FLORENCE AREA
TRANSPORTATION STUDY
ANNUAL REPORT

Fiscal Year 2011

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A-1 ADMINISTRATION

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

To administer the transportation planning program in the FLATS area, including coordinating all activities of the Policy Committee and Study Team, developing narrative reports for citizens and public/private agencies, and providing information liaison activities with government agencies and the public.

Other administrative activities include preparing narrative and expenditure reports, maintaining financial accountability including an annual audit, keeping routine correspondence, and preparing and retaining information related to billing and training.

Results:

The performance of the staff met the goals adequately.

FLATS records all correspondence and work for the entire fiscal year for all FLATS activities, including the development of the FY 2012 UPWP. This UPWP was distributed to Policy Committee members and other officials for review and adopted by the Policy Committee on June 6, 2011. Committee members were also updated on the status for the LRTP and Enhancement grant projects.

Staff updated the Public Participation Process (PPP) as required by the three-year process. In addition, staff amended the FY2010-2015 TIP Financial Sheet as amendments were received from SCDOT. Staff distributed the updated PPP and amendments to the FY2010-2015 TIP Financial Sheet to Policy Committee members and other officials for review. The Policy Committee adopted the PPP and approved the amendments to the TIP on June 6, 2011.

Staff prepared and posted on the FLATS website, the FY2010 Federal Obligation Report as required by SCDOT.

Staff held two Policy Committee meetings in FY 2010-2011 and maintains all records.

Staff continued to update the contact lists of Florence Stakeholders to receive FLATS information via e-mail, as required by the Public Participation Process.

Staff was able to help members of the public and various citizen groups with transportation planning questions. The FLATS website continued to be maintained with a wide variety of information including meeting agendas, by-laws, the UPWP and the Public Participation Process, posted on the website for increased interaction with the public.

Staff continued to receive and review transportation publications throughout the year. Staff met with DHEC representatives to discuss air quality and the ramifications of a potential non-conformity status.

Staff completed the Transportation Element of the Comprehensive Plan, with the assistance of a third party consultant. This element was adopted by Florence County Council on September 16, 2010.

Staff continued drafting the Priority Investment Element of the Comprehensive Plan. Numerous updates were made to the draft as input was received from various Florence County officials. Staff will coordinate a workshop with the Florence County Planning Commission to present the final updates in FY2012. With the Planning Commission's approval, this element will be presented to them at a public hearing for recommendation to the Florence County Council for adoption.

Staff continued to assist the third party consultant on completing the FY2035 Long Range Transportation Plan (LRTP). Staff coordinated information between the third party consultant and SCDOT to refine the ranking on the next set of projects required in this document. Staff presented the completed chapters of the document to the Policy Committee requesting their approval of these chapters only that were not associated with the project ranking. Staff would present the chapters associated with project ranking upon completion and approval from SCDOT. Staff, SCDOT and the third party consultant continue to complete these chapters and will present to the Policy Committee in FY2012.

PROGRESS IN MEETING SCHEDULE

All schedules were met adequately with the exception of the completion of the FY2035 LRTP. The LRTP contains 11 chapters. As of the FLATS Policy Committee meeting on September 26, 2010 all chapters with the exception of three regarding the financial and project ranking information were complete. The Policy Committee approved the completed chapters at this meeting while the Consulting firm refined the ranking criteria they were using for the projects to comply with the SCDOT Statewide Standards and ACT 114. The final three chapters are in the final stage of completion and will be presented to the Policy Committee tentatively during the first quarter of FY2012.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$17,581.00
Cost	$ 9,912.23

REMAINING BUDGET/ (SHORTFALL)

$7,668.77

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- FY 2012 UPWP (Attachment 1);
- Public Participation Process update (Attachment 2)
- FY2010-2015 TIP Financial Sheet amendments (Attachment 3)
- Federal Obligation Report (Attachment 4)
- Transportation Element (Attachment 5)

- Approved or drafted minutes from the FLATS Policy Committee meetings September 2010 and June 2011 (Attachment 6);
- Fourth Quarter Progress Report (Attachment 7);
- Chapter 1 of the FY2035 LRTP (Attachment 8).

A-2 PUBLIC PARTICIPATION

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

Present a system to inform and involve individuals and agencies/groups of transportation planning efforts and the development of transportation plans in the FLATS area.

Results:

Staff updated the Public Participation Process (PPP) as required by the three-year process. A 45-day public comment period was held prior to presenting this document to the FLATS Policy Committee at their June 6, 2011 meeting. There were no public comments. The Policy Committee approved the document at this meeting.

Staff held a public comment period of 10 days regarding the FY2012 UPWP and the 2010-2015 TIP amendments prior to presenting these documents to the FLATS Policy Committee at their June 6, 2011 meeting. There were not public comments. The Policy Committee approved these documents at this meeting.

As stated in A-1, FLATS has continued to maintain a webpage with information about the FLATS area and features all documents, including the UPWP and Long Range Transportation Plan. The site may be visited via the following website: www.florenceco.org/Planning/flats.htm.

Staff prepared and displays a FLATS County Planning binder at the Drs. Bruce and Lee Foundation Library which contains all FLATS documents for public viewing. Staff maintains and updates this binder as necessary.

Staff prepared the third edition of FLATS Newsletter and presented it to the FLATS Policy Committee at their June 6, 2011 meeting. Copies were available for the public and have been placed at various businesses for the public.

FLATS continue to utilize Web 2.0 tools. The online tools include the Florence County Blog (www.florenceco.blogspot.com), Facebook (facebook.com) and most recently Twitter (twitter.com/FloCoPlan). These sites may be assessable through the County planning webpage, e-mail signatures and online documents. Furthermore, a separate website was designed for the drafted Land Use and Transportation comprehensive plan elements. These sites provide contact information and additional comment submittal options.

The Long-Range Transportation website (http://arc2000.florenceco.org/transportation/) has attracted a significant number of visitors. The site acts as an additional venue to public meetings and displays to distribute text and maps.

Electronic correspondence of transportation plannin g issues and news continued to be sent to the trails committee and interested citizens throug hout the year.

Air Quality notification e-mail was sent to those r equesting the air quality forecast (provided through DHEC) when predicted to be other than 'good'.

Staff continued to distribute drafted policies and documents to the library system for public comments.

The FLATS mailing list, which continues to include the local media, agencies serving the disadvantaged and local neighborhood groups, was pe riodically updated with new stakeholders and continues to be maintained and updated.

PROGRESS IN MEETING SCHEDULES

All schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$20,094.00
Costs	$15,220.28

REMAINING BUDGET/ (SHORTFALL)

$ 4,873.72

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- FLATS Newsletter – 3rd Edition (Attachment 9)
- Blog access analysis (Attachment 10)

A-3 ENHANCEMENTS

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

To maintain the process for selecting enhancement p rojects to be included in the Transportation Improvement Program and to be a liaison between the enhancements grant recipients and SCDOT.

Results:

A member of the FLATS staff continued to work with SCDOT as the MPO Enhancement Coordinator. The current status of the enhancement projects as approved by the FLATS Policy Committee are:

- The Lucas Street Gateway project was approved to utilize the FY2007 FLATS enhancement funds.

STATUS:

- The City of Florence is the LPA for this project;
- The SCDOT is currently reviewing the Plans, Specifications & Estimate (PS&E) package submitted by the City;
- The Environmental review has been completed;
- The City is in the final stages of right-of-way certification of the SCANA property by the SCDOT. The waiver of rights document must be signed by SCANA before this can proceed.

- The Red Doe Plantation project was approved to utilize the FY2008 FLATS enhancement funds.

  STATUS:

  - Florence County is the LPA for this project;
  - The SCDOT is currently reviewing the PS&E package submitted by the County.
- The NoName Creek project was approved by the FLATS Policy Committee to utilize the FY2009 FLATS enhancement funds.

  STATUS:

  - The City of Florence has applied to the SCDOT to be the LPA for this project and is currently awaiting response.
- The City of Florence presented an enhancement project to the FLATS Policy Committee to utilize the FY2010 and FY2011 FLATS enhancement funds. The Policy Committee requested revisions to the City's proposal which will be presented to the Policy Committee during the 1st quarter of FY2012.

Staff will continue to work with the community and the applicants/recipients on enhancement issues and the SCDOT Transportation Enhancement Program guidelines in the future.

Staff will continue to host the quarterly Trails Committee meetings and research possible options on utilizing enhancement funding.

PROGRESS IN MEETING SCHEDULES

All schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$12,559.00
Costs	$11,402.91

REMAINING BUDGET/ (SHORTFALL)

$ 1,156.09

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- The NoName Creek enhancement project application (Attachment 11)

B-1 MAPPING

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

To provide a visual instrument that identifies areas of study and provides a detailed tool for planning and analysis within the FLATS area.

Results:

Staff upgraded desktop and server levels to a higher version of mapping software (ESRI ArcGIS10) to improve GIS data editing workflows and improved functionality for web and mobile based applications used for transportation planning.

Staff is utilizing internet mapping tools of improved road data in order to build efficient routes to deliver County services. This tool will improve the efficiency of County staff trips, which will cut down road mileage and reduce vehicle emissions. Additional review is underway by staff to confirm that roads' address ranges are highly accurate, surfaces are correct and locate stop signs and traffic signals in order that the computer program will know the most efficient routes to be utilized by citizens. A mobile application has been developed which reads the road data aloud to the editor in the vehicle, and provides tools which are much easier to use in the field. This will make data collection of the roads faster and more accurate.

Staff continues to update the address point project. The two staff members in E-911 addressing are spending several hours per day reviewing and correcting the address point file. Accurate addresses are important in plotting data for estimating demographics and in improving traffic flow as more people find their destinations more accurately in the FLATS area. This data will be utilized for the long-range transportation model. New tools using .NET technology are being developed to be used in ArcMap. ArcGIS is abandoning VBA which was used to develop the existing tools. Some work has been done to allow the E-911 editor to use a Flex website to update points.

Staff continued to use the new permit system to digitally track growth based on construction and development. By having this data available digitally, staff has been able to overlay this information in a GIS layer and plot it with parcels, centerlines/roads, zoning, etc. This valuable resource helps to show how land use impacts transportation.

Staff continues to update GIS data on existing share-the-road signage for future use when funding becomes available for additional signage.

Staff has finished correcting the existing zip code feature class for Florence County. Address points have been updated using this corrected zip code file. This will help in plotting demographic data that has an address field.

Staff also worked diligently to update the mapping data by updating parcels, roads, and complete the Census LUCA addressing project. This project is very important for our area and will continue to be updated.

Staff reviewed the Traffic Analysis Zone (TAZ) revisions submitted to the SCDOT by the Census for growth accuracy. Minimal revisions were made by the SCDOT consulting firm. Staff concurred that the revisions did comply with the current areas of traffic concern and the future areas for

growth.

Safety and security in our transportation network continued to be enhanced this year by our work with emergency personnel. The GIS department is also working with Emergency Management on a project to mitigate hazard impacts. One example is the identification of bridges and the methods that they would be available during a disaster.

Staff also employed various mapping techniques to begin a parcel specific land use map for the Comprehensive Plan. By establishing future land use based on trends, current land use, growth, the transportation system, and various other factors, modeling for an upcoming Long Range Plan update will certainly be more accurate.

Staff also produced maps throughout the year for various transportation and comprehensive planning related projects.

The County completed moving its data into the ArcSDE environment. It has given the opportunity to examine the data more closely and make numerous improvements to the data as it is moved.

PROGRESS IN MEETING SCHEDULES

All schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$50,234.00
Costs	$41,680.30

REMAINING BUDGET/ (SHORTFALL)

$ 8,553.70

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- Road Atlas example (Attachment 12)
- Building Permit Data and Map example (Attachment 13)
- Sample parcel data map (Attachment 14)
- FLATS area Traffic Analysis Zone (TAZ) map (Attachment 15)

B-2 AIR QUALITY SURVEILLANCE

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

Track current Federal and State legislation and ozone levels in air quality for the FLATS area in an effort to maintain compliance with the Environmental Protection Agency's National Air Quality Standards

Results:

Staff continues to coordinate with DHEC regarding a ir quality monitoring.

Staff continues to research and remain up to date o n the current requirements of SAFETEA-LU and the Environmental Protection Agency (EPA) standards for air quality and its impact on the planning process.

Staff attended a Transportation Conformity Kick-Off meeting hosted by the EPA and will continue to attend these meetings in addition to other semin ars and workshops regarding air quality and transportation conformity as they are offered.

Staff continues to research ways to educate our com munity on EPA's proposal to strengthen the national ambient air quality standards for ground-l evel ozone and the potential consequences should the FLATS area become non-attainment.

Staff continues to research and document informatio n for a potential tree preservation policy to enhance air quality. Staff maintains, in addition to the FLATS Contact lists, a list of individuals a nd organizations that would be directly affected by a Tree Preservation Policy for their input.

EPA will announce the new national ambient air qual ity standards for ground-level ozone in the near future. Additional procedures and guideline s will be required for FLATS projects should the area's status be in non-attainment. Staff continue s to research these procedures and guidelines as stated in the South Carolina Conformity SIP.

PROGRESS IN MEETING SCHEDULES

All schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$12,559.00
Costs	$10,398.50

REMAINING BUDGET/ (SHORTFALL)

$ 2,160.50

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

None

B-3 TRAFFICE SURVEILLANCE

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

Monitor the highway system and collect travel data such as volume and direction of traffic, turning direction, and lane of travel.

Results:

Staff prepared traffic analysis reports and reviews on numerous projects throughout the year. In addition, formal traffic reviews are being studied as a possible requirement for various development levels in our area.

Staff continued to contact with local Freight compa nies for areas of concern regarding freight traffic.

Staff researched and identified areas of improvement to be included in the 2035 Long Range Transportation Plan (LRTP) and the Transportation E lement of the Comprehensive Plan.

Staff continued to compare aerial photography in th e TAZ's to monitor changes in land use within the FLATS boundary. Staff specifically enumerated t raffic use at the Five Points intersection for use in the LRTP.

Staff maintained traffic count and Level of Service maps and will continue to work with new data as it is available.

Staff continued to communicate the needs of and pub lic request for roadway improvements or signalization timing coordination during peak times to the local SCDOT office as necessary.

Staff continues to compile crash data from include d jurisdictions in support of the long-range transportation plan. Staff prepared traffic reviews and compiled building permit data for various projects, re-zoning and congestion modeling. This d ata will help show how land use changes will affect the transportation system. Staff worked with traffic counts for various projects and helped make land use decisions in the FLATS area.

Staff continues to work with the local transit auth ority on ways to share transit information with third party tools such as Google Maps. In addition, we continue to work with the authority in updating their routes.

PROGRESS IN MEETING SCHEDULES

All stated schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$25,117.00
Costs	$18,785.19

REMAINING BUDGET/ (SHORTFALL)

$ 6,331.81

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- Sample map showing traffic level of service in the FLATS area (Attachment 16)

C-1 PLAN AND PROGRAM DEVELOPMENT AND MAINTENANCE

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

To maintain the FLATS program through development of the UPWP, TIP, and Long Range Transportation Plan and to comply with federal regulations as they relate to metropolitan transportation planning. In addition, staff will maintain and update the Florence County's Comprehensive Plan elements as required.

Results:

Staff maintained a paper and digital record keeping system for FLATS activities and made requested items available to the public.

Staff updated the FY 2012 FLATS UPWP, the Public Participation Process and amendments to the FLATS 2010-2015 TIP. The required public comment periods were held for each document prior to presenting them to FLATS Policy Committee. The Policy Committee approved each document at their June 6, 2011 meeting.

Staff continues to assist Kimley-Horn, the consulting firm preparing the 2035 Long Range Transportation Plan in addition to working with the SCDOT to refine the ranking on the next set of projects to be included in this document. .

Kimley-Horn also assisted staff in completing the Transportation Element of the County Comprehensive Plan which was adopted by County Council during this fiscal year.

Staff continued to lead the Florence Area Trails Committee this year and staffed subcommittee meetings for the City's Trail Dedication. As air quality concerns grow in our region, the trails committee will continue to meet and work on promoting trails and alternative transportation options in the Florence area.

Staff worked with PDRTA to provide new maps for their staff and continue to aide in producing bus route and bus stop GIS data. These maps and data will help in efficient routing while providing additional street details in a format that can be utilized in every transit vehicle. Staff will also assist with countywide routes in the future.

Due to recently updated national air quality standards, air quality has increasingly become a significant focus of FLATS. In addition to public health, significant ramifications are likely if the FLATS area is assigned as part of a non-attainment area. Various ideas to increase air quality include further outreach efforts, potential ordinance production such as tree preservation and burning bans as well as continuing County incentives for buying environmentally conscious transportation.

PROGRESS IN MEETING SCHEDULES

All schedules were met.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted $25,117.00

Costs $17,748.56

REMAINING BUDGET/ (SHORTFALL)

$ 7,368.44

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

None

C-2 SOCIO-ECONOMIC AND LAND USE DATA

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

To gather and maintain data and information to be u sed in transportation planning

Results:

Various staff members collect and track socio-econo mic and land use data throughout the year. Databases were maintained to show the location and type of development throughout our area. Staff has continued to plot data digitally as well, which can be seen on the attached reports. By looking at this data by TAZ and overlaying roads, i ncluding new roads, we can see where growth is occurring. This data is useful in the development o f the long range plan and in the development of Comprehensive Plan elements.

While each element affects the land use element, the relation between land use element and the transportation element will address interaction of multi-modal forms of transportation and increase efficiency of natural resource use. Extens ive work on the Comprehensive Plan continues from the last fiscal year and will continue through out the next fiscal cycle with the completion of the 2035 LRTP.

Staff continues to update addressing that associate s an accurate address with every location. This project aided in locating addresses the 2010 Census. As part of the census, we will hopefully see results in the improved quality of data, which will lead to better data for the CTPP.

Staff also continued to work in all areas of growth , from the development stages and working to ensure accurate location of new roads in our databa se files to the final stages of tracking this information by plotting it and changing trends in o ur land use map.

The Staff is currently working on the Priority Inve stment Element and should be completed early next fiscal year.

Staff continued to maintain a database of Planning Commission items. This database contains parcel numbers that can easily be related back to the digital parcel layer. This information can then be related to the TAZs and show trends in zoni ngs and re-zonings which indicate growth and the types of growth that are occurring.

In a stressed economy, staff has mapped foreclosures in our area to establish comparable trends for future reference. Monitoring the housing market can prove to be of great interest to builders as well as buyers in addition to updates to the Land Use element.

Staff continues to work on the improvement of GIS layers to provide land use analysis at the parcel level.

PROGRESS IN MEETING SCHEDULES

All schedules were met in a timely fashion.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$50,234.00
Costs	$44,354.94

REMAINING BUDGET/ (SHORTFALL)

$ 5,879.06

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- Florence County foreclosures report and map (Attachment 17)

C-3 Public Transportation Planning

COMPARISON OF ACTUAL PERFORMANCE TO STATED OBJECTIVES

Stated Objective:

Assist PDRTA with GIS mapping and related services in a way that is useful and beneficial to their needs.

Results:

Staff continues to provide updated road/centerline information as well as economic development information to assist in the expansion of their current services. Staff assisted in updating new bus stop routes. The bus stops and bus routes were digitized in GIS before making the maps. PDRTA has expressed an interest in the development of countywide routes in which staff will be of assistance in the future. Furthermore, staff will help PDRTA obtain information to support the SCDOT encroachment permit for new bus stop signage. These efforts will continue into FY 2012.

Staff also makes population maps available. By providing PDRTA with maps of identified populations, they may be able to improve service and update their fixed routes while potentially adding new services, stop locations, and a new central transfer point.

Staff continues to assign parcel-specific addresses. As part of GIS, staff will work to assign an address to each parcel in Florence County. This will help PDRTA locate users more efficiently.

Staff has direct contact with PDRTA on a continual basis and will keep them apprised of project activities in an attempt to help them locate users more efficiently.

PROGRESS IN MEETING SCHEDULES

All schedules were met in a timely fashion.

COMPARISON OF BUDGETED AMOUNTS TO ACTUAL COSTS INCURRED

Budgeted	$37,675.00
Costs	$28,346.04

REMAINING BUDGET/ (SHORTFALL)

$ 9,328.96

APPROVED PLANNING PROGRAM REVISION

None

OTHER PERTINENT SUPPORTING DATA

- Sample page from updated road atlas (Attachment 18)
- Bus Routes/ Bus Stops Map (Attachment 19)

Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

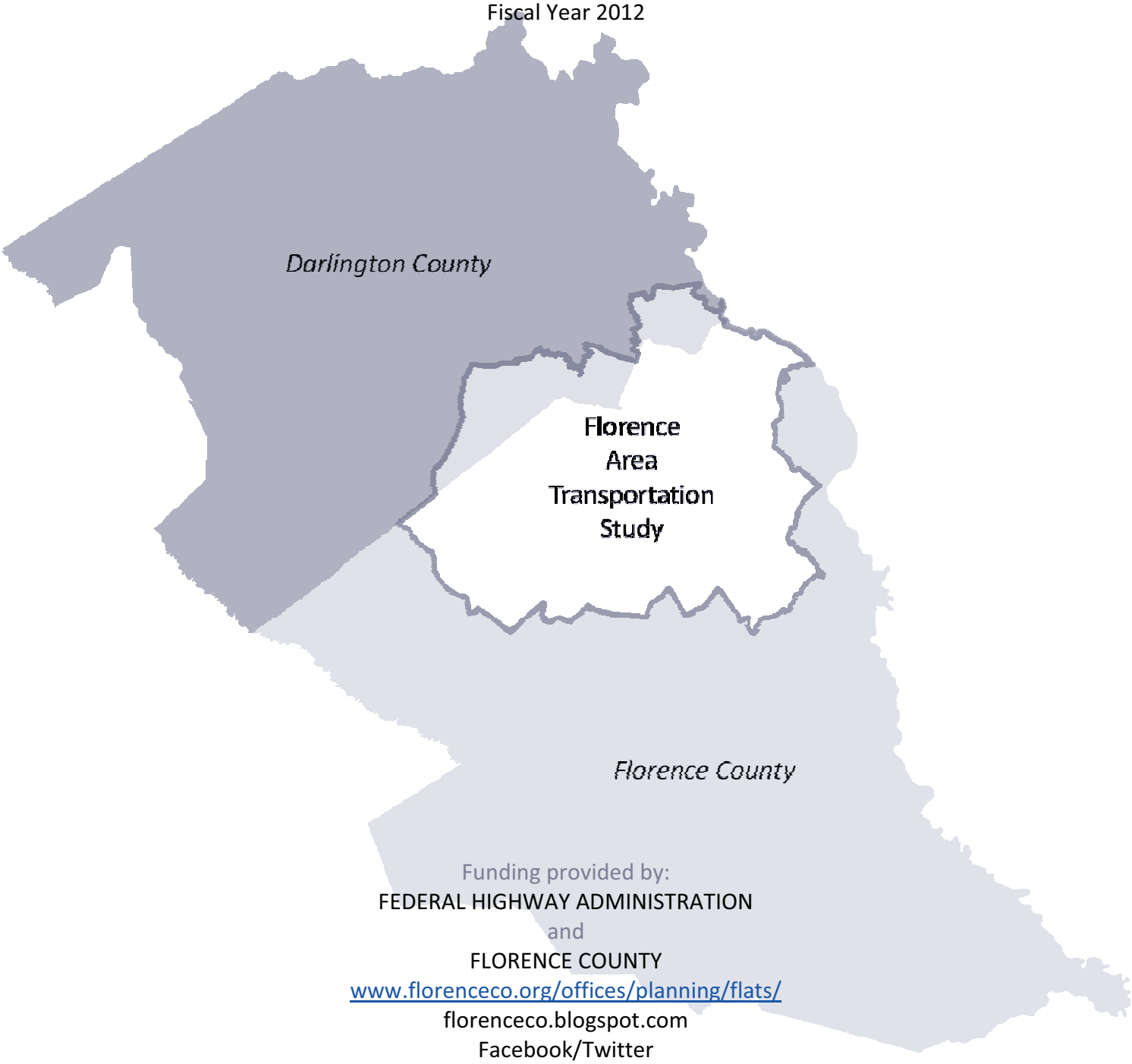
Attachment 1

FLORENCE AREA TRANSPORTATION STUDY

UNIFIED PLANNING WORK PROGRAM

Federal ID #57-6000351

Fiscal Year 2012



Funding provided by:
FEDERAL HIGHWAY ADMINISTRATION
and
FLORENCE COUNTY

www.florenceco.org/offices/planning/flats/

florenceco.blogspot.com

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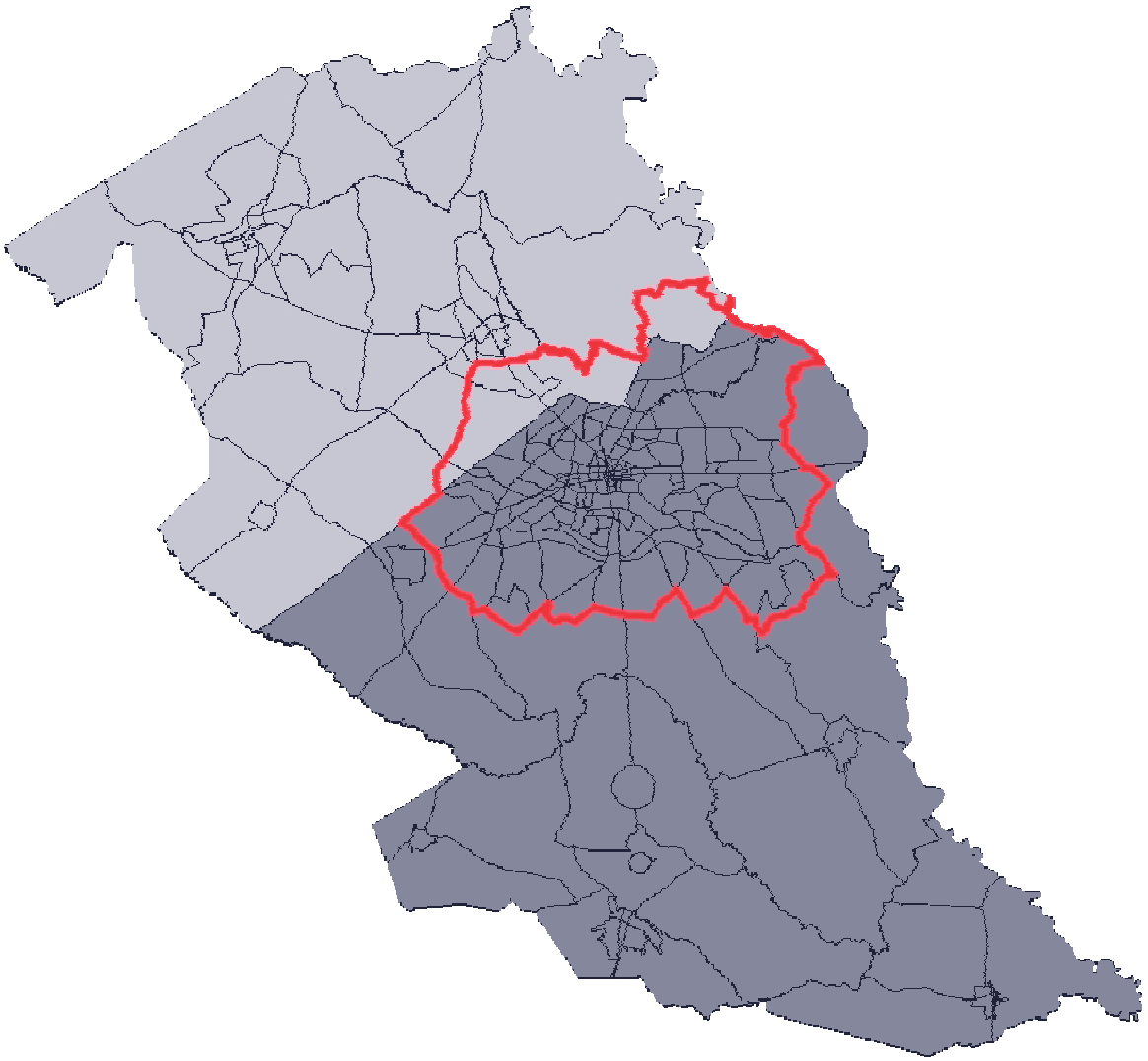
FLATS Study Area Map

The following map shows Darlington and Florence Counties divided within by traffic analysis zones (TAZ's). These zones are geographic sampling areas established from census tracks, blocks, or a grouping of these to help model traffic problems. The FLATS area is highlighted by a thick boundary line.

- Dark gray area represents Florence County Transportation Analysis Zones (TAZs)
- Light gray area represents Darlington County TAZs
- Thicker outline represents FLATS area



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Preface

This Unified Planning Work Program (UPWP) identifies the transportation planning activities being conducted by the Florence Area Transportation Study (FLATS) Metropolitan Planning Organization (MPO), which serves the Urbanized Florence Area in South Carolina. The planning activities outlined in the UPWP are to be completed during each fiscal year beginning July 1st, and ending June 30th. Florence County Planning Department, which provides staff support for FLATS, has prepared this document, in consultation with the South Carolina Department of Transportation, Federal Highway Administration, and other agencies involved in transportation planning and implementation. This document is also intended to comply with the Title VI requirements contained in the Federal Regulations for the development of plans and programs.

Annual updates and amendments to the UPWP are performed as addressed in the Public Participation Process plan. Additional information about FLATS planning activities is available at our website: http://www.florenceco.org/offices/planning/flats/ or by contacting FLATS staff at the Florence County Planning Department at (843) 676-8600.

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Introduction

The Florence Area Transportation Study (FLATS) is the Metropolitan Planning Organization (MPO) servicing a population of approximately 85,324 (US Census 2000) from two member municipalities within two counties. The Unified Planning Work Program (UPWP) outlines the activities that FLATS will undertake in FY 2012 using funds from the Federal Highway Administration (FHWA) and Florence County. State and County fiscal year period for 2012 is July 1, 2011 through June 30, 2012. Federal fiscal year for 2012 is October 1, 2011 through September 30, 2012.

FLATS is allocated a total of $170,476 ($170,393 in Planning and Transit, PL/FTA, allocations with $84 in carryover funds) through bill H.R. 2847, a law continuing SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) funding through the 2011 calendar year. A total of $213,095 in planning funds is allocated into three categories with 80% or $170,476 being federally funded and 20% or $42,619 local matching amount from Florence County. The three categories included in the UPWP are (A) Program Administration, (B) Surveillance and (C) Documentation and Analysis. The overall goal for this term is to minimize administrative costs while focusing on public participation and traffic congestion modeling.

SAFETEA-LU is the federal law that directs transportation planning actions (Titles 23 and 49, United States Code). FLATS adopted the eight Planning Emphasis Areas (PEA) described under this law into transportation planning in the FLATS jurisdiction. The UPWP describes the specific tasks for FLATS for FY 2012 pursuant to these PEAs.

The FLATS program strives to include local officials, business owners and citizens input into the decisions directing expenditures of transportation funds within the urban area of Florence, South Carolina. Any major road project or transit project that takes place in this area utilizing federal funds must be considered and approved by the FLATS Policy Committee.

FLATS continues to coordinate with local transportation interests and long-term planning partners including the Pee Dee Council of Governments (PDCOG), Pee Dee Regional Transportation Authority (PDRTA), local governments within the FLATS area as well as members of the public.

Committee Members

Policy Committee (Voting)

The FLATS Policy Committee is the decision-making body that transacts the business to develop FLATS in accordance with State and Federal laws and regulations. The FLATS Policy Committee consists of the following voting and non-voting members:

Mayor, City of Florence
Councilman, City of Florence
Mayor, Town of Quinby
Chairman, Florence County Council
Councilman, Florence County
Senator, South Carolina Senate (District 31)
Representative, South Carolina House of Representatives (District 63)
Commissioner, South Carolina Highway Commission (District 6)
Chairman, County Transportation Committee

Policy Committee (Non-Voting)

City Manager, City of Florence
Administrator, Florence County
Director, Florence County Planning and Building Inspection Department
Deputy Secretary of Transportation, SCDOT
District Highway Administrator, SCDOT (District 5)
Chairman, Florence County Planning Commission
Executive Director, PDRTA
Chairman, Florence Airport Commission
Division Administrator, FHWA
Chairman, City of Florence Planning Commission

Study Team

The Study Team, which is established by the Policy Committee, provides a forum for discussion and resolution of relevant issues and monitors technical activities for recommendation to the Policy Committee. In addition, the Study Team directs and considers for recommendation to the Policy Committee all major studies and planning activities. The FLATS Study Team consists of the following members:

Director of Urban Planning and Development, City of Florence
Chairman, Florence County Planning Commission
Planner, Pee Dee Regional Council of Governments
Area Planning Engineer, SCDOT
District 5 Traffic Engineer, SCDOT
Environmental Engineer, FHWA
Program Manager, Pee Dee Regional Production Group, SCDOT
Economic Development Manager, SCDOT-Office of Public Transit

Director, Pee Dee Regional Transportation Authority
Director, Florence County Planning and Building Inspections Department
Planning Services Officer, Florence County Planning and Building Inspections Department
Chairman, City of Florence Planning Commission
Director, Darlington County Planning Department
Enhancements Coordinator, SCDOT
Director, SCDOT – Office of Public Transit
Transit Planner, SCDOT – Office of Public Transit

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Planning Emphasis and Issues

Two key planning issues to address are improvements in the implementation of safety measures in the planning process and providing a multi-modal transportation network that can be financially justified. Constant changes in the economy offer many challenges for FLATS. Focusing on operational improvements and the protection of existing corridors through access management offers relatively low cost projects that can significantly improve congestion and safety on our streets and roads.

The 2010 Census for the FLATS area has not been formally released. A population growth for the FLATS area is anticipated and there is a potential for a new expanded boundary for the FLATS MPO urbanized area. With this potential growth, planning to reduce/mitigate congestion will be mandatory, greater demographic data development of the entire MPO area will be needed, staff will need to monitor air quality issues and there will be an emphasis on GIS/GPS activities. FLATS works closely with the City of Florence Parks and Beautification Department in enhancing its current Florence Trail System. Enhancing the FLATS area to a more pedestrian/bicycle friendly area will assist in improving traffic flow, maintaining the current air quality status and increase public involvement in the planning process.

FLATS staff will continue to incorporate the following Planning Emphasis Areas into the program (U.S. Code Title 23 Section 134 (f)(1)(A-G) and Title 49 Section 5303 (b)(1)(A-G)):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

Throughout the UPWP for FY2012, these factors are emphasized and associated with the function and coordination of the multi-modal transportation planning process. The development of goals, objectives, and policies; committee structures and staffing; interagency linkage and information; and staffing of various work elements are the main concern of transportation planning coordination.

The following table indicates the planning emphasis areas that staff will continue to focus on as objectives are fulfilled for each section of the UPWP.

UPWP Task	Planning Emphasis Area (PEA's)							
	1	2	3	4	5	6	7	8
A-1		◊	◊					
A-2				◊		◊		
A-3					◊			◊
B-1		◊	◊				◊	
B-2	◊				◊		◊	◊
B-3		◊	◊				◊	
C-1		◊		◊	◊	◊		◊
C-2	◊			◊	◊		◊	◊
C-3	◊	◊	◊			◊	◊	

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FUNDING

The funding, by activity and source, for the transportation program of the Florence Area Transportation Study (FLATS) Metropolitan Planning Organization (MPO) is shown below in Table I.

Table I: Proposed Funding Sources – FY2010

WORK TASK	*PERCENTAGE*	*FHWA*	*LOCAL SHARE*	*TOTAL*
Administration	7%	11,934	2,983	14,917
Public Participation	8%	13,639	3,409	17,048
Transportation Enhancement Program	5%	8,524	2,131	10,655
Mapping	20%	34,095	8,524	42,619
Air Quality Surveillance	5%	8,524	2,131	10,655
Traffic Surveillance	10%	17,047	4,262	21,309
Development and Maintenance	10%	17,047	4,262	21,309
Socioeconomic and Land Use Date	20%	34,095	8,524	42,619
Public Transportation Planning	15%	25,571	6,393	31,964
TOTAL	**100%**	**170,476**	**42,619**	**213,095**

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A. Program Administration

A-1 Administration

Objective:
To administer the transportation planning program in the FLATS area, including coordinating all activities of the Policy Committee and Study Team, developing narrative reports for citizens and public/private agencies, and providing liaison activities among government agencies and the public. Other administrative activities include preparing narrative and expenditure reports, maintaining financial accountability including an annual report, keeping routine correspondence, and preparing and retaining information related to billing and training.

Previous Responsibilities and Projects:
Staff attended various workshops and conferences and made presentations at public meetings and workshops as necessary. Staff organized on-going meetings as necessary for the FLATS Study Team and Policy Committee to include developing agenda correspondence, maintaining records and preparing minutes. Previous projects and responsibilities by staff were as follows:

- Organized Policy Committee and Study Team Committee meetings on an on-going basis;
- Attended SCAPA annual meetings and MPO conferences;
- Presented the initial draft of the updated Long Range Transportation Plan (LRTP) to the Study Team and Policy Committee;
- Developed the Transportation Element for the Comprehensive Plan as required by State Statute. Workshops and public meetings organized by staff were held during the process of completing this element as follows:
    - Planning Commission workshops were held;
    - Public meetings were held at three county municipalities;
    - Planning Commission's public hearing and recommendation by Resolution to County Council for this element was held;
    - County Council adopted by Ordinance during the first quarter of FY2011.
- Staff began developing the Priority Investment Element for the Comprehensive Plan as required by State Statute during FY2010. Initial meetings and information requests were imperative to obtain critical statistics required to be included in this element. These meetings and information requests were as follows:
    - Two meetings between FLATS' planning staff, County Planning Director and County Finance Director;
    - Three meetings between FLATS' planning staff and County stakeholders whose fields of expertise would assist in obtaining required information;
    - Meeting between FLATS' planning staff and Florence County School District One Director;
    - Element workshop between FLATS' planning staff and Planning Commission;

  - FLATS' planning staff presented specific information request to appropriate County governmental departments, County municipalities and adjacent municipalities;
- Prepared and submitted the FY2011 UPWP to the South Carolina Department of Transportation during the last quarter of FY2010;
- Attended an FHWA Livability workshop for educational purposes to begin planning livability initiatives for future transportation projects;
- Attended quarterly community meetings with two organizations eligible for grants to take on projects to enhance the transportation system into a more multi-modal network, increase the current Florence Trails System and to educate and encourage daily activity and healthy nutrition to Florence residents.

Anticipated Responsibilities and Projects:

Staff will continue preparing correspondence, agreements, agenda items, and minutes and maintain all records for on-going FLATS Study Team and Policy Committee meetings. Staff will update Federal documents as required and hold the appropriate public comment period for each document. Public notices for all meetings, documentation and other FLATS activities will continue. Projects and responsibilities for the remainder of FY2011 and FY2012 are:

- Administer public comment periods as appropriate prior to presenting each of the following updated documents to the FLATS Study Team and Policy Committee:
  - FY2012 Unified Planning Work Program (UPWP) (30-day comment period)
  - Public Participation Process plan (PPP) (45-day comment period)
  - Transportation Improvement Plan (TIP) amendments (10-day comment period)
- Complete 2035 LRTP and present to the Study Team and Policy Committee;
- Complete the Priority Investment Element and present to Planning Commission and County Council;
- Provide the FLATS Policy Committee and Study Team with the administrative work and technical assistance needed to effectively operate as a Metropolitan Planning Organization (MPO) and update the Federal required documentation;
- Prepare and maintain correspondence, agreements, agenda items and maintain all records of FLATS activities;
- Prepare maps, and PowerPoint presentations for the Study Team and Policy Committee meetings;
- Provide citizens, developers, consultants and government agencies with information on items such as traffic reviews, elements of design, development of grant applications and public transportation;
- Maintain written correspondence with citizens, local governments, developers, and other agencies to provide a record of the yearly activities;
- Speak at public meetings to provide opportunities for the public to discuss transportation related issues;
- Attend seminars, conferences and workshops as required for MPOs;
- Post public notices for meetings, Federal documents and other FLATS activities as guided by the Public Participation Process through the following venues:

  - Local Newspaper
  - Florence County FLATS webpage
  - FLATS transportation website
  - Florence County Blog, Facebook and Twitter
  - E-mail notification to FLATS Distribution List, FLATS Stakeholder List, and Florence Trails Committee
- Place all Federal and other FLATS activity documents on the Florence County website and update as necessary (www.florenceco.org/offices/planning/flats/);
- Purchase office supplies, computer hardware and software and upgrades as necessary;
- Work with SCDOT as necessary on updates to the Statewide Transportation Improvement Plan (STIP);
- Work with officials on various planning projects, including the one-cent sales tax projects currently funded by the State Infrastructure Bank (SIB);
- Before publishing any Requests for Proposals (RFPs) for consulting services, staff will present SCDOT the information for review and approval. Also, all funds administered by SCDOT, regardless of source, will continue to be subject to the provisions of the OMB Circular A-133, the Single Audit Act;
- Continue to administer and prepare documentation for the Florence Trails Committee meetings and implementing the 2004 Florence Area Bikeway Master Plan;
- Attend training sessions and seminars on urban transportation planning and review transportation related circulars and newsletters as available;
- Continue all compliances with Title VI/Environmental Justice regulations;
- Recent funding changes demand close attention. The federal program to fund FLATS and other MPOs for transportation related projects, SAFETEA-LU, expired in FY2010. SAFETEA-LU funding will continue as a result of H.R. 2847 until a new Transportation Bill has been passed. FLATS staff will continue to monitor development of the next transportation planning funding initiative and will anticipate a performance-based project funding allocation;
- Review goals from each element of the Comprehensive Plan to discuss with County Planning Director for potential new ordinances;
- Introduce a Complete Streets initiative.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 2,983
Federal	80%	$ 11,934
TOTAL COST		**$ 14,917**

A-2 Public Participation

Objective:
Present a system to inform and involve individuals and agencies/groups of transportation planning efforts and the development of transportation plans in the FLATS area. County Planning staff and the FLATS staff will make available any information on the planning process and/or FLATS activities that may be of interest to any persons or groups as requested. The mailing list will be updated accordingly. The Public Participation Process will also be updated.

Previous Responsibilities and Projects:
Staff has continued to follow the guidelines in the original FLATS Public Participation Process plan (PPP) which was adopted by the Policy Committee in FY2009. All meetings are open and advertised for the public and documents are available on the Florence County website and maintained by FLATS staff. Previous projects and responsibilities by staff were as follows:

- The PPP has been updated to comply with the three year update requirement;
- The FY2012 UPWP has been updated to comply with the annual update requirement;
- The Transportation Improvement Plan (TIP) has been amended as required;
- The FLATS mailing list of groups and individuals is updated on an on-going basis;
- The third edition of the FLATS Newsletter has been developed for distribution;
- Actively requested public comment on transportation-related documents;
- Posted transportation related activities on the Florence County Planning Blog (www.florenceco.blogspot.com), Facebook and Twitter accounts to facilitate information sharing;
- The Florence County website and FLATS transportation website are updated on an on-going basis as necessary;
- Posted timely updates of the LRTP on the Florence County transportation website;
- Maintained records of public attendance and public comments for FLATS meetings and FLATS documents.

Anticipated Responsibilities and Projects:
Staff will increase the process to contact with citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties regarding transportation planning in the FLATS area. Specific staff responsibilities and projects are as follows:

- Advertise and manage the 45-day public comment period for the updated PPP and present to the FLATS Study Team and Policy Committee;
- Advertise and manage the 30-day public comment period for the FY2012 UPWP and present to the FLATS Study Team and Policy Committee;

- Advertise and manage the 10-day public comment period for the amended TIP and present to the FLATS Study Team and Policy Committee;
- Work with SCDOT to update the public participation process to identify all required stakeholders according to SAFETEA-LU and following legislation;
- Continue to conduct public meetings to increase awareness, involve the public and seek public comments;
- Publicly advertise all meetings and projects in a timely manner as required;
- As part of the public participation effort, staff will continue to host the Florence Area Trails Committee, which citizens are invited to attend;
- Representatives from minority groups and low-income groups will continue to be included on the mailing lists for the FLATS Policy Committee meetings;
- Ensure that someone will be identified who can assist staff with communicating with non-English speaking persons;
- The periodic review to update the Public Participation Process plan will begin again in FY2013 in line with a two-year cycle to ensure that the program is functioning as an effective method for public involvement for all;
- As the Transportation Improvement Plan (TIP) is updated and amended, a public comment period will be provided as required by federal law and in accordance to the Public Participation Process plan;
- Maintain and update Florence County websites pertaining to planning and FLATS activities;
- Prepare fourth edition of the FLATS Newsletter for distribution;
- Prepare transportation activity information on a monthly basis and upcoming meeting agenda items on the Florence County Blog, Facebook and Twitter;
- Meet with the FLATS Freight Study group as necessary to discuss the latest freight traffic issues;
- Maintain a record of public involvement.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 3,409
Federal	80%	$ 13,639
TOTAL COST		**$ 17,048**

A-3 Transportation Enhancement Program

Objective:

To maintain the process for selecting enhancement projects to be included in the Transportation Enhancement Program and to be a liaison between the grant recipients and SCDOT. The enhancement projects that are selected will be listed in the TIP. The projects that are considered and information on these projects will be available from the FLATS staff at any time during the planning process.

Previous Responsibilities and Projects:

Staff coordinates with the City of Florence on a quarterly basis and documents the project status on the two active enhancement projects as approved by the FLATS Policy Committee. Florence County has been approved as the Local Public Agency (LPA) for the Red Doe Plantation project as approved by the FLATS Policy Committee. County Administration is currently coordinating the design review with SCDOT. Notices have been sent to potential applicants for upcoming funding cycle of enhancements. Previous projects and responsibilities by staff were as follows:

- City of Florence approved enhancement projects update:
  - The Lucas Street Gateway project (FY2007). The City of Florence is the approved LPA for the project. This project is in final design and bid spec stage.
  - The Irby Street Gateway project (FY2009). This project has been formally cancelled at the request of the City of Florence.
  - The NoName Creek Greenway project was recently approved by the Policy Committee to replace the Irby Street Gateway project for the FY2009 enhancement funds. The City is awaiting final approval from SCDOT.
- Red Doe Plantation project (FY2008.) County Administration is coordinating the design review with SCDOT;
- FLATS staff presented an enhancement project proposal from The City of Florence to the FLATS Policy Committee requesting utilization of FY2010 and FY2011 available funds. Policy Committee has requested revisions to their proposal;
- FLATS is assisting SCDOT to insure that a Local Public Agency (LPA) is designated and approved by SCDOT to serve as an LPA for each enhancement project.

Anticipated Responsibilities and Projects:

Prepare potential enhancement project documentation to present to the FLATS Study Team and Policy Committee as applications are received for available enhancement funds. Ensure the specifics on the proposed projects are posted and available for public comment. Maintain correspondence with SCDOT on enhancement projects as applicable. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Implement new MPO Enhancement Program Guidelines as revised;
- Present revised enhancement project from The City of Florence to the FLATS Study Team and Policy Committee;

- Maintain quarterly status record of active enhancement projects;
- Post notices for the public to review proposed projects in advance of decision-making process;
- After grants have been awarded, work with the applicant and SCDOT on the items listed in the Transportation Enhancement Program guidelines on all approved projects;
- Assist all FLATS area government agencies with transportation enhancement grant projects.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 2,131
Federal	80%	$ 8,524
TOTAL COST		**$ 10,655**

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B. Surveillance

B-1 Mapping

Objective:
To provide a visual instrument that identifies areas of study and provides a detailed tool for planning and analysis within the FLATS area. The Florence County Planning Department and GIS Department will maintain digital data for all projects and responsibilities.

Previous Responsibilities and Projects:
Staff continues to produce maps for land use and trend analysis as necessary. Previous maps were developed for inclusion in the 2035 LRTP and both the Transportation and Priority Investment Elements of the Comprehensive Plan. In addition, specific informational maps were developed as requested by Pee Dee Regional Transportation Authority (PDRTA). County-wide address and roads databases and foreclosure statistical reports and maps are continuously maintained.

Previous projects and responsibilities by staff were as follows:

- Presented amendment request to the Land Use map for the Comprehensive Plan from the Town of Pamplico to Planning Commission and County Council;
    - Advertised for public comment prior to presenting to government officials
    - Upon approval, made the appropriate amendments to the map and updated the website map for public knowledge and internal documentation
- Prepared new and revised route and bus stop location maps for PDRTA. Staff continues to provide digitized information as requested;
- Created new and updated existing GIS information as necessary for consultant as requested for their use in creating maps for the LRTP and Transportation Element. Numerous maps were created to show specifics on existing conditions and potential areas of improvement;
- Created maps for the Priority Investment Element;
- Maintained monthly foreclosure tracking through GIS and presented to County Administration. This information has been forwarded to stakeholders and posted on the Florence County Blog and referenced on Facebook and Twitter;
- Spatially tracked County building permits and maintained accurate road maps and bus routes through GIS;

Anticipated Responsibilities and Projects:
Staff will continue to assist PDRTA with updates to their routes and bus stop signage GIS data and provide a new road Atlas as necessary. In addition to PDRTA, any new road data will be made available to emergency personnel and other public entities to increase the effectiveness of the transportation system. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Continue to assist PDRTA in updating their route maps. In addition, as new census data is available, staff will assist PDRTA providing further GIS information to determine locations where increased transit service may be needed for transit-dependent populations;
- Continue to work with the Assessor's Office, Geographic Information Systems (GIS) Department and Engineering Division to maintain an accurate centerline and parcel map;
- Update the Comprehensive Plan Land Use Map as amendments are approved by Planning Commission and County Council;
- As new roads are proposed in the area, staff will verify the road for an accurate placement utilizing GPS and include attribute data, such as road surface type and bridge location. Notify emergency personnel, law enforcement, transit operators and other public entities of all updates;
- Development of our data so that GIS becomes an integrated system among County departments;
- Produce maps to analyze socioeconomic data in the FLATS network;
- Become fluent and utilize Community Viz scenario planning software to compare land use, natural resource management and transportation amenities for future land use alternatives, to quantify impacts that might result from those alternatives and to visualize their impacts;
- Explore ways in which GIS can be applied to enhance stakeholder involvement in transportation projects;
- Update accurate address information on-going;
- Continue to track foreclosures, analyze clusters and compare to statistics such as distance driven to work, distance from center of town and distance from public transit and socioeconomic trends;
- Research data and conduct studies to develop a congestion model for the FLATS area. Retain a consultant for assistance. Congestion modeling considers locations of high traffic by integrating information such as employment, business types, residential density, speed and TAZ's. The completion of the 2011 Census data will have potential updates to be utilized.

Staffing:
County Planning and GIS Departments

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 8,524
Federal	80%	$ 34,095
TOTAL COST		**$ 42,619**

B-2 Air Quality Surveillance

Objective:
Track current Federal and State legislation and ozone levels in air quality for the FLATS area in an effort to maintain compliance with the Environmental Protection Agency's National Air Quality Standards.

Previous Responsibilities and Projects:
FLATS staff coordinates with DHEC regarding air quality monitoring. Staff has researched and remains up to date on the current requirements of SAFETEA-LU and the Environmental Protection Agency (EPA) standards for air quality and its impact on the planning process. Staff attends seminars and workshops as available regarding air quality and transportation conformity. Previous projects and responsibilities by staff were as follows:

- Staff attended the following two meetings/workshops sponsored by the EPA regarding air-quality:
    - Transportation Conformity Kick-Off and Transportation Conformity 102. The purpose of these meetings was to address the transportation planning requirements involved in non-attainment areas and how to prepare potential projects in advance of regulations.
- In March of 2009, Florence County approved and staff managed a Hybrid Vehicle Rebate Program to help promote air quality improvement initiatives and to promote public discussion and awareness of challenges to air quality. Nine rebates were issued to Florence area residents during the program. The program ended in June of 2010 as County Council voted not to continue the program;
- In addition, a Home Improvement Rebate Program for limited home improvements also approved by Florence County and managed by staff. This program focused on power generation (solar and wind), primary heat source replacement from wood burning systems and green construction projects that met LEED or EarthCraft certifications. Staff managed this program. No applications were received for this program which also ended in June of 2010. County Council voted not to continue the program.
- Staff has developed a tree preservation brochure utilizing a state Community and Urban Forestry grant and has drafted a policy with the assistance of community stakeholders.

Anticipated Responsibilities and Projects:
The FLATS staff will incorporate procedures as required by EPA, SCDHEC, SCDOT, FHWA and other State and Federal agencies as applicable to determine the conformity of transportation plans, projects and programs. Staff will continue coordinating with DHEC regarding air quality monitoring. Staff will work with DHEC to educate the FLATS Policy Committee, public officials, stakeholders, and citizens on strategies to positively affect air quality. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Review potential expertise that will be necessary if the FLATS area is labeled non-attainment with the soon to be announced tightening of air quality standards;

  - Should the FLATS area be declared a non-attainment area, staff will be required to demonstrate, through regional emissions analysis, that the estimated on-road motor vehicle emissions of projects included in the LRTP and TIP will be less than the allowable estimated on-road motor vehicle emissions listed in the Statewide Transportation Improvement Program (STIP).
  - If the FLATS area cannot show that a planned project will allow the area to meet or be less than the emission levels required, then it shall be required to modify its TIP and LRTP by removing projects or adding other controls or programs until emission requirements are met. Failure to comply can result in freezing of all federal funds (from both FHWA and FTA) and possibly more severe restrictions.
- Research grants and other assistance available for diesel emission reduction projects, retrofits, idle reduction technologies, cleaner fuel use, engine repowers, upgrades, and for vehicle and equipment upgrades;
- Organize individual stakeholder meetings with entities that would be directly affected for their input on developing a tree preservation program.
  - Prepare additional public presentation material and organize public meetings to educate the importance of a tree preservation program, explain the benefits of preserving and/or planting trees and obtain additional public input.
  - Educate our community on EPA's proposal to strengthen the national ambient air quality standards for ground-level ozone and the potential consequences should the FLATS area become non-attainment.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 2,131
Federal	80%	$ 8,524
TOTAL COST		**$ 10,655**

B-3 Traffic Surveillance

Objective:
Monitor the highway system and collect travel data such as volume and direction of traffic, turning direction, and lane of travel. Improve efficiency, reliability, safety, security, and volume affecting the movement of traffic including freight in the FLATS area.

Previous Responsibilities and Projects:
Staff utilizes the SCDOT Average Annual Daily Traffic (AADT) counts on a daily basis to assist citizens or County agencies with areas in question and to determine if a proposed new project will have a significant impact for potential traffic congestion. This information is included in reports to the governing officials as each project is presented to them. Previous projects and responsibilities by staff were as follows:

- Surveyed local freight companies for areas of concern for freight traffic to be included in the LRTP and Transportation Element;
- Provided traffic data to be used in daily operations as applicable;
- Identified areas of improvement for the LRTP update;
- Identified areas of improvement for the Transportation Element;
- Staff has participated in various traffic-related meetings and continues to use the data to complete traffic reviews for various projects.

Anticipated Responsibilities and Projects:
Increase collection and research on areas of concern regarding safety, security, freight and traffic congestion and coordinate with the appropriate County or State agency. Continue tabulating and analyzing SCDOT traffic count data for our area to determine changing patterns particularly as existing transportation planning documents are updated. In areas of high congestion, request traffic studies from SCDOT or supplemented by private studies to ensure effective and safe traffic conditions. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Continue to provide AADT count data as requested;
- Continue to incorporate SCDOT traffic counts for our area into maps and traffic reviews for projects;
- Identify roads, highways, and intersections with high accident potential;
- Identify potential roadway improvements and enhancement projects for information in the next update of the LRTP;
- Survey the public to identify hazardous roads, highways and intersections;
- Coordinate with the Department of Health and Environmental Control (DHEC), SCDOT and other agencies to ensure compliance with the National Environmental Protection Act (NEPA);
- Coordinate to improve the interconnectivity of streets (grid network);
- Provide recommendations to increase safety measures in new developments;

- Protect existing corridors with access control measures and interconnectivity between developments;
- Continue to remain in contact with emergency management and law enforcement personnel about safety and security issues in the FLATS area;
- Increase collection and study data on congested areas in support of anticipated congestion modeling capabilities;
- Continue coordinating with the local SCDOT office to review the timing of signalization on streets with congestion issues;
- Work with SCDOT on their Transearch statewide freight database. The FLATS' MPO has the opportunity to share this data to allow for customization at the regional level and to address similar regional freight planning needs. Staff will utilize the database as a planning tool to analyze current and future freight flows by origin, destination, commodity, and transport mode;
- Collect information from local freight and freight service companies through origin/destination surveys and interviews to:
    - identify and access existing and future freight movement and regional infrastructure for all modes;
    - identify regional freight needs and challenges;
    - facilitate a task force of stakeholders;
    - determine freight capacity of major routes;
    - Research data to develop a comprehensive freight transportation profile.
- Develop a comprehensive local freight movement model to include:
    - Identifying regional freight corridors or networks critical to freight movement in the region;
    - map future primary freight routes;
    - quantify economic significance of freight in the region;
    - quantify environmental and social impacts related to freight movement;
    - development freight-supported land use guidelines;
    - identify potential short-term and long-term freight improvement projects;
    - research potential infrastructure improvement projects to facilitate efficient movement of goods in the region.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 4,262
Federal	80%	$ 17,047
TOTAL COST		**$ 21,309**

C. Documentation and Analysis

C-1 Development and Maintenance

Objective:
Maintain the FLATS program by developing the Unified Planning Work Program (UPWP), the Transportation Improvement Plan (TIP), and the Long Range Transportation Plan (LRTP) in compliance with federal regulations as they relate to metropolitan transportation planning. In addition and as needed, staff will update Florence County's Comprehensive Plan which includes nine elements.

Previous Responsibilities and Projects:
Prepared the Annual Federal Obligation Report as required by SCDOT, updated the Long Range Transportation Plan (LRTP), the Public Participation Process plan (PPP), the Unified Planning Work Program (UPWP) and amended the Transportation Improvement Plan (TIP). Prepared and maintained quarterly Planning (PL) funding reports for SCDOT. Staff began developing the Priority Investment Element for the Comprehensive Plan. Previous projects and responsibilities by staff were as follows:

- Prepared the FY2010 Annual Federal Obligation Report. Submitted the document electronically to SCDOT and posted on the FLATS County webpage;
- FLATS staff updated the Public Participation Process plan (PPP) for the three year update requirement;
- Staff updated the FY2012 UPWP;
- Staff made amendments to the TIP;
- Staff began updating the LRTP with the assistance of a third party consultant. The LRTP was prepared to integrate the state requirements of Act 114;
    - As updates to the LRTP progressed, this information was posted on the FLATS Transportation website;
    - Staff organized meetings with various stakeholders to include environmental, alternative transportation, freight community, realtor community, state and federal representatives, and city and county officials during the update process;
    - Public workshops were held at intervals during the planning process for public input. Public notices for workshops were placed in the local newspaper, placed on the County website, County blog and placed on the transportation website specifically developed for updates to the LRTP;
    - FLATS stakeholders and distribution list contacts were notified via e-mail with workshop dates. Furthermore, as new plan updates were added to the transportation website, FLATS stakeholders and distribution list contacts were notified for their review and comment;
- Prepared and maintained for record, quarterly PL fund reports for SCDOT.

Anticipated Responsibilities and Projects:

Complete the LRTP. Hold public comment periods on LRTP, PPP, UPWP and TIP prior to presenting to the FLATS Study Team and Policy Committee. Prepare on-going quarterly PL funding reports. Complete the Priority Investment Element and present to Planning Commission and County Council. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Complete the LRTP chapters relating to financing and projects with the assistance of SCDOT and/or consultant. Hold public comment period prior to presenting to the FLATS Study Team and Policy Committee;
- Advertise for and manage public comment period for the PPP, UPWP and TIP prior to presenting to the FLATS Study Team and Policy Committee;
- Complete the Priority Investment Element, advertise accordingly and present to Planning Commission and County Council.
- Continue preparing and maintaining quarterly PL funding reports for SCDOT;
- Identify operational improvement projects to address safety and congestion issues;
- Research potential Overlay Corridor Districts for each quadrant entering the City of Florence;
- Staff will continue to work with and organize the Florence Area Trails Committee meetings to promote multi-modal transportation to our current and developing network;
- Comply with the Title VI requirements contained in the federal regulations in the development of the plans and programs (42 U.S.C. Section 2000d);
- Comply with the Disadvantaged Business Enterprise (DBE) program to the extent authorized by federal law. These compliances are stated in the Civil Rights Section 12 of the FTA Master Agreement;
- Continue to work with SCDOT on the statewide plan as it relates to freight. As this plan develops, staff can use the plan when considering future projects;
- Staff may also work with consultants on network improvement studies. These studies would involve investigating key problem areas, including intersections and finding cost effective ways to improve traffic conduction.

Staffing:

County Planning Department, SCDOT and consultant(s)

Estimated Date of Activity Completion:

June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 4,262
Federal	80%	$ 17,047
TOTAL COST		**$ 21,309**

C-2 Socioeconomic and Land Use Data

Objective:
Gather and maintain data and information to be used in transportation planning. Continue updating and maintaining various planning databases.

Previous Responsibilities and Projects:
Staff continues updating and modifying land use data through GIS on a daily basis as necessary. Several databases, including zoning and land use, have been created. The applicant's name, address, zoning district and type of work is included in the zoning database. This, as well as other information, has been used to direct traffic modeling. Previous projects and responsibilities by staff were as follows:

- Socioeconomic and land use data has been collected and maintained. Land use maps have also been produced for the existing and future use of land on a parcel by parcel basis;
- Staff has incorporated various aspects of transportation planning into each of the elements of the comprehensive plan as described in the federal regulation;
- SAFETEA-LU encourages the consultation and coordination "with planning officials responsible for other types of planning activities affected by transportation". The efforts made on the comprehensive plan have helped to achieve this goal in our area;
- In updating the transportation element, staff planned on the need to focus on the importance that transportation and associated operations play in economic development, environmental and land use decisions.

Anticipated Responsibilities and Projects:
Data from traffic analysis zones and from building permit databases will continue to be created to track growth. Staff will integrate scenario planning in an effort to understand the impacts of growth, especially the relationship between transportation and the social, environmental and economic development of regions. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- The FLATS area covers portions of Florence and Darlington counties. Development and land use throughout both counties affects the traffic and transportation system in the FLATS area. Although Florence County is not responsible for comprehensive planning for Darlington County, consideration of their plan in relation to the FLATS area is useful;
- Staff will continue to update governing bodies on the latest planning activities that may be affected by transportation;
- Staff members will continue monitoring the transportation system throughout its development including working on projects, such as the one-cent sales tax projects, that connect the FLATS network to other areas in the county;

- SAFETEA-LU also places emphasis on recreational travel and tourism. By identifying socioeconomic and land use points of interest in Florence County, such as historic sites and parks, this will enable staff to promote recreation and tourism;
- Building permit and development data will continue to be tracked. This task will allow the comparison of past with future growth and show residential growth from new subdivisions and commercial growth from new and altered developments;
- FHWA encourages and supports scenario planning. Staff will actively use scenario planning with CommunityViz software. Scenario planning emphasizes those conditions that may shape the future and identifies how these conditions might interact rather than attempt to present one specific outlook.
- Staff will increase their efforts to improve coordination between land use and freight planning in an effort to preserve and enhance efficient and safe access and mobility for freight transportation. Integrating land use and transportation planning and development is just one of many assets of sustainable communities and neighborhoods.

Staffing:
County Planning Department

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 8,524
Federal	80%	$ 34,095
TOTAL COST		**$ 42,619**

C-3 Public Transportation Planning

Objective:
Staff will assist PDRTA with GIS mapping and related services in a way that is useful and beneficial to their needs. Staff will assist in monitoring public transportation routes to assess needs based on existing ridership, Census patterns, and on areas of projected growth and development.

Previous Responsibilities and Projects:
Staff prepared new and revised route and bus stop location maps for the local transit agency, PDRTA. Since preparing these new maps, staff continues to provide digitized information as requested. Staff provides PDRTA with updated road/centerline information such as new road construction and/or changes to existing streets in addition to updates to the County Road Atlas annually. Previous projects and responsibilities by staff were as follows:

- Provided PDRTA administration updates for the County as new roads were developed for their use;
- Staff updated and created new and revised route and bus stop location maps and other digital information for PDRTA;
- Staff continuous provides mapping updates to PDRTA in order to develop new routes and identify ridership;
- Staff maintains an internet mapping website, which can be used to locate addresses, find major buildings, identify subdivisions/industries, and pinpoint other landmarks. This website also has road information, including surface type.

Anticipated Responsibilities and Projects:
Continue coordination and meetings with PDRTA in an effort to ascertain their transportation facility needs and to disseminate materials gathered or produced by the planning staff regarding transportation planning. Projects and responsibilities for the remainder of FY2011 and for FY2012 are:

- Staff has direct contact with PDRTA on a continual basis and will keep them apprised of project activities as well as aide in PDRTA projects such as signage and facility planning as necessary;
- Staff will continue to assist PDRTA with GIS mapping services to include the following:
    - *Assist PDRTA in mapping routes and locating ridership*. As part of this effort, we will not only provide updated road/centerline information, but also economic development information to assist in the expansion of their current services;
    - *Providing population maps*. By providing PDRTA with maps of identified populations, they may be able to improve service and update their fixed routes and potentially add new services, stop locations, and even a new transfer point;

  - *Assigning parcel-specific addresses*. As part of GIS, staff will work to assign an address to each parcel in Florence County. This will help PDRTA locate users more efficiently.
- Staff will continue to send the updated County Road Atlas to the PDRTA annually;
- Staff will continue to share requested data with and send meeting notices to PDRTA constantly involving them in the transportation planning process.

Staffing:
County Planning and GIS Departments

Estimated Date of Activity Completion:
June 30, 2012

Financial Responsibility:

Source of Funds	*Ratio*	*Cost*
Local	20%	$ 6,393
Federal	80%	$ 25,571
TOTAL COST		**$ 31,964**

Appendix A. List of Acronyms

AADT	Average Annual Daily Traffic
DBE	Disadvantaged Business Enterprise
DHEC	Department of Health and Environmental Control
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FLATS	Florence Area Transportation Study
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GPS	Global Positioning System
LPA	Local Public Agency
LRTP	Long Range Transportation Plan
LUCA	Local Update of Census Addresses
MPO	Metropolitan Planning Organization
NEPA	National Environmental Protection Act
PDCOG	Pee Dee Council of Governments
PDRTA	Pee Dee Regional Transportation Authority
PEA	Planning Emphasis Area
PL	Planning
PPP	Public Participation Process
RFP	Request for Proposal
RPWP	Rural Planning Work Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAPA	South Carolina American Planning Association
SCDOT	South Carolina Department of Transportation
SIB	State Infrastructure Bank
STIP	State Transportation Improvement Program
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program

Appendix B. General References

Code of Federal Regulations: Title 23, Part 450, Subpart C
SAFETEA–LU, Public Law 109–59—August 10, 2005, 109th U.S. Congress
U.S. Code Title 23, Section 134
U.S. Code Title 49, Section 5303
H.R. 2847, Hiring Incentives to Restore Employment Act; Surface Transportation Extension Act of 2010

SCDOT Certification

South Carolina
Department of Transportation

CERTIFICATION OF THE FLORENCE AREA
TRANSPORTATION STUDY PLANNING PROCESS

Be it known to all that the below signees do hereby endorse and certify the planning process for the Florence Area Transportation Study and further certify that this Planning Process addresses the major issues facing the area and is being conducted in accordance with the requirements of: 23 U.S.C. 134, and the applicable regulations; Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d); Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; Section 1003 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprise in FHWA and FTA funded planning projects and provisions of the Americans with Disabilities Act and US DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38).

_____
CHAIRMAN, POLICY COMMITTEE
FLORENCE AREA
TRANSPORTATION STUDY

DATE: _____

_____
DEPUTY SECRETARY FOR ENGINEERING
SOUTH CAROLINA DEPARTMENT
OF TRANSPORTATION

DATE: _____

Post Office Box 191
Columbia, South Carolina 29202-0191

Phone: (803) 737-2314
TTY: (803) 737-3870

AN EQUAL OPPORTUNITY/
AFFIRMATIVE ACTION EMPLOYER

SCDOT LPA Agreement

LOCAL PROJECT AGREEMENT (LPA)
COORDINATION REQUIREMENTS FOR PROCUREMENT OF CONSULTING SERVICES

The following process is intended to comply with LPA requirements by ensuring eligibility of planning activities utilizing Federal-Aid funds. Planning activities by definition do not include findings required by National Environmental Policy Act (NEPA), the acquisition of real property, or the management/oversight of construction projects. Federal funds may include PL, SPR, STP, NHS, CMAQ or any other Federal-Aid Program funds. In the event that the MPO, COG or sub-recipient intends to procure consulting services utilizing federal funds to complete tasks outlined in the approved Unified Planning Work Program (UPWP) or Rural Planning Work Program (RPWP), the following steps must be adhered to in sequence in order to ensure federal participation in the project:

STEP 1

- Ensure that the project is included in the UPWP or RPWP
- Submit a draft scope of work in sufficient detail to determine that all work elements are eligible under Title 23 USC
- Submit a draft advertisement that will be used in South Carolina Business Opportunities (SCBO)
- Submit an internal estimate of the project cost
- Receive a notice to proceed from SCDOT to advertise the request for proposal

STEP 2

- Include the SCDOT and FHWA as non-voting members of the selection committee
- Submit a recommendation to SCDOT for approval of the selected firm(s) with documentation of the evaluation process
- Submit a copy of the negotiation process
- Receive notice to proceed from SCDOT

STEP 3

- Submit a copy of the draft agreement
- Receive final notice from SCDOT to execute agreement and initiate project

I hereby acknowledge that all procurement activities will follow the above described steps. Any deviation for this process will jeopardize federal reimbursement for the project.

_____ _____
DATE MPO/COG PLANNING AGENCY DIRECTOR

If applicable:

_____ _____
DATE SUB-RECIPIENT

Attachment 2

Florence Area Transportation Study

Public Participation Process

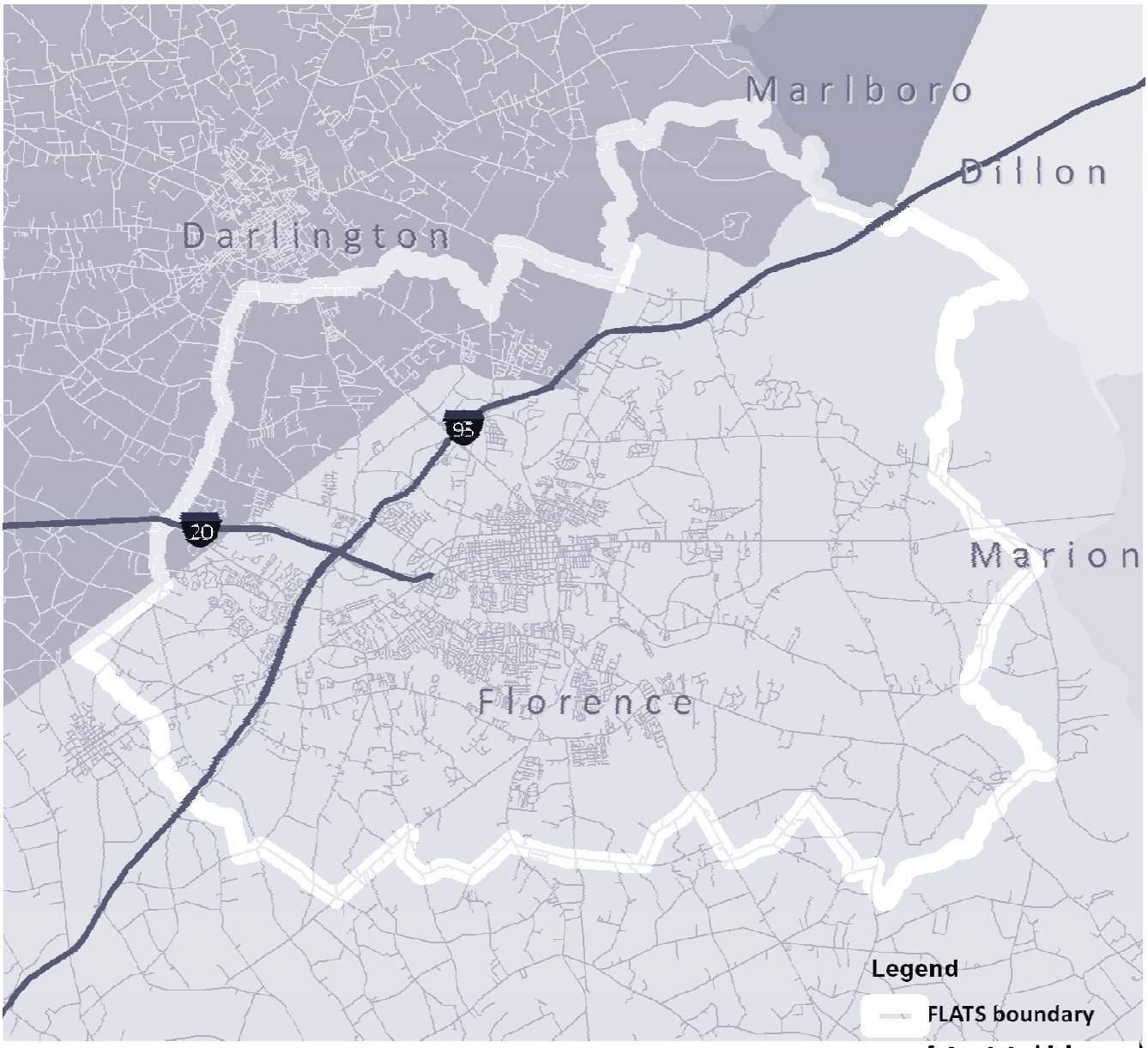

Figure 1. FLATS area.

For information, please contact
Debi Matthews, Planning Services Department
dmatthews@florenceco.org
518 South Irby Street, Florence, South Carolina 29501
(843) 676-8600

On the web: http://www.florenceco.org/planning/flats.htm

Florence Area Transportation Study

Public Participation Process

June 2011

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Introduction

The Florence Area Transportation Study (FLATS) is one of ten metropolitan planning organizations (MPO) in the State of South Carolina. This MPO is responsible for directing federal transportation funds to local transportation programs. Furthermore, transportation oriented grants are administered through the FLATS program.

The Federal-Aid Highway Act of 1962 established the requirement for transportation planning in urban areas throughout the country. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), adopted in 1998, and SAFETEA-LU, enacted on August 10, 2005, are the most recent laws extending the federal requirement for transportation planning.

The FLATS area encompasses a population of 85,324 people. The area is approximately located in the northwestern portion of Florence County, extending into Darlington County, South Carolina. The City of Florence and outlying area including the Town of Quinby are within the FLATS area as shown in Figure 1.

Federal land represented within the FLATS jurisdiction includes two locations: the Florence National Cemetery and the McMillan Federal Building. The 24.9 acre cemetery site is located at 803 East National Cemetery Road, about a quarter-mile east of South Irby Street in the City of Florence. The McMillan Building is found at 401 West Evans Street at the northwest corner with McQueen Street. The cemetery is managed by the Department of Veterans Affairs while the courthouse is managed by the Department of Justice.

This Public Participation Process is a requirement under Title 23, Code of Federal Regulations Part 450.

Purpose

Mobility improvements in the study area will impact citizens along major corridors as well as in connecting corridors. A singular focus on transportation projects will limit local potential in attracting additional state and federal transportation funding. Conversely, a mixed strategy of large and small projects including pedestrian walkways and bikeways, bus enhancements, and roadway projects of all types and sizes will optimize the success of local officials attracting new monies. The purpose of FLATS public involvement is to canvass the communities within the study area in search of ideas that will have public support and improve mobility and travel safety. Additionally, the purpose is to promote and provide a variety of meaningful forums for FLATS stakeholders to communicate with the Study Team. A list of known stakeholders and issues of interest will be outlined. The overall goal of public involvement will be that members of the general public will have access to information and opportunities to provide feedback regarding acceptable and effective ways to improve mobility and safety in the FLATS area.

The Public Participation Process is in response to changes to the metropolitan planning process. This Plan fulfills requirements outlined in the Final Rule for Statewide and Metropolitan Transportation Planning as published in the Federal Register on February 14, 2007 by the Federal Highway Administration and Federal Transit Administration. The rules were effective on March 16, 2007. The regulations are a result of the passage of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) (Pub. 109-59, August 10, 2005).

Objectives

- Disseminate information about the FLATS LRTP, TIP or a FLATS special study project to the general public and directly affected communities.
- Improve the comment response rate of citizens who live, work, and travel in the outer areas of the planning area, in particular those within the rural communities of Florence County.
- Identify and actively solicit input from stakeholder groups most affected by and interested in possible "short-term" and "long-term" improvements.
- Provide a variety of opportunities for public participation and involvement throughout the planning process.
- Produce recommendations based on public comment consideration. Respond to issues raised by the area's residents, either by incorporation into the recommendations or as a separate summary of public issues that are not incorporated.

Principles Guiding the FLATS Public Interaction

FLATS recognizes and embraces the important role of public involvement in the transportation study process. Team members will be guided by the following principles when addressing people interested in and/or impacted by transportation plans or projects:

- Those groups likely to be most impacted will receive early identification and continuous communication regarding the project. A more personal, individual approach may be required for these groups to rectify misinformation (e.g., small group meetings lead by the local planning staff).
- Two-way communications (i.e., the free exchange of information, ideas, and values between staff and citizens/stakeholders) will be sought. A variety of communication methods (e.g. e-mail, phone, and mail) will be employed in order to reach the greatest number of people.
- Draft and final study findings will be communicated to all known stakeholders via public workshops, stakeholder interviews, and information (e.g., public flyers and agendas) provided to local newspapers, radio, and television stations.

- All reasonable input from the citizens and communities will be given consideration by the FLATS team. Evidence of such will be apparent in the form of technical documents as well as the public workshops.
- Citizen/public questions will be responded to within 2 business days. This quick action builds trust and confidence.
- A series of public outreach actions, both formal and informal, are necessary. Formal actions include the public workshops as well as small group meetings or stakeholder interviews. Informal actions encompass responses to citizen phone calls and e-mails. Team members will be mindful of technical jargon, cultural differences, language barriers, and the need for simple illustrations when possible.
- Opportunities for multiple forms of input will be illustrated from the beginning. Citizens will be provided points of contact for FLATS staff on all correspondence and information.

FLATS ORGANIZATION

The purpose of the Florence Area Transportation Study (FLATS) as the Metropolitan Planning Organization (MPO) for the Florence area is to establish and maintain a continuing, comprehensive, and cooperative transportation planning process. While meeting the appropriate federal and state requirements, this process promotes the development of a safe, effective, efficient and environmentally sensitive multi-modal transportation system for moving people and goods in the FLATS area.

FLATS is currently monitored by two committees. The Policy Committee contains the voting membership and has final local approval and authority on all major transportation decision, policies, and programs of FLATS. The FLATS Study Team provides recommendations to the Policy Committee on technical methods, procedures and standards that are used in the development of transportation plans and programs.

General Guidelines

This Public Participation Process is intended to provide direction for public involvement activities to be conducted by the MPO and contains the policies, goals, objectives, and techniques used by the MPO for public involvement. In its public participation process, the MPO will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).

2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plans, the Transportation Improvement Program, and other appropriate transportation plans and projects,

and conduct open public meetings where matters related to transportation programs are being considered.

3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the Long Range Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.

4. Respond in writing, when applicable, to public input. When significant written and oral comments are received on the transportation plan drafts (including the financial plan for the TIP and Long-Range Transportation Plan developed in cooperation with the MPO Boards and Committees), as a result of the public participation process or the interagency consultation process required under SAFETEA-LU, report on the disposition of comments shall be made part of the final plan.

5. Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process via Section 6001(i)(5)(A).

6. Provide a public comment period of 45 calendar days prior to the adoption of the Public Participation Plan and/or any amendments. Notice of the comment period will be advertised in a newspaper of general circulation and various other publications prior to the commencement of the 45-day comment period. Notice will also be mailed to the entire MPO mailing list prior to the start of the 45-day comment period.

7. Provide a public comment period of not less than 30 calendar days prior to adoption of the Long Range Transportation Plan.

8. Provide a public comment period of not less than 10 calendar days prior to the adoption of the Transportation Improvement Program, the Unified Planning

Work Program, Transit Development Plans, any formal amendments or updates, and other appropriate transportation plans and projects.

9. Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.

10. The Consultation Process will allow many organizations and agencies to review and have the opportunity to comment on the LRTP process and product and the TIP. The MPO will solicit the proper official and method of notification desired of all the groups in addition to other local government agencies and non-profits that receive federal funding from those U.S. departments other than DOT for transportation related functions (other than emergency assistance). This list will be kept updated. Agencies not wishing to be on the list will be required to send an official letter to the MPO requesting to be removed from the list and these letters will be kept for documentation. The ability for the agencies and groups to effectively provide input and comment requires a reasonable time frame to respond. While a period of 10 working days seems reasonable, agencies and organizations needing greater lead time will be accommodated within reason.

Goals, Objectives, and Policies

Goal: To effectively interest, inform and involve the public in the regional transportation planning process, encouraging and accommodating their meaningful participation and input.

Objective 1

The MPO shall encourage the involvement of all area citizens in the transportation planning process.

Policy 1.1: The MPO will work to identify traditionally under-involved populations within the region, including minority, low income, and senior citizen populations.
Policy 1.2: Target audiences shall be identified for each planning study conducted by the MPO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income and minority households within the study area.
Policy 1.3: The MPO shall, whenever feasible, hold public meetings at a site convenient to potentially affected citizens.

Objective 2

The MPO shall actively engage the public in the transportation planning process according to the policies contained in this Public Participation Process and State and Federal Law.

Policy 2.1: The MPO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products:

a. Elected Officials
b. Local Government Staff
c. Transportation Agencies (Port, Airports, Transit, etc.)
d. Local Media (Print)
e. Civic Groups
f. Special Interest Groups (Other Interested Parties)
g. Libraries (For Public Display)
h. Consultation with Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, and other environmental issues (see Appendix B)
i. Consultation with parties that would have an interest in the planning and development of the transportation network including affected public agencies in the metropolitan planning area (see Appendix C)
j. Native American Tribal Councils
k. Private Freight Shippers
l. Representatives of Public Transportation Employees
m. Providers of Freight Transportation Services
n. Private Providers of Transportation
o. Representatives of Users of Public Transportation
p. Representatives of Users of Pedestrian Walkways
q. Representatives of Users of Bicycle Transportation Facilities
r. Representatives of the Disabled

Policy 2.2: The MPO shall, when feasible, electronically mail meeting announcements to the MPO contact list or to targeted groups for upcoming activities.

Policy 2.3: The MPO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, GIS, artist renderings, physical models, and/or computer simulation.

Objective 3

The MPO shall keep the public informed of on-going transportation related activities on a continuous basis.

Policy 3.1: The MPO shall make all publications and work products available electronically to the public via the Florence County web page, www.florenceco.org and the MPO office and employ visualization techniques to describe transportation actions as part of the Long-Range Plan.

Policy 3.2: MPO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

Policy 3.3: The MPO shall maintain an internet web site that will be compliant with Section 508 of the Americans with Disabilities Act for disabled users.

Policy 3.3.1: The web site shall be updated and maintained to provide the most current and accurate transportation planning information available.

Policy 3.3.2: The web site shall, at a minimum, contain the following information:

a. Contact information (mailing address, phone, fax, and e-mail)
b. Current MPO committee membership
c. Meeting calendars and agendas
d. Work products and publications (Transportation Improvement Program, Long Range Transportation Plans, Unified Planning Work Program,
e. Current By-Laws and Operating Procedures (including the Public Participation Plan and updates)

Policy 3.4: MPO staff will produce an annual newsletter.

Objective 4

The MPO shall strive to continuously improve public participation.

Policy 4.1: The MPO shall continuously evaluate public involvement techniques.

Policy 4.2: This Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years in order to improve the effectiveness of public involvement.

Objective 5

The MPO shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction.

Policy 5.1: The MPO shall actively assist the South Carolina Department of Transportation, local governments and transportation agencies in the development and implementation of public involvement techniques for planning and other studies, including Major Corridor/Feasibility Studies, and Project Development and Environmental Studies or other documents to support planning.

Objective 6

The MPO shall maintain a Title VI Program including a complaint procedure to report unfair treatment of groups based on race, color, and national origin.

Policy 6.1: The MPO will maintain a log of Title VI complaints and forward to appropriate State and Federal agencies for review and guidance.

Public Participation Techniques

Public participation is an ongoing activity of the MPO. Public participation is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual Transportation Improvement Program process and Long Range Transportation Plan updates.

This section contains descriptions of public participation tools currently being used by the MPO:

MPO Web Site

Description: The web site is established to provide basic information about the MPO process, members, meeting times and contact information. Work products, such as the drafted, and adopted Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program and Long Range Transportation Plan are available on the site. Also, we are in the process of upgrading the site to contain this information in addition to allowing visitors submit comments and sign up to be added to the various distribution lists maintained by the MPO. The site will provide helpful links to other transportation related sites at the local and national level.

The website address is www.florenceco.org. The web site will be maintained by the Florence County MPO staff and regularly updated.

Activities: The web site is used to list current and topical information on regular and special meetings, planning studies, publications, related public events and work products.

MPO Master Database

Description: MPO staff maintains a master database of business, federal, state and local agencies and interested public. The database includes committee membership, mailing information, phone numbers, fax numbers, e-mail addresses and web sites. The database is used for maintaining up-to-date committee membership lists, special interest groups and homeowner association contacts, and is the foundation in providing the public of any transportation related documents. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

Activities: The database is used to enhance public involvement activities.

Legal Advertised Notices

Description: All notices of meetings and hearings of the MPO Transportation Policy Committee shall be posted pursuant to the *South Carolina Open Public Meetings Act.* Notices shall be published a minimum of seven (7) days prior to the meeting. The mailing and/or e-mailing of notices and press releases should be timed to be received locally within five (5) days of the meeting.

When official public hearings and public comment periods for regional plans and programs are provided, said meeting notices shall be published a minimum of ten (10) days prior to adoption in *The Morning News*. All notices of sub-regional plans and programs funded by the MPO shall be made in the newspaper of greatest circulation in the study area (see Table 1).

The FLATS Policy Committee, or another MPO committee, shall consider hosting special meetings when needed to consider a special non-routine item that necessitates action

but falls between regularly scheduled meetings. If a special meeting is called, the notice shall be published a minimum of three (3) days prior the meeting.

Activities: Regular and other meetings seeking public input are posted ten (10) days prior to the meeting.

Display Ads

Description: The MPO may publish ads that are used to promote meetings that are not regularly scheduled, such as corridor study workshops. They are published in selected newspapers in order to reach a larger audience than those that typically read legal notices.

Activities: Pubic awareness of project specific meetings, workshops, or open houses.

Other Media

Description: Opportunities are sought for articles in other newsletters produced by municipalities, homeowners' associations, church groups, civic groups, or others that may have an interest in the MPO. Opportunities are also sought to present to civic and social agencies, participate on radio talk shows, and provide television news highlights and to utilize public service notices to create community awareness of planning activities.

Activities: Increased opportunities to make public aware of corridor studies, small-area studies, other planning studies or major activities.

Direct Mailings

Description: Used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually letters, but can be postcards or flyers. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

Activities: Project-specific meetings, workshops, open houses, corridor studies, small area studies, other planning studies or major activities.

Press Releases

Description: Formal press releases are sent to *The Morning News* to announce upcoming meetings and activities and to provide information on specific issues being considered by the MPO or their committees. When specific communities are affected by transportation plans, then local newsletters and media will be sought to communicate the project status.

Activities: Corridor or other planning studies, workshops, open houses, public hearings, and other MPO activities.

Table 1. Target Audiences of FLATS Area Media Outlets

Media Outlet	Largest Audience			
	Age	Gender	Education	Race
Radio				
WYNN	25-34	female	some college	*unknown*
WBZF	35-44	female	high school	*unknown*
WCMG	45-54	female	high school	*unknown*
WHLZ	25-34	female	high school	*unknown*
WMXT	45-54	male	some college	*unknown*
WWFN	25-34	male	some college	*unknown*
WSIM	*unknown* – soft mix music			
WICI	*unknown* – classic rock music			
WWKT	*unknown* – urban music			
WDAR	25-54	female	*unknown*	*unknown*
WEGX	25-54	*unknown*	*unknown*	*unknown*
WJMX	18-34	female	*unknown*	*unknown*
WJMX-AM	25-54	male	*unknown*	*unknown*
WZTF	25-49	*unknown*	*unknown*	*unknown*
WGSS	*unknown* – gospel music			
WHMC	*unknown* – public news			
Television				
Ch-11, Gov. Access	*unknown* – public channel			
Print Media				
The Morning News	unknown – serves the Pee Dee area			
Community Times	*unknown*	female	*unknown*	African-American and Hispanic
The News Journal	*unknown* – delivered within the FLATS area			
She Magazine	*unknown*	female	*unknown*	*unknown*
The Greater Pee Dee Business Journal	*unknown* – serves the Pee Dee area			

Project Workshops

Description: These are targeted public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

Activities: Long-range planning studies, corridor studies, and other major MPO activities.

E-mail Announcements/Internet Websites

Description: Meeting announcements and MPO information are e-mailed to interested persons that have submitted their e-mail addresses to MPO staff. Special websites are used to facilitate discussion and solicit public comment regarding specific MPO projects or issues.

Activities: Long-range planning studies, corridor studies, small-area studies, other planning studies, regular meetings, public hearings, workshops, open houses, and other major MPO activities.

MPO Logo

Description: A logo representing the MPO will be used to identify products and publications of the MPO. A logo helps the public become familiar with the different activities of the MPO by providing a means of recognizing MPO products.

Activities: A logo may be used on all MPO publications; including those developed by consultants working on MPO sponsored projects to create a community awareness of the MPO deliverables.

Public Hearings

Description: These are public meetings used to solicit public comment on a project or issue being considered for adoption by the MPO. Hearings provide a formal setting for citizens to provide comments to the MPO or another decision-making body. Meeting minutes are taken and maintained. In addition, staff members may be made available who communicate in additional languages as required.

Activities: Long Range Transportation Plans, Transportation Improvement Program, corridor studies, Project Development & Environmental studies, and other planning studies as needed for other MPO activities.

Comment Forms/ Complaint Procedure

Description: Comment forms are often used to solicit public comment on specific issues being presented at a workshop, other public meetings or accompany documents made available for public review. Comment forms can be very general in nature, or can ask for very specific feedback. For example, a comment form may ask for comments on specific alignment alternatives being considered during a corridor study, or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on web sites to solicit input regarding the subject of the publication and/or the format of the publication or web site.

In alignment with Title VI of the 1964 Civil Rights Act, these comment opportunities allow for complaints associated with minority groups as described in Title VI of the U.S. Code (42 U.S.C. § 2000d et seq.). Such complaints will be logged in at the MPO office, reviewed according to the Department of Justice's investigation procedures manual

then forwarded to SCDOT and FHWA for further review and direction. Title VI complaints may be e-mailed, mailed by post or communicated directly by calling or visiting the MPO office. This information is shown on the cover of this document.

Activities: Public workshops, open houses, hearings and other meetings, accompany MPO documents on public display, general MPO activities.

Surveys

Description: Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

Activities: Conduct on-line surveys on issues and needs to provide input into the plans.

Posters and Flyers

Description: Posters and flyers are used to announce meetings and events and are distributed to public places such as City/Town Halls, libraries and community centers for display. The announcement may contain a brief description of the purpose of a meeting, the time(s) and location(s), and contact information. Posters and flyers may be used to reach a large audience that cannot be reached using direct mailings and/or newsletters.

Activities: Corridor studies, small-area studies, other planning studies, regular and special MPO activities.

Library Distribution Sites

Description: All MPO documents released for public review and comment are disseminated to the Florence County Libraries to afford the public the opportunity to review the documents. The documents are currently available in English, but providing Spanish language documentation will be explored.

Activities: Documents for review made available to the public.

Partner Agencies

Description: The MPO is dependent upon Federal and State guidelines for planning transportation projects. Continued interaction and communication enables the MPO to remain up-to-date on policies and project status. The following table lists those agencies which it consults for transportation plans:

- South Carolina Department of Transportation
- South Carolina Department of Health and Environmental Control
- U.S. Department of Transportation
    - Federal Highway Administration

    - Federal Transit Administration
- Pee Dee Regional Transportation Authority
- Florence County
- Florence County municipalities
- Pee Dee Council of Governments
- U.S. Department of the Interior
    - U.S. Fish and Wildlife Service

Activities: Consultation with partner agencies about day-to-day operations as necessary.

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Table 2. Summary Public Participation Policy Table

Program Adoption	Public Meetings	Comment Period	Public Participation Techniques		Remarks
			Required	Proactive	
Long-Range Transportation Plan (LRTP)	Initial Meeting, Public Meeting on Draft –, FLATS Study Team, and FLATS Policy Committee	30 Days	Legal Notice in Print Media	Web Site Comment Forms	Updated every six (6) years. Comments received included in LRTP
Transportation Improvement Plan (TIP)	Public Meeting on Draft –FLATS Study Team, and FLATS Policy Committee	10 Days	Legal Notice in Print Media	Web Site Comment Forms	Updated every six (6) years. Comments received provided to FLATS Study Team and FLATS Policy Committee
Unified Planning Work Program (UPWP)	FLATS Study Team, and FLATS Policy Committee	10 Days	Legal Notice in Print Media	Web Site Comment Forms	Updated every year
Public Participation Process	Public Meeting on Draft –, FLATS Study Team, and FLATS Policy Committee	45 Days	Legal Notice in Print Media	Web Site Comment Forms	Updated every 3 years. Comments received provided to FLATS StudyTeam and FLATS Policy Committee
Program Amendments					
Long-Range Transportation Plan (LRTP)	Public Meeting on Draft –FLATS Study Team, and FLATS Policy Committee	10 Days	Legal Notice in Print Media	Web Site Comment Forms	As Needed
Transportation Improvement Plan (TIP)	Public Meeting on Draft –FLATS Study Team, and FLATS Policy Committee	10 Days	Legal Notice in Print Media	Web Site Comment Forms	As Needed
Unified Planning Work Program (UPWP)	NA	10 Days	Legal Notice in Print Media	Web Site Comment Forms	As Needed
Public Participation Plan (PPP)	Public Meeting on Draft –FLATS Study Team, and FLATS Policy Committee	45 Days	Legal Notice in Print Media	Web Site Comment Forms	As Needed

Table 3. Summary of Other Public Participation Tools

Program Adoption	Public Meetings	Comment Period	Required Legal & Proactive Public Participation Techniques		Remarks
Open Committee & Board Meetings	Annual Calendar Established at last meeting of fiscal year	Dependent upon agenda items	Legal Notice in Print Media	Website	Includes a public comment period
Annual Calendar	NA	NA	Last Meeting of Year		Maintained and updated regularly
Newsletter	NA	NA	Sent to Master Database		Produced annually
Website	NA	NA	NA		Updated Regularly
Staff Presentations	NA	NA	NA		Upon Request

Evaluation Methods and Performance Goals

In order to determine the effectiveness of the public involvement tools, they must be evaluated and compared to established performance goals. The typical methods for evaluating the effectiveness of public involvement tools are surveys and quantitative statistical analysis. This section briefly describes evaluation methods used by the MPO. For each public involvement tool, performance goals and methods for meeting those goals have been identified.

Surveys

Surveys typically consist of short, specific questions regarding public involvement tools that are ongoing or that were used on a specific project. Surveys can be conducted in person, by phone, mail or e-mail. Face-to-face and telephone surveys provide quick responses and can be used when a respondent's answer may lead to a follow-up question. For example, respondents may be asked if advertisements are an effective notification tool. If the response is no, the surveyor can ask the respondent why advertisements are not effective and also what other tools they would prefer. In person and telephone surveys can target specific areas or groups or can be random sampling. Mail surveys may be used to provide written record of respondent's answers. Mail-back surveys can be distributed at meetings, inside other publications, or by mailing directly to potential respondents. Respondents can be a targeted group, such as members of special interest groups or residents of specific areas, or they can be randomly generated. Return postage for mail surveys typically can be pre-paid by the MPO, or can be the responsibility of the respondent. E-mail surveys, like mail surveys, provide a written record of responses. Unlike mail-back surveys, there is little to no reproduction or distribution cost to the MPO to send out the surveys, and little to no cost to respondents to return a response. To use e-mail surveys, it is necessary to have e-mail addresses for the targeted respondents, and random distribution rarely an option.

Statistical Analysis

Statistics can be used to determine the "return on the investment" of producing public involvement tools. For example, the number of persons attending an activity can be compared to the number of persons that were notified of the activity. This type of evaluation can be an indicator of whether or not the tools used for public involvement are actually reaching the intended audience, or which tools had a greater response rate. Statistical analysis is used to evaluate survey responses and the results of the analysis are compared to the evaluation measures to determine the rate of success of public involvement tools.

Improvement Strategies

The MPO continually strives for improved public involvement. Improvements should be made to increase public awareness and to improve the quantity and quality of information provided to the public. The decisions made by the MPO affect the entire population, both residents and visitors, of Florence County. Therefore, seeking public input on those decisions is vital to the success of the MPO as the agency responsible for transportation planning. Each time a public involvement evaluation is performed, a list of improvement strategies needed should be identified for implementation. If improvement is needed for an ongoing public involvement task, such as the MPO web site, a reasonable completion date should be established. If improvement is needed for one-time activities, such as corridor studies, the improvement should be implemented where appropriate on future activities.

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Table 4. Public Participation Tools Evaluation Table

Public Participation Tool	Evaluation Criteria	Performance Goal(s)	Methods to Meet Goal(s)
Public Participation Process	No Measure/PPP should reflect the practices of the MPO	N/A	Update at least every 3 years to incorporate the improvement strategies from public involvement evaluations.
MPO Web Site	Number of Hits	Minutes of Hits	Use other public involvement tools to increase advertisement of the web site
MPO Master Database	Number of returned items	Max. of 2% return rate per mailing	Make immediate corrections when items are returned
Public Notices	No Measure/This tool is required by Statue	NA	NA
Annual News Letter	Calls, letters, etc; Number of returns	N/A. Return rate is addressed under MPO Master Database	Continue items that receive favorable comments and address items that receive negative comments
Other Media (newspaper, electronic media)	Calls, letters, etc.; number of persons contacted	Reference in project area community newsletters, presence on electronic news shows quarterly and public service announcement for public meetings associated with LRTP	Provide information to the publishers of these newsletters in a timely fashion. Investigate all possible newsletters that may reach an affected area.
Direct Mailing	Calls, Letters, etc.; Number of persons contacted	Min. of 15% of meeting attendees/survey respondents indicated that they received the mailing. – OR – Reaches a min of 85% of persons affected by a project	Increase/Decrease mailing list to more accurately target affected areas. Use the most up-to-date information for Florence County Assessors Office.
Press Releases	Calls, Letters, etc	No Standard. Format may be modified based on specific comments received	Encourage publication of press releases and general articles by keeping the media informed
Project Specific Website	Calls, letters, etc.; Number of hits	Min of 30 hits/ month. Increase of at least 10% over the life of the project. Expectations may be higher depending on the size of the study area	Use other public involvement tools to increase advertisement of the web site
Project Specific Meetings/ Workshops	Calls, letters, etc.; Attendance	3%-5% of affected population (based on study area) in attendance	Schedule at convenient times and locations; hold multiple workshops; use multiple tools to increase awareness.
Email Announcements	Calls, letters, etc.; Number of persons contacted	Min. of 5% of meeting attendees/survey respondents indicated that they saw the announcement	Increase email list by advertising the availability of email announcements using other public involvement tools.

Table 4 continued…

Public Participation Tool	Evaluation Criteria	Performance Goal(s)	Methods to Meet Goal(s)
MPO Logo	Calls, letters, etc.; Number of persons contracted	Recognition of the logo	The MPO logo should be used on all MPO products and publications, and on materials for all MPO sponsored activities
Surveys	Calls, letters, etc.; Number of respondents	60% of contacted persons participate in the survey –OR- 20% mail recipients return the survey	Encourage response by explaining the importance of receiving feedback to improve the planning process

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Attachment 3

* FLATS FINANCIAL STATEMENT *

2010-2015 TIP

(ALL VALUES IN THOUSANDS)

Policy Committee Amended On 06/06/11

PIN #	COUNTY	GUIDESHARE PROJECTS	Previous STIP(s)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TIP COST (2010-2015)	REMAINING COST (2016+)	FUNDING
		South Cashua Widening	500 P		500 P	4300 R		6700 C		11,500		
		From SC51 to S-103 (Knollwood Rd.)										
		GUIDESHARE PROJECT SUBTOTAL			$500	$4,300		$6,700		$11,500		
		DEBT SERVICE TOTAL		$910	$978	$959	$904	$900	$895	$5,546	$5,528	
		GUIDESHARE SUBTOTALS		$910	$1,478	$5,259	$904	$7,600	$895	$17,046	$5,528	
		GUIDESHARE ALLOCATION		2,295	2,667	2,667	2,667	2,667	2,667	$15,630		
		CARRYOVER AVAILABLE		740	2,125	3,314	722	2,485	676	$740		
		BOND PROCEEDS										
		ADVANCEMENT AMOUNT						$3,124		$3,124		
		PAYBACK AMOUNT							(2448)	($2,448)	$676	
		GUIDESHARE SUBTOTAL		(910)	(1,478)	(5,259)	(904)	(7,600)	(895)	($17,046)	($5,528)	
		BALANCE		2,125	3,314	722	2,485	676	0	$0		

	ENHANCEMENT PROJECTS											
	FLATS ENHANCEMENT PROGRAM			117	117					$234		
	NO NAME CREEK											
	ENHANCEMENT SUBTOTALS			$117	$117					$234		

	PROJECTS EXEMPT FROM GUIDESHARE (Administrative Change for Information Only - No Action Necessary)											
	AU-2	I-95 @SC 327 EXIT 170		10,350						$10,350		ARRA
	II-9	INTERCHANGE RECONSTRUCTION		1,150						$1,150		IM
				459						$459		EARMARK-SAFETEA-LU
				3,318						$3,318		EARMARK-SAFETEA-LU
				310						$310		EARMARK-APP.
	IM-60	INTERSTATE REHAB										ARRA
		I-95 (MM 156.0 to MM 159.9, Northbound)										IM
										$15,587		

			FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TIP COST (2010-2016)		
CAPITAL PROJECT SALES TAX (Administrative Change for Information Only - No Action Necessary)											
	SC 577 (Pine Needles Road) (WIDENING)										
	US 378 (E. Myrtle Beach Highway) (WIDENING)		6,534 R	5,808 R 50,177 C	2,904 R 38,757 C	18,241 C			$115,887		
	US 76 (W. Palmetto Street) (WIDENING)		5,566 R	23,705 C					$23,705		
	S-26 (TV Road) / S-343 (N. Irby Street) (WIDENING)			6,776 R		24,743 C			$31,519		
	US 51 (Pamplico Highway) (WIDENING)		9,716 R		29,588 C				$29,588		
	CAPITAL PROJECT SALES TAX SUBTOTALS		$21,816	$86,466	$71,249	$42,984			$200,699		
ARRA FUNDING											
	RESURFAC 16.81 miles		3,327						$3,327		
	PDRTA BUS AND BUS FACILITES			1,100							
	REPAINT/RENOVATE TROLLEY & BUSES		178						$2,056		
	MAINT. FACILITY - ENG. DESIGN		115								
	MAINT FACILITY - REHAB RENOVATION		553								
	PREVENTIVE MAINTENANCE		110								
	ARRA FUNDING TOTAL		$4,283	$1,100					$5,383		
FEDERAL TRANSIT ADMINISTRATION											
	PEE DEE REGIONAL TRANS AUTHORITY		6,991	373 CA					$373		5307
				250 OP					$250		5307
				400 AD					$400		5307
				3,200					$3,200		5308 (Clean Fuel Grant)
				350					$350		5309 (Veh. Acquisition)
			164	80 OP					$80		5316 (JARC)
			116	153 OP					$153		5317 (New Freedom)
	FLORENCE SENIOR CITIZENS ASSOCIATION			48 PS					$48		5310
	FLORENCE COUNTY DSN BOARD		35	37 PS					$72		5310
	FTA SUBTOTALS		$7,306	$4,891					$4,926		
	GRAND TOTAL		$34,315	$93,935	$76,508	$43,888	$7,600	$895	$243,641	$5,528	

KEY: P - PRELIMINARY ENGINEERING; R - RIGHT OF WAY; C - CONSTRUCTION; CA - CAPITAL PURCHASE; OP - OPERATING; PS - PURCHASE OF SERVICE CONTRACT; IM - INTERSTATE MAINTENANCE; AD - ADMINISTRATION

Attachment 4

Annual Listing of Obligated Projects for Federal Fiscal Year 2010

Florence Area Transportation Study

February 7, 2011

INTRODUCTION & BACKGROUND

In an effort to improve the transparency of the expenditure of Federal transportation funds, Congress requires transportation agencies to publish annually a listing of projects using these funds. Specifically, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) 23 U.S.C. 124(j) (7) (B), 23 U.S.C. 135(g) (4) (B), 49 U.S.C. 5303(j) (7) (B), and 49 U.S.C. (5403(g) (4) (B), enacted August 10, 2005, as Public Law 109-59, requires the cooperative development of:

"An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in each metropolitan transportation improvement program (TIP)."

Therefore, the Florence Area Transportation Study (FLATS) and the South Carolina Department of Transportation coordinated their efforts to generate the data contained in this report. To be included in this listing, an obligated project must be either entirely or partially located within the FLATS Study Area. The FLATS Metropolitan Planning Area includes the City of Florence, Town of Quinby and the southeast suburbanized portion of Darlington County, SC.

It should be noted that "an obligation," is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that a Federal agency has authorized and for which it has obligated funds. Projects obligated in a certain fiscal year are not necessarily initiated or completed in that fiscal year, and the amount of the obligation will not necessarily equal the total cost of the project. For Federal Transit Administration (FTA) projects, an obligation is a project agreed to be executed and the State / grantee requesting the funds be obligated.

REPORT ORGANIZATION

This report is intended to provide technical information that transportation professionals use in a format understandable by anyone interested in transportation improvements taking place in the FLATS Study Area. This report lists information for projects that had Federal funds obligated in the Federal Fiscal Year 2010.

FLATS FY 10 Federal Annual Obligations Report

PIN	FUNDING SOURCE	ROUTE NO.	WORK DESCRIPTION	WORK TYPE	FEDERAL OBLIATION
030214UT01	Highway Safety Improvement Program	S-26	Intersection Improvement with Road S-238	Utility Agreement	$ 93,159.86
039775PE01	STP-Enhancement – STEA03	US 52	From US 52/301 (S. Irby Street) to Road S-202 (Cedar Street) - Downtown Gateway Enhancement	Preliminary Engineering	$ 5,000.00
024816X	Extension of Allocated Programs		Debt Services for The FLATS MPO Projects – Fiscal Years 99-08	Debt Service	$ 871,346.15
0398660T01	Safe Routes To School		North Vista Elementary – Infrastructure – Various Locations	Safe Routes To School	$ 180,000.00
0398670T01	Safe Routes To School		North Vista Elementary – Non-Infrastructure – Various Locations	Safe Routes to School	$ 20,000.00
033141X	High Priority Project Section 1702	I-95	I-95/SC 327 Interchange – North Williston Road	Utility Agreement	$ 138,631.80
039910PE01	Surface Trans Flex Ext	US 301	Various Locations throughout District 5	Preliminary Engineering (Consult)	$ 136,000.00
0399100T01	National Highway System Ext	US 301	Various Locations throughout District 5	Signal	$5,382,716.42

Attachment 5

TRANSPORTATION ELEMENT

FLORENCE COUNTY COMPREHENSIVE PLAN

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Executive Summary

The Transportation Element highlights an across-the-board review of transportation plans and funding for Florence County jurisdictions. South Carolina's 2007 Priority Investment Act inaugurated the inclusion of the Transportation Element into the Florence County Comprehensive Plan. This element in conjunction with the other elements of the County Comprehensive Plan will provide a valuable tool to guide future policies and decision-making for transportation in Florence County.

Florence County has a robust multi-modal transportation network. Two interstate highways, nine primary US and state routes compliment a Class I rail line that connects to the Wilmington and Charleston ports as well as a regional commercial airport with service to Atlanta and Charlotte. Recreation and alternative transportation are served through a well-developed trails system such as the Rail Trail, Lynches River Scenic Trail and the Timmonsville Greenway.

Unlike many communities, Florence County has taken the initiative to create local funding options to upgrade its transportation system when state and federal funds have dwindled. Florence County continues to capitalize on opportunities to leverage local dollars to obtain available state and federal funds. Local planning initiatives, such as the recently drafted FLATS LRTP, take advantage of available federal funds which filter through SCDOT and ultimately to COGs, metropolitan planning organizations, transit authorities, or local governments.

Multi-modal concepts in this document attempt to coordinate a broad spectrum of transportation including freight, transit, bicycle and pedestrians. Scenario planning in this long range transportation plan illustrates sound transportation decisions that maximize the efficient use of resources. A transit station is recommended within the Florence urban area that will connect population centers and destinations to a variety of transportation hubs accommodating automobile, bus, train and air travel.

Although there are many new transportation projects proposed, the Transportation Element will focus primarily on future investments and improving existing infrastructure in order to get the most out of available funding. High priority is given to access management projects such as limiting the number and extent of driveways and utilizing medians. Safety is considered when prioritizing intersection improvements such as at McAllister Mill Road and Salem Road. Roadway capacity improvements on I-95 and arterial roads throughout the county are highlighted and proposed to include amenities for all forms of transportation.

The Transportation Element is a framework for strategic growth of the transportation network pulling together all elements of the Comprehensive Plan. Transportation and associated operations play important roles in economic development, environmental and land use decisions. The goal and objectives of this document are intended to maintain transportation as an asset increasing in availability and effectiveness for the citizens of Florence County.

Introduction

The Transportation Element is a recently legislated addition to the Florence County Comprehensive Plan that establishes existing conditions and potential improvements for the movement of people, goods, and vehicles throughout the county. Considerations for this element include a well-maintained street network, availability of public utilities and infrastructure, protection of environmental resources and planned and anticipated land uses. Increasing the efficiency of the Florence County transportation system is a main goal for this element.

Transportation encompasses a diverse system of travel modes, including air, rail, road, water and pipeline. Transportation is a broad field that impacts every facet of life. When evaluating transportation systems or needs, the system has three facets, divided into infrastructure, vehicles and operations.

Infrastructure for the various transportation modes may consist of the fixed installations necessary for travel like roads, railways, waterways, canals and pipelines. Terminals that facilitate transportation such as airports, railway stations, bus stations, warehouses, refueling depots and seaports are also considered part of the transportation infrastructure. Transportation is essential for mobility and commerce. It is important that the infrastructure adequately accommodates the existing range and volume of use, while making provisions for future demand.

Vehicles traveling on these networks may include automobiles, bicycles, buses, trains, trucks, people, aircraft and watercraft. Volumes of liquids and gases or units of electricity can be considered more abstract versions of vehicles when they travel through pipelines and distribution lines.

Operations focus on the way vehicles function within the transportation network, primary examples of this are traffic flow, signalization, queuing theory and traffic congestion. Factors that determine how this system operates depend on financing, legalities and policies. In the transportation industry, operations and ownership of infrastructure can be either public or private. Compared with other states, the South Carolina Department of Transportation maintains a higher percentage of primary and secondary roads, with local governments responsible for less than 40 percent of these facilities. Rail lines, electrical lines and pipelines are primarily owned and maintained privately.

Transportation and associated operations play important roles in economic development, environmental and land use decisions. Transportation can be an asset or a challenge to economic growth depending on its availability and effectiveness. The effect of transportation on natural resources is essential to consider when planning the system. Responsible transportation planning accommodates the needs of network users while protecting natural and cultural features.

Land use and transportation planning are inextricably linked, as supply and demand elements of the same system. When transportation decisions are coordinated with land use, they can accommodate pedestrian use, bike safety, public transit service and connectivity of road networks. A multi-modal approach to transportation can support a variety of land use options.

This element provides a benchmark to evaluate proposed levels of transportation standards and to pinpoint locations in need of improvement. The provision of routine maintenance and rehabilitation of infrastructure is necessary to reduce the need for a more expensive replacement, which causes economic disruption, inconvenience and dangers to public health and safety. In addition, this element addresses highway safety including improving locations with frequent and severe collisions and maintaining essential evacuation routes.

This element is coordinated with two significant long range planning documents: the Land Use Element of the Florence County Comprehensive Plan and the 2035 Long Range Transportation Plan of the Florence Area Transportation Study. All three documents capture the public vision of future transportation while ensuring transportation efficiency for existing neighborhoods and commercial areas, as well as future development. In addition to this introduction, the Transportation Element includes the following sections:

- Roadways
- Transit
- Freight
- Airports
- Bicycles, Pedestrians, and Greenways
- Multimodal Linkages
- Other Transportation Infrastructure
- Transportation Security
- Transportation Funding Sources
- Goals and Implementation Strategies

For a list of all abbreviations used in this document, please refer to Appendix A.

Purpose of Plan

The Florence County Comprehensive Plan is composed of several different elements with the goal of capturing the existing conditions of infrastructure, population and economics in the county while outlining a vision for growth and improvement in the future. In an attempt to improve this process, the Transportation Element was added. This element draws upon the information developed in the other sections of this plan as well as other planning work that has been performed by jurisdictions in the region. The Transportation Element also provides a unique

opportunity to consider the needs and priorities of the municipalities and how they relate to priorities in the unincorporated areas of the county.

The Transportation Element serves as a tool to direct improvements to develop a multi-modal (including pedestrian, bicycle, transit, freight, etc.) transportation environment. This element assesses transportation issues such as congestion, safety, maintenance, security and usability and studies regional and specific improvements for each one.

Public Outreach

The Florence County Comprehensive Plan development process has included numerous opportunities for public involvement and feedback. Public outreach sessions have been conducted throughout the county to encourage participation from all citizens. The Florence County Planning Commission conducted a series of workshops. The purpose of the initial Planning Commission workshop in December 2009 was to discuss the basic outline and approach for the Transportation Element. This meeting allowed the Planning Commission to evaluate the proposed methodology and vet the process for moving forward. A second Planning Commission workshop on May 21, 2010 allowed final review of the document.

Public outreach sessions for the Transportation Element were conducted in April and May 2010. Workshops for this process were held in Lake City (April 29, 2010 at the Lake City Senior Center), the City of Johnsonville (May 4, 2010 at the Johnsonville City Council Meeting), and the City of Florence (May 6, 2010 at the Drs. Bruce and Lee Foundation Library Meeting Room). A series of maps and graphics displayed the existing condition and performance of the transportation network. Additionally, a set of regional and spot improvement recommendations were introduced and discussed with the public. Members of the public were encouraged to comment on these recommendations and provided significant feedback about the plan.

The maps displayed at the public meetings were also displayed at all six Florence County library locations and in the lobby of the Florence County Planning building allowing the public to comment at their convenience. These comments have been incorporated into the Transportation Element.

Transportation and Land Use Connection

Coordination of land use and transportation planning efforts is essential. Transportation plays an important role in local and regional economic growth. Good planning of transport is essential to allow adequate traffic flow while protecting the county's natural resources (rivers, streams, wetlands, natural habitats, etc).

Transportation and Housing

Transportation costs affect the location of new housing developments and can impact current homeowners' abilities to maintain a cost of living. A national trend of home ownership has been strained by a recent economic downturn often made worse by rising transportation costs.

This correlation should be closely monitored in Florence County when making transportation policy decisions.

For example, the average working American family spends nearly 60 percent of its budget on housing and transportation costs, making these two areas the largest expenses for families. In March of 2009, the U.S. Department of Housing and Urban Development (HUD) and U.S. Department of Transportation (USDOT) realized this as a developing issue and formed a new partnership to help families gain better access to affordable housing, more transportation options and lower transportation costs. The purpose of this partnership is to seek new ways to cut these costs by focusing efforts on creating affordable, sustainable communities.

Locally, transportation expenses can be reduced when the infrastructure accommodates multiple modes of transportation including bicycling, walking and public transit. The cost of transportation, while often not factored into the housing affordability equation, has become increasingly central to family budgets and is considered by local housing authorities for new projects. The Urban Markets Initiative (UMI) was launched in 2003 as a special project of the Brookings Metropolitan Policy Program. UMI developed a tool, the Housing + Transportation Affordability Index, to quantify the impact of transportation costs on the affordability of housing choices. This tool takes into account the cost of housing and its location efficiency by measuring the associated transportation costs.

Environmental and Cultural Features

The Cultural Resources Element and the Natural Resources Element of the Florence County Comprehensive Plan identify the natural and manmade features in Florence County that should be considered when planning for transportation needs. Additionally, the 2035 Florence Area Transportation Study (FLATS) Long Range Transportation Plan (LRTP) studies the interaction between existing and proposed transportation facilities and the social and environmental features of the metropolitan area. The 2035 FLATS LRTP is discussed in more detail in a subsequent section of this document.

While this element of the Florence County Comprehensive Plan will focus primarily on transportation, the overall intent is to develop a document that looks at services and facilities holistically. Therefore, the recommendations included here build on the previous elements. Special focus is given to key characteristics of the county, such as wetland features, attractions and historic landmarks.

Future Growth Areas

Florence County includes two urban areas that are experiencing significant growth (cities of Florence and Lake City) and other municipalities with relatively stable populations (Timmonsville, Quinby, Olanta, Coward, Scranton, Pamplico, and Johnsonville). This element will focus on areas that need expanded facilities to accommodate future growth and recommend enhancements to the existing network that address safety or performance issues.

The Land Use Element of the Florence County Comprehensive Plan examines the growth that is forecasted for certain uses in the county. Commercial growth is anticipated to continue along major highway corridors in the urbanized area around the City of Florence. The Land Use element also anticipates significant commercial growth near Lake City, along the US 52 corridor, and at the junction of Pamplico Highway (SC 51) and US 378.

Industrial growth forecasted for the county is distributed differently. This growth is primarily expected along I-20 and I-95 corridors, with other significant areas of industrial growth near Lake City and Johnsonville. The Transportation Element considers these forecasted growth areas through the formulation of its future recommendations.

Previous and Ongoing Studies

The Transportation Element of the Florence County Comprehensive Plan considers previous planning efforts. Two recent and relevant plans include the City of Florence Comprehensive Plan and the 2035 FLATS LRTP.

City of Florence Comprehensive Plan

The City of Florence currently is updating their comprehensive plan. In the city's plan, special emphasis is placed on responsible growth patterns, encouraging smart development, removing blight, enhancing public facilities and creating a community appearance that improves municipal identity.

2035 Florence Area Transportation Study Long Range Transportation Plan

The 2035 FLATS LRTP examines existing and future transportation needs in the FLATS region and develops long term planning strategies. Federal law requires FLATS to update a fiscally constrained LRTP every five years. Funded projects must be included in the FLATS Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

FLATS facilitates input from local officials and citizens to direct the expenditure of federal transportation monies. The Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU), the federally legislated transportation funding bill, finances transportation related projects considered and approved by the FLATS Policy Committee.

The 2035 FLATS LRTP utilizes scenario planning and emphasizes lower cost roadway improvements. Scenario planning is an analytical tool that helps forecast the effects of planning policies. Cost effective roadway recommendations in the LRTP include planted medians, driveway consolidation, collector street connections, bicycle and pedestrian amenities, intersection improvements and signal timing coordination. Ultimately, the 2035 FLATS LRTP presents a set of financially constrained recommendations along with a set of workable implementation strategies.

Roadways

Public roadways represent the most utilized public resource in the county. Residents use roadways to travel between their homes, place of employment, shopping, essential services and recreation areas. Roadways link people to their destination and directly impact citizens' quality of life.

Existing Conditions

The City of Florence originally was founded as a crossroads community for the burgeoning railroad system. The city continues to fill the role of a crossroads community today, with I-95 and I-20 converging nearby. Florence's historic downtown is laid out on a grid of interconnected streets originally focused on the now abandoned railroad corridor running through the center of the city. The spine of the city extends south through the county, connecting Lake City and Florence. As is common with other areas in the state and nation, the urban fringe continues to develop in a typical less dense suburban and rural pattern as one travels away from the city's historic core.

The Florence area benefits from having multiple options for regional mobility. I-95 and I-20 anchors this mobility, which connect Florence with many major eastern cities. In addition, routes such as US 52, US 76, US 378, and US 301 serve as critical inter- and intra-regional transportation corridors.

Functional Classification

In accordance with the Federal Highway Administration (FHWA), functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide

(http://www.fhwa.dot.gov/planning/fcsec2_1.htm). The classification of streets into several "functional" categories aids in communication among policy makers, planners, engineers, and citizens for expanding the transportation system. The functional classification system groups streets according to the land use served (or to be served) and provides a general designation of the type of traffic each street is intended to accommodate. The street functional classification system primarily defines the street in terms of roadway design and character, as well as operational features for the movement of vehicles.

The SCDOT defines the functional classifications that make up the Florence County roadway network. A general description is shown in Appendix B. The interstates, collector and arterial roadways are shown in Figure 8-1. The terrain of the county is relatively flat, which allows for easier connections via the arterial street network. Every municipality in the county (with the exception of Quinby) is served directly by one or more arterial streets. However, numerous wetland areas and other environmental factors present in the county impose natural barriers at certain points in the road network.

There are a variety of street types in the county from unpaved roads to 6-lane interstates. The FLATS area contains the majority of multilane facilities in Florence County. Throughout Florence County, US 52 provides a multilane spine road that serves multiple municipalities. US 76 is multilane through most of Florence County until it narrows near the Timmonsville area. Also, portions of US 378 operate as a multilane freeway. The laneages on the major roads in the network are shown in Figure 8-2. In Figure 8-1 and Figure 8-2, data shown within the FLATS boundary was obtained from the regional travel demand model. Outside this boundary, data was provided by SCDOT. To improve the accuracy and effectiveness of the data, the county should work with the state to check and validate the laneage and functional class of area roadway.

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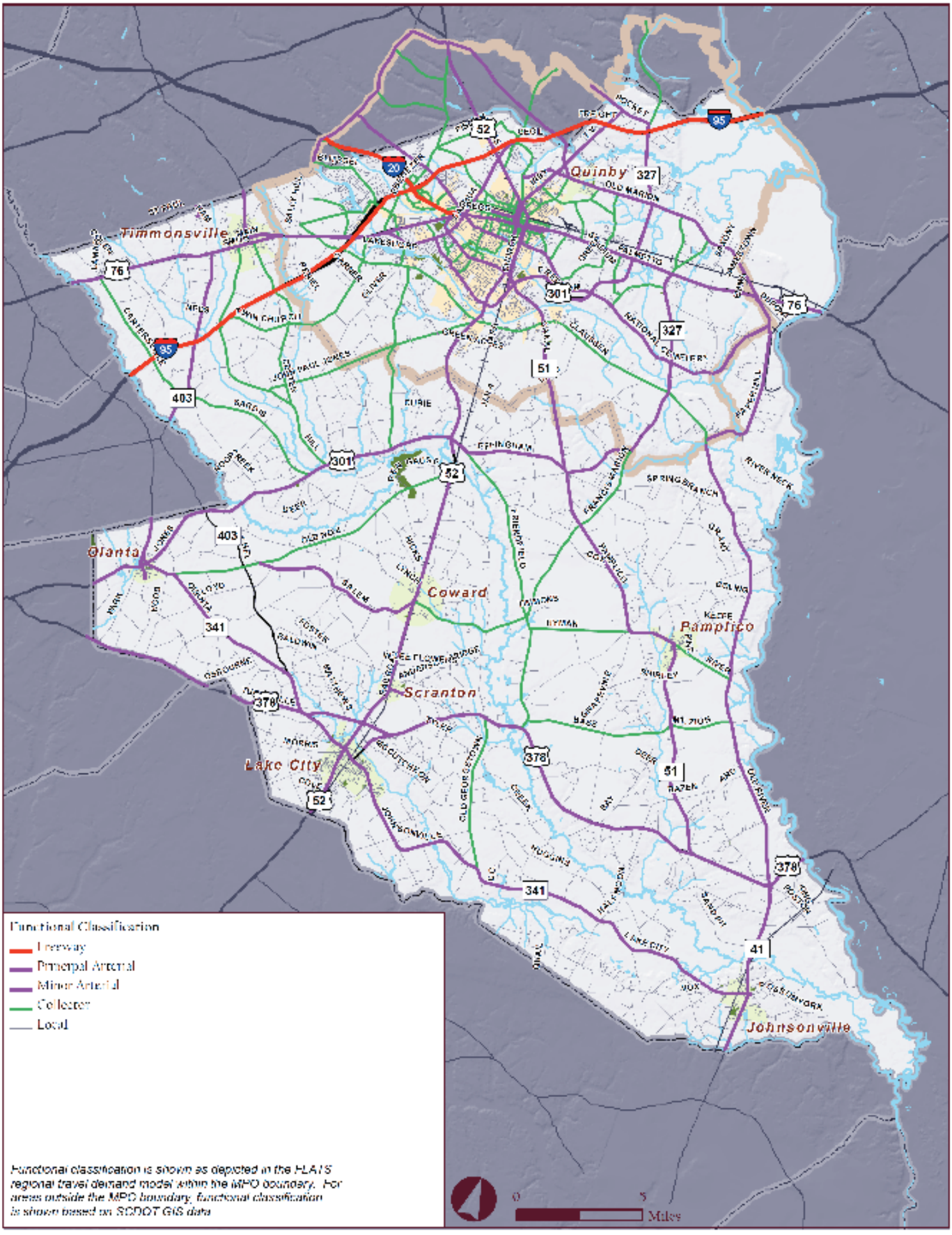
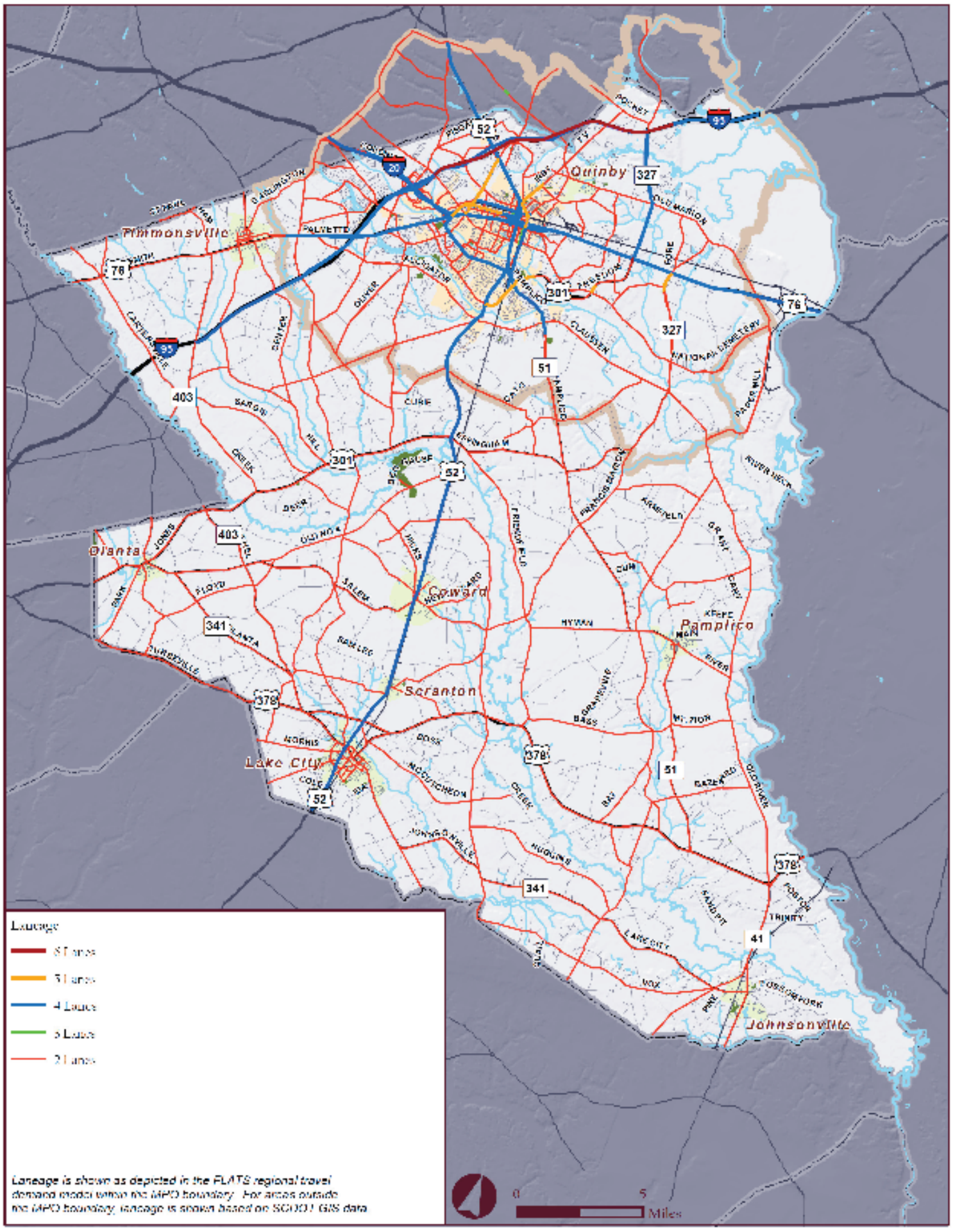
Figure 8-1. Functional Classification



Sources: Florence County, City of Florence, SCDOT

Figure 8-2. Laneage



Sources: Florence County, City of Florence, SCDOT

Daily Traffic Volumes and Levels of Service

The SCDOT annually reports traffic counts for state roads and for road segments presumed to carry significant volumes. These are annual average daily traffic (AADT) counts and show the demands placed on the system. Figure 8-3 provides 2007 AADT values on these major roads. Overall, traffic volumes on facilities classified as collector streets are lower than those on minor arterials, and traffic volumes on minor arterials are lower than those on principal arterials. This tendency reflects the purpose and function of each roadway class design and location. Traffic volumes alone should not be used to determine congested corridors because this measurement does not consider functional classification and roadway capacity.

A more descriptive roadway capacity measurement is volume-to-capacity (V/C) ratios. These ratios are calculated by dividing the traffic volume of a roadway segment by the designed capacity of the roadway. The resulting universal measurement standardizes traffic analysis and provides a benchmark for levels of congestion. V/C ratios are often discussed in terms of levels of service (LOS). The LOS system uses the letters A through F to describe specific ranges of V/C ratios, with A being best and F being worst. These LOS and V/C ratios can be grouped into the categories as shown in Appendix C. Existing (2007) V/C ratios for Florence County are shown in Figure 8-3.

Roadway capacities are compared to existing and future traffic volumes through the travel demand model. As shown in Figure 8-4, future year volume projections were determined based on historical growth rates and then compared to current roadway capacities provided by SCDOT. When looking at the county roadway network as a whole, it appears traffic volumes increased approximately 1% between 2000 and 2007. This approximation shows the contrast between the fast-growing traffic areas in the county such as Ebenezer Road/Hoffmeyer Road and less utilized rural routes.

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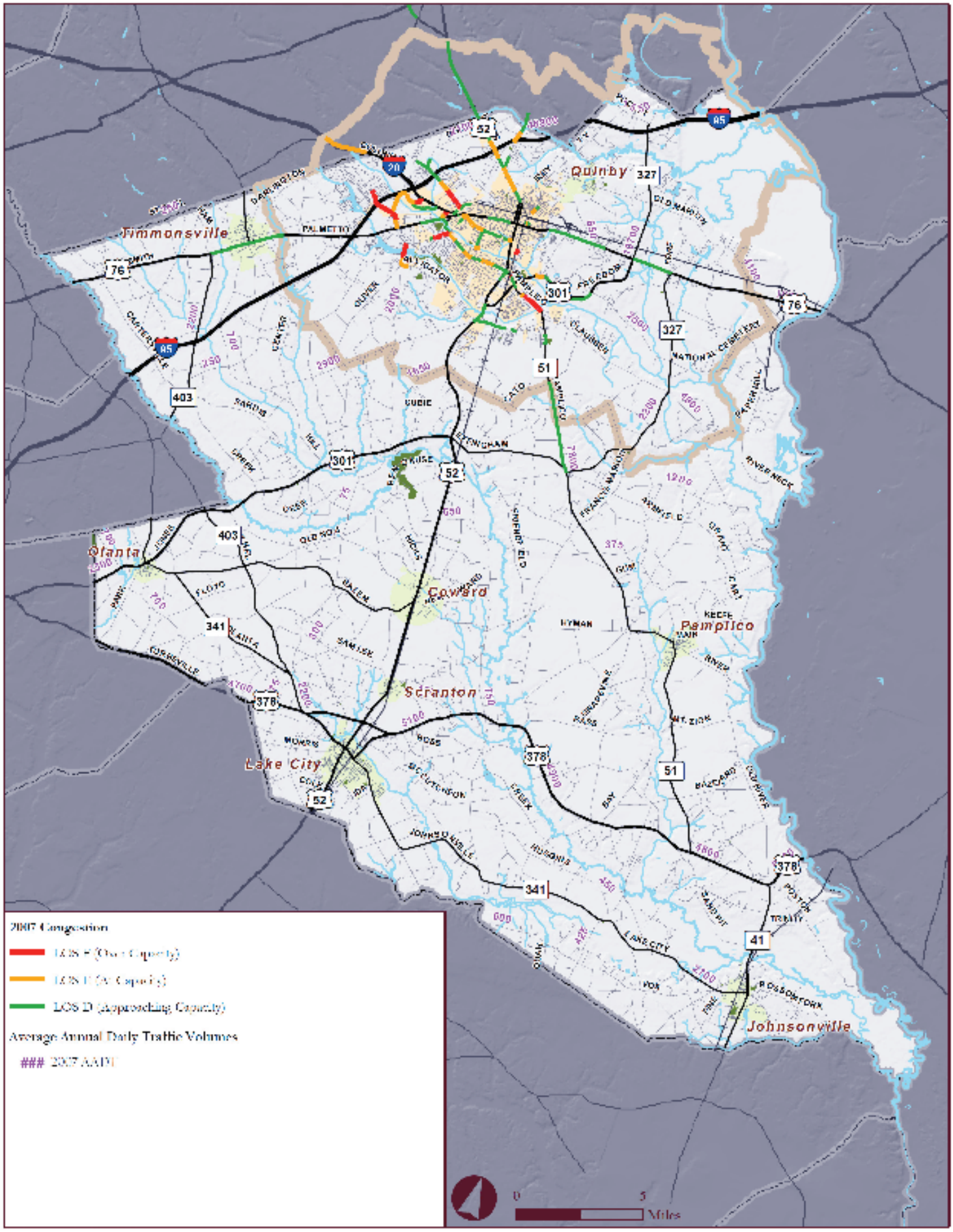
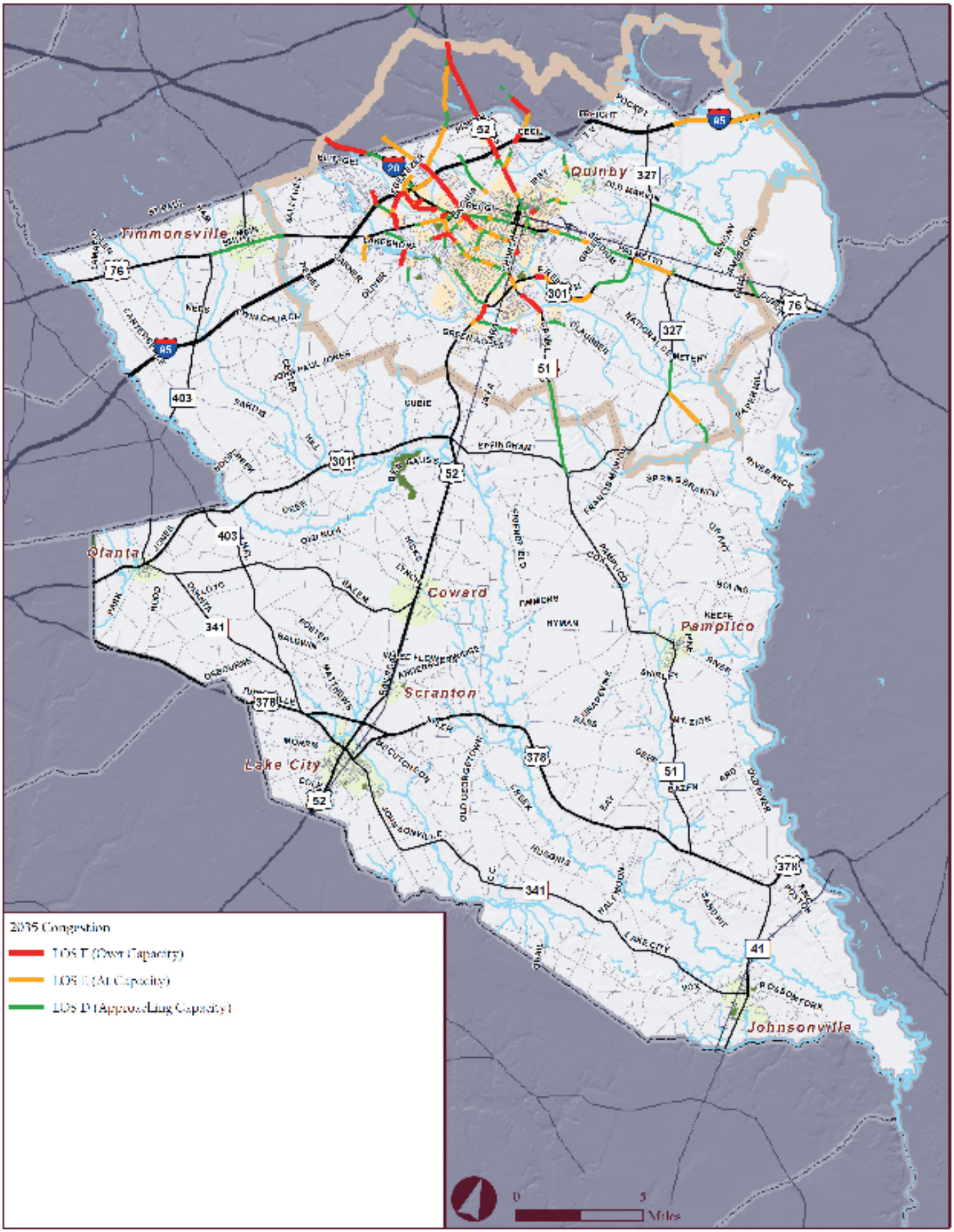
Figure 8-3. 2007 Average Annual Daily Traffic Volumes & Congested Corridors



Sources: Florence County, City of Florence, SCDOT

Figure 8-4. 2035 Congested Corridors



Sources: Florence County, City of Florence, SCDOT

Traffic Safety

Crash histories combined with an examination of existing traffic patterns are integral to determining locations for safety improvement countermeasures. Traditionally, crash analysis includes the study of crash frequency and crash type at each location. Crash analysis for the Florence County Comprehensive Plan mirrors that of the 2035 FLATS LRTP and will focus on severity in respect to traffic volume while identifying the intersections where mitigation is most critical. This analytical process led to preliminary countermeasures for four priority crash locations. The priority crash locations described in more detail in the roadway recommendation section are the highest ranking crash locations for intersections outside the FLATS boundary. As mentioned in the 2035 FLATS LRTP, effective implementation of safety countermeasures likely will require a dedicated annual funding source to make safety improvements or to serve as a local match for federal or state safety funds.

Data for crash analysis was obtained from the SCDOT State Traffic Safety Engineering Office. A summary of this data is shown in Table 8-1. The data represents the highest ranked intersections based on crash data collected between January 1, 2005 and December 31, 2009. The crash analysis focused on intersections throughout Florence County, including the FLATS area. Data considered for each location included total crashes, fatalities, crash types, AADT and average crash rates for the area. Intersection rankings are based on a combination of crash rate and severity and may result in some locations with equal ranking as seen in Table 8-1. First, intersections were identified as having abnormally high crash rates for their respective traffic volumes based on the Rate Quality Control Method. Second, crashes were ranked by Equivalent Property Damage Only Rate (a measure of severity with respect to traffic volumes)**.** The proposed recommendations include countermeasures for the top four priority crash locations (as determined by the combined rankings and highlighted in the table) outside of the FLATS area. Countermeasures for locations in the FLATS area can be found in the 2035 FLATS LRTP.

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Table 8-1. Crash Locations Ranked by Crash Severity and Rate Quality Control Methods

Total Rank	Street 1	Street 2	Total Crashes	Fatal	Injury	PDO	AADT
1	McAllister Mill Rd.	Salem Rd.	10	0	9	7	1,075
2	Lucas St. Frontage	I-95 NB Ramp Connector	19	0	9	14	5,300
3	Palmetto St.	Williamson Rd.	68	0	41	46	25,350
4	David H McLeod Blvd.	Woody Jones Blvd.	51	0	36	38	20,600
5	Knollwood Rd.	Alligator Rd.	28	0	15	20	9,900
6	Lucas St. Frontage	I-95 SB Ramp Connector	27	0	4	24	5,300
7	McIver Rd.	Ashby Rd.	24	0	21	14	11,300
8	Jones Rd.	Bethel Rd.	12	0	8	6	4,500
9	Knollwood Rd.	Lakeshore Dr.	18	0	19	8	8,800
10	Irby St.	Freedom Blvd.	65	0	30	51	28,650
11	Cashua Dr.	Third Loop Rd.	27	0	13	18	13,900
12	Palmetto St.	Holly Cir.	41	0	24	28	23,500
13	Cherokee Rd.	Irby St.	54	0	41	33	34,950
14	Ebenezer Rd.	Industry Blvd.	30	0	9	24	13,200
15	Palmetto St.	Ebenezer Rd.	34	0	30	18	23,750
16	E Howe Springs Rd.	Bannockburn Rd.	22	0	5	18	8,600
17	Old Marion Hwy.	Williston Rd.	27	0	15	18	15,550
18	Palmetto St.	Francis Marion Rd.	18	2	6	14	12,900
19	National Cemetery Rd.	Jeffords St.	27	0	5	23	9,825
20	Palmetto St.	Twin Church Rd.	27	0	13	19	15,850
21	Pamplico Hwy.	Claussen Rd.	35	0	12	29	19,500
22	Olanta Hwy.	Camp Branch Rd.	10	0	3	8	4,200
23	Palmetto St.	Williston Rd.	48	0	19	36	29,850
24	Douglas St.	Mechanicsville Rd.	19	0	11	12	11,900
25	Cashua Dr.	Second Loop Rd.	42	0	35	27	36,250
26	Lucas St.	NB I-95 Ramps	36	0	20	27	26,200
27	Kingsburg Hwy.	Myrtle Beach Hwy.	18	0	4	15	8,250
28	David H McLeod Blvd.	Radio Dr.	28	0	14	23	20,350
29	John Paul Jones Rd.	Stagecoach Rd.	6	3	4	2	4,900
30	Palmetto St.	Church St.	42	0	29	27	38,500

Crash Frequency Rank is based on the Rate Quality Control Method, which employs a statistical test to determine if the accident rate at a location is significantly higher than accident rates at other locations with similar characteristics. Crash Severity Rank is based on the EPDO Rate, a measure of severity using equivalent property damage only (EPDO) and average annual daily traffic at each intersection. More information on both methods can be found in the FLATS LRTP. PDO is 'property damage only.' Note that some rankings may be equal.

Projects with Committed Funding

At this time, transportation projects in Florence County are being funded through a combination of local, state, and federal sources. One-time funding sources such as the American Recovery and Reinvestment Act (ARRA) are currently being utilized for repaving, rehabilitation, and transit projects. This section details some of the roadway capacity projects with committed funding in the county. Additional information on funding types can be found later in this document as well as in the 2035 FLATS LRTP.

Florence County Capital Projects Sales Tax

In November 2006, Florence County voters pledged an additional one-cent sales tax, known as the Capital Projects Sales Tax, for Florence County roadway improvements. Voters prioritized six projects through the bond referendum:

- Pine Needles Road widening from Southborough Road to South Ebenezer Road
- US 378 widening from US 52 near Lake City to SC 41 in Kingsburg
- US 76 widening from I-95 to Main Street in Timmonsville
- TV Road widening to four lanes from Wilson Road to I-95
- Pamplico Highway (SC 51) widening from Claussen Road to US 378 in Kingsburg
- US 301 Bypass completion from US 76 near Timmonsville to the intersection of US 52/US 301 and Howe Springs Road

Upon approval, the anticipated tax revenue was $148 million which would be used to leverage a $250 million State Infrastructure Bank (SIB) grant. This funding source expires after seven years or when the County meets the tax revenue funding limit, whichever is earliest. Tax revenues are currently anticipated to fully fund the first four roadway improvement projects and a portion of the fifth.

State Transportation Improvement Program

At this time, the STIP includes only one capital roadway project in Florence County. Kingsburg Highway, SC 41, is slated to be widened to four lanes between US 378 at Kingsburg and SR 99 in Johnsonville. Construction of this project is anticipated to be completed by the end of FY 2011. The January 2010 version of the STIP allocates $6.5 million for construction of this project.

Proposed Recommendations

The following roadway recommendations focus on improvements to key corridors throughout the county to enhance roadway safety, mitigate congestion, improve the truck freight network and develop a network of multi-modal streets. Barriers to building new roads include natural barriers, existing buildings, as well as social and financial barriers that make new construction costly. Therefore, it benefits the county to first maximize existing infrastructure.

Recommendations are shown in Figure 8-5 and described in more detail on the following pages.

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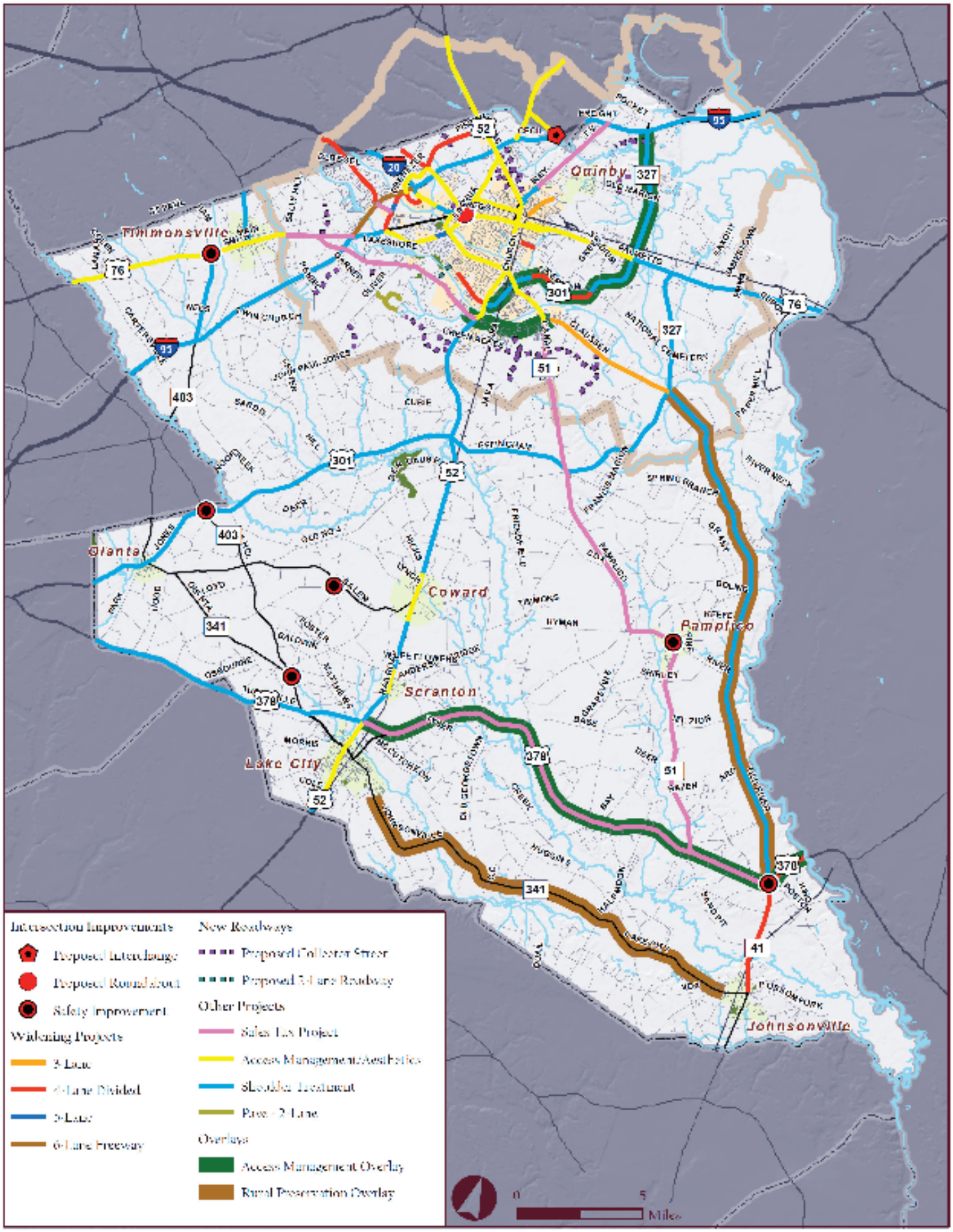
Figure 8-5. Roadway Recommendations



Sources: Florence County, City of Florence, SCDOT

Intersection Safety Improvements

Reasons for high crash frequency or severity at an intersection often include some combination of intersection design, accessibility, and traffic congestion. Locations in Florence County with high crash frequency and/or severity also are locations where congestion often exists. As a result, many of the highest priority intersections are located within the more urban areas of the county. This fact justifies the ongoing efforts to provide adequate funding for transportation projects that minimize traffic congestion. While a direct relationship typically exists between traffic congestion and crash frequency, in rural areas of the county high priority crash locations likely result from poor design and/or driver error. The following section includes a more detailed analysis of the top four priority locations outside the FLATS area concerning crashes as well as recommendations for potential countermeasures. Additional safety analysis and mitigation measures for intersections within the FLATS area are discussed in the 2035 FLATS LRTP.

McAllister Mill Road at Salem Road

The intersection of McAllister Mill Road at Salem Road (SC 541), located west of Coward, includes a skewed geometry and nearby neighboring intersections. McAllister Mill Road is a controlled stop, while Salem Road is a free movement. There are sight distance and turning radius limitations on some of the movements. The most unique feature to this intersection is a separated, partially paved, two-way turn lane in the southeast quadrant of the intersection. This short connection has stop signs in both directions, ostensibly permitting use by motorists turning left from Salem Road to go south on McAllister Mill Road and by motorists turning right from McAllister Mill Road to go east on Salem Road. This intersection is rated as the worst crash location in Florence County partially due to the high percentage of injuries and property damage in crashes.

Several safety measures are proposed to improve this intersection. First, the small two-way separated turning lane is proposed to be eliminated. In its place, it's recommended that additional pavement be laid in the southeast quadrant of the intersection to increase the turning radius from McAllister Mill Road onto Salem Road. The stop sign on each approach of McAllister Mill Road should be fitted with a 2-Way notification posted to alert drivers that traffic on Salem Road does not stop. For additional mitigation, blinking "stop ahead" signs should be installed on each approach to further alert motorists on McAllister Mill Road of the upcoming stop.

Jones Road at Bethel Road

The intersection of Jones Road (US 301) at Bethel Road (SC 403), known locally as Kelly's Crossroads, is rural in nature, located east of the Town of Olanta. This intersection has stop control on Bethel Road, and free movement along Jones Road. The roads converge at a slight skew, and Bethel Road is slightly misaligned at the intersection. The land uses on the northwest and northeast quadrants of the intersection have multiple driveway openings, with some directly abutting the intersection and others spanning all the way through the intersection.

In order to improve the overall safety of this intersection, several recommendations are proposed. First, driveway openings for the property in the northwest and northeast quadrants should be more clearly delineated and limited so that they do not open directly onto the intersection. "Stop sign ahead" signage is recommended to be installed on Bethel Road to notify drivers of the upcoming stop. A 2-Way stop notification posted will alert drivers that Jones Road traffic does not stop. Positioning of the stop bar could be adjusted to give drivers an improved sight line.

Olanta Highway at Camp Branch Road

The intersection of Olanta Highway (SC 341) at Camp Branch Road, located northwest of Lake City, serves as one point of a triangle of intersections joining Olanta Highway, Bethel Road and Camp Branch Road. At this point, Bethel Road merges into Olanta Highway. At about 300 feet prior to the merge, Camp Branch Road intersects with both of these roadways.

Several mitigation measures may improve this intersection. Heading south on Camp Branch Road towards Bethel Road and Olanta Highway, it is difficult to perceive that there are two stop controlled intersections, not just one. Advance warning signs indicating the presence of two upcoming stop-controlled intersections may mitigate confusion. A "stop ahead" sign exists on Bethel Road prior to its intersection with Camp Branch Road. However, traffic on Bethel Road does not stop until

the intersection with Olanta Highway. It is recommended this sign be moved to the east side of Camp Branch Road and Bethel Road intersection for greater clarity. Further measures to improve the intersection may include disconnecting the roadway section of Bethel Road between Camp Branch Road and Olanta Highway. Traffic from the abutting residential and commercial driveways may be rerouted onto Olanta Highway. Turning radii may also need to be improved to accommodate freight traffic.

Kingsburg Highway at Myrtle Beach Highway

Kingsburg Highway at Myrtle Beach Highway (US 378) is located at the unincorporated community of Kingsburg, north of Johnsonville. The route heading north on Kingsburg Highway and then turning west on Myrtle Beach Highway is designated as a hurricane evacuation route. This intersection has significant truck use. Three of the four intersection approaches do not currently include turn arrows. Only the westbound approach from Myrtle Beach Highway to the signal includes a dedicated left turn arrow.

To improve the safety of this intersection, additional pavement is recommended in the southeast quadrant of the intersection. This additional pavement will better accommodate the turning movement of a large portion of the truck traffic, and will help prevent the rutting that currently occurs. Additionally, turn arrows should be considered at all approaches. Finally, as development comes into the quadrants of this intersection, driveway locations should be located at a sufficient distance from the intersection to minimize conflicting turning movements.

Access Management Improvements

Access management strives to maximize the flow of traffic while providing access to adjacent developments. The FHWA Access Management Manual states that access management results from a cooperative effort between state and local agencies and private land owners to systematically control the "location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway." (Transportation Research Board 2003) Access management requires cooperation between government agencies and private land owners.

The ability of motorists to travel through a given roadway segment is essential for both transportation system efficiency and economic development. Access management balances the needs of motorists to drive through an area with the needs of property owners to access adjacent property. This consideration is greatest along developed (or developing) corridors

such as US 52 and US 76. Access management improvements increase the efficiency and the capacity of existing infrastructure and are often the most effective option when maximizing limited funds.

Several corridors in Florence County (both within and outside the FLATS area) have been identified for access management improvements. The 2035 FLATS LRTP includes a detailed description of access management strategies for the following corridors:

- **Palmetto Street (US 76/US 301)** – Ballard Street to Williston Road/McCurdy Road
- **Pamplico Highway (SC 51)** – Irby Street to Howe Springs Road/Claussen Road
- **Lucas Street (US 52)** – I-95 to Irby Street

Additionally the following corridors will benefit from improved access management:

- **US 76 west of Timmonsville** – Shoulder improvements, turn pockets
- **US 76 in Timmonsville** – Turn pockets, bicycle and pedestrian amenities, improved crossings at intersections
- **US 52 in Coward** – Improved crossings of US 52, potential plantable median (i.e. refuge islands and gateway features)
- **US 52 in Scranton** – Improved crossings of US 52, potential plantable median (i.e. refuge islands and gateway features)
- **US 52 in Lake City** – Improved crossings of US 52, potential plantable median (i.e. refuge islands and gateway features), signal timing, driveway reductions/site interconnectivity

Roadway Capacity Improvements

Existing corridors that require more work than access management improvements alone to solve congestion and safety issues may require widening. The corridors identified for widening within the 2035 FLATS LRTP are listed below according to their ultimate cross section:

6-Lane Divided Freeway

- **I-95** — David H McLeod Blvd to W Palmetto St (US 76)

4-Lane Divided

- **Pine Needles Rd** — Southborough Rd to Ebenezer Rd
- **Ebenezer Rd** — Pine Needles Rd to W Palmetto St (US 76)
- **Ebenezer Rd/Radio Dr** — David H McLeod Blvd (US 20) to near Industry Blvd
- **Ebenezer Rd/Pisgah Rd** — Presbyterian Rd (US 52) to Hoffmeyer Rd
- **Hoffmeyer Rd** — Tivoli Dr to Timmonsville Hwy (SC 340)

- **Alligator Rd** — Palmetto St (US 76) to S Irby St (US 52)
- **Freedom Blvd (US 301)** — Freedom Florence Recreational Facility to National Cemetery Rd
- **W Palmetto St** — E Main St (in Timmonsville) to I-95
- **Southborough Rd** — N Sally Hill Rd to Pine Needles Rd
- **National Cemetery Rd** — S Church St to Stockade Dr
- **Pamplico Hwy (SC 51)** — E Howe Springs Rd to Kates Garden Ln
- **Irby St (US 52)/TV Rd** — I-95 to Wilson Rd
- **Southern Connector** – I-95 at around mile marker 155 to South Irby St

5-Lane

- **Ebenezer Rd** — Industry Blvd to Pine Needles Rd
- **W Darlington St** — N Cashua Dr to Irby St (US 52)
- **Cashua Dr** — Second Loop Rd (SC 51) to Parker Dr

3-Lane

- **Ebenezer Rd** — Pisgah Rd to US 52

  The widening of this segment of Ebenezer Road to three lanes should accommodate future residential growth along the corridor. However, turn pockets and a 2-lane divided cross section may be preferred in strategic locations. This recommendation assumes no improvements are necessary to the bridge over Palmetto Shores Lake.

- **Oakland Ave** — E Lucas St to Wilson Rd
- **Third Loop Rd** — Marsh Ave to S Irby St (US 52)

Other Improvements

The 2035 FLATS LRTP also includes one new location facility, designed to enhance connectivity between the southern residential areas of the City of Florence and the downtown:

- Extend Brofford Drive between Alligator Road and Third Loop Road as a 2 lane roadway (including a new bridge)

Two major intersection and interchange improvements are also recommended by consultants as a part of the 2035 FLATS LRTP:

- Construct half cloverleaf interchange at I-95 and McIver Road
- Construct 2-lane roundabout at the Five Points intersection

The new I-95 interchange at McIver Road, located north of the City of Florence, is recommended in order to enhance connectivity and access to the interstate for that part of the county. The roundabout proposed for the Five Points intersection, located near the center of the City of Florence, is recommended in order to improve intersection safety, alleviate intersection congestion issues and to serve as a gateway for the City of Florence.

The Florence County Comprehensive Plan uses these recently developed recommendations as a base framework, and validates and expands upon them in order to create a viable county-wide roadway network. A notable capacity improvement outside of the FLATS area is the STIP project to widen SC 41 between Kingsburg and Johnsonville to a 4-lane facility. There are also an array of facilities with recommended shoulder improvements to facilitate travel of freight movements and potential regional bicycle travel. Improvements for the non-FLATS area of the county include the widening of US 378 from SC 41 east to the Florence County line. This improvement would extend the proposed widening of US 378 to the county line which is already funded through the Florence County capital projects sales tax. This widening results in a continuous 4-lane divided section to Myrtle Beach. This improvement would also involve constructing an additional 2-lane section of bridge across the Pee Dee River. The existing 2-lane bridge in this location is currently being supplemented with an additional 2-lane bridge with an increased clearance over the river.

In addition to these access management improvements, a selection of corridors was identified as candidates for access management overlay districts and rural preservation overlay districts. US 378 between US 52 in Lake City and Kingsburg Highway/Old River Road north of Johnsonville would benefit from an access management overlay to control the types and patterns of future growth allowed along the corridor. This action should protect the mobility by reducing conflict points while ultimately making it better equipped to handle new development and continue to serve as an east-west regional connector. The following corridors are identified for access management overlay districts:

- N Williston Road (SC 327)/Freedom Boulevard (US 301) between I-95 and S Irby Street (US 52)
- Howe Springs Road between S Irby Street (US 52) and Pamplico Highway (SC 51)

Corridors recommended for rural preservation overlay districts have the potential for growth but residents and local officials want to preserve the rural characteristics (viewsheds, historic sites, cultural resources, agriculture, etc.) Ideally, corridors targeted for rural preservation overlay districts have larger parallel facilities that could accommodate additional traffic. Two corridors were selected as candidates for rural preservation overlay districts:

- Old River Road from Francis Marion Road (SC 327) to Myrtle Beach Highway (US 378)
- SC 341 between Lake City and Johnsonville

Possible consideration also could be given to designating SC 341 as a scenic byway in the future.

Collector Streets

Collector streets gather traffic from neighborhoods, commercial centers and industrial areas and distribute it to the county's network of arterials. Compared to arterials, collectors provide less mobility but higher accessibility. With lower design speeds and more multi-modal amenities, these streets are attractive for bicyclists and pedestrians. Proper design and adequate spacing are important considerations for an effective collector street network.

- **Design** – The design of the collector street network must respect present and future conditions, the public's vision for the future and how the network can best balance the natural environment, connectivity, access, mobility and safety.
- **Spacing** – Different spacing standards are necessary for different development types and intensities. According to land use intensity, the spacing of collector streets should range from 3,000 to 6,000 feet in very low intensity residential areas to 750 to 1,500 feet in activity centers.

The collector street recommendations shown in Figure 8-5 occur in the FLATS Area. These recommendations were developed as part of the 2035 FLATS LRTP following discussions with staff, feedback from the general public and GIS based analysis. The recommended collector street system provides critical connections by bridging the gap between arterials and locals. Recommended collector streets have been established to provide additional connections for areas in the periphery of the region that might expect additional future growth. Other recommended collector streets near or within the City of Florence seek to connect existing development and provide other connection opportunities to relieve congestion on surrounding arterials. The portion of the county beyond the FLATS area overall has adequate spacing and connectivity for the rural landscape.

New collector streets are envisioned to have 2-lanes and often have exclusive left turn lanes at intersections with principal and minor arterials and less frequently at intersections with other collectors. The actual design of a collector street will depend upon the surrounding land use context. The typical cross sections for collector streets also are included in the Recommended Cross Section portion in Appendix B.

Transit

Transit service primarily offered by the Pee Dee Regional Transportation Authority (PDRTA) provides important access and mobility for residents throughout Florence County. As a critical component of the complete transportation system, transit is closely tied to land use and economic development decisions. PDRTA and local officials agree that transit services should be a viable mobility option for those who need it most — senior citizens, the physically or economically disadvantaged and commuters who choose to ride. Transit also should provide an option for persons making the traditional suburban-to-urban commute and those traveling

between activity centers. However, in the rural areas of the county such service is more difficult and typically incurs higher costs and lower ridership. The transit component of the Transportation Element includes a description of existing services and general recommendations to ensure transit remains a viable alternative for the residents of Florence County.

Existing Service

Within Florence County, PDRTA provides fixed-route bus service, fixed-route commuter service, and paratransit (dial-a-ride) service. In addition, private transportation and taxicab companies provide local transportation services, and Greyhound (Southeastern Stages) provides intercity bus service. All of these options are available within the FLATS area.

Fixed-route Service

Fixed-route service provided by PDRTA includes both local bus service in the greater Florence area as well as a regional commuter service. Fixed-route bus service in Florence consists of a "hub and spoke" layout with five routes (or spokes) originating from a hub at the Central Transfer Point on West Evans Street at Dargan Street in downtown Florence. A sixth route links to another route instead of the Central Transfer Point. All routes are flag-stop routes along which riders can wave for a pick-up.

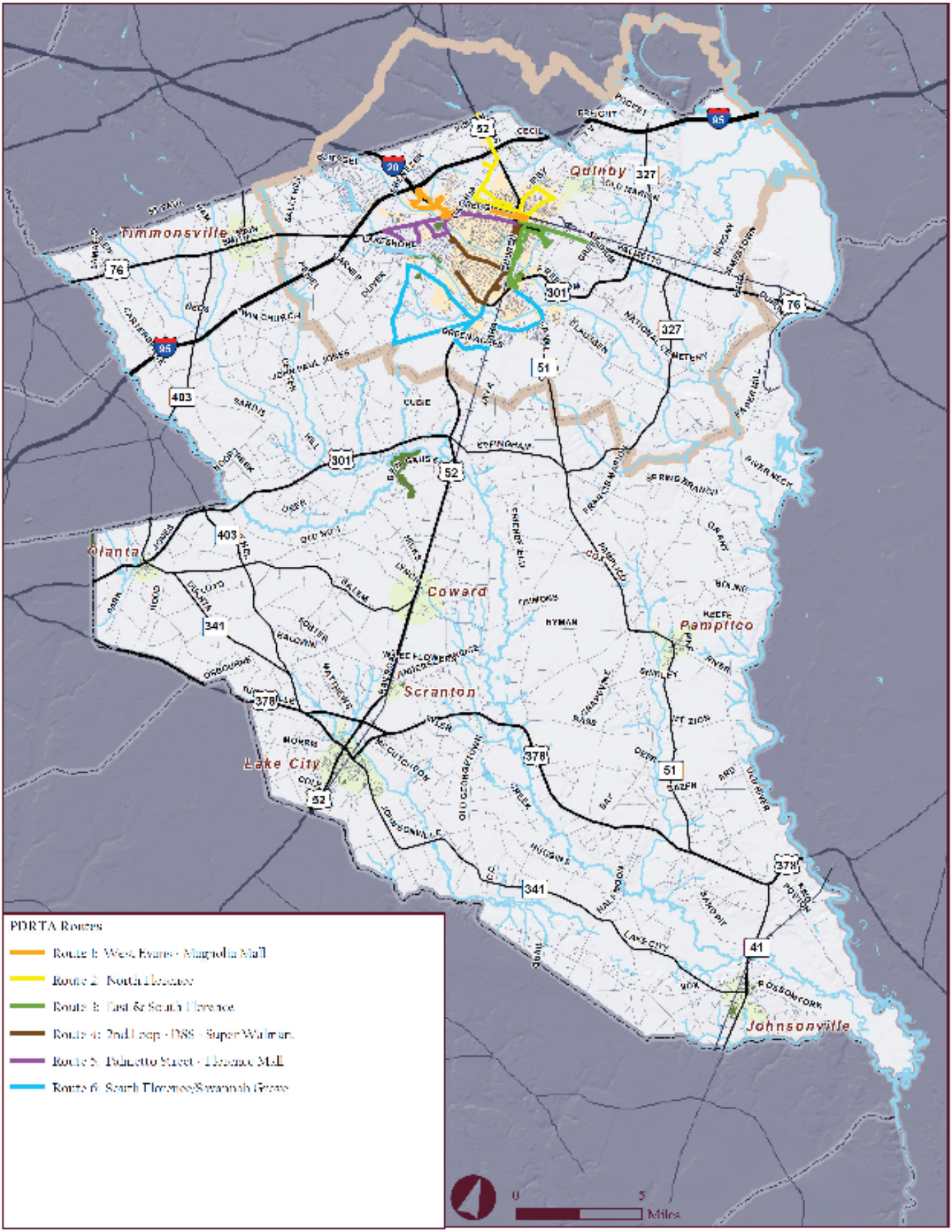
Figure 8-6 shows the six routes, which include:

- Route 1: West Evans – Magnolia Mall
- Route 2: North Florence
- Route 3: East & South Florence
- Route 4: 2nd Loop – DSS – Super Wal-Mart
- Route 5: Palmetto Street – Florence Mall
- Route 6: South Florence/Savannah Grove

The "hub and spoke" layout emphasizes trips originating from or destined to the downtown area. With plans to add Francis Marion University transportation in late 2010, ridership is projected to rise.

In addition to local fixed-route bus service in Florence, PDRTA provides fixed-route commuter service to Florence for residents of Dillon, Marion, Hartsville and Darlington counties. This service provides residents of these areas an alternative way to get to work and school in Florence. The commuter routes also connect to the local fixed-routes in Florence, which greatly increases the destinations accessible to residents in the outlying areas.

Figure 8-6. Existing Fixed-Route Bus Service



Sources: Florence County, City of Florence, SCDOT

Demand-Response Service

Complementary Paratransit Service

Complementary Paratransit Service provides paratransit or van transportation for individuals who cannot otherwise access the fixed-route bus service. The service is designed for individuals with disabilities as defined by ADA. In particular, Complementary Paratransit Service is limited to individuals with the following disabilities:

- Cannot board, ride, or disembark from an accessible vehicle without the assistance of another person (except for the bus driver and lift)
- Could ride an accessible vehicle but the route is not accessible
- Have a specific impairment-related condition that prevents them from traveling to or from a boarding or disembarking location

Based on federal guidelines, Complementary Paratransit Service provides curb-to-curb service.

Human Services Transportation

PDRTA provides transportation for many human services agencies located throughout the region. Human services trips carry passengers of all ages and abilities to various destinations. Examples include trips to adult day care facilities, dialysis clinics, nutrition centers and various medical facilities. Medical appointments make up the largest portion of these services, though work, shopping and training/education trips are also represented. Without PDRTA, many of life's daily activities would be unavailable to residents in Florence County and throughout the Pee Dee region.

Vanpool Service

Carpooling and vanpooling is an economical and environmental-friendly commuting option. Compared to driving alone to work, carpooling or vanpooling provides personal benefits including reduced commuting expenses and other community benefits such as fewer vehicle miles traveled which results in cleaner air, less congestion and reduced fuel consumption. One of the challenges for increasing participation in carpool and vanpool services is finding someone with a similar commute. For many communities, this obstacle is overcome through a carpool and vanpool matching service.

While PDRTA currently does not have a matching service, PDRTA's Transportation Manager is available to help vanpools get started once a citizen or business forms a group of workers with similar commuting patterns. Through its vanpool system, PDRTA provides a vehicle, insurance, gas and maintenance, with a fee shared among the riders. Tax incentives provide extra savings for both the employer and employees.

Other Public Transportation Providers

General discussions of public transportation traditionally center on services such as those provided by PDRTA — namely fixed-route and paratransit. These transit services are important components of the larger public transportation network that also includes taxis, Amtrak and intercity bus travel (Southeastern Stages). For longer distance travel, residents of the Pee Dee region can utilize the expanding options at Florence Regional Airport.

Passengers

Public transit helps alleviate congestion, provides access to jobs and grants mobility. It also provides environmental benefits such as improving air quality and reducing the amount of gasoline consumed per passenger mile when compared to private automobile travel. PDRTA's fleet consists of 123 vehicles (buses, vans and trolleys). In December 2009, PDRTA received eight additional revenue service vehicles.

In 2008, PDRTA ridership consisted of more than 323,000 passenger trips, logging more than 2.8 million service miles. Average daily passenger ridership was approximately 1,350.

Future Trends and Services

Most daily activities, ranging from school to work to medical appointments to recreation, require some form of personal mobility. For the county's aging population and persons with disabilities, personal mobility also means independence. The level of mobility afforded to residents in Florence County varies, and gaps exist throughout the transportation network. The desire is for public transportation to become a travel mode of choice for a greater proportion of the population.

PDRTA anticipates the following future investments in public transportation:

- Increased service to Southborough Road/Pine Needles Road, Hoffmeyer Road, US 52/Lucas Street and US 52 south to Lake City
- Additional route between Francis Marion University and downtown Florence with evening and weekend service
- Establish service between Timmonsville and Florence
- Installation of lighted bus stop signs
- Add park and ride locations in the Florence, Coward and Lake City areas
- Upgrade and expand technology including new scheduling and dispatching software, mobile data terminals and Automatic Vehicle Locators (AVLs)
- Establish a downtown multi-modal hub in the City of Florence

Freight

The movement of freight throughout the southeastern United States and across South Carolina has played an important role in the economic vitality of the region. Manufacturing has remained a core component of this region's economy even as the sector declined in neighboring areas. The confluence of two interstate highways and proximity of two major ports provides a robust base for economic activity. Plans for port expansion in the region and continued industrial growth further emphasize the need for a sound, interconnected system for the movement of goods.

Roadway Freight

Florence County boasts one of the best highway freight networks in the state, anchored by I-95 and I-20. I-95 is one of the nation's busiest freight corridors, connecting the east coast's major population and economic centers. In South Carolina, nearly 25 percent of vehicles traveling on I-95 are trucks. I-20 is an important east-west connector for Florence to Atlanta and beyond. Within Florence County, these interstate highways are supplemented by numerous US highways, including the north-south route US 52 and east-west routes US 76 and US 378. Collectively, the interstate and US highways carry the most traffic, but some SC highways in the county also carry significant freight traffic. These freight corridors include Pamplico Highway (SC 51), Williston Road (SC 327), and SC 403 near Timmonsville.

From a statewide perspective, it is important for SCDOT to continue to maintain and upgrade interstate infrastructure to meet future demand. SCDOT maintains more than 840 miles of interstate highways. According to SCDOT, 45 miles of South Carolina's interstates have capacity needs; and by 2030, more than 50 percent of the interstate highways will operate below acceptable levels of service and up to 50 interchanges will need to be reconstructed. On the state's primary and secondary roads, more than 1,100 miles (3% of total miles) will need to be improved at a cost of $7 billion in today's dollars.

Recommendations

Increasing truck traffic on the county's network of freeways and arterials makes it more important to guide these vehicles to routes designed to accommodate them. Designated truck routes should be signed and publicized so truck operators and the general public will recognize these streets have been designed with truck traffic in mind. The design of the routes should allow the safe and efficient operation of trucks. Figure 8-7 shows routes that are recommended to be retrofitted and signed for truck traffic. Trucks, with the exception of local deliveries, should be prohibited on routes not signed for truck traffic as described below. These routes were selected based on feedback from local staff, freight industry leaders, analysis and field review. The following considerations should be applied:

- Truck Classification — Trucks should be defined as vehicles with a manufacturer's gross vehicle weight of 33,000 pounds or more. This definition excludes most straight trucks, panel trucks and delivery trucks but includes large trucks with more than two axles such

as tractor-trailers and tandem axle dump trucks. Public service vehicles such as garbage collection trucks also would be excluded from this definition.

- Route Designation — Area roadways recommended as truck routes are shown in Figure 8-7. Should the SCDOT adopt a statewide truck route map, these designations should be considered. As industrial development occurs, it will be important to provide efficient truck access and circulation to improve freight mobility while limiting cut-through truck traffic in adjacent neighborhoods. Within city limits, consideration should be given to amending local ordinances to specifically prohibit through truck movements on local streets. Prohibiting trucks on state maintained roadways will require SCDOT approval.
- Route Enhancement — Once truck routes are designated, improvements should be prioritized to ensure the routes are fully utilized. FLATS should: (1) work with SCDOT to prioritize resurfacing of designated routes in an effort to reduce noise and vibration from trucks; (2) adjust signal timing where necessary to allow uninterrupted through movements based on posted speed limits; and (3) partner with local and state entities to improve critical intersections (turning radii, lane width and the provision of dedicated turn lanes). These improvements will greatly improve the efficiency and safety of these corridors, in turn encouraging their use by truckers.
- Route Education — Signs should be posted at the city limits, freeway exits, and other appropriate locations directing truck drivers to roadways on which their movements are permitted. At a minimum, this should include limiting travel, except for local deliveries to the network identified in Figure 8-7. In addition to signage, Florence County and its municipalities should work together to publish educational materials and distribute it to businesses and industries concerning truck routes and restrictions.

As mentioned previously, several corridors in Florence County have been identified for access management improvements. The plans outlined for Palmetto Street (US 76), Pamplico Highway (SC 51) and Lucas Street (US 52) in the 2035 FLATS LRTP include access management strategies that should improve the operation of these freight corridors. Improvements to the freight corridors identified in Figure 8-7 should receive the highest priority.

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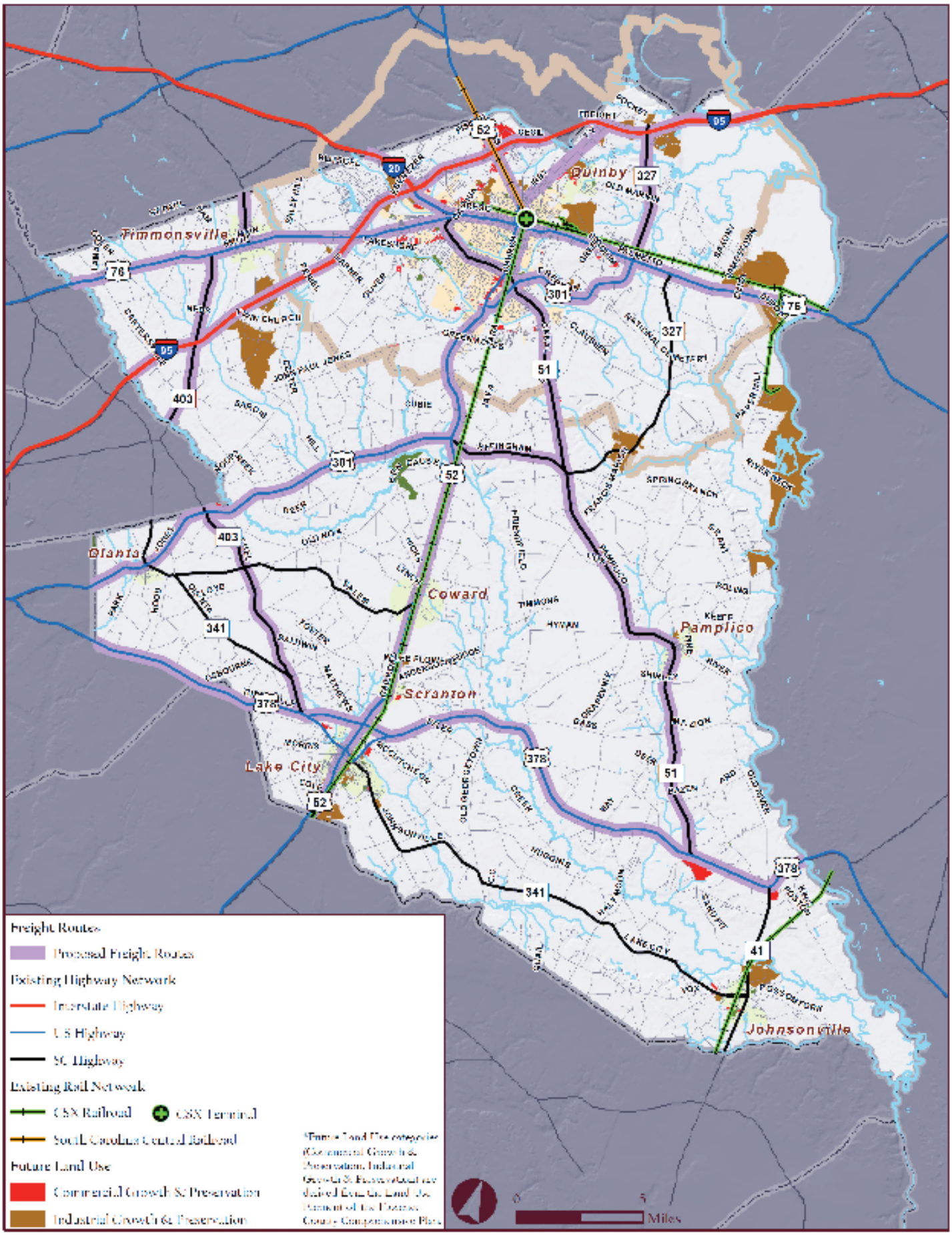
Figure 8-7. Freight Network



Sources: Florence County, City of Florence, SCDOT

Rail Freight

The Association of American Railroads (AAR) defines three railroad classifications.

- **Class I** railroads are the largest operating railroads in terms of revenue. The actual definition of a Class I railroad has changed over the years to account for inflation and other factors. As of 2005, the AAR defined Class I railroads as having annual operating revenues that exceed $319 million. The number of Class I railroads has declined from more than 130 in 1939 to only seven in the United States and Canada today. These seven railroads account for 93 percent of the industry's revenues. CSX and Amtrak are two Class I railroads that exist in Florence.
- **Class II** railroads, commonly known as "regionals", currently are classified by the AAR as having operating revenues of $20.5 to $277.7 million. As with Class I railroads, the revenue benchmark used to classify these railroads is adjusted periodically. Class II railroads are not nearly as large as Class I railroads and typically operate within a particular region. However, they offer well-equipped main lines for faster movement of freight as well as local switching operations. Of the twelve Class II railroads in the United States, none currently operate in South Carolina.
- **Class III** railroads, commonly known as "shortlines", are defined by the AAR as a railroad with less than $10 million in annual operating revenue. While shortlines are the industry's smallest in terms of miles of track and revenue, they are the most numerous in the nation with approximately 500 in operation. The South Carolina Central Railroad operates a shortline in Florence.

The following list is of rail operators in Florence County:

- Florence is home to a major CSX switching yard (located just north of downtown east of Lucas Street (US 52)) and has direct rail service to two major seaports (Charleston, SC and Wilmington, NC). This rail line, shown in Figure 8-7, follows US 76 from the east to downtown then parallels US 52 to the south. This route is the company's major north-south route connecting Charleston with Washington DC. CSX also owns a rail corridor that parallels West Darlington Street in the City of Florence.
- Amtrak passenger rail station, located at 807 East Day Street behind McLeod Regional Medical Center, offers a connecting service between Florence and the cities of Greenville, Spartanburg, Myrtle Beach and Columbia, with intermediary stops to Camden and Conway. Amtrak rail boardings in 2008 for the City of Florence totaled over 47,000.
- The South Carolina Central Railroad (SCRF), a RailAmerica property, is a Class III shortline railroad that connects Florence with Bishopville via Darlington and Hartsville. In total, SCRF maintains more than 120 miles of railroad (including a separate segment between Cheraw and Society Hill). The portion of the SCRF railroad in Florence County is adjacent to Lucas Street.

Recommendations

New industrial development in Florence County and the surrounding region will increase the economic vitality of the county but put additional pressure on both the roadway and rail freight network. Proposed development in the region, such as the Boeing plant in North Charleston and the JAZFA development in Orangeburg and Dorchester Counties should increase rail freight activity through Florence County. The following list includes possible new sources for freight growth in the state:

- Expansion of the Port of Charleston
- Construction of the new Jasper Ocean Terminal in Jasper County, SC
- Arrival of the larger Post-Panamax ships via the expansion of the Panama Canal
- Development of inland intermodal ports
- Increased focus on the state as a logistics hub

Given the expected growth in freight activity, areas of the highest concern likely will be those locations where multiple modes intersect. As a result, more emphasis needs to be placed on coordinating plans for rail with roadway, bicycle and pedestrian initiatives. This is also true given the recent push to establish passenger rail service in other parts of the county. A recent example of multi-modal planning is SCDOT's Statewide Multimodal Plan, which contains a rail element that assesses rail corridors to identify opportunities for future transportation use. The effort included an inventory of rail corridors throughout the state to find "at-risk" lines and take steps to acquire them or preserve them using existing state and federal legislation. Acquired corridors could be utilized as bicycle and pedestrian trails.

Passenger Rail Potential

The Statewide Multimodal Plan also identifies rail corridors in the state for potential transit use. One corridor identified in the plan is the CSX rail line adjacent to US 52. The plan notes the CSX line to the east of this corridor that connects Dillon to Charleston and travels briefly through the southeast portion of Florence County. The plan notes that future transit service using rail will be dependent upon available right-of-way. The plan notes that abandonment of the line adjacent to US 52 is highly unlikely due to the volume of rail traffic on the corridor and the use of the line by Amtrak. However, the Multimodal Plan recognizes that a parallel consolidation of the line may be a possibility.

By statute, SCDOT has the obligation to preserve, protect or acquire existing railroad rights of way for future transportation use. This obligation is defined by SCDOT's role in mass transit. The South Carolina Department of Commerce, Division of Public Railways, has authority to acquire rail corridors that may be at risk of abandonment, or even develop and construct new rail corridors. In addition to service on the CSX corridor, elected officials have expressed a desire for commuter rail service from Florence to Myrtle Beach via Marion and Conway. While SCDOT has the corridor appearing on SCDOT rail plans, the population likely is not sufficient to justify the expense of commuter rail.

Airports

South Carolina's airports are an important component of the statewide transportation system and a catalyst for the state's economy. Aviation needs — including passengers on commercial airlines, those piloting a private aircraft, and the movement of goods — are fulfilled through a combination of large airports and smaller facilities across the Palmetto State. These facilities fall into one of three major categories:

- **Commercial Service/Primary Airports** — facilities that serve regularly scheduled passenger service. The three largest facilities in the state are Charleston International, Greenville-Spartanburg International and Myrtle Beach International. Other airports with scheduled passenger service in the state include Florence Regional Airport, Columbia Metropolitan Airport and Hilton Head Island Airport.
- **General Aviation Airports** — smaller facilities that exist in the majority of counties throughout the state. They typically have paved runways 2,000 feet to 5,500 feet in length and can accommodate small (single engine) and medium-sized (multi-engine) aircraft. These airports often provide opportunities for businesses with suitable aircraft to avoid the use of larger facilities and minimize air travel associated with lag time. They also have proven useful in attracting business to communities throughout the state. No general aviation airports are located within the FLATS area.
- **Reliever Airports** — large general aviation airports that provide additional capacity when the area's primary commercial airport reaches capacity. Columbia Owens Downtown is the state's only reliever airport.

Existing Facilities

Located just a few miles east of downtown Florence, Florence Regional Airport is a general aviation airport also served by two commercial airlines (Delta Connection and US Airways). The commercial airlines provide regional service to Charlotte-Douglas International Airport and Hartsfield-Jackson Atlanta International Airport. The Florence Regional Airport also hosts the bi-annual May Fly Air Show. Smaller airports in the county include the Lake City Municipal Airport (located at C.J. Evans field in Lake City) and Huggins Memorial Airport (located at 776 East Smith Street in Timmonsville). Figure 8-8 shows the location of airports within Florence County.

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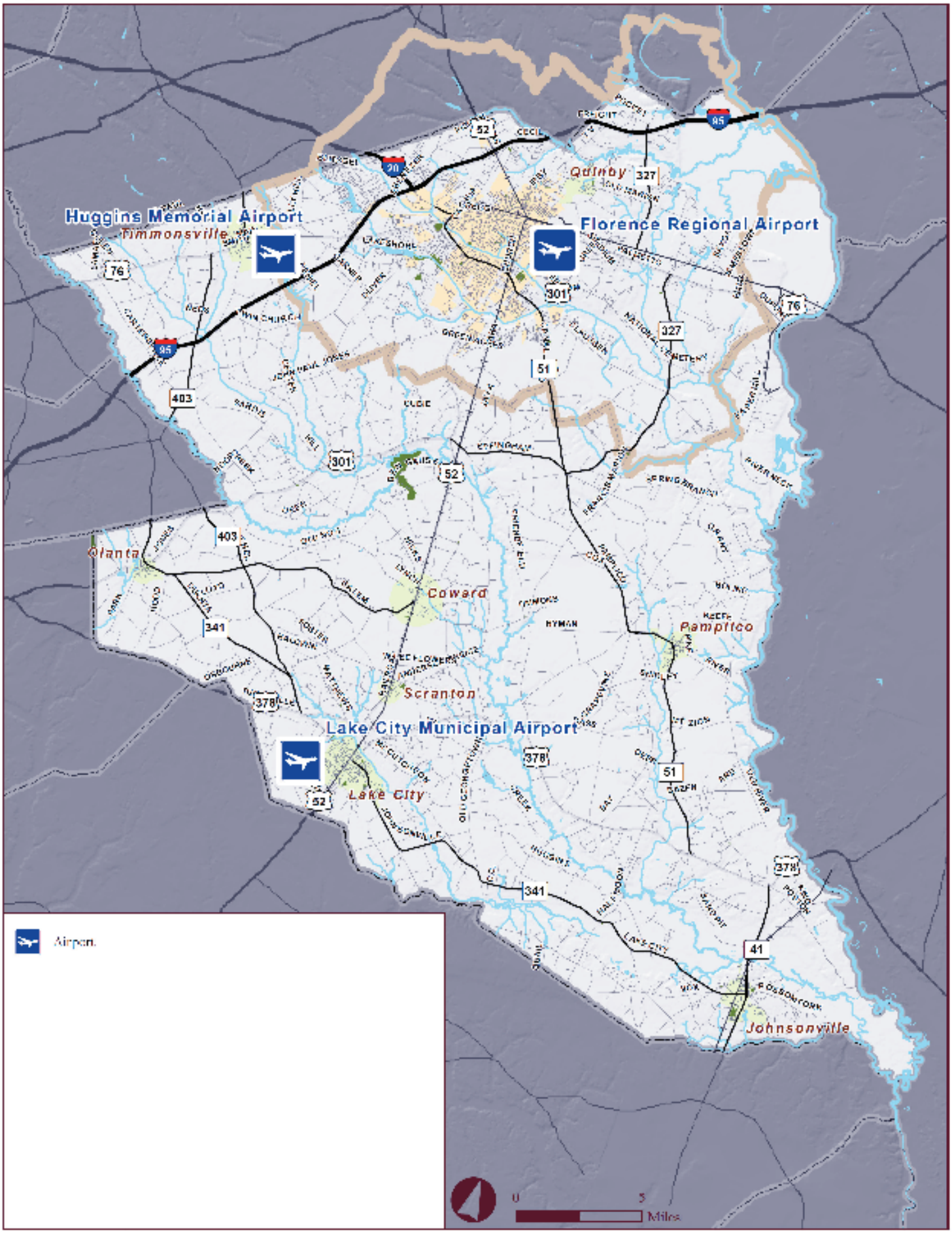
Figure 8-8. Airports



Sources: Florence County, City of Florence, SCDOT

According to Federal Aviation Administration data, Florence Regional Airport had 64,835 boardings in 2008, an increase of nearly 40% compared to 2007. Florence Regional Airport is the sixth busiest airport in the state behind airports in Charleston, Greenville-Spartanburg, Myrtle Beach, Columbia and Hilton Head. However, Florence was one of only two airports to show an increase in enplanements from 2007 to 2008. Charleston Air Force Base/International Airport recognized a 2.6% increase in that period.

According to the Executive Director of the Florence Regional Airport, the airport processes minimal incoming freight and even less outgoing freight. But internationally, air freight has become more common for products of high value. While less than one percent of world transport by volume is by airline, it amounts to forty percent of the value. Time has become especially important in regards to principles such as postponement and just-in-time within the value chain, resulting in a high willingness to pay for quick delivery of key components or items of high value-to-weight ratio. In addition to mail, common items sent by air include electronics and fashion clothing.

Future Projects

In 1999, the airport's operation was assigned to the Pee Dee Regional Airport Authority (PDRAA). Over the past ten years, the PDRAA has focused on maintaining a safe and reliable facility. Today, the PDRAA has turned its attention to enhancing the passenger experience by improving the parking facility, reorganizing the passenger waiting areas, and installing a new baggage carousel with complimentary luggage carts. The $8 million expansion and renovation project that started in 2009 will create two additional airplane parking gates and additional employee offices and restrooms, with construction anticipated to be complete in 2010.

Once ongoing renovation and expansion projects are completed, PDRAA will begin work on a new general aviation center for unscheduled flying, including charter planes and pilot training. Future plans include the construction of a new passenger concourse and gate areas with improved vending facilities. Current plans will allow expansion to 12 gates with ramp and apron facilities.

Bicycles, Pedestrians, and Greenways

User and Facility Types

In order for a bicycle and pedestrian network to be successful, it must accommodate a range of user types. The best way to accommodate a variety of users is often through a mix of different bicycle and facility types. Types of users can be described in terms of trip purpose and skill level. Different reasons for taking to the street on bike or foot, combined with the varying levels of skill, require a bicycle and pedestrian plan that is flexible and responsive.

Types of Users by Trip Purpose

Bicycling and walking often falls into two distinct types of travel:

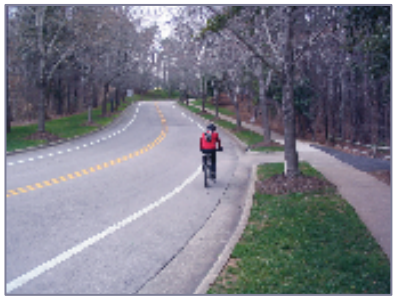
1. **Utilitarian, non-discretionary travel.** Often, children, persons with disabilities, and many elderly are not able to drive. In addition, some households simply cannot afford an automobile. According to the 2000 Census, approximately 10.4% of all households in Florence County do not have a vehicle available. This percentage is higher than the state average and approximately equal to the national average. For those unable to drive and persons living in households with no vehicles, the only option for daily necessary trips may be transit, bicycling and walking.
2. **Recreational, discretionary travel**. Walking and bicycling are excellent methods of exercise, helping residents to establish a healthy lifestyle while enjoying the livability of their communities. Walking and bicycling for fun is increasing in popularity as Americans realize the benefits of these activities.

Both types of travelers require a complete network of bicycle and pedestrian facilities as well as programs that educate and encourage current and future users.

Types of Users by Riding Skill

Advanced Cyclists are usually the most experienced on the road and can safely ride in typical arterial conditions of higher traffic volume and speeds. Most advanced cyclists prefer shared roadways in lieu of striped bike lanes and paths but may be more willing to accept striped bike lanes when the street gutter is cleaned regularly. Although this group represents approximately 20% of all cyclists, they account for nearly 80% of annual bicycle miles traveled.

Basic Cyclists are less secure in their ability to ride in traffic without special accommodations. They usually are casual or new adult/teenage riders who typically prefer multi-use paths or bike lanes on collector or arterial streets. Such facilities reduce basic cyclists' exposure to fast-moving and heavy traffic. Surveys of the cycling public indicate that about 80% of cyclists can be categorized as basic cyclists.



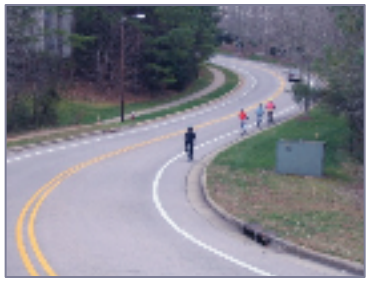
Child Cyclists have a limited field of vision while riding and generally keep to the neighborhood streets, sidewalks, and greenways. On busier streets, this group likely stays on sidewalks or off-street facilities that protect them from traffic. In the City of Florence, cycling on sidewalks is permitted everywhere except downtown. While riding on sidewalks should be discouraged, the comfort level of child cyclists may warrant riding on sidewalks provided they yield to pedestrians.

Bicycle and Pedestrian Facilities

Like drivers, cyclists gain experience over time by riding. As cyclists ride and gain more experience operating in traffic, they graduate from basic to advanced cyclists. This transition ensures that the needs of all three types of cyclists must be constantly evaluated and accommodated. To make sure adequate amenities are available to users of all skill levels, the facilities identified here should be incorporated into roadway projects in Florence County. Similarly, the needs of many types of pedestrians must be considered when determining the best location of pedestrian facilities. A combination of on- and off-street facilities is often the best solution to serve the needs of both bicyclists and pedestrians. In addition to the facilities themselves, consideration also needs to be given to ancillary facilities and amenities such as bicycle parking, benches, and wayfinding signage.

On-Street Bicycle Facilities

On-street bike facilities are designated by striping, signing, and pavement markings on the public right-of-way for the preferential or exclusive use of bicyclists. The type of on-street facility recommended depends on the roadway classification and characteristics. Several types of on-street facilities can be used in conjunction with another to create a well developed bicycle network.



Striped bicycle lanes are typically four to five feet in width, with striping and markings to reserve the space for bicyclists. They typically provide the greatest level of comfort for a basic level bicyclist on all on-street facilities. Wide outside lanes provide extra width (typically two to three feet) in the outermost travel lane. These facilities are more commonly used by advanced level bicyclists, and work well on higher-speed roadways. Paved shoulders provide a space outside the outer lane stripe for bicycle travel. In addition to giving bicyclists a greater comfort level, paved shoulders can extend the service life of the roadway by reducing edge deterioration, can make roads more conducive to freight traffic and can serve as a refuge for distressed vehicles. The most basic type of on-street facility is the signed route, which guides bicyclists to the routes and connections most conducive for travel, while ultimately providing links to destination points.

On-Street Pedestrian Facilities

Pedestrian linkages both in quality and quantity are an important part of transportation planning. Promoting alternative and intermodal forms of transportation requires improving pedestrian connectivity. The installation of sidewalks, pedestrian signaling, and other amenities will provide connectivity for pedestrians in addition to reducing short distance vehicle trips.

On-street pedestrian facilities consist primarily of sidewalks. Sidewalks are typically suggested as a minimum width of five feet. The American Association of State Highway and Transportation Officials (AASHTO) also recommends a four to six foot buffer zone between a

sidewalk and the adjacent roadway. In areas with heavy pedestrian traffic, a wider sidewalk may be preferred.

Multi-Use Paths and Greenways

Multi-use paths can provide a high-quality bicycling and walking experience in an environment that is protected from motorized traffic because they are often constructed in their own corridor. Multi-use paths can be paved and should be a minimum of ten feet wide. If there are physical or right-of-way constraints in portions of the corridor, this width can be reduced to eight feet. These paths are, in effect, little roads and should be designed with clearance requirements, minimum radii, stopping sight distance requirements and other criteria just as roadways are designed. However, additional consideration may need to be given to amenities along these corridors.

Existing Conditions

The 2035 FLATS LRTP provides descriptions of the existing bicycle, pedestrian, and multi-use facilities located within the FLATS area. Those facilities are summarized here, along with the additional facilities serving communities outside the FLATS area.

Bicycle Facilities

The bicycle network in Florence County is limited. Less than four miles of wide outside lanes exist, and there are no striped bicycle lanes. While there were several on-street bicycle facilities recommended as a part of the FLATS 2004 Bikeway Master Plan, none have been implemented so far.

Pedestrian Facilities

On-street pedestrian facilities are present to some degree in every municipality in Florence County. Most municipalities have a network of sidewalks that have been constructed to serve the central business district, as well as facilities in front of the majority of schools. However, many of these facilities do not yet connect with one another or to some of the key destination points in the county.

Multi-Use Paths

Multi-use paths and greenways are important due to their ability to serve multiple roles functioning as safe passages for cyclists and pedestrians. When multi-use paths are intentionally connected with on-street bicycle and pedestrian facilities, they function as amenities for both recreational and commuting users. When multi-use paths, on-street bicycle and pedestrian facilities and public transportation are combined, they create an intermodal transportation opportunity.

The City of Florence Trails System is composed of three distinct groupings of trails, each with its own identity and features. The Rail Trail Connections, the Urban Connections and the Freedom Florence Connections total more than 18 miles throughout the city. Each group of connecting trails or connections is shown in Figure 8-9. As an overall network, this system provides a robust set of connections linking many important destination points within the city. The FLATS 2004 Bikeway Master Plan identified a number of improvements to the trail system in this area. However, the only project that has been implemented is a portion of the Rail Trail Spur. The Rail Trail Spur is a 10-foot multi-use path. Although a high priority project for improving connectivity to important destinations, including West Florence High School, the length of new trail added to the current network has been minimal (less than 2.0 miles).

The National Trails System Act, 16 USC 1246(d) (Trails Act), opened numerous opportunities throughout the United States to preserve rail corridors and encourage outdoor activities and fitness. In South Carolina, information about the majority of existing rail trails is published by the South Carolina State Trails Program and the Palmetto Conservation. The Florence Rail Trail is incorporated into the Palmetto Trail. The Palmetto Trail and other programs in place by the Palmetto Conservation are detailed on their website, www.palmettoconservation.org.

The Towns of Pamplico and Timmonsville also have a trail system. The Town of Pamplico's trail is located on both sides of 6th Avenue from Oak Street, northeast to Laverne Ard Town/County Park. The Town of Timmonsville's trail extends from Pinckney Street to Foxworth Street along Main Street. This trail is a rails to trails conversion and has a host of amenities such as benches, swings and trash receptacles while also featuring attractive landscaping along the corridor.

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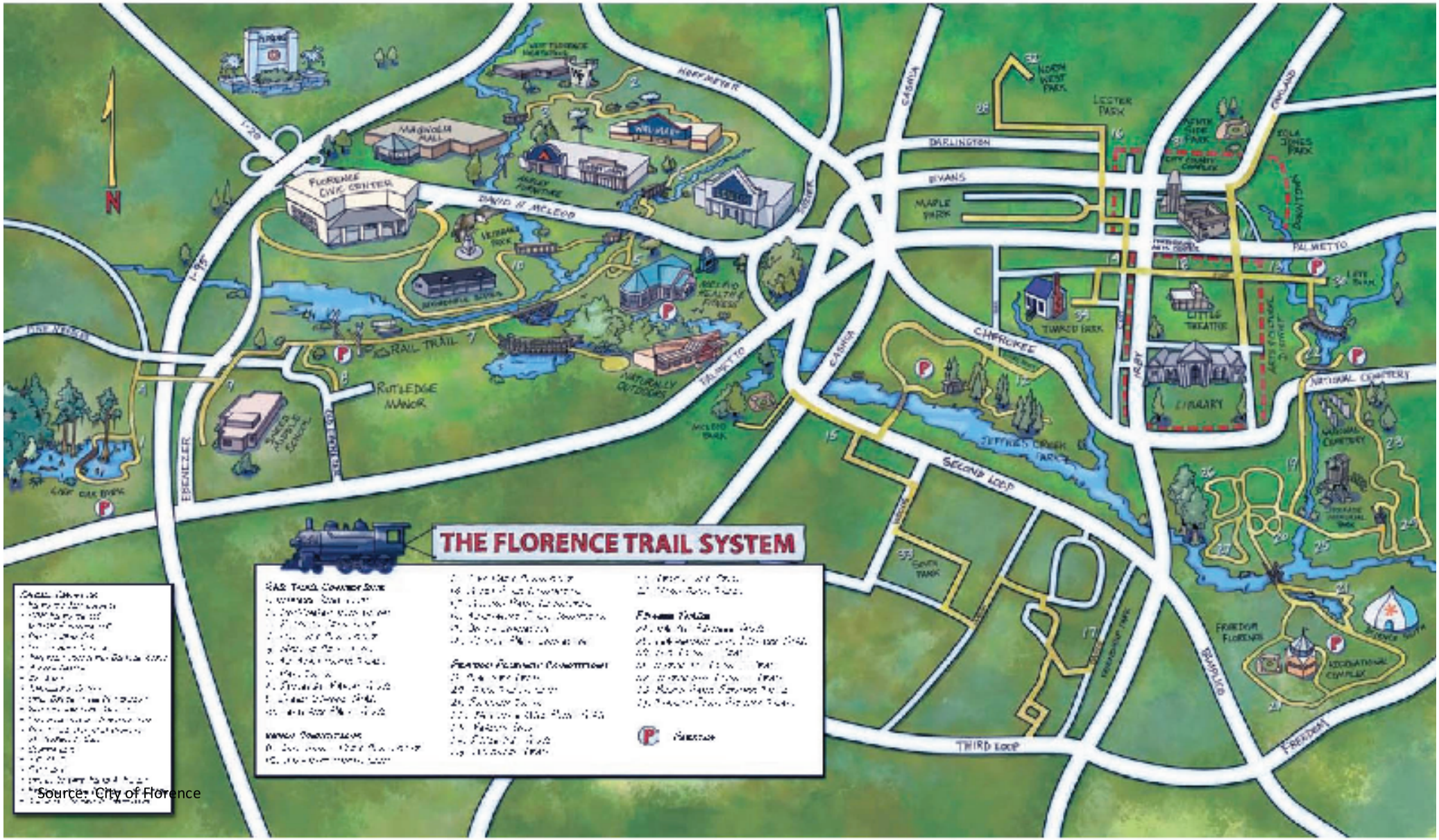
Figure 8-9. City of Florence Trail System



Source: City of Florence

Existing Policies and Programs

The City of Florence, Florence County, FLATS and several other municipalities are engaged in some sort of bicycle and pedestrian planning. The City of Florence has bicycle police that provide law enforcement while serving as a positive example to those citizens interested in non-motorized travel. As a result of the multiple parties involved, policies being considered for establishment often affect more than one jurisdiction. Bicycle and pedestrian advocacy is also conducted by independent groups. Clubs such as Pedal Pack ride the roads of Florence County and advocate for people to get involved and for improvements to key facilities.

Future Projects

Florence County's existing bicycle and pedestrian network needs improvements to accommodate its citizens; not only those whose only form of transportation is bicycling or walking, but also those who desire to use non-motorized travel for recreational or commuting purposes. A combination of wayfinding, improved facilities, education and enforcement are all important elements of a successful future network as defined below.

Recommended Facilities

The 2035 FLATS LRTP outlines a set of bicycle recommendations and example pedestrian improvements for the FLATS region. These recommendations can be found in Chapter 6 of that document. In general, the recommendations reflected both in that document as well as in this Transportation Element should complement and support the work done in the FLATS 2004 Bikeway Plan and the City of Florence Trails System. Figure 8-10 shows the recommended bicycle facilities and the pedestrian nodal areas that are discussed in this plan. This figure also shows destination points such as schools and libraries and their relation to recommended bicycle facilities.

The City of Florence will continue to work towards improving the urban trail connectors as shown in Figure 8-10. These connections will link city parks to the developing arts and cultural community in downtown Florence. As the City of Florence develops new recreational facilities, such as the new tennis complex which is to be completed in spring of 2010, new walking trails will be put in place to serve them.

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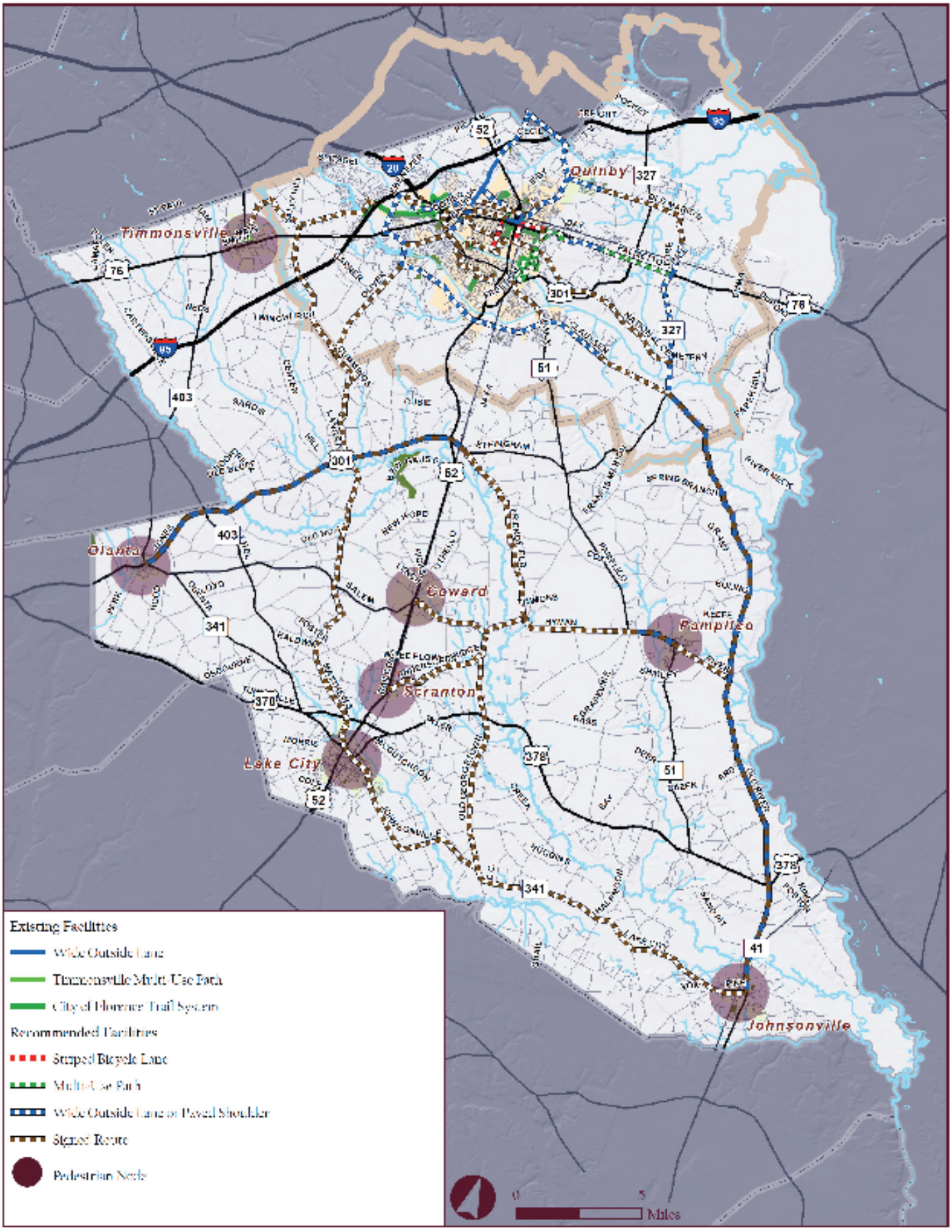
Figure 8-10. Recommended Bicycle and Pedestrian Facilities



Sources: Florence County, City of Florence, SCDOT

Bicycle Network

Recommendations for the bicycle network of Florence County should be evaluated from the standpoint of regional connectivity. On rural or lower-volume roads, it is typically unnecessary to stripe dedicated bicycle lanes. However, it is often beneficial to provide wider shoulder facilities (two to five feet) that bicyclists can use as a refuge or travel area. In addition to their benefits to bicyclists, these wider shoulders are also preferable on freight routes that could otherwise suffer from safety issues or pavement deterioration. The freight section of this document highlights the corridors recommended for freight improvements, which typically include widened shoulders among other improvements. When these routes coincide with bicycle routes, bicyclists can also benefit from these shoulder improvements.

Florence County benefits from a reasonably well connected network of major and minor arterials. This plan recommends a series of signed routes on some of the minor arterials in the network. These roads typically have lower traffic volumes and are therefore more conducive to bicycle travel. Through this plan, a series of signed routes are recommended that will serve all of the municipalities in the county.

The roadway portion of this plan recommends rural preservation efforts for Old River Road and SC 341. The recommended bicycle network is routed along both of these roads in an effort to make use of these rural preservation efforts. By routing bicycles on these roads, they will likely encounter fewer driveway cuts and lower traffic levels. Additionally, the aesthetic elements along these corridors will likely be more enjoyable than those along a major facility.

Pedestrian Network

The 2035 FLATS LRTP provides a set of recommendations that help guide the process of improving key intersections and filling in the gaps in the pedestrian network. Additionally, this document details the destination points desirable by non-motorized users in the FLATS region. Beyond the FLATS area of Florence County, pedestrian improvements are equally vital. It is unrealistic to implement pedestrian facilities over large portions of the regional routes in the county. However, connections to destination points such as schools, parks and libraries within the more urbanized areas of the county will help better serve pedestrian mobility at a local level. It is also important to look at filling the gaps between the existing sidewalks in these areas in order to have a more consistent and usable network. Safety enhancements should also be considered for intersections that link residential areas with destination points. Recommendations for each municipality outside of the FLATS area are provided here.

<u>Coward</u>

At this time, there is a mid-block crossing of US 52 located near Hicks Road. This crossing is important to serve the town center and school traffic located on each side of the road. It is recommended that this crossing be enhanced to provide for a safer crossing location. Improvements that could be considered include a raised or plantable median refuge, high visibility crosswalks, flashing school zone signs, and static pedestrian crossing signs.

Johnsonville

Johnsonville has improved the overall appearance of the crosswalks in their downtown by bricking the crosswalks at several intersections. In order to make these crosswalks visible during all light and weather conditions, the striping that edges each crosswalk needs to be improved. Reflective thermoplastic may be the best solution to improve the visibility of these crosswalks. Additionally, the pedestrian crossing at the intersection of Stuckey Street and Hampton Avenue needs to be reconfigured to reflect the new sidewalk.

A new library has recently been constructed in Johnsonville across Georgetown Highway from the high school. At this time, there is no crossing opportunity delineated to serve the traffic that will likely travel between the two destinations. A safe crossing, potentially including a grassy median or other type of pedestrian refuge, should be installed at this location.

Lake City

Lake City has several parks and schools near the city center that would benefit from enhanced connectivity. Pedestrian connections should be improved to the Lake City Community Park. Additionally, the J. Paul Truluck Middle School could benefit from exploring viable non-motorized travel options for students.

While Lake City has crosswalks and pedestrian signals at several intersections, some areas need improvement. The intersection of US 52 and Morris Street has existing crosswalks that have become faded over time. The crosswalks at this intersection are recommended to be replaced with high-visibility crosswalk facilities. Also, pedestrian countdown signals would be beneficial in this location. This intersection is significant due to its proximity to the school and the skewed intersection configuration. Similar improvements are also recommended for US 52 at Main Street.

Olanta

For the most part, Olanta has a well-connected sidewalk network that links destination points such as the school and the library with the downtown center and neighboring retail. To enhance this connection, it is recommended that crosswalks be delineated at the intersection of US 301 and Main Street.

Pamplico

Pamplico has a fairly robust network of sidewalks to serve the destination points in the community. A new tennis facility is proposed in the Town that does not currently have a sidewalk connection. The existing sidewalk along Pamplico Highway should be extended to serve this facility. In addition, 6th Avenue, which connects to the Laverne Ard Park, should be resurfaced to improve shoulders for use by bicyclists and pedestrians.

The widening of Pamplico Highway (SC 51) to a 4-lane divided roadway should include provisions for bicyclists and pedestrians. It also is recommended that crossing opportunities at the intersection of Pamplico Highway and Main Street be improved. This intersection is a five-point junction that may cause confusion if the crossings are not clearly marked.

Scranton

US 52 serves as the main street through the Town of Scranton, with several municipal destination points located on opposite sides of the road. As a result, crossing opportunities should be enhanced at key locations throughout the town limits. The school serves children on each side of US 52 that could benefit from clear route opportunities, intersection enhancements and safety programs.

Timmonsville

The greenway that runs through the center of Timmonsville is one of the most attractive bicycle and pedestrian facilities in Florence County. This greenway currently connects the central business district to some of the residential areas. To better serve some of the additional neighborhoods in this area, the greenway should be extended east to Davenport Drive. The extension of the greenway should also be considered to the west to connect with Timmonsville High School and Johnson Middle School. In the long-term, it could be possible to connect this greenway to some of the facilities in Florence through the rails to trails initiative.

Some portions of US 76 in Timmonsville have sidewalk facilities. However, improvements to this sidewalk would provide connections to the library and the commercial areas that serve as the commercial spine of the community.

Recommended Policies and Programs

As a result of the 2004 Bikeway Master Plan, several policy items were recommended for application within the FLATS area. These policies also translate to the county as a whole:

- Incorporate bicycle facilities in transportation planning activities
- Design and build new and reconstructed roadways to be bicycle-friendly
- Encourage increased bicycle transportation ridership
- Promote safe bicycle travel
- Pursue a variety of funding options to implement bikeway projects

From a pedestrian perspective, the policy recommendations are somewhat different. Pedestrian facilities should continue to be considered as a part of the overall design of streets. When considering where to add pedestrian facilities, the connections between residential areas and viable destination points should be a primary consideration. The *Safe Routes to School* initiative, a national transportation enhancement program, should be considered for use at selected schools that would benefit from enhanced pedestrian connections.

The 2035 FLATS LRTP contains several different bicycle and pedestrian programs that could be considered to promote the use of non-motorized travel and the education of children and adults on the safe and responsible way to walk and bicycle. These programs include initiatives such as bicycle to work week, bicycle mentoring and Safe Routes to School. In addition to these programs, municipalities and local groups may consider programs such as bicycle rodeos, bicycle rideabouts, walking school buses and walk to school day to raise awareness and participation in bicycling and walking.

Multi-modal Linkages

Through the evaluation of existing facilities and the development of future recommendations, the Transportation Element of the Florence County Comprehensive Plan attempts to consider the interaction between various transportation modes. This evaluation is documented most concisely through the complete streets section found in Appendix B, which incorporates each travel mode into the roadway cross-section based on the expected context of the road.

Many of the recommendations highlighted for the various travel modes have positive effects for other travel modes. For instance, shoulder improvements on designated freight routes also benefit bicyclists that desire to use these routes. Pedestrian improvements around key destination points served by transit improve access for both local and regional mobility. When a recommendation for improving the transportation network is considered for any

travel mode, it is important to consider its benefits and drawbacks to other modes.

The linkages between transportation modes are important to the overall viability of the transportation system. Similarly, the linkages between transportation and land use decisions must be considered together. The 2035 FLATS LRTP devotes an entire chapter to the integration of transportation and land use. This chapter identifies and evaluates two different focus areas in the FLATS region and assesses the existing and future transportation needs for these areas based on the land use development patterns that could occur. The focus area locations were selected based on feedback from city and county staff to ensure the landscape and expected development dynamics are representative of the types of development that may occur throughout the FLATS area. Both focus areas are located in Florence County.

In addition to the analysis of these focus areas the 2035 FLATS LRTP examines character areas identified through a scenario planning exercise. These character areas are described in writing but also through visualization in order to most effectively communicate the characteristics of each. The Transportation Element of the Florence County Comprehensive Plan should consider not only the land use techniques and characteristics shown in the 2035 FLATS LRTP but also the land use strategies and recommendations developed in the Florence County Comprehensive Plan and the City of Florence Comprehensive Plan.

Other Transportation Infrastructure

Transportation infrastructure consists of other forms in addition to highways, airports, railroads, and ports. Electric, gas and water pipelines also are important transportation infrastructure components. Santee Cooper, Progress Energy, Pee Dee Electric Cooperative and SCANA Corp. all serve the Florence area. These energy partners in the Pee Dee Region have large implications for economic development for Florence County.

- The City of Florence is Progress Energy's regional headquarters. This company works with Florence County Economic Development Partnership and Florence County Progress to promote business investment and job growth. They also work with the North Eastern Strategic Alliance – a regional economic development organization for Florence and eight neighboring counties. Progress Energy partnered with Florence County and the private sector to develop the 194-acre Godley Morris Commerce Center in Lake City and construct a speculative building within the park.
- In addition to providing power, Pee Dee Electric Cooperative operates the Pee Dee Touchstone Energy Commerce City – a 705-acre, commercial and industrial park at I-95 and US 327. This industrial park represents an $11 million investment by the cooperative. The cooperative also provides scholarships to several students at Francis Marion University and Florence-Darlington Technical College.
- Columbia, SC-based SCANA, which owns South Carolina Electric & Gas, provides natural gas to Florence County residents in addition to transmitting, distributing and selling electricity to retail and wholesale customers.

- The City of Florence and other municipalities in the county maintain water and wastewater infrastructure for residents within and outside of its corporate limits. The City of Florence also manages a stormwater drainage system throughout the City of Florence.

Transportation Security

Emphasizing security during the transportation planning process helps identify and implement ways to improve security and mitigate imminent threats. For the Transportation Element, this effort is tied closely to the 2035 FLATS LRTP. General strategies can be formulated at both the regional (FLATS) and county levels, and both entities can create multimodal recommendations that enhance security. Implementation likely will fall under the purview of local municipalities and the county. The basic element of a transportation system that emphasizes security is a safe, balanced and well-connected network of streets. In the FLATS region and throughout Florence County, key security considerations include the following topics:

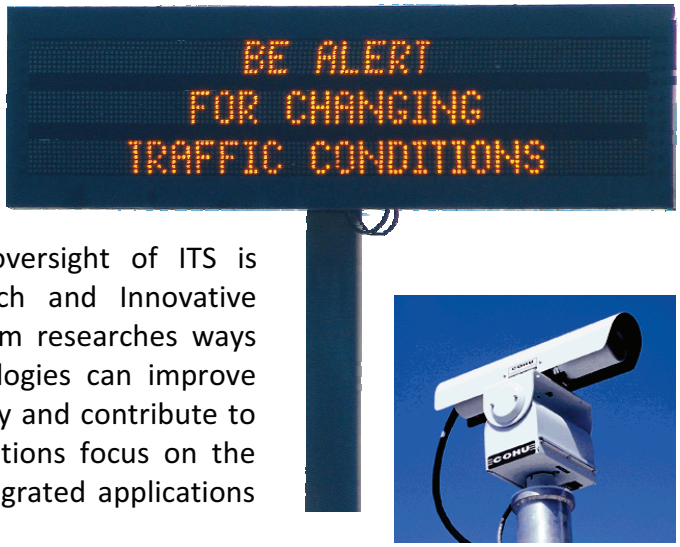
Emergency Response and Fire Protection

The Florence County Emergency Management Department is responsible for overall coordination of county, state and volunteer agencies before, during and after an emergency. This department produced the Florence County Emergency Operations Plan (EOP) in accordance with South Carolina Regulations. Emergency response and fire protection in Florence County include the following aspects:

- Florence County Emergency Medical Services (EMS) includes seven ambulance stations and one quick responder station arranged in medic districts throughout the county. Florence County EMS also supplements local rescue squads.
- Altogether, twelve fire departments and districts protect Florence County and its participating jurisdictions. Each organization is given an Insurance Service Organization (ISO) Rating or Public Protection Classification, which classifies the community's fire-fighting capability.
- The Florence County Sheriff's Office provides safety and security to more than 130,000 citizens over 800 square miles. In addition, the cities of Florence, Lake City and Johnsonville and the towns of Coward, Olanta, Pamplico, Scranton, Timmonsville and Quinby maintain a police force. In 2009, the City of Florence Police Department received a Community Oriented Policing Services (COPS) grant to fund a new substation for the Florence area and three additional officers. The substation opened in August 2009 and is located at the corner of Dargan and Evans streets. Two Community Action Team officers from this location patrol the streets on foot while another officer patrols the area in an electric vehicle. The city has applied for another COPS grant to hire five additional police officers for other areas within the city.
- In addition to its typical services, the City of Florence Police Department also monitors and patrols the current trail network by scooter, all terrain vehicle and horseback.

- The City of Florence also is the home of special services units. These units include the Traffic Division, Canine/Warrant Team, Downtown/Bike Patrol Unit, Transportation Unit and Animal Control.

Intelligent Transportation Systems



Intelligent Transportation Systems (ITS) improve transportation safety and mobility and enhance productivity by integrating advanced communications technologies into the transportation infrastructure. Federal oversight of ITS is handled through the USDOT's Research and Innovative Technology Administration. This program researches ways information and communication technologies can improve surface transportation safety and mobility and contribute to America's economic growth. ITS applications focus on the infrastructure and vehicle as well as integrated applications between the two.

Familiar ITS technologies include electronic toll collection, in-vehicle navigation systems, rear-end collision avoidance systems and dynamic message signs. Technology transfer also is a key element of the ITS program. Research findings and evaluations are published online; a National ITS Architecture and Standards program ensures that states and jurisdictions have the framework they need to deploy interoperable ITS systems; and training on the latest ITS applications is developed and delivered by the program.

SCDOT strategically places traffic cameras on interstate highways for security and safety precautions. Images from these cameras are available on the SCDOT website to allow users to view traffic. Figure 8-11 shows the identification number and location of seven traffic cameras in the Florence County area on I-95:

- (201) I-95 & I-20
- (202) I-95 and S-193 (Sumter Street Ext)
- (203) I-95 and US 52
- (204) I-95 and S-63 (Mechanicsville Road)
- (205) I-95 and S-179 (McIver Road)
- (206) I-95 and S-26 (TV Road)
- (207) I-95 and SC 327 (Williston Road)

Figure 8-11. Traffic Cameras in Florence

Source: www.scdot.org

Automated Enforcement

A security feature that could enhance security is automated enforcement. Automated enforcement refers to the use of technology to enforce traffic safety laws. Most automated enforcement programs are for red light violations. However, the use of automated enforcement of speed limits is increasing, and a few jurisdictions use automated enforcement for other violations such as failing to pay a toll and disobeying a railroad crossing signal. Laws vary from state to state where some authorize enforcement statewide; others permit use only in specified communities.

An example of automated enforcement would be red light cameras which are triggered when a vehicle enters an intersection after the light has been red for a predetermined time. A nationwide study of fatal crashes at traffic signals in 1999 and 2000 estimated that 20 percent of the drivers involved failed to obey the signals. In 2007, nearly 900 people were killed and an estimated 153,000 were injured in crashes that involved red light running. About half of the deaths in red light running crashes are pedestrians and occupants in other vehicles who are hit by the red light runners.

Hazardous Materials

Florence County roadways are utilized to transport hazardous material. The Florence County Emergency Management Department completed a hazardous materials commodity flow study in July 2009. The hazardous material transported via roadway most frequently through

Florence County was gasoline, accounting for 18% of surveyed shipments of hazardous materials. The interstate highways carry nearly 90% of the hazardous materials transported through the county. In comparing the 2009 and 1999 survey, the percentage of trucks transporting hazardous materials through Florence County has increased by approximately 2.1% over the last 10 years.

The Strategic Highway Network (STRAHNET) system of public highways provides access, continuity and emergency transportation of personnel and equipment in times of peace and war. The 61,000-mile system, designated by the FHWA in partnership with the Department of Defense (DOD) comprises of approximately 45,400 miles of interstate and defense highways and 15,600 miles of other public highways. STRAHNET is complemented by approximately 1,700 miles of connectors or additional highway routes linking more than 200 military installations and ports to the network. In addition to the county's interstate highways, US 76 in Florence County is identified as a non-interstate STRAHNET.

Evacuation Routes / Natural Disasters

Natural emergencies such as earthquakes, hurricanes and tropical storms present the need for an efficient roadway network. Fortunately, Florence County has not had the challenges that many other counties in South Carolina have had with these natural disasters. Although Florence County is outside the evacuation area, coastal evacuation may still affect Florence County's roadway network because the county contains designated evacuation routes and shelters. Figure 8-12 illustrates the hurricane evacuation routes that would affect Florence County and the shelters available in this area.

According to the South Carolina Department of Natural Resources (SCDNR), approximately 70 percent of the earthquakes in South Carolina occur in the Coastal Plain and most are clustered around three areas west and north of Charleston: Ravenel-Adams Run-Hollywood, Middleton Place-Summerville and Bowman. In regards to hurricanes and tropical storms, according to the South Carolina Emergency Management Division (SCEMD), South Carolina is one of the most vulnerable states in the nation. Six of the state's counties have coastlines along the Atlantic Ocean.

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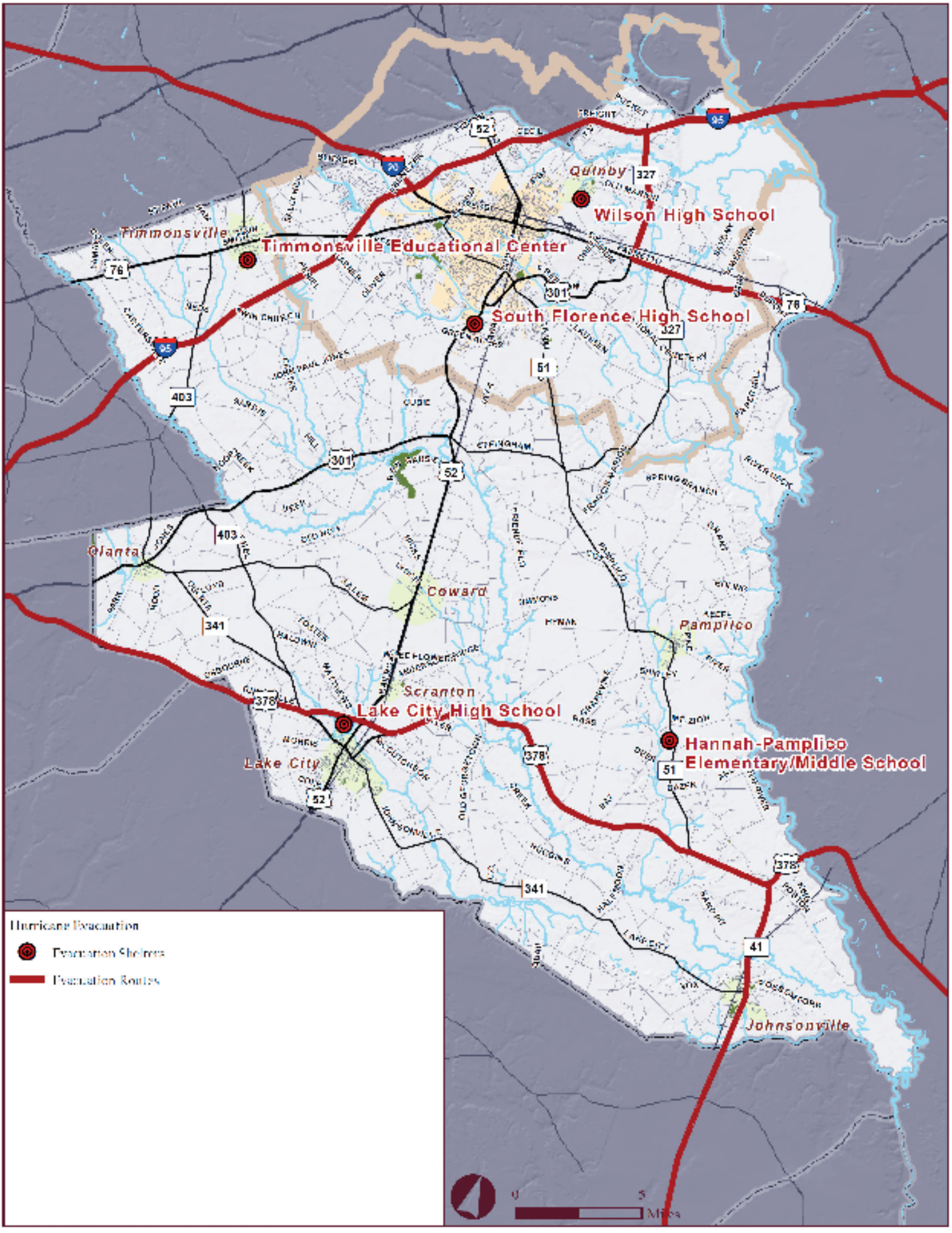
Figure 8-12. Evacuation Routes & Shelters



Sources: Florence County, City of Florence, SCDOT

Freight Considerations

In order to maintain safe highways, the South Carolina Truck Weight Law (SC Code: 56-5-4130 and 4160) allows for 20,000 lbs. single axle, plus 10% tolerance (22,000 lbs.) on all roads except interstates. There is no tolerance on interstates. SC Code: 56-5-4140 explains the statutory limits on the gross weight of a vehicle or combination of vehicles, operated or moved upon any interstate, highway or section of highway. These limits are divided into seven categories depending on a single or combination of vehicles and the number of axles.

New Homeland Security measures stress new technology for freight tracking as well as personnel and cargo security. These technologies are vital for maintaining a secure supply chain and the safety of the citizens.

Transit Considerations

The FTA requires PDRTA to spend a minimum of 1% of all federal dollars received on security, though PDRTA typically exceeds this requirement. In the last year, PDRTA has added new security cameras and systems at all three of their facilities as well as real time GPS tracking on all of their revenue service and maintenance vehicles and have system-wide cellular phones permanently mounted in all vehicles.

Automated fare boxes are now on all fixed-route transit vehicles alleviating the drivers' need to handle cash. Fare cards are available, which offer the same safety features. PDRTA's newer buses have interior advertising space which will be used to put up safety and security notices about suspicious packages and other suspect activity on buses and how to report it. PDRTA is considering bus security cameras for the current fixed bus routes. If feasible, these will be added to their next federal grant. In October 2009, PDRTA contracted for vehicle scheduling and dispatching software, maintenance software and automatic vehicle location (AVL). This AVL system has a "panic button" that the driver can use to alert police in the event of an emergency.

Air Travel Considerations

All airports are required to follow the National Transportation Security Guidelines to ensure the safety of their passengers. These guidelines can be viewed at the Transportation Security Administration website (www.tsa.gov/travelers/index.shtm.)

Rail Considerations

According to 2008 data collected for the hazardous materials commodity flow study, 12,378 carloads of hazardous material shipped through Florence County. In comparison with the 1998 study, this data shows the total number of shipments of hazardous materials through Florence County has increased by 1.4% annually.

The Railroads and Highways for National Defense program, with the support of the USDOT, ensures the nation's rail and highway infrastructure can support defense emergencies. The Strategic Rail Corridor Network (STRACNET) consists of 38,800 miles of rail lines important to national defense and provides service to defense installations whose mission requires rail service.

While mass transit systems in this country are owned and operated by state and local government and private industry, securing these systems is a shared responsibility between federal, state and local partners. Since the terrorist attacks of September 11th, the Transportation Security Administration (TSA) has provided significant resources to bolster these security efforts.

Transportation Funding Sources

With increasing development, roadways in Florence County have experienced worsening congestion especially during peak commuting hours. In addition, traditional grid-based street network gave way to new development patterns that limit multi-modal travel opportunities. Today, numerous entities focus on transportation issues and needs of Florence County:

- **South Carolina Department of Transportation (SCDOT):** Safety improvements, maintenance of highways and distribution of federal funds
- **Florence Area Transportation Study (FLATS):** Urban area surface street planning and prioritization of projects based on a LRTP
- **Florence County Transportation Committee (CTC):** Utilizing gas tax funds to maintain county roadways
- **City of Florence:** Maintenance funds and development integration
- **Florence County:** Capital projects sales tax and road system maintenance fee (RSMF)

Existing Funding Sources

State and Federal Funding

The Federal Transportation Improvement Plan (TIP) is a 6-year financial program that describes the schedule for obligating federal funds to state and local projects. The TIP contains funding information for all modes of transportation including highways as well as transit capital and operating costs. State, regional and local transportation agencies update the program each year to reflect priority projects. While estimated completion dates are given for projects in the plan, it should be noted that the TIP is not a capital improvement program. The TIP represents an agency's intent to construct or implement a specific project and the anticipated flow of federal funds and matching state or local contributions. The TIP serves as a schedule of accountability to the FHWA and FTA. Their annual review and certification of the TIP ensures the continuation of federal financial assistance for transportation improvements. The 2010-2015 TIP for FLATS includes approximately $240 million in projects. These projects include

resurfacing or rehabilitation, safety upgrades, mass transit operating funds and capacity improvements. The Florence County capital projects sales tax program comprises of $222 million of the total funding amount in the TIP for this period.

Federal funds available to Florence County have increased over the past 15 years. A large increase in federal funds occurred under the Transportation Equity Act for the 21st Century (TEA-21), the 1998 federally legislated transportation funding bill. This, along with an aggressive bonding initiative (known as the "27 in 7" program), allowed counties in South Carolina to accelerate the federal highway program between 1999 and 2006. In 2005, Congress enacted SAFETEA-LU, which provided a modest funding increase for South Carolina. The next transportation reauthorization act (SAFETEA-LU's replacement) is planned for 2010 or 2011. Due to weakened fuel tax revenues, Congress will be faced with a significant challenge to fund the nation's highways.

In 2009, federal stimulus funds became available and projects were chosen at the state level for county resurfacing projects, sidewalk improvements, interstate maintenance and bridge construction and replacement. Projects were chosen for Florence County in all categories with the exception of bridge construction and replacement.

The state highway user fee, more commonly known as the fuel tax, is collected at the rate of 16 cents per gallon of gas. The motor fuel user fee has been maintained at this level since 1987. Across the southeastern region, 51% of state source highway funding is derived from sources other than fuel user fees such as sales tax on vehicles and general sales taxes.

The federal government imposes the 18 cents per gallon fuel user fee across the United States. These federal funds are limited in how they can be used and must be used on roads that contribute significantly toward interstate commerce. These funds cannot be used for routine maintenance. Each state is required to match federal highway funds with state or local funds.

FLATS Funding

FLATS receives federal funds for transportation related projects for the FLATS area. The FLATS area consists of the northwestern portion of Florence County, extending into a small portion of Darlington County, the City of Florence and outlying area including the Town of Quinby. The FLATS boundary is shown in the maps throughout the Transportation Element.

Transportation related projects funded by federal dollars for the FLATS area must be considered and approved by the FLATS Policy Committee. The FLATS Policy Committee consists of representatives from the State Legislature, South Carolina Highway Commission, Florence County Council, City of Florence Council and the Florence CTC as well as the Mayors of the City of Florence and the Town of Quinby. All transportation related projects, presented to the FLATS Policy Committee are first examined by the FLATS Study Team for recommendation. The FLATS Study Team consists of technical representatives from various agencies and departments in the area. Projects approved by the FLATS Policy Committee are then presented to SCDOT for

final approval. The approved projects must be listed in the FLATS TIP, which is updated on an annual basis. In addition, these projects are listed in the STIP.

Pee Dee Council of Governments Funding

The Pee Dee Council of Governments (PDCOG) receives federal money for highway improvement projects outside the FLATS area for Florence County. Like FLATS, the PDCOG is required to have a LRTP, with all projects listed in their TIP and ultimately the STIP. The majority of funds available to the PDCOG are currently being applied towards their debt service for highway projects completed as a result of the "27 in 7" bonding initiative as mentioned above. The PDCOG recently approved widening five miles of US 52 north of Darlington.

Funding within Florence County

The Florence County Transportation Committee (CTC) is an independent body appointed by the state legislative delegation which receives gas tax maintenance funds (also known as C-funds) for highway improvement and resurfacing projects. The CTC receives 2.66 cents on every gallon of gas purchased in Florence County, currently amounting to approximately $160,000 per month. The CTC funds are used on all Florence County roads including roads within municipalities. A minimum of 25% of the monthly funds are required to be used on state roads.

Florence County collects road system maintenance fee (RSMF) funds which are designated and appropriated by Florence County Council.

Transit Funding

PDRTA receives federal funds through FTA programs. As authorized by SAFETEA-LU, FTA provides stewardship of combined formula and grant programs totaling more than $10 billion to support a variety of locally planned, constructed and operated public transportation systems throughout the United States. Transportation systems typically include a wide variety of modes including buses, subways and light rail.

Federal funds awarded to PDRTA are listed in the FLATS TIP. Providing planning assistance to PDRTA helps the efficiency of the current transportation network by potentially removing future traffic volumes from the roadway. FLATS maintains this assistance by providing map books to PDRTA and continuously updating demographic information.

Rail Funding

The Department of Homeland Security (DHS) has provided roughly $18 billion in awards to state and local governments for programs and equipment that help to manage security. Through the Transit Security Grants Program, DHS has provided $374.7 million to date to 60 of the country's rail, mass transit, ferry and intra-city bus systems in 25 states and the District of Columbia. In addition to this funding, states and localities, meeting certain conditions, can

apply for other Homeland Security grant programs and Urban Area Security Initiative funds for rail security projects and initiatives.

Airport Funding

The Federal Aviation Administration (FAA) is an agency of the USDOT with authority to regulate and oversee all aspects of civil aviation in the United States. Federal grant funds or federal property transfers for airport purposes are obtained through the FAA. The FAA enforces certain obligations to fund recipients through its Airport Compliance Program.

Alternative Funding Sources

State revenues alone will not sufficiently fund a systematic program to construct transportation projects in Florence County. Therefore, the county must consider alternative funding measures that could allow for the implementation of this plan. One alternative funding measure, a capital projects sales tax, has already been voted into place by Florence County citizens. Alternative funding measures being considered and applied in other areas are included here.

Impact Fees

Developer impact fees and system development charges provide another funding option for communities looking for ways to fund collector streets and associated infrastructure. These funds are most commonly used for water and wastewater system connections or police and fire protection services, but recently they have been used to fund school systems and pay for the impacts of increased traffic on existing roads. Impact fees place the costs of new development directly on developers and indirectly on those who buy property in the new developments. Impact fees free other taxpayers from the obligation to fund costly new public services that do not directly benefit them. A few communities in South Carolina have approved the use of impact fees (e.g., Berkeley County, Summerville). The use of impact fees requires special authorization by the South Carolina General Assembly.

Transportation Bonds

Transportation bonds have been instrumental in the strategic implementation of local roadways and non-motorized travel throughout South Carolina. Voters in communities both large and small regularly approve the use of bonds in order to improve their transportation system. Projects that historically have been funded through transportation bonds include sidewalks, road extensions, new road construction and streetscape enhancements.

Developer Contributions

Through diligent planning and early project identification, regulations, policies and procedures could be developed to protect future arterial corridors and require contributions from developers. These measures would reduce the cost of right-of-way purchases and would in

some cases require the developer to make improvements to the roadway that would result in lower construction costs. To accomplish this goal, it takes a cooperative effort between local and SCDOT planning staff and the development community.

One area where developers can be expected to assist in the implementation of transportation improvements is for new collector streets. New local development can often burden collector streets with increased traffic, requiring lane improvements or widening. New development ventures should be encouraged to fund an equitable portion of these improvements based on their impacts to the local traffic network.

Oversize Agreement

An oversize agreement provides cost sharing between the county and a developer to compensate a developer for constructing a collector street instead of a local street. For example, instead of a developer constructing a 28-foot back-to-back local street, additional funding would be provided by the locality to upgrade the particular cross-section to a 34-foot back-to-back cross section to accommodate bike lanes.

Grant Anticipation Revenue Vehicles Bonds

Grant Anticipation Revenue Vehicles (GARVEE) bonds can be utilized by a community to implement a desired project more quickly than if they waited to receive state or federal funds. These bonds are let with the anticipation that federal or state funding will be forthcoming. In this manner, the community pays for the project up front, and then receives debt service from the state. GARVEE bonds also are an excellent way to capitalize on lower present-day construction and design costs, thereby finishing a project more quickly and economically than if it was delayed to meet state timelines.

Safe Routes to School

Safe Routes to School is a program receiving funding through the federal SAFETEA-LU legislation. The program provides funding for individual schools to create route plans or develop facilities that create a safer walking and biking environment for their students. South Carolina has an annual application program for which any school, school district, municipality or other governmental body or non-profit association may apply.

Bicycle and Pedestrian Funding

Bicycle and pedestrian projects often have dedicated funding sources. For instance, the Robert Wood Johnson Foundation funds a grant program called Active Living by Design. The purpose of this program is to provide communities with a small grant to study bicycle, pedestrian or other healthy living initiatives. Other funding sources that can or have been used to enhance the existing bicycle and pedestrian network within Florence County include the South Carolina Parks, Recreation and Trails grants, Recreation Land Trust grants, City of Florence Hospitality Fund, City of Florence General Fund and private donations.

Aesthetic Enhancement Funding

In order to create a more pleasing transportation system, small aesthetic improvements often have a large impact. SCDOT has two formal programs to help provide an avenue for community involvement in the transportation system. The Adopt-A-Highway program allows individuals or groups to help maintain a part of the highway system. SCDOT's Adopt-An-Interchange program provides funding towards landscaping and beautifying an interchange with a 20% local match. This initiative is a part of the state's enhancement funding program.

Enhancement Grants

State and federal grants can play an important role in implementing strategic elements of the transportation network. The Enhancement Grant program, established by Congress in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA), ensures the implementation of projects not typically associated with the road-building mindset. This grant targets the construction of bicycle and pedestrian facilities.

Enhancement funding has already played an important role in enhancing the pedestrian safety and connectivity in Florence County. Approximately $700,000 of FLATS enhancement funding was utilized to begin the rail trail in the City of Florence. Potential enhancement projects follow the standard FLATS Study Team recommendation and Policy Committee approval to submit to SCDOT. Projects approved by SCDOT for these funds require a government entity as the applicant and a 20% match in funding. In the current 2010-2015 TIP for Florence County, no enhancement projects have yet been identified.

For additional information on alternative funding strategies, please see the following websites:

- GARVEE Bonds
    - www.fhwa.dot.gov/innovativeFinance/garguid1.htm
- Safe Routes to School
    - www.saferoutesinfo.org/ www.scdot.org/community/saferoutes.shtml
- Bicycle and Pedestrian Funding
    - www.activelivingbydesign.org/
    - www.walkinginfo.org/funding/sources.cfm
- Adopt-A-Highway
    - www.scdot.org/community/adoptahiway.shtml
- Adopt-An-Interchange
    - www.scdot.org/community/tep_inter.shtml
- Enhancement Grants
    - www.scdot.org/community/tep_app.shtml

Goals and Implementation Strategies

The South Carolina Priority Investment Act recognizes the importance of generating a coordinated set of transportation and land use decisions as part of a comprehensive plan. For this planning process to be effective, the recommendations in each section build on a common vision and share complementary goals. A set of goals and objectives has been identified for the Transportation Element of the Florence County Comprehensive Plan through coordination with the Planning Commission and county staff. These goals not only reflect the multi-modal nature of the planning element but also focus on the integration with land use and environmental considerations. Each objective includes a set of implementation strategies, taking recommendations and strategies proposed in the element and relating them back to the advancement of the overall goals of the plan. These goals, objectives and implementation strategies are shown in Table 8-2.

Implementation is the key to success for any planning process. The Transportation Element of the Florence County Comprehensive Plan should be used as a tool for working with SCDOT, FHWA, FLATS and Florence County municipalities on future improvements. It will provide decision-makers an implementation blueprint that enables them to track progress and schedule future improvements. Ultimately, continued collaboration between state, local agencies and the general public will provide more opportunities to foster a safe, aesthetically-pleasing and well-balanced multi-modal transportation system that will continue to make Florence County an attractive place to live and work.

Policy recommendations will not incur additional expense and should be completed in the short-term based on availability of staff. Often, these policy changes will be an iterative process involving staff, resource agencies and elected and/or appointed officials. A detailed implementation and action plan for the policy, program and infrastructure recommendations for FLATS can be found in the 2035 FLATS LRTP.

Table 8-2. Goals and Implementation Strategies

GOAL 1 – A safe, well connected roadway network
Objective — Develop and maintain a roadway network that safely and efficiently accommodates vehicular traffic at acceptable levels of service, while supporting sound growth and economic development.
• Look for increased connectivity between businesses and neighborhoods. • Investigate implementing complete streets concepts in roadway improvements. • Improve access management (limiting curb cuts on major roads and intersections).
Objective — Develop, adopt and implement a Collector Street Plan to ensure optimal efficiency and enhanced connectivity of the local street system.
• Determine spacing standards for collector streets in different land use contexts. • Integrate collector street provisions into development standards and guidelines.

Objective — Continue to model expected travel on roadways.

- Institute scenario planning modeling and testing.
- Model effects of public and private planning initiatives on transportation network.

Objective — Improve automated enforcement and information delivery.

- Increase the use of Intelligent Transportation Systems on arterial roads.
- Improve arterial road signal timing and corridor coordination.

GOAL 2 – A balanced, multi-modal transportation network

Objective — Develop a safe, comprehensive pedestrian and bicycle network.

- Improve and increase the use of bicycle Share the Road signage.
- Reduce the speed of motor vehicles in high-traffic bicycle and pedestrian areas.
- Reduce pedestrian risks at street crossing locations.
- Provide sidewalks and walkways separated from motor vehicle traffic.
- Improve awareness of and visibility between motor vehicles and pedestrians.
- Improve and expand youth and adult education courses for pedestrian, bicycle and motorist safety.
- Support the use of multi-use paths and greenways in new commercial and residential construction.

Objective — Identify missing links in the sidewalk network.

- Develop priority sidewalk construction lists for all municipalities in Florence County.
- Work with municipalities and SCDOT to encourage sidewalk construction.

Objective — Continue to support and assist local transit agency.

- Work with local businesses, social service departments and YMCAs to distribute transit information at their locations in an effort to better dispense transit information to the target market.
- Research ways to increase trip frequency and ridership.
- Encourage the availability and use of multi-modal transportation alternatives.

GOAL 3 – An integrated approach to land use and transportation planning

Objective — Modify subdivision and commercial development standards and regulations to support an integrated transportation system that incorporates effective spacing and connectivity of collector streets and adequate connectivity of the local street system.

- Work with member jurisdictions to apply collector street and connectivity standards throughout Florence County.
- If needed, educate developers on the benefits of connected development standards.

Objective — Strengthen existing development standards and regulations to improve transportation network efficiency and coordinate transportation and land use planning.

- Manage growth and land use transportation relationships in ways that contribute to reduced air pollution, including ozone, carbon monoxide and particulate matter and retain Florence County's air quality "attainment" status for all National Ambient Air Quality Standard pollutants.
- Review urban growth boundaries.

GOAL 4 – A proactive approach to funding and implementation

Objective — Ensure adequate funding for construction and maintenance of bicycle facilities, sidewalks and trails as critical components of the transportation system.

- Leverage state and federal grant funds to supplement county resources wherever possible.
- Ensure close coordination between transportation and parks and recreation plans, both at the county level and within member jurisdictions.

Objective — Develop and apply funding mechanisms and growth management tools that will prevent over-congested roads, reduce air pollution and ease burdens on taxpayers to pay for roadway improvements necessitated by growth.

- Maximize effectiveness of transportation projects selected through FLATS and Florence County capital projects sales tax program.
- Investigate the benefits and drawbacks of proposing an extension to the sales tax program through voter referendum.

Objective — Require appropriate developer contributions to defray public costs of road capacity improvements necessitated by new development.

- Investigate the viability of mechanisms to collect developer contributions such as transportation impact fees, fund banking and oversize agreements.

Objective — Encourage coordination of policies and support joining initiatives with SCDOT, FLATS, local and neighboring municipalities, the PDCOG, the CTC, non-profit service providers and other agencies as appropriate, to address transportation issues of shared concern and to maximize the collective benefits of transportation projects.

- Establish Florence County, FLATS or other entity as the agency responsible for maintaining a database of project needs for all member jurisdictions.
- Identify projects in Florence County, FLATS and member jurisdictions' planning efforts that could benefit from enhanced interagency coordination.

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Appendix A

Common Abbreviations

AADT – Annual Average Daily Traffic

AAR – Association of American Railroads

AASHTO – American Association of State Highway and Transportation Officials

ADA – Americans with Disabilities Act

ADT – Annual Daily Traffic

ARRA – American Recovery and Reinvestment Act

AVL- Automatic Vehicle Locator

COPS – Community Oriented Policing Services

CTC – County Transportation Committee

DHS – Department of Homeland Security

EMS – Emergency Medical Services

EOP – Emergency Operations Plan

EPDO – Equivalent Property Damage Only

FAA – Federal Aviation Administration

FHWA – Federal Highway Administration

FLATS - Florence Area Transportation Study

FTA – Federal Transit Administration

GARVEE – Grant Anticipation Revenue Vehicles

GIS – Geographic Information System

GPS – Global Positioning System

HUD – U.S. Department of Housing and Urban Development

ISO – Insurance Service Organization

ISTEA – Intermodal Surface Transportation Efficiency Act

ITS – Intelligent Transportation System

JARC – Job Access and Reverse Commute Program

LOS – Level of Service

LRTP – Long Range Transportation Plan

N.O.S. – Not Otherwise Specified

PCA – Personal Care Attendant

PDCOG – Pee Dee Council of Governments

PDO – Property Damage Only

PDRAA – Pee Dee Regional Airport Authority

PDRTA – Pee Dee Regional Transportation Authority

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SCDNR – South Carolina Department of Natural Resources

SCDOT – South Carolina Department of Transportation

SCEMD – South Carolina Emergency Management Division

SCRF – South Carolina Central Railroad

SIB – State Infrastructure Bank

STIP – State Transportation Improvement Plan

STRACNET – Strategic Rail Corridor Network

STRAHNET – Strategic Highway Network

TEA-21 – Transportation Equity Act

TIP – Transportation Improvement Plan

TSA – Transportation Security Administration

UMI – Urban Markets Initiative

USDOT – U. S. Department of Transportation

V/C – Volume-to-Capacity

VPD – Vehicles Per Day

Appendix B

Roadway Functional Classifications

Interstate or Freeways: Divided highways usually having two or more lanes in each direction, with full control of access. Preference is given to through traffic and at-grade access connections with public roads are prohibited. Connected driveways are also prohibited. (Example Facilities: I-95 & I-20)

Arterial streets*:* Arterials are the highest order of inter-regional streets. They are designed to carry relatively high traffic volumes. The function of arterials is to promote the free flow of traffic. Therefore, parking and direct residential access are usually not available. Collector streets feed arterials, and arterials feed regional roads such as expressways and freeways. Average daily traffic (ADT) for arterials is approximately 3,000—5,000+ vehicles per day (vpd). (Example Facilities: US 52, SC 51/Pamplico Highway, Second Loop Road)

Collector streets (commercial): Commercial collectors are the highest order of commercial streets. Collectors typically provide less overall mobility, operate at lower speeds (less than 35 mph), have more frequent and greater access flexibility with adjacent land uses, and serve shorter distance travel than arterials. These facilities distribute traffic between lower-order commercial streets and higher-order streets such as arterials. Average daily traffic (ADT) for commercial collector streets is approximately 3,000—5,000 vehicles per day (vpd).

Collector streets (residential): Residential collectors are the highest order of residential streets. Collectors typically provide less overall mobility, operate at lower speeds (less than 35 mph), have more frequent and greater access flexibility with adjacent land uses, and serve shorter distance travel than arterials. These facilities collect and distribute traffic from local residential roadways, such as minor streets or cul-de-sacs, to the arterial street network. They are designed to carry higher volumes of traffic, such as arterials and other major streets. The function of residential collectors is to promote free traffic flow. Therefore, direct access to homes from this level of street should be avoided. Average daily traffic (ADT) for residential collector streets is approximately 2,000—5,000 vehicles per day (vpd).

Local streets (sub-collector streets): These middle-order facilities are located in subdivisions and neighborhoods and primarily serve abutting land uses. Traffic volumes are typically moderate, with motorists having origin or destination within the immediate neighborhood. These streets feed into collector streets, which then feed into arterials. Average daily traffic (ADT) is approximately 1,000—2,000 vehicles per day (vpd).

Appendix C

Level of Service (LOS) Descriptions

- **LOS A or B** (*well below capacity, V/C less than 0.6*) – Roadways operating with a V/C ratio less than 0.6 operate at optimal efficiency with no congestion during peak travel periods. These levels of service most frequently occur on rural or local streets. During LOS A conditions, traffic flows at or above the posted speed limit and all motorists have complete mobility between lanes. In LOS B conditions there are minor impacts to maneuverability, such as two motorists driving side by side, thereby limiting lane changes.

- **LOS C** (*approaching capacity, V/C 0.6 to 0.8*) – As the V/C nears 0.8, the roadway becomes more congested. These roadways operate effectively during non-peak hours but may be congested during morning and evening peak travel periods. At **LOS C** most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained.

- **LOS D** (*at capacity, V/C 0.8 to 1.0*) – Roadways operating at capacity are somewhat congested during non-peak periods, with congestion building during peak periods. A change in capacity due to incidents impacts the travel flow on corridors operating within this V/C range. **LOS D** is perhaps the level of service of a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. In busier urban areas this level of service is sometimes the goal for peak hours, as attaining **LOS C** would require a prohibitive cost in bypass roads and lane additions.

- **LOS E** (*slightly over capacity, V/C 1.0 to 1.2*) – Roadways operating with V/C ratios between 1.0 and 1.2 experience heavy congestion during peak periods and moderate congestion during non-peak periods. Flow becomes irregular and speed varies rapidly, but rarely reaches the posted limit. Changes in capacity can have major impacts on corridors and may create gridlock conditions.

- **LOS F** (*well over capacity, V/C greater than 1.2*) – Roadways in this category represent the most congested corridors in the study area. These roadways are congested during non-peak hours and most likely operate in stop-and-go gridlock conditions during the morning and evening peak travel periods.

Appendix D

Complete Streets

"Complete streets" describes the transformation of vehicle-dominated thoroughfares to community-oriented streets with safe, convenient accommodations for all modes of travel. Complete streets can be applied throughout the urban and suburban areas of Florence County. Based on feedback received during public outreach efforts a network of complete streets is desired. People often point to speeding motorists, unsafe and unpleasant conditions for pedestrians and bicyclists and the lack of transit amenities as reasons complete streets are needed. Complete street efforts for Florence County include recommendations for other modes in the Transportation Element. These efforts include access management strategies, bicycle and pedestrian recommendations, transit solutions and enhanced connectivity of the roadway network.

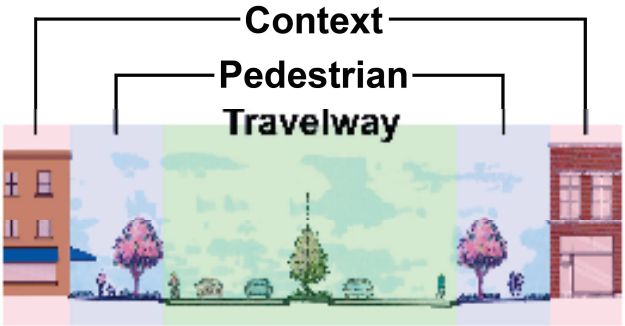
The ideal complete street accommodates every travel mode – pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These streets give citizens choices and are designed and operated so they work for all users. When residents have the opportunity to walk, bike, or take transit, they have more control over their transportation expenses. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway for a diversity of users.

Transforming arterials into complete streets is complicated and requires a diverse skill set and broad community support. Fortunately, other metropolitan areas have demonstrated success stories that have been translated into guiding documents. The most detailed guidance comes from a joint effort of the Institute of Transportation Engineers and Congress for the New Urbanism. With funding from the USDOT and the U.S. Environmental Protection Agency, best practices have been published as "Context-Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities."

Successful complete street transformations require community support and leadership as well as coordination between various disciplines. Common goals for complete streets are economic revitalization, business retention and expansion, and public safety. Typical skill sets needed to retrofit complete streets include urban planning, urban design, landscape architecture, roadway design, utility coordination, traffic engineering, transportation planning, transit planning, architecture, graphic art and land redevelopment.

Elements of a Complete Street

A complete street includes four distinct street realms that foster interaction between different modes of travel and adjacent land uses. The four basic zones or realms are the context, pedestrian, travelway, and intersection realms.



- The **context realm** of a complete street is defined by the buildings that frame the major roadway. Identifying distinct qualities of the context realm requires focusing on four areas: building form and massing, architectural elements, transit integration, and site design. Consideration should be given to all of these with modifications as appropriate to fit the specific context of the area.
- The **pedestrian realm** of a complete street extends between the outside edge of the sidewalk and the face-of-curb located along the street. Safety and mobility for pedestrians within this realm relies on the presence of continuous sidewalks along both sides of the street built to a sufficient width for accommodating the street's needs as defined by the environment. For example, suburban settings will require different widths than downtown settings. The quality of the pedestrian realm also is greatly enhanced by the presence of high-quality buffers between pedestrians and moving traffic, safe and convenient opportunities to cross the street, and consideration for shade and lighting needs. Design elements that promote a healthy pedestrian realm generally focus on pedestrian mobility, quality buffers, vertical elements, and public open space.
- The **travelway realm** is defined by the edge of pavement or curb line that traditionally accommodates the travel or parking lanes needed to provide mobility for bicycles, transit, and automobiles sharing the transportation corridor. Recommended design elements incorporated into the travelway realm attempt to achieve greater balance between travel modes sharing the corridor and favor design solutions that promote human scale for the street and minimize pedestrian crossing distance. Recommendations for the travelway realm focus on two areas of consideration: modes of travel and medians.

Evaluating potential changes for the intersection realm of a street requires careful consideration of the concerns of multiple travel modes that could meet at major intersections within the transportation system. Recommendations for improving the multimodal environment in and around these major intersections focus on two areas of the facility: operations and geometric design.

As a whole, these elements determine how the built environment and the different ways people travel directly influence the livability of a corridor. The Transportation Element of the Florence County Comprehensive Plan includes a series of illustrative cross sections depicting different street types that should exist throughout the county.

Recommended Cross Sections

The following pages illustrate proposed typical cross-sections for Florence County roadways. The cross sections reflect the concept of complete streets that provide safe and convenient travel for all modes. To create a transportation network that respects the needs of pedestrians, bicyclists, and motorists, certain elements may require designs different from the current norm. Right-of-way for the recommended cross sections ranges from less than 50 feet for a two-lane collector to nearly 100 feet for a four-lane divided principal arterial. Within the right-of-way, the sidewalks and landscaping strips typically are wider than presently found in

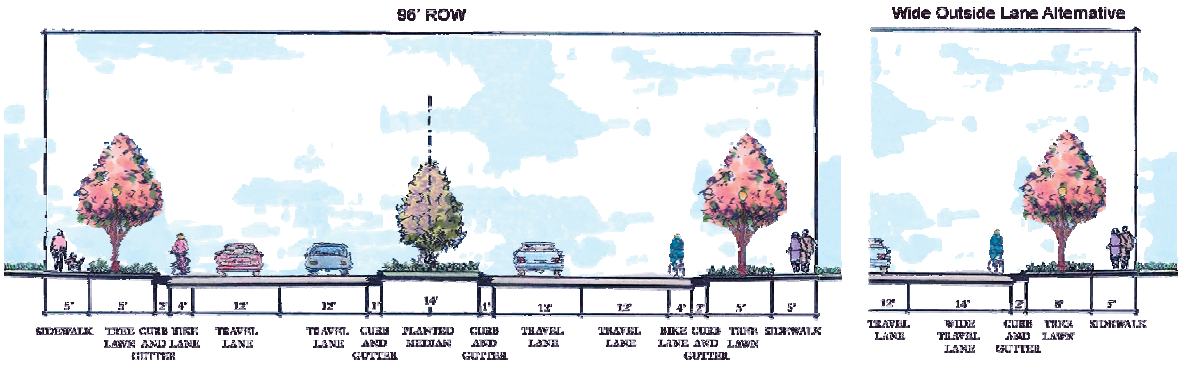
Florence County. As a result, careful evaluation of these recommendations by agencies initiating roadway projects is anticipated. Table 8-2 summarizes the elements of street typology, the multi-modal building blocks that form a complete street, for the cross sections as well as local streets not illustrated. A few of the illustrative cross sections include dedicated bicycle facilities. The type of bicycle facility for these corridors should be determined on a case-by-case basis after considering the surrounding land uses and anticipated skill level of bicyclists on the corridors.

Table 8-3. Elements of Street Typology

	Roadway Context	Access/ Mobility	Travel Lanes	Center Treatment	Bicycle Facilities	Pedestrian Facilities	Roadway Capacity
Principal Arterials							
4-Lane Divided w/ Wide Outside Lanes *96' Right-of-Way 76' Roadway Width*	Urban/ Suburban	High mobility	2 - 14' 2 - 12'	14' planted median (1' curb/gutter)	14' wide outside lanes	5' sidewalks, both sides	28,000 to 40,000 vpd
4-Lane Divided w/ Bike Lanes *96' Right-of-Way 76' Roadway Width*	Urban/ Suburban	High mobility	4 - 12'	14' planted median (1' curb/gutter)	4' bike lanes, both sides	5' sidewalks, both sides	28,000 to 40,000 vpd
5-Lane w/ Wide Outside Lanes *88' Right-of-Way 68' Roadway Width*	Urban/ Suburban	High mobility	2 - 14' 2 - 12'	12' two-way left-turn lane	14' wide outside lanes	5' sidewalks, both sides	28,000 to 40,000 vpd
Minor Arterials							
4-Lane Divided w/ Multi-Use Path *88' Right-of-Way 68' Roadway Width*	Urban/ Suburban	Moderate mobility	4 - 12'	14' planted median (1' curb/gutter)	10' multi-use path, one side	10' multi-use path, one side	28,000 to 40,000 vpd
2-Lane Divided w/ 8' Parallel Parking *78' Right-of-Way 58' Roadway Width*	Urban	Moderate access/ Moderate mobility	2 - 12'	12' planted median (1' curb/gutter)	Use travel lane	5' sidewalks, both sides	12,000 to 20,000 vpd
3-Lane *64' Right-of-Way 44' Roadway Width*	Suburban	High access/ Moderate mobility	2 - 14'	12' two-way left-turn lane	14' wide outside lanes	5' sidewalks, both sides	12,000 to 20,000 vpd
Collectors							
2-Lane Divided w/ Bike Lanes *70' Right-of-Way 50' Roadway Width*	Suburban	Moderate access/ Moderate mobility	2 - 12'	12' planted median (1' curb/gutter)	4' bike lanes, both sides	5' sidewalks, both sides	12,000 to 20,000 vpd
2-Lane w/ Bike Lanes *56' Right-of-Way 36' Roadway Width*	Urban/ Suburban	High access/ Moderate mobility	2 - 12'	None	4' bike lanes, both sides	5' sidewalks, both sides	9,000 to 14,000 vpd
2-Lane w/ Wide Outside Lanes *56' Right-of-Way 36' Roadway Width*	Urban/ Suburban	High access/ Moderate mobility	2 - 14'	None	14' wide outside lanes	5' sidewalks, both sides	9,000 to 14,000 vpd
2-Lane *48' Right-of-Way 28' Roadway Width*	Urban/ Suburban	High Access	2 - 12'	None	Use travel lane	5' sidewalks, both sides	9,000 to 14,000 vpd
Rural 2-Lane w/ Multi-Use Path *56' Right-of-Way 36' Roadway Width*	Rural	High Access	2 - 12'	None	10' multi-use path, one side or 4' paved shoulder		9,000 to 14,000 vpd

Principal Arterial: 4-Lane Divided with 16' Median

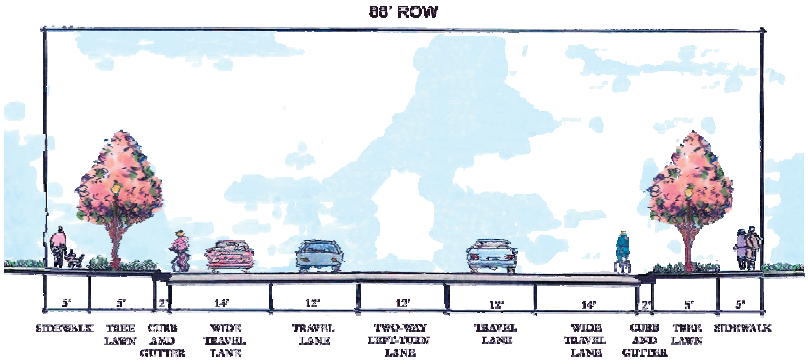
(4-Lane Divided with Raised Median, Bike Lanes, Sidewalks, Landscaping)



Design Features	
Functional Classification	Principal Arterial
Roadway Context	Urban / Suburban
Access/Mobility	High Mobility
Right-of-Way Width	96'
Roadway Width	78' including 4 travel lanes, bike lanes, planted median, and curb and gutter
Traffic Lanes	4 12' travel lanes (WO: alternative: 2 12', 2 14')
On-Street Parking	None
Bicycle Facilities	4' bike lanes or 14' wide outside lanes
Pedestrian Facilities	5' sidewalks, both sides
Median	14' planted with 1' curb and gutter
Tree Lawn	5', both sides
Roadway Capacity	24,000 to 40,000 vehicles per day

Principal Arterial: 5-Lane

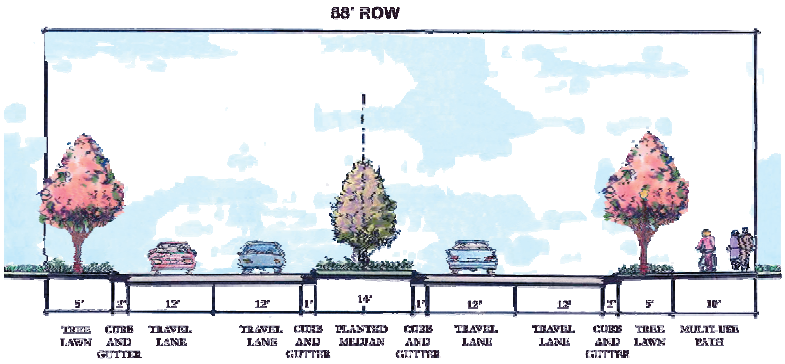
(5-Lane with Wide Outside Lanes, Sidewalks, Landscaping)



Design Features	
Functional Classification	Principal Arterial
Roadway Context	Urban / Suburban
Access/Mobility	Moderate Mobility / Moderate Access
Right-of-Way Width	88'
Roadway Width	68' including 4 travel lanes, two-way left-turn lane, and curb and gutter
Traffic Lanes	2 12' travel lanes, 2 14' travel lanes
On-Street Parking	None
Bicycle Facilities	14' wide outside lanes
Pedestrian Facilities	5' sidewalks, both sides
Median	None
Tree Lawn	5', both sides
Roadway Capacity	24,000 to 40,000 vehicles per day

Minor Arterial: 4-Lane Divided with 16' Median

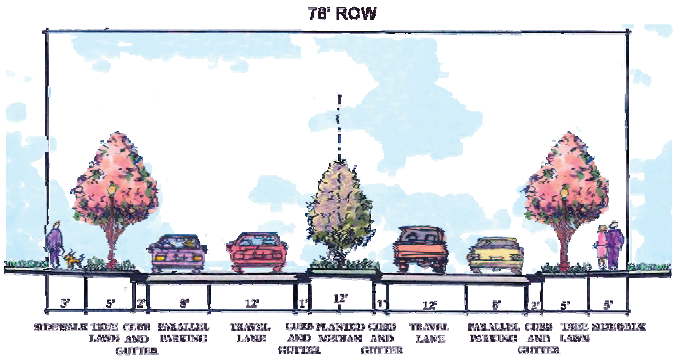
(4-Lane Divided with Raised Median, Multi-Use Path, Landscaping)



Design Features	
Functional Classification	Minor Arterial
Roadway Context	Urban / Suburban
Access/Mobility	High Mobility
Right-of-Way Width	88'
Roadway Width	68' including 4 travel lanes, planted median, and curb and gutter
Traffic Lanes	4 12' travel lanes
On-Street Parking	None
Bicycle Facilities	10' multi-use path, one side
Pedestrian Facilities	10' multi-use path, one side
Median	16' planted with 1' curb and gutter
Tree Lawn	5', both sides
Roadway Capacity	29,000 to 33,000 vehicles per day

Minor Arterial: 2-Lane Divided with Parking

(2-Lane Divided with Raised Median, Parallel Parking, Sidewalks, Landscaping)



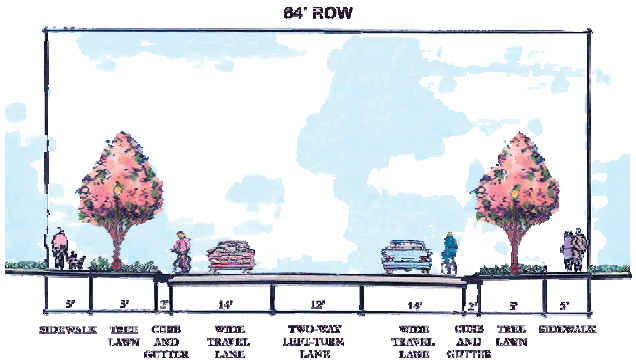
Design Features	
Functional Classification	Urban
Roadway Context	Urban
Access/Mobility	Moderate Access / Moderate Mobility
Right-of-Way Width	78'
Roadway Width	58' including 4 travel lanes, parallel parking, planted median, and curb and gutter
Traffic Lanes	4 12' travel lanes (WDOT alternative: 2 12', 2 14')
On-Street Parking	8' parallel, both sides
Bicycle Facilities	None
Pedestrian Facilities	5' sidewalks, both sides
Median	12' planted with 1' curb and gutter
Tree Lawn	5', both sides
Roadway Capacity	12,000 to 20,000 vehicles per day

Notes

- The use of curb and gutter versus rural ditch will depend upon the street's proximity to development and the natural environment.
- The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Minor Arterial: 3-Lane

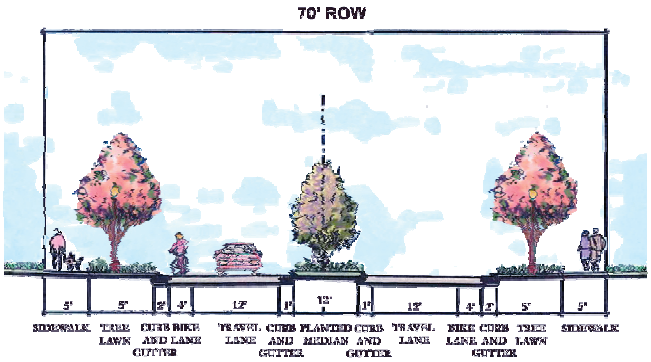
(3-Lane with Wide Outside Lanes, Sidewalks, Landscaping)



Design Features	
Functional Classification	Minor Arterial
Roadway Context	Urban / Suburban
Access/Mobility	Moderate Mobility / High Access
Right-of-Way Width	64'
Roadway Width	44' including 4 travel lanes, two-way left-turn lane, and curb and gutter
Traffic Lanes	2 14' travel lanes
On-Street Parking	None
Bicycle Facilities	14' wide outside lanes
Pedestrian Facilities	5' sidewalks, both sides
Median	None
Tree Lawn	5', both sides
Roadway Capacity	12,000 to 20,000 vehicles per day

Collector: 2-Lane Divided with Bike Lanes (14' Median)

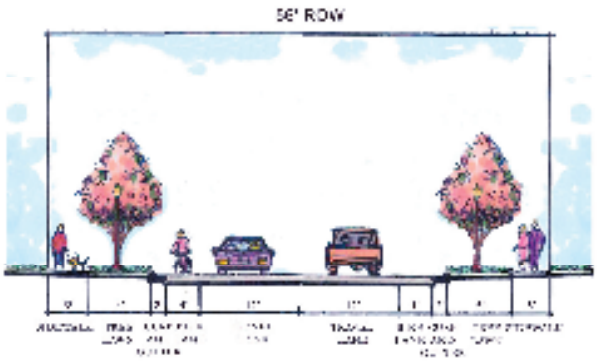
(4-Lane Divided with Raised Median, Bike Lanes, Sidewalks, Landscaping)



Design Features	
Functional Classification	Collector
Roadway Context	Suburban
Access/Mobility	Moderate Access / Moderate Mobility
Right-of-Way Width	70'
Roadway Width	50' including 2 travel lanes, bike lanes, planted median, and curb and gutter
Traffic Lanes	2 12' travel lanes
On-Street Parking	None
Bicycle Facilities	4' bike lanes
Pedestrian Facilities	5' sidewalks, both sides
Median	13' planted with 1' curb and gutter
Tree Lawn	5', both sides
Roadway Capacity	12,000 to 20,000 vehicles per day

Collector: 2-Lane with Bicycle Facilities

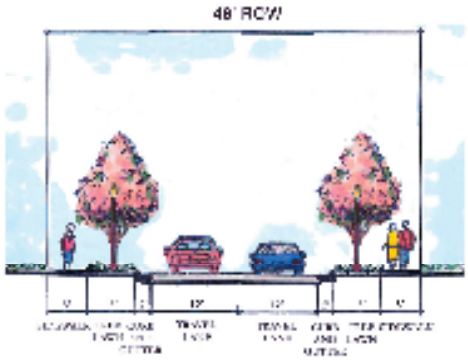
(2-Lane, Bike Lanes, Sidewalks, Landscaping)



Design Features	
Functional Classification	Minor Arterial
Roadway Context	Urban / Suburban
Access/Mobility	High Access / Moderate Mobility
Right-of-Way Width	66'
Roadway Width	36' including 2 travel lanes, bike lanes, and curb and gutter
Traffic Lanes	2-3 travel lanes (WOL alternative: 2-12', 2-14')
On-Street Parking	None
Bicycle Facilities	4' bike lanes or 4' wide curb lanes
Pedestrian Facilities	5' sidewalks, both sides
Median	None
Tree Lawn	5', both sides
Roadway Capacity	6,000 to 11,000 vehicles per day

Collector: 2-Lane

(2-Lane, Sidewalks, Landscaping)

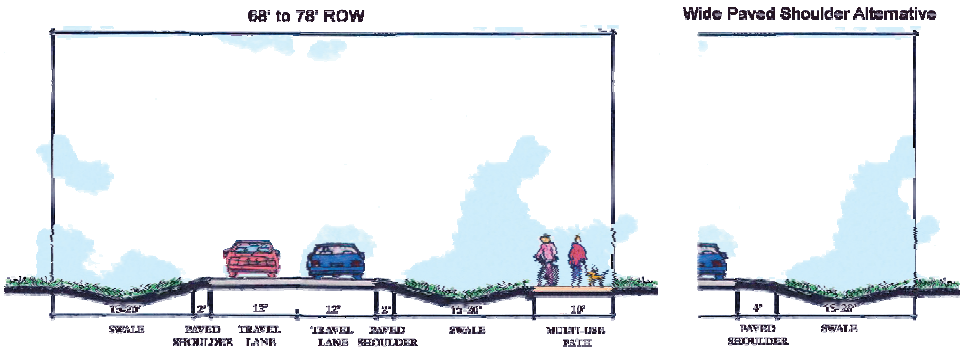


Design Features	
Functional Classification	Collector
Roadway Context	Urban / Suburban
Access/Mobility	High Access
Right-of-Way Width	48'
Roadway Width	28' including 2 travel lanes and curb and gutter
Traffic Lanes	2-3 travel lanes
On-Street Parking	None
Bicycle Facilities	None
Pedestrian Facilities	5' sidewalks, both sides
Median	None
Tree Lawn	5'
Roadway Capacity	6,000 to 11,000 vehicles per day

Notes
• An alternative to this cross section could include two 14' travel lanes with a 5' sidewalk on one side.
• The need curb and gutter versus swale ditch will depend upon the street's proximity to development and the natural environment.
• The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Rural Collector: 2-Lane with Multi-Use Path

(2-Lane, Multi-Use Path, Swale)



Design Features	
Functional Classification	Collector
Roadway Context	Rural
Access/Mobility	High Access
Right-of-Way Width	68' to 78'
Roadway Width	28' including 2 travel lanes, paved shoulders
Traffic Lanes	2 12' travel lanes
On-Street Parking	None
Bicycle Facilities	10' multi-use path, one side
Pedestrian Facilities	10' multi-use path, one side
Median	None
Tree Lawn	15' to 20' swale, both sides
Roadway Capacity	9,000 to 14,000 vehicles per day

Appendix E

Element Adoption Date

Florence County Council……September 16, 2010; Ordinance #02-2010/11.

Attachment 6

FLATS POLICY COMMITTEE MEETING
June 6, 2011
MINUTES

Voting Members Present:	**Non-Voting Members Present:**
Senator Hugh Leatherman	Janice Baroody
Councilman Glynn Willis	Peter Knoller
Representative Kris Crawford	Pearl McDaniel
Sherwin Welch	Tom Kinard
Mayor Stephen Wukela	Drew Chaplin
Councilman Morris Anderson	
Mayor Ashby Gregg	
Commissioner Harrison Rearden	

Study Team Members Present:	**Staff Present:**
Michelle Shepherd, SCDOT	Debi Matthews
Kevin Sheppard, SCDOT	Renee Proctor
Michael Bethea, SCDOT	Derrick Singletary
Jessica Hekter, FHWA	

Senator Leatherman called the meeting to order.

Senator Leatherman recognized the new committee members:

- Glynn Willis, City Councilman, succeeds Mr. Billy D. Williams as a voting member;
- Tom Kinard, Florence Airport Commission Chairman, succeeds Mr. Tommy Parham as a non-voting member;
- Drew Chaplin, City Planning Commission Chairman succeeds Mr. Glynn Willis as a non-voting member and a Study Team member.

The first item of business on the agenda was to approve the minutes from the previous meeting. Mayor Wukela made a motion to approve and Councilman Anderson made a second motion. Vote carried unanimously.

The annual election of Chairman and Vice-Chairman was held. Senator Leatherman was re-elected to serve as Chairman and Mayor Wukela was elected to serve as Vice-Chairman. A motion and a second were made. The vote carried unanimously.

The first item of old business: Updated scope for South Cashua Drive from Michelle Shepherd:

- Michelle with SCDOT announced the public meeting for S. Cashua would be Tuesday, June 7th from 5:00 – 7:00. She reviewed the TIP Financial Statement for S. Cashua. She advised that this project would utilize all FLATS guideshare funds through FY2015, in addition to requiring a $3.124M loan in FY2014 from SCDOT.

Senator Leatherman stated that bids are low at this time and it would be cheaper to proceed with the project now. Michelle affirmed that these costs she presented for right-of-way and construction are estimates and the Committee will be kept abreast of the bids. The question was asked about extending this project to US76 and Michelle stated that from a purpose and needs prospective, a three lane section to US76 would not be feasible from a capacity concern. A motion and second was made to add the S. Cashua project to the FLATS TIP contingent on public comment during the 10-day public comment period.

- The Senator would like the Committee to look at the sidewalk situation. He does not think that they need to be in the project and if so, extended only to Celebration.
    - Kris Crawford stated he feels sidewalks are always needed, but since we are borrowing money to complete the project, perhaps we should look elsewhere for the funding for the sidewalk portion of the project. Mr. Crawford mentioned that sometimes there are other funds that will pay for sidewalks if they are not included on the front end.
    - Mr. Welch expressed his concern regarding the need for sidewalks to be included in the project.
    - Mr. Willis expressed from a livability standpoint, he thinks the sidewalks are necessary.

  Michelle said the cost to add sidewalks for the entire project would be approximately $340,000. SCDOT highly recommends sidewalks be installed with any new widening project. Michelle will advise on the public comments regarding this after the public meeting. Mr. Reardon suggested that they be included in the beginning because it will be cheaper in the long run. Senator Leatherman asked about an alternate bid for just sidewalks. Kevin with SCDOT said that you can bid the project to include sidewalks as a package or bid the sidewalk portion as an alternate by themselves. The Senator would rather bid them as an alternate. Motion and second were made and carried unanimously to continue bidding the sidewalks as an alternate.
- Michelle gave the Sales Tax projects update. Pine Needles Road is in the construction stage and will be completed this fall. The US76, TV Rd and Hwy. 378 projects are in the right of way stage. Environmentally these projects have been delayed due to mitigation to purchase the credits which delays the permits. These projects will be LET in summer of 2012. The Senator thinks that we need to keep projects going one after another. Senator wants to talk to Secretary Johns at SCDOT legal regarding this matter. Senator and Kris will talk with Secretary Johns. Michelle continued that the preliminary engineering is being done on US51 and the 301 bypass.
- The revenue from the sales tax is currently 74.2 million and is right on target.

Mr. Anderson questioned if sidewalks are included in the Pine needles project. Michelle stated that they were and that they should be going in soon.

The first item of new business was given by Debi Matthews.

- Update on the required amendments added to the TIP Financial Statement for FY2011. Debi explained that there were no public comments during the 10-day public comment period for these amendments:
    - The debt service amounts have been restructured by SCDOT. Senator Leatherman asked if we were still getting all of the money that we should be getting. Kevin with SCDOT stated that when the bonds were reissued we would just be paying the money back faster but FLATS is getting all that they are due;
    - The guideshare amount increased from $2,294,000 to $2,667,000 for fiscal years 2011-2015;
    - Funds were added on the financial sheet for PDRTA, Florence DSN Board and Florence Senior Citizens Association for FY2011.

  A motion and a second were made to approve these amendments in the TIP. Vote carried unanimously.
- Debi advised the committee that the S. Cashua funding information provided by Michelle would be added to the TIP and an additional 10-day public comment period would be required. Upon completion of the public comment period, she will advise the committee of any comments.

The second item of new business was given by Debi:

- The Public Participation Process (PPP) has been updated to comply with the three year requirement. The only update from the 2008 version was to remove the Transportation Plan Advisory Group (TPAG) information as requested when the 2008 version was adopted by committee. Minimal typographical errors were corrected. There were no public comments during the 45-day public comment period. A motion and a second were made to approve the document. Vote carried unanimously.

The third item of new business was given by Debi:

- The FY2012 Unified Planning Work Program (UPWP) identifies the transportation planning activities conducted by the FLATS Metropolitan Planning Organization (MPO). This satisfies the annual update requirement. FLATS will receive $213,095 for FY2012. We should have roughly $50,000 to add to this amount from FY2011. A motion and a second were made to approve the document. Vote carried unanimously.

Debi advised the Committee of the enhancement project updates and confirmation was made to Kris Crawford that the No-name Creek project is the name of the trail extension behind Super Wal-Mart on Beltline.

Other discussion: There were no updates given by other Transportation Agencies.

The FLATS Newsletter was shared with the Committee and Kris Crawford asked that staff send it to him via e-mail. Debi stated that the Newsletter would be placed in several facilities for the Public to view.

The final item on the agenda was for public comments: Peggy Brown stated her concern regarding the need for sidewalks on Cashua. Senator informed Mrs. Brown that this was strictly contingent on public comment. Peggy is also concerned about the need of pedestrian transportation due to the poor health of our children in this state and feels that sidewalks should definitely be included in all new projects.

There being no further comment, the meeting was adjourned.

**** For Information Purposes To Committee Members:**

Ms. Shepherd with SCDOT was asked at the 9/27/10 Policy Committee meeting to research and respond to the questions below. Ms. Sheppard responded individually to the committee members regarding their question/s prior to the 6/6/11 meeting:

- Senator Leatherman asked the following two questions regarding S. Cashua:
  - What would the cost be to continue the 3-lane section to US76 versus being done at a later date as a standalone project?

  RESPONSE: The cost to continue the 3-lane section along South Cashua all the way to US 76 became a nonissue, since the scope wouldn't fulfill purpose and need requirements. In accordance with the National Environmental Policy Act, such an improvement wouldn't provide significant capacity/operational improvements to qualify it for federal funding, i.e., FLATS Guideshare monies.
  - What would the cost savings be to eliminate sidewalks?

  RESPONSE: the additional cost to include sidewalks on the South Cashua project is roughly $320,000, which is less than 5% of the total construction cost.
- Representative Crawford inquired:
  - Who owns Jefferson Drive in order to obtain an encroachment permit for a potential traffic light?

  RESPONSE: SCDOT's maintenance staff has confirmed that this road is owned by Florence County. If a traffic light is desired at this location, then Florence County will need to submit an encroachment permit, which can be accessed on our internet website through the following link (http://www.scdot.org/doing/encroachment_permit.shtml). Once completed, the form will need to be submitted to our District Maintenance office (Attention-Eric Minshew).
- Representative Crawford also asked the following question regarding the resurfacing contracts for SC51:

? What are the cost of each of the sections for this resurfacing project (section at Florence end and section above Pamplico)?

RESPONSE: SC 51 SECT 1 Florence- Milepost 33.73 - 34.23 [approx. 0.5 miles]; SC 51 SECT 2 above Pamplico- Milepost 23.89 -26.14 [approx. 2.25 miles]; The estimated cost is $1,254,388 for the segment overlapping Section 1, and $541,341 for the segment overlapping Section 2. Please note that the future widening project will utilize all of the existing pavement from both resurfacing projects, so nothing will be torn out/wasted as part of this effort.

Florence County Planning Department
518 South Irby Street
Florence, South Carolina 29501

April 15, 2011

The Morning News
Attn: Ms. Carrie Lloyd

Ms. Lloyd,

Please print this in the Monday, April 18th edition of the Florence Morning News in the Region section. Ad size is approximately 2 x 3 with 7 pt. font. Please e-mail confirmation of size and estimated cost. Please mail a copy of the affidavit to my attention at the address above.

Should you have any questions please call me at (843)676-8600, ext. 61131.

Thank you,
Debi Matthews
dmatthews@florenceco.org

NOTICE OF FLATS POLICY COMMITTEE MEETING

The Florence Area Transportation Study (FLATS) Policy Committee will hold a meeting at 10:30 A.M. on Monday, June 6, 2011 at the Florence City/County Complex, Room 803. (PUBLIC HEARING) The items for discussion along with the public comment periods for the updates to each document are:

- Public Participation Process (PPP) – April 18th through June 2nd;
- FY2012 Unified Planning Work Program (UPWP) – May 23rd through June 2nd;
- FY2009-2015 Transportation Improvement Plan (TIP) Amendment – May 23rd through June 2nd.

The documents can be reviewed Monday through Friday between the hours of 8:30 am and 5:00 pm at the Florence County Planning & Building Inspections Department located at 518 S. Irby St., at the Drs. Bruce and Lee Foundation Library Reference Desk located at 509 S. Dargan St., or online at www.florenceco.org. Please submit any comments to: FLATS, 518 S. Irby Street, Florence, SC 29501 or call (843)676-8600. The TIP process is being used to meet the Public Participation requirements for the Pee Dee Regional Transportation Authority Program of Projects.

FLATS POLICY COMMITTEE MEETING
September 27, 2010
MINUTES

Voting Members Present:
Senator Hugh Leatherman
Councilman Billy D. Williams
Representative Kris Crawford
Sherwin Welch
Mayor Stephen Wukela
Councilman Morris Anderson
Mayor Ashby Gregg
Commissioner Harrison Rearden

Non-Voting Members Present:
Janice Baroody
Peter Knoller
Pearl McDaniel

Study Team Members Present:
Michelle Shepherd, SCDOT
Phil Goff, PDCOG
Kevin Sheppard, SCDOT
Michael Bethea, SCDOT
Herb Cooper, SCDOT
Phillip Lookadoo, City Urban and Planning

Staff Present:
Scott Park
Debi Matthews
Renee Proctor

Senator Leatherman called the meeting to order.

The first item of business on the agenda was to approve the minutes from the previous meeting. Mayor Wukela made a motion to approve and Representative Crawford made a second motion. Vote carried unanimously.

The first item of old business: Updated scope for South Cashua Drive from Michelle Shepherd:

- Proposed improvements are 5-lane curb and gutter section from Second Loop Road to Celebration Blvd. Will taper down to a 3-lane section just beyond Knollwood at Floyd Circle. Continuous left turn lane as well as sidewalks in addition to striping a 2' width on the outside lane width throughout for a bike/ped accommodation.
- Updated cost is $4.3M for r/o/w and $6.7M in construction. There are approximately 12 locations where there are strip malls and various businesses. We may be impacting their parking and if we can't mitigate, they may have to be relocated as a result. Hope to begin r/o/w acquisition in summer of 2012 and right now with FLATS budget, funding would not be available until that time as well. Begin construction as early as winter 2013/2014.
- The proposed Knollwood Intersection improvements are, at the east leg; add sidewalks and a delineated bicycle accommodation. On the west leg towards

US76, they are proposing a dedicated right turn lane and bike/ped accommodation. The south leg will also have a dedicated right turn lane from Knollwood onto S. Cashua.

Senator Leatherman asked if they had looked at continuing the three lanes on to US76 West. Michelle stated that they did and the logic there was the only reason they extended it down to Knollwood was due to issues at the intersection with vehicle backups. A three lane section will not address capacity so from a purpose and need standpoint, they would not be able to justify extending it to US76.

Senator Leatherman asked Michelle to check on what the cost would be to continue the 3-lane section to US76 versus that section being done at a later date as a standalone project and get back to the committee. Sherwin Welch, Mayor Wukela and Representative Crawford concurred.

Sherwin Welch asked how SCODT justified adding sidewalks for walking traffic in this section. He is not aware of walking traffic in this area. Michelle advised that their logic was that you have a high residential area there and a lot of times you do not see people because they do not have anywhere to walk. Michelle mentioned that if the sidewalks are out there and available, its possible people will use it for recreation and fitness. Mr. Welch feels the bike lanes are fine, but does not see the need for the extra expense for the sidewalks. Senator Leatherman asked what it would take off the cost to eliminate the sidewalks. Michelle will look into and get back with the committee.

Representative Crawford mentioned that he thinks the question would be 'do people not walk because they do not want to or because they have nowhere to walk'. He thinks they need to talk to some people that live in the neighborhood to see sidewalks would be utilized. He feels that it will.

Representative Crawford has a concern about the current signal timing at Knollwood. He would like to see something done about that now instead of waiting until the project starts in 2012. At the last meeting there was some discussion that by just modifying the timing, we could alleviate some of the congestion. Representative Crawford would still like to drive the area with SCDOT to see and discuss the issues at this intersection. Michelle said she would check into this with their district traffic people.

No action was taken on S. Cashua Drive until Michelle gets back with the committee on the scope of this project.

Michelle addressed the committee's request for a traffic light at Jefferson Drive. An Encroachment Permit would be needed. Years back they did allow for a traffic light there, but they do not own that road. Whoever owns that road would have to get an encroachment permit to have a traffic light there. Michelle will find out who owns that road and get back with the committee.

The other location in question for a traffic light was at the apartment complex near Knollwood. Because of the proximity to Knollwood, it would not be eligible for another traffic light.

Michelle gave an update on the sales tax program. Based on the sale tax fund received to date which is upward $64M, they are on track to complete five of the six projects by fall, 2016.

- The Pine Needles project is currently on track to be completed by fall, 2011. It is 55% complete. The first phase of the new bridge is completed and they are looking to demo and replace the existing structure soon;
- R/o/w acquisition is currently underway for sections 1 & 2 for Hwy. 378. They anticipate beginning construction for these two sections in Summer, 2011;
- They are currently doing the environmental permitting coordination and final construction plans preparation for US76. They anticipate beginning r/o/w acquisition this fall;
- The environmental document has been approved for TV Rd. and they had a public hearing in July with approximately 32 people in attendance. The environmental permitting as well as r/o/w plans preparation is currently underway. They anticipate beginning r/o/w acquisition in Spring, 2011;
- Field surveys for sections 3 & 4 are nearing completion for SC51. In the interest of the overall program budget for cost saving purposes, they have relaxed that schedule for section 1 and for the r/o/w acquisition schedule for sections 2, 3 & 4. They anticipate beginning r/o/w acquisition for section 1 in summer, 2012.
    - As an FYI to the committee, Michelle advised there are two resurfacing contracts for SC51. One is already underway on the Florence end of SC51 and there is another one above Pamplico. They had considered cancelling those contracts since they overlap with SC51, but because of the lag time between the two contracts, they are going to go ahead with the resurfacing because the pavement is in pretty bad shape. They will try to get that area surveyed and get back out there so they can get it incorporated into the design for the widening when it comes. Michelle advised the committee that the resurfacing contracts are a different pot of money than the sales tax projects.
    - Representative Crawford said he would like to know the cost of each section, since even though it is a different pot than the sales tax projects, it's still tax payer's money. Michelle will send this information to him.
- Hwy. 301 By-Pass is inactive right now since they do anticipate having the funds to complete it. Senator Leatherman asked again that they work on a preliminary design or layout that SCDOT feels would work for this road and let the people decide where the money would come from to complete it.

Before introducing the next item, Scott Park introduced SCDOT Commissioner Harrison Rearden to the committee. Commissioner Rearden has joined as a voting member of the Policy Committee.

Senator Leatherman welcomed Commissioner Nuckles.

The second item of old business: FY2035 LRTP from Scott Park

- We are still working with DOT to refine the ranking on the next set of projects required in this document. The Study Team has requested we should go forward and approve the portions of this plan that are not associated with that ranking and leave that ranking approval until further refined. Their proposal is to approve everything except chapters 5, 10 and 11 that have to do with the ranking.

Mayor Wukela requested the titles of all of the chapters. Scott advised:

- Chapter 1 Background
- Chapter 2 Social
- Chapter 3 Environmental
- Chapter 4 Existing Roadways
- Chapter 5 Future Roadways
- Chapter 6 Bicycle & Pedestrian
- Chapter 7 Transit
- Chapter 8 Aviation, Freight & Rail
- Chapter 9 Land Use
- Chapter 10 Financial Plan
- Chapter 11 Implementation Plan

Mayor Wukela's only concern was regarding the discussion at the last meeting pertaining to a particular location being named in the document for the PDRTA Hub. He would be hesitant to approve a location on that until DOT further studied.

Senator Leatherman asked Scott to confirm they would be adopting all chapters with the exception of Chapters 5, 10 & 11. Scott concurred. Sherwin Welch made a motion to approve. Representative Crawford made a second motion. Vote carried unanimously.

Commissioner Rearden asked to make an observation at this point. This document is well written. He started reading it and couldn't stop. He's wearing two hats, since the SCDOT commission as Mr. Park indicated has to review all of this and he would be in favor of this motion.

The third item of old business: Update to the current active Enhancement Projects from Scott Park:

- Lucas Street Gateway – The City has hired a design firm and are compiling a final design and bid package;

- Irby Street Gateway – The City has withdrawn this application. We will need some action from the board to accept that so we can amend the TIP accordingly;
- Red Doe – The County is currently working towards the Participation Agreement with DOT.

Representative Crawford made a motion to accept the withdrawal of the Irby Street Gateway application and amend the TIP accordingly. Mayor Wukela made a second motion. Vote carried unanimously.

Regarding future enhancement projects, Scott advised the committee of some updates on the enhancement project program as a result of a recent meeting at SCDOT in Columbia. DOT wants to use a new strategy to make it more efficient on their work load. They are looking for enhancement applications for larger projects that will go beyond a one year funding cycle. This will allow DOT to have one project for multiple years and it would be easier on their staff. This is for information purposes only. The City of Florence does have a presentation later on the agenda under other discussion that is a larger project that would span a few years of enhancement grant dollars.

The final item of old business: Adopt an Interchange Information from Scott Park:

- This is a subject that has come up in the past and is separate funds from the Enhancement Project Program that we get allocated for every year.
  - $400,000 available on an annual basis for this type project;
  - A 20% match still applies;
  - A Maintenance Agreement with the local government that would be taking it on;
  - Concept plan by a Registered Landscape Architect.
- This is looking at I-95 interchanges in our case: looking at an idea to spruce up the US 52 interchange similar to Exit 119 Manning exit – good job with water features.
- We have a few potential interchanges all within the FLATS area: Hwy 76, I-20, US 52, TV Road and Hwy 327.
- Scott has done some homework on this. There is support at the US52 interchange with local businesses and also potential support from the County.

Senator Leatherman mentioned he'd like to see us concentrate on US52 to begin with. This is a gateway to our city. Of course, I-20 is a gateway as well, but there has already been some enhancement money utilized there. On his trips to Charleston, he goes through the interchange at the Manning exit and it sends a great message.

The Senator asked if the committee was ok with instructing staff, DOT, County and/or any other appropriate entity to continue this and come back to them. Mayor Wukela made a motion and Sherwin Welch made the 2nd motion. Vote carried unanimously.

Senator Leatherman asked if the City incorporated any commercial property at US52. Scott Park advised that it was mostly county. Drew Griffin advised that the only portion that is inside the city is beyond the actual interchange to the NW off to the south side of that road. There is a 50 acre parcel in the city that is currently under development. Senator Leatherman addressed Mayor Wukela of any interest in the city assisting with this project. Mayor Wukela concurred.

Representative Crawford asked if the City owned between the commercial property and the roadway. Drew advised there is a connector to that annexation which is the railroad track. Representative Crawford asked if that was enough to give the City standing to be the body that brings the enhancement grant forward. Drew advised that it is not much as a standing, it would be referred back to Council as a policy decision because of its general outside of the City, but certainly that could be worked through.

Mayor Wukela concurred that this would be a decision for Council; however, he does not feel that there is any question that this entrance is critical to the City and to the perception of the City. Drew advised that just so we all understand, one of the problems they have had in dealing with the 52 corridor is the lack of r/o/w. The railroad is the largest impediment to what they have attempted to do. Generally the DOT r/o/w is only curb to curb and then immediately off side of that if railroad property and they have been unwilling at this point to work with us on a project.

Senator Leatherman added that the interchange at Manning is done inside the cloverleaf. Drew advised that this could be done at the 52 interchange.

The 1st item of new business on the agenda was a new enhancement project application from the City of Florence presented by Chuck Pope:

- The application is a trail connector to be paved with asphalt between the Hobby Lobby and Lowes over near Beltline Drive. The connector would start between Hobby Lobby and Lowes, extend through the woods behind the new Super Wal-Mart, up the side of Super Wal-Mart and then tie into Beltline Dr. in front of West Florence High School. There is already existing sidewalks on Hoffmeyer and also a paved portion of trail connector on Beltline from where the natural path that is currently there connects to Hoffmeyer. They'd like to bring a paved portion to that asphalt connector on Beltline and also carry it down to the South and tie into the new traffic light that has been installed in front of West Florence High School and Super Wal-Mart. That will open the trail up. There are currently a lot of users but there has also been a lot of request from residents who are not able to access the natural path portion that would like to have that section paved. This proposal is a follow up on those requests not only from citizens in that community but also those who use the existing 1 ½ mile of paved rail trail located between Ebenezer Rd. to McLeod Fitness.
- Chuck presented a slide showing the requested portion and the existing trails that it connects. Chuck advised that there are already school students utilizing

this path to make their way to various neighborhoods and they feel it is certainly a requested application that comes basically from the public.

- The total request is $134,240. The grant amount is $107, 392 and the match of $15,000 is in holding with the Eastern Carolina Community Foundation and then in-kind and cash match from the City of Florence in the amount of $11,848 for a total of $26,848 in match.

Representative Crawford made a motion to approve the application and Mayor Wukela made the 2nd motion. Vote carried unanimously.

Commission Rearden added that he sits on the enhancement committee for the SCDOT and regarding the Adopt-an-Interchange enhancements, they would welcome participation on enhancing the interchanges. He would support and encourage these type enhancements.

The first item of other discussion on the agenda was an update from Sherwin Welch for the CTC:

- The CTC is like all other organizations in this country where we have more request than money to cover them with. At this time they have a total committed fund of $3,600,000. They are trying to stretch the money as far as they can.

The final item of other discussion on the agenda is an additional new enhancement application from the City. Scott advised the committee that this application has not been seen by the Study Team yet, but it could be an example of what can be done with multiple years of funding. Drew Griffin presented the proposal:

- Earlier you heard Scott mention the abandonment of the City's project associated with the South Street Irby Gateway and part of that was due to a problem with getting the land in order to do that job. The city is proposing to use those funds along with some additional funds to improve the portion of Cheves Street that immediately impacts the Performing Arts Center and the new Museum. That is a two block area stretching from Baroody Street to Irby Street. The city has a very nice parking lot area in the vicinity of these two establishments to support both of those uses.
- One of the things they are doing is trying to always match their work to the design guidelines that were established by the city several years ago. Drew presented a slide to the members showing a civic corridor streetscape. The slide was an example design guideline right from the city's design guidelines. The improvement would consist of wider sidewalks, grass curbing with landscape material, and it allows the use of bike lanes to allow movement with downtown which is consistent with what Planning Commission and City Council has adopted to date.
- Drew then presented a detailed list of the actual improvements. The city hired a traffic designer who worked with the DOT for the last six months. They have an

approved DOT encroachment permit for this work. Currently this road is a hard 5-lane corridor. With the pedestrians that are going to move in and around that area, they are attempting to tighten that up a bit, but still allowing adequate left and right turns. They will continue to the same movement but make it more attractive with the uses associated with that corridor.

- The hard improvements are estimated at $210,000; the landscaping and other work is a total of $400,000 (a little over $320,000 and an in-kind match from the city of $80,000).

Senator Leatherman, Mayor Gregg, and Sherwin Welch were interested in the city enhancing South Dargan Street as a part of this project. There was much discussion pertaining to the committee member's ideas.

Mayor Wukela advised that the city has spent a significant amount of dollars for the new parking lot as mentioned earlier to support these two facilities in addition to burying the wiring underground in front of the Performing Arts Center. His question would be when talking about priorities as to whether Cheves or Dargan Street enhancements need to be first, as the Performing Arts Center is underway; they are bidding this parking project in the near future. Would we not be putting ourselves behind the eight ball if we do not go ahead and improve Cheves now instead of making Dargan Street the first priority? Drew agreed and continued that the city is very interested in improving Dargan and can easily come back in a year and work on it. The city has a $1.6M investment in this parking area.

Representative Crawford asked if we could expand this project into a larger project and do it in phases with the section from Irby to Dargan as 1st phase, add Dargan as a 2nd phase, then come back out and finish to eastern portion of Cheves as a 3rd phase.

Drew deferred the question to Michael Bethea with the local DOT office. Drew questioned Michael if he was correct with their discussion that they needed to prepare the movement at the intersection at Dargan and Cheves. Michael concurred Drew was correct that they had to study it because of a lane transition from 4 lanes to 2 lanes. Dargan Street would need to be a separate project or added to this project.

Senator Leatherman would like the city to look at the possibility of Representative Crawford's earlier suggestion regarding three phases and get back to the committee at a later date. Representative Crawford will meet with the city on behalf of the committee to coordinate the committee's requests for the project.

Senator Leatherman addressed the audience towards the last item on the agenda: Public Comment. There was none.

Councilman Williams advised the committee and the audience that his term with City Council will be up in December of this year and he will no longer be eligible to serve on

this committee. It has been a pleasure for him to work on the Policy Committee over the last few years and would like to see this committee continue to work towards improving Florence. He will still be involved as a citizen to try to help the public help the people. The US52 corridor has always been a key project for him and he is pleased that all discussion today regarding this project was very positive.

Senator Leatherman thanked Councilman Williams for his long term tenure on this committee and we look forward to his participation in the future.

Senator Leatherman asked if there was any further business. There being none, Representative Crawford made a motion to adjourn and Mayor Wukela made a second motion. All members were unanimous.

Florence County Planning Department
518 South Irby Street
Florence, South Carolina 29501

August 23, 2010

The Morning News
Attn: Ms. Carrie Lloyd

Ms. Lloyd,

Please print this in the Wednesday, August 25th edition of the Florence Morning News in the Region section. Ad size is approximately 2 x 3 with 7 pt. font. Please e-mail confirmation of size and estimated cost. Please mail a copy of the affidavit to my attention at the address above.

Should you have any questions please call me at (843)676-8600, ext. 61131.

Thank you,
Debi Matthews
dmatthews@florenceco.org

NOTICE OF FLATS POLICY COMMITTEE MEETING

The Florence Area Transportation Study (FLATS) Policy Committee will hold a meeting at 10:30 A.M. on Monday, September 27, 2010 at the Florence City/County Complex, Room 803. (PUBLIC HEARING) The items for discussion include:

- FY2035 LRTP
- FY2009-2015 TIP Amendment
- FY2010 Enhancement Funds

The documents are available for viewing and comment beginning Wednesday, August 25th through Friday, September 24th. The documents can be reviewed Monday through Friday between the hours of 8:30 am and 5:00 pm at the Florence County Planning & Building Inspections Department located at 518 S. Irby St. The documents are also available at the Drs. Bruce and Lee Foundation Library located at 509 S. Dargan St. at the Reference Desk, or online at www.florenceco.org. Please submit any comments to: FLATS, 518 S. Irby Street, Florence, SC 29501 or call (843)676-8600. The TIP process is being used to meet the Public Participation requirements for the Pee Dee Regional Transportation Authority Program of Projects.

Attachment 7

***Federal Highway Administration-PL Funds**

FY 2011

Fourth Quarter (April 2011 – June 2011)

Federal ID # 57-6000351

Invoice# FLATS063011

Florence Area Transportation Study

Quarterly Summary

A-1 Administration

Staff prepared and submitted the FY2012 Unified Planning Work Program (UPWP) draft to the South Carolina Department of Transportation (SCDOT), Federal Highway Administration (FHWA), FLATS Study Team and FLATS Policy Committee for their review. The FLATS Policy Committee approved the document at their June 6, 2011 meeting. Staff has submitted a copy of the approved document to SCDOT and FHWA.

Staff made FY2011 amendments to the TIP and presented them to the Study Team and Policy Committee during the fourth quarter of FY2011. The FLATS Policy Committee approved the document at their June 6, 2011 meeting. Staff has submitted a copy of the approved document to SCDOT and FHWA.

Staff updated the FLATS Public Participation Process (PPP) and submitted the draft to the Study Team and Policy Committee for their review. The FLATS Policy Committee approved the document at their June 6, 2011 meeting. Staff has submitted a copy of the approved document to SCDOT and FHWA.

Staff continues to coordinate the appropriate SCDOT ranking criteria for the projects to be included in the FLATS 2035 LRTP with Kimley-Horn and Associates. Upon finalization of the ranking, the final three chapters of the LRTP will be completed by Kimley Horn and Associates.

Staff prepared the Federal Obligation Report and submitted to SCDOT and posted on the FLATS webpage.

Staff continues to maintain records of all FLATS activities, including correspondence, and prepared and submitted quarterly reports. Staff organized meetings for technical, public and advisory groups that conduct FLATS business.

Staff also continued to review and transmit, when appropriate, transportation news throughout the quarter.

Staff continues to work on the final draft of the Priority Investment Element of the comprehensive plan for final edits.

Our transportation website, created for the LRTP and the Transportation Element for Florence County's Comprehensive Plan, continues to be updated as we receive new information.

Staff continued to work on the self-certification review topics.

A-2 Public Participation

Staff updated the Public Participation Process Plan in coordination with the three year required update.

Staff held the appropriate public comment period and placed a copy of the following documents that were approved by the FLATS Policy Committee at their June 6, 2011 meeting on the FLATS website and in the FLATS Reports binders at the Florence County Planning and Building Inspections Department and the Drs. Bruce and Lee Foundation Library. Notification as to where these documents are available was posted in the local newspaper of circulation and an e-mail notification sent to the FLATS Contact List and Stakeholders:

- FLATS Public Participation Process (PPP) updated June, 2011;
- FLATS FY2011 TIP Financial Sheet amendments;
- FLATS FY2012 Unified Planning Work Program (UPWP).

Staff presented the third edition of the FLATS Newsletter to the Study Team and Policy Committee. It has also been placed at various local sites for public access.

Staff continues to maintain a FLATS contact list per the Public Participation Process. Several new stakeholders were added and updated this quarter. As transportation-related issues arise, appropriate stakeholders are notified of upcoming meetings. Likewise, these groups are updated with meeting outcomes.

Staff continues to assist internal and external customers, as needed, with questions about transportation, population and building permits located in the FLATS jurisdiction. Citizens are frequently interested in data about the road network in the FLATS area. Staff assisted these customers and other public requests in a timely manner.

The FLATS website and Florence County Planning Blog remain active and is updated regularly. The Planning Blog is moving into its 4th year of publication. Staff updates and will continue to update the blog with new transportation related information on a monthly basis.

Staff continues to update the Florence County Planning Facebook page and Twitter account regularly to reach different age groups of stakeholders on transportation related issues.

Electronic correspondence of transportation planning issues and news continued to be sent to the trails committee/interested citizens list throughout the quarter.

The Eat Smart Move More Florence Chapter meeting that staff has been attending is temporarily suspended until a new Chapter leader becomes available. Staff will continue to attend these meetings once they resume to promote and educate residents regarding the Florence Trail System.

A-3 Enhancement Projects

Florence County is the local public agency (LPA) for the Red Doe Plantation Enhancement project. County Administration is coordinating the design review with SCDOT.

Staff continues to coordinate with the City of Florence regarding quarterly status reports for the Lucas Street Gateway project (FY2007 funds). The City of Florence is the approved LPA for the project. They are working to complete the right-of-way certification.

Staff continues to coordinate with the City of Florence regarding quarterly status reports for the NoName Creek project (FY2009 funds). The City is awaiting final approval from SCDOT.

Staff prepared documents for and hosted the quarterly Florence Trails Committee meeting. The Committee continues to research possible locations for new bike/pedestrian trails or other options to utilize enhancement funds. The focus of the next trails meeting will continue to be the FLATS Florence Area Bikeway Master Plan and the prioritization of the projects for future funding options.

B-1 Mapping

Internet mapping tools utilizing improved road data, builds efficient routes to deliver County services. This tool will improve the efficiency of County staff trips cutting down road mileage and reducing vehicle emissions. In conjunction, additional review is underway on the digital roads' layer to make sure that roads' address ranges are highly accurate, surfaces are correct and locate stop signs and traffic signals in order that the computer program will know the most efficient routes to be utilized by people. A mobile application has been developed which reads the road data aloud to the editor in the vehicle, and provides tools which are much easier to use in the field. This will make data collection of the roads faster and more accurate.

The address point project continues to be updated. The two staff members in E-911 addressing are spending several hours per day reviewing and correcting the address point file. Accurate addresses are important in plotting data for estimating demographics and in improving traffic flow as more people find their destinations more accurately in the FLATS area. This data will be utilized for the long-range transportation model. New tools using .NET technology are being developed to be used in ArcMap. ArcGIS is abandoning VBA which was used to develop the existing tools. Some work has been done to allow the E-911 editor to use a Flex website to update points.

Mapping staff upgraded desktop and server levels to a higher version of mapping software (ESRI ArcGIS10) to improve GIS data editing workflows and improved functionality for web and mobile based applications used for transportation planning.

Staff continues to update GIS data on existing share-the-road signage for future use when funding becomes available for additional signage.

Staff has finished correcting the existing zip code feature class for Florence County. Address points have been updated using this corrected zip code file. This will help in plotting demographic data that has an address field.

Staff prepared maps for citizens, including road maps.

Staff is continuing to review plats of new subdivisions and digitizing new parcels to better track growth in the FLATS area. Staff will continue to work on this process, as well as developing new techniques to create visualizations and to show trends which will be featured in the annual report. Florence County requires digital data submission from developers of all major

subdivisions in Florence. In addition to the property boundaries on the digital plans, major infrastructure elements such as roadways and utilities are also included on the digital data plans thus reducing staff time and improving quality of resulting GIS data files. Digital submission improves accuracy of growth information for better estimates of population demographics used in Traffic Analysis Zones.

Staff continues to provide law enforcement, fire departments, and EMS personnel with GIS data to assist in improving safety and security as data is necessary. Coordinated efforts with Florence EMD and other key Florence community officials are now underway to revise Hazard Mitigation and community risk vulnerability analysis for Florence and the Pee Dee region. Key efforts will be focused on trend analysis of hurricane, tornado and other major storms that impact the community. Staff has developed a project specific web application that allows the Hazard Mitigation workgroup an opportunity to visually review and comment on key facilities and key community resources. Transportation evacuation routes and a strong transportation network are critical for hazard mitigation planning for both natural disasters such as flooding and man-made disasters such as chemical spills.

A significant amount of time has been utilized to develop new web applications by using Flex and existing GIS layers. The new applications will improve web sites' usability for more effective use. For example, users can find locations and plan their routes more efficiently. Staff is beginning the process of developing an application to collect points of staff vehicles on the road. This application will hopefully be used to determine the real time speed on highways in the FLATS area.

B-2 Air Quality

Staff continues to coordinate with DHEC regarding air quality monitoring.

Staff continues to research and remain up to date on the current requirements of SAFETEA-LU and the Environmental Protection Agency (EPA) standards for air quality and its impact on the planning process.

Staff continues to attend seminars and workshops as available regarding air quality and transportation conformity.

Staff continues to research ways to educate our community on EPA's proposal to strengthen the national ambient air quality standards for ground-level ozone and the potential consequences should the FLATS area become non-attainment.

Staff continues to research and document information for a potential tree preservation policy to enhance air quality. Staff maintains, in addition to the FLATS Contact lists, a list of individuals and organizations that would be directly affected by a Tree Preservation Policy for their input.

EPA will announce the new national ambient air quality standards for ground-level ozone in the near future. Additional procedures and guidelines will be required for FLATS projects should the area's status be in non-attainment. Staff continues to research these procedures and guidelines as stated in the South Carolina Conformity SIP.

B-3 Traffic

Staff maintains public request locations for roadway improvements that would be appropriate for a FLATS project. Staff provides this information to the Study Team and Policy Committee as applicable.

Staff continues to communicate the needs of and public request for roadway improvements or signalization timing coordination during peak times to the local SCDOT office as necessary.

Staff continues contact with local Freight companies for areas of concern for freight traffic.

Staff researched and identified areas of improvement to be included in the Long Range Transportation Plan.

Staff continues to compile crash data from included jurisdictions in support of the long-range transportation plan. Staff prepared traffic reviews and compiled building permit data for various projects, rezoning and congestion modeling. This data will help show how land use changes will affect the transportation system. Staff worked with traffic counts for various projects and helped make land use decisions in the FLATS area.

Staff continues to work with the local transit authority on ways to share transit information with third party tools such as Google Maps. In addition, we continue to work with the authority in updating their routes.

C-1 Plan and Program Development and Maintenance

Staff updated the Public Participation Process plan in coordination with the three-year requirement.

Staff prepared the FY2012 UPWP in coordination with the annual requirement.

Staff made amendments to the FY2010-2015 TIP financial sheet as required by SCDOT notification.

Staff continues working with SCDOT to refine the ranking on the next set of projects to be included in the final draft of the FY2035 Long Range Transportation Plan (LRTP).

Staff has participated in several webinars this quarter to continue training in regards to transportation planning requirements by federal and state officials.

Records of FLATS activities have been maintained.

C-2 Socio-Economic Data

Staff continued to maintain a database of Planning Commission items. This database contains parcel numbers that can easily be related back to the digital parcel layer. This information can then be related to the TAZs and show trends in zonings and rezonings which indicate growth and the types of growth that are occurring.

Staff continues to map foreclosures in our area and compile data that may be useful in comparing trends statewide. This data will be used to track trends in foreclosures as well as other data correlations.

Staff continues to work on the improvement of GIS layers to provide land use analysis at the parcel level.

C-3 Transit Planning

Staff continues to update bus route and stop signage locations maps and provide other digitized information as requested by PDRTA.

Staff has direct contact with PDRTA on a continual basis and will keep them apprised of project activities in an attempt to help them locate users more efficiently.

Staff will continue to work with PDRTA as required. PDRTA continues to express the interest of possibly developing routes countywide. Staff will meet with PDRTA when they are ready to move forward and prepare maps for them.

Note: This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Attachment 8

Chapter 1

Background & Overview

In the mid-1800s, the town of Florence was founded at the crossroads of two rail lines. Today, the community stands at a different kind of crossroads, faced with limited funds for transportation projects and competing priorities. It's a problem that growing communities across the country must confront. Since the early 1900s, population growth in the Florence area has outpaced state and national averages. The region must plan for and provide appropriate transportation infrastructure to support this sustained growth while maintaining the quality of life that has fueled population growth and expansion of the economy in the region. The *2035 FLATS Long Range Transportation Plan* (*2035 LRTP*) has evolved from an inclusive process rooted in an understanding of the community's existing and future needs. The basis of this understanding begins with a brief review of the area's history.

A Brief History of the Florence Area

Times were tough for the earliest settlers of the area that would become Florence County. These settlers mostly arrived from Pennsylvania and relied on the network of rivers for transportation. The remote area, its isolation from both church and state, and the lack of basic education led some to denounce these settlers as immoral, wicked, and rude. In actuality, the locals simply were making the best of a difficult environment, surviving on the land by hunting, fishing, and farming. In many ways, the area's modest start helped shape the southern way-of-life long-time locals and newcomers continue to enjoy today.

West Evans Street, 1921

The Florence area — including its economy, development patterns, and way of life — was shaped by the same events that formed the American South. Leading up to the Revolutionary War, the economy of the Pee Dee region began to flourish on the strength of agriculture. Exports during this time included cattle and horses, lumber, and Indigo. The rivers served as the region's earliest freight corridors, as merchants relied on the waterways to ship their goods.

Despite the area's proximity to Charleston, the Revolutionary War had minimal affect on the landscape. However, other events had a profound impact on the growth of the Pee Dee region. The 1783 invention of the cotton gin further shifted the economy and agricultural focus in the region to cotton. But the lack of transportation continued to hamper growth. This changed in the mid 1800s with the arrival of the railroad.

Atlantic Coast Line Railroad, 1921

Eventually, three railroads were constructed in the Pee Dee region, all of which intersect in what today is known as Florence. The city of Florence began with a railroad depot, an inn, and a 577-acre land grant from the state. Even in name, the city acknowledges the critical role the railroad has played in its history. The Florence name comes from Florence Henning Harlee, daughter of General W.W. Harlee who was president of the Wilmington and Manchester Railroad. When the first map of Florence was created in 1860, the town included seven streets and 96 lots. Following the Civil War, the area's primary employer was the Northeastern Railroad. Growth in the town and region was based on its status as trade center for agricultural products from the surrounding Pee Dee River Basin.

Image Source: Images of Florence

Atlantic Coast Line Railroad, 1921

The transformation to a 20th century region was made easier due to the area's status as a rail and transportation center. With the onset of motor vehicles and air facilities, additional modes began to compete for users, infrastructure, and funding. Gilbert Field was created in the 1920s and served as Army Air Base and major training site during World War II. Automobiles and airplanes did little to dampen the city's rail industry leading up to the war, and in the 1940s the city was the state's largest rail station with 14 passenger trains and 48 freight trains passing through every day.

The automobile's presence was obvious in the 1960s and 1970s as the construction of I-95 and I-20 ushered in a new era as a crossroads community. The timing of many factors — including new-found wealth as the economy shifted away from agriculture, mass-produced affordable housing, and the burgeoning interstate highway system — paved the way for demographic shifts on a scale not seen in the area's history. The middle class shunned the city for automobile-oriented suburbs, requiring significant changes in transportation infrastructure. Suburban development and the construction of local streets put pressure on the region's arterial roadways. It's a pressure that continues today as residents in the city and countryside rely on the automobile to take them from their homes to work, school, and other community activities. The roadway system became the main focus for transportation growth as the City of Florence became the focus for business, health care, education, and cultural opportunities for the Pee Dee region.

The time to plan is now.

Transportation gives the Florence area a significant advantage in a competitive marketplace. The city is positioned at the intersection of two key interstate highways (I-95 and I-20) and major US highways (US 52 and US 76). The region boasts a major switching yard for CSX Railroad and direct rail service to the southeast's major ports (Charleston, SC and Wilmington, NC). With daily commercial services from Florence Regional Airport and passenger rail service offered by Amtrak, the residents and businesses of the Pee Dee region have many choices.

The challenge is to maintain this strategic advantage by making thoughtful decisions regarding the future of transportation in the region. The local desire for bicycle and pedestrian amenities reflects the need for a multimodal modal transportation system for local, regional, and national travel. Given the increasing competition for limited transportation funds, the time is now to outline a list of priorities and develop an implementation plan to see those projects to completion.

The Purpose of the Updated Plan

As a central element of daily life and something that affects everyone, transportation represents a critical component of an area's social and man-made infrastructure. The long range transportation plan is the community's comprehensive guide to developing a regional transportation system that accommodates not only the current mobility needs of residents but also looks to the future to anticipate where new needs will arise. The LRTP is a financially constrained plan, meaning it identifies projects and programs that can reasonably be implemented within the years of the plan. In response to federal mandates and the desires of local residents, this *2035 LRTP* addresses all modes of transport including automobile, bicycle, pedestrian, transit, air, rail, and freight movements.

The long range transportation plan is shaped by several elements, primarily federal legislation, but also the direction of state and local agencies. The *2035 LRTP* is governed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005.

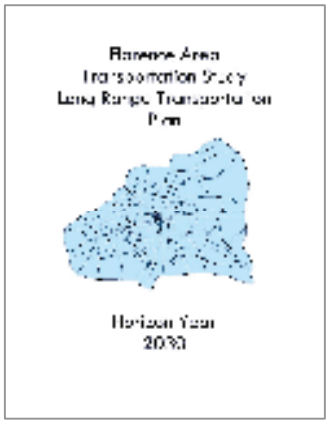
Image Source: Images of Florence

SAFETEA-LU Planning Factors

SAFETEA-LU improves upon earlier legislation by addressing the challenges the modern transportation system faces — safety, security, traffic congestion, intermodal connectivity, freight movement, and environmental protection. To further guide the planning process, SAFETEA-LU set forth eight planning factors that agencies must consider when developing their plans. These planning factors include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

The *2035 LRTP* represents the culmination of a multi-level partnership between local, state, and federal policy-makers and the citizens, business owners, and stakeholders most impacted by transportation decisions. The plan updates the region's existing long range transportation plan and will be used in a variety of ways. First, the plan identifies key regional transportation decisions that were based on community needs. Second, it provides critical information to be considered in the prioritization and funding of projects in developing the Transportation Improvement Program (TIP). Finally, it fosters multimodal transportation decisions, and as a result, ensures consistency among competing modes.

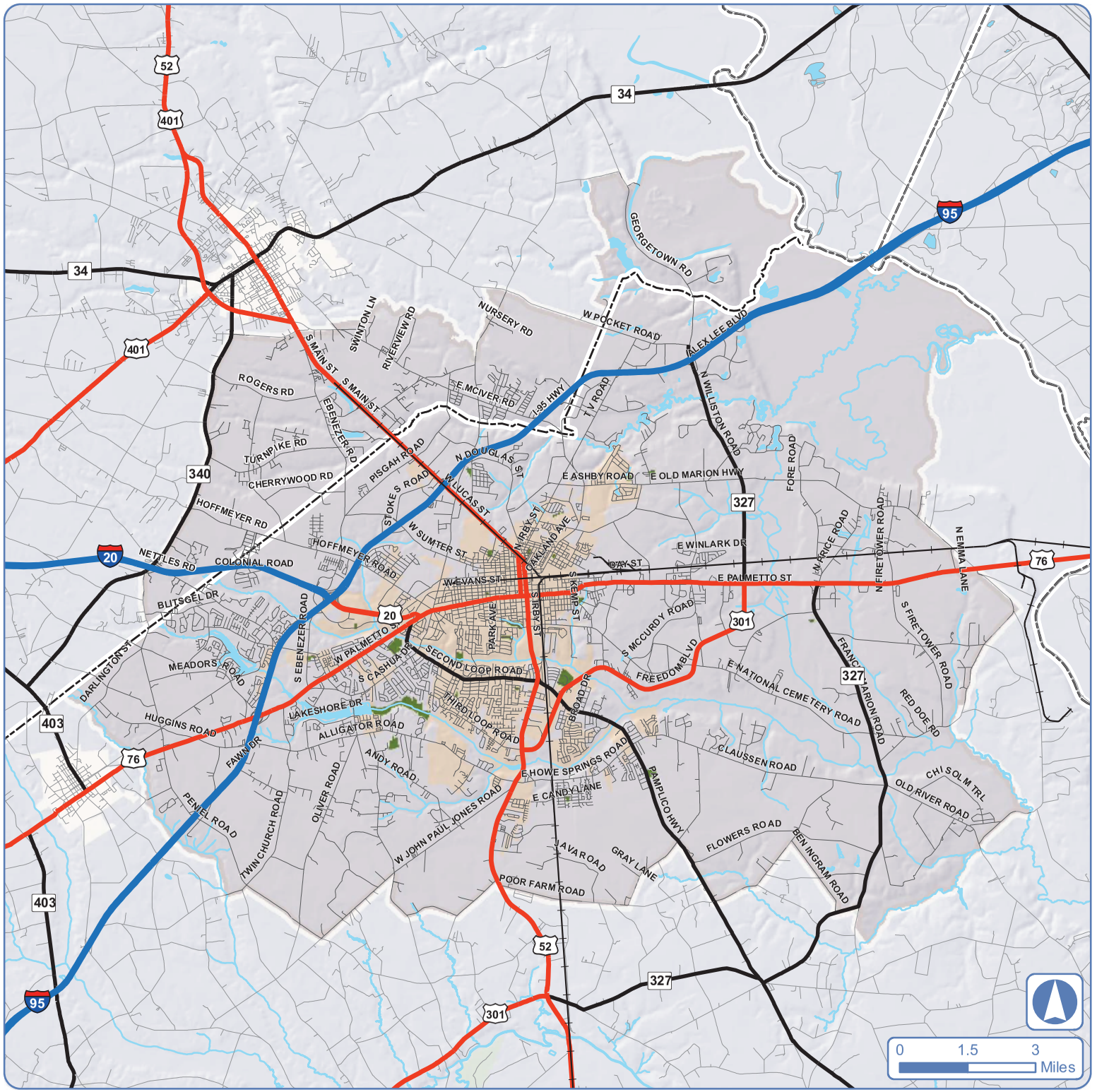


For air quality attainment areas, the federal government requires an LRTP to be updated every five years to reflect the region's changing needs and priorities. The *2035 LRTP* builds upon the 2030 Plan, which was adopted in June 2006. Since launching the metropolitan planning process in 1970, the federal government has required a cooperative, continuous, and comprehensive planning framework for making transportation investment decisions in metropolitan areas. The Florence Area Transportation Study Metropolitan Planning Organization (MPO) includes the City of Florence, Town of Quinby, and unincorporated areas of Florence County. In addition, a small area of unincorporated Darlington County lies within the MPO boundary.

Figure 1.1 illustrates the study area.

Figure 1.1

Study Area Map



November 2009

Kimley-Horn and Associates, Inc

Plan Organization

Typical long range transportation plans include a description of the vision for the region and a detailed list of policies, operational strategies, and projects to achieve the vision. The *2035 LRTP* integrates these two parts through the presentation of a series of elements dedicated to specific modes of travel. But each element was not created in isolation. Instead, analysis and recommendations for the elements have been created in tandem to produce a series of actions that lead to an integrated intermodal transportation system that efficiently moves people and goods within and beyond the Florence area.

The recommendations presented in this plan represents the collective vision of a safe, multimodal, and interconnected transportation system that supports continued economic development without compromising the natural, historic, and social resources vital to the area's sustainability. In addition to this initial chapter, the following elements complete the *2035 LRTP*:

Ch. 2 – Introduction & Vision
Introduces the planning process, including a detailed review of public outreach events and a summary of previous planning efforts. Describes the vision of the plan and discusses various goals within the context of the eight SAFETEA-LU planning factors.

Ch. 3 – Social & Environmental
Examines the environmental justice, social, and environmental characteristics of the Florence area in order to provide a spatial frame of reference to assess the relative impacts of recommended projects on the community.

Ch. 4 – Existing Roadway
Reviews status of existing roadway system to better identify needs and priorities for planning improvements. Evaluates roadway system in terms of functional classification, corridor operations, and traffic safety and crash history.

Ch. 5 – Future Roadway
Summarizes future roadway conditions under various scenarios. Evaluates each project's impact on resources, congestion, safety, security, and benefits to the transportation system. Presents a toolbox of access management and context sensitive design strategies.

Ch. 6 – Bicycle & Pedestrian
Evaluates existing bicycle and pedestrian system and recommends facilities to expand the network of sidewalks, on-street bicycle facilities, and off-street paths. Recommends education, encouragement, and enforcement programs to promote safe and efficient travel.

Ch. 7 – Transit
Inventories existing public transportation and demand-response services. Addresses type, location, and frequency of services as well as the need for ancillary facilities.

Ch. 8 – Aviation, Freight, & Rail
Documents existing infrastructure and key issues related to aviation, freight, and rail. Examines how the movement of freight will be impacted by proposed roadway improvements. Identifies key corridors for both rail and motor freight.

Ch. 9 – Land Use
Highlights two focus areas representative of varying development patterns and intensities. Documents the causational relationships between transportation and land use. Recommends basic plans, programs, and policies for implementing the preferred scenario throughout the area.

Ch. 10 – Financial Plan
Evaluates potential funding sources, revenues, and probable costs for recommendations. Accounts for new SAFETEA-LU standards for incorporating inflation into cost and revenue projections. Creates a set of interim year recommendations and 2035 horizon year recommendations.

Ch. 11 – Implementation Plan
Presents priorities and an action for implemented multimodal recommendations. Includes an action plan to assist local decision-makers and planning staff in taking the necessary steps to implement the *2035 LRTP*.

Attachment 9

ISSUE 03 June 2011

Newsletter for the Florence area metropolitan planning organization

FLATSPress

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
South Carolina Senate District 31

Steven J. Wukela, Vice –Chair
Mayor, City of Florence

Representative Kris Crawford
South Carolina House District 63

Morris Anderson
Councilman, Florence County

Ashby Gregg
Mayor, Town of Quinby

Rusty Smith
Chairman, Florence County Council

Harrison Reardon
Commissioner, SCDOT Sixth Congressional District

Sherwin Welch
Chair, County Transportation Council

Glynn Willis
Councilman, City of Florence

NON-VOTING

Director, Pee Dee Regional Transit Authority

John Walsh
State Highway Engineer, SC Department of Transportation

Peter M. Knoller
Chair, Florence County Planning Commission

Bob Lee
Division Administrator, Federal Highways Administration

Jay Graham, *Director*
Florence County Planning

Tom Kinard
Chair, Pee Dee Regional Airport Authority

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.

Florence Area Transportation Study (FLATS) ● Florence County Planning Department
[illegible] Street, Florence, SC 29501 ● (843) 676-8600
http://florenceco.org/planning/flats/ ● http://florenceco.blogspot.com/
Facebook● Twitter: FloCoPlan

Attachment 10

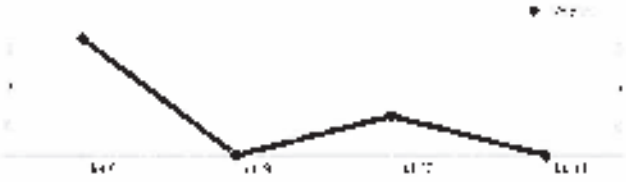
Dashboard

Jul 8, 2011 - Jul 11, 2011

Site Usage

4 Visits	75.00% Bounce Rate
5 Pageviews	00:00:10 Avg. Time on Site
1.25 Pages/Visit	50.00% % New Visits

Visitors Overview



Visitors
4

Map Overlay

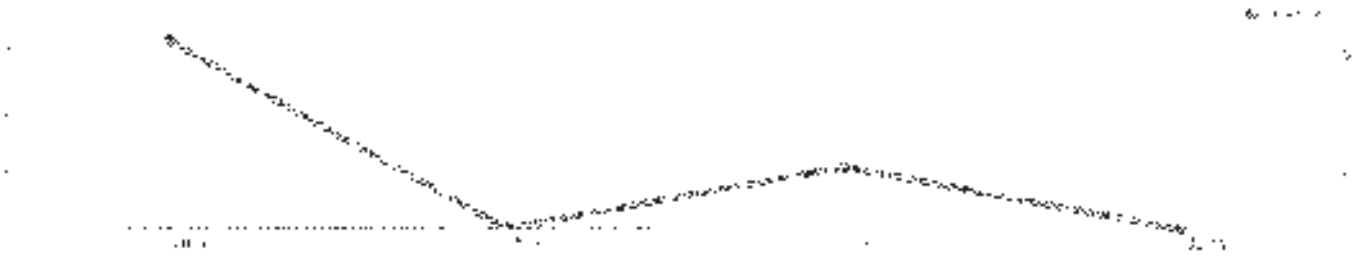
Traffic Sources Overview

- Direct Traffic
  2 (50.00%)
- Referring Sites
  1 (25.00%)
- Search Engines
  1 (25.00%)

Content Overview

Pages	Pageviews	% Pageviews
/	5	100.00%

Visitors Overview



4 people visited this site

4 Visits

4 Absolute Unique Visitors

5 Pageviews

1.25 Average Pageviews

00:00:10 Time on Site

75.00% Bounce Rate

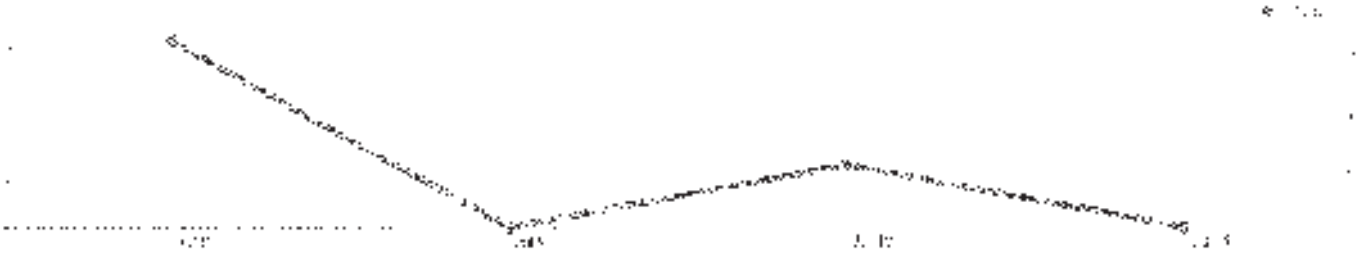
50.00% New Visits

Technical Profile

Browser	Visits	% Visits
Chrome	2	50.00%
Safari	1	25.00%
Internet Explorer	1	25.00%

Connection Speed	Visits	% Visits
Unknown	4	100.00%

Traffic Sources Overview



All traffic sources sent a total of 4 visits

50.00% Direct Traffic

25.00% Referring Sites

25.00% Search Engines

Direct Traffic
2 (50.00%)
Referring Sites
1 (25.00%)
Search Engines
1 (25.00%)

Top Traffic Sources

Sources	Visits	% visits
(direct) (none)	2	50.00%
blogger.com (referral)	1	25.00%
google (organic)	1	25.00%

Keywords	Visits	% visits
florence county planning	1	100.00%

Visits
[illegible] 4

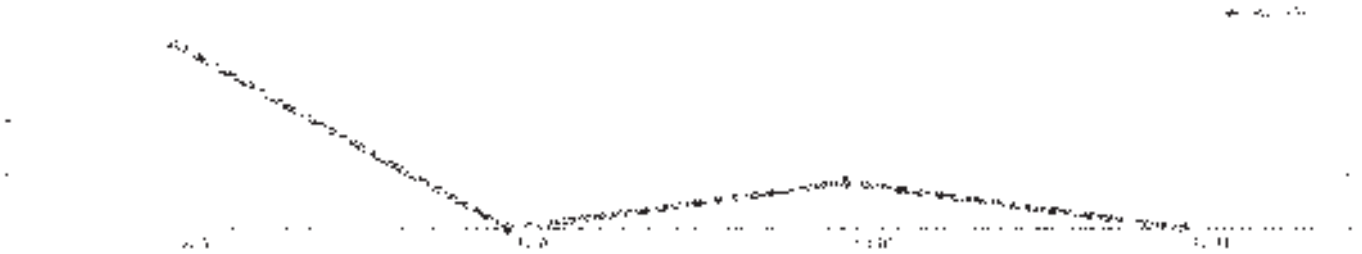
4 visits came from 1 countries/territories

Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate
4	1.25	00:00:10	50.00%	75.00%
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Country/Territory	Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate
United States	4	1.25	00:00:10	50.00%	75.00%

1 - 1 of 1

Content Overview



Pages on this site were viewed a total of 5 times

5 Pageviews

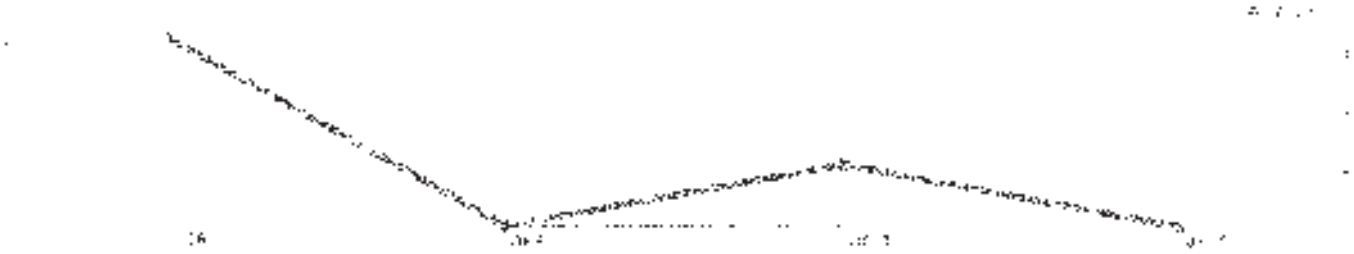
4 Unique Views

75.00% Bounce Rate

Top Content

Pages	Pageviews	% Pageviews
/	5	100.00%

Visitors Overview



4 people visited this site

4 Visits

4 Absolute Unique Visitors

5 Pageviews

1.25 Average Pageviews

00:00:10 Time on Site

75.00% Bounce Rate

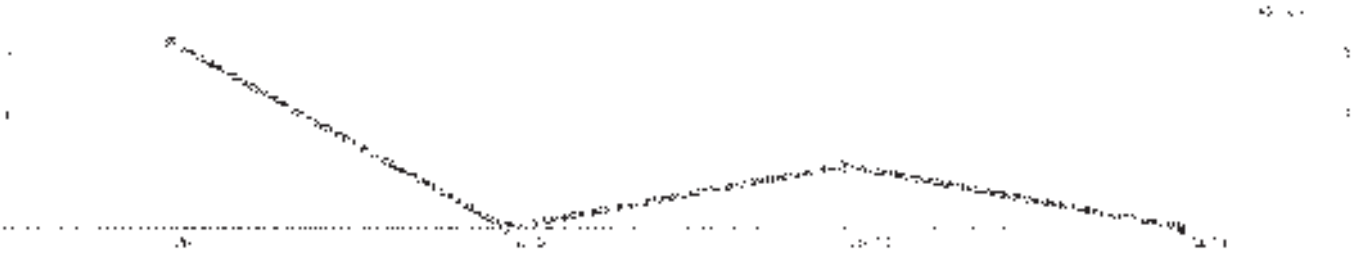
50.00% New Visits

Technical Profile

Browser	Visits	% visits
Chrome	2	50.00%
Safari	1	25.00%
Internet Explorer	1	25.00%

Connection Speed	Visits	% visits
Unknown	4	100.00%

Traffic Sources Overview



All traffic sources sent a total of 4 visits

50.00% Direct Traffic

25.00% Referring Sites

25.00% Search Engines

- Direct Traffic
- Referring Sites
- Search Engines

Top Traffic Sources

Sources	Visits	% visits
(direct) ((none))	2	50.00%
blogger.com (referral)	1	25.00%
google (organic)	1	25.00%

Keywords	Visits	% visits
florence county schools	1	100.00%

Content Overview

Pages on this site were viewed a total of 5 times

5 Pageviews

4 Unique Views

75.00% Bounce Rate

Top Content

Pages	Pageviews	% Pageviews
/	5	100.00%

Attachment 11

SCDOT
South Carolina
Department of Transportation

February 10, 2011

Mr. Chuck Pope
City of Florence
180 N. Irby Street
City-County Complex HH
Florence, South Carolina 29501

Re: NoName Creek Greenway Trail Project Proposal

Dear Mr. Pope:

The South Carolina Department of Transportation (SCDOT) is pleased to inform the City of Florence that the application for the NoName Creek Greenway Trail project was approved by SCDOT's Commission on October 20, 2010. SCDOT believes the proposed project would be a much welcomed and highly visible attraction in the City. As requested, $107,392 in federal transportation enhancement funds will be made available for the project after the development and complete execution of a participation agreement (contract) between SCDOT and the City of Florence. Please note any expenses for any type of work incurred by the City prior to the execution of the participation agreement and the receipt of a formal notice to proceed will not be eligible for reimbursement. Work includes any activities associated with the project including but not limited to the advertising and hiring of design consultants or construction services

It appears from the application that the City of Florence may be well qualified to manage the project as a Local Public Agency (LPA). It is the desire of SCDOT's Local Public Agency Administration office to encourage and assist local governmental entities to become qualified for administration of federal aid projects. This effort may have previously been considered lengthy and time consuming, but as we move forward with these processes we hope to simplify the learning curve for all involved. As such, we would like to encourage the City of Florence to contact our Local Public Agency Administrator, Ms. Machael Peterson regarding applying to administer and manage this project. Ms. Peterson can be reach at (803) 737-1953

Also, additional information and procedures can be found on the Department's website http://www.scdot.org/doing/lpa.shtml. If you should need additional information or have further questions, please contact me at (803)737-1952.

Sincerely,

Cathy P. Rice

Cathy P. Rice
Enhancement Coordinator
Local Program Administration

ec: Brian W. Keys, Assistant Chief Engineer for Planning, Location, and Design
Herb Cooper, Local Program Administrator
Pearl McDaniel, FLATS Enhancement Coordinator
File: LPAO/CPR

Transportation Enhancement Program

Application

Application

SCDOT

Print Form

Application

South Carolina Department of Transportation

Transportation Enhancement Application

Applicant Information

Applicant:	City of Florence	Date:	August 20, 2010
Address:	180 N. Irby Street City-County Complex HH	Phone:	(843) 665-3253
City:	Florence	State:	SC ZIP: 29501
Contact Person:	Chuck Pope, Parks & Beautification Department	Title:	Department Manager
Contact Email:	cpope@cityofflorence.com		

Project Information

Name of Project: NoName Creek Greenway Trail

Project Description: Asphalt bike trail to connect two retail areas, a high school and residential neigborhoods

Length & Termini: (ie: where does the project begin & end?)
The asphalt bike path would begin between the Lowe's / Hobby Lobby retail area, extend behind and along side of Super Wal-Mart and connect with sidewalk in front of West Florence High School thus allowing access to additional trails connecting to Magnolia Mall and homes.

County: Florence County Code: 21

House District: 63 Senate District: 31 Congressional District: 6

Project Category

(check only those activities that will be funded with Enhancement funds)

- ☒ Provisions of facilities for bicyclists
- ☒ Provisions of facilities for pedestrians
- ☒ Landscaping and other scenic beautification (streetscaping)
- ☐ Preservation of abandoned railway corridors (including converting the corridors to pedestrian or bicycle trails)

MAIL ORIGINAL AND SIX (6) COPIES OF APPLICATION TO:

Projects Outside Metropolitan Planning Area:

South Carolina Department of Transportation
Transportation Enhancement Office, Room 424
Post Office Box 191
Columbia, SC 29202-0191

Projects Within Metropolitan Planning Area: FLATS

Florence County Planning Department
518 South Irby Street
Florence, SC 29501

Minimum Requirements for Proposal **PLEASE ANSWER THE FOLLOWING IN THE SPACES PROVIDED**

A. ELIGIBILITY DEMONSTRATION: "See attached" is **NOT** acceptable

1. Does project conform to applicable requirements of the Americans with Disabilities Act and any other state or federal laws concerning accessibility?

☒ Yes ☐ No

2. What is the project's relationship to the Intermodal Transportation System? Refer to Page 3.

☒ Function ☐ Proximity ☐ Impact

Explain how the project meets the eligibility requirements:

The Florence Trails System consist of 23 miles of natural, crushed stone and asphalt trails connecting with and to various segments of the Florence community. These segments include residential neighborhoods, schools, businesses, retail areas, hospitals, fitness centers, open space, green space and parks. These trails provide alternate methods of transportation for its users as well as provide opportunity to access environmentally sensitive lands, to better understand water quality issues relative to stormwater, to sense the importance and joy of a healthy urban forest and to connect to a revitalizing downtown, our culture, our history and neighbors.

The NoName Creek Trail is a connector trail contained within the greater Florence Trail System. This project will provide an additional 3860 LF of paved asphalt trail. For several years different user groups have petitioned the City to pave this section of the trail system to provide access to user groups who are unable to use and access the greater Florence Trail System due to its topography and condition. The current trail is a natural path following various contour lines which makes the trail inaccessible for these user groups. The greenway which this trail follows was donated to the City by Hobby Lobby, Lowe's and Wal-Mart to act as a connector trail between the Florence Trail System and significant retail establishments associated with the I-95 and I-20 interchange in Florence.

B. PROJECT DESCRIPTION: "See attached" is **NOT** acceptable

Describe all necessary work needed to complete the proposed project. Description should reflect only activities checked under project category:

Activities / work necessary to complete the 3880 LF asphalt connector along NoName Creek Trail will include:

- Clear and grub
- Rough and fine grading of existing natural path trail
- Sand clay base
- 11/2 inch asphalt paving
- Landscaping along areas or portions of the trail

C. MAPS, PLANS, & PHOTOGRAPHS: ☐ INSERT IMAGE

Attach project location map(s), project boundary map and site plans. Include photographs of the existing site and/or facility if applicable:

SEE TWO PROJECT MAP ATTACHMENTS

D. PROJECT COST: "See attached" is **NOT** acceptable

Itemize all project elements and costs. List item, description, quantity, unit price, amount, etc. If **"Traffic Control" does not appear as a separate cost item, then indicate how it will be accomplished.** (Enter total project cost in Section I - Line 1, Page A-9.) Itemize below:

NoName Creek Asphalt Trail

Light Clearing	1000 LF @ $ 7/LF	$ 7,000
10' Paved Pathway with Sandclay Base	3880 LF @ $23.50/LF	$ 91,320
2500 LF of Silt Fence	2500 LF @ $ 4/LF	$ 10,000
Landscaped Areas	Trees, Shrubs and Flowers	$ 9,000
Pet Waste Stations	3 Stations	$ 1,435
Trash Containers	5 Containers	$ 2,485
Engineering / Design		$ 13,000
TOTAL COST		$ 134,240

E. PROPERTY OWNERSHIP:

For all projects on SCDOT right of way, include with your application either a copy of the approved SCDOT Encroachment Permit or a letter from your SCDOT County Maintenance Office or SCDOT District Office indicating your project appears feasible in concept with specific details to be worked out in an Encroachment Permit.

Identify ownership of ALL property involved in the project. If additional property must be acquired to complete the project, identify ownership and value of property, either purchases or donated.

A portion of this project along Beltline Drive will take place on SCDOT right of way. Please find attached a letter from the SCDOT office in Florence indicating that this project appears feasible.

F. LOCAL SUPPORT:

Attach letters from donors or sponsors committing non-federal share of project costs, commitment or support from sponsors, local government officials and regional organizations. Letter of approval from local jurisdiction if other than applicant. Describe local support for the proposal:

Non-MPO Applicants are to also document opportunities for public participation in the development of this project.

The proposed asphalt paving of NoName Creek Trail is part of the Florence Area Bikeway Master Plan and part of the greater Florence Trail System. During the development of the Florence Area Bikeway Master Plan, several focus meetings were held to receive community input and feedback. The off-street connection from the Rail Trail to Hoffmeyer Road via Beltline Drive (proposed project area) was accepted as a priority in the Master Plan. Five additional public meetings were held between November 2009 and March 2010 to discuss this project and to receive input from the Florence community. The Florence Trail Committee, made up of both City and County staff, representatives from various agencies and businesses as well as private citizens of the Florence area are in full support of the proposed NoName Creek Trail project.

G. PROJECT MAINTENANCE & MANAGEMENT PLANS:

Describe maintenance and management of the project, including the expected source of funds to support activities:

Extensive landscaping projects must include the installation of an irrigation system. Provide details for the long-term maintenance.

The City of Florence will manage and maintain this portion of trail (NoName Creek Trail) as it does the entire 23 miles of the Florence Trail System. The City accepts 100% of the maintenance cost and these funds are available in the City's Parks & Beautification Department annual budget.

H. ENVIRONMENTAL ASSESSMENT:

Attach any previously prepared environmental documentation to this application. If no previously approved environmental documentation is available, the applicant must complete necessary studies if any, and have them approved prior to project implementation. This requirement does not apply if the application is for planning or feasibility studies only. Indicate below any impact the project is expected to cause.

	IMPACT	
	YES	NO
Displacement of residences or businesses	☐	☒
Disruption of neighborhoods	☐	☒
Impacts agricultural or recreational lands	☐	☒
Impacts historical/archaeological sites	☐	☒
Impacts wetlands, streams/lakes, floodplains	☐	☒
Within coastal zone	☐	☒
Endangered species	☐	☒
Air/water quality	☐	☒
Noise	☐	☒
Hazardous waste site	☐	☒

Any county, state, and/or federal permits required will have to be secured by the applicant prior to contract signing. These may include Army Corps of Engineers, Office of Coastal Resource Management, Coast Guard, Federal Energy Regulatory Commission, County Sediment and Erosion Control and Stormwater Management Ordinance, or State Budget and Control Board.

Explain any potential environmental issues:

NA

I. FUNDS REQUESTED, LOCAL MATCH AND SOURCE:

LINE 1 - Total project cost (From page A-5, Section D) $ 134,240.00

LINE 2 - Funds requested by applicant $ 107,392.00

(80% of Line 1, not to exceed the $400,000 maximum)

Is project within a Metropolitan Planning Organization?
(MPO) boundary? ☒ Yes ☐ No

If yes, is the project in the Transportation Improvement Program?
TIP? ☐ Yes ☐ No

MPO: FLATS Amount in TIP for project $ 0.00

LINE 3 - Local Match (subtract Line 2 from Line 1) $ 26,848.00

List source of match and amount from each:

A:	Eastern Carolina Community Foundation	$ 15,000.00
B:	City of Florence In-Kind Services	$ 7,000.00
C:	City Match - Cash	$ 4,848.00
D:		$ 0.00
E:		$ 0.00
TOTAL (Should be equal to Line 3)		$ 26,848.00

J. CERTIFICATION:

The undersigned has authority to sign on behalf of the applicant and certifies that the applicant has legal authority to enter into contract to implement this project and that all information provided is complete and accurate to their best knowledge.

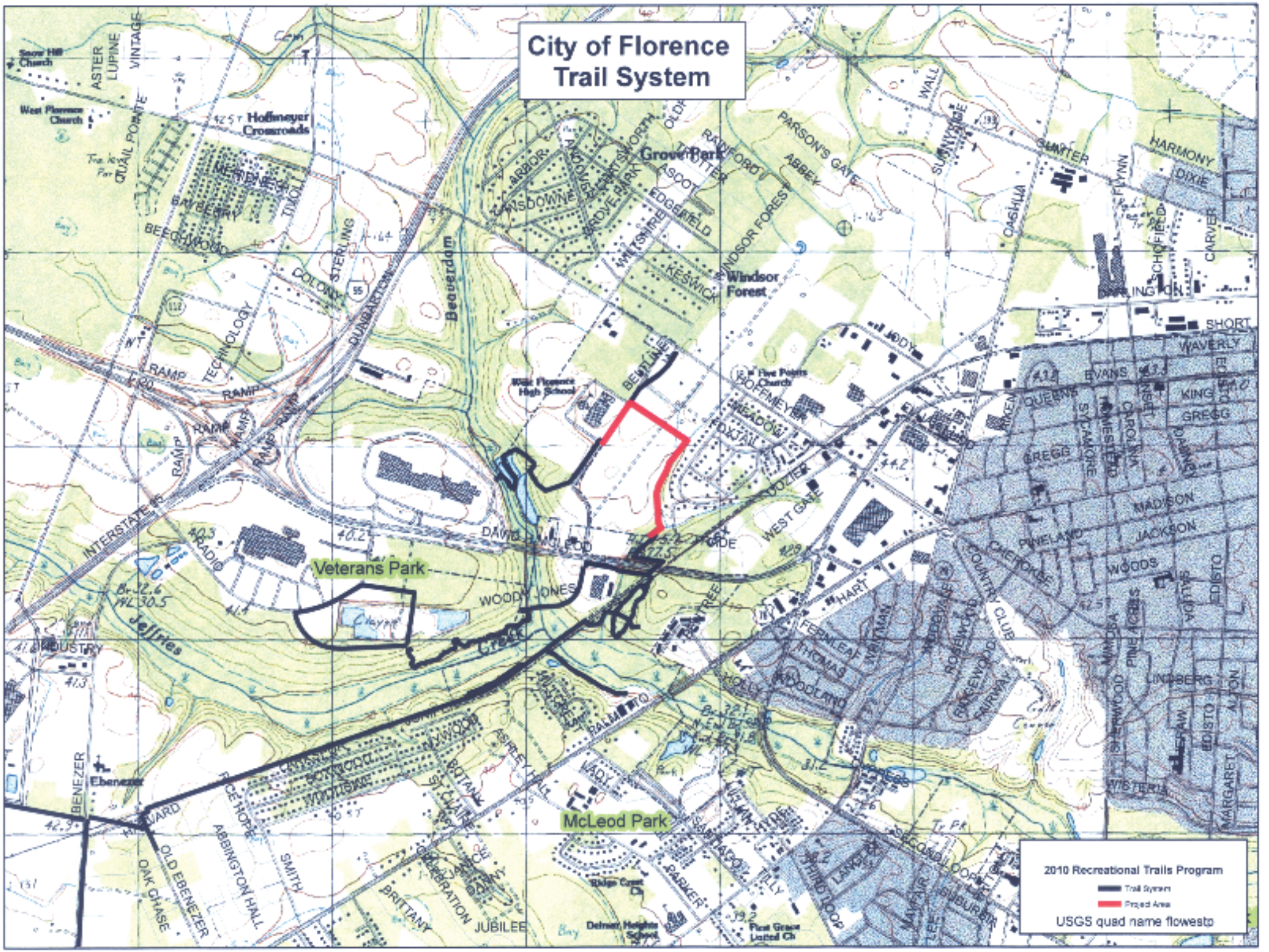
Chuck Pope
SIGNATURE

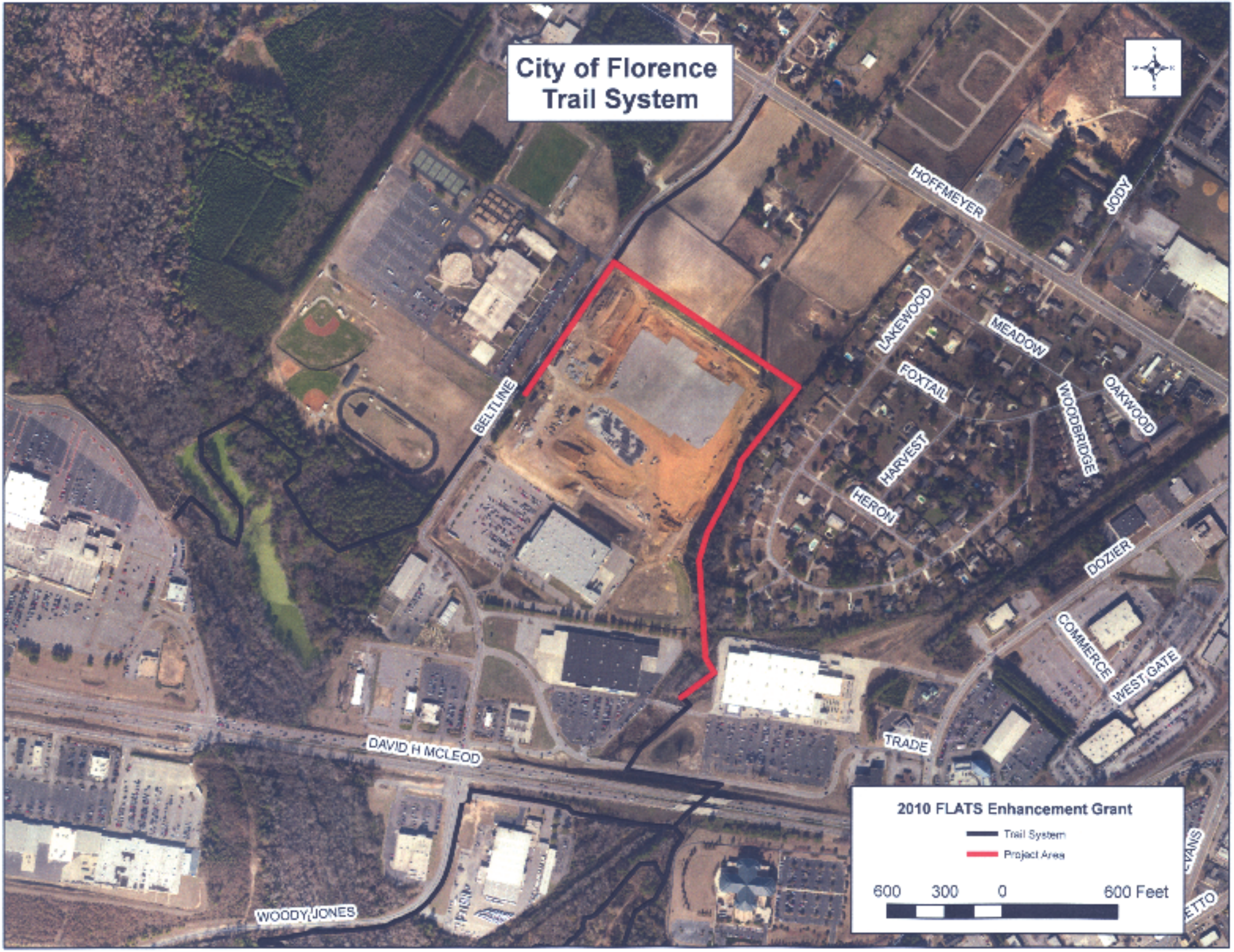
10-8-2010
DATE

DEPARTMENT MANAGER - PARKS & BEAUTIFICATION DEPARTMENT
TITLE

843-665-3253
PHONE NUMBER

CHUCK POPE
PRINTED NAME


City of Florence
Trail System
Veterans Park
McLeod Park
2010 Recreational Trails Program
Trail System
Project Area
USGS quad name flowesto


City of Florence
Trail System
HOFFMEYER
JODY
LAKEWOOD
MEADOW
FOXTAIL
WOODBRIDGE
OAKWOOD
HARVEST
HERON
BELTLINE
DOZIER
COMMERCE
WEST GATE
TRADE
DAVID H MCLEOD
WOODY JONES
2010 FLATS Enhancement Grant
Trail System
Project Area
600 300 0 600 Feet

SCDOT
South Carolina
Department of Transportation

August 31, 2010

Mr. Chuck Pope
Department Manager
Parks and Beautification Department
180 North Irby Street
City County Complex HH
Florence, South Carolina 29501

RE: City of Florence Recreation Trail Enhancement Application

Dear Mr. Pope:

This letter is in response to your request for the South Carolina Department of Transportation to provide a feasibility letter for the concept of the above referenced project.

After reviewing the information submitted, the Department has no objection to the concept of your project. However, if the grant is approved and work is to be performed on Department right-of-way, a completed encroachment permit application with plans illustrating the work must be submitted to this office for review and consideration before construction begins.

If you have any questions or concerns regarding this matter, please feel free to contact me at (843) 661-4715.

Sincerely yours,

Eric Minshew
Resident Maintenance Engineer

File: Florence Mnt/EMM
501.21.00

October 20, 2010

Ms. Cathy Rice, Enhancement Coordinator
South Carolina Department of Transportation
Post Office Box 191
Columbia, SC 29202-0191

RE: FLATS Enhancement Application, No Name Creek

Dear Ms. Rice:

The Florence Area Transportation Study Policy Committee recommended the following project for federal enhancement funds for fiscal year 2010 during the September 27, 2010 meeting. This project is within the FLATS study area and the following figures show the financial request of the project.

No Name Creek Greenway Trail:

Federal Funds Requested	$ 107,392
Eastern Carolina Community Foundation Grant	$ 15,000
City of Florence In-Kind Match	$ 7,000
City Match - Cash	$ 4,848
Project Total	$ 134,240

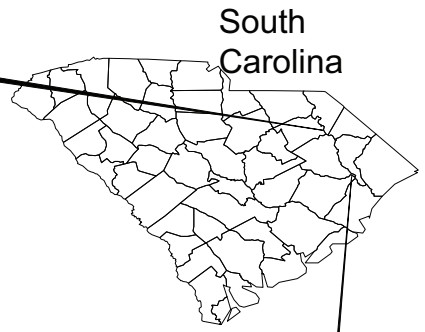
Please accept this letter as my recommendation to approve this project.

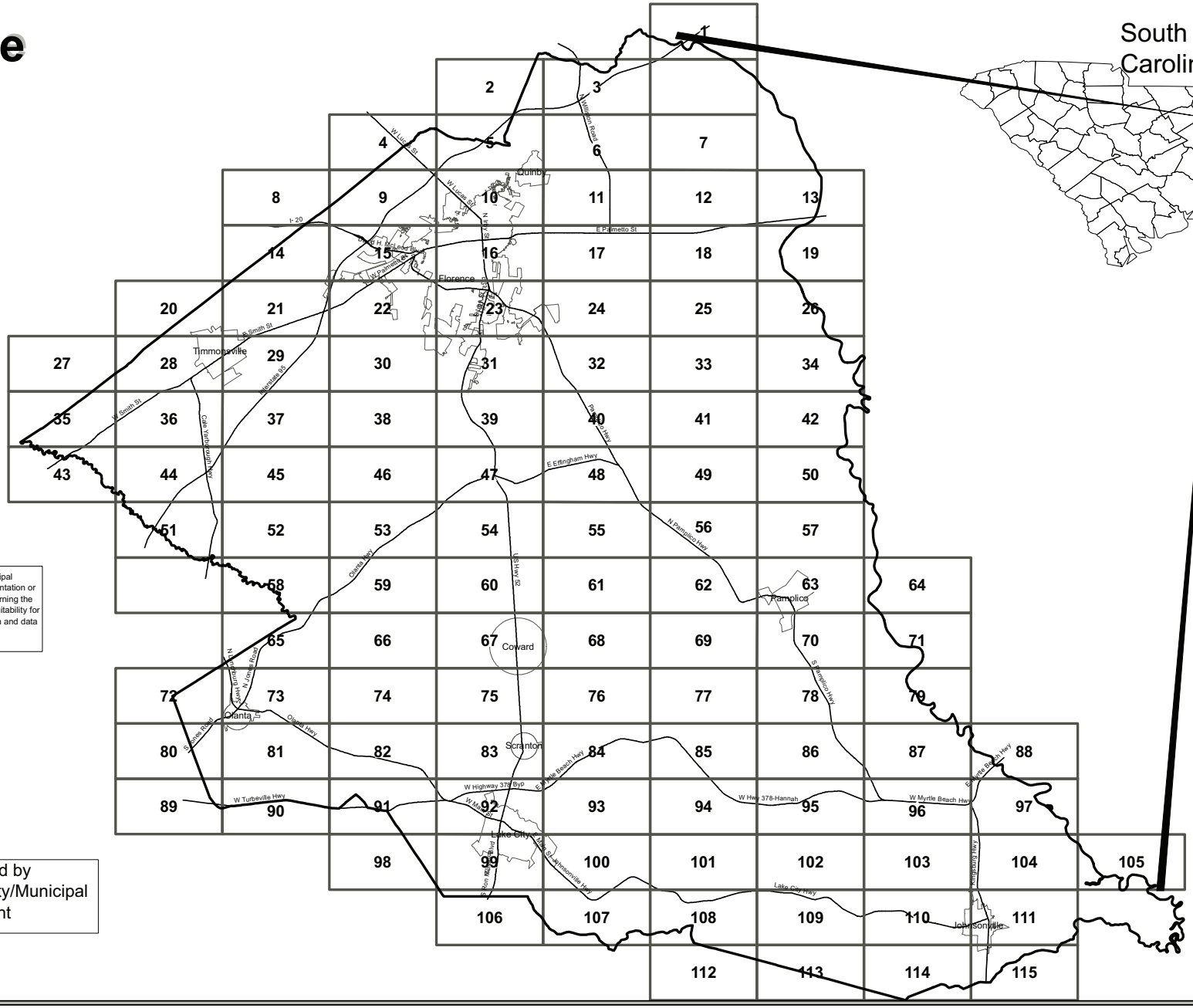
Sincerely,

Harrison Rearden, Commissioner, 6th District
South Carolina Transportation Commission

Attachment 12

Florence County Road Map



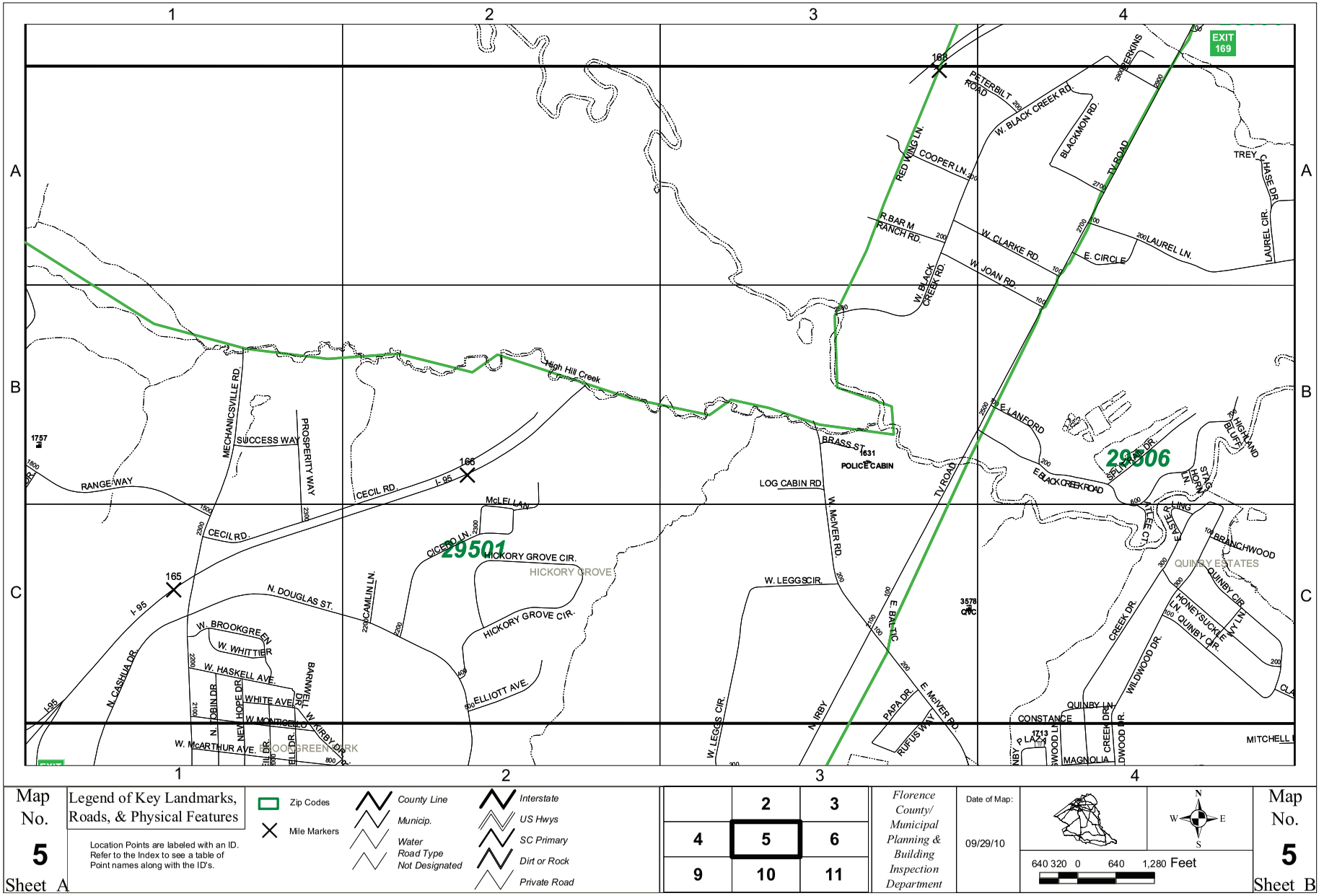


Disclaimer--The Florence County/Municipal Planning Department makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this document.

Price: $30.00

Information Provided by
The Florence County/Municipal Planning Department

Road	Range on Map	Map No	Grid
FIRST SEVEN ROAD	100- 151	104	A1
FISHERMANS LANE	600- 797	3	A2
FISHING LANE	600- 699	62	B4
FITZRANDOLPH CIR	800- 899	23	A2
FLAMINGO ROAD	3100- 3121	17	A2
S FLANDERS ROAD	2800- 2897	24	C1
N FLEA MARKET ROAD	100- 299	11	C3
N FLEA MARKET ROAD	100- 299	17	A3
FLEETWOOD DR	2700- 2831	23	B4
FLEMING LANE	700- 751	103	A3
FLEMING ST	400- 515	28	B4
FLETCHER DR	3700- 3901	14	A4
FLINT LOCK COVE	700- 726	15	C2
FLORENCE AVE	100- 211	111	B1
FLORENCE AVE	200- 239	92	C3
FLORENCE HARLLEE BLVD.	2100- 3000	3	C2
FLORENCE PARK DR	1800- 2299	4	C4
FLORIDA DR	650- 681	15	C1
FLOWERS ROAD	500- 899	63	A2
FLOWERS ROAD	700- 899	57	C2
FLOWERS ROAD	2900- 3549	40	A2
FLOWERS ROAD	3100- 3399	101	B2
FLOWERS ROAD	3254- 4299	32	C4
FLOYD AVE	200- 341	92	C3
FLOYD LANE	4400- 4451	59	B3
N FLOYD ROAD	100- 499	81	A4
N FLOYD ROAD	200- 801	73	C4
N FLOYD ROAD	500- 1773	74	A2
N FLOYD ROAD	1578- 1899	66	C2
S FLOYD CIR	1400- 1539	22	A2
FLUTTIE LANE	2950- 2999	53	B2
FLYNN ST	500- 699	10	C1
FOLLIN LANE	3100- 3111	32	A1
FONTANELLE LANE	5000- 5299	40	C1
FORD ALY	100- 137	63	C2
FORD LANE	2800- 2899	32	A4
FORE ROAD	220- 2843	12	B1
FORE ROAD	220- 347	18	A1
FORE ROAD	1314- 4631	11	A4
FORE ROAD	2098- 4631	6	B4
FOREST ACRES DR	600- 699	63	C1
W FOREST LAKE DR	3200- 3649	22	B1
FOREST LAWN LANE	500- 599	96	B2
FORESTVILLE DR	1000- 1151	63	C4
FORK ROAD	1200- 6801	53	A4
FORK ROAD	3468- 5861	54	B1
FORREST ST	500- 699	92	C4
FORTUNE ST	900- 1017	10	C3
FOSTER ROAD	1300- 1449	83	A1
FOSTER ROAD	1300- 1650	82	A4
FOSTER ROAD	1451- 1650	74	C4
FOUNDER DR	2800- 2850	22	A3
FOUNTAIN CIR	3700- 3797	21	A4
FOUNTAIN LANE	600- 699	28	A3
FOUNTAIN ST	200- 333	83	B4
FOUR POST LANE	2250- 2299	77	A1
FOUR SEASONS ROAD	4100- 4633	40	A3
FOUR SEASONS ROAD	4590- 4995	41	A1
FOURTH AVE	100- 197	92	C4
FOURTH AVE	100- 147	99	A4
S FOURTH ST	300- 449	16	A4
FOWLER LANE	2800- 2851	29	A4
FOWLER ROAD	4500- 4671	67	A4
FOWLER ROAD	4526- 5397	60	A3
FOWLER FARM ROAD *	2500- 2550	15	C3
FOX RUN	3900- 3999	39	A2
FOX RUN	3900- 3999	31	C2
FOX HILL ROAD	800- 899	78	A1
FOX HUNTERS ROAD	100- 299	78	B4
FOX TURN ROAD	4000- 4021	14	C4
FOXBAY ROAD	1100- 1339	103	A3
FOXBAY ROAD	1400- 1439	96	C3
FOXBAY ROAD	1440- 1799	96	B4
W FOXTAIL LANE	2250- 2331	15	A4
FOXWORTH ST	100- 261	29	A1
FRALEY DR	4700- 4799	21	C3
FRAN DRIVE	1100- 1150	24	A2
FRANCIS ST	600- 699	99	A2
FRANCIS ST	2000- 2021	83	B3
FRANCIS MARION ROAD	100- 1717	18	A1
FRANCIS MARION ROAD	1182- 2839	25	A1
FRANCIS MARION ROAD	2500- 4297	33	A2
FRANCIS MARION ROAD	4104- 5781	41	A2
FRANCIS MARION ROAD	5548- 6991	49	A1
FRANCIS MARION ROAD	6992- 7499	56	A1
FRANCIS MARION ROAD	7200- 7903	55	B4
FRANCIS MARION ROAD	7800- 8473	61	A4
FRANCIS MARION ROAD	8400- 8799	68	A4
FRANK MONROE DR	100-599	23	B2
FRANKLIN DR	900- 997	62	C4
FRANKLIN ST	100- 131	92	C3
N FRANKLIN DR	100- 197	16	A1
S FRANKLIN DR	100- 731	16	A1
FRANKS ROAD	3800- 4097	55	A4
FRASER ST	500- 955	10	C2
N FRASER ST	1300- 1347	10	B3
FREDERICK LANE	5300- 5399	46	A3
FREDS LANE	1200- 1251	114	A2
FREEDOM AVE	500- 599	99	A2
FREEDOM BLVD *	100-199	17	A3
FREEDOM BLVD *	200-399	17	B3
FREEDOM BLVD *	400-699	17	C2
FREEDOM BLVD *	700-1200	24	A2-A
FREEDOM BLVD	1400- 1590	23	A3
FREEDOM BLVD	1590- 1933	23	B3
FREEDOM BLVD	1934- 2215	23	C3
FREEDOM BLVD	2216- 2499	23	C2
FREEMAN ST	600- 665	10	C2
FREEMANS DR	900- 999	49	C1
FREEMANS LANE	300- 351	28	C3
FREEMONT ST	1600- 1625	23	B4
FREEPORT ROAD	2350- 2649	79	C1
W FREIGHT ROAD	100- 297	2	C4
FRENCH ROAD	1500- 1599	21	B3
FRIARS GATE CT	2108- 2119	23	B1
FRICK DR	4020- 4299	67	A4
FRIDAY ROAD	100- 599	35	B3
E FRIENDFIELD ROAD	100- 559	67	B4
E FRIENDFIELD ROAD	402- 1397	68	B3
FRIENDFIELD ROAD	6400- 6858	47	C3
FRIENDFIELD ROAD	6771- 6858	48	C1
FRIENDFIELD ROAD	6771- 7790	55	A1
FRIENDFIELD ROAD	7607- 8432	61	A2
FRIENDFIELD ROAD	8145- 8600	68	A4
N FRIENDFIELD ROAD	100- 397	68	A4
S FRIENDFIELD ROAD	100- 1257	68	B4
S FRIENDFIELD ROAD	1152- 1439	76	A4
S FRIENDFIELD ROAD	1400- 2499	77	A4
S FRIENDFIELD ROAD	2300- 2599	85	A1
W FRIENDFIELD ROAD	100- 151	67	B4
FRIENDSHIP LANE	2000- 2099	78	A2
FRIERSON ROAD	1100- 1447	83	B2
FROND CIRCLE	300- 399	99	C2
FROST POND RD	0- 0	45	B2
FULL MOON RD	1701- 1718	22	C4
FULTON AVE	4050- 4151	48	B4
FULTON ROAD	3600- 3899	95	A3
FURCHES AVE	1200- 1331	23	A3
FURCHES ROAD	1700- 1797	97	B2
FURMAN DR	1700- 1829	22	A4
FURTER ROAD	3800- 3899	55	A4
GABLE TER	3600- 3751	31	B4
GABLE RIDGE DR	2000- 2099	22	A4
GABLE RIDGE DR	2100- 2199	22	B4
GADDY ST	300- 399	92	C3
GAIL DR	3600- 3621	14	B4
S GAILLARD ST	200- 720	16	A3
GAINEY ROAD	2300- 2399	78	B3
E GALAX DR	1600- 1649	23	A4
GALLOWAY DR	3050- 3099	86	B2
GAMBLE LANE	700- 799	99	B3
GARDEN LANE	300- 399	111	B1
GARDEN GATE WAY		22	C3
GARDEN HILLS DR	600- 633	23	C2
GARLAND DR	600- 621	16	B1
GARLAND ST	600- 899	99	A4
GARNER ROAD	3700- 3869	30	A1
GARNER ROAD	3858- 4051	29	A4
GARNER ST	100- 141	28	A4
GARNERS MILL POND ROAD	800- 1099	29	A2
GARRETT CIR	300- 499	39	B2
GARRIS ROAD	2500- 2599	84	A1
GARY LANE	100- 131	100	A1
GASKIN ROAD	600- 799	107	B3
GASKINS LANE	3900- 4099	95	C1
GATEWAY ROAD	1500- 1797	21	B4
GATEWOOD ROAD	2700- 2799	108	A1
GATOR BAY LN *	3100-3160	55	A3
GAUSE CANAL ROAD	150- 449	67	A4
GAUSE CANAL ROAD	446- 844	68	A2
GAUSE CANAL ROAD	789- 1011	61	C2
GAYMON ROAD	4000- 4497	59	A2
GEE LANE	2700- 2731	30	B3
GENERAL WILLIAM W. DR	3000- 3500	3	C2
GENERETTE ST	300- 498	111	A1
GENES LANE	2250- 2299	77	B1
W GENTRY DR	3700- 3723	14	A4
N GEOGETOWN HWY	100- 421	111	A1
GEORGES LANE	1400- 1499	98	B4
S GEORGETOWN HWY	100- 601	111	B1
S GEORGETOWN HWY	598- 999	115	A1
GEORGIA LANE	2540- 2549	15	C1
GERALD LN *	2700-2750	30	C3
GIBBS AVE	850- 1299	10	A1
GIBSON ST	100- 199	16	A1
GILBERT DR	1300- 1451	16	C4
GILBERT DR	1300- 1899	23	A4
GILBERT DR	1700- 1999	24	A1
GILCREST DR *	1400-1430	9	A3
GILLESPIE LANE	3800- 3899	31	C1
GILLIAM ST *	900-905	12	B2
GINGERBREAD LANE	1000- 1099	60	A1
GINNY CT	2150- 2171	22	C2
GLADSTONE ST	600- 931	10	C1
GLADYS CIR	1500- 1531	31	B4
GLADYS ST	600- 699	99	A2
GLENCOVE DR	2900- 3121	17	A2
E GLENDALE DR	400- 481	11	C2
N GLENDALE SCHOOL ROAD	100- 199	82	C4
S GLENDALE SCHOOL ROAD	100- 677	82	C3
S GLENDALE SCHOOL ROAD	300- 797	91	A3
GLENHAVEN ROAD	1500- 1723	70	C1
GLENHAVEN ROAD	1558- 2097	78	A2
GLENMORE WAY	2001- 2146	24	B1
GLENNS CT	2400- 2407	23	C3
GLENNS PARK ROAD	2400- 2527	23	C3
GLENS BLUFF ROAD	1000- 1298	103	A2
GLENWOOD RD.	2600- 2639	24	B1
GLENWOOD RD.	2600- 2639	23	B4
GODBOLD LANE	1600- 1699	24	A3
GODLEY MORRIS BLVD *	100- 299	92	B2
GODWIN AVE	130- 159	110	C4
GODWIN CIR	2000- 2013	83	A4
GODWIN CIR	2000- 2013	84	A1
GODWIN LANE	2000- 2099	21	C3
GODWIN ST	248- 345	99	A3
GOFF CT	3200- 3207	22	C2
GOLD DR	1300- 1350	42	A1
GOLDEN WAY	1600- 1713	22	B4
GOLDEN GATE ROAD	2900- 2999	38	B3
GOLDEN POND LANE	2750- 3051	6	C3
GOLF TERRACE BLVD	1300- 1499	22	A2
GOLFVIEW CIR	500- 579	111	B2
GOOD BOY ROAD	2200- 2499	9	A4
GOODLAND CIR	4600- 4697	39	B4
GOODWAY DR	2300- 2399	46	B3
GOOSE POND LANE	1900- 2097	11	A1
GOOSE POND LANE	1962- 2097	6	C1
GORDON ROAD	2850- 3399	87	A1



Map No. 5 Sheet A

Legend of Key Landmarks, Roads, & Physical Features

Location Points are labeled with an ID. Refer to the Index to see a table of Point names along with the ID's.

- Zip Codes
- Mile Markers
- County Line
- Municip.
- Water
- Road Type Not Designated
- Interstate
- US Hwys
- SC Primary
- Dirt or Rock
- Private Road

	2	3
4	5	6
9	10	11

Florence County/ Municipal Planning & Building Inspection Department

Date of Map: 09/29/10

N W E S

640 320 0 640 1,280 Feet

Map No. 5 Sheet B

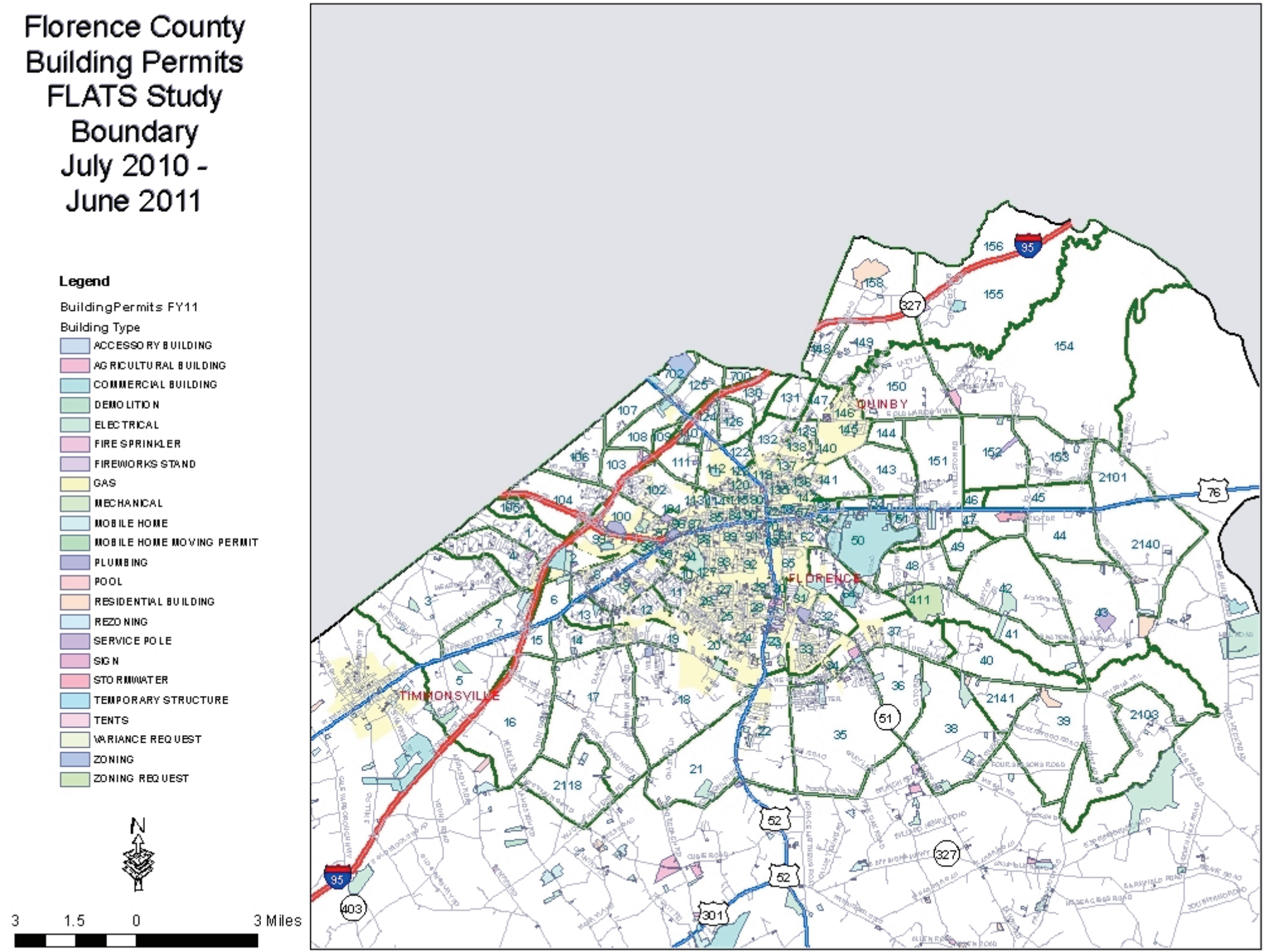
Attachment 13

June 2011 - Permits

Permit Types and Work Class	Month Number	YTD Number	Previous YTD Number	Month Value	YTD Value	Previous YTD Value
PERMITS OF INTEREST						
SIGN/WALL	4	50	36	$19,000.00	$183,506.00	$95,050.00
SIGN/TEMP			6			$968.00
SIGN/FREESTANDING	3	46	27	$22,000.00	$208,863.00	$85,550.00
SIGN/BANNER		5	8		$1,000.00	$1,150.00
RESIDENTIAL BUILDING/NEW TWO FAMILY		3	1		$495,000.00	$47,000.00
RESIDENTIAL BUILDING/NEW SINGLE FAMILY	9	68	83	$1,395,000.00	$10,028,000.00	$12,483,980.00
RESIDENTIAL BUILDING/NEW MULTI FAMILY						
RESIDENTIAL BUILDING/NEW BUILDING						
RESIDENTIAL BUILDING/ALTERATION	45	190	176	$293,862.00	$1,970,162.00	$2,353,680.00
RESIDENTIAL BUILDING/ADDITION	9	56	65	$578,000.00	$1,782,200.00	$1,837,700.00
POOL/NEW INSTALLATION	9	25	34	$278,000.00	$727,250.00	$1,043,100.00
DEMOLITION/RESIDENTIAL	17	50	78	$18,000.00	$187,700.96	$133,470.00
DEMOLITION/COMMERCIAL	2	11	10	$22,400.00	$388,150.00	$56,147.00
DEMOLITION/<NONE>			1			$0.00
COMMERCIAL BUILDING/NEW BUILDING	4	39	27	$1,469,000.00	$94,062,500.00	$16,378,600.00
COMMERCIAL BUILDING/FOUNDATION ONLY		2			$208,000.00	
COMMERCIAL BUILDING/ALTERATION	7	79	96	$446,400.00	$7,811,119.00	$18,695,164.00
COMMERCIAL BUILDING/ADDITION	3	10	20	$34,251,000.00	$38,923,000.00	$5,080,500.00
	112	634	668	$38,792,662.00	$156,976,450.96	$58,292,059.00
OTHER PERMITS						
OTHER	158	926	880	$1,530,970.87	$14,676,706.81	$11,499,621.40
	158	926	880	$1,530,970.87	$14,676,706.81	$11,499,621.40
GRAND TOTAL	270	1560	1548	$40,323,632.87	$171,653,157.77	$69,791,680.40

* As of September 2007 new workclasses were added to the Residential Buildings type replacing the workclass New Building

Florence County Building Permits FLATS Study Boundary July 2010 - June 2011



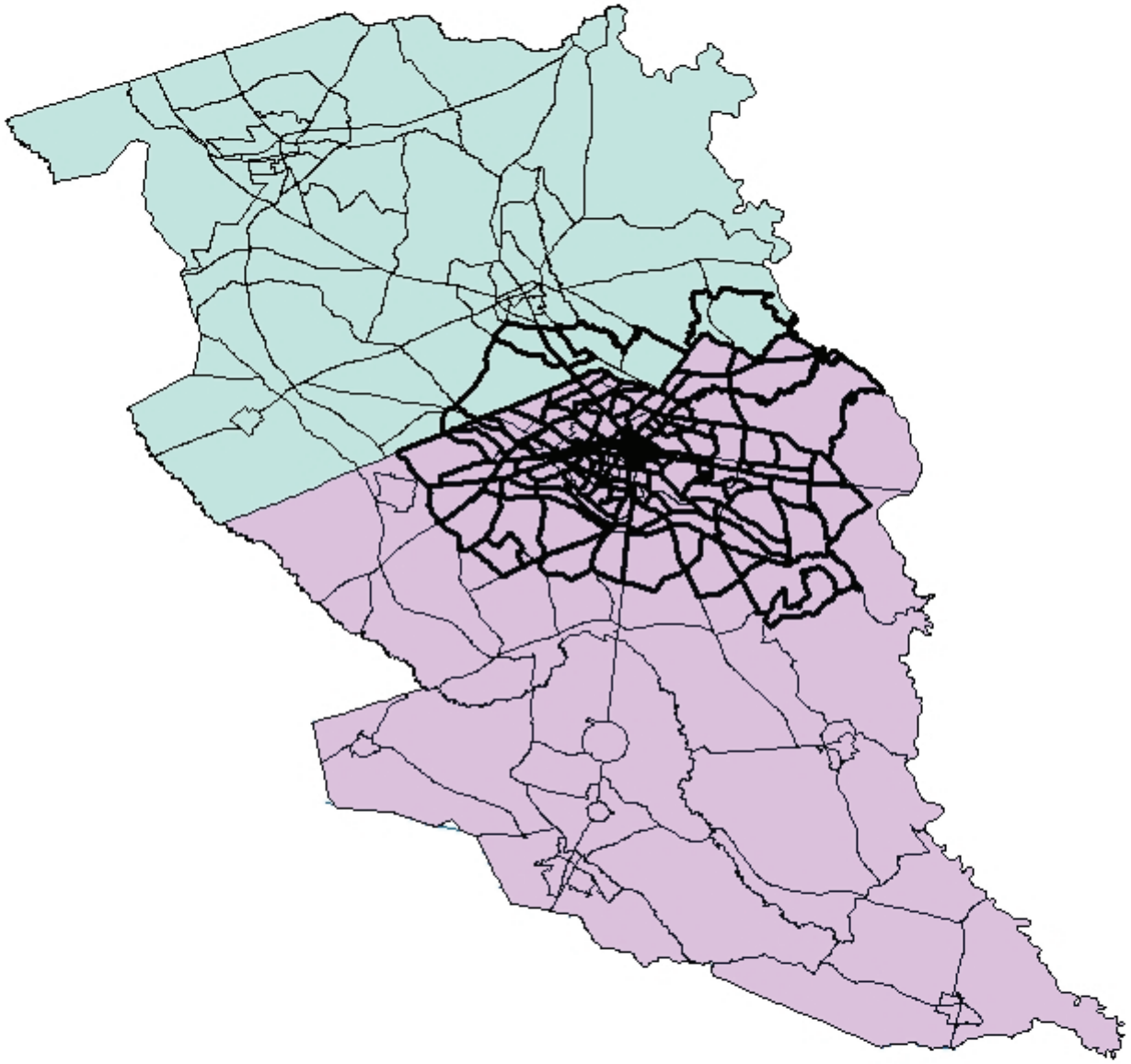
Path: M:\Permits_FeatureClass\Permits_EnerGov.mxd

Attachment 14

01804-01-066
3308 HEBRON RD
01804-01-052
5530 N OLD GEORGETOWN RD
01804-01-110
PO BOX 100
01804-01-067
PO BOX 100
01804-01-070
PO BOX 12705
01804-01-051
3925 MEADORS RD
01804-01-071
2819 APPLE VALLEY DR
01804-01-050
1405 ROLLINS AVE
00180-01-016
1909 E HOWE SPRINGS RD
01804-01-068
PO BOX 100
01804-01-069
1804 BATTLEBORO CT LOT 69
01804-01-072
3587 HAMPTON POINTE DR
01804-01-049
1405 ROLLINS AVE
01804-01-098
PO BOX 100
01804-01-084
1804 W HIGGINS ST
01804-01-083
2415 S KINGSTON DR
01804-01-048
STE 2 PMB 406
01804-01-073
2827 APPLE VALLEY
01804-01-085
1701 VICTORY CT
01804-01-047
2917 PARK PL
00180-01-017
1909 HOWE SPRINGS RD
VICTORY CT
01804-01-082
1708 VICTORY CT
01804-01-157
PO BOX 13555
01804-01-074
2831 APPLE VALLEY DR
01804-01-080
1283 ALBANY AVE
01804-01-045
PO BOX 13555
01804-01-108
PO BOX 100
01804-01-075
600 CATAWBA RIVER DR
01804-01-079
PO BOX 149
01804-01-076
2901 APPLE VALLEY DR
01804-01-044
PO BOX 13555
SWEETWATER ROAD
01804-01-077
3175 TALL OAKS DR
01804-01-043
240 COOPER LN
APPLE VALLEY DR
01804-01-078
1283 ALBANY AVE
01804-01-029
85 HEDDEN TERRACE
01804-01-042
1730 MAGIC DR
18019-01-017
PO BOX 1317
STOCKBRIDGE LANE
01804-01-028
3001 STOCKBRIDGE LN
00180-01-076
1801 E HOWE SPRINGS RD
01804-01-030
3011 BUCKEYE DR
01804-01-041
PO BOX 12973
01804-01-023
145 W HOME AVE
01804-01-027
3005 STOCKBRIDGE LN
BUCKEYE DR
01804-01-040
3008 BUCKEYE DR
01804-01-022
458 GUILFORD CIR
01804-01-031
3009 BUCKEYE DR
18019-01-016
PO BOX 1317
HAVEN STRAITS
01804-01-026
PO BOX 147
01804-01-039
1105 TIMMONSVILLE HWY
01804-01-018
PO BOX 7069
01804-01-024
900 HAMER ST
01804-01-032
PO BOX 3421
01804-01-017
PO DRAWER 230
01804-01-025
1405 ROLLINS AVE
01804-01-033
PO BOX 12394
WOODLAWN CT
01804-01-038
3000 BUCKEYE DR
18019-01-015
3105 HAVEN STRAITS
E HOWE SPRINGS RD
PENDLETON CT
01804-01-034
3713 GABLE TERRACE
00180-01-009
1808 E HOWE SPRINGS RD
01804-01-015
1608 PENDLETON CT
01804-01-016
1610 PENDLETON CRT
01804-01-037
1700 WOODLAWN CT
18019-01-014
3107 HAVEN STRAITS
01804-01-014
1606 PENDLETON CT
00180-01-117
PO BOX 12534
01804-01-036
1435 GOLF TERRACE BLD #1
00180-01-008
1909 HOWE SPRINGS RD
01804-01-007
1615 CEDAR FALLS LN
01804-01-035
1706 WOODLAWN CRT
01804-01-009
4206 OLIVER DR
01804-01-008
PO BOX 13043
01804-01-006
1512 W EVANS ST
18019-01-013
3109 HAVEN STRAITS

Attachment 15

Census 2010 Traffic Analysis Zones (TAZ)



Legend

- Flats Study Area
- DarlingtonTAZ_2010
- FlorenceTAZ_2010

This map is for planning purposes only.
For more information, please contact
the Planning Services Division at
(843)676-8600.
Created July 12, 2011

Attachment 16

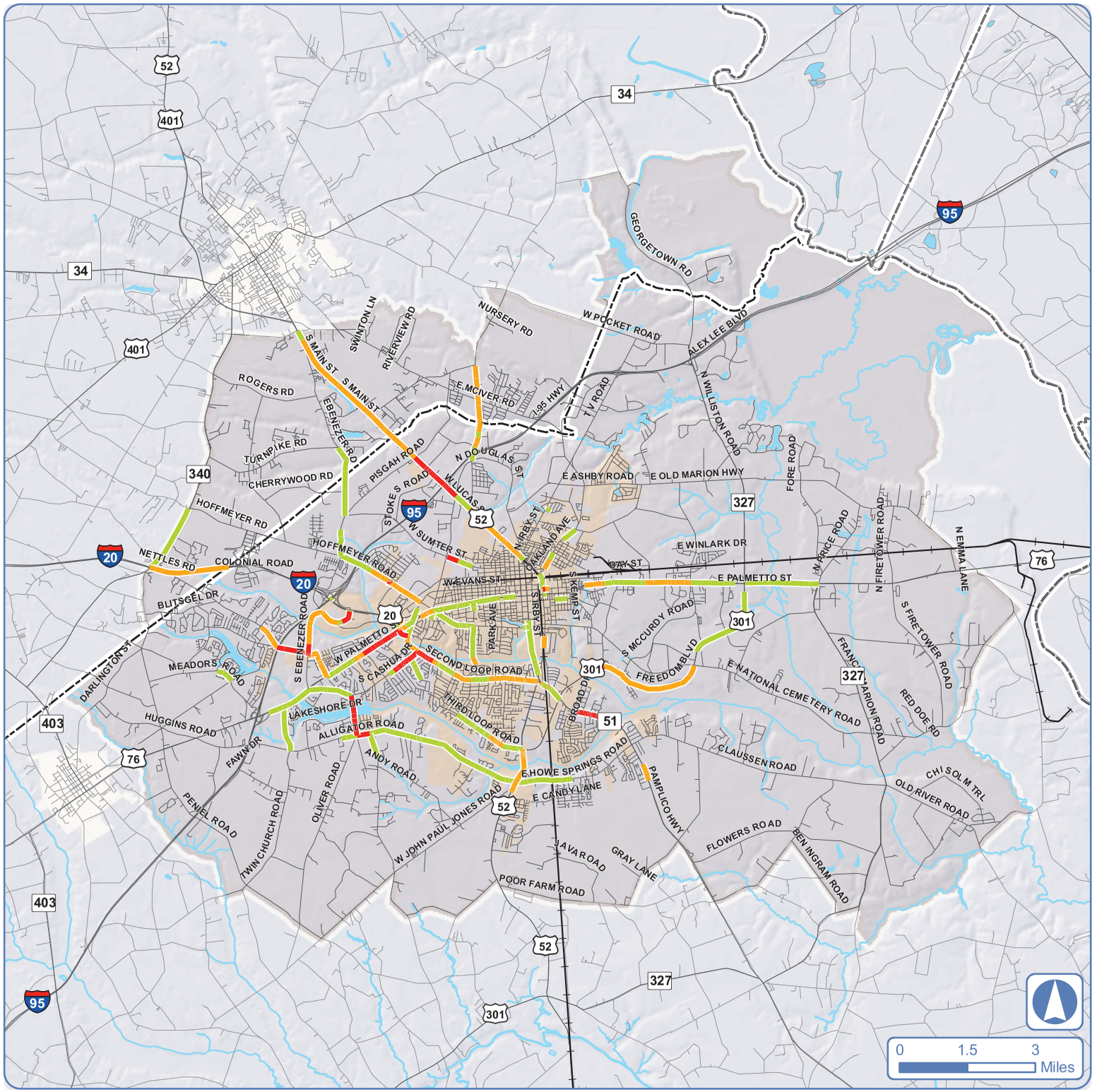


Figure 4.3

2007 Congested Corridors

Level of Service

- LOS D (Approaching Capacity)
- LOS E (At Capacity)
- LOS F (Over Capacity)
- Other Street
- Railroad
- Body of Water
- River/Stream
- Municipal Boundary
- FLATS Boundary
- County Boundary

February 2010

Kimley-Horn and Associates, Inc

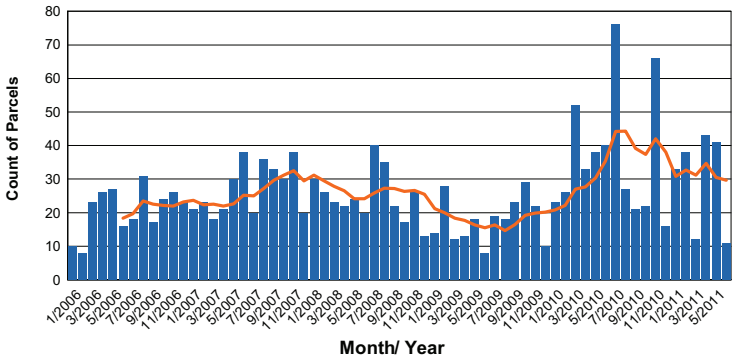
Attachment 17

Florence County Foreclosures

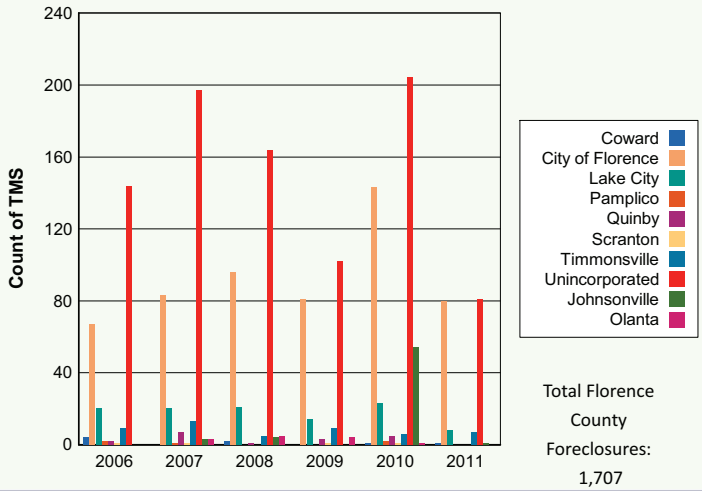
January 2006 through June 21, 2011

Foreclosures

with six month moving average



Number of Foreclosures per Municipality per Year



Total Florence County Foreclosures: 1,707

2011 — *total foreclosures in 2011:* **178 foreclosures**, *10.4 % of total*

Coward :	1
City of Florence :	80
Johnsonville :	1
Lake City :	8
Timmonsville :	7
Unincorporated :	81

2010 — *total foreclosures in 2010:* **440 foreclosures**, *25.8 % of total*

Coward :	1
City of Florence :	143
Johnsonville :	54
Lake City :	23
Olanta :	1
Pamplico :	2
Quinby :	5
Scranton :	1
Timmonsville :	6
Unincorporated :	204

2009 — *total foreclosures in 2009:* **214 foreclosures**, *12.5 % of total*

City of Florence :	81
Lake City :	14
Olanta :	4
Quinby :	3
Scranton :	1
Timmonsville :	9
Unincorporated :	102

2008 — *total foreclosures in 2008:* **298 foreclosures**, *17.5 % of total*

Coward :	2
City of Florence :	96
Johnsonville :	4
Lake City :	21
Olanta :	5
Quinby :	1
Timmonsville :	5
Unincorporated :	164

2007 — *total foreclosures in 2007:* **328 foreclosures**, *19.2 % of total*

City of Florence :	83
Johnsonville :	3
Lake City :	20
Olanta :	3
Pamplico :	1
Quinby :	7
Scranton :	1
Timmonsville :	13
Unincorporated :	197

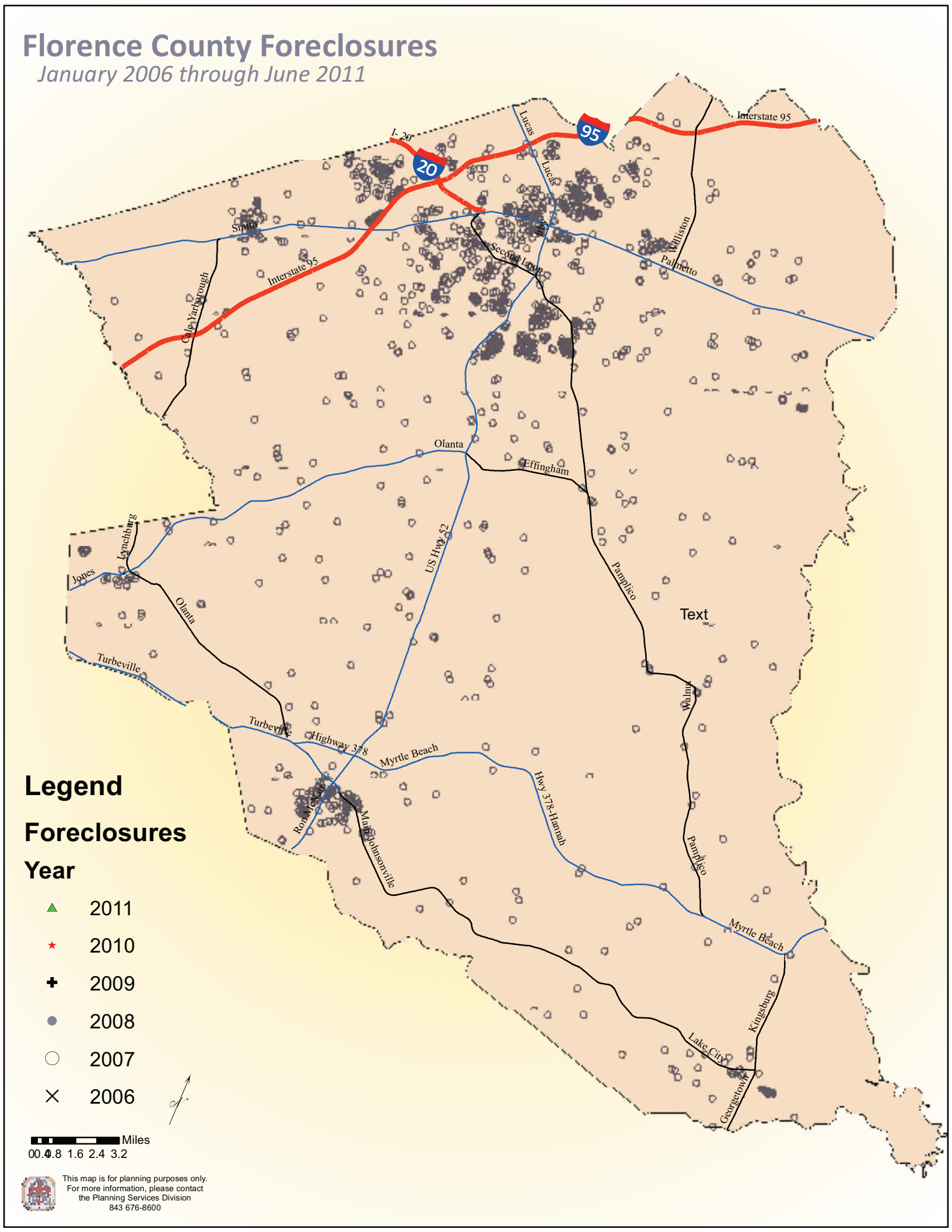
2006 — *total foreclosures in 2006:* **249 foreclosures**, *14.6 % of total*

Coward :	4
City of Florence :	67
Lake City :	20
Pamplico :	2

Quinby :	2
Scranton :	1
Timmonsville :	9
Unincorporated :	144

Florence County Foreclosures

January 2006 through June 2011



Legend

Foreclosures

Year

- 2011
- 2010
- 2009
- 2008
- 2007
- 2006

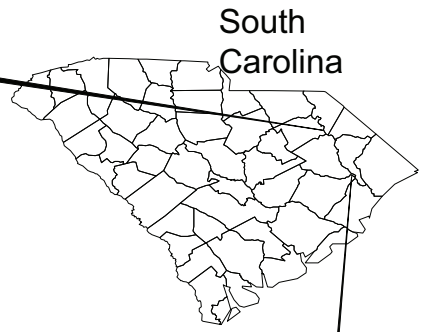
Miles

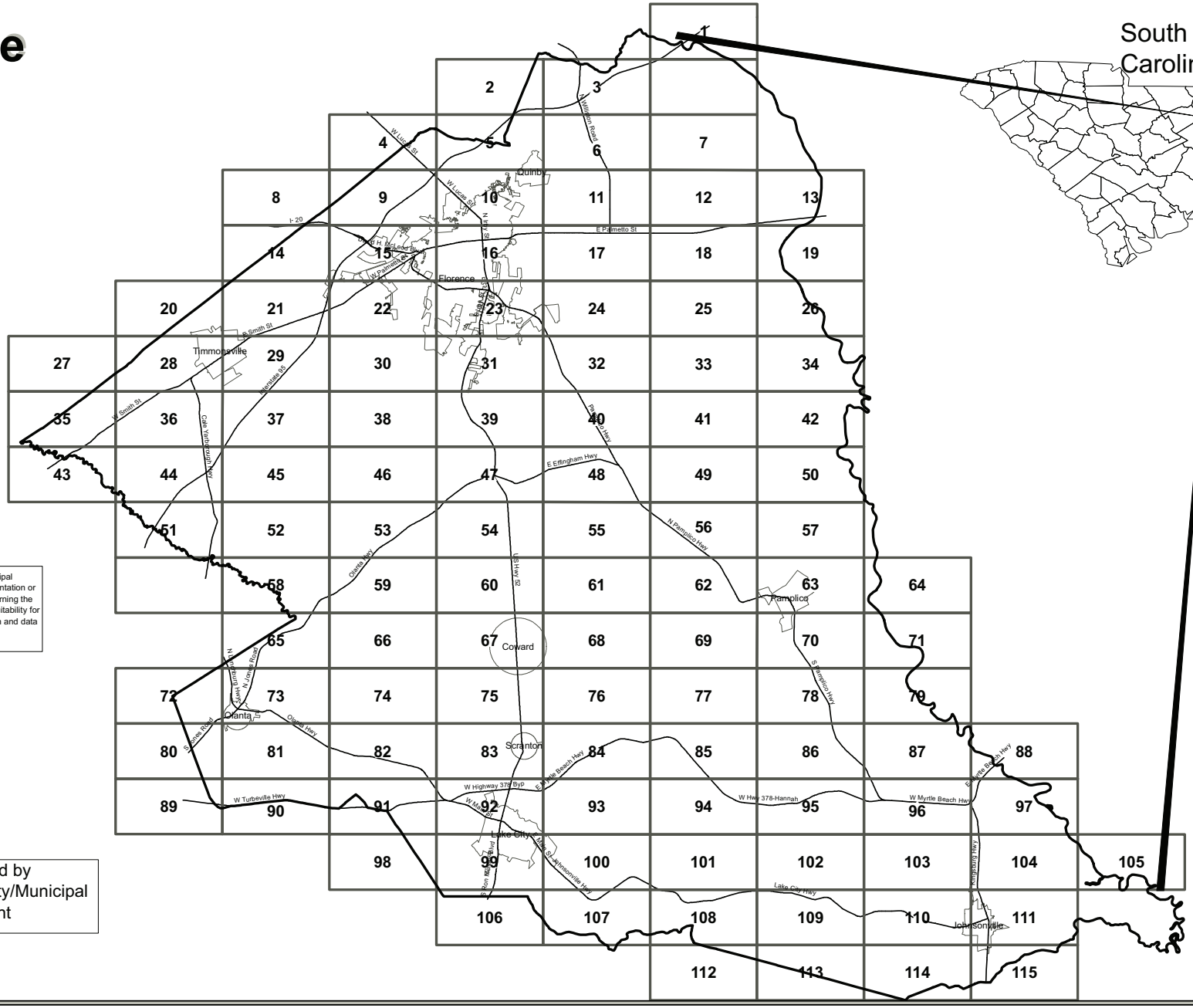
0 0.4 0.8 1.6 2.4 3.2

This map is for planning purposes only.
For more information, please contact
the Planning Services Division
843 676-8600

Attachment 18

Florence County Road Map



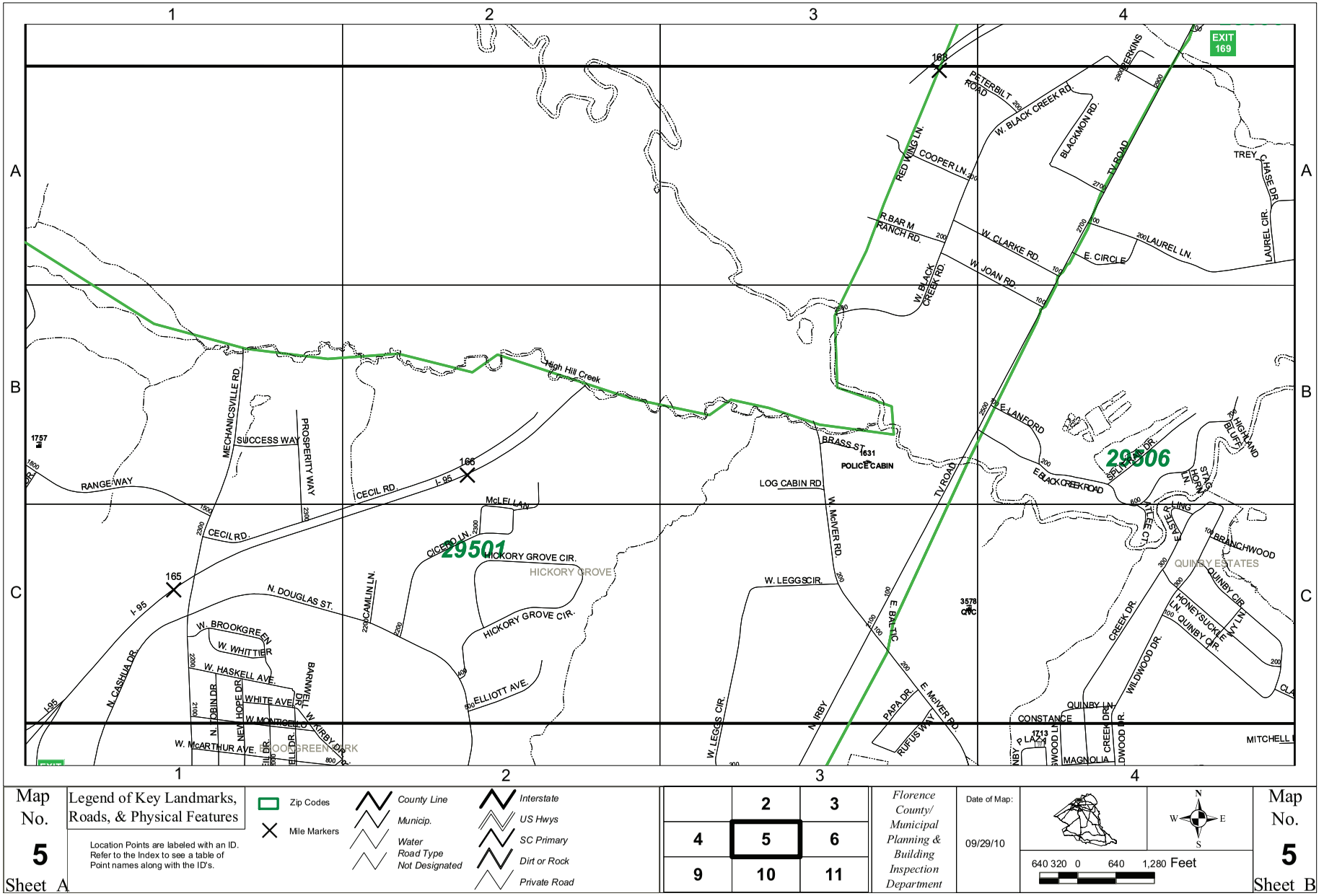


Disclaimer--The Florence County/Municipal Planning Department makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this document.

Price: $30.00

Information Provided by
The Florence County/Municipal Planning Department

Road	Range on Map	Map No	Grid
FIRST SEVEN ROAD	100- 151	104	A1
FISHERMANS LANE	600- 797	3	A2
FISHING LANE	600- 699	62	B4
FITZRANDOLPH CIR	800- 899	23	A2
FLAMINGO ROAD	3100- 3121	17	A2
S FLANDERS ROAD	2800- 2897	24	C1
N FLEA MARKET ROAD	100- 299	11	C3
N FLEA MARKET ROAD	100- 299	17	A3
FLEETWOOD DR	2700- 2831	23	B4
FLEMING LANE	700- 751	103	A3
FLEMING ST	400- 515	28	B4
FLETCHER DR	3700- 3901	14	A4
FLINT LOCK COVE	700- 726	15	C2
FLORENCE AVE	100- 211	111	B1
FLORENCE AVE	200- 239	92	C3
FLORENCE HARLLEE BLVD.	2100- 3000	3	C2
FLORENCE PARK DR	1800- 2299	4	C4
FLORIDA DR	650- 681	15	C1
FLOWERS ROAD	500- 899	63	A2
FLOWERS ROAD	700- 899	57	C2
FLOWERS ROAD	2900- 3549	40	A2
FLOWERS ROAD	3100- 3399	101	B2
FLOWERS ROAD	3254- 4299	32	C4
FLOYD AVE	200- 341	92	C3
FLOYD LANE	4400- 4451	59	B3
N FLOYD ROAD	100- 499	81	A4
N FLOYD ROAD	200- 801	73	C4
N FLOYD ROAD	500- 1773	74	A2
N FLOYD ROAD	1578- 1899	66	C2
S FLOYD CIR	1400- 1539	22	A2
FLUTTIE LANE	2950- 2999	53	B2
FLYNN ST	500- 699	10	C1
FOLLIN LANE	3100- 3111	32	A1
FONTANELLE LANE	5000- 5299	40	C1
FORD ALY	100- 137	63	C2
FORD LANE	2800- 2899	32	A4
FORE ROAD	220- 2843	12	B1
FORE ROAD	220- 347	18	A1
FORE ROAD	1314- 4631	11	A4
FORE ROAD	2098- 4631	6	B4
FOREST ACRES DR	600- 699	63	C1
W FOREST LAKE DR	3200- 3649	22	B1
FOREST LAWN LANE	500- 599	96	B2
FORESTVILLE DR	1000- 1151	63	C4
FORK ROAD	1200- 6801	53	A4
FORK ROAD	3468- 5861	54	B1
FORREST ST	500- 699	92	C4
FORTUNE ST	900- 1017	10	C3
FOSTER ROAD	1300- 1449	83	A1
FOSTER ROAD	1300- 1650	82	A4
FOSTER ROAD	1451- 1650	74	C4
FOUNDER DR	2800- 2850	22	A3
FOUNTAIN CIR	3700- 3797	21	A4
FOUNTAIN LANE	600- 699	28	A3
FOUNTAIN ST	200- 333	83	B4
FOUR POST LANE	2250- 2299	77	A1
FOUR SEASONS ROAD	4100- 4633	40	A3
FOUR SEASONS ROAD	4590- 4995	41	A1
FOURTH AVE	100- 197	92	C4
FOURTH AVE	100- 147	99	A4
S FOURTH ST	300- 449	16	A4
FOWLER LANE	2800- 2851	29	A4
FOWLER ROAD	4500- 4671	67	A4
FOWLER ROAD	4526- 5397	60	A3
FOWLER FARM ROAD *	2500- 2550	15	C3
FOX RUN	3900- 3999	39	A2
FOX RUN	3900- 3999	31	C2
FOX HILL ROAD	800- 899	78	A1
FOX HUNTERS ROAD	100- 299	78	B4
FOX TURN ROAD	4000- 4021	14	C4
FOXBAY ROAD	1100- 1339	103	A3
FOXBAY ROAD	1400- 1439	96	C3
FOXBAY ROAD	1440- 1799	96	B4
W FOXTAIL LANE	2250- 2331	15	A4
FOXWORTH ST	100- 261	29	A1
FRALEY DR	4700- 4799	21	C3
FRAN DRIVE	1100- 1150	24	A2
FRANCIS ST	600- 699	99	A2
FRANCIS ST	2000- 2021	83	B3
FRANCIS MARION ROAD	100- 1717	18	A1
FRANCIS MARION ROAD	1182- 2839	25	A1
FRANCIS MARION ROAD	2500- 4297	33	A2
FRANCIS MARION ROAD	4104- 5781	41	A2
FRANCIS MARION ROAD	5548- 6991	49	A1
FRANCIS MARION ROAD	6992- 7499	56	A1
FRANCIS MARION ROAD	7200- 7903	55	B4
FRANCIS MARION ROAD	7800- 8473	61	A4
FRANCIS MARION ROAD	8400- 8799	68	A4
FRANK MONROE DR	100-599	23	B2
FRANKLIN DR	900- 997	62	C4
FRANKLIN ST	100- 131	92	C3
N FRANKLIN DR	100- 197	16	A1
S FRANKLIN DR	100- 731	16	A1
FRANKS ROAD	3800- 4097	55	A4
FRASER ST	500- 955	10	C2
N FRASER ST	1300- 1347	10	B3
FREDERICK LANE	5300- 5399	46	A3
FREDS LANE	1200- 1251	114	A2
FREEDOM AVE	500- 599	99	A2
FREEDOM BLVD *	100-199	17	A3
FREEDOM BLVD *	200-399	17	B3
FREEDOM BLVD *	400-699	17	C2
FREEDOM BLVD *	700-1200	24	A2-A
FREEDOM BLVD	1400- 1590	23	A3
FREEDOM BLVD	1590- 1933	23	B3
FREEDOM BLVD	1934- 2215	23	C3
FREEDOM BLVD	2216- 2499	23	C2
FREEMAN ST	600- 665	10	C2
FREEMANS DR	900- 999	49	C1
FREEMANS LANE	300- 351	28	C3
FREEMONT ST	1600- 1625	23	B4
FREEPORT ROAD	2350- 2649	79	C1
W FREIGHT ROAD	100- 297	2	C4
FRENCH ROAD	1500- 1599	21	B3
FRIARS GATE CT	2108- 2119	23	B1
FRICK DR	4020- 4299	67	A4
FRIDAY ROAD	100- 599	35	B3
E FRIENDFIELD ROAD	100- 559	67	B4
E FRIENDFIELD ROAD	402- 1397	68	B3
FRIENDFIELD ROAD	6400- 6858	47	C3
FRIENDFIELD ROAD	6771- 6858	48	C1
FRIENDFIELD ROAD	6771- 7790	55	A1
FRIENDFIELD ROAD	7607- 8432	61	A2
FRIENDFIELD ROAD	8145- 8600	68	A4
N FRIENDFIELD ROAD	100- 397	68	A4
S FRIENDFIELD ROAD	100- 1257	68	B4
S FRIENDFIELD ROAD	1152- 1439	76	A4
S FRIENDFIELD ROAD	1400- 2499	77	A4
S FRIENDFIELD ROAD	2300- 2599	85	A1
W FRIENDFIELD ROAD	100- 151	67	B4
FRIENDSHIP LANE	2000- 2099	78	A2
FRIERSON ROAD	1100- 1447	83	B2
FROND CIRCLE	300- 399	99	C2
FROST POND RD	0- 0	45	B2
FULL MOON RD	1701- 1718	22	C4
FULTON AVE	4050- 4151	48	B4
FULTON ROAD	3600- 3899	95	A3
FURCHES AVE	1200- 1331	23	A3
FURCHES ROAD	1700- 1797	97	B2
FURMAN DR	1700- 1829	22	A4
FURTER ROAD	3800- 3899	55	A4
GABLE TER	3600- 3751	31	B4
GABLE RIDGE DR	2000- 2099	22	A4
GABLE RIDGE DR	2100- 2199	22	B4
GADDY ST	300- 399	92	C3
GAIL DR	3600- 3621	14	B4
S GAILLARD ST	200- 720	16	A3
GAINEY ROAD	2300- 2399	78	B3
E GALAX DR	1600- 1649	23	A4
GALLOWAY DR	3050- 3099	86	B2
GAMBLE LANE	700- 799	99	B3
GARDEN LANE	300- 399	111	B1
GARDEN GATE WAY		22	C3
GARDEN HILLS DR	600- 633	23	C2
GARLAND DR	600- 621	16	B1
GARLAND ST	600- 899	99	A4
GARNER ROAD	3700- 3869	30	A1
GARNER ROAD	3858- 4051	29	A4
GARNER ST	100- 141	28	A4
GARNERS MILL POND ROAD	800- 1099	29	A2
GARRETT CIR	300- 499	39	B2
GARRIS ROAD	2500- 2599	84	A1
GARY LANE	100- 131	100	A1
GASKIN ROAD	600- 799	107	B3
GASKINS LANE	3900- 4099	95	C1
GATEWAY ROAD	1500- 1797	21	B4
GATEWOOD ROAD	2700- 2799	108	A1
GATOR BAY LN *	3100-3160	55	A3
GAUSE CANAL ROAD	150- 449	67	A4
GAUSE CANAL ROAD	446- 844	68	A2
GAUSE CANAL ROAD	789- 1011	61	C2
GAYMON ROAD	4000- 4497	59	A2
GEE LANE	2700- 2731	30	B3
GENERAL WILLIAM W. DR	3000- 3500	3	C2
GENERETTE ST	300- 498	111	A1
GENES LANE	2250- 2299	77	B1
W GENTRY DR	3700- 3723	14	A4
N GEOGETOWN HWY	100- 421	111	A1
GEORGES LANE	1400- 1499	98	B4
S GEORGETOWN HWY	100- 601	111	B1
S GEORGETOWN HWY	598- 999	115	A1
GEORGIA LANE	2540- 2549	15	C1
GERALD LN *	2700-2750	30	C3
GIBBS AVE	850- 1299	10	A1
GIBSON ST	100- 199	16	A1
GILBERT DR	1300- 1451	16	C4
GILBERT DR	1300- 1899	23	A4
GILBERT DR	1700- 1999	24	A1
GILCREST DR *	1400-1430	9	A3
GILLESPIE LANE	3800- 3899	31	C1
GILLIAM ST *	900-905	12	B2
GINGERBREAD LANE	1000- 1099	60	A1
GINNY CT	2150- 2171	22	C2
GLADSTONE ST	600- 931	10	C1
GLADYS CIR	1500- 1531	31	B4
GLADYS ST	600- 699	99	A2
GLENCOVE DR	2900- 3121	17	A2
E GLENDALE DR	400- 481	11	C2
N GLENDALE SCHOOL ROAD	100- 199	82	C4
S GLENDALE SCHOOL ROAD	100- 677	82	C3
S GLENDALE SCHOOL ROAD	300- 797	91	A3
GLENHAVEN ROAD	1500- 1723	70	C1
GLENHAVEN ROAD	1558- 2097	78	A2
GLENMORE WAY	2001- 2146	24	B1
GLENNS CT	2400- 2407	23	C3
GLENNS PARK ROAD	2400- 2527	23	C3
GLENS BLUFF ROAD	1000- 1298	103	A2
GLENWOOD RD.	2600- 2639	24	B1
GLENWOOD RD.	2600- 2639	23	B4
GODBOLD LANE	1600- 1699	24	A3
GODLEY MORRIS BLVD *	100- 299	92	B2
GODWIN AVE	130- 159	110	C4
GODWIN CIR	2000- 2013	83	A4
GODWIN CIR	2000- 2013	84	A1
GODWIN LANE	2000- 2099	21	C3
GODWIN ST	248- 345	99	A3
GOFF CT	3200- 3207	22	C2
GOLD DR	1300- 1350	42	A1
GOLDEN WAY	1600- 1713	22	B4
GOLDEN GATE ROAD	2900- 2999	38	B3
GOLDEN POND LANE	2750- 3051	6	C3
GOLF TERRACE BLVD	1300- 1499	22	A2
GOLFVIEW CIR	500- 579	111	B2
GOOD BOY ROAD	2200- 2499	9	A4
GOODLAND CIR	4600- 4697	39	B4
GOODWAY DR	2300- 2399	46	B3
GOOSE POND LANE	1900- 2097	11	A1
GOOSE POND LANE	1962- 2097	6	C1
GORDON ROAD	2850- 3399	87	A1



Map No. 5 Sheet A

Legend of Key Landmarks, Roads, & Physical Features

Location Points are labeled with an ID. Refer to the Index to see a table of Point names along with the ID's.

- Zip Codes
- Mile Markers
- County Line
- Municip.
- Water
- Road Type Not Designated
- Interstate
- US Hwys
- SC Primary
- Dirt or Rock
- Private Road

	2	3
4	5	6
9	10	11

Florence County/ Municipal Planning & Building Inspection Department

Date of Map: 09/29/10

N W E S

640 320 0 640 1,280 Feet

Map No. 5 Sheet B

Attachment 19

Florence Transit System
Connecting You to Work and Play

WEST

Route 1	
Central Transfer Point	:00
Federal Building	:03
Evans & Lawson	:05
Evans & Harrell	:07
Evans & Franklin	:09
Evans & Calhoun	:10
Employ. Sec. Comm.	:12
BB&T and Evans	:14
Palmetto Subs	:17
Taco Bell & Wendy's	:19
Lowe's	:23
Super Wal-Mart	:25
Magnolia Mall	:28
Florence Commons, Target	:29
Red Lobster	:31
Toys R Us	:32
Swamp Fox / Civic Center	:33
Veteran's Park	:34
Bentree Apartments	:37
Florence Mall	:40
K Mart	:45
Advance Auto Parts	:47
Employ. Sec. Comm.	:49
Evans & Sunset	:51
Evans & Franklin	:52
Evans & Harrell	:53
Evans & Lawson	:54
Federal Building	:56
Central Transfer Point	:00

NORTH

Route 2	
Central Transfer Point	:00
Oakland & Layton	:05
Oakland & Maxwell	:06
Oakland & Royal	:07
Wilson & N. Buncombe	:10
Irby & Williams	:11
Irby & Roughfork	:12
Darlington & Irby	:15
Chase & Darlington	:16
Sumter & Chase	:17
Sumter & Lawson	:18
Sumter & Harrel	:19
Sumter & Alexander	:20
Sumter & Bunch	:22
Sumter & Hartwell	:24
Sumter & Cashua	:25
Florence Darlington	:30
Thunder Bird	:36
Cracker Barrell	:38
VA Hospital	:40
Food Lion (N Cashua)	:43
House of Hope	:44
Darlington & Harrell	:45
Darlington & Chase	:46
Coit & Darlington	:48
City County Complex	:49
Central Transfer Point	:00

EAST

Route 3	
Central Transfer Point	:00
Barringer and Nat. Cemetery	:07
Carolina's Hospital	:11
Leatherman Center	:15
Independence Center	:17
June Lane	:22
Mt. Zion	:24
Jarrot & Clyde	:27
Manna House	:29
Pine Park	:31
Pine & Jeffords	:34
Jeffords & Daniel	:36
Wendor Estate	:40
Jeffords & Palmetto	:41
Dept. of Motor Vehicles	:45
McCleod Hospital	:55
Central Transfer Point	:00

Fares for Florence

$1.50 Fare
$0.50 Transfer
$0.75 Half Fare

Senior Citizens, age 65+, persons with disabilities, Medicare card holders and children 2-10 ride for half fare.

PDRTA Welcomes Service Animals

SOUTHEAST

Route 4	
Central Transfer Point	:00
Tommy's Quik Mart	:02
Irby Street & Elm	:04
Irby Street & Cherokee	:07
Hallmark Plaza	:08
Irby St & 2nd Loop	:10
Piggly Wiggly	:11
Food Lion	:12
Good Will Store	:13
Sweetbriar Center	:15
Sterling Apartments	:16
Picadilly & Sandy Lane	:20
First Choice Healthcare	:21
2nd Loop and Marsh	:23
3rd Loop and Marsh	:27
Bass Wood	:29
South Haven	:30
DSS	:35
Super Wal-Mart	:40
South Park	:45
Bruce and Lee Library	:47
Poyner	:49
Central Transfer Point	:00

All PDRTA vehicles are wheelchair accessible.

CENTRAL

Route 5	
Central Transfer Point	:00
Dargan at Palmetto St	:01
Palmetto at Irby St	:02
Palmetto at McQueen St	:03
Palmetto at Park Ave	:05
Palmetto at Franklin Dr	:06
Palmetto at Edisto Dr	:07
Palmetto at Sycamore Dr	:08
Palmetto at Krispy Kreme	:09
Hardees Florence Mall	:10
Palmetto at D McLeod Blvd	:16
Palmetto at Creekside	:17
Palmetto at Bi-Lo	:18
United Methodist Manor	:20
Ebenezer and Cashua	:25
Fairway Ct. & Bridgewood	:26
Forest Lake Apartments	:27
McDonald's at Celebration	:27
Assurant Grp. at Celebration	:28
Bojangles at Celebration	:28
Madison Plaza	:29
Bi-Lo and Habitat 2000	:31
Parker Dr at Willow Dr	:33
Parker Dr at Cashua Dr	:35
Cashua Dr at Theater Cir	:37
Cashua Dr at Third Loop	:38
Cashua Dr at Second Loop	:39
Second Loop Ext at Palmetto	:40
D. McLeod/Piggly Wiggly	:42
Florence Mall - Old Navy	:43
Florence Mall at Hoffmeyer	:44
Palmetto St at Revell Dr	:45
Palmetto at Seneca Dr	:46
Palmetto at Edisto Dr	:47
Palmetto at Franklin Dr	:49
Palmetto at Park Ave	:51
Palmetto at McQueen St	:52
Palmetto at Dargan St	:55
Central Transfer Point	:00

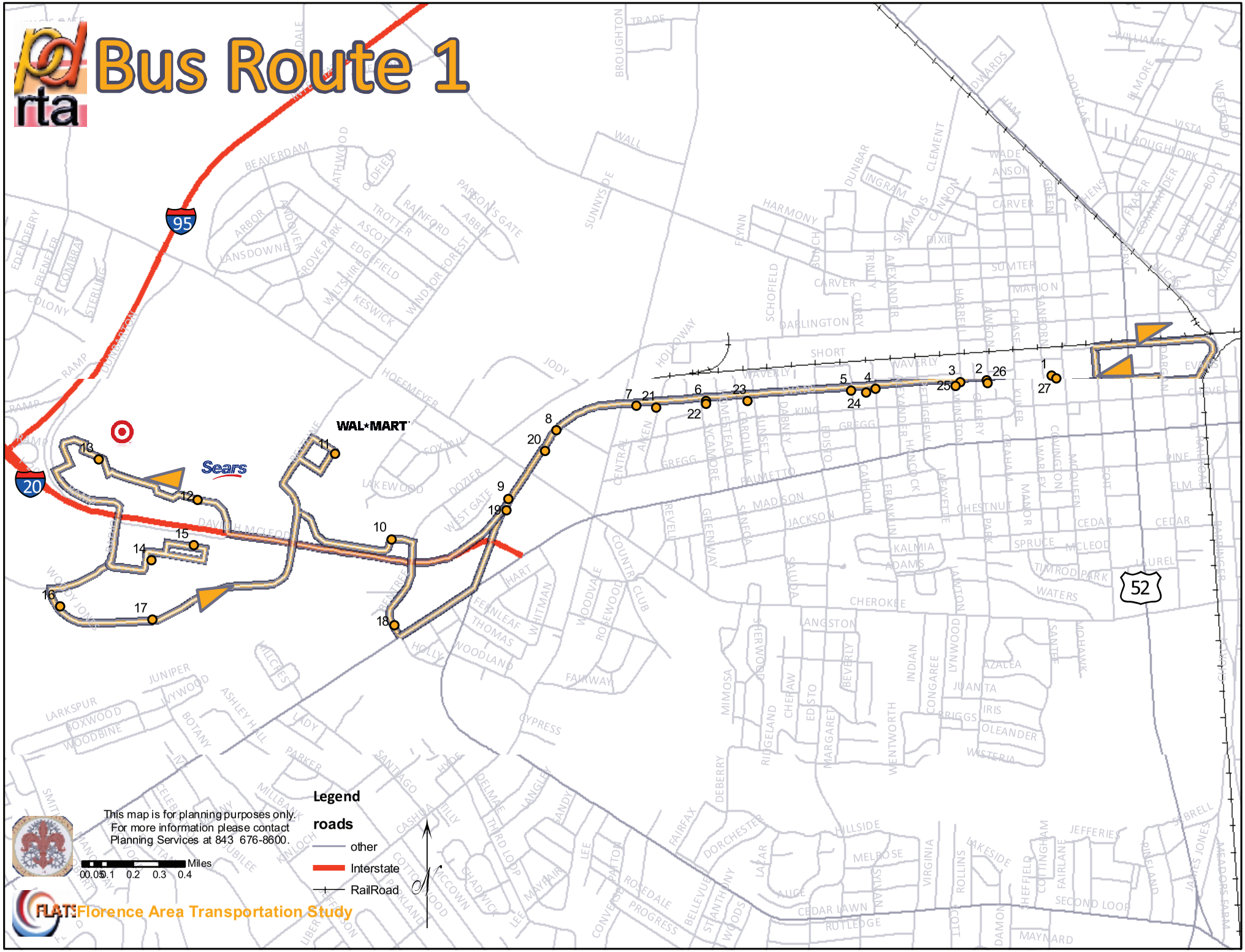
SOUTH

Route 6	
Super Wal-Mart/ Irby	:20
South Park/ Rose's	:24
Bi-Lo/ Lowe's	:27
CVS Pharmacy	:29
Pine Forest & Pamplico Hwy	:31
E. Spring & Pamplico Hwy	:34
Canal Drive/ KJ'S IGA	:35
Buckeye Dr./ Fenwick Grove	:37
Park City/ S. Oliver Dr.	:39
Plantation Dr. & Howe Springs	:40
Tara Dr. & Howe Springs	:43
Bannockburn & Green Acres	:44
Green Acres & Breckridge Cir	:45
Green Acres & Brookfield Rd	:46
S. Irby & East Chapel View Dr	:47
S. Irby & E Bradford rd.	:49
Greenfield Dr & Alligator Rd	:55
Ashford Dr. & Alligator Rd	:58
Alligator & Savannah Grove	:00
Javelin Cir. & Savannah Grove	:01
Sage Rd & Savannah Grove	:03
Sav. Grove & John Paul Jones	:04
Angel Cir. & John Paul Jones	:07
J.P. Jones & Myers Cemetary	:10
Food Lion/ Tractor Supply	:16
Super Wal-Mart/ Irby	:20

The Florence Transit System operates from 6:00 am - 6:00 pm Monday-Friday.
Saturday Service is from 8:00am-12:00pm and 1:00pm-5:00pm.
Routes 1 and 2 also has routes that run from 8:30-9:30 and 9:30-10:30 in the morning
The times above are approximate minutes of each stop from the hours of 6:00 am - 6:00 pm.
Route 6 passengers will transfer to route 4 at Super Wal-Mart to reach the Central Transfer.
New Route Maps and Schedules will be available during Summer of 2010.
Please visit www.pdrta.org or call (843)665-2227 for more information.

Updated: 7/20/2011

Bus Route 1


95
20
52
WAL*MART
Sears
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23
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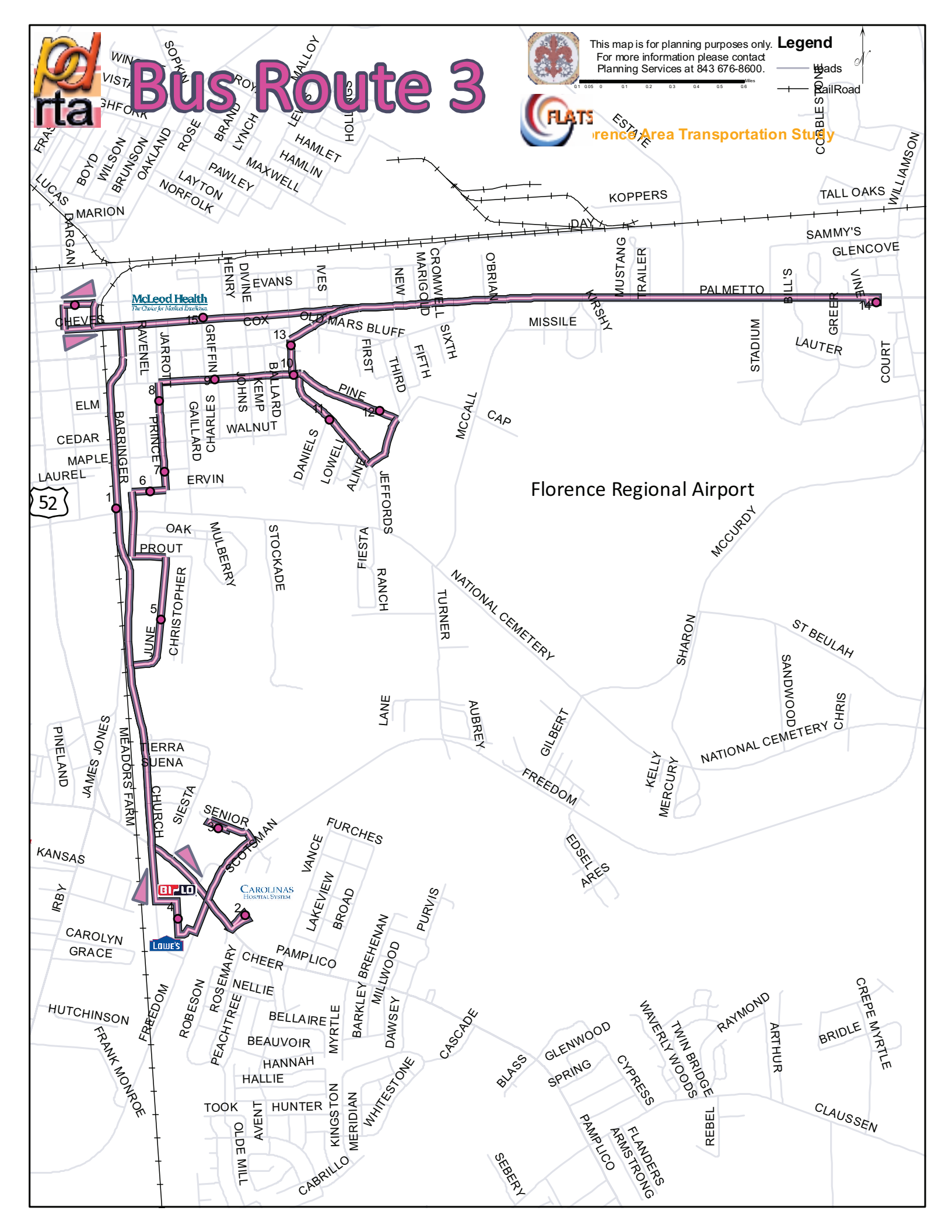
27
Legend
roads
other
Interstate
RailRoad
This map is for planning purposes only.
For more information please contact
Planning Services at 843 676-8600.
Miles
0 0.05 0.1 0.2 0.3 0.4
FLATS Florence Area Transportation Study

Bus Route 2

This map is for planning purposes only.
For more information please contact
Planning Services at 843 676-8600.
Miles
0 0.10.2 0.4 0.6 0.8
Legend
roads
Interstate
RailRoad
FLAT: Florence Area Transportation Study
BLACK CREEK
BRASS
LOG CABIN
SUCCESS
RANGE
CECIL
CICERO
CAMLIN
95
ENTERPRISE
PISGAH
MELON PRESBYTERIAN CHURCH
ABAR
RAMP
LUCAS
STOKES
BAKER
MECHANICSVILLE
TOBIN
HASKELL
MCARTHUR
GIBBS
NANCE
ELLIOTT
LEGGS
T V
MCIVER
PAPA RUFUS
IRBY
NORWOOD
SAM HARRELL
ASHBY
ABANDON
LOUISE
PALOMAR
MCIVER
WARD
WILLIS
PINDO
FAIRFIELD
SCHLITZ
INTERSTATE
OGDEN
BROUGHTON
TRADE
FIELDALE
INTERSTATE 95
MEMORY
BEAVERDAM
WALL
SUMTER
HARMONY
FOOD LION
DUNBAR
ALEXANDER
CLEMENT
EDWARDS
HAM
WADE
CHASE
GREEN
DOUGLAS
LESTER
FRASER
WILSON
AARON
SOPKIN
OAKLAND
MALLOY
VISTA
ROUGHFORK
ROYAL
BRAND
BOYD
WILSON
BRUNSON
PAWLEY
LAYTON
MAXWELL
HAMLIN
INGRAM
DIXIE
MARION
SANBORN
DARGAN
DARLINGTON
WAVERLY
EVANS
DAY
IVES
JEFFORDS
BALLARD
JOHNS
GRIFFIN
RAVENEL
JARROTT
CHARLES
KEMP
PINE
GAILLARD
PRINCE
CHURCH
DANIELS
ERVIN
NATIONAL CEMETERY
OAK
STOCKADE
BARRINGER
JUNE
IRBY
MOHAWK
SANTEE
AZALEA
JUANITA
IRIS
CONGAREE
INDIAN
BEVERLY
SHERWOOD
CHERAW
EDISTO
MIMOSA
CHEROKEE
LAWTON
ADAMS
WATERS
SPRUCE
PARK
GRAHAM
WARLEY
MCQUEEN
COIT
CEDAR
MAPLE
RAILROAD
CHEVES
KUKER
GUERRY
KING
GREGG
EDISTO
DABNEY
SUNSET
HOMESTEAD
AIKEN
ELIJAH LUDD
JODY
HOFFMEYER
KESWICK
WILTSHIRE
ANDOVER
ASCOT
TROTTER
RAINFORD
ABBEY
PARSON'S GATE
FOXTAIL
LAKEWOOD
BELTLINE
DOZIER
WEST GATE
DAVID H MCLEOD
WILLWOOD
PALMETTO
HART
WHITMAN
CASHUA
GREENWAY
PLUM
JACKSON
WOODS
SALUDA
MADISON
CALHOUN
FRANKLIN
WINSTON
LAFAYETTE
SHANDON
ROSEWOOD
THOMAS
WOODLAND
FAIRWAY
52


Bus Route 3
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Legend
Roads
RailRoad
FLATS
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Florence Regional Airport
McLeod Health
The Choice for Medical Excellence
CAROLINAS HOSPITAL SYSTEM
BI-LO
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MARION
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LUCAS
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ROSE
BRAND
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MAXWELL
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KELLY
MERCURY
PINELAND
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MEADORS FARM
TIERRA
SUENA
CHURCH
SIESTA
SENIOR
SCOTSMAN
FURCHES
VANCE
KANSAS
IRBY
LAKEVIEW
BROAD
PURVIS
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FLANDERS
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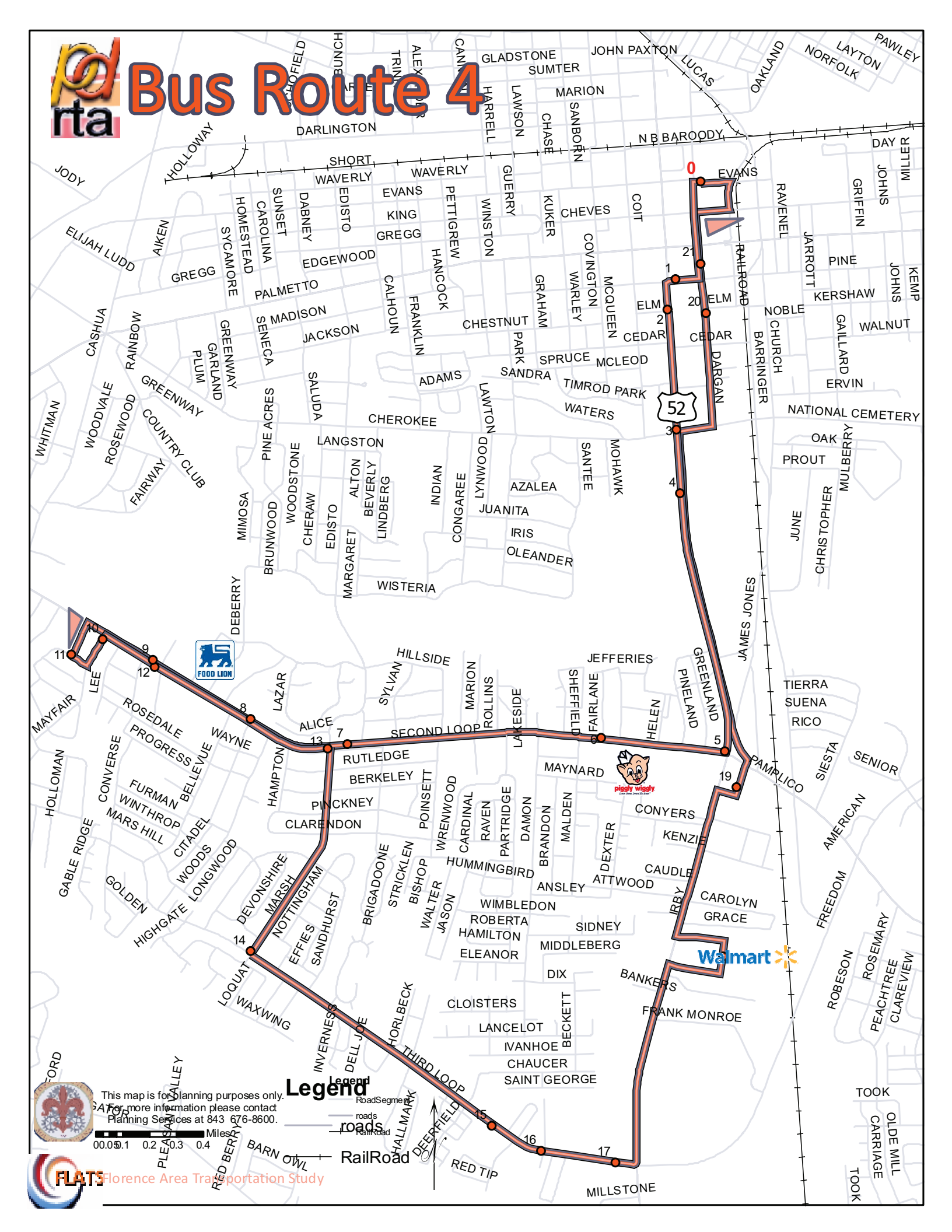
Bus Route 4
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AMERICAN
FREEDOM
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ROSEMARY
PEACHTREE
CLAREVIEW
PAMPLICO
GREENLAND
PINELAND
HELEN
FAIRLANE
SHEFFIELD
LAKESIDE
ROLLINS
MARION
SYLVAN
HILLSIDE
JEFFERIES
SECOND LOOP
ALICE
LAZAR
WAYNE
ROSEDALE
PROGRESS
BELLEVUE
LEE
MAYFAIR
HOLLOMAN
CONVERSE
FURMAN
WINTHROP
MARS HILL
CITADEL
WOODS
LONGWOOD
GABLE RIDGE
GOLDEN
HIGHGATE
RUTLEDGE
BERKELEY
PINCKNEY
CLARENDON
HAMPTON
MAYNARD
CONYERS
KENZIE
CAUDLE
ATTWOOD
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HUMMINGBIRD
WIMBLEDON
ROBERTA
HAMILTON
ELEANOR
SIDNEY
MIDDLEBERG
DIX
BANKERS
FRANK MONROE
CAROLYN
GRACE
IRBY
DEXTER
MALDEN
BRANDON
DAMON
PARTRIDGE
RAVEN
CARDINAL
WRENWOOD
POINSETT
BISHOP
STRICKLEN
BRIGADOONE
WALTER JASON
DEVONSHIRE
MARSH
NOTTINGHAM
EFFIES
SANDHURST
LOQUAT
WAXWING
INVERNESS
DELL JOE
HORLBECK
THIRD LOOP
CLOISTERS
LANCELOT
IVANHOE
CHAUCER
SAINT GEORGE
BECKETT
HALLMARK
DEERFIELD
RED TIP
MILLSTONE
BARN OWL
RED BERRY
PLEASANT VALLEY
TOOK
OLDE MILL
CARRIAGE
DARLINGTON
HOLLOWAY
SHORT
WAVERLY
N B BARODY
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MILLER
JOHNS
GRIFFIN
RAVENEL
JARROTT
PINE
KERSHAW
KEMP
JOHNS
ELIJAH LUDD
JODY
AIKEN
SYCAMORE
HOMESTEAD
CAROLINA
SUNSET
DABNEY
EDISTO
EVANS
KING
GREGG
PETTIGREW
WINSTON
GUERRY
KUKER
CHEVES
COIT
COVINGTON
WARLEY
MCQUEEN
GRAHAM
HANCOCK
CALHOUN
FRANKLIN
EDGEWOOD
PALMETTO
MADISON
JACKSON
SENECA
GREENWAY
GARLAND
PLUM
CASHUA
RAINBOW
WOODVALE
ROSEWOOD
COUNTRY CLUB
FAIRWAY
WHITMAN
GREENWAY
PINE ACRES
SALUDA
CHEROKEE
LANGSTON
WOODSTONE
CHERAW
EDISTO
ALTON
BEVERLY
LINDBERG
MARGARET
WISTERIA
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OLEANDER
SANTEE
MOHAWK
WATERS
TIMROD PARK
SANDRA
ADAMS
SPRUCE
MCLEOD
PARK
CHESTNUT
SUMTER
GLADSTONE
MARION
HARRELL
LAWSON
CHASE
SANBORN
JOHN PAXTON
LUCAS
OAKLAND
NORFOLK
LAYTON
PAWLEY
FOOD LION
piggly wiggly
Walmart
Legend
RoadSegment
roads
RailRoad
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Miles
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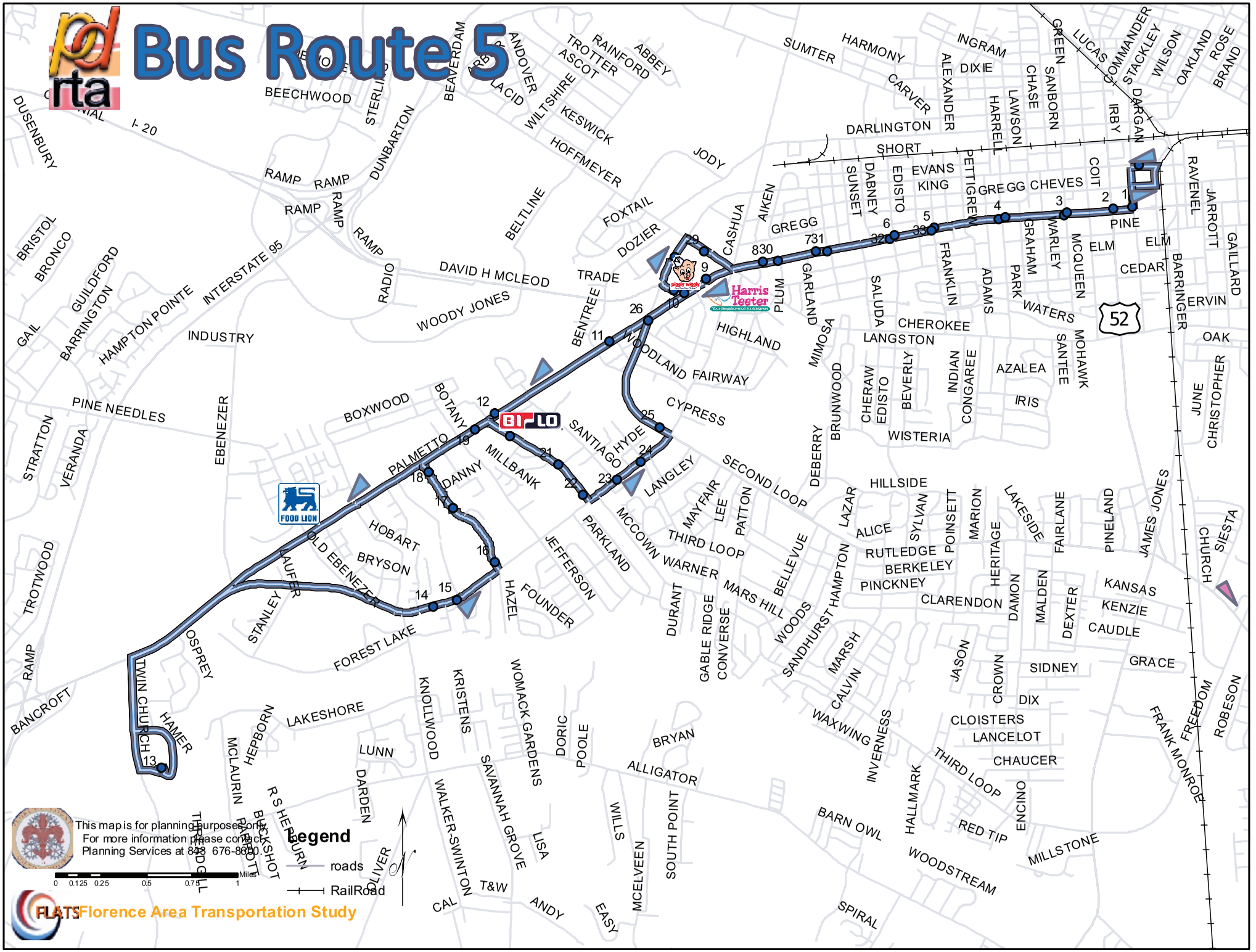
FLATS
Florence Area Transportation Study

Bus Route 5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BEECHWOOD
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ANDOVER
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ABBEY
KESWICK
HOFFMEYER
JODY
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FOXTAIL
DOZIER
BRISTOL
BRONCO
GUILDFORD
BARRINGTON
GAIL
HAMPTON POINTE
INTERSTATE 95
RADIO
DAVID H MCLEOD
TRADE
WOODY JONES
INDUSTRY
BENTREE
CASHUA
AIKEN
GREGG
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HIGHLAND
WOODLAND FAIRWAY
CYPRESS
BOXWOOD
BOTANY
PINE NEEDLES
STRATTON
VERANDA
EBENEZER
PALMETTO
DANNY
MILLBANK
SANTIAGO
HYDE
LANGLEY
SECOND LOOP
DEBERRY
BRUNWOOD
MIMOSA
CHERAW
EDISTO
BEVERLY
INDIAN
CONGAREE
AZALEA
IRIS
WISTERIA
SANTEE
MOHAWK
SALUDA
CHEROKEE
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CHEVES
SHORT
DARLINGTON
SUMTER
HARMONY
CARVER
ALEXANDER
DIXIE
INGRAM
HARRELL
LAWSON
CHASE
SANBORN
IRBY
DARGAN
STACKLEY
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OAKLAND
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FOREST LAKE
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SAVANNAH GROVE
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SPIRAL
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WOODSTREAM
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JEFFERSON
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HAZEL
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MAYFAIR
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MARION
HERITAGE
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FAIRLANE
PINELAND
RUTLEDGE
BERKELEY
PINCKNEY
CLARENDON
TROTWOOD
RAMP
BANCROFT
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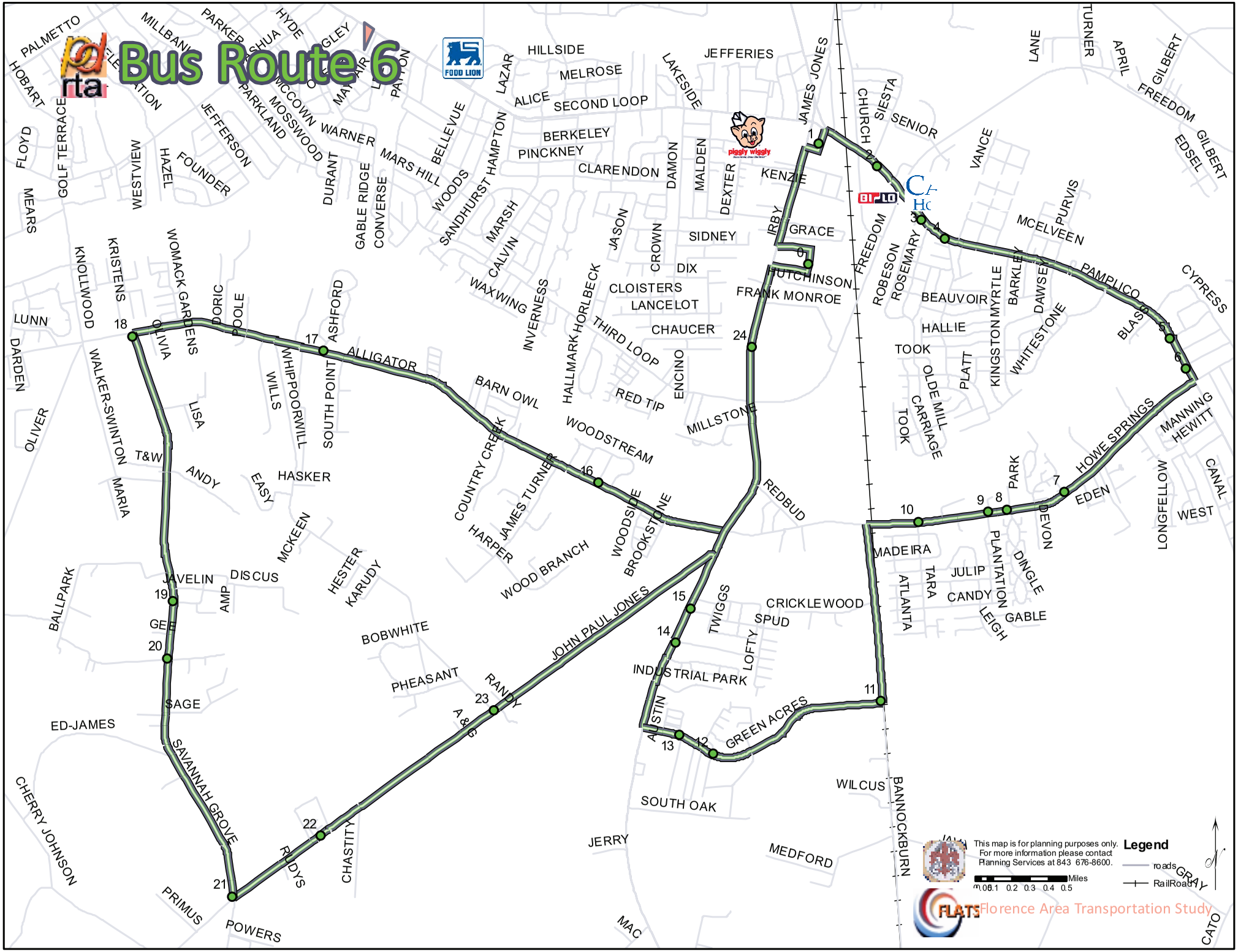
Legend
roads
RailRoad
FLATS
Florence Area Transportation Study


Bus Route 6
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FOOD LION
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HOWE SPRINGS
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WEST
MADEIRA
ATLANTA
TARA
JULIP
CANDY
PLANTATION
DINGLE
LEIGH
GABLE
CRICKLEWOOD
SPUD
TWIGGS
LOFTY
INDUSTRIAL PARK
AUSTIN
GREEN ACRES
WILCUS
BANNOCKBURN
SOUTH OAK
JERRY
MEDFORD
GRAY
CATO
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PRIMUS
CHERRY JOHNSON
SAVANNAH GROVE
ED-JAMES
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