

**SOUTH CAROLINA 2040
MULTIMODAL
TRANSPORTATION PLAN**



South Carolina Department of Transportation

**PUBLIC INVOLVEMENT
SUMMARY
January 2015**

Public Involvement Summary

Public Involvement is a key component of the state's transportation planning process. The proactive public involvement process is one that provides complete information, timely public notice, full public access to major transportation decisions, and supports early and continuing involvement of the public in developing transportation plans.

Every citizen must have the opportunity to take part, feel entitled to participate, welcome to join in, and able to influence the transportation decisions made by SCDOT. The Public Involvement Process therefore adheres to SCDOT's Public Participation Plan to provide the necessary framework in accomplishing identified goals. Included in the Multimodal Plan's public Involvement Process for both the rural and urban areas of the state were:

- Stakeholder Meetings
- Stakeholder Webinars
- Online Surveys
- Interviews
- Focus Groups
- Presentations
- Website
- Media
- Public Meetings

Each component is summarized as follows:

Stakeholder Meetings

A formal kick off meeting of the 2040 South Carolina Statewide Multimodal Transportation Plan was held on Tuesday, July 31 at the Colonial Life Arena in Columbia. South Carolina Department of Transportation (SCDOT) hosted the kick off meeting which 138 stakeholders from around South Carolina attended. Stakeholders participated in three interactive breakout sessions that focused on freight (rail, ports, airports, highways, and intermodal facilities), interstate and state strategic corridors (highways), as well as public transit and transportation alternatives.

In an effort to reach out to stakeholders throughout the development of the SC MTP, a series of webinars were hosted by SCDOT. The format of the webinar was an online based presentation with telephone accessed, spoken presentations. Participants had the ability to post questions and ask them over the phone through a meeting operator. The audience was presented with poll questions from time to time when feedback was requested of the group. All webinars were hosted during the business day, allowing stakeholders from around the state to participate from their home or place of business without the burden of travel to a central meeting location. Handouts and agendas were provided through both the project website as well as the webinar LiveMeeting@interface.

First round:

- Thirty-eight participants attended the Freight and Rail webinar on April 10, 2013
- Thirty-five participants attended the Interstate and Strategic Corridor Plans Webinar on April 11, 2013

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- Forty-nine participants attended the Statewide Public Transportation Plan and Bicycle/Pedestrian Considerations Webinar on April 11, 2013

Second Round

- Fifty-three participants attended the Freight and Rail webinar on January 7, 2014
- Sixty-six participants attended the Statewide Public Transportation Plan and Bicycle/Pedestrian Considerations Webinar on January 8, 2014
- Thirty-six participants attended the Interstate and Strategic Corridor Plans Webinar on January 9, 2014

Freight Listening Session and Survey

The statewide planning team held a series of four regional freight listening sessions. Geographically, the meetings were held where attendees had to drive less than one hour to attend. This in mind, locations were selected in Columbia, Florence, Greer, and North Charleston. Invitations were sent via email and invitees were asked to register via the online based Evite invitation service. The total number of attendees at the Regional Listening Sessions was 95, with 79 meeting worksheets being completed.

Location of Regional Listening Sessions



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Interviews

In late 2012, the CDM Smith team conducted one-on-one interviews with key South Carolina stakeholders in the Statewide Multimodal Freight Plan. These entities were identified after canvassing the TDL landscape in South Carolina in order to select a broad cross-sectional representation of manufacturers, shippers, and transportation service providers.

Online Freight User Surveys

In accordance with USDOT guidance in section 1117 of the adopted transportation authorization, Moving Ahead for Progress in the 21st Century Act (MAP-21), the South Carolina DOT Multi-modal Transportation Plan solicited input from the users and providers of the state's freight transportation system. The information requested from this stakeholder group, e.g. motor carriers, manufacturers, distributors, provides private sector observations on supply chain influences on modal availability and selection, and the contribution of the state's freight transportation infrastructure to goods movement. Ninety-nine respondents participated in the survey. Forty six completed the entire survey.

Status Reports

To maintain communication with stakeholders throughout the life of the project, five status reports were distributed by e-mail.

Presentations

Numerous presentations were made in various settings across the state on the Plan's development, status and interim findings, with opportunities at each of the settings for question and answer sessions and solicitation of feedback. Examples of groups to whom presentations were made are:

- COGs/MPOs
- Aiken Chamber of Commerce
- American Council of Engineering Companies (ACEC)
- New Carolina TDL Council
- Palmetto Business Forum
- Moncks Corner Rotary Club
- South Carolina Chapter of American Planning Association
- South Carolina Economic Developers Association

Website

A South Carolina Multimodal Transportation Plan project website was established in October 2012 and was continually updated throughout the Plan's development with status reports, interim documentation and technical memorandums.

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Approximately, 30 days prior to and during the Public Comment Period, the website received over 2,290 page views from over 720 unique visitors.

Draft 2040 SMTP Available for Review and Comment

The South Carolina Department of Transportation (SCDOT) Commission gave staff approval to initiate a 30-day public comment period for the Draft 2040 Statewide Multimodal Transportation Plan (SMTP) on Thursday, Aug. 21, 2014. The formal public review and comment period for the draft plan extended from **August 25 to September 25, 2014**.

Press Releases (in English and Spanish) were sent to statewide media announcing that public comment was being sought on the draft plan. Direct notifications were sent to citizens, advocate groups and stakeholders across the state requesting their review and input. During the comment period, SCDOT's Public Comment webpage was uploaded with all the components of the Draft SMTP and the Draft Statewide Strategic Safety Plan in downloadable format. Citizens and stakeholders across the state were able to review the plans and submit their comments online.

The following stand-alone statewide plans were available for public review and comment online:

- **Statewide Multimodal Transportation Plan (Summary)** includes the vision, goals, objectives, and measures for the overall SMTP, as well as analysis of transportation system needs and funding;
- **Statewide Interstate Plan** to evaluate current and future congestion specific to each interstate corridor;
- **Statewide Strategic Corridors Plan** to develop a priority non-Interstate network with a focus on interregional connectivity for the traveling public and freight movement and includes an evaluation of current and future congestion on the network;
- **Statewide Transit Plan** to identify existing public transportation services, current and projected needs, and long-range transit strategies;
- **Statewide Rail Plan** to establish priorities and implementation strategies to enhance passenger and freight rail service in South Carolina, and serve as the basis for Federal and State rail investment;
- **Statewide Freight Plan**, developed for the first time in South Carolina, to identify a Strategic Freight Network necessary for the efficient movement of goods in South Carolina, and focused strategies to address the state's current and projected freight needs;
- **The Draft Statewide Strategic Safety Plan** to identify emphasis areas and strategies aimed at eliminating highway fatalities and severe injuries.
- Approximately, 30 days prior to and during the Public Comment Period, the website received over 2,290 page views from over 720 unique visitors.

Public Meetings

Seven (7) public information meetings were held across the state during the month of September. These meetings engaged the public and provided citizens an opportunity to review and comment on the Draft 2040 SMTP. The meetings had a casual, drop-in format

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with displays of the draft plan available for viewing from 5 p.m. to 7 p.m. A brief presentation, regarding the Draft 2040 SMTP was generally given at the beginning of each meeting. The Draft Statewide Strategic Safety Plan also was available for public review and comment at the regional meetings. The following is a schedule of the meetings was conducted:

- **September 8, 2014** Colonial Life Arena, McGuire Room
801 Lincoln St
Columbia, SC 29201
- **September 9, 2014** Florence Public Library, Stukes Meeting Room
509 S. Dargan St.
Florence, SC 29506
- **September 11, 2014** Piedmont Technical College, 102-C Building
James C. Self Conference Center
620 N. Emerald Road
Greenwood, SC 29648
- **September 16, 2014** Greenville County Square, Suite 400
301 University Ridge
Greenville, SC 29601
- **September 17, 2014** Manchester Meadows, 2nd Floor Conference Room
337 Mt. Gallant Road
Rock Hill, SC 29730
- **September 18, 2014** Orangeburg-Calhoun Technical College, Cyber Cafeteria
3250 St. Matthews Road
Orangeburg, SC 29118
- **September 23, 2014** Daniel Island School, Multi-Purpose Room
2365 Daniel Island Drive
Charleston, SC 29492

An interpreter was provided at each meeting to assist Spanish-speaking individuals who wished to review the draft plans. Additionally, persons with disabilities could request special accommodations by contacting the Office of Planning and Asset Management.

There were a total of 94 community stakeholders and members of the public present at the seven Regional Public Information Meetings. Totals for the 7 meetings include:

No.	Regional Meeting Location	Number of Citizens in Attendance
1	Columbia	6
2	Florence	9
3	Greenwood	5
4	Greenville	14
5	Rock Hill	11
6	Orangeburg	6
7	Charleston	43

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SCDOT's District and COG Offices

To ensure the information was accessible to all citizens, including those who may not have internet access, hardcopies of the Draft 2040 Statewide Multimodal Transportation Plan (SMTP) and the Draft Statewide Strategic Safety Plan were mailed in advance of the comment period to each of SCDOT's 7 District Transportation Engineering and the states 10 Council of Governments (COG) offices for public review and comment at.

District and COG offices were directed to have the documents available for public review until September 25, 2014. They were also asked to prepare an area in their offices for the public to sit and review the documents and to ensure that employees in their offices, who answer the phone or greet visitors at the door, are aware of this information. Citizens could review hardcopies of the documents at the following locations:

South Carolina Council of Governments:

Appalachian Council of Governments

Anderson, Cherokee, Greenville,
Oconee, Pickens & Spartanburg
30 Century Circle
Greenville, SC 29606
(864) 242-9733

Upper Savannah Council of Governments

Abbeville, Edgefield, Greenwood, Laurens,
McCormick & Saluda
222 Phoenix Street, Suite 200
Greenwood, SC 29646
(864) 941-8050

Catawba Regional Council of Governments

Chester, Lancaster, York & Union
215 Hampton Street
Second Floor
Rock Hill, SC 29731
(803) 327-9091

Central Midlands Council of Governments

Fairfield, Lexington, Newberry & Richland
236 Stoneridge Drive
Columbia, SC 29210
(803) 376-5390

Lower Savannah Council of Governments

Aiken, Allendale, Bamberg, Barnwell, Calhoun
& Orangeburg
2748 Wagener Road
Hwy 302 North
Aiken, SC 29801
(803) 649-7981

Santee-Lynches Council of Governments

Clarendon, Kershaw, Lee & Sumter
36 West Liberty Street
Sumter, SC 29151
(803) 775-7381

Pee Dee Regional Council of Governments

Chesterfield, Darlington, Dillon, Florence,
Marion & Marlboro
2319 Regional Road
Florence, SC 29501
(843) 669-3138

Lowcountry Council of Governments

Beaufort, Colleton, Hampton & Jasper
634 Campground Road
Yemassee, SC 29945
(843) 726-5536

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Waccamaw Regional Planning and Development Council of Governments

Georgetown, Horry & Williamsburg
1230 Highmarket Street
Georgetown, SC 29440
(843) 546-8502

SCDOT District Offices:

District 1

1400 Shop Road
Columbia, SC 29201
(803) 737-6660

District 3

252 S. Pleasantburg Drive
Greenville, SC 29607
(864) 241-1010

District 5

3018 East Palmetto
Florence, SC 29506
(843) 661-4710

District 7

US Route 178 East Bowman Road
Orangeburg, SC 29116
(803) 531-6850

Media

During the Plan's development, status updates and interim findings were provided to various news media outlets across the state through interviews. To raise awareness of the Public Meetings and availability of Plan documents for review and comment, a statewide press release was distributed to newspapers, television and radio stations across the state. Localized press releases were prepared for each Regional Public Information Meeting and were disseminated to the media in the respective region in advance of each meeting.

Legal Notices for statewide DAILY Newspapers were prepared for each Regional Public Information Meeting and appeared in newspapers in advance of each meeting. The legal notices were purchased to further get the word out about the Public Information Meetings. Below is a list of the Statewide Daily Newspapers that published the legal ads that includes the date each ad was published.

Berkeley-Charleston-Dorchester Council of Governments

Berkeley, Charleston & Dorchester
1362 McMillan Ave, Suite 100
North Charleston, SC 29405
(843) 529-0400

District 2

510 W. Alexander Ave.
Greenwood, SC 29646
(864) 227-6971

District 4

1232 J.A. Cochran Bypass
Chester, SC 29706
(803) 377-4155

District 6

6355 Fain Blvd.
North Charleston, SC 29406
(843) 740-1665

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Ad Dates:	Regional Meeting:	Newspaper:
Friday 8/29/14	Greenwood - September 11, 2014	The Index Journal
Tuesday 9/2/14	Columbia – September 8, 2014	State Newspaper
Tuesday 9/2/14	Columbia – September 8, 2014	The Item
Tuesday 9/2/14	Florence - September 9, 2014	The Morning News
Tuesday 9/2/14	Florence - September 9, 2014	The Sun News
Tuesday 9/2/14	Greenville – September 16, 2014	The Greenville News
Tuesday 9/2/14	Greenville – September 16, 2014	The Herald-Journal
Thursday 9/4/14	Orangeburg – September 18, 2014	Times & Democrat
Thursday 9/4/14	Orangeburg – September 18, 2014	Aiken Standard
Tuesday 9/9/14	Charleston - September 23, 2014	Post & Carrier

Direct Notifications

To reach out to ethnic, minority, and low income groups, non-English speaking populations, people with disabilities, and the public in general direct notifications and press releases were sent to the following organizations, associations, agencies groups, and individuals:

- MPOs
- COGSs (Hard copies of both plans were made available for review and comment at each of the state’s COG offices.)
- District Engineering Offices (Hard copies of both plans were made available for review and comment at each of the SCDOT’s district offices.)
- Stakeholders List (COGs, MPOs, SCDOT Staff Members, Federal Agencies, State Agencies, Planning Agencies, Transportation Providers, Rail Companies, Bus Companies, Environmental Groups, County Associations, SC Associations of Counties, Bicycle & Pedestrian Groups, Transit Agencies, County Officials, County Community Leaders, State & Federal Native American Tribes, Minority Contractors, Hispanic Groups, Area Agency on Agency, and the Disabilities and Special Needs)
- SC Municipal Association
- SC Association of Counties
- State Chamber of Commerce
- County Community Coordinators (Disseminate information to Neighborhood and Homeowners Associations)

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Minority Outreach

- SC Hispanic Chamber of Commerce
- SC Commission for Minority Affairs-Hispanic and Latino Affairs
- SC Hispanic Leadership Council
- ALIANZA List (211 Hispanic statewide recipients)
- SC Native American Chamber of Commerce
- SC Commission for Minority Affairs - Native American Affairs
- SC African American Chamber of Commerce
- SC Commission for Minority Affairs -African American Affairs Coordinator
- South Carolina Association of Black Journalists
- The Gullah Sentinel & The Gullah-GEECHEE RADIO
- SC Black Media Group & Black News
- COMMUNITY CALENDAR - WFMV GOSPEL RADIO (Broadcast covers state)
- WWDM RADIO Public Service Announcement Director (Broadcast covers the state)

Comments Received

A total of 94 comments were received electronically and in written form for the stand-alone statewide plans included in the Draft 2040 SMTP. The following is a breakdown of the number of comments received for each statewide plan:

No.	Category
19	Interstate Plan & the Strategic Corridors Plan & General Overall Comments
17	Statewide Transit Plan
15	Statewide Rail Plan
6	Statewide Freight Plan
37	*The Draft Statewide Strategic Safety Plan
94	Total

Comments were sorted and placed in the appropriate Matrix that was set-up for each statewide plan as listed above. All comments, electronic and written form, were tabulated, analyzed, charted and responded to as appropriate, with details available in the full Plan. All written comments that were submitted as part of the formal Public Comment period are detailed, with responses and appropriate Plan revisions noted.

***Note:** *The Draft Statewide Strategic Safety Plan was available for citizen review during the public comment period and displayed at the public meetings. However, the actual matrix of public comment results is not available in this report. The results will be made available in the South Carolina State Public Safety Plan.*

South Carolina Statewide Multimodal Transportation Plan
Matrix of Written Comments With Responses And Revisions Where Appropriate

Date Submitted	Source	Comments	Response	Revisions to Multimodal Plan
THE STATEWIDE INTERSTATE PLAN, STRATEGIC CORRIDDERS PLAN AND OVERALL DRAFT PLAN				
8/28/2014	MPO/COG	<p>Comment: In the SC Strategic Corridor Plan Page 11 Table 3-2 showing Santee-Lynches over 2 million VMT and 198 centerline miles. Then, the following pages showing most of the COG/MPO Project Names to fill the needs identification. However, the SLCOG/SUATS (LRTP) US 521 and U.S. 15 projects were not part of the needs identification pages. Is this overlook? Or is there criteria to exclude some "needs" projects?</p> <p>Type of comment: Multimodal</p>	<p>Contacted SUATS indicating their LRTP needs for US 521 and US 15 will be included in the Strategic Corridor Plan.</p>	<p>The relevant sections of the corridor plan are revised by including the US 521 and US 15 projects.</p>
9/8/2014	<p>Citizen: Columbia Regional Meeting</p>	<p>Comment: I commend SCDOT for their efforts in the development of the Multi-modal plan. It truly shows the transportation needs of South Carolina and the lack of funding resources required to implement those needs. I am in support of the multi-modal plan. The State Legislator's should take the needs identified serious and work together to provide funding short fall and push at the national level for a long-term funding solution. Great Job.</p> <p>Meeting Location: Columbia Type of comment: Multimodal</p>		
9/10/2014	<p>Citizen Voice Mail</p>	<p>Comment: I agree that the state should do potholes and fix bridges. I disagree with them messing around with the trees for safety because it's the drivers of this state who don't know how to drive and they always blame it on the trees. I disagree that the state gives cities and counties authority to close lanes on the bridges basically down here in Charleston to bicyclists and pedestrians because it is a safety hazard. I disagree on Rails that is money pit that I do not think they are going to have enough people using it to be affordable. Also they should get rid of the little side streets to the counties and state, even though they don't want it, they are always asking the state for money. And also, when they do major projects that don't go anywhere, the SCDOT should veto those projects because once the counties do the projects, the state have to take control of it and that is more headaches. Thank you.</p>		
9/15/2014	<p>Citizen Email</p>	<p>Comment: The SC DOT Modal Plan is missing a few elements. Much of the focus seems to be on highways and rails, while bicycling and walking are all but ignored. This is very disappointing and confusing. More bicycles replacing cars would help SC DOT achieve many of its environmental goals, and would have the added benefit of providing exercise to a state with a high obesity ranking. Additionally, bicycles are more inclusive someone who can't afford a \$30,000 dollar car might be able to afford a \$300 bicycle; the high school kid saving money for college doesn't need to pay for gas and insurance. They need a safe</p>		

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THE STATEWIDE INTERSTATE PLAN, STRATEGIC CORRIDERS PLAN AND OVERALL DRAFT PLAN				
		<p>place to ride on their way to work at the fast food joint. There is literature that discussing the economic and health benefits of bicycle infrastructure that I would be happy to share if anyone at SC DOT is interested. There are many articles that detail how valuable bicycling is to a community's economic health, and how bike infrastructure brings money and jobs to small towns. What I would like to see is a state plan to work with local counties to design and fund bicycle and pedestrian infrastructure. By involving local government in the planning process, the state has a better chance of identifying areas that are conducive to bicycling and making sure the money is wisely spent where it will help the most people. If you have any questions, please feel free to call me at 864.943.8074.</p> <p>Type of comment: Multimodal</p>		
9/16/2014	Citizen: Greenville Regional Meeting	<p>Comment:</p> <ol style="list-style-type: none"> 1. Before you get carried away with Bike Paths and intermodals and all the Public transportation get our Highways in good shape. 2. I'm not sure all this flap about Bridges is warranted-when TVA Backed water over bridges in TN in 40 they found the bridges would support 8 times the posted roads. 3. Put a new interstate across SC from Jedburg to McCormick & take N-S trafficking off I-85. Route will open up need part of State for Development. 4. Rapid Transit is a joke. 5. We need high speed road from Piedmont (Anderson County) to Chattanooga, TN. 		
9/17/2014	Citizen: Rock Hill Regional Meeting	<p>Comment: Since Fort Mill, SC is experiencing such large growth. Consider a study for an interchange on I-77 @ mile marker 84 and Harris Road overpass in Fort Mill, SC.</p> <p>Meeting Location: Rock Hill</p> <p>Type of comment: Multimodal</p>		
9/18/2014	Citizen Email	<p>Comment: I agree with all the concerns of the coastal conservation league, especially concerns about environmental damage from roads and more bicycle access</p> <p>Type of comment: Multimodal</p>		

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THE STATEWIDE INTERSTATE PLAN, STRATEGIC CORRIDERS PLAN AND OVERALL DRAFT PLAN				
9/20/2014	Citizen Email	<p>Comment: I am in favor of this multimodal plan as it will reflect another positive economic statement to businesses looking to relocate in SC.</p> <p>Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Good to see so many DOT people involved in getting the message out. \The selection of the meeting site was terrible, lacking public transportation. Long range planning is good, but the real problem is the lack of attendance of elected officials. We are unwilling to fund, that is tax ourselves to improve our infrastructure. Public officials need to see the disparity between needs and actual funding.</p> <p>Meeting Location: Charleston</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: The transportation needs of our state exceed the revenue this area needs to be addressed through public funding (e.g. gas tax, other). I do not favor the privatization of roads.</p> <p>There needed to be an oral presentation, not just posters.</p> <p>We need public transportation from Charleston to Columbia and Columbia to Greenville. We do not need I-526 extending across Johns Island to James Island to the bottleneck in downtown Charleston. Fix our roads first. We drive a SMART car and believe me we know how wonderful it is to drive on a smooth road like the Ravenel Bridge...but I-26 is terrible!!! Before developments are approved, there needs to be a traffic study and then the developer needs to plan for bus stops, sidewalks, bikeways, and public transit routes. The location for a large urban area like the Tri-county (Charleston, Berkeley, and Dorchester) was inaccessible to anyone without a car. It needed to be broken up into smaller areas that were convenient. We drove one hour to get to the meeting.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		

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9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Please do everything possible to allocate funding for improving our roads and bridges. 839 bridges in SC are "structurally deficient" and only 29% of our roads are in "good condition." This is according to the SCFOR. (SC Alliance to Fix Our Roads) and SC Secretary of Transportation, Janet Oakley.</p> <p>I just moved to SC two months ago, and I am concerned, both personally and professionally, about the quality of the roads and bridges that I drive on every day. Please bring them up to acceptable levels so that we will all feel safe on the roads - and also that SC will be attractive to potential businesses that could create new jobs!! Thanks for your time and consideration!!</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/24/2014	Citizen Email	<p>Comment: We need better designs. The rt. 17/707 designs have the bridges crossing the wrong way and a cheaper way would be turn the bridge 90 degrees and build access ramps and no traffic lights or install jug handles. The center lane is dangerous on the 707 design and should have wide paved shoulders, turn lanes or jug handles and a median. Also the sidewalk needs to be set back at least 2 feet from the curb. Rt. 31 is just useless where it has been routed and ends. Rt 73 is useless and only wanted by a few politicians and business people who bought up the land to make a wind fall compliments of the tax payers of SC. Roundabouts (circles) have been a scorn on traffic flow for decades and are being removed in every other state except SC. Please consider these comments on future designs.</p>		

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THE STATEWIDE INTERSTATE PLAN, STRATEGIC CORRIDDERS PLAN AND OVERALL DRAFT PLAN				
	MPO/COG	<p>Comment: Upon reviewing the Statewide Multimodal Plan, my office (Santee-Lynches COG Planning Department) has concerns with Section 4 (Multimodal Needs Identified by MPOs and COGs) of the South Carolina Strategic Corridors Plan. In this section the Santee-Lynches Council of Governments region was not listed and our project needs were not identified. We respectfully request that our information be included in this section. The information can be found in both the MPO and COG Long Range Transportation Plans. The Long Range Rural Transportation Plan for the Santee-Lynches COG can be found on the COG website (https://www.santeelynchescog.org/TransportPDF/Final2040LongRangeRuralTransportationPlan16June2014.pdf) and the Sumter Urban Area Transportation Study (SUATS) Long-Range Transportation Plan is on the SUATS website (http://www.sumtersc.gov/Data/Sites/1/media/departments/planning/suats/0514/suats2040ch10financialplan.pdf).</p> <p>Upon reviewing the Statewide Multimodal Plan, my office (Santee-Lynches COG Planning Department) has concerns with aspects of the South Carolina Strategic Corridors Plan and the Statewide Freight Plan. The opening statement for Statewide Strategic Corridor Plan states the intent of the plan is: "To develop a priority non-Interstate network with a focus on interregional connectivity for the traveling public and freight movement (emphasis added) and includes an evaluation of current and future congestion on the network." Then the opening statement of the Statewide Freight Plan describes the intent of the plan: "Developed for the first time in South Carolina to identify a Strategic Freight Network (emphasis added) necessary for the efficient movement of goods in South Carolina, and focused strategies to address the state's current and projected freight needs." Despite the emphasis on freight being a critical component of these two documents we feel both US 521 and US 15 are not given the attention they deserve. The following is a description of the various sections of the Statewide Strategic Corridor Plan and the Statewide Freight Plan where we felt further consideration is needed.</p> <p>Statewide Strategic Corridor Plan a. Reference Page 5 – Lists of Objectives: i. Table 2-3 Safety Goals – Historically rural roadways have proportionally more highway fatalities than roadways in urbanized areas. ii. Table 2-4 Infrastructure Condition Goals – Maintain or improve the current state of good repair for the NHS. Within Santee-Lynches Region US 521 and US378 are NHS Highways however US 521 is not listed as a strategic corridor or</p>	<p>The needs along the strategic corridors in SLCOG will be included in the Strategic Corridor Plan.</p>	<p>The relevant sections of the corridor plan are revised by including the SLCOG needs.</p>

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THE STATEWIDE INTERSTATE PLAN, STRATEGIC CORRIDERS PLAN AND OVERALL DRAFT PLAN				
		<p>a strategic freight corridor in new plan. Yet in 2008 plan, US 521 was considered a Statewide Significant Corridor.</p> <p>iii. Table 2-5 Economic and Community Vitality Goal – Utilize the existing transportation system to facilitate enhanced freight movement to support a growing economy. The Santee-Lynches Region took advantage of the State’s 24 / 7 program to widen US 521 (a NHS highway) from US 301 in Clarendon County to then city of Sumter boundary. US 521, as a result of the widen initiative, enhanced economic and community vitality to the region with the relocation of Continental Tire on US 521 in Sumter, and the start-up of Georgia Pacific wood products processing on this same US 521 corridor in Manning.</p> <p>b. Reference Page 8 Table 3-1: Criteria for Assessing South Carolina Roadway Network</p> <p>i. The scoring criteria – from High to Low and the Intrastate Mobility Criteria gives a growing Urbanized area an extreme advantage over a small urbanized area and / or growing rural area. There is not an equally proportional opportunity for the Santee-Lynches region to compete fairly in getting roadways listed in the South Carolina Roadway Network based on Table 3-1. Subsequently, this hinders the economic and community vitality goal for the Santee-Lynches Region because key freight corridors in the Region cannot and will not meet the established criteria described.</p> <p>c. Reference Page 10 Section 3.2.2 Step 2: Develop Tiered Corridors – Baseline criteria:</p> <p>i. The Santee-Lynches Region contains Designated National Highway Systems.</p> <p>ii. Sumter hosts Shaw Air Force Base (Military), which includes AFCENT and 3rd Army. The potential military impact to freight has been limited due to assets still being utilized overseas in national / international conflicts in the Mid-East.</p> <p>iii. US 521, under the State’s 2008 Statewide Transportation Plan, was an Statewide Evacuation Route that stretched the entire length of US 521 but under the new plan only a section up to I 95 is considered Statewide Evacuation Route.</p> <p>d. Reference Page 11 Tier 1 – 2 – 3 Definitions</p> <p>i. The criteria proportionally favors growing / large urbanized areas subsequently small urban and rural areas cannot equitably compete in the rankings of Tier 1 or 2.</p> <p>e. Reference Page 12 Figure 3-2: South Carolina Statewide Strategic Corridor Network</p> <p>i. US 15 from Sumter to Interstate 20 (Lee County) is not in the Tier rankings. Recommend US 15 from Sumter to Interstate 20 be considered for at least a Tier 3 since the volume of truck traffic coming from US 15 through the center</p>		

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		<p>of Bishopville has been documented by both SCDOT and a 2012 Environmental Assessment as having at least 905 – 2000 trucks a day or as stipulated by SCDOT “...On average 1 per 90 sec and 1/min during daylight hours, which is over 2000/day ...”(Public Meeting on November 2012) Statewide Freight Plan</p> <p>a. Reference Page 22 Figure 2-2 Interstate Truck Volume</p> <p>a. This figure shows that the volume of trucks along US 15 from Lee County (Bishopville) exceeds or matches some of the truck volumes along Interstate 20. Therefore, it is imperative that US 15 be included due to the extremely large number of trucks that flow along this corridor that is documented to have trucks that “...flow through Bishopville to/from I-20 to the West and to/from counties towards Charlotte, NC...”(Bishopville Bypass Environmental Assessment: Average Daily Traffic and Truck Traffic Memorandum, 2010)</p> <p>b. During the January 7, 2014 Freight Rail Plans Webinar, Santee-Lynches COG in consultation with SUATS made the following comments in regards to US 521 and US 15:</p> <p>i. “Would like to request changes to the Freight Corridor Tiers for U.S. 521 and U.S. 15. U.S. 521 in Sumter County should change from Tier 2 to Tier 1. Justification: Continental Tire and Georgia Pacific reside along that corridor. Continental Tire should be starting initial production this year with full scale production in a couple of years. Continental Tire will be a major generator of freight ... just the mere size of the facility is awesome and may shed light on the volume of freight that may pass through this facility. U.S.15 (North) from Sumter to Interstate 20 should be added as at least a Tier 2. Currently it is not any tier level. Justification: 2009 data reflects that trucks along U.S. 15 just through the City of Bishopville equaled 1 truck every 90 seconds and 1 truck every 60 seconds during daylight hours. This equates to over 2000 trucks a day. Again, those numbers are over 4 years old and undoubtedly freight traffic continues to increase and will definitely have a major influx of freight traffic as Continental Tire ramps up to full production, as well as supporting other industrial parks along the U.S. 15 corridor in Sumter County (such as Becton Dickinson, Caterpillar and Pilgrim’s Pride). We hope the above is considered and added to the State Freight Corridor plan. If you have any questions or comments, don’t hesitate to call or e-mail.” (Email Comments, January 7th 2014)</p> <p>b. Reference Page 43 – Statewide Freight Plan, Figure 2-12 Strategic Freight Roadway Network</p> <p>a. This figure does not reflect the comments mentioned above in response from the Webinar, nor was there any feedback in response to why the above</p>		

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		<p>comments were not considered.</p> <p>c. Reference Page 41 Paragraph 2.2.4 – South Carolina Strategic Freight Network</p> <p>a. Paragraph 2 states: “MAP – 21 authorizes the U.S. DOT to allow a maximum Federal share of 95 percent for an Interstate System project or 90 percent for a non-interstate project if the project demonstrates an important to the efficiency of the freight system and is identified in a State Freight Plan.”</p> <p>Therefore, US 521 and US 15 should be appropriately placed in the Statewide Freight Plan in order to be able to benefit from MAP-21, and to continue the Economic and Community Vitality along those corridors in the Santee-Lynches region and in outlying regions.</p> <p>Thank you for your help in this matter.</p> <p>Type of comment: Multimodal</p>		
9/25/2014	Citizen Email	<p>Comment: Prior to any Tax Increase on SC Fuels, the State DOT must make clear to all residents that it has done all it can to get Federal Highway money back to our State. Right now, SC gives more money than it receives in collected Federal Highway Taxes. Other States are living off of SC Taxpayer money. So far, we have not seen any type of major efforts by the SC Federal or State Delegations to right this injustice. Until that is done, no additional taxes should be levied upon SC Citizens to make up for this Federal Rip Off.</p> <p>Type of comment: Multimodal</p>		
9/25/2014	Email: Coastal Conservation League	<p>Dear Mr. Pleasant:</p> <p>Thank you for the opportunity to comment on the 2040 Statewide Multimodal Transportation Plan. We at the South Carolina Coastal Conservation League (CCL) hope all comments will be reviewed and given due consideration in the final plan.</p> <p>The plan acknowledges via its vision and goals that maintaining the state’s existing roads is the foremost transportation need for safe, reliable surface transportation and infrastructure. The plan also estimates total transportation needs at \$70.45 billion over the plan’s designated period. With estimated revenues of \$27.63 billion, this leaves a funding gap of 42.82 billion, annualized at \$1.477 billion. This divergence between cost and revenue requires a rigorous and expanded prioritization process that does more than “guide”</p>		

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		<p>funding decisions, and further mandates funding be allocated to the highest priority projects statewide. The rigorous use of prioritization reduces, if not eliminates, the politics of transportation funding, putting taxpayer dollars where they are most needed.</p> <p>Act 114 has been successfully used by the South Carolina Department of Transportation (SCDOT) to prioritize some, but not all, transportation projects. Faced with the aforementioned annual transportation funding gap of \$1.4 billion, SCDOT must enhance Act 114 and expand its use to include new alignment projects like I-73. Note that if SCDOT does prioritize transportation needs against alternatives, including new construction, to determine the preferred alternative, the National Environmental Policy Act (NEPA) analysis would still be applicable. Project prioritization could be further enhanced with the use of a nationally recognized comprehensive transportation model that includes a cost/benefit analysis as a leading indicator. North Carolina’s strategic prioritization, for example, considers congestion, safety, and benefits versus cost. Through this process, projects determined not to be cost effective are not prioritized. Data should drive transportation decisions. We recommend SCDOT reject memos of understanding and other project agreements associated with transportation projects that are not compliant with the Act 114 prioritization process. Additionally, the use of comprehensive prioritization must be extended to the South Carolina Transportation Infrastructure Bank (SCTIB), which the plan estimates will fund over 7% of transportation projects, and to the Councils of Government (COGs) and Municipal Planning Organizations (MPOs). The consistent use of prioritization by SCDOT, the SCTIB, MPOs, and COGs would eliminate politically expedient projects from being funded.</p> <p>For example, the Statewide Interstate Plan acknowledges I-73 has no construction funding, but SCDOT has included I-73 in their Summary of Needs, page 36, Executive Summary, stating the 29-year Interstate Plan needs a total of \$18.9 billion—\$2.4 billion of which is for I-73. Unfunded mandates, memos of understanding, and other transportation project agreements that are not compliant with the Act 114 process, whether local, state, or federal, should be rejected, as they demonstrate the political earmarking of funds, a practice that can be eliminated with rigorous prioritization.</p> <p>A particular item of concern is the possibility that the I-526/Mark Clark Extension is included in this plan update. CCL strongly opposes the extension of</p>		

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		<p>the Mark Clark and urges SCDOT to exclude this project from the updated 2040 Plan. This project is not a priority regional project, and will cost significantly more than the last estimate of \$556 million in 2012. This project has not obtained all requisite approvals or permits. A large interstate project like the 526 extension would continue to promote automobile-dependent transportation across Charleston County, increasing sprawl, damaging neighborhoods, and directly contrasting many of the economic and community vitality, environment, and equity goals outlined in the plan.</p> <p>Because the 2030 SC Multimodal Transportation Plan and the 2040 draft plan use different sources and metrics to identify highway needs, it is unclear whether specific projects identified by MPOs and COGs are included in the new plan. The 2040 Executive Summary states on page four, “The 2030 MTP highway needs were identified by reviewing a number of existing plans and sources, including those of SCDOT, MPOs and COGs. In contrast, the 2040 MTP uses SCDOT databases, design standards, cost estimates, and FHWA supported analytical tools to develop the roadway (i.e. HERS-ST) and bridge (i.e. NBIAS) needs.” Presumably all projects that were previously identified by the MPOs and COGs are included in the 2040 MTP; however, the phrase “[i]n contrast” creates ambiguity as to whether this is, in fact, the case.</p> <p>Further, it is also unclear whether 526 is included as an interstate capacity project (as it was in the 2030 MTP) or a primary and secondary road systems project. Page 36 of the 2040 Executive Summary states that \$12.9 billion is needed to increase highway capacity, which includes \$7.1 billion for added lanes to existing interstates, \$3.4 billion for interchange upgrades, and \$2.4 billion for the new I-73. The extension of the Mark Clark does not clearly fall into any of these categories. Additionally, because the Mark Clark extension is no longer considered an expressway and will not carry the “526 shield” logo due to the approved design criteria, which include a 200-foot right-of-way and the main-line speed limit of 45 miles per hour, it should not be considered an interstate need at all.</p> <p>Regarding mass transit, it is not clear that the plan contains any future guidance or funding for the acquisition of dedicated bus lanes. That type of planning is notably absent in the Strategic Corridors segment of the plan, as varying types of congestion are outlined, accompanied by ways to attempt to mitigate congestion without actually reducing the number of motor vehicles on our roadways. Even more disconcerting is the proposal that one-way street designation could assist with the problem—the SCDOT has a Complete Streets Policy which CCL fully supports and asserts should actually be implemented,</p>		

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		<p>with serious examination and investment in mass transit as a solution, as well as slowing proper roadways by safely accommodating other forms of transportation besides automobiles. The data compiled in the Transit segment of the plan further proves that point—survey results conclude that 80% of respondents identify a need for additional/improved public transit, and that the top three transportation priorities from respondents are roadway maintenance, public transit improvement, and bicycle and pedestrian infrastructure expansion.</p> <p>CCL suggests three particular strategies for increasing transit. The first is complete agreement with the language in the 2040 plan pinpointing the desperate need for a dependable, long-term source of funding. The second is for local transportation authorities to coordinate service with local planning authorities’ comprehensive plans. A prime example in Charleston is the designation of Gathering Places by the City of Charleston’s Planning Department—the Gathering Place zoning is specifically supposed to accommodate transit, yet the Charleston Area Regional Transportation Authority (CARTA) has yet to provide stops or even nearby access at these Gathering Places. The third is to plan mass transit, particularly in the Charleston-Berkeley-Dorchester region, in a way that ultimately accommodates our expected population growth. In the Rail segment of the plan, only commuter rail is discussed. Why is Bus Rapid Transit not considered a more effective intermediate plan to ultimately get our community to the light rail we will inevitably require?</p> <p>Bicycle and pedestrian accommodations are woefully inadequate across most of our state. We have maintained our status as the 5th most dangerous state for bicyclists, and become even more dangerous in those rankings for pedestrians as we shift from the 5th most dangerous to the 2nd. If South Carolina is truly going to accomplish the goal of zero vulnerable user fatalities by the year 2030, we must invest serious funds, and accept federal funds, in pedestrian and bicycle infrastructure. Even the City of Charleston, despite its designation as a Bicycle Friendly City, has failed to achieve the most pivotal requirement of that designation—safe and legal access across the Ashley River. In fact, the city has reduced the ability for bicyclists and pedestrians to safely cross by enforcing a ban on the James Island Connector. Bridge maintenance needs do not clearly include the addition of bike and pedestrian lanes as they are retrofitted, and that need should be clearly delineated in this plan. The inclusion of “approved MPO and COG bike and pedestrian improvements in</p>		

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		<p>new projects” should always occur, not simply “when financially and environmentally feasible.”</p> <p>Our focus should not solely be on reducing fatalities, but also increasing the number of citizens who utilize bicycle and pedestrian infrastructure. A performance measure should specifically be added to track increasing numbers of bike/ped commuters. These numbers will increase as proper infrastructure is added. In the Safety segment of this plan, it is alleged that pedestrians are mostly responsible for the harm that befalls them. It is also mentioned that 30% of injured or killed bicyclists are at fault. Yet these types of statistics fail to examine whether the bike/ped users were simply trying to stay safe in an area that does not afford these users any sort of appropriate infrastructure.</p> <p>The Executive Summary includes a discussion of Environmental Mitigation and the development of a Geospatial Mitigation Forecast model to identify impacts of current and planned transportation projects. The Summary says SCDOT will use this model to develop partnerships with the mitigation bank community and state and federal agencies so mitigation for projects can be established and approved early in the development process. We recommend including the conservation community (land trusts, conservation organizations, etc.) in that process, in order to fully assess potential properties and reduce conservation concerns early. We are not, however, suggesting that mitigation and other green protection initiatives necessarily must overlap; rather, consultation with all relevant stakeholders makes for good policy decisions. This process fails to take into consideration the importance of including land trusts and conservation organizations in the identification of impacts and the selection of appropriate mitigation for those impacts. By expanding participation in the early phases of the project development process, SCDOT can achieve both expediency and some environmental protection.</p> <p>Again, thank you for considering CCL’s comments.</p> <p>RE: South Carolina’s 2040 Statewide Multimodal Transportation Plan</p>		

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9/25/2014	MPO/COG	<p>Thank you for the opportunity to comment on the SCDOT's drafts of 2040 Statewide Multimodal Transportation Plan and the Statewide Strategic Safety Plan. The Grand Strand Area Transportation Study (GSATS) and Waccamaw Regional Council of Governments (WRCOG) have enjoyed working with SCDOT in developing transportation projects that have a tremendous impact on quality of life.</p> <p>After initial review of the documents we would offer the following comments:</p> <ol style="list-style-type: none"> 1. Consider the inclusion and analysis of future Interstate corridors (I-73 and I-74) in the Interstate Plan. 2. Consider the inclusion and analysis of US-521 and SC-31 in the Statewide Freight Network based on the anticipated role these facilities play in the area's network. 3. Rail lines adjacent to the state's ports should be given full priority and depicted appropriately in the plan. 4. The inclusion of additional study hours should be considered in the plan's analysis. Mid-day and weekend congestion should be given full consideration in the prioritization of transportation improvements. 5. The Waccamaw Regional Council of Governments has officially changed its name from the Waccamaw Regional Planning and Development Council. <p>The WRCOG Board of Directors would welcome a presentation and the opportunity to comment on the plan. The next scheduled meeting is October 13, 2014 at our office in Georgetown. Please contact me to arrange a presentation that best suits your schedule. I can be reached at 843-546-8502. We are excited to continue to work with SCDOT in seeing these valuable transportation improvements realized. I look forward to the Commission's consideration our comments.</p>		<p>Reference Item #5 – Name has been changed in documents.</p> <p>Adjusted in Freight Plan</p>

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	Local Government	<p>Can you provide information on the Strategic Corridor ranking criteria? In reviewing the MTP, the Tier system appears to have specific criteria for ranking the corridors. My evaluation would indicate that US 17 meets many of the baseline criteria and may very well meet other criteria that I don't have enough information to clearly demonstrate. It seems unlikely that it would rise to a Tier 1 corridor, but may rank higher than 3.</p> <p>Is US 17 from Ga State Line to 315 included in Appendix B (Congestion Analysis)?</p> <p>Can you provide specific information on the fatality rate for US 17 and its impact on its ranking in the strategic corridor?</p> <p>Your assistance is much appreciated. Thank you so much!</p>	Consultants has provided information on US 17 in response to this inquiry.	Based on additional information, the portion of US 17 between Georgia State Line and I-95 has been revised to a Tier 2 strategic corridor.
9/25/2014	Citizen Email	<p>Comment: Just a comment on a couple of roads. The low weight bridge on Highway 401 between I-20 and Darlington. This bridge has been in need of replacement for years now. And the detour is not only tearing up county roads, these county roads are extremely too narrow for trucks, which makes it extremely dangerous to the community and other vehicles. This being a federal highway, it seems the money should have been there to fix this bridge. They recently put a traffic circle around the corner from this bridge, for reasons unknown, that the money could have been used to replace this bridge. Please, please see what can be done to fix this bridge. Next, the road construction on i20 that has been going on for months and months now, and not only does it keep traffic in a mess, it is worse now than it was when they started. They keep paving, grinding and repaving? Is this some kind of experimental project for paving companies? What is the deal with this? How much is this costing us for this mess? Please make them quit playing and get this mess cleaned up!</p> <p>Meeting Location: I did not attend a public meeting Type of comment: Safety Plan</p>		This comment has been forwarded to the State Highway Maintenance Engineer's office

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9/8/2014	Citizen: Columbia Regional Meeting	Comment: I would like to see more public transit in South Carolina, especially premium transit. If we wait to build, where we know there will be a need, how much higher will the costs be to wait?		
9/9/2014	Citizen: Florence Regional Meeting	<p>Comment: I think SCDOT is doing a great job as far as public transit goes. Me being a college student and not owning my own transportation, I really do appreciate the transportation from the public buses issued to the students through SCDOT. As far as revenue goes, I think we as a county should do more to allow SCDOT the revenue for the things they need to continue to supply transportation, keep highways safe, and to also transport goods and values.</p> <p>Meeting Location: Florence Type of comment: Multimodal</p>		
9/18/2014	Citizen Email	<p>Comment: 1. Mass transit should be included as a way to mitigate traffic congestion, and funding for mass transit should be increasingly and consistently allocated.</p> <p>2. SCDOT should properly implement the agency-approved Complete Streets Policy.</p> <p>3. In accordance with the Complete Street Policy and the sentiment of the community, bicycle and pedestrian infrastructure should be properly funded, including during bridge retrofits and other roadway projects.</p> <p>4. The plan's consideration of bicycles and pedestrians should not solely focus on reducing fatalities rather it should also help increase the number of citizens who utilize bicycle and pedestrian infrastructure. A performance measure should specifically be added to track increasing numbers of bike/pedestrian commuters. These numbers will increase as proper infrastructure is added.</p> <p>5. Environmental mitigation of transportation projects should include consultation with land trusts and conservation organizations.</p> <p>Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	Comment: I would like for Charleston and surrounding areas to have better roads and highways. I would like for Charleston and surrounding areas to have better Mass Transit System, Bus Train Trolley, etc. I also want many more Bus Shelters, longer Bus Transit hours more frequent Bus schedules for those who don't have cars on Sundays to go to Church, shopping and work. We, as elderly people, need more access to information that can be understood.		

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9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Having traveled to Europe recently and experienced outstanding mass transit systems, it is very apparent that South Carolina must move into the mass transit arena sooner than later. The Greater Charleston area would be a great area in which to test programs. There must be financial incentives or disincentives to make it work. Increase parking fees downtown would be one way to change behavior. Also making pick up and drop off areas convenient is critical. We must change behaviors or gridlock will set into the area soon.</p> <p>Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: SCDOT chose a poor location for this meeting. Daniel Island is not accessible by public transit, excluding a large group people who have a major stake in how DOT money is spent.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Please bring back the Mt. Pleasant Loop!</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: As a member of the League of Women Voters, American Association of University Women, and AARP I am concerned about the inadequate public transportation in the BCD area and around the state. Recently I needed to meet a friend in Columbia and tried to make arrangements to take a bus or train to Columbia from Charleston. I was appalled to discover that there was only one bus to Columbia which left Charleston at midnight and arrived in Columbia at 2 am. If DOT is concerned about highway safety, wouldn't it make sense to get cars off the road and public transit (bus or rail) running between major cities in SC?</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Public mass transit is a social justice issue. With low pay, a tourism-based economy, and rising cost of living, it is important that we invest in making mass transit faster and more convenient. I hear that creating a rail system can take 15-20 years due to the research and construction necessary, and that's something we should start now. With congestion downtown, and discussions about how to deal with this centered around stifling tourism, we should be focusing on better transportation options that can significantly reduce congestion and parking problems. More buses, covered bus stops, and a rail system are extremely important to consider, especially as many people currently cannot afford to own and maintain a car.</p>		

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		Meeting Location: Charleston Type of comment: Multimodal		
9/23/2014	Citizen: Charleston Regional Meeting	Comment: Any state in which its residents are deprived of free and unencumbered access to every area of that state is not using its greatest resource to its fullest capacity. The same theory applies at the local (city) level. It's time for the state and the cities that make up this great state to consider those who do not have access to vehicles but still need to get, and the positive impact that their utilization of that system on a daily basis will increase the quality of life for all in the state. Meeting Location: Charleston Type of comment: Multimodal		
9/23/2014	Citizen: Charleston Regional Meeting	Subject: Transit issues Survey Hungryneck Straphangers Hungryneck Straphangers- Preliminary Results Transit Issues Survey- This is our final tally of approximately 50 surveys, not all of which contained 10 votes. Nearly everyone wanted more detailed information on the major projects including cost, travel times, frequency of operation and days and times of operation. It was clear that a much more extensive program of informing the public about the specifics of these options and collecting their input was desired. This must be regarded as an experimental sample. We'll be placing a page on our website linking these items to background material. For full information see www.busec.org . Rank Votes Issue 1 37 Commuter Rail Service between Charleston and Summerville and Charleston and Moncks Corner shall be established and operating within five years and the cost of infrastructure and equipment necessary to establish the service shall be paid with funds appropriated or which would have been appropriated for the proposed interchange, ramps and roads planned for the Ashley Phosphate Road Area and similar projects. 2 35 All urban highways constructed or substantially improved by the SC DOT shall include bus stops at the time they are opened to traffic at reasonable intervals which shall consist, when possible of a pullout allowing the transit vehicle to exit traffic flow while loading, a shelter with seating, lighting and a mechanism to summon law enforcement and a bicycle rack. The cost of these stops shall be borne proportionately by the agencies funding the work. In the event that transit is not operating on the road or expected to operate there in the near future, the pullouts shall be constructed with		

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		<p>appropriate curbing, sidewalks and paving and sufficient space and right of way shall be secured so that shelters, bike racks and seating may be installed in the future if transit service is provided in that area.</p> <p>3 32 Municipal plans shall be required to consider and include, where appropriate and practical locations for park and ride facilities for express transit riders and parking available at parks, recreation and sports facilities shall be configured when possible to permit this use.</p> <p>4 32 State and local support for transit pass programs for High School students shall be increased so that sufficient passes are available to allow all students qualifying for the free lunch program to participate in extracurricular activities or after school tutoring.</p> <p>5 31 State Institutions of Higher Learning shall be required to institute transit pass programs which allow regularly enrolled students to use local transit services free of charge.</p> <p>6 30 New Developments which total economic value exceeds 2.5 million dollars shall be required to build bus stops as a condition of plan approval and no CO shall be issued until such stops are in place and usable. In the event that transit does not operate on the roadway at that time or in the near future, pullouts shall be constructed and sufficient land reserved for installation of shelters, seating and bike racks in the future.</p> <p>7 24 The State of South Carolina shall fund a program to replace transit fleet vehicles so that the average age of vehicles on the road shall not exceed a maximum of ten years.</p> <p>8 22 The SC DOT shall be required to include a comparative transit analysis component in any new road way which demonstrates how the total cost of the roadways construction and operation over a thirty year period, including the cost of policing, emergency response, storm water control and repair compares to providing similar transportation capacity by the use of appropriate transit systems as a complete or partial alternative.</p> <p>9 22 Transit user education shall be provided to students in Middle Schools to include understanding and using schedule information, accessing electronic transit information over the internet and safe and appropriate conduct while using transit.</p> <p>10 21 The State shall fund the purchase of 10 electrically powered buses,</p>		

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		<p>particularly those manufactured in the state by Pro Terra, for use on transit systems within the state and see that all ten are in service within three years.</p> <p>11 19 State Parks, government owned or supported tourist attractions and publicly supported government facilities shall be required to include information about transit access in their printed promotional literature, internet presence and employee handbooks. Transit access instruction shall be included in staff training programs for these facilities.</p> <p>12 16 Public transit bus service shall be established linking Daniel Island and the Cainhoy Peninsula directly to Mount Pleasant and North Charleston with service no less often than once per hour from 7 am to 8 pm six days a week and once every two hours on Sunday 9 am to 6 pm. If practical passenger only ferry service between Daniel Island and Maritime Center in Downtown Charleston shall also be provided.</p> <p>13 16 The SC DOT shall establish a goal of furnishing mobility to transit riders living in or within 10 miles of any urban center which is home to over 250 thousand people equivalent to 75% of that enjoyed by persons using a private automobile, based on a global standard.</p> <p>14 16 All publicly funded transit services within the State of South Carolina shall have their services coded into an open source data format which can be used by Google Transit and other transit information providers to allow the public to plan trips within and between transit systems.</p> <p>15 10 All persons running for or serving in public office, elected or appointed, shall be expected to make not less than ten trips on their local transit system per year.</p>		
9/24/2014	Citizen Comment	<p>Comment: Site location-ridiculous!!! and extremely poor signage, the meeting site (Daniel Is. School) and even where to park and how to get into the building. I've never attended a meeting with worse or inadequate directions. I'm sure others turned around and left before finding this meeting. Not having public transportation to the site? UNBELIEVABLE! More and more of our population is getting older and will face medical and physical issues that will prevent safe driving, yet the lack of alternative transit options seriously limits any mobility. I know seniors who choose to still drive, just so they can get some groceries or pick up a prescription, but should not be on the road. Working at a rehab hospital and encouraging mobility and independence for our patients yet knowing the options are so few, makes it difficult. The roads are too congested, unsafe, pedestrians cyclists are at unnecessary risk, and other cities have been successful with public transportation options. Eliminating even the attendance at</p>		

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		<p>a supposedly public comment meeting by site and poor signage further reduces the chance that the people who need most to communicate are unable to. I take public transit at times that I'm too tired to drive, since I work night shifts, but the timing and availability of locations limit what I can do.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/25/2014	Citizen Email	<p>Comment: Interested in seeing commuter rail from downtown Charleston to Summerville to help relieve traffic congestion. Partner with water taxi for commuter traffic from Mt. P to downtown Charleston. More bus stops in Mt. P with extended hours so u could take the bus to/from dinner. No stops along rifle range, should add a route along rifle range. Lots of neighborhoods missing out on public transport along this route. Thanks for listening!</p> <p>Type of comment: Multimodal</p>		
9/25/2014	Citizen Email	<p>Comment: As one with daily interaction with older, rural, and disabled residents of the Lowcountry, I know that the number one unmet need is transportation. Not everyone owns a car or has access to personal transportation, and this affects many areas of life for these populations. It does no good to have a world class health center if the people who need it most cannot access urban areas from remote towns like St Stephen and Ridgeville. Affordable Public transportation that is accessible to everyone, with sensible routes in closer proximity to homes can help improve the health and wellbeing of many rural South Carolinians. I urge you, before adopting a plan to seek additional public comment from those in outlying rural areas. The Daniel Island time and meeting place was largely inaccessible and inconvenient to older people who are rural and not on a current bus line. Their voice has not been heard and deserves to be. The Hungryneck Straphangers and other groups made valiant efforts to be inclusive, and the state's obligation to do so is even greater.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/16/2014	Local Transit Agency	<p>I am providing comments on the Draft South Carolina Statewide Public Transportation and Coordination Plan (Plan) released last month. I find the Plan to be a very good comprehensive outlook for addressing identified long-term transportation needs in South Carolina and appreciate the hard work that went into it.</p> <p>Comment 1: Section 2.3.3 and Table 2-6; I question the financial data reported for the Pee Dee Region. For FY 2009 the audited financial statements for my agency report total operating expenses at \$6,700,391. For FY 2010 it was reported as \$6,603,553 and for FY 2011 it was reported as \$6,798,282. These expenses far exceed those listed in Table 2-6 of the Plan.</p>		<p>Comment 1: The text was updated in Section 2.3.3 to reflect how the calculations were completed. Table 2.6 does not include Medicaid Transportation. The financial information was provided by SCDOT, who receive the transit data from the transportation providers. This source is noted several times throughout the</p>

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Date Submitted	Source	Comments	Response	Revisions to Multimodal Plan
THE STATEWIDE TRANSIT PLAN				
		<p>Comment 2: Section 3.4.7; The last two sentences in this section specifically reporting PDRTA transportation coordination are incorrect. Along with our Medicaid broker contract, PDRTA terminated all other agency contracts in 2013. We currently do not provide routine transportation services under contract to any agencies. We also do not coordinate with other RTAs with regard to inter-regional trips.</p> <p>Comment 3: The data and overall assessment of current and projected demand for transit is striking. Section 2.4 is significant in noting increased usage of transit despite declining expenses. The methodology throughout Section 5 provides sound arguments for increased service and the statewide economic benefits that would result.</p> <p>Comment 4: The Plan does not make a case for the beneficial cost effective impacts of road and bridge infrastructure maintenance from increased investment in transit due to reduced vehicular miles per person. Research will easily show how more transit trips will enhance longevity to road and bridge surfaces from reduced wear and tear.</p> <p>Comment 5: The Plan is a strong endorsement for increased investment in public transit yet, offers no funding strategies or concepts to accomplish this. Although funding approaches may not have been tasked to the authors, it is one thing to identify a need, another to provide means by which to adequately address the need.</p> <p>Thank you for your work with the Plan and for this opportunity to provide comments. Please feel free to contact me should you require any additional information</p>		<p>report.</p> <p>Comment 2: Sentences taken out.</p> <p>Comment 5: The funding scenarios were included in the overall MTP report.</p>
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Please add late-night buses between Downtown Mt. P, West Ashley, James Island to let people avoid drink-driving affordably, at least on weekends! Perhaps Tel-a-Ride for all persons @ \$5 each. Also add service along the Mark Clark Expy. from Mt. P, serving Daniel Island onward to North Charleston.</p> <p>Meeting Location: Charleston Type of comment: Transit Plan</p>		

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Matrix of Written Comments With Responses And Revisions Where Appropriate

Date Submitted	Source	Comments	Response	Revisions to Multimodal Plan
RAIL PLAN				
9/18/2014	Citizen Email	Comment: I am a supporter of passenger rail throughout our state of South Carolina. The state passenger rail plan is much needed throughout South Carolina. Type of comment: Multimodal		
9/18/2014	Citizen Email	Comment: I am a supporter of passenger rail throughout our state of South Carolina. Passenger rail needed throughout South Carolina, especially from Greenville to Charleston. Type of comment: Multimodal		
9/18/2014	Citizen Email	Comment: Passenger rail needed throughout South Carolina, especially from Greenville to Charleston. I am a supporter of passenger rail throughout our state of South Carolina, and would love to see it happen within the near future. Type of comment: Multimodal		
9/18/2014	Citizen Email	Comment: Would greatly appreciate passenger rail service between Spartanburg and Charleston and would use it often. Meeting Location: I did not attend a public meeting Type of comment: Multimodal		
9/21/2014	Citizen: Greenville Regional Meeting	Comment: I fully support the passenger rail plan for the upstate, midlands, and coast (Charleston). This new dimension of transportation will be of tremendous benefit to the citizens and to the economic growth of the state. Meeting Location: Greenville Type of comment: Multimodal		
9/22/2014	Citizen Email	Comment: In this day of high gas costs, using the rail system proposed would save time, money and road repair. The daily commuting should not be costly as more people would use the system. I used commuter rail in Chicago and it was very affordable. Make this affordable and people will use it. Type of comment: Multimodal		
9/23/2014	Citizen: Charleston Regional Meeting	Comment: Comments are primarily about the Rail section of the draft plan. Also, make general comments about how quickly elements of the plan should be fully implemented, and how quickly the plan should be eliminated, and suggest a strategy to get political leaders energized about making the resources available to execute all of the plan's goals by 2020! Finally, end up with short comment as to why we should accelerate plan achievement by the year 2020 in lieu of 2040! WHAT THE HIGH SPEED INTERCITY PLAN DOES AND DOESN'T DO FOR SC! Like the fact that the Greenfield route extension of HS rail linking up the cities of Atlanta and Charlotte, as it is the most southerly and the most promising for a future		None needed; Rail Plan identifies need to analyze corridors in various locations for possible intercity rail

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RAIL PLAN				
		<p>Charleston connection! However, prefer that the connection be made through either Columbia or Augusta. Once HS rail corridor is extended through the Greenfield route, believe that the existing Amtrak Silver and Palmetto Services will suffer in ridership and may eventually be abandoned, leaving Charleston with no intercity services at all! Recommend plan be amended to show a new rail connection to either Augusta or to Columbia and possibly to Charlotte, NC! Right now, in my opinion, the 2050 intercity rail plan is a big white hole for SC, with Charleston taking a backseat to Savannah! Charleston's 1 ranking by Conde Naste deserves more respect than this!</p> <p>WHEN: This is not rocket science and we are not trying to send a man to the moon and safely return him to earth! THIS INFRASTRUCTURE UPGRADE IS ESSENTIAL TO GREATER ENERGY INDEPENDENCE AND ECONOMIC SECURITY OF OUR STATE! I SEE NO REASON WHY THE MAJOR ELEMENTS OF THIS PLAN CANNOT BE VIGOROUSLY PURSUED AND LARGED IMPLEMENTED BY THE END OF THIS DECADE-I.E IN THE YEAR 2020 VICE THE YEAR 2040!</p> <p>HOW TO IMPLEMENT THIS PLAN IS THE KEY TO SUCCESS TO AVOID IT BEING SHELVED ALONG WITH PREVIOUS EDITIONS OF THIS SAME PLAN! POLITICAL ACTION IS CLEARLY NECESSARY TO SECURE ADDITIONAL REVENUE STREAMS TO MAKE ALL ELEMENTS OF THE PLAN A REALITY INSTEAD OF JUST A MIRAGE AND A VISION! LOCAL CONGRESSMEN, SENATORS, AND STATE REPRESENTATIVES NEED TO GET ENERGIZED, AND IF NECESSARY, PRESSED OUT OF OFFICE BY THEIR CONSTITUENTS! EMAILS, AND OTHER SOCIAL MEDIA SHOULD BE USED BY ALL CONCERNED TO CONTINUALLY SEND THIS IMPLICIT MESSAGE TO EACH OF THEIR ELECTED REPRESENTATIVES AND LOCAL OFFICIALS, WHOSE SUPPORT IS ESSENTIAL TO EXPEDITED PROJECT DEFINITION AND COMPLETION!</p> <p>WHY? ASIDE FROM THE RELATIONSHIP OF INFRASTRUCTURE IMPROVEMENTS TO ENHANCE THE STATE'S ECONOMIC SECURITY, BECOMING MORE ENERGY INDEPENDENT OF FOREIGN OIL IS A VITAL FACTOR THAT DEMANDS A SENSE OF URGENCY IN EXECUTING ALL ELEMENTS OF THIS PLAN! TO SUMMARIZE, WE WILL BE FOREVER SENDING SONS, DAUGHTERS, GRANDSONS AND GRANDDAUGHTERS TO FIGHT IN THE MIDDLE EAST AND ON OTHER FOREIGN SOIL AS LONG AS WE REMAIN THE MOST DEPENDENT NATION ON FOREIGN OIL. TO PUT IT MORE SUCCINCTLY, WE MUST DO THIS BECAUSE IT IS SIMPLY THE RIGHT THING TO DO FOR THE RIGHT REASONS AT THE RIGHT TIME, AND THE RIGHT TIME TO COMMIT TO THIS IS NOW! AS A FORMER PRESIDENT ONCE SAID: "WE COMMIT OURSELVES TO SENDING A MAN TO THE MOON, AND RETURNING HIM SAFELY BACK TO EARTH BY THE END OF THIS DECADE, AND THESE OTHER THINGS, NOT BECAUSE THEY ARE EASY, BUT BECAUSE THEY ARE HARD"!</p>		

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RAIL PLAN				
		<p>My comments made online with respect to Charleston Connection were made in reference to Figure 3-3: Charlotte to Atlanta Passenger Rail Corridor Study Area. However, due to difficulty in relating the color legend to the six routes under consideration I incorrectly believed that the Greenfield route was through Columbia and Augusta. Now I understand that this is not the case and that those two cities are only on the Norfolk Southern and I-20/I-77 alternative routes; as the Norfolk Southern route is the only corridor with a performance rating of good while the interstate corridor has a rating of poor. My recommendation is to have Charleston connected by rail to the Norfolk Southern Corridor. If the superior best rated Greenfield Corridor is selected then Charleston should be connected to it at Charlotte, NC through Columbia, SC.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
9/23/2014	MPO/COG	<p>Comment: There appears to be an increased effort to establish rail transit services along the Charlotte-Columbia corridor. If there was a way to emphasize that effort, could that be considered [more than has been identified in Section 3.3].</p>		None needed; efforts recent and not during Plan development
9/23/2014	Citizen: Charleston Regional Meeting	<p>Comment: Public transportation must be a priority, not an afterthought. Intra-city light rail and inter-city commuter rail will reduce congestion, parking problems, and pollution. In Charleston, this must include a line along Hwy 17 from Main Rd to Wando HS with a spur to Folly Beach, and another line from downtown to the airport and on to Summerville. Add rail from Charleston to Columbia to aid in hurricane evacuation. Yes this is expensive but delaying it will make it even more expensive. Use the I-526 expansion money for rail instead and raise the gas tax. Build secure park and ride lots and encourage ridership with fares that are less than what someone would spend on gas/parking downtown. Use buses to feed train stations rather than full trips downtown. Expand transit hours to provide rides when people need it, rather than stopping at 8pm.</p> <p>Also require smart urban planning to prevent sprawl and more road congestion. When building new roads, build alternate routes such as a grid system to spread traffic out rather than concentrating it on a single main road. Eliminate cul de sacs, dead ends, and loops in favor of thru traffic.</p> <p>Require that all new roads and all road reconstruction include bike lanes and sidewalks. People can't leave their cars behind if doing so means risking their lives. Study Portland, OR - that is one of the country's most livable cities. Public transit is widely used and sprawl is minimized. SC cities should strive to be more like that .Don't ignore rural areas either. Ensure people can get to cities for work, shopping,</p>		

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RAIL PLAN				
		<p>doctor appointments, and entertainment via safe roads and transit.</p> <p>Don't cut down the trees on I-26!!!! Build guard rails and reduce the number of cars by providing commuter rail service between Charleston and Columbia.</p> <p>In summary, we need efficient public transit - especially rail - to reduce car traffic. Widening highways and expanding I-26 will encourage more cars and more congestion plus create more sprawl. Be smart.</p> <p>Meeting Location: Charleston Type of comment: Multimodal</p>		
10/2/2014	Email: Upstate Forever	<p>Comment: The Rail Plan, Upstate Forever strongly encourages increased use of rail as an alternative to freight trucks and individual passenger trips. We would advise, as well, that the SCDOT become proactive in converting abandoned or soon-to-be abandoned railroad right-of-ways to multiuse trails, which has the dual benefit of expanding transportation options in the present while preserving those corridors for future rail service when/if appropriate. This consideration should be added to the analysis. The Swamp Rabbit Trail in Greenville County has proven to be an ideal success story for such a conversion, increasing modal options and spurring local economic development.</p>		
10/23/2014		<p>Comment: I have had a chance to read through the South Carolina State Rail Plan. I apologize for taking a while to get back to you. In reading through, I think it does a good job of cataloging most of the current status/base case for the state. I have come up with some questions and comments I think would be helpful to address in the Final Plan document.</p> <ul style="list-style-type: none"> - Generally, I caught some typographical, font size and formatting errors and would just recommend the contractor proofread it thoroughly prior to publishing. - State Infrastructure Bank (SIB): This was mentioned in a few different places in the document, like Section 2.1.5 on page 49. However, the SIB should really be discussed in more detail, particularly with respect to the legislation that created it and the legislation/funding allocations that have started to build up and make some infrastructure projects possible. That funding is being proposed as part of the funding solution for the Assembly Street project when that goes to construction, so it is very real and should be acknowledged. I am sure there are limitations as to how much can be used for various purposes, including rail, and this should also be clearly discussed. 		Revisions made as noted

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RAIL PLAN				
		<ul style="list-style-type: none"> - Page 52 under “strategies”: Acronyms like NEMSIS should be spelled out the first time so people know what they refer to. Maybe I missed the earlier reference, but in case I didn’t. - Page 56 under “Strategic Corridor Network”: No mention is made of access to the second two key defense installations. Are they served by rail at all? - Section 2.2.1.2.1 - “Historical Employment Trends”: No mention is made of the contribution of the rail – or even transportation sectors in general – make to the overall employment pool and trends. Neither is there discussion of projected future growth. This seems like it could be a good story to tell given the auto production in South Carolina (also not really mentioned as a key commodity transported either in value or tonnage), as well as the development of the Navy Base ICTF. - Figure 3.2 – U.S. Megaregions: The graphic is a bit blurry. It would be nice to have a higher-res graphic. - Chapters 3, 4, and 5: <ul style="list-style-type: none"> o The text in the chapters related to passenger, freight and long-term investment plan hint at conclusions that came out of previous studies and alternatives analyses. However, none of the paragraphs discuss any next steps (i.e. the end of Section 3.3; or Charleston Commuter Rail Development under Section 3.4) o It would be nice to see graphics related to all of the passenger and freight development investment ideas listed. It would be preferable if these were in line with the text, but even an appendix would be nice. o Chapter 5: We understand the financial constraints the state has related to funding rail infrastructure improvements. However, it would be nice to see a “constrained plan” like you might find in an LRTP. The freight projects might be listed by critical need or something to that effect. The passenger projects could be under planning studies, perhaps identifying the next steps like feasibility, NEPA, and/or service planning studies to be advanced next. This should be consistent with the conclusions reached in each of those plans and probably would not take too much work to pull those pieces out. • Thank you for giving us the opportunity to review and comment on the plan. We look forward to seeing the Final Plan when it is ready for FRA acceptance review. 		

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FREIGHT PLAN				
8/19/2014	Industry Association	<ul style="list-style-type: none"> There's a discussion about creating a new freight fund. The assumption appears to be that the revenue would come from either highway fees or general revenue. We strongly oppose cross-modal subsidies, and any modes that receive funding should be required to contribute a share proportionate to their benefit. 	Expressed appreciation for the comments and set up a meeting on 8/20/2014 to discuss further	SCTA Policy Statement. No action taken
8/19/2014	Industry Association	<ul style="list-style-type: none"> There's no discussion about the OS/OW permit process and issues with differing rules/uniformity between states. Maybe that's too in the weeds for this document though. 	Expressed appreciation for the comments and set up a meeting on 8/20/2014 to discuss further	Added to page 114
8/19/2014	Industry Association	<ul style="list-style-type: none"> There's very little discussion about coordination with local planning agencies, neighboring states or states on the same Interstate corridors. 	Expressed appreciation for the comments and set up a meeting on 8/20/2014 to discuss further	Strategy on PG 114: "§ Continue to work with multi-jurisdictional and multi-state partners to make corridor-wide system decisions (i.e. I-95 Corridor Coalition). "
8/19/2014	Industry Association	<ul style="list-style-type: none"> One of the barriers to addressing freight needs is a lack of freight planning expertise within state and local planning agencies, and a lack of "champions" for freight within these agencies. SC DOT may want to discuss improvements in freight professional development as a need. 	Expressed appreciation for the comments and set up a meeting on 8/20/2014 to discuss further	Adjusted strategy on page 126
8/28/2014	FHWA, SC Division	<u>Comments:</u> <ul style="list-style-type: none"> Previous comments not addressed – In the freeway section (2.1.1.2), it would be useful to also provide the reader with information on the volumes and truck volumes on those freeway facilities in SC. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	N/A
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> Please include a description of improvements that may be required to reduce or slow the deterioration of roadways due to heavy vehicles. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	Added to strategy 3A. Please see not below about the role of strategies and projects in the SFP
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> Please include intelligent transportation systems that improve the safety and efficiency of freight movement – this is noted in section 1.1, but the discussion within the document is missing. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	This is included throughout the strategy section
8/28/2014	FHWA, SC Division	<p>There are three notations in the plans that indicate that it is SCDOTs intent to also include projects in the SFP, however, to date they have not been included. These references are as follows –</p> <ul style="list-style-type: none"> Section 1.1 – Section 1118 of MAP-21 requires that a SFP 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	The plan serves as a supplement/support document to the LRTP. Therefore, the SFP does not include a traditional project list,

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FREIGHT PLAN				
		<p>include at a minimum....a description of improvements that may be required to reduce or impede the deterioration of roadways...a description of the strategies the state is employing to address freight mobility issues.</p> <ul style="list-style-type: none"> Section 2.2.4 – Map-21 authorizes the USDOT allow a maximum federal share of 95 % for an Interstate system project or 90% for a non-interstate project if the project demonstrates an improvement to the efficiency of the freight system and is identified in a State Freight Plan. 		however it does include many strategies to employ on the freight network that could be employed as projects themselves or to better implement the LRTP/SFP team of documents
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> Consider reviewing your current STIP programming to include projects within with the following types of benefits so that SCDOT may pursue a reduced match rate in the future: construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement; intelligent transportation systems and other technology to improve the flow of freight; efforts to reduce the environmental impacts of freight movement on the primary freight network; railway-highway grade separation; geometric improvements to interchanges and ramps. truck-only lanes; climbing and runaway truck lanes; truck parking facilities eligible for funding under section 1401; real-time traffic, truck parking, roadway condition, and multimodal transportation information systems; improvements to freight intermodal connectors; and improvements to truck bottlenecks. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	The plan serves as a supplement/support document to the LRTP. Therefore, the SFP does not include a traditional project list, however it does include many strategies to employ on the Ided freight network that could be employed as projects themselves or to better implement the LRTP/SFP team of documents
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> Page 83 – “error! Not a valid bookmark self-reference” 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	Not reproducible
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> page 100 - Section 5.1.1.1 should reflect 2014 and not 2013. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	Updated

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FREIGHT PLAN				
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> Page 103 -delete "of" in the 2nd and 3rd bullet. 	Expressed appreciation for quick response and comments, and noted no issues in making the suggested and required revisions.	Updated
8/28/2014	FHWA, SC Division	<ul style="list-style-type: none"> In the Strategic Freight Network section (2.2.4), it is hard to determine if South Carolina's Strategic Freight Network has been identified based on how the section is currently written. Some of the sentences make it seem like there is already a network in place, while another sentence is written as if one is in the works. 		Good catch. Updated.
9/4/2014	Freight Network Map	<ol style="list-style-type: none"> US 501 from SC 22 to I-95 should be included. US 25 from the NC state line to I-85 should be included. US 521 from Georgetown to I-95 should be reviewed further to determine if it should be included in the final version. US 52 from I-526 to I-95 should be reviewed further to determine if it should be included in the final version. The connection between US 78 should be made to US 278 south of Aiken by way of SC 781. The Strategic Corridors Network map shows this connection. SC 171 from US 17 to Folly Beach should be reviewed further to determine if it should remain in the final version. US 21 from I-95 to Beaufort should be reviewed further to determine if it should remain in the final version. US 701 should be reviewed further to determine if it should remain in the final version. Port Royal should not be shown as an active terminal. US 521 extended to the NC line should be reviewed further to determine if it should be included in the final version. Should SC 3 from US29 to US 521 in York County really be SC5/US21? 	Addressed in meeting notes to Council members	<ol style="list-style-type: none"> This has been included in the network. This has been included in the network. US 521 from Georgetown north to I-95 was included originally as tier 3 which were the result of stakeholder comment. The modified criteria used in the second round of identification included only routes carrying over 500 trucks per day, and this is not the case for this segment. For these reasons it was not included. Though US 52 in this area did not meet the tonnage or truck volume criteria, but it was added as it is an alternative parallel route to I-26. There is a considerable amount of future industrial development in Berkeley and Dorchester Counties, which may benefit from this alternate route. It was verified that this route has been added. This has been removed from the

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FREIGHT PLAN				
				<p>network</p> <p>7. Though Port Royal is no longer functioning as a port, there is an active military presence in Beaufort, and US21 is the main connector between those bases and I-95. As a result it remains on the network.</p> <p>8. This route did not meet the tonnage nor truck volume criteria and is not part of the strategic network so it was not added.</p> <p>9. This has been removed</p> <p>10. This section did not meet the tonnage or truck volume criteria and therefore was not included.</p> <p>11. The label has been fixed.</p>
9/9/2014	City of Florence: Florence Regional Meeting	<p>Comment: Further information on the Freight Plan's future use corridors would be beneficial. Freight and the freight industry has a large impact on the City of Florence.</p> <p>Meeting Location: Florence</p> <p>Type of comment: Multimodal</p>	N/A	Local expertise needed; no revisions
9/17/2014	Industry Association	<ul style="list-style-type: none"> Freight strategies suggest the use of time of day restrictions for trucks in major chokepoints. Obviously this would be a significant concern since it would disrupt deliveries. States are also restricted by federal law in their ability to impose time of day restrictions, especially on Interstates. See 23CFR658.11. 	All good points and why we wanted feedback. We will definitely review as part of our final revisions.	SCDOT understands the limitations of time-of-day restrictions in regards to the ICC and CFR. That being said, the SFP was developed to help SCDOT work with its freight partners, both public and private, enhance freight mobility. The truck restriction strategy is one focused on studying the feasibility and utility of a restriction. The team reworded that strategy as such.
9/17/2014	Industry Association	<ul style="list-style-type: none"> Freight strategies suggest the potential use of value pricing, which obviously would also be a concern. 	All good points and why we wanted feedback. We will definitely review as part of our final revisions.	SCTA Policy Statement. No action taken

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FREIGHT PLAN				
9/17/2014	Industry Association	<ul style="list-style-type: none"> Freight strategies suggest that intermodal connection projects should be given a higher priority than other freight projects because they are most often the best way to reduce supply chain costs. Making this broad generalization goes against all commonly accepted notions of investment based on benefit-cost analysis and. 	All good points and why we wanted feedback. We will definitely review as part of our final revisions.	Lightened some language. Other strategies also mention prioritizing high volume routes. IC important but fits within the created scheme better.

2014 | **SMTP**

APPENDIX

2014 | **SMTP**

**MINORITY MEDIA
OUTLETS**

APPENDIX C MINORITY MEDIA OUTLETS

Radio

Radio Station	Area	Region	Demographic	Language
WVGB 1490 AM	Beaufort	Low Country	African American	English
WHPB 1390 AM	Belton	Upstate	African American	English
WTGH 620 AM	Cayce	Midlands	African American	English
WCOO 105.5 FM	Charleston	Low Country	African American	English
WJNI 106.3 FM	Charleston	Low Country	African American	English
WPAL 100.9 FM	Charleston	Low Country	African American	English
WSSP 94.3 FM	Charleston	Low Country	African American	English
WWBZ 98.9 FM	Charleston	Low Country	African American	English
WWWZ 93.3 FM	Charleston	Low Country	African American	English
WXST 99.7 FM	Charleston	Low Country	African American	English
WQIZ 810 AM	Charleston	Low Country	African American	English
WXTC 1390 AM	Charleston	Low Country	African American	English
WZJY 1480 AM	Charleston	Low Country	African American	English
WHXT 103.9 FM	Columbia	Midlands	African American	English
WLXC 98.5 FM	Columbia	Midlands	African American	English
WSSB 90.3 FM	Orangeburg	Midlands	African American	English
WQKI 93.9 FM	Orangeburg	Midlands	African American	English
WWDW 101.3 FM	Columbia	Midlands	African American	English
WXBT 100.1 FM	Columbia	Midlands	African American	English
WDSC 800 AM	Dillon	Pee Dee	African American	English
WBZF 98.5 FM	Florence	Pee Dee	African American	English
WCMG 94.3 FM	Florence	Pee Dee	African American	English
WSQN 102.9 FM	Florence	Pee Dee	African American	English
WYNN 106.3 FM	Florence	Pee Dee	African American	English
WPFM 1350 AM	Florence	Pee Dee	African American	English
WTNI 1490 AM	Florence	Pee Dee	African American	English
WYNN 540 AM	Florence	Pee Dee	African American	English
WLMC 1470 AM	Georgetown	Pee Dee	African American	English
WJMZ 107.3 FM	Greenville	Upstate	African American	English
WPCI 1490 AM	Greenville	Upstate	African American	English
WPJM 800 AM	Greenville	Upstate	African American	English
WLBG 860 AM	Laurens	Upstate	African American	English
WMIR 1200 AM	Myrtle Beach	Pee Dee	African American	English
WPJS 1330 AM	Myrtle Beach	Pee Dee	African American	English
WASC 1530 AM	Spartanburg	Upstate	African American	English
WTUA 106.1 FM	St. Stephen	Low Country	African American	English
WLJI 98.3 FM	Sumter	Midlands	African American	English
WWKT 99.3 FM	Sumter	Midlands	African American	English
WQMC 1290 AM	Sumter	Midlands	African American	English
WAAW 94.7 FM	Williston	Midlands	African American	English

Newspaper

Newspaper	Area	Region	Demographic	Language
Charleston Black Times	Charleston	Low Country	African American	English
Columbia Black News	Columbia	Midlands	African American	English
Florence Black Sun	Florence	Pee Dee	African American	English
Greenville Black Star	Greenville	Upstate	African American	English
Orangeburg Black Voice	Orangeburg	Midlands	African American	English
View South News	Orangeburg	Midlands	African American	English
Rock Hill Black View	Rock hill	Midlands	African American	English
Sumter Black Post	Sumter	Midlands	African American	English

Spanish Media Outlets

Newspaper	Area	Region	Demographic	Language
Que Onda	Columbia	Midlands	Hispanic	Spanish
VIDA LATINA	Columbia	Midlands	Hispanic	Spanish
Radio Station				
WAZS 980AM	Summerville	Low Country	Hispanic	Spanish
WBLR 1430 AM	Batesburg	Midlands	Hispanic	Spanish
WDAB 1580 AM	Traveler's Rest	Upstate	Hispanic	Spanish
WGVL 1440 AM	Greenville	Upstate	Hispanic	Spanish

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**LEGAL
ADVERTISEMENT**

Legal Notices for statewide DAILY Newspapers were prepared for each Regional Public Information Meeting and ran in newspapers also in advance of each meeting. The legal notices were purchased to further get the word out about the Public Information Meetings. Below is a list of the Statewide Daily Newspapers that published the legal ads that includes the date each ad was published and their associated costs. Also, a sample Legal Advertisement is attached for your information.

Ad Dates:	Regional Meeting:	Newspaper:
Friday 8/29/14	Greenwood - September 11, 2014	The Index Journal
Tuesday 9/2/14	Columbia - September 8, 2014	State Newspaper
Tuesday 9/2/14	Columbia - September 8, 2014	The Item
Tuesday 9/2/14	Florence - September 9, 2014	The Morning News
Tuesday 9/2/14	Florence - September 9, 2014	The Sun News
Tuesday 9/2/14	Greenville - September 16, 2014	The Greenville News
Tuesday 9/2/14	Greenville - September 16, 2014	The Herald-Journal
Thursday 9/4/14	Orangeburg - September 18, 2014	Times & Democrat
Thursday 9/4/14	Orangeburg - September 18, 2014	Aiken Standard
Tuesday 9/9/14	Charleston - September 23, 2014	Post & Carrier

Public Information Meeting

NOTICE TO CITIZENS OF SOUTH CAROLINA: The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Columbia on Monday, September 8** concerning the Draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5:00 p.m. and 7:00 p.m. in **the McGuire Room at the Colonial Life Arena, 801 Lincoln Street, Columbia**. The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens in **Kershaw, Lee, Lexington, Richland and Sumter counties** on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting. Written and electronic comments may be submitted during the meetings.

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

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**PRESS
RELEASES**

SCDOT Seeks Public Input on Draft Statewide Multimodal Transportation Plan

Seven Public Information Meetings to be held Across South Carolina

The South Carolina Department of Transportation (SCDOT) Commission on Thursday, Aug. 21, 2014, gave staff approval to initiate a 30-day public comment period for the draft of the 2040 Statewide Multimodal Transportation Plan (SMTP).

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, “Charting a Course to 2040.”

The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, estimated funding, and strategies to move South Carolina forward. The SMTP includes the following, stand-alone statewide plans:

- **Statewide Multimodal Transportation Plan (Summary);**
- **Statewide Interstate Plan** to evaluate current and future congestion specific to each interstate corridor;
- **Statewide Strategic Corridors Plan** to develop a priority non-Interstate network with a focus on interregional connectivity for the traveling public and freight movement and includes an evaluation of current and future congestion on the network;
- **Statewide Transit Plan** to identify existing public transportation services, current and projected needs, and long-range transit strategies;
- **Statewide Rail Plan** to establish priorities and implementation strategies to enhance passenger and freight rail service in South Carolina, and serve as the basis for Federal and State rail investment;
- **Statewide Freight Plan** developed for the first time in South Carolina to identify a Strategic Freight Network necessary for the efficient movement of goods in South Carolina, and focused strategies to address the state’s current and projected freight needs;
- **The Draft Statewide Strategic Safety Plan** to identify emphasis areas and strategies aimed at eliminating highway fatalities and severe injuries

A copy of this press release, an overview of the update process, and a link to the Draft 2040 SMTP are available for public review and comment until **Sept. 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

In addition, seven public information meetings will be held across the state in September to engage the public and provide citizens an opportunity to review and comment on the Draft 2040 SMTP. The meetings will have a drop-in format with displays of the draft plan available for viewing

from 5 p.m. to 7 p.m. A brief presentation regarding the Draft 2040 SMTP will be given at the beginning of each meeting. The Draft Statewide Strategic Safety Plan also will be available for public review and comment at the regional meetings.

The meetings will be held at the following locations:

- **September 8, 2014** **Colonial Life Arena, McGuire Room**
801 Lincoln St
Columbia, SC 29201
- **September 9, 2014** **Florence Public Library, Stukes Meeting Room**
509 S. Dargan St.
Florence, SC 29506
- **September 11, 2014** **Piedmont Technical College, 102–C Building**
James C. Self Conference Center
620 N. Emerald Road
Greenwood, SC 29648
- **September 16, 2014** **Greenville County Square, Suite 400**
301 University Ridge
Greenville, SC 29601
- **September 17, 2014** **Manchester Meadows, 2nd Floor Conference Room**
337 Mt. Gallant Road
Rock Hill, SC 29730
- **September 18, 2014** **Orangeburg-Calhoun Technical College, Cyber Cafeteria**
3250 St. Matthews Road
Orangeburg, SC 29118
- **September 23, 2014** **Daniel Island School, Multi-Purpose Room**
2365 Daniel Island Drive
Charleston, SC 29492

An interpreter will be available to assist Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Mark Pleasant at (803) 737-1437.

To assist those who do not have internet access, a hard copy of this information is available for public review and comment at the following locations:

South Carolina Council of Governments:

Appalachian Council of Governments

Anderson, Cherokee, Greenville,
Oconee, Pickens & Spartanburg
30 Century Circle
Greenville, SC 29606
(864) 242-9733

Lower Savannah Council of Governments

Aiken, Allendale, Bamberg, Barnwell,
Calhoun & Orangeburg
2748 Wagener Road
Hwy 302 North
Aiken, SC 29801
(803) 649-7981

Upper Savannah Council of Governments

Abbeville, Edgefield, Greenwood, Laurens,
McCormick & Saluda
222 Phoenix Street, Suite 200
Greenwood, SC 29646
(864) 941-8050

Santee-Lynches Council of Governments

Clarendon, Kershaw, Lee & Sumter
36 West Liberty Street
Sumter, SC 29151
(803) 775-7381

Catawba Regional Council of Governments

Chester, Lancaster, York & Union
215 Hampton Street
Second Floor
Rock Hill, SC 29731
(803) 327-9091

Central Midlands Council of Governments

Fairfield, Lexington, Newberry & Richland
236 Stoneridge Drive
Columbia, SC 29210
(803) 376-5390

**Waccamaw Regional Planning and
Development Council of Governments**

Georgetown, Horry & Williamsburg
1230 Highmarket Street
Georgetown, SC 29440
(843) 546-8502

SCDOT District Offices:

District 1

1400 Shop Road
Columbia, SC 29201
(803) 737-6660

District 3

252 S. Pleasantburg Drive
Greenville, SC 29607
(864) 241-1010

District 5

3018 East Palmetto
Florence, SC 29506
(843) 661-4710

District 7

US Route 178 East Bowman Road
Orangeburg, SC 29116
(803) 531-6850

Pee Dee Regional Council of Governments

Chesterfield, Darlington, Dillon, Florence,
Marion & Marlboro
2319 Regional Road
Florence, SC 29501
(843) 669-3138

Lowcountry Council of Governments

Beaufort, Colleton, Hampton & Jasper
634 Campground Road
Yemassee, SC 29945
(843) 726-5536

**Berkeley-Charleston-Dorchester Council of
Governments**

Berkeley, Charleston & Dorchester
1362 McMillan Ave, Suite 100
North Charleston, SC 29405
(843) 529-0400

District 2

510 W. Alexander Ave.
Greenwood, SC 29646
(864) 227-6971

District 4

1232 J.A. Cochran Bypass
Chester, SC 29706
(803) 377-4155

District 6

6355 Fain Blvd.
North Charleston, SC 29406
(843) 740-1665

Comments will be accepted until the close of business on **Sept. 25, 2014** and should be forwarded to Mark Pleasant, Statewide Planning Chief at SCDOT, 955 Park Street, P.O. Box 191, Columbia, S.C. 29202 or pleasantmd@scdot.org.

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Charting a Course to 2040 **(The Process of Updating the** **South Carolina Statewide Multimodal Transportation Plan)**

The South Carolina Department of Transportation (SCDOT), in partnership with the South Carolina Department of Commerce, South Carolina State Ports Authority, Federal Highway Administration, Federal Transit Administration, and other key stakeholders is in the process of updating the **South Carolina Statewide Multimodal Transportation Plan**, entitled “**Charting a Course to 2040**”.

Every five years the **Statewide Multimodal Transportation Plan** is updated to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding.

The updating process is performance-based and includes developing vision, goals, and objectives, formulating performance targets, identifying multimodal transportation needs, estimating future revenues, developing future scenarios, environmental screening, integrating bike and pedestrian planning, and safety. The **Statewide Multimodal Transportation Plan** also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Service Coordination, Freight, and Rail systems

In 2012, Congress passed “**Moving Ahead for Progress in the 21st Century Act**” (**MAP-21**) which requires state transportation plans to focus on a performance-based, outcome-driven planning process.

“**Charting a Course to 2040**” attempts to address the enhanced federal planning requirements by providing a vision for improving future condition, performance, and accessibility of transportation infrastructure and services that enhance the mobility and economic competitiveness of South Carolina.

There are numerous challenges in planning for the State’s future transportation system. Growth trends in population, employment, vehicle miles of travel and transit usage indicate a greater demand for future mobility. The maintenance of the existing system, which is the fourth largest in the nation, is a significant consideration with over 41,000 miles of state maintained highways and over 8,300 bridges.

The South Carolina Ports Authority relies on an effective highway and rail system for the movement of goods in support of the State’s economy. Tourism is the largest economic sector in the State and transportation infrastructure provides a critical linkage for visitors.

Finally, improving the safety of the traveling public is an ongoing priority as South Carolina has one of the highest mileage death rates in the nation. Effectively balancing all of these considerations with available resources is the focus of the **South Carolina Statewide Multimodal Transportation Plan**.

Regional Public Information Meeting Scheduled for September 8 in Columbia, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Columbia on Monday, September 8** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in **the McGuire Room at the Colonial Life Arena, 801 Lincoln Street, Columbia**. The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Columbia** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Regional Public Information Meeting Scheduled for September 9 in Florence, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Florence on Tuesday, September 9** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in the **Stukes Meeting Room at the Florence Public Library, 509 S. Dargan Street, Florence.** The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Florence** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Regional Public Information Meeting Scheduled for September 11 in Greenwood, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Greenwood on Thursday, September 11** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in the **James C. Self Conference Center, Room 102-C in Building C, at Piedmont Technical College, 620 N. Emerald Road, Greenwood**. The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Greenwood** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Regional Public Information Meeting Scheduled for **September 16 in Greenville, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan**

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Greenville on Tuesday, September 16** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in **Suite 400 at Greenville County Square, 301 University Ridge, Greenville.** The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Greenville** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Regional Public Information Meeting Scheduled for September 17 in Rock Hill, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Rock Hill on Wednesday, September 17** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in the **2nd Floor Conference Room at Manchester Meadows, 337 Mt. Gallant Road, Rock Hill**. The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Rock Hill** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

Regional Public Information Meeting Scheduled for September 18 in Orangeburg, Public Input Sought on Draft 2040 Statewide Multimodal Transportation Plan

The South Carolina Department of Transportation (SCDOT) has scheduled a Regional Public Information Meeting in **Orangeburg on Thursday, September 18** concerning the draft 2040 Statewide Multimodal Transportation Plan (SMTP).

The public is encouraged to attend the meeting which will be held between 5 p.m. and 7 p.m. in the **Cyber Cafeteria at Orangeburg-Calhoun Technical College, 3250 St. Matthews Road, Orangeburg**. The meeting will have a drop-in format with displays of various components of the draft plan available for viewing. A brief presentation will be given at the beginning of the meeting, after which SCDOT representatives and consultants will be available to discuss the draft plan with interested citizens.

The purpose of the meeting is to provide information and solicit feedback from citizens on the draft plan. The SMTP is updated every 5 years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The SMTP also includes strategic plans for the Interstate system, Significant Corridors, Public Transit and Human Health Services Coordination, Freight, and Rail systems. In addition, the draft for the Statewide Strategic Safety Plan will be available for public review and comment at the meeting.

The **Orangeburg** meeting is one of 7 Regional Public Information Meetings being held across the state in September to engage the public and provide citizens an opportunity to review and submit written comments on the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan. Written and electronic comments may be submitted during the meetings.

SCDOT is in the process of updating the SMTP in partnership with the SC Department of Commerce; SC State Ports Authority; Federal Highway Administration; Federal Transit Administration, and other key stakeholders. The SMTP is titled, "Charting a Course to 2040."

For additional information, please contact SCDOT Statewide Planning Chief Mark Pleasant at (803) 737-1437. An interpreter will be available for Spanish-speaking individuals who wish to review the draft plans. Persons with disabilities who may require special accommodations should contact Mr. Pleasant.

Interested citizens may visit SCDOT's Public Comment webpage for a list of and directions to the Regional Public Information Meetings. A copy of this press release, an overview of the updating process, and a link to the drafts for the 2040 SMTP and the Statewide Strategic Safety Plan are also available for public review and comment until **September 25, 2014** online at:

https://www.scdot.org/inside/public_comment.aspx

NOTE: Information provided, including name and address, is subject to disclosure under the Freedom of Information Act.

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**NEW
ARTICLES**



@

Public transportation sadly lacking in South Carolina

Sep 6 2014 5:01 pm

Half of S.C.'s population does not drive an automobile. About 10 percent of the people driving on our roads should not drive because they lack a valid license or insurance. These facts make the S.C. Department of Transportation's decision to hold its Sept. 23 public meeting on Daniel Island difficult to respect.

The declared purpose of this meeting is to make plans for the next 25 years of transportation in South Carolina, including the future of Lowcountry public transportation. The draft report recognizes the state will have a growing population of elderly residents.

They need public transit to reach health care, to participate in our economy and to carry out the rights and privileges of being a citizen such as voting or attending public meetings like this one.

We also have a growing community of the disabled, economically disadvantaged, legally impaired and those choosing not to devote \$5,000 to \$8,000 per year of their after-tax income on operating an automobile. A growing number of residents prefer to bike or walk.

Daniel Island does not have any effective public transportation link to Charleston or North Charleston.

One Tri County Link rural service bus does visit the island once a day, in each direction, to connect to CARTA services in Mount Pleasant, but it's impossible to use that limited service to get to and from this meeting. The 1-526 bridges are closed to bicycles and pedestrians.

It's deeply ironic that this meeting has been located in a community promised bus transit and even a ferry to Charleston over 15 years ago. This attracted many retired residents. Some now live stranded as their will and capacity to drive has declined. Planning the future of transportation has failed badly on Daniel Island.

Hungryneck Straphangers, in cooperation with the Coastal Conservation League and several other organizations, is coordinating an effort to enable transit riders and cyclists to attend this meeting by running a shuttle bus between CARTA Superstop at the corner of Rivers and Cosgrove avenues in North Charleston to the Daniel Island school.

This is an expensive strain for small non-profit organizations. We have friends who have threatened to kayak to Daniel Island in protest. We're updating the public on our transportation plans for the meeting at www.busec.org.

Democracy works better in a place where people can walk, ride their bikes or take the bus to meetings to inform their government of what they want.

Williamj. Hamilton III

Hungryneck Straphangers

Sowell Street

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DOT Plan: SC :needs \$70B by 2040 to meet all transportation needs

AP

By BRUCE SMITH Associated Press
 First Posted: September 28, 2014- 10:24 am
 Last Updated: September 28, 2014- 10:26 am



COLUMBIA, South Carolina -The South Carolina Department of Transportation is projecting that by the year 2040, South Carolina will need to spend another \$70 billion on transportation needs — \$60 billion of that on roads.

But the state's 2040 Multimodal Transportation Plan finds that, based on current revenue projections of only \$28 billion during the period, the state will be about \$1.5 billion short each year of meeting its highway needs.

The draft plan was released last month and was the topic of series of public meetings held around the state. The public comment period closed on Sept. 25.

Paying for new highways and maintaining existing ones has been a recurring topic this election year.

Last week, the South Carolina Chamber of Commerce said it will support increasing the state gasoline tax to get more money for roads. And a bipartisan group of lawmakers looking at the issue has said more money for roads will be a priority next session.

Money for maintaining and building roads is needed with South Carolina's population of 4.7 million expected to increase to more than 6 million by 2040.

A look at some of the projections in the Intermodal Plan that was developed with the help of the state Department of Commerce, the South Carolina Ports Authority, the Federal Highway Administration, the Federal Transit Administration and other groups:

Interstate Needs

— Of the \$60 billion needed for new roads during the next quarter century, the plan envisions that \$13 billion is needed to increase the capacity of the state's interstate system. That figure includes adding lanes, upgrading interchanges and \$2.4 billion for Interstate 73, which, when completed will connect Myrtle Beach to Michigan. Currently 28 percent of the vehicle miles traveled in the state are on interstate highways, even though interstates only account for 2 percent of total highway mileage.

Other Roadway Needs

-The plan suggests that almost \$22 billion will be needed for other new roads and expanding existing roads

we also have more stories about:
(click the phrases to see a list)

Organizations:

- South Carolina Department of Transportation (5)
- South Carolina state government (18)

Subjects:

while \$23 billion will be needed for maintaining and resurfacing **existing roads.**

Replacing Bridges

-DOT maintains almost 8,400 bridges statewide that are more than 20 feet long. The plan says that \$4 billion will be needed to replace obsolete bridges and \$1.3 billion needed by 2040 for maintenance.

Public Transportation

-The plan envisions that South Carolina will need \$2.4 billion to maintain existing public transportation **services. Providing enhanced services that would include expanded, more frequent and evening and weekend** services will cost another \$1.2 billion. Six of the state's 46 counties currently have no public transportation system.

Bicycles

-The intermodal plan says \$1.2 billion will be needed for planning and building bicycle lanes and trails.

Rapid Transit

-The plan suggests that \$1.7 billion will be needed for rapid rail and bus transit. That figure includes just over \$1 billion for the South Carolina segment of a proposed high speed rail corridor between Charlotte, North Carolina and Atlanta.

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Residents encouraged to attend SCOOT meeting

September 8, 2014

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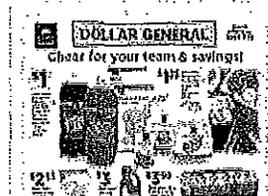
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SCOOT holds meetings on state transportation plan

BY: Associated Press

POSTED: 7:11 AM, Sep 8, 2014

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On the Internet:

DOT Plan: <http://fb.it.ly/lpCzjPZ>

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Posted: Sep 08, 2014 7:16 AM EDT
Updated: Sep 08, 2014 7:18 AM EDT

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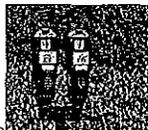
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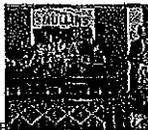
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First Posted: September 08, 2014- 4:02am

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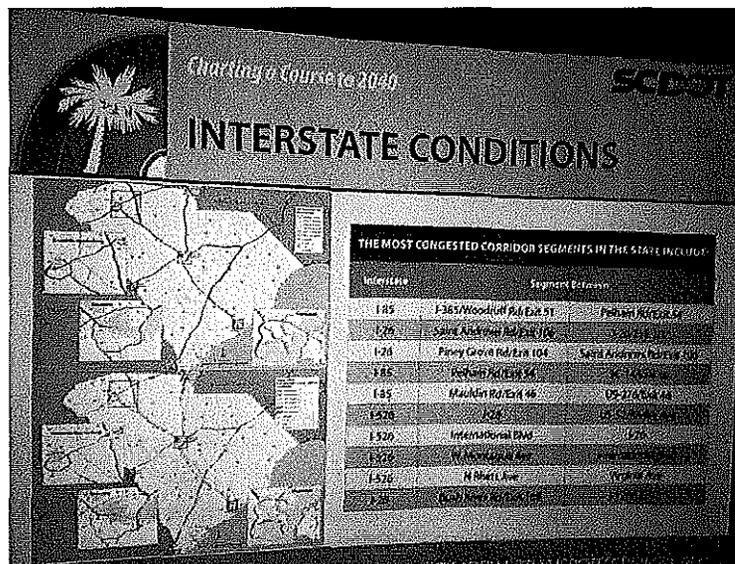
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SCDOT public meeting about to begin. 5-7 pm at Colonial Life Arena. Multimodal Transportation pic.twitter.com/cGVEDH0718



SCDOT@SCDOTPress Multimodal plan: today 28% of interstate is congested; by

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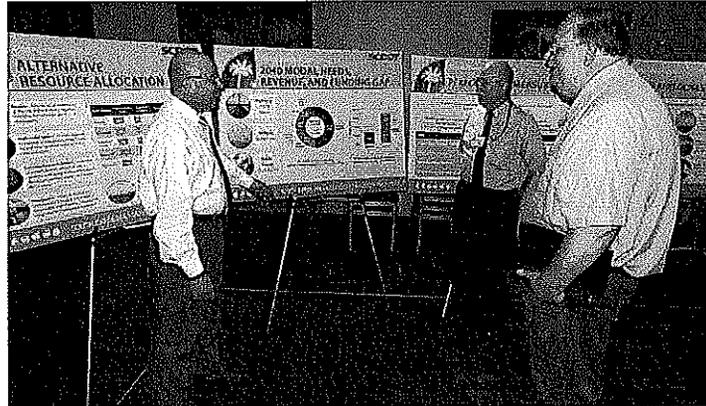
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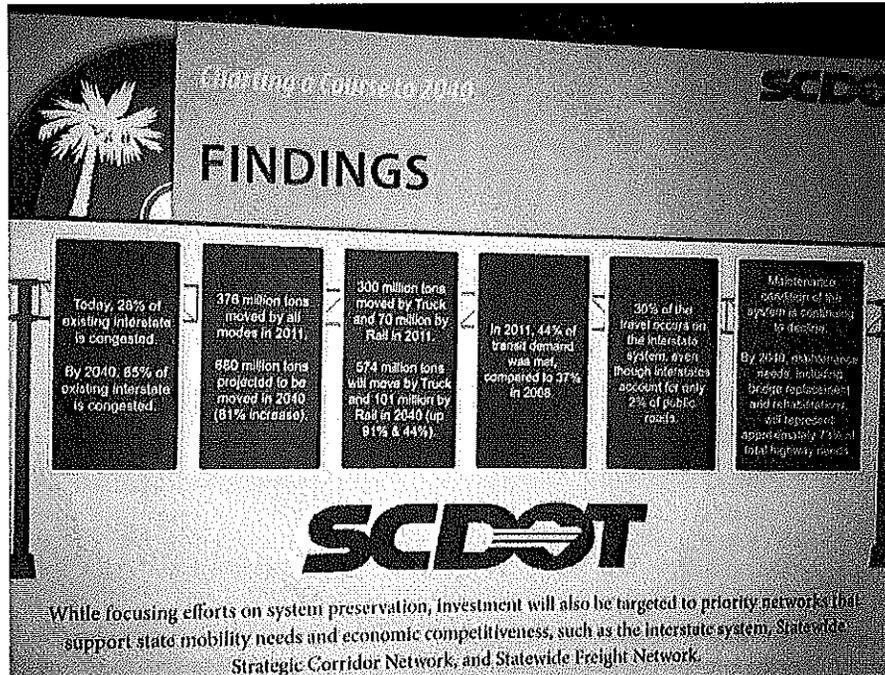
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Multimodal plan: by 2040, maintenance needs, including bridge replacements, will be approx. 73% of total hwy needs pic.twitter.com/kDhhiE00Ha





SCDOT@SCDOTPress 2h

SCOOT drop-in meeting in #Florence tonight 5-7 pm re: statewide multimodal plan 2040 <http://info.scdot.org/PressRelease/Lists/Posts/Post.aspx?ID=1763> ...



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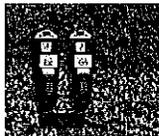
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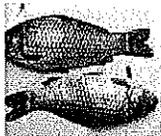
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Take care.

Vonie

Public transportation sadly lacking in South Carolina

Sep 6 2014 5:01 pm

Half of S.C.'s population does not drive an automobile. About 10 percent of the people driving on our roads should not drive because they lack a valid license or insurance. !Fhese facts make the S.C. Department of Transportation's decision to hold its Sept. 23 public meeting on Daniel Island difficult to respect.

The declared purpose of this meeting is to make plans for the next 25 years of transportation in South Carolina, including the future of Lowcountry public transportation. The draft report recognizes the state will have a growing population of elderly residents.

They need public transit to reach health care, to participate in our economy and to carry out the rights and privileges of being a citizen such as voting or attending public meetings like this one.

We also have a growing community of the disabled, economically disadvantaged, legally impaired and those choosing not to devote \$5,000 to \$8,000 per year of their after-tax income on operating an automobile. A growing number of residents prefer to bike or walk.

Daniel Ishmd does not have any effective public transportation link to Charleston or Nmih Charleston.

One Tri County Link rural service bus does visit the island once a day, in each direction, to connect to CARTA services in Mount Pleasant, butrit's impossible to use that limited service to get to and from this meeting. The I-526 bridges are closed to bicycles and pedestrians.

It's deeply ironic that this meeting has been located in a community promised bus transit and even a ferry to Charleston over 15 years ago. This attracted many retired residents. Some now live stranded-as their will nd capacity to drive has declined. Planning the future of transportation has failed badly on Daniel Island.

Hungryneck Straphangers, in cooperation with the Coastal Conservation League and several other organizations, is coordinating an effort to enable transit riders and cyclists to attend this meeting by running a shuttle bus between CARTA Superstop at the comer of Rivers and Cosgrove avenues in Nmih Charleston to the Daniel Island school.

This is an expensive strain for small non-profit organizations. We have friends who have threatened to kayak to Daniel Island in protest. We're updating the public on our transportation plans for the meeting at www.busec.org. Democrac wor better in a place where people can walk, ride their bikes or take the bus to meetings to inform t eir government of what t ey w

William J. Hamilton III
Hungryneck Straphangers
Sowell Street
Mount Pleasant

Vonie Gilreath MCRP, M.Ed.

SCDOT holding public input meeting on an island inaccessible by public transit

Good luck catching a CARTA bus or riding your bike to Daniel Island

Posted by [lililililowers](#) on Fri, Sep 5, 2014 at 5:00 AM



Wikimedia Commons / Public Domain

Fun fact: It is impossible to take a CARTA bus across the Daniel Island, and it is illegal to ride your bike across it. Anybody got a bike?

On Tues. Sept. 23 at 5 p.m., the S.C. Department of Transportation will hold a public input session for its long-term intermodal transportation plan ... at the Daniel Island School, which is inaccessible via public transportation and all but impossible to reach on a bike from off of the island.

CARTA buses do not run to Daniel Island, a high-rent enclave in Berkeley County. This might not be a problem if the SCOT only wanted to talk about, say, interstate highways (I-526 is the only way on and off the Island unless you want to schlep out to Highway 41). But an entire section of the state agency's Statewide Multimodal Transportation Plan is devoted to public transportation, including existing services and regional transit needs.

William Hamilton, a local public transit activist and founder of the bus-rider group Hungryneck Strangers, is understandably livid. He's working with other Charleston-area nonprofits to charter a private bus that will shuttle interested parties from the CARTA Superstop at Rivers and Cosgrove Avenues in North Charleston (click here for more details), but he says the SCDOT could have easily picked a more suitable site.

"The whole thing is a strain," Hamilton says. "For somebody in downtown Charleston or James Island to get to Daniel Island, even with us running a shuttle, is a pretty overwhelming effort. There were lots of places in Charleston and North Charleston where they could've held the meeting. I can think of 15 schools, the North Charleston Convention Center, and lots else."

SCDOT Statewide Planning Chief Mark Pleasant could not be reached by phone Thursday. Hamilton says he hopes the state agency chooses its public meeting location more carefully next time.

"We certainly hope nothing like this is ever done again, because this is a major hassle," Hamilton says. "This turns showing up for a public hearing into a huge project—an expensive project, too."

Tags: SCOT, CARTA, Transportation, Daniel Island, William Hamilton, James Island

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SCDOT holds meetings on state transportation plan

Posted: Sep 08, 2014 11:00AM EST
Updated: Sep 08, 2014 11:04 AM EST

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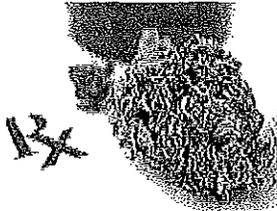
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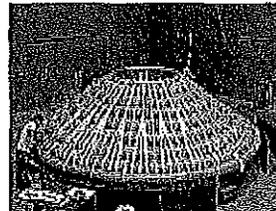
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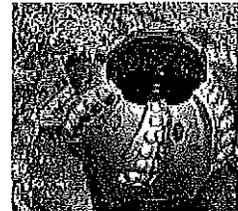
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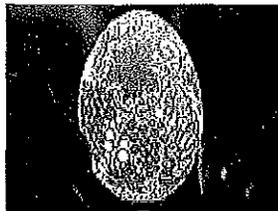
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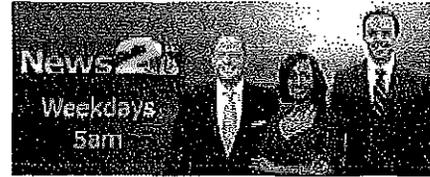
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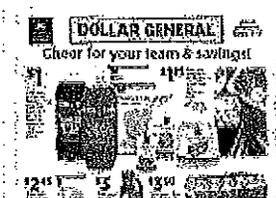
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Today's Circulares



DOLLAR GENERAL
THIS WEEK ONLY



ACADEMY SPORTS +
THIS WEEK ONLY



FAMILY DOLLAR
VALID UNTIL SEP 29



FOOD LION
EXPIRES TOMORROW

[View All Circulares](#)

2014 | **SMTP**

**WEB PAGE
ANALYSIS**

REPORT

Standard analytics report

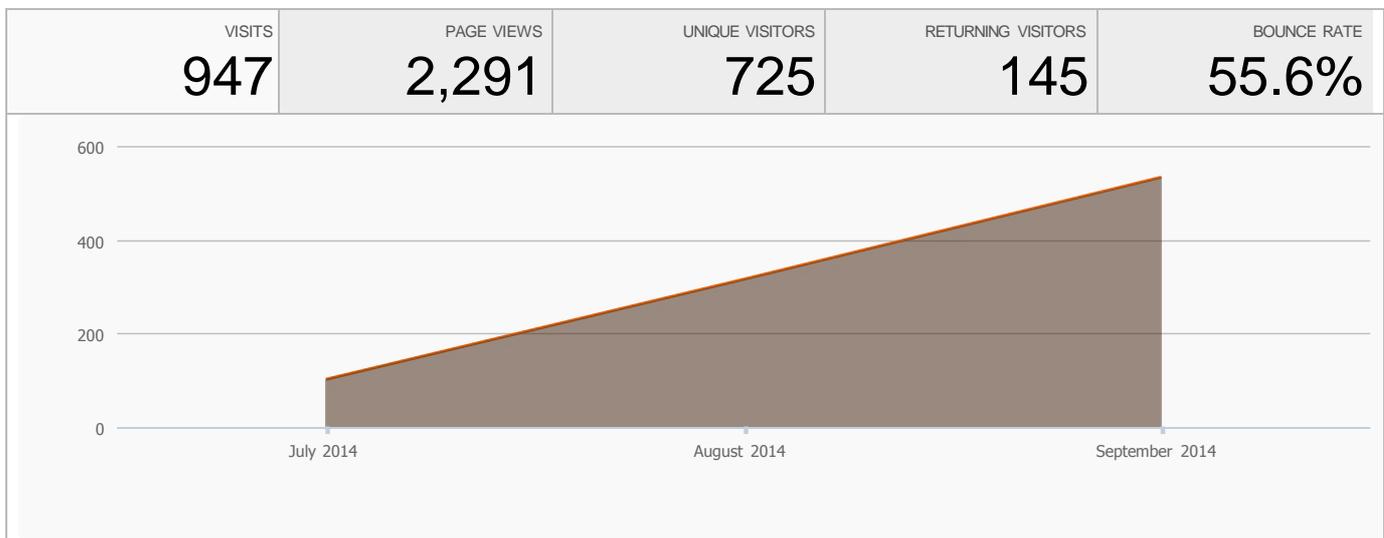
SITE South Carolina Department of Transportation	GROUP Multimodal
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A detailed overview of how visitors behave on the site and an insight into what they are looking for.

From referrer sources and search terms that visitors have used to reach the site through to behavior tracking relating to the most popular page on the site and search terms visitors are using internally. Understand visitor behavior to optimize the site, and give your visitors what they are looking for.

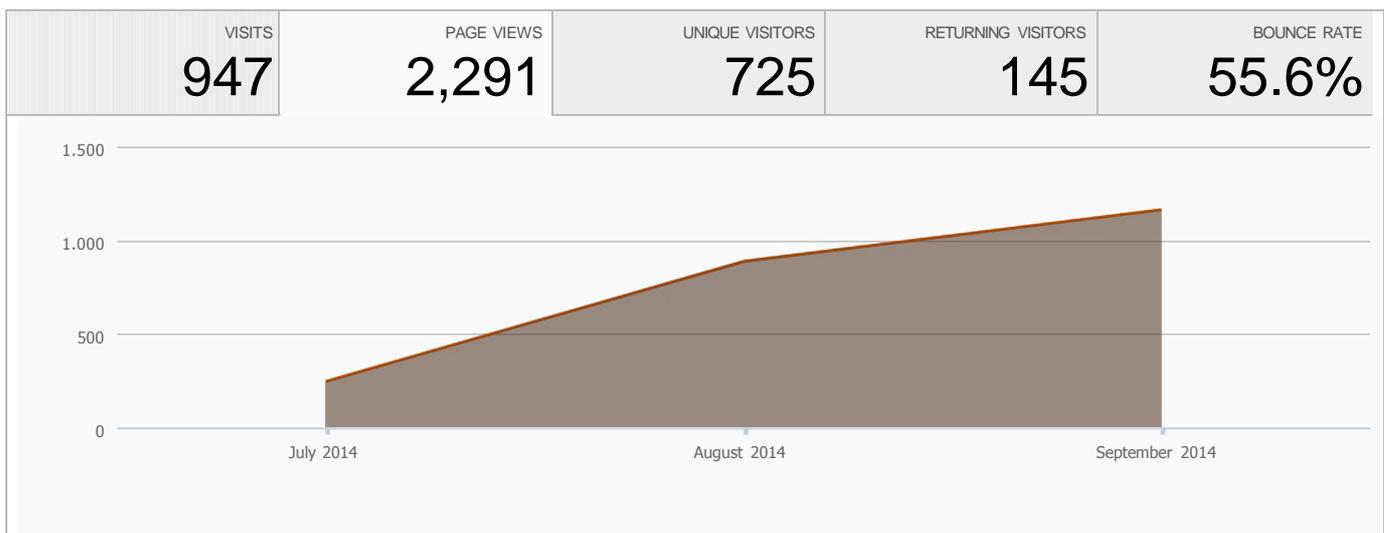
Visits

Brief statistical and visual overview of visitor figures. The graph details visit patterns across the time period selected.



Page views

Brief statistical and visual overview of visitor figures. The graph details page view patterns across the time period selected.



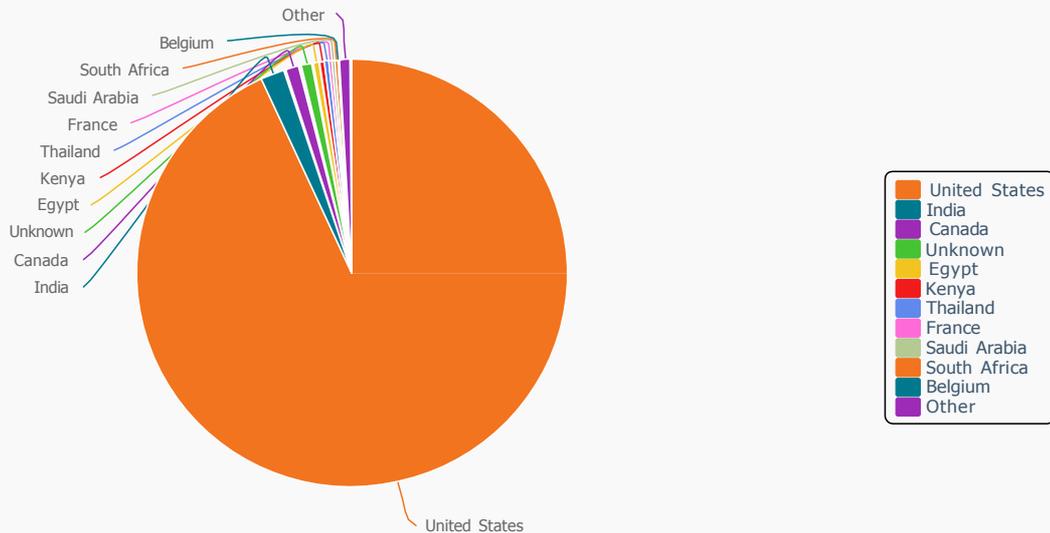
Data overview

Month	Start date	End date	Visits	Page views	Unique visitors	Returning visitors	Bounce rate
July	07/01/2014	07/31/2014	102	246	95	22	65.4%
August	08/01/2014	08/31/2014	314	887	256	82	59.4%
September	09/01/2014	09/30/2014	531	1,158	403	143	47.6%

Countries

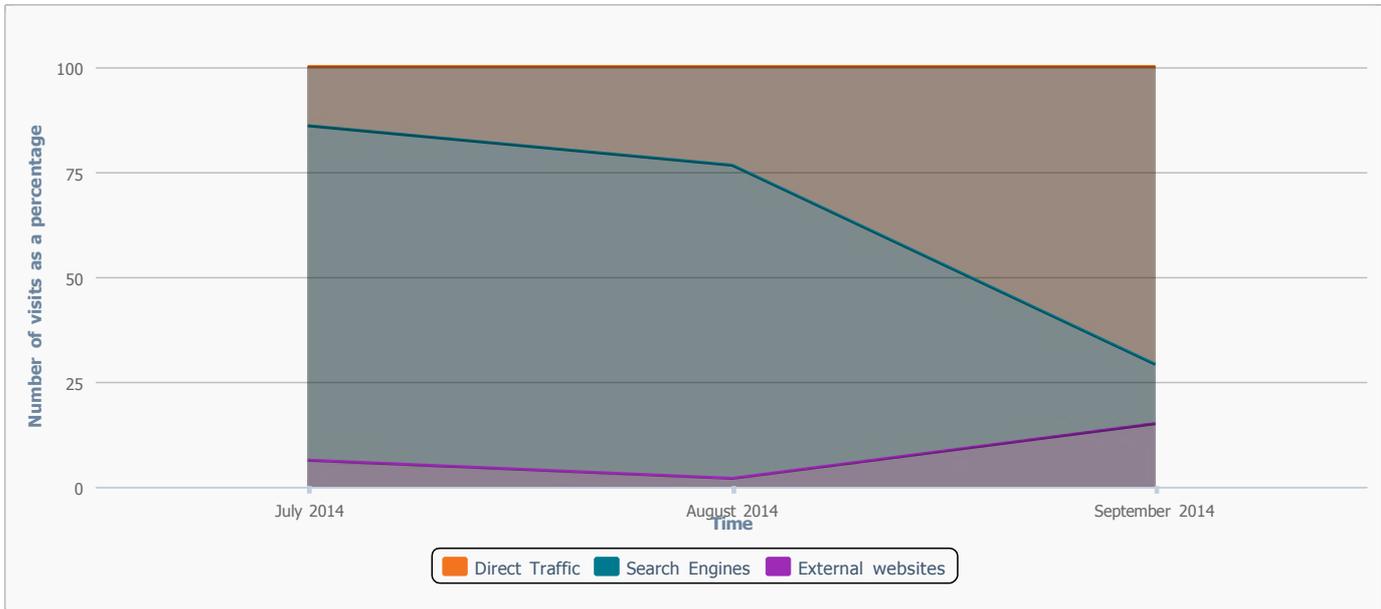
Overview of visitor origin, including % out of the total number of visitors. Each country is identified with a country flag and name. The bounce rate is also provided, and a high bounce rate for a specific country could indicate that you do not cater for that specific audience or the pages by which visitors are entering your site are not relevant.

Country	Visits	% of total	Bounce rate
 United States	879	92.8%	50.0%
 India	18	1.9%	77.8%
 Canada	11	1.2%	66.7%
 Unknown	9	1.0%	66.7%
 Egypt	5	0.5%	80.0%
 Kenya	3	0.3%	100.0%
 Thailand	3	0.3%	66.7%
 France	2	0.2%	100.0%
 Saudi Arabia	2	0.2%	50.0%
 South Africa	2	0.2%	100.0%
 Belgium	1	0.1%	100.0%
 Brazil	1	0.1%	100.0%
 China	1	0.1%	0.0%
 Europe	1	0.1%	0.0%
 Finland	1	0.1%	100.0%
 United Kingdom	1	0.1%	100.0%
 Indonesia	1	0.1%	100.0%
 Maldives	1	0.1%	100.0%
 Peru	1	0.1%	100.0%
 Qatar	1	0.1%	100.0%



Referrers

% of referrals from external websites, search engines and those that have come directly to the site. The table displays the most popular referrers across external websites and search engines.



Site	Visits	Bounce rate
Google	146	69.2%
Direct traffic	101	42.6%
www.bing.com	17	20.0%
tdlcouncilsc.com	5	25.0%
t.co	4	75.0%
www.tegacaysc.org	3	100.0%
www.search.ask.com	2	100.0%
iwww.dot.state.sc.us	2	0.0%
pccsc.net	2	0.0%
www.tdlcouncilsc.com	2	0.0%
r.search.yahoo.com	2	50.0%
issuu.com	1	100.0%
intranet.sharepoint.dot.state.sc.us	1	0.0%

External search terms

Search terms that have been used across all search engines and referred visitors to the site. The number of entry pages reached through each search term is also displayed.

External Search Terms	Pages	Visits	Bounce rate
[not provided]	5	137	68.6%
scdot multimodal plan	1	2	0.0%
multimodal transport	1	2	100.0%
south carolina transportation plan	1	1	0.0%
sc multimodal plan	1	1	0.0%
multimodal transportation	1	1	100.0%
south carolina multimodal transportation plan	1	1	0.0%
multi-modal transportation	1	1	0.0%
multi modal transportation plan document	1	1	100.0%
multi-modal transport	1	1	100.0%
modal timeline year	1	1	100.0%
multimodal transport system	1	1	100.0%
multimodel transportation	1	1	100.0%
statewide freight survey questions	1	1	100.0%
https://www.scdot.org/multimodal/	1	1	100.0%
multimodal transport systems	1	1	100.0%
sc statewide in progress	1	1	0.0%
scdot freight	1	1	0.0%
doug frate, scdot, email	2	1	0.0%
charting a course to 2040	1	1	0.0%

Entry pages

Entry pages are the first pages visitors come to when they enter the site. For each entry page, you can see the number of visits that started on this page, what % of total visits have this page as the entry page and the bounce rate.

The Bounce rate is the percentage of single-page visits the page has received – i.e. when a visitor has entered the site on this page and then left the site again without visiting another page. A high bounce rate (over 50%) can indicate that the pages by which visitors are entering your site are not relevant, however when looking at the bounce rate it is important to understand the purpose of every page located on your website.

Title	Entries	Total visits %	Bounce rate
Multimodal Transportation Plan https://www.scdot.org/Multimodal/	147	48.0%	67.4%
Multimodal Transportation Plan https://www.scdot.org/Multimodal/default.aspx	98	32.0%	38.8%
Survey Information https://www.scdot.org/Multimodal/survey.aspx	13	4.2%	53.8%
Multimodal Project Documents https://www.scdot.org/Multimodal/docs.aspx	9	2.9%	11.1%
SC_MTP_Executive_Summary https://www.scdot.org/multimodal/pdf/SC_MTP_Executive_Summary.pdf	8	2.6%	75.0%
Multimodal Template https://www.scdot.org/Multimodal/news.aspx	5	1.6%	60.0%
SC_MTP_Strategic_Corridors_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Strategic_Corridors_Plan.pdf	5	1.6%	80.0%
SC_MTP_Interstate_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Interstate_Plan.pdf	4	1.3%	75.0%
Multimodal Plan Timeline https://www.scdot.org/Multimodal/timeline.aspx	3	1.0%	66.7%
SC_MTP_Transit_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Transit_Plan.pdf	3	1.0%	100.0%
SC_MTP_Rail_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Rail_Plan.pdf	3	1.0%	66.7%
Multimodal Transportation Plan - Stakeholder Webinars https://www.scdot.org/Multimodal/stakeholder_webinars.aspx	2	0.7%	0.0%
Multimodal Public Outreach https://www.scdot.org/Multimodal/pop.aspx	2	0.7%	50.0%
Multimodal Plan History https://www.scdot.org/Multimodal/history.aspx	1	0.3%	0.0%
Multimodal Transportation Plan - Stakeholder Webinars https://www.scdot.org/Multimodal/webinar_freight_rail.aspx	1	0.3%	0.0%
SC_MTP_Freight_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan.pdf	1	0.3%	100.0%
Multimodal Transportation Plan https://www.scdot.org/Multimodal/overview.aspx	1	0.3%	0.0%

Internal search terms

Search terms visitors used on your internal search.

Statistics from your internal search give valuable feedback as to what visitors are looking for on your site. It is also good practice to enter popular search terms into your own search solution, to see what your users are experiencing and make appropriate changes if you are able to edit your search solution's results.

No search terms found.

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Most popular pages

The most popular pages based on the number of page views.

If the Quality Assurance service is also utilized, the report will benefit from the integration between this service and Analytics.

This integration enables for a page score to be calculated. A page score is accredited to each page found during the crawl, and ranges from 0-10. The inclusion of the page score enables you to immediately see if any of your popular pages contain broken links or misspellings.

Title	Page views	Visits	Bounce rate	Page score
Multimodal Transportation Plan https://www.scdot.org/Multimodal/default.aspx	472	278	38.8%	10
SC_MTP_Executive_Summary https://www.scdot.org/multimodal/pdf/SC_MTP_Executive_Summary.pdf	327	284	75.0%	-
Multimodal Transportation Plan https://www.scdot.org/Multimodal/	262	180	67.4%	-
Multimodal Project Documents https://www.scdot.org/Multimodal/docs.aspx	176	83	11.1%	10
SC_MTP_Interstate_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Interstate_Plan.pdf	149	138	75.0%	-
SC_MTP_Strategic_Corridors_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Strategic_Corridors_Plan.pdf	142	122	80.0%	-
SC_MTP_Transit_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Transit_Plan.pdf	89	79	100.0%	-
Multimodal Template https://www.scdot.org/Multimodal/news.aspx	88	57	60.0%	10
SC_MTP_Rail_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Rail_Plan.pdf	82	73	66.7%	-
SC_MTP_Freight_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan.pdf	62	50	100.0%	-
Multimodal Plan Timeline https://www.scdot.org/Multimodal/timeline.aspx	48	38	66.7%	10
Multimodal Transportation Plan - Stakeholder Webinars https://www.scdot.org/Multimodal/stakeholder_webinars.aspx	38	18	0.0%	10
Multimodal Calendar/Schedule https://www.scdot.org/Multimodal/calend.aspx	37	29	0.0%	10
Multimodal Plan History https://www.scdot.org/Multimodal/history.aspx	29	20	0.0%	10
Multimodal Transportation Plan https://www.scdot.org/Multimodal/overview.aspx	28	20	0.0%	10
Survey Information https://www.scdot.org/Multimodal/survey.aspx	24	19	53.8%	-
Multimodal Public Outreach https://www.scdot.org/Multimodal/pop.aspx	22	18	50.0%	10
SC_MTP_Safety_Plan https://www.scdot.org/multimodal/pdf/SC_MTP_Safety_Plan.pdf	14	13	0.0%	-
review_current_plans https://www.scdot.org/Multimodal/pdf/review_current_plans.pdf	12	10	0.0%	-
vision_goals-new https://www.scdot.org/Multimodal/pdf/vision_goals-new.pdf	12	10	0.0%	-
SC_MTP_Freight_Plan_AppendixA https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan_AppendixA.pdf	11	11	0.0%	-
SC_MTP_Regional_Transit_Plan_Berkeley-Charleston-Dorchester https://www.scdot.org/Multimodal/pdf/SC_MTP_Regional_Transit_Plan_Berkeley-Charleston-Dorchester.pdf	11	10	0.0%	-
tech_memo_part1 https://www.scdot.org/Multimodal/pdf/tech_memo_part1.pdf	9	7	0.0%	-
tech_memo_part3 https://www.scdot.org/Multimodal/pdf/tech_memo_part3.pdf	8	6	0.0%	-
SC_MTP_Freight_Plan_AppendixB https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan_AppendixB.pdf	8	8	0.0%	-
public_meeting_presentation https://www.scdot.org/Multimodal/pdf/public_meeting_presentation.pdf	8	8	0.0%	-
interstate_corridor_usandstateroadsbycounty https://www.scdot.org/multimodal/pdf/interstate_corridor_usandstateroadsbycounty.pdf	7	7	0.0%	-

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Title	Page views	Visits	Bounce rate	Page score
SC_MTP_mode https://www.scdot.org/Multimodal/pdf/SC_MTP_mode.pdf	7	6	0.0%	-
SC_MTP_Freight_Plan_AppendixC https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan_AppendixC.pdf	6	5	0.0%	-
project_status_report_november13 https://www.scdot.org/Multimodal/pdf/project_status_report_november13.pdf	5	5	0.0%	-
Freight_Rail_Webinar_1-7-2014 https://www.scdot.org/Multimodal/pdf/Freight_Rail_Webinar_1-7-2014.pdf	5	5	0.0%	-
InterstateHandout-CongestionTables-010314 https://www.scdot.org/Multimodal/pdf/InterstateHandout-CongestionTables-010314.pdf	5	5	0.0%	-
Kick Off Meeting https://www.scdot.org/multimodal/kickoff.aspx	4	2	0.0%	10
SCDOT Page Not Found https://www.scdot.org/Multimodal/pdf/tech_memo_safety&security.pdf	4	4	0.0%	-
Draft_Freight_Corridors https://www.scdot.org/Multimodal/pdf/Draft_Freight_Corridors.pdf	4	3	0.0%	-
Multimodal Transportation Plan - Stakeholder Webinars https://www.scdot.org/Multimodal/webinar_freight_rail.aspx	4	4	0.0%	10
SC_MTP_Regional_Transit_Plan_CentralMidlands https://www.scdot.org/multimodal/pdf/SC_MTP_Regional_Transit_Plan_CentralMidlands.pdf	4	4	0.0%	-
SC_MTP_Regional_Transit_Plan_Appalachian https://www.scdot.org/Multimodal/pdf/SC_MTP_Regional_Transit_Plan_Appalachian.pdf	4	4	0.0%	-
SC_MTP_Freight_Plan_AppendixD https://www.scdot.org/multimodal/pdf/SC_MTP_Freight_Plan_AppendixD.pdf	4	4	0.0%	-
SC_MTP_Regional_Transit_Plan_Catawba https://www.scdot.org/Multimodal/pdf/SC_MTP_Regional_Transit_Plan_Catawba.pdf	4	4	0.0%	-

Behavior tracking - Most popular page

An overview of how visitors reach the most popular page, and where they go afterwards. The online feature enables users to expand each element to really get a clear picture of visitor behavior on the site, and to see detailed behavior patterns for all pages.



Exit links

Links that are used to leave the website.

Title	Visits
SC Freight Plan: Supply Chain Survey https://www.surveymonkey.com/s/SCDOT_MTP	2
2365 Daniel Island Dr, Charleston, SC 29492 - Google Maps https://goo.gl/maps/te7Ha	2
509 S Dargan St, Florence, SC 29506 - Google Maps https://goo.gl/maps/R6VRp	1
337 Mt Gallant Rd, Rock Hill, SC 29730 - Google Maps https://goo.gl/maps/Vx2gp	1
801 Lincoln St, University of South Carolina, Columbia, SC 29201 - Google Maps https://goo.gl/maps/Omz5v	1
620 Emerald Rd N, Greenwood, SC 29646 - Google Maps https://goo.gl/maps/Xd0bk	1
301 University Ridge, Greenville, SC 29601 - Google Maps https://goo.gl/maps/MmRDo	1

Glossary

- **Visits:**

A visit is defined as a series of page requests from the same uniquely identified visitor with a time of no more than 30 minutes between each page request.

- **Page Views:**

How many times a certain page is accessed during the selected period. A valid visitor seeing a page on the website results in one page view.

- **Unique visitors:**The total number of unique visitors during the selected period.

- **Bounce rate:**

Bounce rate is calculated from single-page visits (visits where users have only seen one page) divided by the number of entries on the site.

- **Referrers:** External sites and search terms that have referred visitors to the site.

- **Entry page:**

The 1st page a visitor sees after being referred to the site. Entry pages can also be referred to as entry pages.

- **Page score:**

If you also utilize the Quality Assurance service, integration between the 2 services enables for a page score to be calculated. A page score is accredited to each page found during the Quality Assurance crawl. It is calculated based on the number of broken links, misspellings and page level. The range is 0-10, with a score of 10 indicating that the page has no link or spelling errors.

- **[not provided]:**

[not provided]; covers keywords used in searches done on a secure Google webpage (https), where the keyword is not passed along when the user clicks on a search result.