

## Long Range Transportation Plans for the Urban Area

This issue is dedicated to outlining the new long range transportation plan (LRTP) for the Florence Area Transportation Study (FLATS). With limited funding and resources, long term plans help prioritize new and expanding projects and policies. This plan promotes an interconnected and multimodal (cars, tractor trailer, train, airplane, bicycle, pedestrian) transportation system. This plan supports economic development and sustainability. The LRTP identifies projects and programs to review and implement within a given timeframe and budget. Descriptions of the eleven chapters follow here.

- **1. Background and Overview** – The residents of Florence County have expressed their wants and needs in Long Range Transportation Planning for multimodal purposes that include automobile, bicycle, pedestrian, bus, plane, train, and tractor trailer movement.
- **2. Introduction & Vision** – The planning process is revealed with detailed public outreach events and planning efforts. This chapter describes the vision and goals of the LRTP. Community representatives formed the Transportation Plan Advisory committee (TPAC) and were instrumental in the land use and transportation decisions.
- **3. Social & Environmental** – The Federal Government has emphasized the importance of environmental conservation in the role of transportation planning. A series of maps are provided to show the distribution of minority, Hispanic, and low income

populations reflecting natural and cultural resources. This helps access the impacts of projects in the community.

- **4. Existing Roadway** – Evaluates our roadway system by functional classification, corridor operations, traffic safety and crash history. This review will help determine the needed improvements and prioritize them.
- **5. Future Roadway** – Provides a detail of the recommendations which include construction and arterial widening, access management improvements, and collector street improvements. Safety, security and the complete street concept is also introduced.
- **6. Bicycle and Pedestrian** – Residents and stakeholders agreed that there is a need for the improvement of bicycle and pedestrian facilities. The following are five E's for planning these projects: Engineering, education, encouragement, enforcement, and evaluation.



## FY 2010-2011

The Florence Area Transportation Study (FLATS) is the metropolitan planning organization servicing a population of 85,324 from three member municipalities within two counties. The FLATS Study Team provides recommendations to the Policy Committee which has final local approval and authority. This committee consists of voting and non-voting members.

### VOTING

Senator Hugh Leatherman, Chair  
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Ashby Gregg  
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Harrison Reardon  
Commissioner, SCDOT Sixth  
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### NON-VOTING

Director, Pee Dee Regional Transit  
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John Walsh  
State Highway Engineer, SC Department  
of Transportation

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Commission

Bob Lee  
Division Administrator, Federal  
Highways Administration

Jay Graham, Director  
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Richard Starks  
Administrator, Florence County

Dennis Townsend  
Administrator, SCDOT Engineering  
District 5

David Williams  
Manager, City of Florence

Drew Chaplin  
Chair, City of Florence Planning  
Commission

- **7. Transit** – This chapter defines the public transportation and paratransit services that exist in the FLATS area. Recommendations are made to enhance the access for residents throughout the area. The support of public transportation and the coordinated efforts on how to make this system effective and efficient are defined.
- **8. Freight and Aviation** – The future needs of trucks, rail freight and the aviation service is addressed. One of the most expensive parts of the production cycle is the movement of goods. Effective planning will reduce the cost of goods for the end user. Florence was first put on the map as a railroad depot and continues to parallel the nation as a whole.
- **9. Land Use** – Increased public interest has brought attention to urban sprawl and the effects. The development of sensitive land, public infrastructure cost of expanding, and traffic congestion are major concerns. The lack of connectivity in the transportation system results in longer commute times, increased air pollution and energy consumption, higher infrastructure and public service costs, and a decrease of agrarian acreage.
- **10. Financial Plan** – Details proposed investments of recommendations and revenue forecasts for the life of the plan also referred to as “financial constraint.” These recommendations resulted from the collaboration with the FLATS MPO, City of

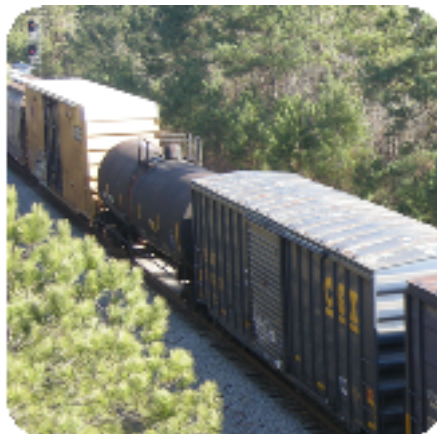
Florence, Town of Quinby, Florence and Darlington Counties, SCDOT, FHWA, Pee Dee Regional Council of Governments, and the Pee Dee Regional Transportation Authority (PDRTA).

- **11. Implementation** – Sets the stage for the success of the programs, policies, and facilities that have been recommended throughout the 2035 LRTP. It’s an Action Plan that lists specific projects, a phasing plan by horizon year, available funding sources, and agencies responsible for making it all come together.

The projects listed beyond 2035 are not fiscally or financially constrained but they are included in the recommendations. This will allow decision makers the capability of adjusting the regional transportation priorities yearly.

The development of the LRTP is not only a requirement but is reinforcement of the needs and vision of the region.

This region is an attractive transportation hub due to the access to I-95, I-20, and US52. However, state and federal dollars are becoming harder to come by. This plan will serve as a guide in the critical steps of funding implementation and with continued collaboration will provide more opportunities for a well-balanced multimodal transportation system.



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