first. This is a local option sales tax.  

Project Category: Capital/Mobility Management  

Project Type: Mobility Management Services  

Project Scope: This is an existing project. The COMET intends continue its mobility management program and add a “Travel Navigator” position that will respond to all requests for transportation information and eligibility, assist callers or visitors with eligibility applications and provide technical assistance or problem resolution. The program would provide mobility management services to coordinate currently under-used resources and help address coordination barriers. Mobility management could expand the availability of services beyond those required by ADA paratransit by subsidizing a Volunteer Driver Program (VDP) as well as a subsidized taxi program. These combined
programs would provide comprehensive mobility information and connect individual riders with appropriate tasks listed below:

a. Improved service quality measurement with rider participation. Programs that involve demand responsive riders in measuring service quality can spot issues missed by traditional methods and increase consumer understanding of service delivery issues. Riders are provided with data collection forms and training about the importance of objective and complete observations. A neutral party recruits riders and compiles results with assured confidentiality.

b. Shared training on topics such as passenger assistance techniques, general principles of customer service, requirements of the ADA, complaint follow-up, coordinating transfers and multi-operator reservations have the potential to address customer issues with service quality and consistency.

c. Additional driver training on accessibility issues and features. Passengers with disabilities continue to report difficulty related to proper securement and being passed up at bus stops. Aside from discouraging pass-ups and training drivers on proper mobility aid securement, training could address advising passengers about the reasons for pass ups and arranging for back-up transportation when appropriate.

d. Travel training and transit familiarization. In an effort to promote the independence of seniors and persons with disabilities individuals, training to ride fixed routes transit should be provided. Seniors and people with disabilities who have never used public transportation have real concerns and fears of the unknown. Some have unrealistically negative impressions of public transportation that would be overcome by successful experiences using transit in the company of others. Relevant programs, provided free of charge, include one-on-one instruction about how to ride transit, bus buddies who ride along with new riders, group demonstrations and field trips.

e. Enhanced local information and referral systems to provide better access to information about transit, paratransit, and community transportation resources. Lack of information prevents some people from using public transportation. Information about smaller programs run by cities, counties, or community groups may be confusing or difficult to find. Enhanced information and referral could address the needs of people who do not speak English and people who cannot navigate internet-based information (such as sacregion511.org and www.bluego.org web sites). Comprehensive mobility information would permit creation of one-stop information sources covering not just transportation but also housing and social services for seniors and people with disabilities.
f. Targeted marketing to encourage seniors and people with disabilities to ride transit. Promotions and programs such as free ride days, merchant sponsorships, organized field trips and "transit ambassadors" [seniors and people with disabilities who promote transit to their peers] would help seniors and people with disabilities learn about transit and how to use it. Transit ambassadors able to work with non-English speakers are also needed.

g. Comprehensive mobility guides, covering all mobility options for seniors and people with disabilities. Printed or on-line mobility guides including modes other than conventional transit, demand response and ADA paratransit, such as community-based transportation, and services provided by cities and counties, would help individuals and people who provide them information.

The project will operate within the urbanized service area of The COMET, which is Lexington and Richland Counties.

Project Map:

![Map of Bus Routes in Columbia Urbanized Area]

Project Budget: $383,375 ($250,000 federal and $133,375 local)

The COMET has the appropriate local match necessary to cover the total project cost.
Should you have any questions regarding this letter, please contact me at (803) 255-7087 or email me at john.andoh@catchthecomet.org.

Sincerely,

John Andoh
Executive Director/CEO

cc: Rosalyn Andrews, Director of Finance/Chief Financial Officer
    Michelle Ransom, Grants and Regional Coordination Manager

Central Midlands Regional Transit Authority
3613 Lucius Road, Columbia, SC 29201
P 803 255 7133     F 803 255 7113
CATCHTHECOMETSC.GOV
info@TheCOMETSC.gov

John Andoh, CCTM, CPM Executive Director/CEO
Ron Anderson, Chair, John V. Furgess, Sr, Vice Chair
Andy Smith, Secretary, Dr. Robert Morris, Treasurer

Board Members: Jacqueline Boulware, Lill Mood,
Carolyn Gleaton, Leon Howard, Derrick Huggins, Col. [R]
Roger Leaks, Jr. Joyce Dickerson, Skip Jenkins, Debbie
Summers, Bobby Horton Kevin Reeley, Geraldine
Robinson, William [B.J.] Unthank
April 29, 2019

Central Midlands Council of Governments
Reginald Simmons, Deputy Executive Director
236 Stoneridge Drive
Columbia, SC 29212

Dear Mr. Simmons:

I am writing to confirm Irmo Chapin Recreation Commission’s intent to apply for Section 5310 funds to purchase an ADA Compliant Ford Transit Mobility Van to be used in the Irmo community at Seven Oaks Park, 200 Leisure Lane, Columbia, SC 29210. This vehicle is currently on state contract. Kim Bowers, Senior Services Manager will be the contact person. He may be contacted at 803.213.1190 or kbowers@icrc.net.

We are requesting a purchase of vehicle project with a total of $47,754. We are requesting $38,203 for this vehicle with a $9,551 match. Irmo Chapin Recreation Commission is able to provide match with funds currently available on hand.

This project will replace a current vehicle being used in the Irmo Community. This vehicle is not SCDOT owned.

Vin #: 1FAFP5826YA154734
Make: 2000 Ford
Model: Taurus Wagon
Mileage: 103,412
The Irmo Chapin Recreation Commission (ICRC) is a special purpose district formed in 1969 to serve community members living in the Lexington county portion of School District Five. ICRC exists to enhance the quality of life for all citizens of the district through the development of recreation programs that promote a lifestyle of wellness, physical activities and cultural experiences for all ages. It is the Goal of the Senior Services Department to assist older adults within our district in ways that enable them to live happy, productive, independent lives. Programs offered by the Irmo Chapin Recreation Commission are support services that foster independent living, enhance quality of life and help older adults meet their needs to remain active and in their own homes for as long as possible.

The main challenges facing the seniors we serve are transportation, utility assistance and medication assistance, as well as assistance paying for hearing aids, dentures and glasses. The top cause of increased social isolation for many seniors is due to a lack of available public transportation. Both Richland and Lexington Counties have cut back public transportation in recent years. The rising cost of living also impact our senior’s quality of life.

ICRC provides transportation to the senior center for meals, socialization, programs and medical appointments. In fiscal year 2018/2019, ICRC provided nearly 70,000 miles in transportation assistance to senior centers and shopping. The proposed project will provide a wheelchair accessible vehicle for medical transportation. ICRC currently provides medical transportation in the Chapin and Irmo portion of Lexington County, but is unable to provided wheel chair access in the Irmo Community. Service is provided in the Irmo Community 3 days per week. This is an increase from 1 day per week in 2008. Over 250 medical appointments are scheduled each year through our transportation program at Seven Oaks Park in the Irmo Community. Unfortunately we are unable to assist folks with wheel chair needs as our only wheel chair accessible vehicle is used for our daily congregate meal program. Currently both communities served by ICRC are located in urbanized areas. 2010 Census data reports nearly 13% of the population of Lexington County is over the age of 65. As our population continues to grow older the need for medical transport will rise.

While the primary responsibility is to serve those living within our district, we also serve clients in neighboring counties including Richland and Newberry.

At this time Irmo Chapin Recreation Commission has appropriate local match to cover the total project cost.

Most of our senior participants no longer drive. This vehicle will allow us to continue to transport seniors to medical appointments and provide other necessary services comfortably and safely.

Thank you for your consideration of our request.

Sincerely,

Mark Smyers
Executive Director
COATS MPO LARGE URBAN SECTION 5310 FY 2020 PROGRAM

LOCAL MATCH IDENTIFICATION FOR SECTION 5310 FUNDING

Irmo Chapin Recreation Commission

(Legal Name of Applicant)

Requested Section 5310 Program Funding Amounts

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Amount</th>
<th>Federal Share</th>
<th>Local Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purchase of Service</td>
<td>$ _____</td>
<td>$ _____</td>
<td>$ _____ (20%)</td>
</tr>
<tr>
<td>ADA Vehicle</td>
<td>$47,754</td>
<td>$38,203</td>
<td>$9,551 (20%)</td>
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<tr>
<td>Operations</td>
<td>$ _____</td>
<td>$ _____</td>
<td>$ _____ (50%)</td>
</tr>
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</table>

**TOTAL**

$47,754

Funding Requested

Local Match Required

The Local Match for the Section 5310 Program funds will be available from the following sources:

**Source of Funds**

<table>
<thead>
<tr>
<th>Name</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICRC</td>
<td>$9,551</td>
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<tr>
<td></td>
<td>$_____</td>
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<tr>
<td></td>
<td>$_____</td>
</tr>
<tr>
<td></td>
<td>$_____</td>
</tr>
</tbody>
</table>

**TOTAL**

$9,551

I, the undersigned representing **Irmo Chapin Recreation Commission** do hereby certify to the Central Midlands Council of Governments that the required local match for the FFY 2017 Section 5310 Program, which has a period of performance of July 1, 2019 – June 30, 2020, will be available by **October 1, 2019**.

Mark Smyers, Executive Director

Name/Title of Authorized Official

Signature of Authorized Official

Date

16 | Page
Letter of Intent

Name of Agency: Babcock Center, Inc.

Contact Person: Phillip Powell, Director of Support Services

2725 Banny Jones Avenue, West Columbia, SC 29170

Phone: 803-608-8085       Fax: 803-799-3418

Amount of Request: $51,000

Local Match: Total revenue for the Babcock Center for fiscal year ending June 30, 2018 was $37,180,028. Revenue from state agencies (primarily the SC Department of Disabilities and Special Needs) totaled $32,934,101. None of these funds were provided by the SCDOT. All revenue (unless otherwise restricted) is pooled together for the operations of the agency, including transportation needs. The total cost for the requested vehicle is $60,000. Babcock Center will secure the $9,000 in match through funds obtained from the SC Department of Disabilities and Special Needs.

Project Category: Capital Equipment

- ADA Vehicle- 14 Passenger Cut-A-Way

Project Scope: Babcock Center currently serves residents with intellectual disabilities, autism, head and spinal cord injuries and related disabilities within Richland and Lexington counties in South Carolina. Our mission is to empower people with lifelong disabilities to enjoy life by promoting abilities and respecting choice.

Babcock Center currently provides transportation services to approximately 730 individuals with disabilities in the urban and rural areas of Richland and Lexington counties. Of these individuals, 319 reside within Babcock Center residential programs and receive care 24 hours per day. 7 days a week and 411 are individuals we provide transportation to and from our Work Activity Centers five days per week during working hours.
Our fleet is composed of (153) vehicles leased through the State of South Carolina and (16) vehicles which are owned by Babcock Center. Our request is to purchase an ADA vehicle that will better meet the needs of our consumers. This vehicle will be used to provide transportation for (4) individuals, (2) trips per day, 5 days per week to and from our Phoenix Center, which supports individuals with head and spinal cord injuries. This route originates at 719 Laurel Street Columbia, SC and travels through Downtown Columbia, West Columbia, North West Columbia and North Columbia areas of Richland and Lexington Counties.

**Project Budget:** See attached.

- Statement of Match: Babcock Center, Inc. has within our organizations' financial capacity the appropriate local match for this project in the amount $9,000.

President/CEO Signature: [Signature] Date: May 1, 2019

Thoyd B. Warren
LOCAL MATCH IDENTIFICATION FOR SECTION 5310 FUNDING

Babcock Center, Inc.

(Legal Name of Applicant)

Requested Section 5310 Program Funding Amounts

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Amount</th>
<th>Federal Share</th>
<th>Local Share</th>
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<tr>
<td>Purchase of Service</td>
<td>$ _____</td>
<td>$ _____</td>
<td>$ _____(20%)</td>
</tr>
<tr>
<td>ADA Vehicle</td>
<td>$ 60,000</td>
<td>$ 51,000</td>
<td>$ 9,000(20%)</td>
</tr>
<tr>
<td>Operations</td>
<td>$ _____</td>
<td>$ _____</td>
<td>$ _____(50%)</td>
</tr>
</tbody>
</table>

| TOTAL               | $ 60,000     | $ 51,000      | $ 9,000     |

Funding Requested Local Match Required

The Local Match for the Section 5310 Program funds will be available from the following sources:

**Source of Funds**

<table>
<thead>
<tr>
<th>Name</th>
<th>Amount</th>
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<tr>
<td>Babcock Center, Inc.</td>
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<td></td>
<td>$ _____</td>
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<tr>
<td></td>
<td>$ _____</td>
</tr>
<tr>
<td></td>
<td>$ _____</td>
</tr>
</tbody>
</table>

| TOTAL                     | $ 9,000 |

I, the undersigned representing Babcock Center, Inc. do hereby certify to the Central Midlands Council of Governments that the required local match for the FFY 2017 Section 5310 Program, which has a period of performance of July 1, 2019 – June 30, 2020, will be available by October 1, 2019.

Thoyd B. Warren, President/CEO

Name/Title of Authorized Official

Signature of Authorized Official

5/1/19

Date
Letter of Intent

Name of Agency: Babcock Center, Inc.

Contact Person: Phillip Powell, Director of Support Services

2725 Banny Jones Avenue, West Columbia, SC 29170

Phone: 803-608-8085 Fax: 803-799-3418

Amount of Request: $51,000

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Project Scope: Babcock Center currently serves residents with intellectual disabilities, autism, head and spinal cord injuries and related disabilities within Richland and Lexington counties in South Carolina. Our mission is to empower people with lifelong disabilities to enjoy life by promoting abilities and respecting choice.

Babcock Center currently provides transportation services to approximately 730 individuals with disabilities in the urban and rural areas of Richland and Lexington counties. Of these individuals, 319 reside within Babcock Center residential programs and receive care 24 hours per day, 7 days a week and 411 are individuals we provide transportation to and from our Work Activity Centers five days per week during working hours.
Our fleet is composed of (153) vehicles leased through the State of South Carolina and (16) vehicles which are owned by Babcock Center. Our request is to purchase an ADA vehicle that will better meet the needs of our consumers. This vehicle will be used to provide transportation for (6) individuals, (2) trips per day, 5 days per week to and from our Thomas Antley Pitts Work Activity Center. This route originates at 7817 Parklane Road Columbia, SC and travels through Blythewood and the North Columbia area of Richland County.

**Project Budget:** See attached.

- Statement of Match: Babcock Center, Inc. has within our organizations’ financial capacity the appropriate local match for this project in the amount $9,000.

President/CEO Signature: [Signature] Date: April 23, 2019

Thoyd B. Warren
LOCAL MATCH IDENTIFICATION FOR SECTION 5310 FUNDING

Babcock Center, Inc.

(Legal Name of Applicant)

Requested Section 5310 Program Funding Amounts

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Amount</th>
<th>Federal Share</th>
<th>Local Share</th>
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<tr>
<td>ADA Vehicle</td>
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<td>$51,000</td>
<td>$9,000(20%)</td>
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<tr>
<td>Operations</td>
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<td>$51,000</td>
<td>$9,000</td>
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Funding Requested  Local Match Required

The Local Match for the Section 5310 Program funds will be available from the following sources:

**Source of Funds**

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<tr>
<th>Name</th>
<th>Amount</th>
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</thead>
<tbody>
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<td>Babcock Center, Inc.</td>
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</tr>
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<td></td>
<td>$___</td>
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<td>$___</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$ 9,000</strong></td>
</tr>
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</table>

I, the undersigned representing Babcock Center, Inc. do hereby certify to the Central Midlands Council of Governments that the required local match for the FFY 2017 Section 5310 Program, which has a period of performance of July 1, 2019 – June 30, 2020, will be available by **October 1, 2019**.

**Thoyd B. Warren, President/CEO**

Name/Title of Authorized Official

Signature of Authorized Official

4/23/19

Date
Memorandum

TO: All Members of the CMCOG Board of Directors

FROM: Reginald Simmons, Deputy Executive Director/Transportation Director

DATE: May 23, 2019

SUBJECT: TIP Amendment - Federal Transit Administration Programs & Apportionments

REQUESTED ACTION
The Central Midlands Council of Governments staff requests approval to add the fiscal year 2019 federal funding apportionments to the 2016 - 2022 TIP.

BACKGROUND
Each year CMCOG receives direct and/or indirect federal funding apportionments for the following FTA Programs:

- Section 5307 – Urbanized Area Formula Grants
- Section 5339 – Bus and Bus Facilities Program
- Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

These programs may provide planning, administration, capital, operations, and technical assistance to various transit-related projects. In order for the MPO and CMRTA (The COMET) to access these funds, the MPO has to include them into their TIP. Staff will request to add the attached apportionments to the 2016 – 2022 TIP.

ATTACHMENT
FTA Programs and Apportionments
FTA PROGRAMS AND APPORTIONMENTS

Section 5339 Program

Purpose
Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligible Recipients
- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Eligible Activities
- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding
- FY 2019 $584,990

Section 5307 Program

Purpose
This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Eligible Recipients
- FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities
- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

Funding
- FY 2019 $5,154,206
FTA PROGRAMS AND APPORTIONMENTS

Section 5310 Program

Purpose
This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Recipients
- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities
- At least 55% of program funds must be used on capital projects that are:
  - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
  - Public transportation projects that exceed the requirements of the ADA.
  - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
  - Alternatives to public transportation that assist seniors and individuals with disabilities.

Funding
- FY 2019 $459,599
DATE: May 23, 2019
TO: CMCOG Board of Directors
FROM: Benjamin J. Mauldin, Executive Director
SUBJECT: Executive Director’s Report

1. World Elder Abuse Awareness Day

Every year on June 15, World Elder Abuse Awareness Day (WEAAD) is commemorated in America and around the world. Through WEAAD, we raise awareness about the millions of older adults who experience elder abuse, neglect, and financial exploitation. As many as 1 in 10 older Americans are abused or neglected each year and only 1 in 14 cases of elder abuse ever comes to the attention of authorities. Older Americans are vital, contributing members of our society and their abuse or neglect diminishes all of us. WEAAD reminds us that, as in a just society, all of us have a critical role to play to focus attention on elder justice.

The Central Midlands Long-Term Care Ombudsman Program will host its World Elder Abuse Awareness Day Workshop on June 12th and you do not want to miss this event! CEU credits are currently pending and lunch will be served so please be sure to RSVP early for this event. We would like everyone to be involved in this event and “Lift Up Voices for 2019” in order to help us raise awareness in preventing Elder Abuse. For more information or to register for this event, please contact Fretoria @ 803-376-5389 no later than June 4th!

2. Southeast Regional Directors Institute (SERDI)

CMCOG staff attended the 2019 Annual Professional Development Conference. The conference is an excellent forum where COG Directors discuss the current state of affairs and how SERDI members and State Associations can address the current challenges in the industry. Key topics covered:

- Recruitment/Retention/Training/Planning
- “Regionalism: No Longer an Unnatural Act?”
- Marketing Your Regional Council
- Our Mission, Our Boards, Our Local Governments, Our Partners

Serving Local Governments in South Carolina’s Midlands

236 Stoneridge Drive, Columbia, SC 29210 ♦ (803) 376-5390 ♦ FAX (803) 376-5394 ♦ Web Site: http://www.centralmidlands.org
3. **Elimination of Discharge from the Friarsgate Wastewater Plant**

   On May 6, 2019 CMCOG staff attended an event at Saluda Shoals Park to celebrate the elimination of the discharge from the Friarsgate Wastewater Plant by watching them actually remove the old discharge pipe from the river. The Central Midlands COG partnered with Blue Granite Water (formerly Carolina Water Service), City of Columbia Water, and SC DHEC to make this happen. The elimination of this problematic discharge is a big win for our rivers and the people who use them. This also brings us another step closer to the long-term goal of eliminating every domestic wastewater discharge from the Scenic Lower Saluda River. Another reminder, the water quality-monitoring season for the Midlands River Coalition is underway. You can see the full monitoring results and map at http://howsmyscraper.org/

4. **South Carolina Infrastructure Bank**

   The South Carolina Transportation Infrastructure Bank (Bank) invites the submission of applications from local governments for financial assistance for transportation projects. The submissions to be considered in 2019 must be received by the Bank at its offices by August 1, 2019 (NOTE: All documents are available at www.sctib.sc.gov).

   The Bank will evaluate the applications and projects determined to be eligible and qualified based on the Bank's application criteria, the Bank's Operating Guidelines, the South Carolina Transportation Infrastructure Bank Act, and Act 275 of 2016. The Bank will render decisions on those applications by October 31, 2019. The projects approved for financial assistance by the Bank will be submitted for review and consideration to the South Carolina Department of Transportation (SCDOT) Commission and the General Assembly's Joint Bond Review Committee (JBRC).

5. **Grants Training in Columbia, SC - June 17-18, 2019**

   Central Midlands Council of Governments and Grant Writing USA will present a two-day grants workshop at CMCOG offices on June 17-18, 2019. This training is applicable to grant seekers across all disciplines. Attendees will learn how to find grants and write winning grant proposals.
Beginning and experienced grant writers from city, county and state agencies as well as nonprofits, K-12, colleges and universities are encouraged to attend.

Multi-enrollment discounts and discounts for Grant Writing USA returning alumni are available. Tuition payment is not required at the time of enrollment.

Tuition is $455 and includes everything: two days of terrific instruction, workbook, and access to our Alumni Forum that's packed full of tools, helpful discussions and more than 200 sample grant proposals. Seating is limited, online reservations are necessary.

Please use the following link to enroll for the June 17-18, 2019 Class:
Purpose and Need Report

Carolina Crossroads
I-20/26/126 Corridor Project
Lexington and Richland Counties, South Carolina

Final April 29, 2016
Purpose and Need Report

Carolina Crossroads
I-20/26/126 Corridor Improvements
Lexington and Richland Counties, South Carolina

Final April 29, 2016

Prepared for
South Carolina Department of Transportation,
and the Federal Highway Administration

Prepared by

HDR
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1 Introduction

The South Carolina Department of Transportation (SCDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives to improve mobility and enhance traffic operations within the I-20/26/126 corridor in Columbia, South Carolina. This Purpose and Need report for the I-20/26/126 Carolina Crossroads project was prepared according to the provisions of the National Environmental Policy Act (NEPA) and corresponding regulations and guidelines of the Federal Highway Administration (FHWA), the lead federal agency (23 Code of Federal Regulations [CFR] 771 and 40 CFR 1500–1508). This document also conforms to the requirements of SCDOT, the project sponsor and lead state agency.

FHWA and SCDOT have joint responsibility for developing transportation infrastructure in South Carolina. As the lead agencies, FHWA and SCDOT are responsible for the Environmental Impact Statement (EIS) being prepared for the I-20/26/126 Carolina Crossroads Corridor Project.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires lead agencies to identify and involve cooperating and participating agencies, develop coordination plans, provide opportunities for the public and agencies to be involved in defining the purpose and need statement and determining the range of alternatives, and collaborate with cooperating and participating agencies to determine methodologies and the level of detail for analyzing alternatives. Lead agencies must also provide oversight with regard to managing the NEPA process and resolving issues.

What are the lead agencies for the Carolina Crossroads I-20/26/126 Corridor Project?
The Federal Highway Administration (FHWA) is the lead federal agency, and the South Carolina Department of Transportation (SCDOT) is the project sponsor and lead state agency.

What are cooperating and participating agencies?
A cooperating agency is any agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative (40 CFR 1508.5). A participating agency is a federal, state, tribal, regional, or local government agency that might have an interest in the project.

Table 1.1 lists the cooperating and participating agencies for the Carolina Crossroads EIS.
Table 1.1 Cooperating and Participating Agencies for the Carolina Crossroads EIS*

<table>
<thead>
<tr>
<th>Agency or Local Government</th>
<th>Type of Agency Involvement</th>
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</thead>
<tbody>
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<td><strong>Federal Agencies</strong></td>
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<tr>
<td>U.S. Army Corps of Engineers</td>
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<tr>
<td>U.S. Department of Housing and Urban Development</td>
<td>Participating (pending response)</td>
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<tr>
<td>U.S. Environmental Protection Agency</td>
<td>Participating</td>
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<td>U.S. Fish and Wildlife Service</td>
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<tr>
<td><strong>Tribal Governments</strong></td>
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<td>Catawba Indian Nation</td>
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<td>Cherokee Nation</td>
<td>Participating (pending response)</td>
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<tr>
<td>Eastern Band of Cherokee</td>
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<tr>
<td><strong>State Agencies</strong></td>
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<tr>
<td>South Carolina Department of Archives and History</td>
<td>Participating</td>
</tr>
<tr>
<td>South Carolina Department of Health &amp; Environmental Control</td>
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</tr>
<tr>
<td>South Carolina Department of Natural Resources</td>
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</tr>
<tr>
<td>South Carolina Department of Housing and Urban Development</td>
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<td>South Carolina Department of Parks, Recreation &amp; Tourism</td>
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<tr>
<td>Central Midlands Council of Governments</td>
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<tr>
<td>Central Midlands Regional Transit Authority</td>
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<tr>
<td>Richland County</td>
<td>Participating</td>
</tr>
<tr>
<td>Lexington County</td>
<td>Participating (pending response)</td>
</tr>
</tbody>
</table>

*Other agencies invited to be Participating but declined include United Keetoowah Band of Cherokee Indians. The project team will continue to consult with this agency as requested and where applicable.

2 What are the project limits and how were they selected?

The I-20/26/126 corridor is located in an urbanized area associated with the Columbia, South Carolina metropolitan area. Specifically, the corridor is located within the city limits of Lexington, Columbia, and West Columbia in both Richland and Lexington counties. Land use within the project area is comprised primarily of commercial development, residential development, industrial development, and sparse undeveloped forestland. Land use directly adjacent to the existing project corridor is primarily comprised of commercial development, roadway and utility rights-of-way (R/Ws), and sparse undeveloped forestland in the vicinity of the Saluda and Broad Rivers.
The boundaries of the study area, shown in Figure 1, are generally:

- I-20 from the Saluda River crossing to the Broad River crossing
- I-26 from Broad River Road to US 378
- I-126 from I-26 to Colonial Life Boulevard

A traffic impact study was completed in 2010 to better understand the issues in the corridor that were contributing to congestion and safety concerns. Field observations, historical and real-time traffic conditions, crash data, and lane utilization data collected during that study were the primary factors in determining the project limits, also known as logical termini.

An approximate 500-foot buffer was established along the project limits to define the study area, which formed the initial basis of examining existing conditions.

### What are logical termini?

Logical termini are the project limits, which are defined as the rational end points for transportation improvement and for environmental review. Points of major traffic generation and congestion are common termini.

### 3 What is the history of the I-20/26/126 corridor?

Construction of I-26 began in the Columbia area in 1957, and the first section opened in 1960. One year later I-126 opened, and the first segment of I-20 followed five years later in 1966. Over the years, many improvements have been made to the I-20/26/126 corridor, including widening and the addition of interchanges to accommodate several decades of growth and development. Figure 2 provides a timelines of the history of the corridor.
3.1 Transportation Planning Background

3.1.1 LONG-RANGE INTERSTATE PLAN

In the mid-2000’s SCDOT developed the 2030 Interstate Plan. This was done in response to South Carolina Act 114, passed in 2007, which made changes to the South Carolina Code of Laws and required SCDOT to implement new regulations describing its project selection process. To that end, the 2030 Interstate Plan was developed which addressed the interstate maintenance and capacity needs and identified future priority projects in a cost-constrained 20-year plan. It was approved by the SCDOT Commission in 2008 and included interstate maintenance items such as resurfacing, drainage, signage, guardrail replacements, etc.; as well as needed capacity projects such as reconstruction of existing interchanges, the addition of travel lanes, and alternative transportation options. In addition, the plan identified “mega projects”, which were large-scale projects whose estimated construction costs were expected to exceed $400 million. Because of the limits of the project and regional importance, one of the identified “mega projects” in the 2030 Interstate Plan was the I-26 corridor in Lexington and Richland counties. It was determined that as funding became available, the Statewide Transportation Implementation Program (STIP) would be amended to include projects identified in the long
range plan. In 2009, the I-20/26/126 corridor was identified in the STIP as an interstate upgrade project with $10.5 million allocated for engineering and implementation of selected strategies.

3.1.2 TRAFFIC IMPACT STUDY FOR THE I-26/I-126 CORRIDOR

After the I-20/26/126 corridor was identified in the 2030 Interstate Plan and subsequently the STIP, SCDOT determined that establishing a long-term strategy for the corridor would be necessary. To do that, SCDOT needed to better understand the issues in the corridor that were contributing to the on-going congestion and safety concerns. Therefore, SCDOT completed a traffic impact study (TIS) for the corridor (SCDOT, 2010). The intent of the TIS was to assess existing and future traffic volumes and congestion in the corridor and to develop a plan of action to address the specific issues. The study consisted of an 8.5-mile segment of I-26, which included the system-to-system interchanges at I-20/26 and at I-26/126; a three-mile segment of I-126; and a two-mile segment of I-20. These limits generally correspond to those of the proposed Carolina Crossroads Corridor Improvements project.

SCDOT conducted field observations, collected traffic data, and reviewed crash statistics, historical and real-time traffic conditions, and lane utilization data. SCDOT also analyzed level of service (LOS) along the corridor, assessed average travel times and speeds, and performed capacity and safety analyses, including a close look at weaves and conflict points. From that, the TIS identified 39 strategies that could potentially address the existing and future congestion needs of the corridor. These strategies fell into four categories consisting of travel demand management, modal options, traffic operations, and capacity improvements. The suggested strategies, including potential phasing options are as follows:

Phase 1:
- Develop an express lane for westbound I-26 from westbound I-126 to past the St. Andrews Road interchange with I-26.
- Extend the eastbound I-26 entrance ramp from Bush River Road to just before the eastbound entrance ramp from westbound I-126.
- Mark the inside barrier lane on eastbound I-26 with a solid white line to create an express lane for eastbound I-26 traffic.

Phase 2:
- Provide an eight-lane section on I-26 from St. Andrews Road to Lake Murray Boulevard.
- Provide fourteen-foot wide shoulders designed to carry traffic when needed during peak demands.

Phase 3:
- Improve the St. Andrews Road interchange with I-26.
- Improve the Broad River Road interchange with I-26.
- Improve the Bush River Road interchange with I-26.
Purpose and Need Report

Phase 4:

- Develop a collector-distributor system for I-20 in conjunction with the improvement of Broad River Road interchange with I-20.
- Develop a collector-distributor system on I-26 with improvements to the loop ramps.
- Grade-separate the westbound I-20 traffic from the westbound I-26 traffic exiting at St. Andrews Road.

Phase 5:

- Develop a true system-to-system interchange at I-20 and I-26.

In-between phase improvements that could be made:

- Implement counter flow lanes on I-26 from St. Andrews Road interchange to the I-126/Colonial Life Boulevard interchange.
- Implement a reverse flow diamond design for the St. Andrews Road interchange.
- Implement a true traffic management center to regulate speed and flow through interactive intelligent transportation systems (ITS).

It was recommended in the TIS, that some portion of the $10.5 million identified in the STIP be utilized to implement Phase 1 improvements. However, future funding beyond that was uncertain. Additionally, to implement Phase 1 improvements and other future improvements, environmental reviews under NEPA would need to be completed, as would the opportunity for public involvement. Therefore, SCDOT in cooperation with FHWA, is preparing an Environmental Impact Statement (EIS) in accordance with NEPA to promote informed decision making in the development of a solution to the issues faced in the I-20/26/126 corridor. This includes a thorough alternatives analysis, environmental impact analysis, a mitigation strategy analysis for potential impacts, agency coordination, and robust public involvement. Additionally, the project has since been identified as a priority project, with a total of $92.6 million currently allocated through South Carolina Act 98 funding and federal funding.

3.1.3 REGIONAL TRANSPORTATION PLANNING

3.1.3.1 Midlands Tomorrow: 2035 Long Range Transportation Plan

The Midlands Tomorrow: 2035 Long Range Transportation Plan is the regional transportation plan for the Columbia metropolitan area, developed by the Columbia Area Transportation Study (COATS). The long range transportation plan (LRTP) looks 30 years into the future to assess the transportation needs for the region. Building on previous plans and including public outreach, the LRTP takes into account population trends and economic development trends to assess bicycle/pedestrian, transit, highway, congestion, freight, and safety needs. The LRTP is meant to serve as a guide for the investment of financial resources (local, state, and federal).

A component of the LRTP development was a transportation survey distributed throughout the Midlands as a way to determine how and where people traveled within the region. The survey revealed that approximately 97 percent or those responding travel by car and that the greatest travel problem is travel time. The most important travel issue was congestion and maintaining and improving existing roads is where respondents felt
they would most support financial expenditure. Additionally, issues/improvements that respondents wanted to see addressed in the future included sidewalks in subdivisions, an I-26 Bypass, more transit options, and more travel choices, among others.

Relative to the interstate system within the Midlands, the LRTP acknowledges that the interstates are critical components for emergency evacuation, tourist traffic, motor freight carriers, and commuter traffic, and that portions of I-20 and I-26 within the Columbia area are among the most congested in South Carolina. The following improvements within the I-20/26/126 Carolina Crossroads Project corridor are identified in the LRTP in order to maintain an acceptable level of service:

- Interchange improvements on I-26 at I-20 and I-126
- Widening of I-26 from I-126 to US 321

The 2035 LRTP also includes a freight movement component. In 2006, an estimated 228 billion tons of commodities moved into, out of, within, and through the Midlands region. Of the total volume, an estimated 92 percent moves by truck, and the total volume of freight moving through the region is expected to increase 42 percent by 2030. To that end, a primary objective of the LRTP is to prepare a regional truck route plan. The I-20/26/126 Carolina Crossroads Project corridor was identified as a Tier 1 truck route. Tier 1 routes are those that experience high truck volumes as compared to other routes in the region. Tier 1 routes should be able to accommodate all commercial freight vehicles, providing adequate lane widths, shoulders, clear site lines, bridge/overpass clearances, and regional connections.

3.1.3.2 Moving the Midlands: 2040 Long Range Transportation Plan

The 2040 LRTP serves as an update to the 2035 LRTP described in the previous section. It addresses many of the same transportation challenges as the 2035 LRTP, and expands its scope beyond roadway capacity to also consider investment in transit, bicycle/pedestrian, and preservation of the existing transportation system. It also considers performance-based planning to support project selection and programming decisions.

As with the 2035 LRTP, the 2040 LRTP notes that the interstate system is critical to South Carolina’s emergency evacuation, tourist traffic, increasing reliance on motor freight carriers, and to the growth and international freight movements through the Port of Charleston. The 2040 LRTP specifically lists the I-20/26/126 Carolina Crossroads Corridor Improvement as a needed improvement in order to maintain an acceptable level of service on the interstate network.

3.1.3.3 COATS 2015 Congestion Management Plan

The COATS 2015 Congestion Management Plan (CMP) provides information on the performance of the transportation system within the Columbia metropolitan area, and provides strategy recommendations to manage congestion and enhance mobility and safety (COATS, 2015). The primary focus of the CMP is roadways that are functionally classified as primary arterials, minor arterials, major collectors, and minor collectors. The main function of the CMP was development of a toolbox of mitigation strategies that could be applied to congested corridors and intersections.
Interstates are not included in the CMP since performance monitoring, analysis, and congestion mitigation are programmed and implemented by SCDOT. However, some of the CMP-focused roadways do intersect with interstate corridors, including the I-20/26/126 Carolina Crossroads Project corridor. These roadways include Broad River Road, Lake Murray Boulevard, Harbison Boulevard, Piney Grove Road, St. Andrews Road, and Sunset Boulevard which all have interchanges at I-26; Bush River Road and Broad River Road, which have interchanges at I-20; and Bush River Road and Colonial Life Boulevard, which have interchanges at I-126. Given that the CMP has regional objectives for congestion management and is integrated with the LRTP, STIP, and corridor studies, the following information is important to the Purpose and Need of the I-20/26/126 Carolina Crossroads Project corridor project in that it further supports the need for improved mobility and enhanced operations:

- Lake Murray Boulevard: strategies for congestion management along Lake Murray Boulevard include the addition of commuter oriented transit service, park-and-ride facilities, transportation demand management, signal coordination, and access management.
- Harbison Boulevard: The Broad River Road/Harbison Boulevard corridor has been identified as a high capacity transit route. The CMP focuses on enhanced transit service in the Broad River Road/Harbison Boulevard corridor.
- Broad River Road: Strategies for congestion management include land use policies, transportation demand management, transit service enhancement, arterial lanes, and interchange improvements, among others.
- Bush River Road: Strategies for congestion management include transit park-and-ride facilities, transit service enhancement, transportation demand management, pedestrian improvements, and signal coordination.

3.1.3.4 South Carolina Multimodal Transportation Plan – Interstate Plan
The South Carolina Interstate Plan documents existing and projected conditions on the South Carolina interstate network. It was developed to help guide decision makers in transportation investment decisions, including prioritizing improvements that would best support statewide visions and goals for safety and efficiency and was approved by the SCDOT Commission in December 2014 (SCDOT, 2014). The plan provides information on congested areas and bottlenecks where more in-depth studies are needed to identify investments that would improve the interstate network.

Segments of the I-20/26/126 Carolina Crossroads corridor study area are included in the Interstate Plan. The Interstate Plan notes that AM peak hour congestion primarily occurs in the eastbound direction of I-26 occur from SC 60/Lake Murray Boulevard to I-20, where I-26 operates at LOS E conditions. During the PM peak hour, congestion primarily occurs in the westbound direction where I-26 westbound operates at LOS F or LOS E conditions from I-126 to Piney Grove Road. The I-20 interchange at I-26 was also identified as a primary bottleneck point during the AM peak hour, with the I-20 and St. Andrews Road interchanges at I-26 being the primary bottleneck points during the PM peak hour. The congestion analysis revealed that the primary congestion point along I-126 is located between Saluda River Road and I-26, where I-126 westbound operates at LOS E conditions during the PM peak hour. Specifically, the I-26 interchange is the primary bottleneck along I-126 westbound during the PM peak hour.
Purpose and Need Report

Based on projected future (2040) conditions, decreases in LOS are expected in the Columbia area. It should be noted that projected future (2040) conditions, includes existing plus committed (E+C) highway projects, and therefore, under no-build scenarios for those projects, decreases in LOS would be exacerbated. There are five corridors that are projected to be among the most congested in the state, all within the I-20/26/126 Carolina Crossroads Corridor Project study area. They include:

- SC 60/Lake Murray Boulevard (Exit 102) to Pinney Grove Road (Exit 104);
- Harbison Boulevard (Exit 103);
- Pinney Grove Road (Exit 104) to I-20 (Exit 107);
- St. Andrews Road (Exit 106) to I-20 (Exit 107); and
- I-20 (Exit 107) to I-126/US 76.

At the conclusion of the Interstate Plan analysis, it was recommended that an Interstate Corridor Study be conducted for the interstate corridors that were identified as the most congested in the state if previous studies on traffic operations had not been conducted. The I-26 corridor had been evaluated under the I-26/I-20/I-126 TIS, which provides a more-detailed assessment of existing and future traffic congestion.

3.1.3.5 HOV/HOT Feasibility Study

SCDOT conducted a feasibility study that evaluated the possibility of adding new high-occupancy vehicle (HOV) or high-occupancy toll (HOT) lanes on five major interstate corridors in South Carolina. The five corridors identified were interstate facilities:

- with sufficient length to incorporate HOV or HOT lanes;
- that serve a dense activity center;
- that are heavily used by commuters; and,
- that experience congestion regularly.

The study included the I-26/I-126, I-20, and I-26 corridors in Columbia which meet the aforementioned criteria, and considered existing and future traffic congestion, physical constraints, and user benefits and costs. After assessing these parameters for all five corridors, the I-26 corridor in Charleston was the only corridor recommended for further study as it provided the greatest opportunity for implementation. While congestion does exist currently and is projected to exist in the future (2040) along I-26 and I-20 in Columbia, congestion levels were not deemed high enough to support the use of HOV or HOT lanes. Additionally, physical constraints, including three bridges along I-26 and eight bridges along I-20 that would have to be reconstructed, along with substandard features, further impacted the feasibility of adding HOV or HOT lanes to the I-26 and I-20 corridors in Columbia. The I-26/126 corridor showed high congestion levels both in present and future scenarios. All of the existing bridges would be adequate, but some interchanges, particularly those with loop ramps would require realignment. Since the I-26/126 corridor was part of a TIS that recommended an express lane for consideration, no further study was recommended for the corridor.
3.1.3.6 Richland County Comprehensive Plan

There are eleven priority investment areas that have been identified in the Richland County Comprehensive Plan (Richland County, 2015). Priority investment areas are ones in which the county has determined that public investments should be focused on and where private investment will be encouraged. Two of the priority investment areas are located along I-26 within the I-20/26/126 Carolina Crossroads Corridor Project. These include a neighborhood activity center in the area of the I-26/Broad River Road interchange and both a neighborhood activity center and a larger community activity center in the area of the I-26/I-20 and I-26/I-126 interchanges. The Richland County Comprehensive Plan highlights traffic congestion occurring in the county (present and future) and notes the need to address this congestion and promote a more complete and sustainable transportation system. The comprehensive plan therefore integrates several transportation-related goals including coordinating with SCDOT to improve overall traffic conditions; strengthening long-term transportation planning; expanding transportation choices; supporting public transit service improvements and expanding accessibility for County residents; and linking land use planning and sustainable transportation. Specific to coordinating with SCDOT, county strategies include partnering with SCDOT explore transportation demand management techniques such as HOV lanes; establishing a traffic count program to supplement SCDOT’s program; and coordinating with SCDOT on traffic management plans for proposed developments.

4 What is the purpose of the project?

The primary purpose of a project is the “driver” of the project. It reflects the fundamental reason why the project is being pursued. The secondary purpose (or other desirable outcome) is an additional purpose(s) that is desirable, but not the core purpose of the project. The primary purpose of the proposed Carolina Crossroads I-20/26/126 Corridor Project is to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. The secondary purposes of the proposed Carolina Crossroads project are to enhance safety throughout the corridor, improve freight mobility, and improve system linkages, while minimizing community and environmental impacts.

As noted, the I-20/26/126 corridor is listed as one of South Carolina’s most congested interstate corridors. The corridor is a major hub for the Midlands’ commuters as well as travelers and commerce, serving as a main route in and out of Columbia. It serves a number of important functions locally including regional access to downtown Columbia, adjacent employment areas and neighborhoods, and regional activity centers. With its location central in the state, the I-20/26/126 corridor also serves as a primary thoroughfare for travelers going to the coast and mountains for recreation and tourism. Additionally, I-26 in particular also serves as a major cargo route between Lowcountry ports and Upstate manufacturers. I-26 is further elevated in importance by its direct connection with I-20 which connects South Carolina with the rest of the southern states; I-85 which connects Alabama to Virginia; I-77 which connects South Carolina to the Midwest and north; and I-95 which runs from Florida to Maine.
5 Why is this project needed?

5.1 Outdated Infrastructure
As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, the I-20/26/126 corridor does not meet current vehicular traffic demands. It experiences heavy traffic congestion due to increases in vehicular traffic, vehicle weaving, interchange spacing, and above average accident rates, and access ramps to and from each interstate consistently become congested. Finding an up-to-date solution has become a statewide priority. The need for this project is a result of the following, detailed further in the sections that follow:

- Population and employment growth trends
- Decreased mobility and increased traffic congestion in the AM and PM peak-period travel period (inadequate roadway capacity)
- Increased user delay and lost productivity
- Inadequate system linkages
- Safety concerns

5.2 Growth trends
South Carolina as a whole is growing, as is the Columbia metropolitan area. Many areas within the Carolina Crossroads corridor have experienced rapid growth since the development of I-26 and subsequent development of I-20 and I-126. For example, the I-26/Harbison Boulevard interchange has become a major regional retail center, housing a large shopping mall, other popular retail venues, restaurants, and hotels. Projections show that this trend will continue through the foreseeable future.

5.2.1 POPULATION GROWTH AND HOUSEHOLD GROWTH
Regional trends showed that from 2000 to 2010 the population of the Lexington, Richland, Newberry and Fairfield Counties grew from 596,253 to 708,359 (18.8%) and is projected to increase by another 64% to a population of 1,164,000 by 2040. Of these four counties, Lexington and Richland are expected to show the largest percentage of growth at 81.6% and 61.1% respectively (CMCOG 2012), an average of approximately 70%. These numbers outpace the growth of South Carolina which showed a 15.3% growth between 2000 and 2010 (US Census 2011).
Purpose and Need Report

In addition to population growth, South Carolina has also experienced a growth in households. Table 5.2 shows the trends from the last two US Census reports at a state, county, and city level.

Table 5.1 Household Growth

<table>
<thead>
<tr>
<th>Census Year</th>
<th>South Carolina</th>
<th>Lexington County</th>
<th>Richland County</th>
<th>Columbia</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>180,118</td>
<td>102,733</td>
<td>145,194</td>
<td>52,471</td>
</tr>
<tr>
<td>2000</td>
<td>153,3854</td>
<td>83,240</td>
<td>120,101</td>
<td>42,245</td>
</tr>
</tbody>
</table>

Source: US Census Bureau American FactFinder

5.2.2 EMPLOYMENT GROWTH

In the last year, employment in South Carolina increased by 62,548 jobs with the labor force growing by 46,700 individuals. This represented a 3.25% increase, with the Columbia Metropolitan Statistical Area having the largest increase, from 375,200 jobs in September 2014 to 384,900 jobs in September 2015 (DEW 2015). Table 5.1 shows the projected employment growth in the Columbia MSA (which includes Lexington, Richland, and Fairfield counties, along with adjoining Calhoun, Kershaw and Saluda counties) from 2012 to 2022.

Table 5.2 Projected Employment, Columbia MSA

<table>
<thead>
<tr>
<th>Area</th>
<th>2012 Estimated Employment</th>
<th>2022 projected employment</th>
<th>Employment change</th>
<th>Total Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia MSA</td>
<td>337,201</td>
<td>377,000</td>
<td>39,799</td>
<td>11.80%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>1,983,585</td>
<td>2,212,392</td>
<td>228,807</td>
<td>11.50%</td>
</tr>
</tbody>
</table>

Source: SC Works online services

5.3 Decreased Mobility and Increased Traffic Congestion

5.3.1 TRAVEL PATTERNS

The I-20/26/126 Carolina Crossroads Corridor Project team evaluated traveler origin-destination information. That is, where travelers started and where they were going. The project team did this by using Bluetooth technology to evaluate the direction of travel in the study area. The most important period to examine for trip modeling is the period of the morning (7:30 AM – 9:00 AM) and evening (4:00 PM – 6:30 PM) work commutes, since these tend to be the most congested travel times of the day. The data shows that during the morning and evening commute, traffic is highly directional, with approximately 65 percent of the traffic heading southbound on I-26 during the morning and 60 percent heading northbound on I-26 in the afternoon. High volumes of traffic enter southbound I-26 during the morning peak hour (8:00 AM), with about 2,000 vehicles per hour entering from the St. Andrews Road interchange (Exit 106). The Broad River Road interchange (Exit 101) adds approximately 1,200 vehicles per hour, while the Lake Murray Boulevard (Exit 102), Harbison Boulevard (Exit 103), and Piney Grove Road (Exit 104) interchanges add 850, 650, and 950 vehicles per hour, respectively. Over the course of seven days, approximately 40 percent of the traffic within the I-20/26/126 corridor passes-
through, meaning it starts and ends outside of the study corridor limits. Table 5.3 illustrates the origin-destination travel patterns within the I-20/26/126 study corridor for a week.

Table 5.3 Origin-Destination Travel Patterns within the I-20/26/126 Corridor

<table>
<thead>
<tr>
<th>Origin-Destination</th>
<th>Total Traffic</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>External – External</td>
<td>42,429</td>
<td>39.8%</td>
</tr>
<tr>
<td>External – Internal</td>
<td>29,023</td>
<td>27.1%</td>
</tr>
<tr>
<td>Internal – External</td>
<td>26,093</td>
<td>24.3%</td>
</tr>
<tr>
<td>Internal – Internal</td>
<td>9,430</td>
<td>8.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>107,175</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Other notable travel patterns include Saturday traffic on I-26. Specifically, Saturday traffic has a longer peak period (11:00AM to 6:00PM) with generally even directional distribution; and between 11:00AM and 4:00PM, Saturday traffic is higher than those same times during the week. Additionally, at the Harbison Boulevard interchange (Exit 103), the morning and afternoon peak hours fall outside of the usual commuting periods. This is likely due to the concentration of retail development along Harbison Boulevard.

### 5.3.2 UNACCEPTABLE LEVEL OF SERVICE

Level of service (LOS) is a method of measuring the vehicle-carrying capacity of a street or freeway. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. LOS is represented by a letter “grade” ranging from A for excellent conditions – that is, traffic is light and free-flowing – to F for failure conditions – that is, extremely congested, gridlock traffic. LOS B though LOS E describe progressively worse traffic conditions. Typically, in urban areas, such as Columbia, LOS E and F are considered to be unacceptable operating conditions and LOS D and above are generally considered acceptable.
Travel demand models show that certain segments within the I-26 corridor operate near or over capacity (Figure 4). By 2040, the congestion on these roads is expected to increase, and the projected increase in traffic is likely to exacerbate this.
5.5.2 TRANSIT INFRASTRUCTURE AND ACCESS

Public and mass transit options are growing in interest in the Midlands region. The primary transit provider is the Central Midlands Regional Transit Authority (CMRTA), known as the Comet. The CMRTA provides fixed route bus service in Richland County and portions of Lexington County. CMRTA routes do not travel directly within the I-20/26/126 corridor, but they do parallel and/or cross it via major arterials such Broad River Road, Piney Grove Road and others. CMRTA is currently in the process of developing a plan for a more connected and accessible transit system, including development of high frequency service along high capacity corridors and limited stop express routes, as well as restructuring of service to lower density routes such as neighborhoods. Park-and-ride express routes are also being considered which would utilize the region’s interstate highway network to service major employment sites and events. The Northwest (I-26) Express and East (I-20) Richland Express routes are among the park-and-ride express routes to be evaluated by CMRTA.

5.6 Safety Concerns

The frequency and severity of crashes is valuable information in assessing the safety of an interstate. The SCDOT Safety Office keeps records of crashes and provided crash data information for three years, from January 1, 2012 to December 31, 2014 for the mainline interstate sections and on/off ramps within the study area. The locations of the crashes were coded by the time and date of the collisions, and included the accident location, as well as information concerning the manner of collision, severity, lighting condition, pavement surface conditions, and other information. In the project corridor, I-26 experiences more traffic crashes than the state average. There were a total of 2,370 accidents reported along I-26 from January 1, 2012 to December 31, 2014. These were split nearly evenly in the eastbound and westbound directions, with 1,171 and 1,199 accidents, respectively. These crashes occur most frequently at interchange locations and most often during the AM and PM peak and in the early afternoon. Fifty percent of all accidents within the study area occurred between the I-26/Piney Grove Road interchange and the I-26/I-126 system-to-system interchange, which also includes the system-to-system interchange at I-20/I-26. The most frequent collisions were rear-end collisions (over 60 percent) with same direction sideswipe accidents and “no collision with motor vehicle” accidents making up 18 and 17 percent of the total collisions, respectively. In addition to safety concerns, crashes often cause unavoidable congestion, and when they occur during the AM and PM peak, they worsen the congestion that already exists from travel demand during those time periods.
6 How is the purpose and need used to evaluate alternatives?

The primary purpose of the project – to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion with the I-20/26/126 corridor – will be used as criteria to screen or eliminate alternatives that are not reasonable or practicable. In other words, if an alternative does not achieve the project’s primary purpose, it will be eliminated from further consideration. The team will then use the secondary purposes to further compare alternatives.
Purpose and Need Report

First, a range of alternatives will be developed that will include an initial list of alternatives which are general in nature. Examples include:

- Making changes to the existing highway transportation corridor including I-20/26/126 and/or existing arterial streets such as Broad River Road and St. Andrews Road.
- Establishing a new transportation corridor, identified by the public as a “northern connector” or “northern arterial”.
- Increased travel demand management (TDM) strategies and/or add new TDM strategies such as managed lanes.
- Increased existing transportation system management (TSM) strategies or add new TSM strategies such as intersection and signal improvements, signage and lighting, and measures to correct weaving movements.
- Additional mass transit within the study area such as light rail, commuter rail, Bus Rapid Transit (BRT)
- No-Build alternative.

The initial range of alternatives will be evaluated against the purpose and need under Level 1 Screening and subsequent Level 2 screening. The range of alternatives that meet the primary purpose and need will be advanced as preliminary alternatives, which will then be evaluated under Level 2 screening. The purpose of Level 2 Screening is to determine which of the preliminary alternatives advanced from Level 1 Screening best meet the purpose and need, while also considering the degree to which these alternatives meet the secondary purpose and need, their impacts to the natural and built environment, estimated project costs, logistical considerations, and overall feasibility.

Following Level 2 Screening, the reasonable alternatives will then be advanced for detailed evaluation in the Draft EIS, with the ultimate goal of determining a Recommended Preferred Alternative that would meet the Purpose and Need of the proposed project. Figure 6 illustrates the alternatives development and screening process under the Purpose and Need.

Figure 6 Alternatives Development Screening Process
7 How were the public and agencies involved in developing the project’s purpose and need?

The development of project’s purpose and need incorporated input from the public and various other sources during the EIS scoping process. Numerous commenters said that roads in the study area are congested and were supportive of roadway improvements to alleviate the congestion. An initial community kickoff meeting was held on May 12, 2015 to introduce the project to the public. General comments were requested and resulted in 158 comments received, covering a variety of topics including alternatives development, cost, environmental impacts, and agency and public involvement. On September 10, 2015, a public scoping meeting was held. During the public scoping meeting (both in-person and on-line), participants were asked to provide feedback on the purpose and need of the project. Sixty-three comments were received, and feedback received included:

- Safety as a primary purpose and need
- Accommodating future traffic and population of the region
- Commuting patterns
- Evacuation routes
- Address noise impacts
- Accommodating increased economic traffic from the Upstate

FHWA and SCDOT published a draft of the project purpose and need document for review by the cooperating and participating agencies, and subsequently for review by the public. Members of the public and agencies were encouraged to provide comments by e-mail, the project website, and U.S. mail within a 30-day time period.
8 Conclusion

The I-20/26/126 corridor is listed as one of South Carolina’s most congested interstate corridors. The corridor has become a major hub for the Midlands’ commuters as well as travelers and commerce, serving as a main route in and out of Columbia. It serves a number of important functions locally including regional access to downtown Columbia, adjacent employment areas and neighborhoods, and regional activity centers. With its location central in the state, the I-20/26/126 corridor also serves as a primary thoroughfare for travelers going to the coast and mountains for recreation and tourism. I-26 in particular also serves as a major cargo route between Lowcountry ports and Upstate manufacturers. Its direct connection with I-20 and other major interstates also makes I-26 a particularly important travel and commerce corridor for the state of South Carolina.

As an interstate corridor initially developed in the 1950s and 1960s and improved during the 1970s and 1980s, the I-20/26/126 corridor does not meet current vehicular traffic demands. Traffic models show that the corridor operates at unacceptable LOS currently. It experiences heavy traffic congestion due to increases in vehicular traffic, vehicle weaving, and above average accident rates (I-26 experiences more traffic crashes than the state average), and access ramps to and from each interstate consistently become congested. Finding an up-to-date solution has become a statewide priority. The need for this project is a result of:

- Population and employment growth in the Midlands
- Decreased mobility and increased traffic congestion in the AM and PM peak-period travel period (inadequate roadway capacity)
- Increased user delay and lost productivity
- Inadequate interconnection of transportation modes
- Safety concerns

The primary purpose of the proposed Carolina Crossroads project is to implement a transportation solution(s) that would improve mobility and enhance traffic operations by reducing existing traffic congestion within the I-20/26/126 corridor while accommodating future traffic needs. The secondary purposes of the proposed Carolina Crossroads project are to enhance safety throughout the corridor and improve freight mobility, while minimizing environmental impacts.
9 References


Title VI
SCDOT complies with all requirements set forth by Federal regulations issued by the U.S. Department of Transportation under the Title VI of the Civil Rights Act of 1964, as amended.

Any persons who believe that he or she has been discriminated against because of race, color, religion, sex, age, handicap or disability, or nation origin under a program receiving federal aid has the right to file a complaint with SCDOT. The complaint shall be filed with the Title VI Program Compliance Coordinator, at the Office of Business Development & Special programs, 955 Park Street, Suite 117, Columbia, SC 29202 or at 803-737-5995. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident and should be signed by the person making the complaint.

Typical Roadway Sections

Comments
You are also encouraged to provide written comments on the forms provided so that we may have a written record of your concerns and suggestions. SCDOT appreciates your attendance and strongly encourages you to provide your input regarding the project in one of the following ways:

1. Leave it in the Comment Box (available during the meeting).
2. Mail to: Michael L. Hood, P.E. SCDOT P.O. Box 191 Columbia, SC 29202-0191
3. Email to: HoodML@SCDOT.org
4. Online on the project website: www.scdot.org/msdl/12-widening.aspx

Project Description
SCDOT proposes improvements to an approximately 15-mile long section of the I-26 corridor designed to increase capacity and upgrade interchanges and overpasses bridges to meet state and federal design requirements. Improvements would take place from 1.6 miles west of the SC 202 (Exit 85) interchange to the US 176 (Exit 101) interchange. I-26 would be widened for a total of 6 lanes, three in each direction, from Exit 85 to Exit 97 and 8 lanes, four in each direction, from Exit 97 to Exit 101. A total of seven overpasses that cross I-26 would be replaced including S-36-167 (Parr Road), S-36-39 (Holy Trinity Church Road), S-32-49 (Peak Street), S-40-405 (Old Hilton Road), S-40-234 (M.V. Vernon Church Road), S-40-80 (Shady Grove Road), and S-40-58 (Koon Road). The interchanges at Exits 85, 91, and 97 would be reconstructed. SCDOT has selected Preferred Alternatives at each of the interchanges (see insets for Exit 85 - Alternative A, Exit 91 - Alternative 3, and Exit 97 - Alternative 1).

Funding
The project is to be financed using Federal and State funds and is estimated to cost $630 million.

Purpose of this Public Hearing
The South Carolina Department of Transportation (SCDOT) and Federal Highway Administration (FHWA) are pleased to have you attend this Public Hearing on the proposed design to widen a 16-mile long section of I-26 and reconstruct three interchanges from mile marker (MM) 80 near Little Mountain to MM 101 near Irmo in Newberry, Lexington, and Richland Counties.

The purpose of this public hearing is to provide an opportunity to review and discuss individually, with representatives from SCDOT, the preliminary plans for the proposed improvements to I-26. Another purpose of the meeting is to gather information from the public or any interested organization regarding historic or cultural resources in the area.

Purpose of the I-26 Project
The proposed project has two primary purposes: increase roadway capacity to address the projected increased traffic volumes; and correct geometric deficiencies along the corridor and at several interchanges and overpasses in this section of I-26 by bringing them into compliance with current state and federal design standards. The secondary purpose is to improve safety which will be enhanced by improving the geometric design of the facility.

Public Hearing Format
The hearing format will be informal from 5:00 PM to 6:00 PM. The Environmental Assessment (EA), large display boards and maps of the project area are available for viewing. Project team members from SCDOT are present to discuss the project with interested citizens on an individual basis. Attendees are encouraged to ask questions and provide comments.

At 6:00 PM, SCDOT will make a brief, formal presentation in the arena about the project’s purpose and need, preliminary plans, schedule, and potential impacts to the community and the natural environment. Immediately following the presentation, attendees will have the option to make formal verbal comments regarding the proposed project.

Anyone who wishes to verbally comment must sign up between 5:00 PM and 5:55 PM when entering the public hearing. Each comment will be limited to two minutes and not to be transferred. The informal portion of the public hearing will continue during this time. All formal verbal comments will be recorded as part of the official project record. Comments will be asked to state their name, address, and any relevant group affiliation.

SCDOT is committed to providing opportunities for participation by people with disabilities. If you require special accommodations, please notify SCDOT no later than 10 days before the hearing date. Contact Michael Hood at 803-737-5995 or HoodML@SCDOT.org. This hearing will be conducted in English.

The hearing will be recorded for the convenience of the public and will take place at the public hearing location.

PUBLIC HEARING
I-26 WIDENING PROJECT

The hearing will be conducted in English.

The hearing will be recorded for the convenience of the public and will take place at the public hearing location.