

# APPENDIX A

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## Meeting Minutes

1. Preliminary PDT Meeting Minutes
2. Scoping Meeting Minutes
3. 2nd Scoping Meeting Minutes 9/19/2023
4. Final Scoping Meeting Minutes 2/8/2024

# Garlington Road Feasibility Study Greenville, SC

Project ID: P039274

MEETING: Preliminary PDT Meeting

DATE: 06/01/2023

## ATTENDEES:

- SCDOT – Jim Walden, Casey Lucas, Adam Bodner, Katherine Lind, Freedom Spradley, Diane Lackey, Samantha Carr, Guillermo Espinosa, Drew Stokes, Joel Smith (virtual), Jeff Jordan (virtual), Shanrise Harris (virtual), Korene McDow (virtual), Douglas Giovanetti (virtual), Darren Bezaela (virtual), Andrew Huff (virtual), Ron Hinson (virtual), Mark Pleasant (virtual), Lyle Lee (virtual), Christina Lewis (virtual)
- M&H – Tony Steffee, Jennifer Satterthwaite, Paul Silberman (virtual), Carol Jones (virtual)
- GPATS – Keith Brockington (virtual)
- City of Greenville – David Harding (virtual)

## MINUTES:

The meeting began at approximately 10:00AM and concluded around 12:00PM. After introductions and Tony Steffee providing an overview of the feasibility process and the project, the following are highlights of the topics discussed in the meeting (not necessarily in chronological order).

- Paul Silberman provided a summary of the existing conditions (see attached PDF of the slides presented).
- Future mapping for the corridor should show the City of Greenville/ Greenville County limits
- The proposed alternatives and conceptual plans will be based on LiDAR data. Field surveys will not be conducted.
- From the existing data, the bus vehicle classification can be interpreted as a vehicle for school or other, not simply transit. There are not currently transit facilities located on the corridor but there are paratransit facilities on Woodruff Road.
  - Mead & Hunt will verify the City's transit development plan to confirm that no future transit service is planned for the corridor
- Freight:
  - It was questioned if some of the truck traffic is due to avoiding construction or spillover from other routes.
  - Keith Brockington stated that the area has seen drastic improvements with the completion of the I-85/385 gateway interchange in 2018.
  - Diane Lackey indicated that the ADTT was up 13% from 2020 to 2022.
- Crash data was provided along the main corridor only and not the connecting streets. Crashes reported along Garlington Road at intersections may include vehicles turning in or out of cross-streets
- The railroad along Garlington is a spur connecting to the GE facility but does not cross Garlington Road. The railroad Right-of-Way is on the other side of the bridge interior bent; therefore, the entire span under the bridge is available for widening of Garlington Road.
  - Diane Lackey mentioned that the statewide rail plan is in progress, and she will provide applicable insight of the plan for this project as necessary.
- An asymmetric roadway section could be considered near Woodruff Road and under the I-385 bridge.
- The roadway seems to be functioning as an arterial rather than a collector.
- Construction staging and project sequencing should be considered as part of the feasibility study.
  - GPATS had the southern segment as #1 priority and northern as #2 priority in LRTP.

- Project Goals:
  - Roadway to remain a collector.
    - Include features to aid in this designation such as roundabouts or a landscape median.
  - Provide bike and pedestrian facilities.
    - GPATS is planning projects to connect bike/pedestrian facilities around the south end of Garlington Road (priority for GPATS).
    - A Multi-Use Path (MUP) along Garlington is preferred by GPATS versus shared-use lanes.
      - The configuration may have to change/reduce to a sidewalk and shared-use lane under the I-385 bridge if 4 lanes of traffic are required.
      - Alternating configurations (if needed due to obstacles/geometry) is allowed by FHWA.
  - Improved corridor safety
    - Review access and control as deemed appropriate.
    - Review signal warrants.
    - Roundabouts are acceptable/encouraged by Greenville/GPATS.
      - Roundabouts are being considered for the Woodruff parallel project.
- Upcoming projects that could impact the corridor and forecasting:
  - Top Golf expansion
  - Hartness Development
    - Meet to discuss specifics.
  - Dublin Road gated residential community
  - Industrial development north of Hoke Smith Blvd.
  - Fire station will be relocated from the intersection of Garlington/Pelham to Garlington/Hartness.
  - No known plans for GE
    - Reach out to verify.
  - Improvements along Pelham for I-85 interchange improvements.
- Projects to investigate:
  - Corridor:
    - Roundabouts at intersections
    - Greenway along corridor
    - Pedestrian & bicycle facilities along the entire length
      - MUP where feasible.
      - Consider meandering/additional aesthetic features at Hartness.
    - Correcting roadway/geometric deficiencies
  - Intersections:
    - Review configurations of all 3 main signalized intersections to increase safety and LOS:
      - Woodruff Road
        - Consider channelization at Lowes entrance.
      - Roper Mountain Road
      - Pelham Road
  - Traffic to use 2030 as base year and 2050 as future.

**ACTION ITEMS:**

SCDOT will:

- Provide traffic data for Woodruff Road for intersection alternatives.
- Provide Purpose and Need from Butler Road.

M&H will:

- Provide meeting minutes.
- Set up meeting with Hartness Development.
- Set up meeting with GE.
- Update traffic models with future LOS.
- Schedule project scoping meetings.

# Garlington Road Feasibility Study

## Greenville, SC

Project ID: P039274

MEETING: Scoping Meeting

DATE: 07/20/2023

### ATTENDEES:

- SCDOT – Jim Walden, Casey Lucas, Samantha Carr, Guillermo Espinosa, Lyle Lee, Joel Smith (virtual), Tracy Martin (virtual)
- M&H – Tony Steffee, Jennifer Satterthwaite, Jessica Johns, Chuck Huffine (virtual), Carol Jones (virtual)
- GPATS – Keith Brockington (virtual)

### MINUTES:

The meeting began at approximately 2:00PM and concluded shortly after 4:00PM. The following are highlights of the topics discussed in the meeting.

#### General

- Reviewed Draft Purpose & Need
  - Suggested wording change from facilities to accommodations.
- Reviewed Project Goals from PDT Meeting
  - Roadway to remain a collector.
  - Provide bike and pedestrian facilities.
  - Improved corridor safety
- Corridor:
  - Corridor does not need additional thru-lanes throughout for capacity (this also does not meet the Purpose and Need for the project).
  - The major signalized intersections will fail in the future No-Build, as do many of the unsignalized side-street left turns near them.
  - Utilize a center median throughout the project – as needed vary between Two-Way-Left-Turn-Lane (TWLTL), concrete raised median (more on the industrial southern section) and landscape median (more in the residential northern section).
  - Provide a 5' sidewalk on one side (minimum) throughout. A multi-use path can be considered where space allows. A bike lane is not desired.

The following are notes to consider in the traffic analysis and conceptual design based on the intersections/drives that were discussed.

- Woodruff
  - No improvements were considered at Woodruff and Garlington as part of the Woodruff Parallel Project.
  - Parallel Project is expected to provide some improvements to the Woodruff interchange through reduced volumes.
  - Look for improvements that are low-hanging fruit that will provide benefits. Innovative options can be considered.
- Lowes Entrance
  - Restrict access to Right-in/Right-out.
  - Provide concrete median to prevent left turning movements from Garlington Northbound.

- Wing Stop
  - Consider left-turn lane into Chicken Salad restaurant.
  - Consider using median for left turns in or as safety area for left turns out of the lot and onto Garlington.
- GE
  - LOS issues due to shift changes.
  - There was a typo in the data and LOS F for Garlington was incorrect. It should be LOS B.
  - Look for signal timing efficiencies.
  - No major rework anticipated.
- Chrome
  - Correct geometry.
  - TWLTL will benefit intersection.
  - Consider left/right turn-lanes on Chrome
- Gateway Access
  - Consider Right-in/Right-out.
  - Review option to make official connector road with its connection at Pelham.
  - Consider northbound left turn lane and eastbound right turn lane.
  - Is closing of the roadway an option?
- GE Center
  - TWLTL will benefit intersection.
  - Review signal warrants.
- Uster
  - Consider Right-in/Right-out.
- GE East
  - Shift business drive on northern side to align better with intersection.
  - Review pedestrian accommodations.
- Roper Mountain
  - Consider roundabout or other innovative intersection types (such as an R-cut).
- Dublin Road (S)
  - High priority to fix during project.
  - Consider a roundabout.
  - Consider northbound left turn lane and eastbound right turn lane alternative.
- Bridgeway Church
  - No change anticipated.
  - Church as additional entrance on Dublin Road.
- Church/School
  - Review/upgrade pedestrian crossing
- Shamrock/Snipes
  - Convert to signal or roundabout.
  - Consider traffic calming measures south of the intersection for the school entrances and pedestrian crossing.
  - Review shifting mid-block pedestrian crossing to intersection.
- Gelsemium/Hoke Smith
  - No change anticipated.

- Dublin Road (N)
  - High priority to fix during project.
  - Consider a roundabout.
- Hartness
  - Fire station at northeast corner of intersection.
    - Access on Hartness, not Garlington
  - Emergency signal for station
  - Review if a roundabout is feasible (with emergency signal).
- Bridge over Rocky Creek
  - If the bridge needs to be widened (for median or sidewalks), it will likely need to be replaced.
  - Consider separate pedestrian bridge. Incorporate Rocky Creek Greenway plan as feasible – Ty Houck is the contact for the Greenway project.
- Entertainment
  - No change anticipated.
- Honbarrier
  - No change anticipated unless needed by Pelham reconfiguration.
- Pelham
  - A roundabout can be considered; however, due to future studies and projects in the area (I-85 interchange), it was recommended to consider “minor” solutions to improve intersection performance without large impacts to businesses (stop-gap solutions).
  - Consider scenarios that extend the dedicated ramp lane from the I-85 bridge. This may assist the use of dual northbound left-turn lanes from Garlington onto Pelham (WB). Verify property access and signage.
  - The fire station is being relocated to Hartness and County is taking over the property. The team is currently unaware of the County’s plans for the property.

### ACTION ITEMS:

SCDOT will:

- Provide Hartness fire station site plan.

M&H will:

- Provide meeting minutes.
- Email Purpose & Need for further review.
- Continue traffic modeling for the proposed layouts provided above.
- Schedule 2<sup>nd</sup> project scoping meeting to review traffic concepts prior to the conceptual layouts (anticipated for September).

# Garlington Road Feasibility Study

## Greenville, SC

Project ID: P039274

MEETING: 2<sup>nd</sup> Scoping Meeting – Meeting Minutes

DATE: 09/19/2023

### ATTENDEES:

- SCDOT – Jim Walden, Casey Lucas, Samantha Carr, Guillermo Espinosa, Tracy Martin (virtual)
- M&H – Tony Steffee, Jessica Johns, Chuck Huffine (virtual), Carol Jones (virtual)
- GPATS – Keith Brockington (virtual)

### DISCUSSION:

The meeting began at approximately 2:00PM and concluded around 3:40PM. The following are highlights of the topics discussed in the meeting. In general, all intersection options will be considered in the conceptual analysis except as noted in the minutes.

#### Southern Project Segment:

- **Woodruff Road:** The Woodruff Parallel is anticipated to reduce traffic to 2013 levels in 2040. It was noted that a multi-use path (MUP) needs to connect Garlington Road to the Woodruff Parallel in some way. An alternative connection for the MUP was discussed – see notes below.
  - Option 1 – Add NB Thru: Move concept forward to conceptual design.
  - Option 2 – Add NB/SB Thru, WB Right Turn: Move concept forward to conceptual design.
  - Potential Option 3 – Add SB Thru, do not add NB Thru.
  - Consider pedestrian refuge islands on Woodruff Road for safety.
- **Lowes Entrance**
  - Right-In/Right-Out: Move concept forward to conceptual design.
- **Chrome**
  - Dedicated Right, Dedicated Left: Move concept forward to conceptual design.
- **Gateway Access**
  - Dedicated Right, Dedicated Left: Move concept forward to conceptual design.
- **Roper Mountain**
  - Option 1 – New Road: Really liked by group. Would need advanced warning signage. The northeast corner of the current intersection could be tightened for pedestrian facilities. Mr. Brockington will confirm no development is planned for the vacant tract and that there are no known issues with developing the vacant tract. Move concept forward to conceptual design.



- Option 2 – Roundabout: Really liked by group. Would use the real estate to the south of the intersection to reduce impacts to surrounding tracts. The area to the south is owned by GE. Could there be a potential for a partnership with GE to gain their buy-in? A GE theme? A 5<sup>th</sup> leg to the roundabout that would act as GE's main entrance? Pedestrian safety needs to be evaluated. Move concept forward to conceptual design.
- Option 3 – NB Left Re-route: Gateway Access seems too far away from the Roper Mountain intersection to be intuitive for drivers – concern for user experience. Option 3 performs better than Option 1, and you can utilize existing infrastructure rather than constructing a new roadway. Though there are potential negatives, move forward to conceptual design for fair evaluation.

#### Northern Project Segment:

- **Dublin Road (S)**

- Option 1 – New Road intersection: Review signal warrant. It was noted that a signal cannot be installed during construction if it is not warranted on opening day so intersection may need to open as stop controlled. Move concept forward to conceptual design.
- Option 2 – Roundabout: Really liked by group. Move concept forward to conceptual design.
- Option 3 – Upgrade existing: Move concept forward to conceptual design.

- **Shamrock/Snipes:** It was noted that multiple crashes have occurred at this intersection.

- Option 1 – Roundabout: This alternative would include improving the existing pedestrian crossing at the school. Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

- **Gelsemium/Hoke Smith**

- Option 1 – Roundabout: Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

- **Dublin Road (N)**

- Option 1 – Roundabout: Move concept forward to conceptual design.
- Option 2 - Upgrade existing: Move concept forward to conceptual design.

- **Hartness**

- Option 1 – Roundabout: Would be up to the Fire Department to agree to a roundabout. Could be a potential for installing flashers at each leg that the Fire Department could turn on as needed. Also, potentially could construct areas for cars to pull off. Public involvement will also weigh heavily into this concept. Move concept forward to conceptual design.

- Option 2 - Upgrade existing: May be easier to sell to the public. Move concept forward to conceptual design.
- **Pelham**
  - Option 1 – Add Right Turn: Move concept forward to conceptual design.
  - Option 2 – Remove northern approach: UPS Feight drive and roadway by Burger King are both private roadways, so traffic cannot be rerouted on them without purchasing the roadway. Option determined to be not feasible and will not move forward to conceptual design.
  - Option 3 – Add additional lanes: Any future projects to reconfigure the I-85 interchange may impact this option. Advanced warning “I-85 Only” signage would be required on the right most left turn lane and west bound thru lane. Move concept forward to conceptual design.

#### Typical Section / MUP Discussion:

- Pedestrian accommodations and improvements will be considered in the concepts throughout the corridor. Anticipating using a MUP as the default option for all of Garlington then pulling into a sidewalk as needed in areas of tight right-of-way.
- Use 5’ buffer and 11’ MUP. Verify if 8’ buffer is required.
- The east side of Garlington Road is preferable for a MUP north of I-385.
- Would be ideal to get MUP path to Smith Hines so it can connect to the Woodruff Parallel Project. It was discussed that constructing the MUP from GE to Smith Hines using the floodplain could be a county project.
- At Woodruff Road intersection, carry sidewalk from Woodruff Road north through I-385 up to GE.
- The Rocky Creek bridge will require coordination with the County on the MUP. Do not want to replace bridge. Need to check to see if MUP could fit under the bridge. The County is looking to connect the Garlington MUP with the Rocky Creek trail north and south of Garlington that is in the planning stage. Consider a pedestrian bridge to avoid widening Garlington Bridge.
- MUP to extend north of Rocky Creek Bridge to Entertainment Boulevard, at which point, it can transition to a sidewalk to Pelham.

#### PATH FORWARD:

- Final PDT meeting estimated to be held in January/February 2024 to discuss concepts. Mead & Hunt will submit concepts to SCDOT prior to the Final PDT meeting.
- Mr. Brockington will investigate the vacant tract near Roper Mountain intersection and MUP options at each end of the project.

# Garlington Road Feasibility Study

## Greenville, SC

Project ID: P039274

MEETING: Final Scoping Meeting – Meeting Minutes

DATE: 02/08/2024

### ATTENDEES:

- SCDOT – Jim Walden, Casey Lucas, Trey Brown, Samantha Carr, Guillermo Espinosa, Douglas Giovanetti, Andrew Stokes (virtual), Adam Bodner (virtual), Jeff Jordan (virtual), Korene McDow (virtual), Renee Miller-Cotton (virtual), Benjamin Olson (virtual), David Gray (virtual),
- M&H – Tony Steffee, Jessica Johns, Lucas Kaiser, Paul Silberman (virtual), Carol Jones (virtual)
- GPATS – Keith Brockington (virtual)
- City of Greenville – David Harding (virtual)

### DISCUSSION:

The meeting began at approximately 2:00PM and concluded around 3:50PM. The following are comments provided on the concepts as they were reviewed.

- Woodruff Road
  - Provide concrete median at all dual left turn lanes.
  - Provide pedestrian refuge areas on all options.
  - Provide concrete median to prevent a left turn from Garlington Northbound into the Lowe's entrance.
- Roper Mountain Road
  - Main option
    - Review islands for pedestrian safety.
    - Provide warnings at pedestrian crossings.
    - Consider changing crosswalk location on Roper Mountain on the west side of the intersection.
    - Confirm if bypass lane can be pulled in closer to the roundabout
    - Consider skewing Roper Mountain Road leg to stay more on existing Roper Mountain alignment – it appears exit speed may be too fast as currently shown
  - Option 2
    - Consider removing the left turn from Garlington southbound to utilize the New Road.
- Update purpose and need to include limiting access throughout corridor
- At the intersection at The Garden, consider bulb out for U-turns or utilize a roundabout.
- At the intersection at Shamrock Lane, add crosswalks on all legs for residential access to the MUP and add sidewalk on the north side of Garlington from the roundabout west to the pedestrian crossing.
- At the intersection at Gelsemium Place, add crosswalks across Garlington for residential access to the MUP.
- At the intersection of Dublin Road (North), eliminate roundabout and make the access right-in/right-out for Dublin Road. Eliminate intersection leg on south side of Garlington and provide driveway access.
- At the neighborhood entrance between Hartness and the Rocky Creek Bridge, add crosswalks across Garlington for residential access to the MUP.
- Straighten skew on Hartness roundabout
- For the Rocky Creek Bridge, three options were considered:

- Option 1 – no work to the existing bridge and utilize a separate pedestrian bridge (would need to be owned and maintained by Greenville County). Median would be eliminated at the bridge to utilize the existing bridge width.
- Option 2 – utilize a sidewalk across the bridge as presented in the current concept.
- Option 3 – add a barrier separated MUP across the bridge.
- It was decided to proceed with Option 3 to be conservative in the cost estimate and provide the MUP to Entertainment Drive.
- A sidewalk will be provided from Entertainment Drive to Pelham Road
- A concern was raised for the constructability of the landscape median while maintaining existing traffic that will need to be considered by the design engineer when the project moves forward.
- Pelham Road
  - Change lane configuration to utilize a thru-left lane with a dedicated right turn lane.

#### PATH FORWARD:

- M&H will update concept based on comments and send out to PDT team.
- M&H will move forward with cost estimates and scoring.