

1 - Work Session Agenda

Documents:

[1 - WORK SESSION AGENDA.PDF](#)

2 - Augusta Street Update

Documents:

[2 - AUGUSTA STREET UPDATE.PDF](#)

3 - Downtown Greenville Main At Broad Proposal

Documents:

[3 - DOWNTOWN GREENVILLE MAIN AT BROAD PROPOSAL.PDF](#)

4 - Swamp Rabbit Trail Extension Cleveland Connector Update

Documents:

[4 - SWAMP RABBIT TRAIL EXTENSION CLEVELAND CONNECTOR
UPDATE.PDF](#)



CITY COUNCIL OF THE CITY OF GREENVILLE WORK SESSION MEETING

Monday, November 22, 2021 - 3:00 p.m.

Meeting Location:
Greenville Convention Center, 1 Exposition Drive

The city of Greenville seeks input from citizens while adhering to public health and safety guidelines. All attendees at the location may be subject to a temperature screening. Masks are currently required in all city buildings and at city meetings, regardless of vaccination status.

Citizens may access the meeting at the following web address:
<https://www.greenvillesc.gov/1694/Online-Meetings>

CITY COUNCIL: Mayor Knox White; Councilmember Wil Brasington; Councilmember John DeWorken, Councilmember Dorothy Dowe, Councilmember Lillian Flemming; Councilmember Ken Gibson; Councilmember Russell Stall

CITY STAFF: City Manager John McDonough; City Attorney Michael S. Pitts; City Clerk Camilla G. Pitman

AGENDA

- 1. Call to Order** **3:00 p.m.**
- 2. Augusta Street Update** **3:00 p.m.**
(Presented by Assistant City Manager Shannon Lavrin and Public Works Director Clint Link)
- 3. Downtown Greenville Main @ Broad Proposal** **3:30 p.m.**
(Presented by Bo Aughtry, Windsor Aughtry)
- 4. Swamp Rabbit Trail Extension Cleveland Connector Update** **3:45 p.m.**
(Presented by Parks, Recreation and Tourism Director Angie Prosser and Mobility Coordinator Calin Owens)
- 5. Executive Session:** **4:15 p.m.**
NOTE: City Council will leave the Work Session to conduct an Executive Session which is not open to the public. The Work Session meeting will adjourn following the completion of the Executive Session. No action will be taken prior to adjourning the meeting.
 - a. Economic Development Briefing**
 - (1) Project Leaf
 - (2) Project Apollo Update
- 6. Adjourn** **5:25 p.m.**



Augusta Street Traffic & Pedestrian Safety Improvements Study

Project Update

November 9, 2021



city of
greenville



Stantec

UDA
URBAN DESIGN ASSOCIATES



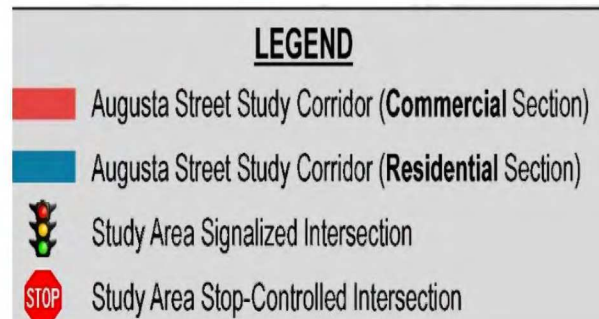
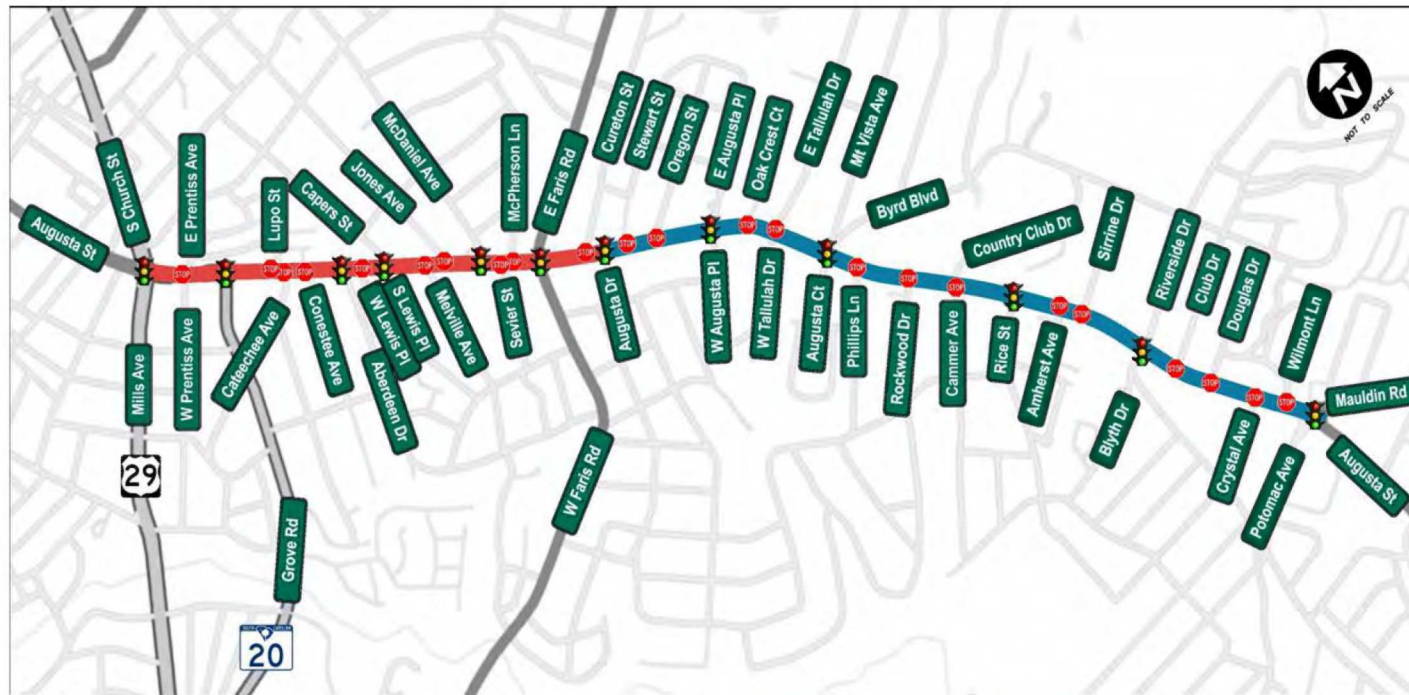
AGENDA



- ☐ Corridor Overview
- ☐ Urban Design Analysis & Recommendations
- ☐ Road Safety Audit
- ☐ Traffic Study
- ☐ Implementation Schedule



CORRIDOR OVERVIEW



Typical Section

4-Lane Undivided/5-Lane Divided in Commercial Section

4-Lane Undivided in Residential Section

Length

Approximately 2.3 Miles.

AADT (2019)

19,300 vpd in Commercial Section

22,600 vpd in Residential Section

Functional Classification

Urban Minor Arterial

Speed Limit

30 mph in Commercial Section

35 mph in Residential Section

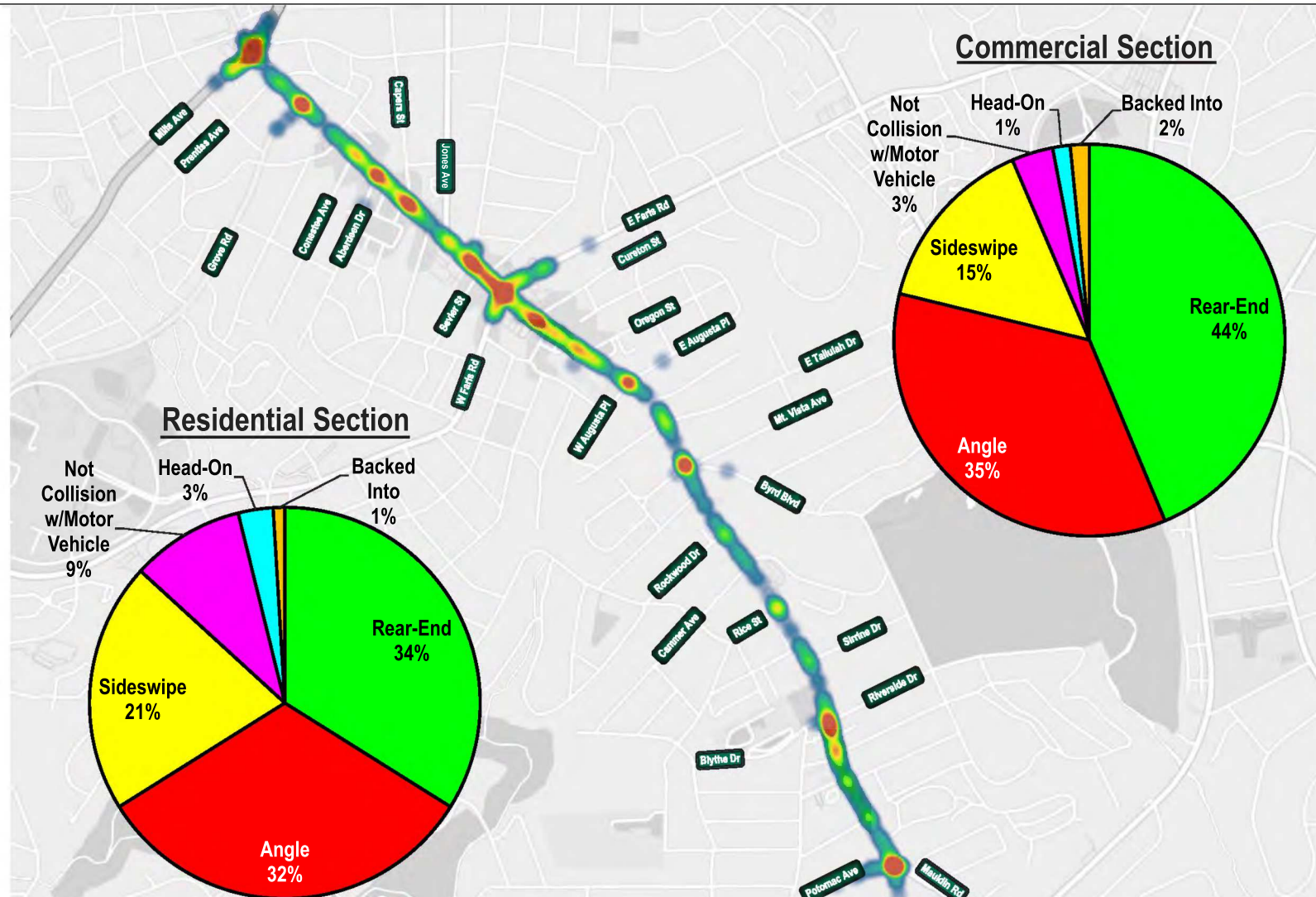


CORRIDOR OVERVIEW VEHICULAR CRASH DATA

1,178 Total Collisions (2016-2020)

- 40% Rear End
- 34% Angle
- 19% Sideswipe/Head-On
- 5% Single Vehicle
- 2% Other/Unknown

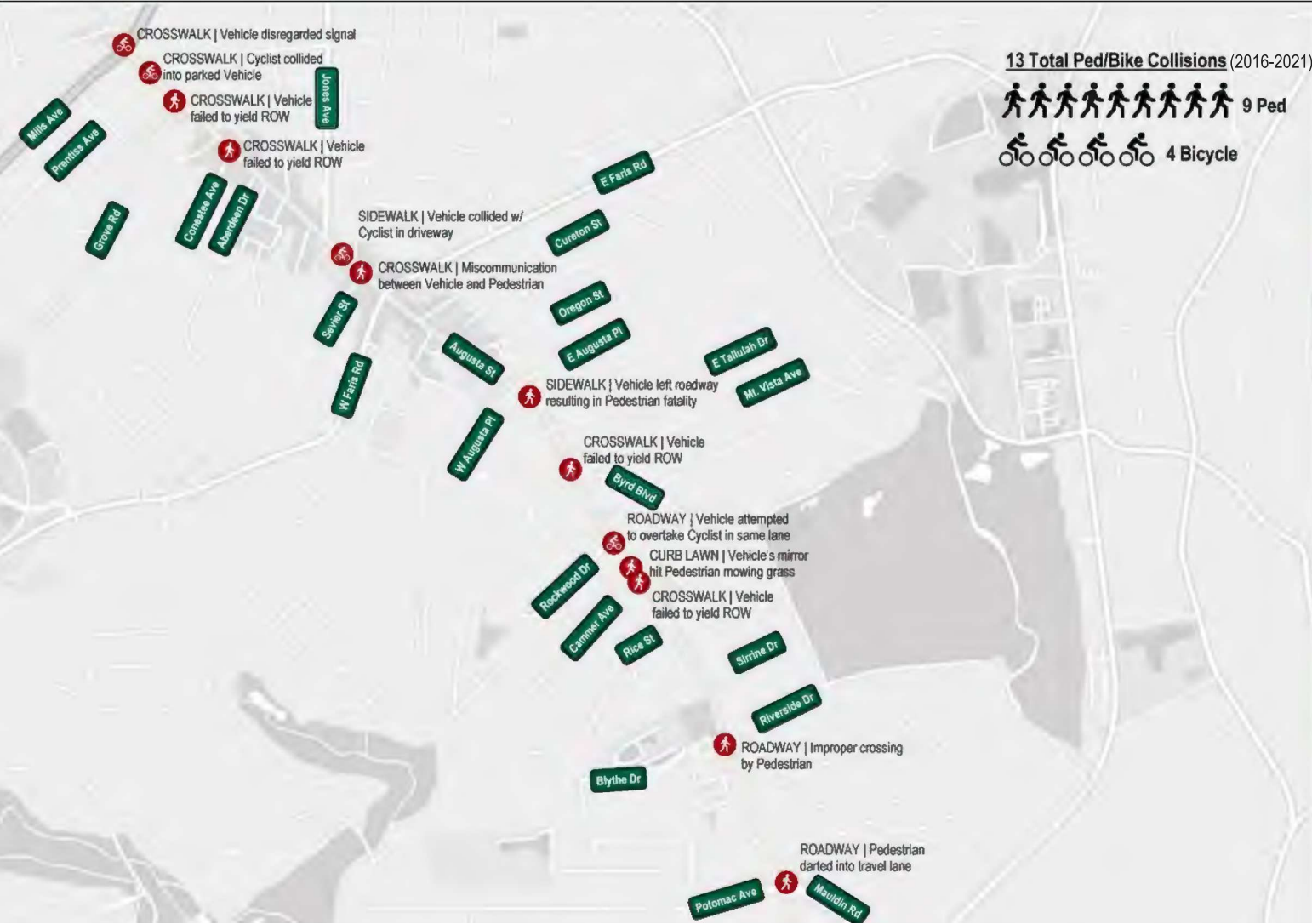
- 78% PDO
- 22% Injury
- **1 Fatality**



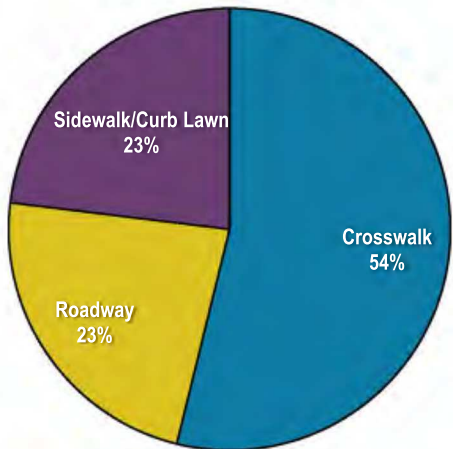


CORRIDOR OVERVIEW

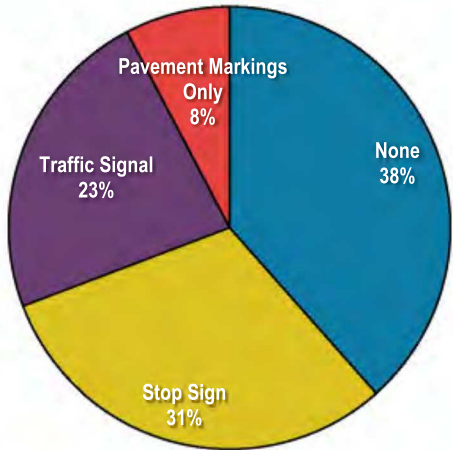
PEDESTRIAN & BICYCLE CRASH DATA



Location of Collision



Traffic Control



Perform an Urban Design Analysis to:

- Identify opportunities for safety improvements which can contribute to livability
- Provide recommendations for design and future development policies that can improve both safety and the pedestrian experience
- Focus on Key Elements:
 - Existing Pedestrian Conditions
 - Site Access and Circulation Patterns
 - Current Land Development Frontages
 - Land Use Mix
 - Existing Site Development Criteria and
 - Site Access



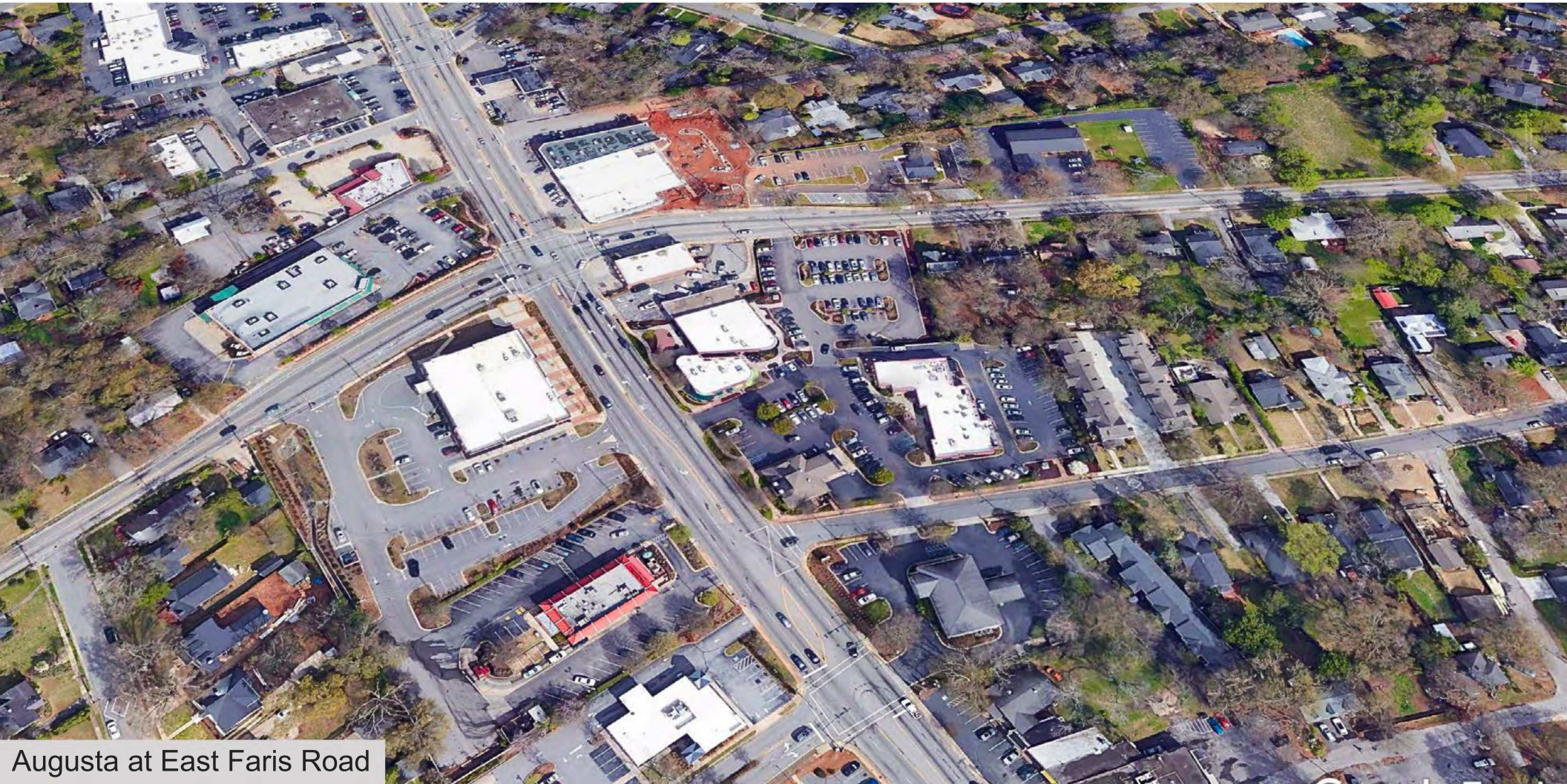
URBAN DESIGN ANALYSIS



Augusta between Church & Aberdeen Drive



URBAN DESIGN ANALYSIS



Augusta at East Faris Road



URBAN DESIGN ANALYSIS



9



Augusta Street between Augusta Place and Byrd Blvd.



URBAN DESIGN ANALYSIS



Augusta Street between Byrd Blvd. and Country Club Drive



URBAN DESIGN ANALYSIS



Augusta Street between Country Club Drive and Riverside Drive



URBAN DESIGN ANALYSIS



Augusta Street between Riverside Drive and Mauldin



URBAN DESIGN ANALYSIS



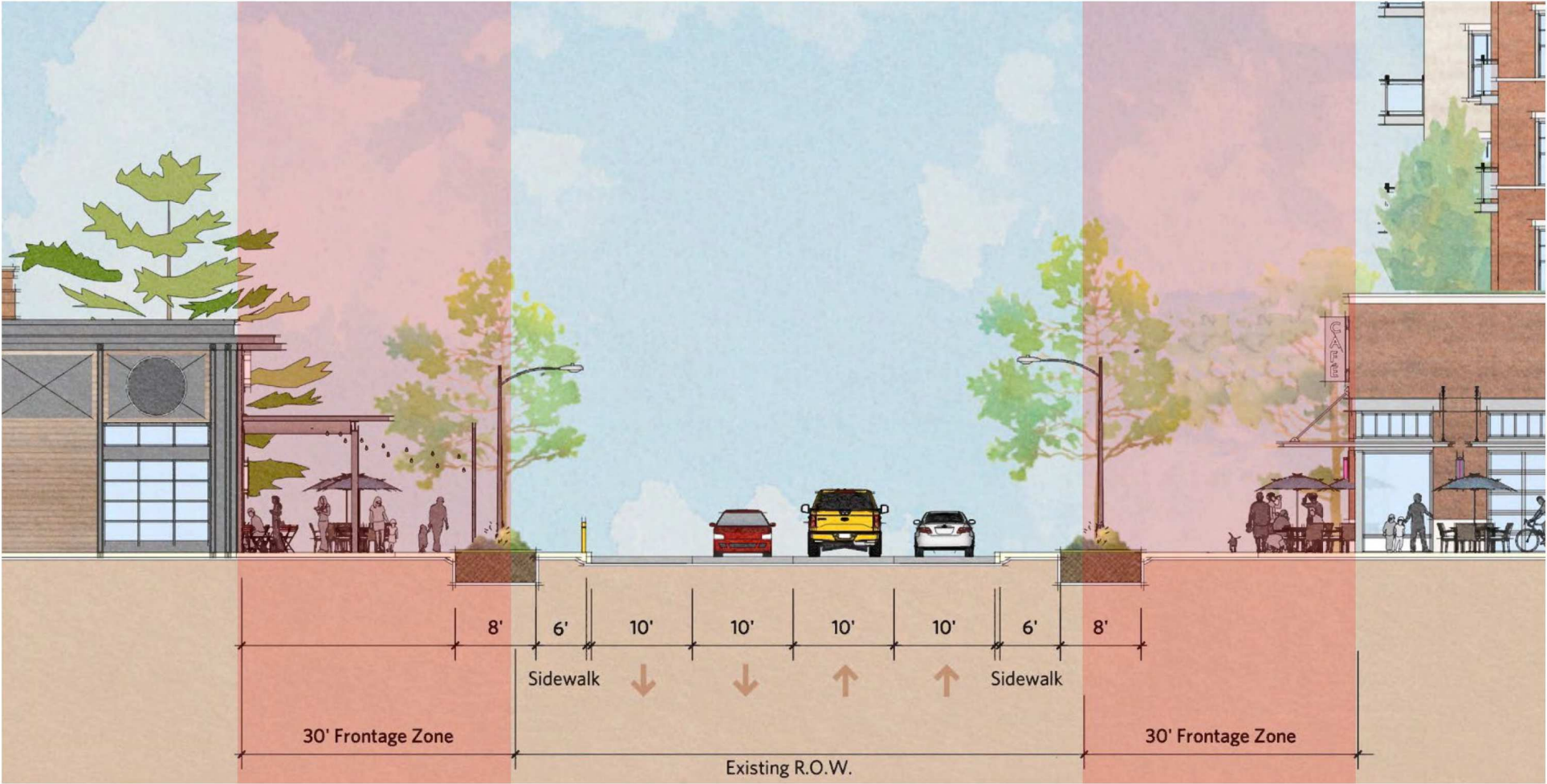
Design Recommendations

- Expand sidewalk areas and landscape buffers in new development
- Eliminate and limit multiple curb cuts
- Relocate parking behind buildings on new development
- Prioritize ADA – compliant upgrades to existing bus stops
- Consider medians and multi-use walkways
- Modify existing site development standards to include deeper building setbacks and updated signage standards



URBAN DESIGN ANALYSIS

POLICY RECOMMENDATIONS



Typical Section showing increased building setbacks



URBAN DESIGN ANALYSIS



Policy Recommendations

- Review criteria for allowing drive-through access
- Increase current ten-foot building setback to thirty feet
- Eliminate allowance for parking in the front yard of a commercial property
- Develop comprehensive Corridor Design Standards for pedestrian zones, signage and landscape



URBAN DESIGN ANALYSIS



Best Practices & Opportunities

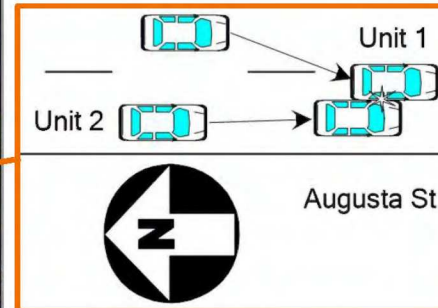
- Adopt standards that provide increased pedestrian safety
- Consider a public/private initiative to implement enhancements to existing frontages

- A formal safety performance examination of the project corridor:
 - Performed by an independent, multidisciplinary team
- Considers all potential road users
- Generates a formal report

ROAD SAFETY AUDIT (RSA)

CRASH ANALYSIS

INTERSECTION CRASH EXHIBITS: Capers Street/S. Lewis Plaza



UNITS 1 AND 2 WERE TRAVELING ON AUGUSTA ST WITH UNIT 1 IN LANE 1 AND UNIT 2 IN LANE 2. UNIT 1 MADE AN IMPROPER LANE CHANGE INTO LANE 2 STRIKING UNIT 2 IN THE FRONT DRIVER'S SIDE QUARTER PANEL.

- Frequent **angle** collisions of left-turning vehicles towards Capers Street and S. Lewis Plaza occurring predominantly in outside travel lanes – also reported lack of sight distance due to opposing left-turning vehicles in the shared thru/left lane(s).
- Frequent northbound and southbound **sideswipes** along Augusta Street from left- to right-lane to avoid stopped left-turning traffic.
- Frequent **lane changing** approaching the intersection due to heavy left-turning volume in the shared thru/left lanes(s).



Rear End – 10



Angle – 23



Sideswipe – 12



No Collision W/ Motor Vehicle – 1



Head On – 2



Backed Into – 0

**Majority of collisions snapped to center-line*



Corridor Walkthrough

City of Greenville

- Engineering
- Planning
- Fire
- Police
- Greenlink

SCDOT

Bike/Walk Greenville

GPATS / Greenville County

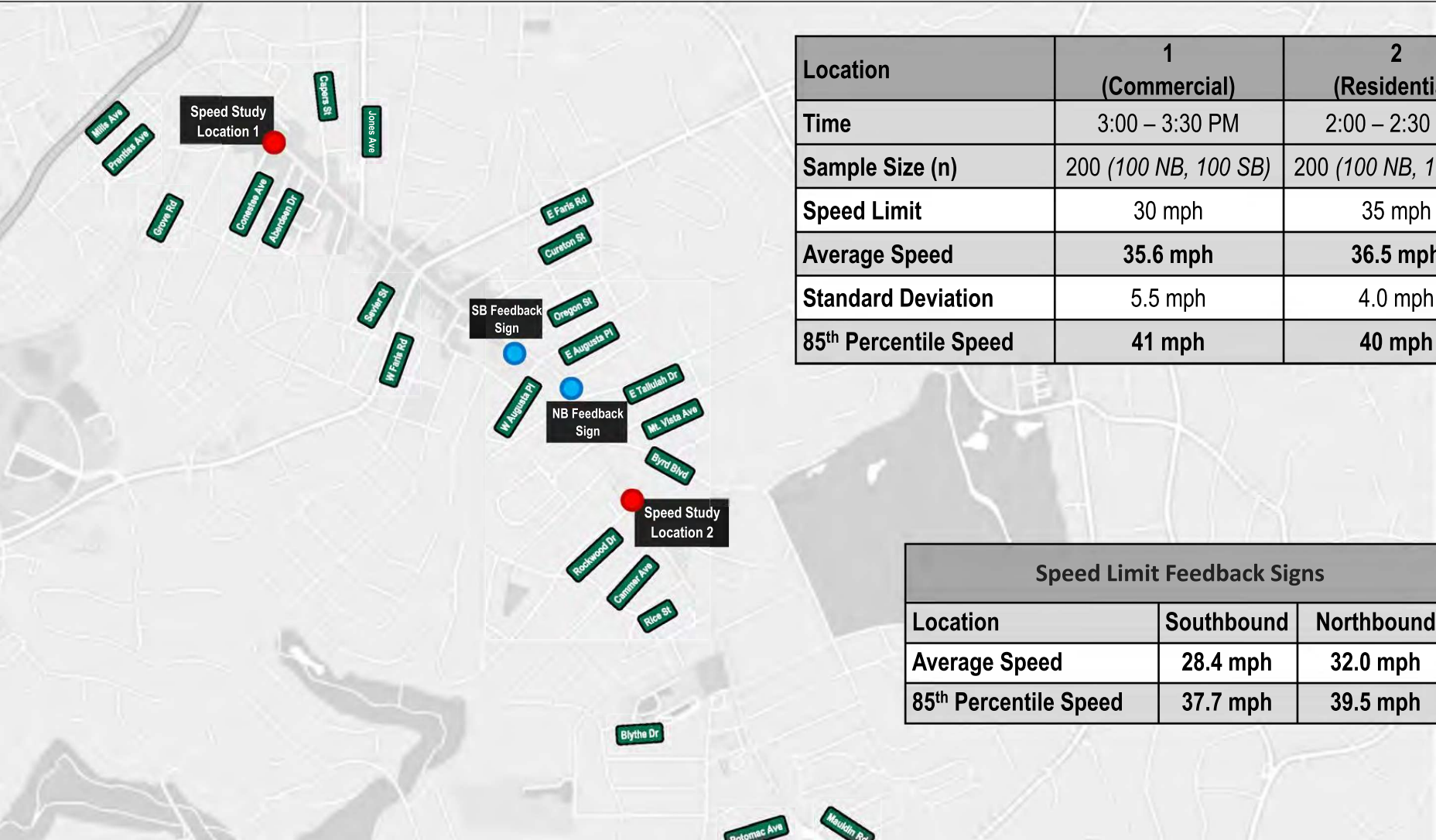
Greenville County Schools

Stantec

UDA



ROAD SAFETY AUDIT (RSA) SPEED STUDY



Location	1 (Commercial)	2 (Residential)
Time	3:00 – 3:30 PM	2:00 – 2:30 PM
Sample Size (n)	200 (100 NB, 100 SB)	200 (100 NB, 100 SB)
Speed Limit	30 mph	35 mph
Average Speed	35.6 mph	36.5 mph
Standard Deviation	5.5 mph	4.0 mph
85 th Percentile Speed	41 mph	40 mph

Speed Limit Feedback Signs		
Location	Southbound	Northbound
Average Speed	28.4 mph	32.0 mph
85 th Percentile Speed	37.7 mph	39.5 mph

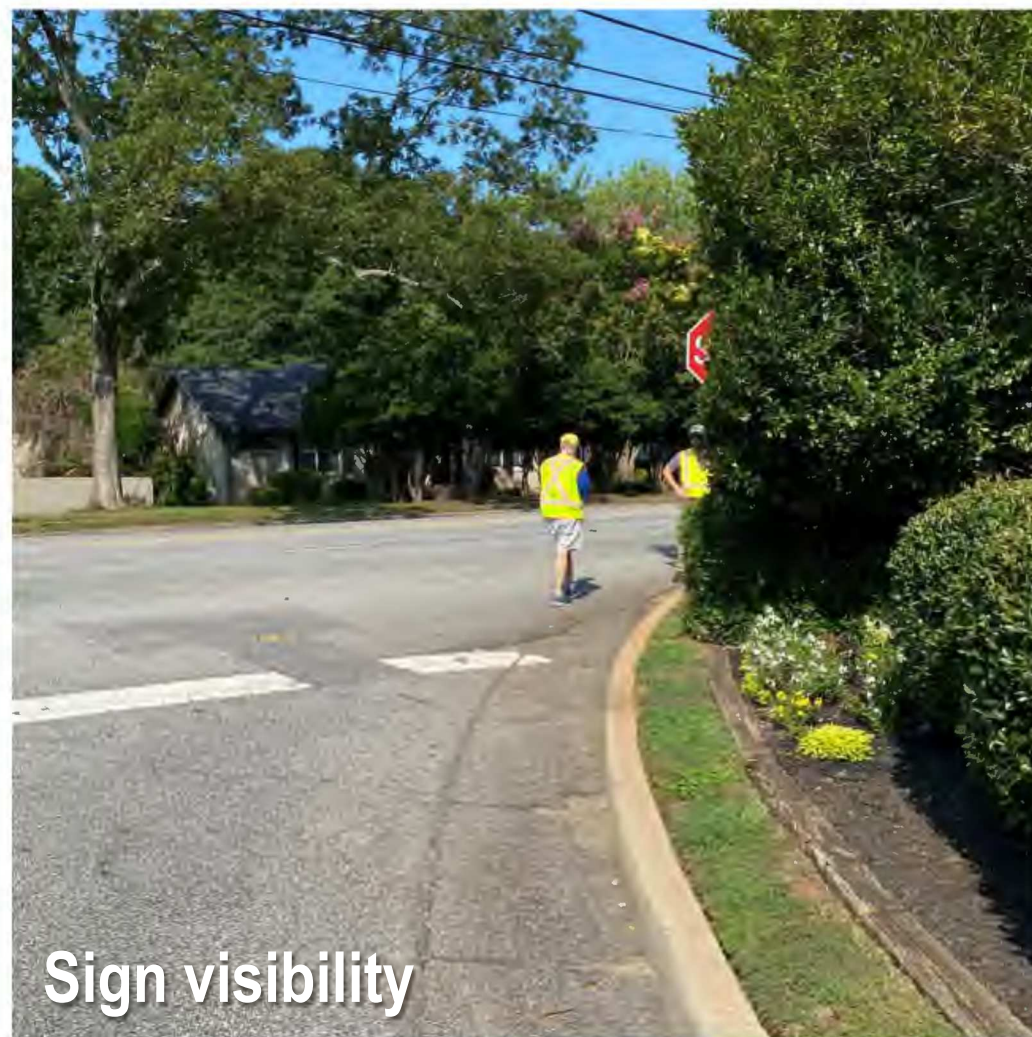
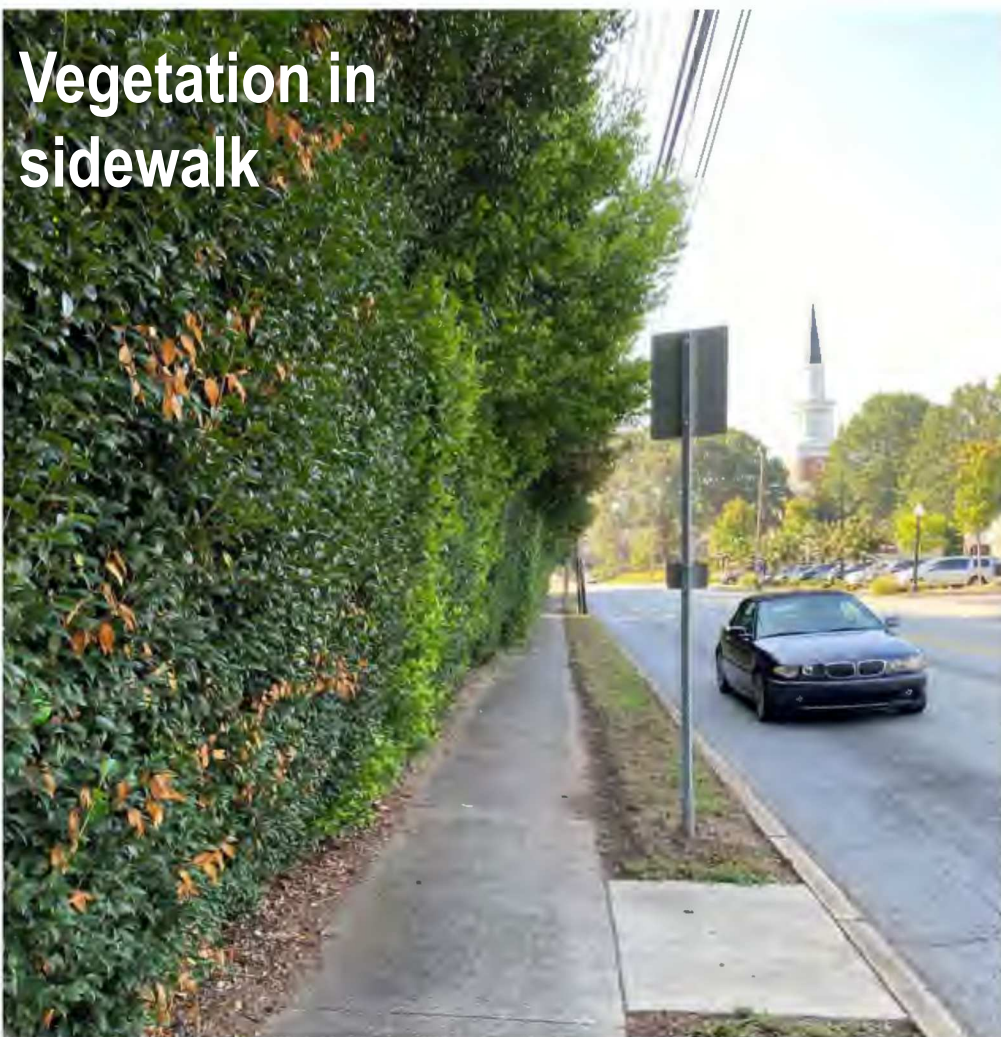


ROAD SAFETY AUDIT (RSA)



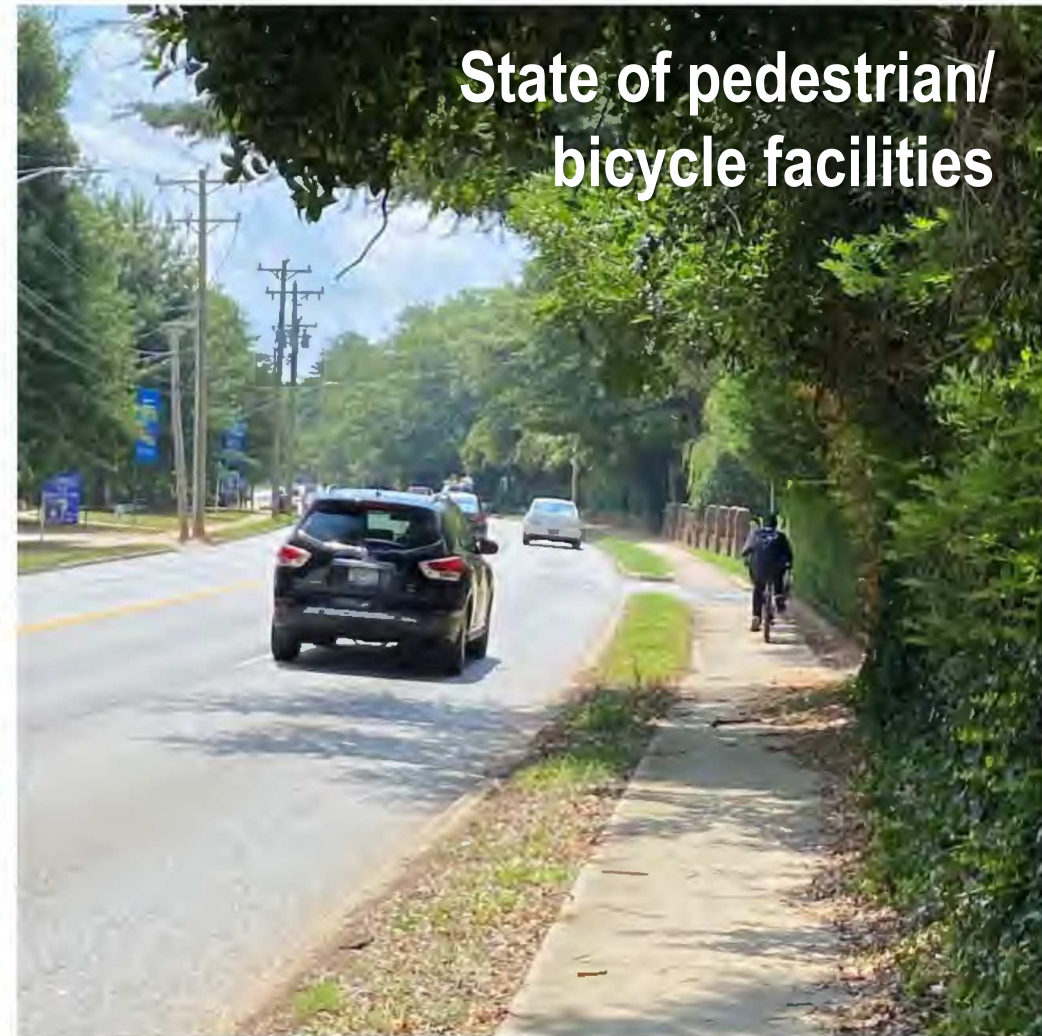
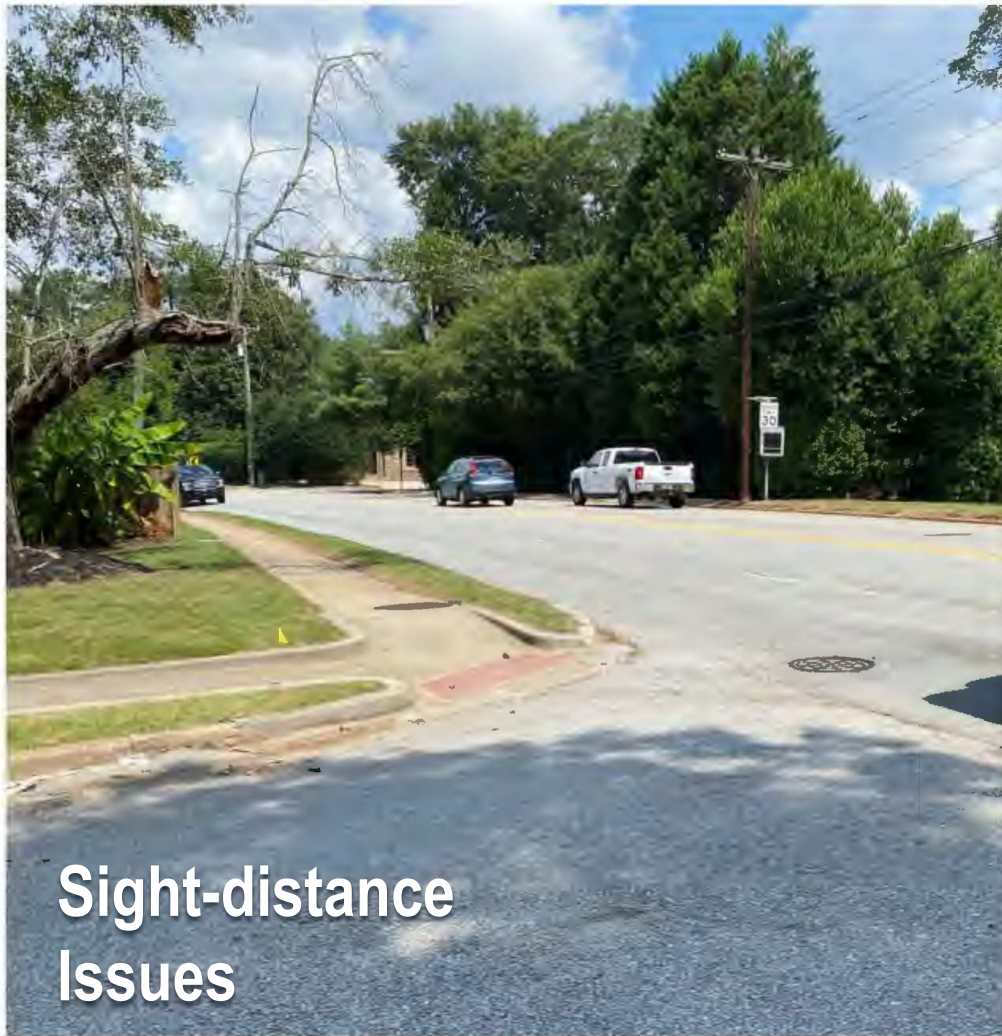


ROAD SAFETY AUDIT (RSA)





ROAD SAFETY AUDIT (RSA)





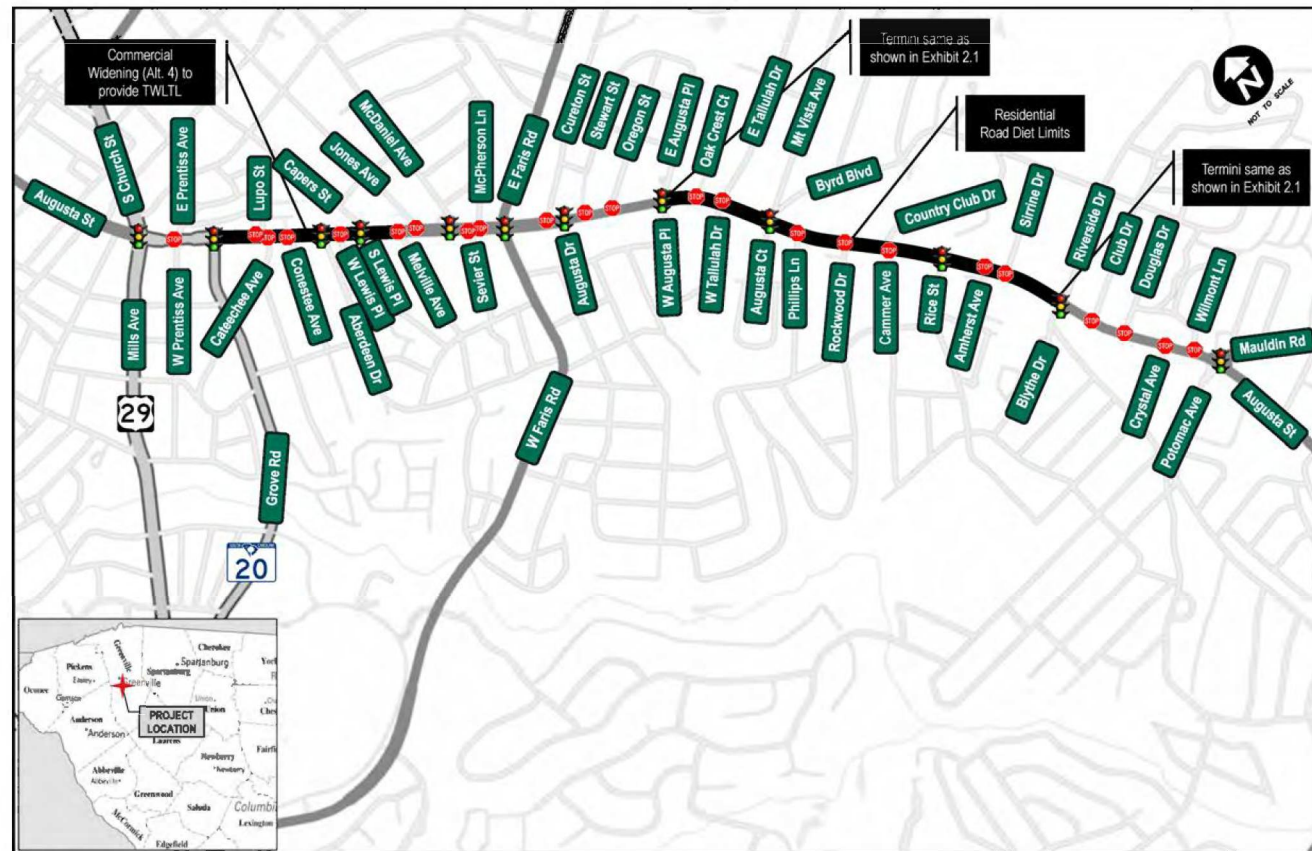
ROAD SAFETY AUDIT (RSA)





Performance Measures Evaluated

- Level of Service/Delay
- Demand Volume Processed
- Travel Time





Build Alternatives

Alt. 1
Road Diet in Residential Section Only

Alt. 2
Road Diet Throughout

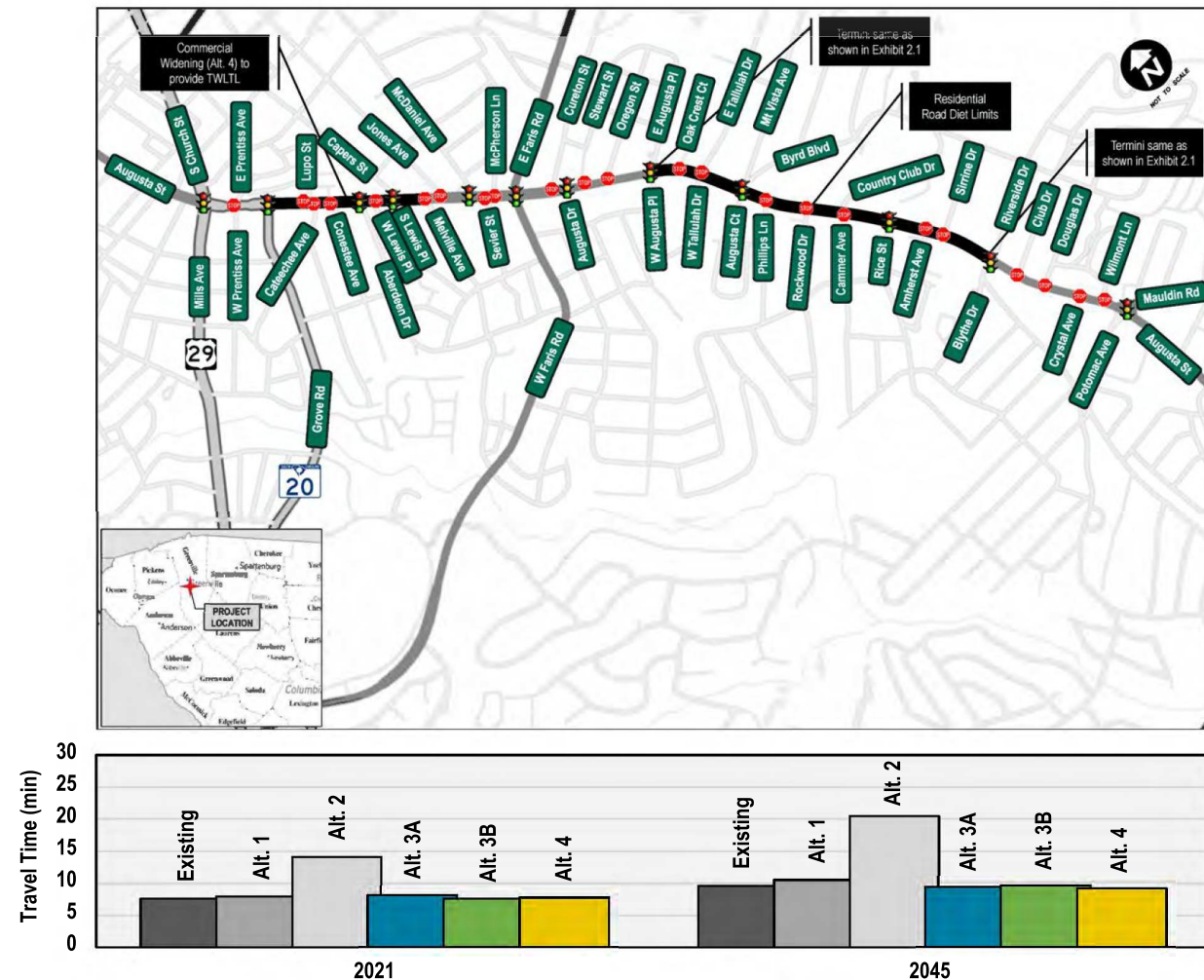
Alt. 3A
Road Diet in Commercial

Alt. 3B
Lane Drop in Commercial

- Incl. access management

Alt. 4
Widening in Commercial

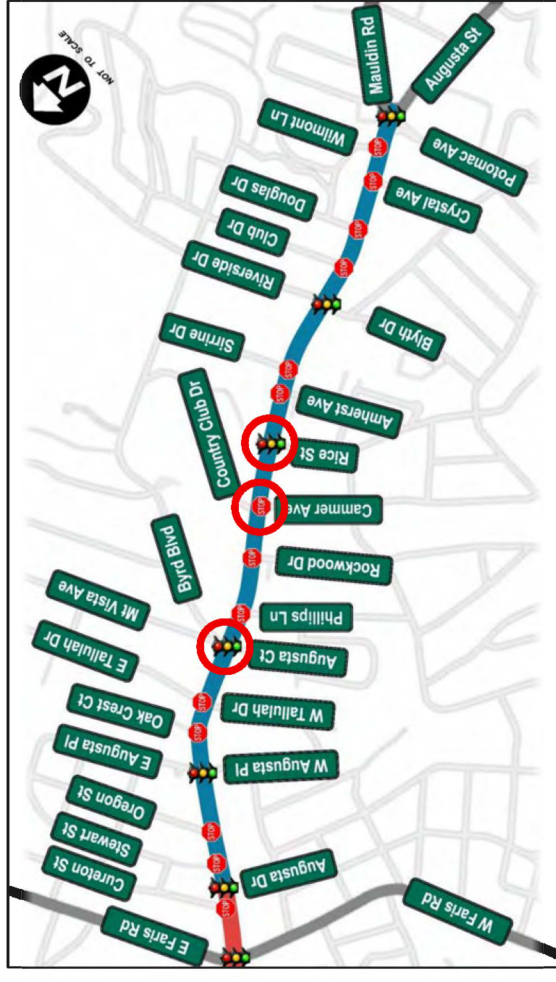
- Would require add. r/w along Augusta St



Roundabout Consideration

Considered single-lane roundabouts at:

- Augusta Court/Byrd Boulevard,
- Cammer Avenue/Country Club Drive, and
- Rice Street.



None will function at acceptable level

Findings Summary

- Road Diet in residential section (**Alt. 1**) likely will function acceptably
 - **Travel time increases by just 5-10%** (AM – 7.5 min. to 8; PM – 8.5 min. to 9.5)
 - **Crashes reduce by up to 36%**
- Road Diet throughout the corridor (**Alt. 2**) likely will not function acceptably
- Road Diet in commercial section (**Alt. 3A**) likely will not function acceptably
- Lane Drop in commercial section (**Alt. 3B**) likely will function acceptably
 - Includes access management
 - **Travel times remain relatively unchanged**
- Widening in commercial section (**Alt. 4**) likely will function acceptably.
 - Would require additional r/w on Augusta St.
 - Would require utility relocation
 - **Travel times remain relatively unchanged**

IMPLEMENTATION

PLANNED IMPROVEMENTS

November 2021 – February 2022

➤ Items In Progress

- Install Road Diet Project (Phase 1)
 - Remarking in residential section
- Review / Request Ownership of Corridor from SCDOT
- Traffic Signal Retiming
- Pedestrian Safety Improvements
 - Install physical barrier in curb lawn within curve
 - Upgrade Crosswalks
 - Install Pedestrian signals / poles

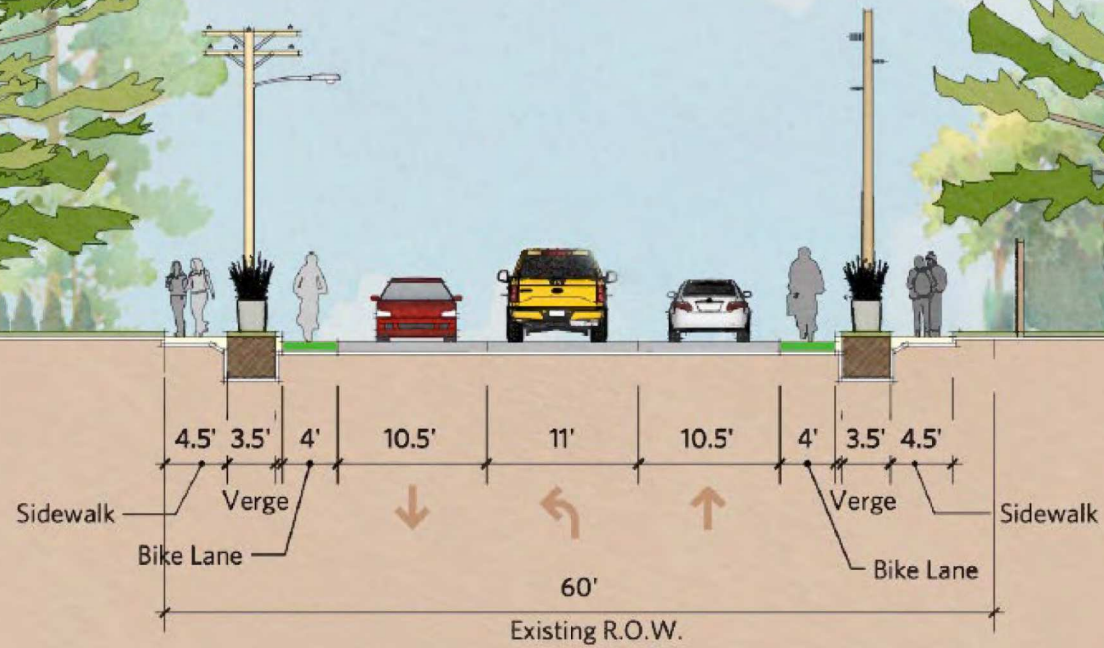
➤ Items Planned

- RSA Recommendations
 - Access Consolidation / Management
 - Vegetation maintenance
 - Repair / Clean sidewalks
 - Clean storm inlets & basins
 - Traffic Signal Upgrades



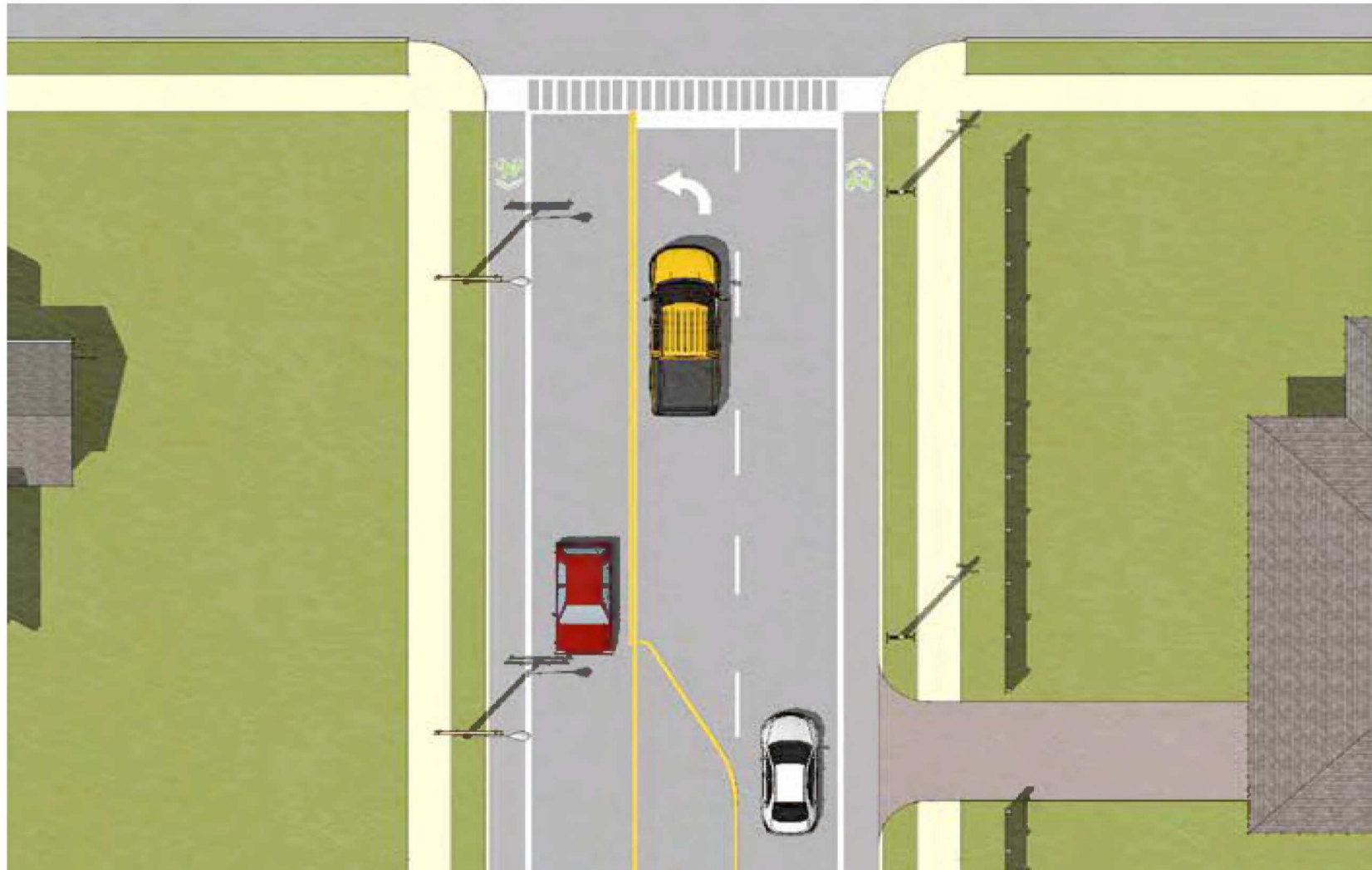
ROAD DIET – PHASE 1 TYPICAL SECTION

Residential Section
W. Augusta Place to Crystal Ave.





ROAD DIET – PHASE 1 AERIAL VIEW



IMPLEMENTATION

PLANNED IMPROVEMENTS

February 2022 – June 2023

Streetscape w/ Road Diet (Phase 2)

- Preliminary Engineering
 - Select Consultant
- Project Features / Considerations
 - 8' – 10' Multi-Use Paths
 - Access Management w/ landscape & concrete Medians
 - Utility undergrounding &/or relocation
 - Repaving
 - Upgrade storm water system
 - Traffic Signal Upgrades
 - Incl. pedestrian accommodations

IMPLEMENTATION

PLANNED IMPROVEMENTS

February 2022 – June 2023

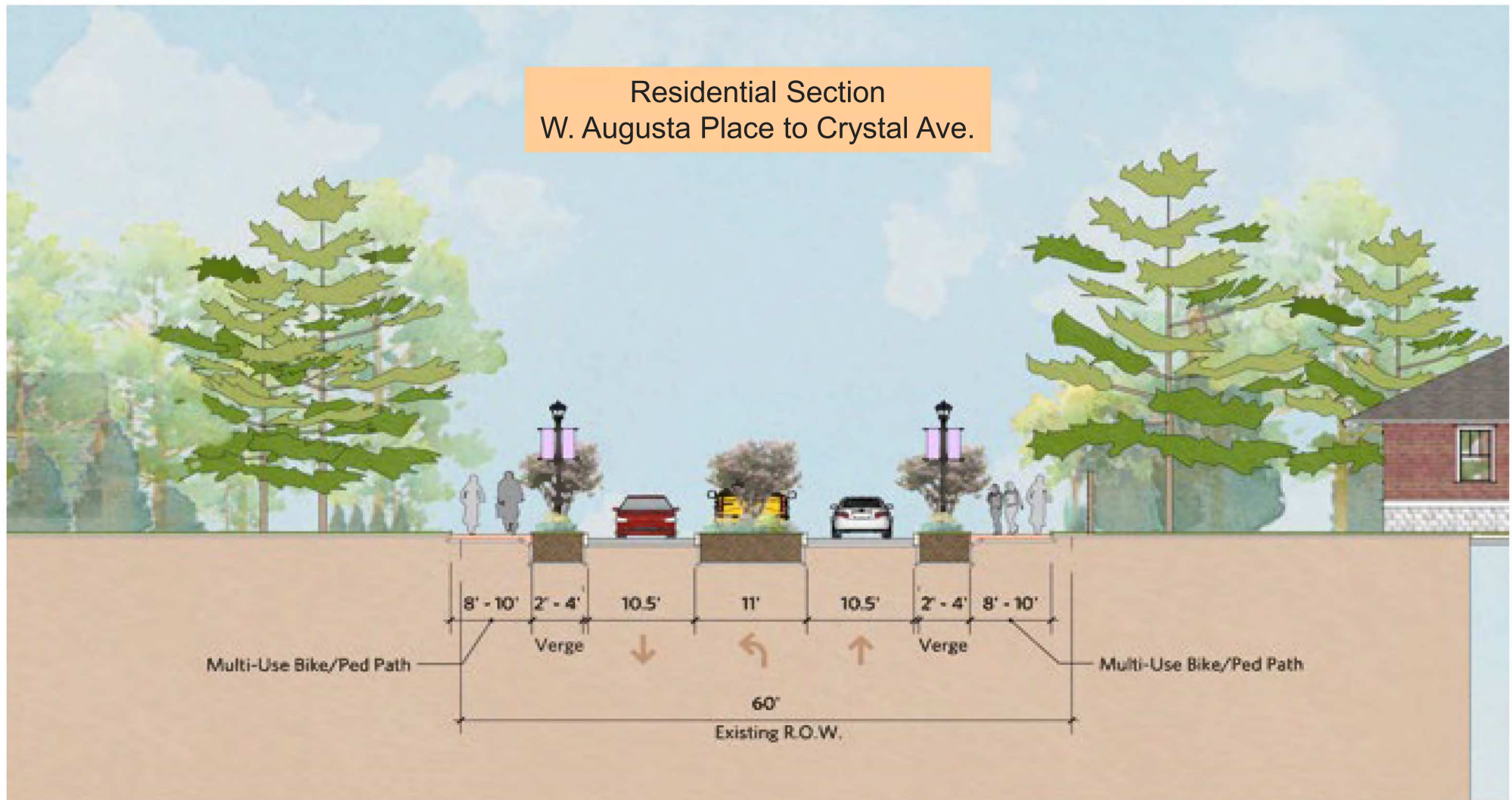
Streetscape w/ Road Diet (Phase 2)

- Preliminary Engineering
 - Select Consultant
- Project Features / Considerations
 - 8' – 10' Multi-Use Paths
 - Access Management w/ landscape & concrete medians
 - Utility undergrounding &/or relocation
 - Repaving
 - Upgrade storm water system
 - Traffic Signal Upgrades
 - Incl. pedestrian accommodations

Construction Expected to Begin Summer 2023

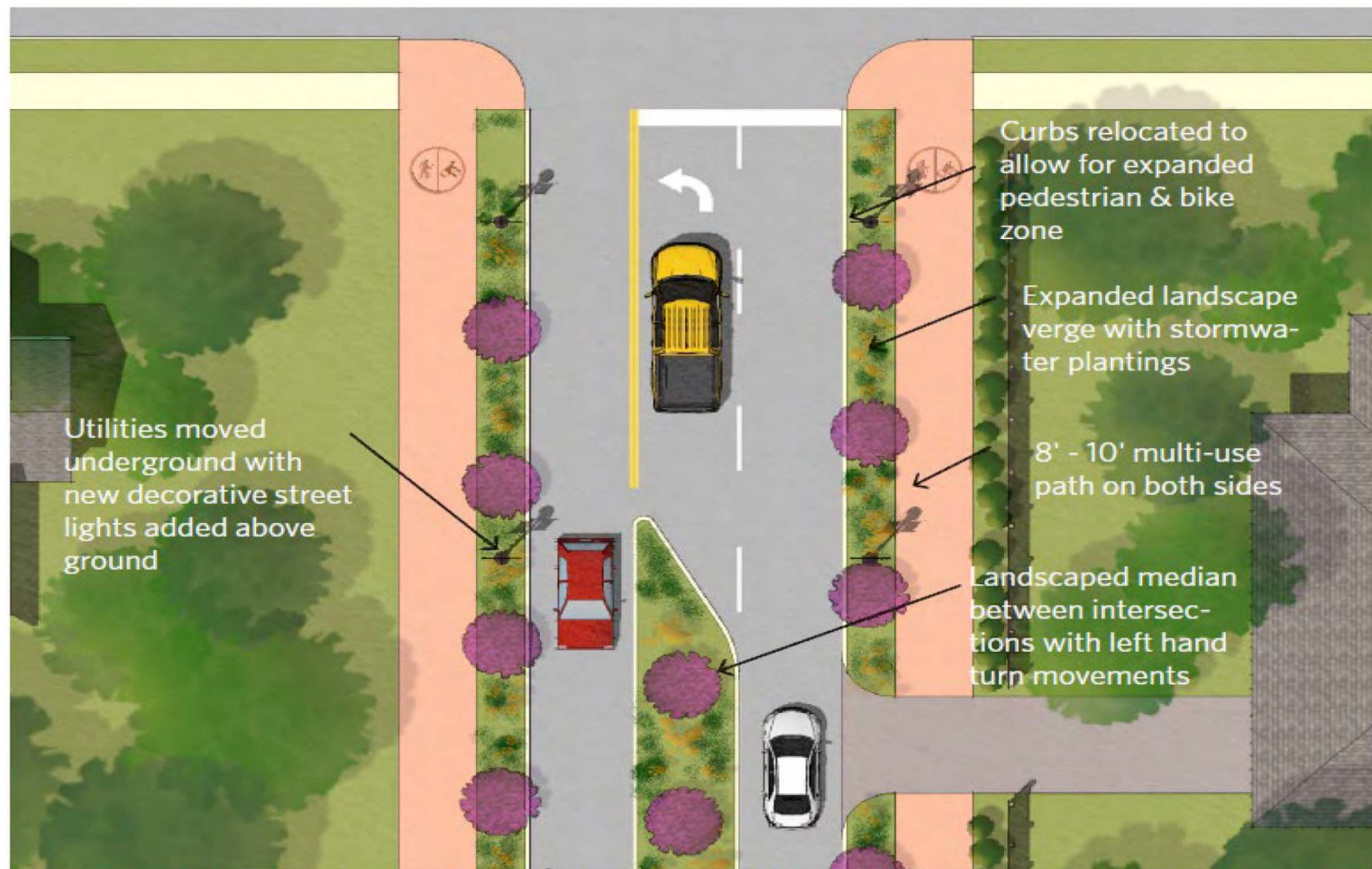


STREETSCAPE – PHASE 2 TYPICAL SECTION – RESIDENTIAL SECTION





STREETSCAPE – PHASE 2 AERIAL OVERVIEW - RESIDENTIAL SECTION



Section and Plan of Augusta Street Residential Frontage Improvements - long term curb relocation with wider landscape verge and multi-use paths

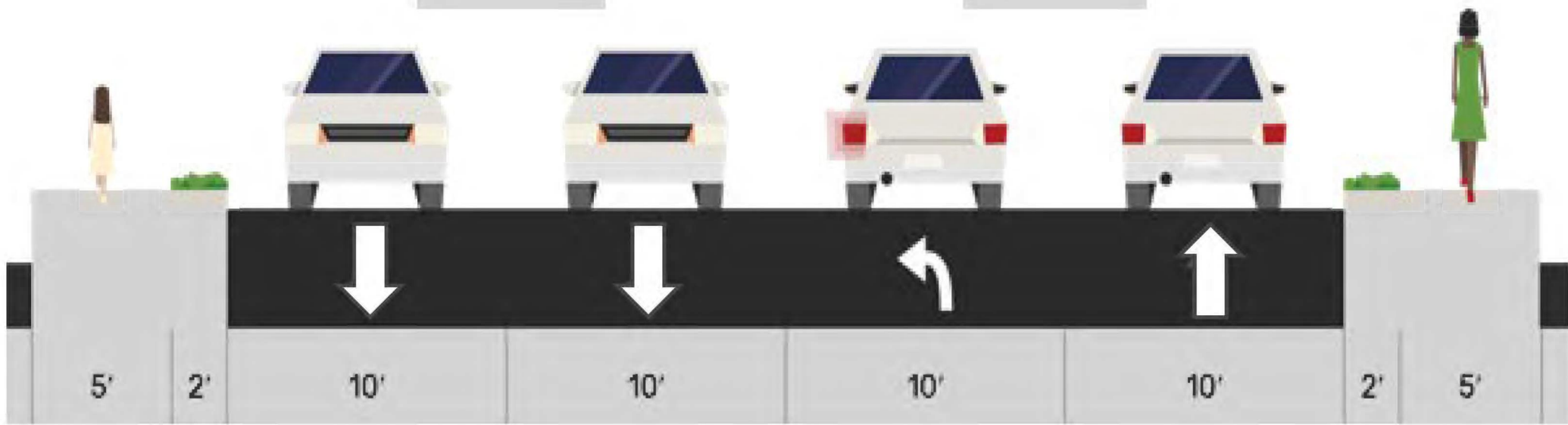


STREETSCAPE – PHASE 2
TYPICAL SECTION – COMMERCIAL SECTION

Commercial Section
Grove Rd. to Lewis Plaza

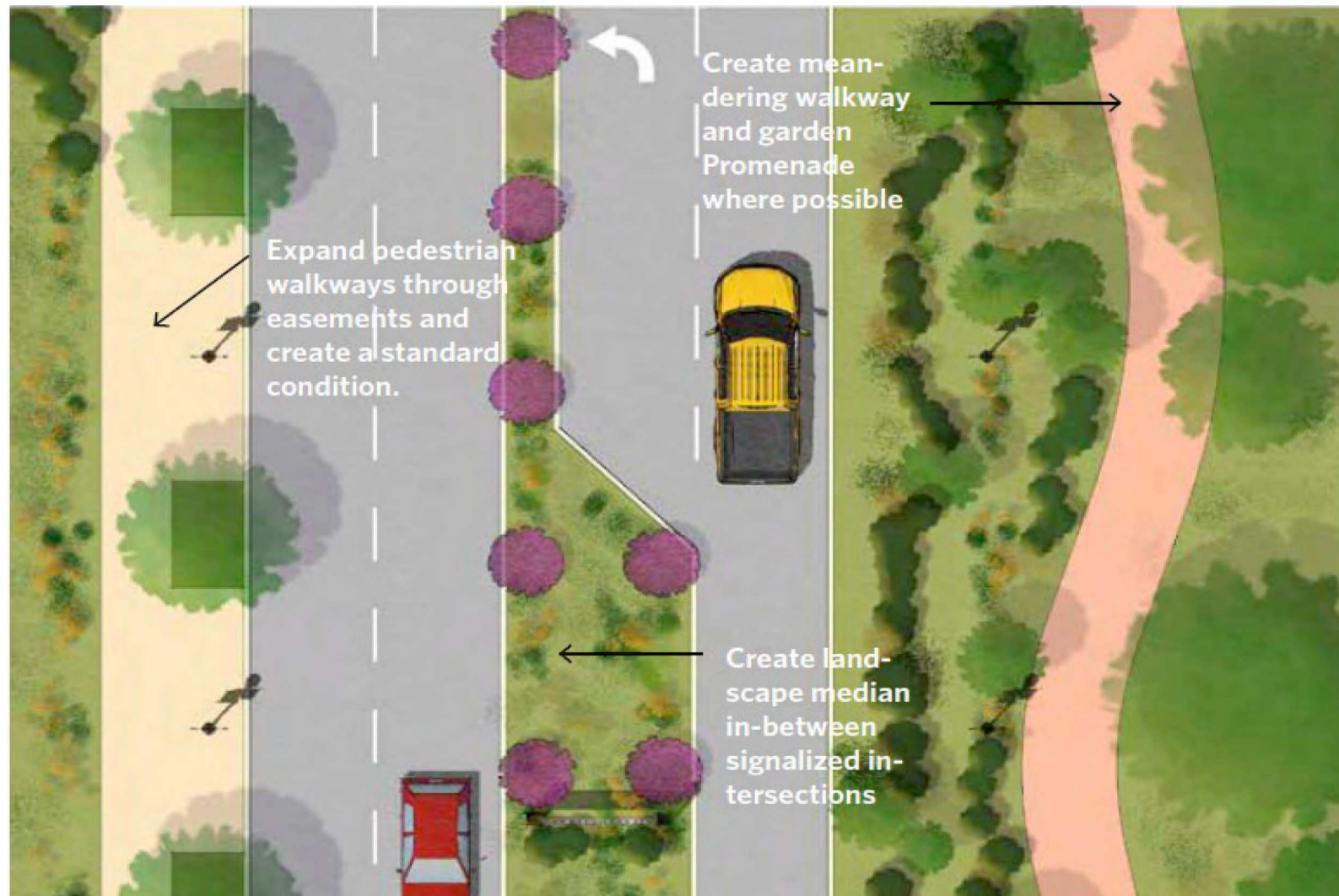
Southbound

Northbound





STREETSCAPE – PHASE 2 AERIAL VIEW – COMMERCIAL SECTION





Augusta Street Traffic & Pedestrian Safety Improvements Study

Project Update

November 9, 2021



Downtown Greenville Main@Broad
Restaurant and Outdoor Venue Project

Greenville City Council Workshop
Monday, November 22, 2021

Windsor Aughtry Company has partnered with The Indigo Road Hospitality Group out of Charleston, SC, to bring two of Indigo Road's restaurant concepts, O-Ku (sushi) and Indaco (wood-fired pizza and Italian), as well as an outdoor venue to Downtown Greenville. These two restaurants will occupy the space currently occupied by Rick Erwin's Nantucket Seafood. The outdoor venue will occupy roughly one-third of the existing plaza. The remaining plaza space will stay intact but enhanced with more lounge seating options for our patrons and the public. The outdoor venue will include a full-service outdoor bar, the ability to order an assortment of grilled items cooked on the plaza grill or pizza from Indaco, lounge seating around a wood-burning fireplace, and outdoor dining. Additionally, we are open to ideas and input from the City on potential bocce ball courts (or even pickleball) on the remaining two-thirds of the plaza (this is not part of our plan, but if the City is interested, we will accommodate).

One of the primary reasons for undertaking this venture was our belief in the prime location of the plaza and knowing that it has been static for many years, except during Ice on Main. The outdoor venue component of this project will not only bring dynamic change and re-activate the space, but it will uplift the energy on Main Street significantly. This project aims not to diminish the public's passive use of the land but to enhance it!

As owners of the land, we have accommodated Ice on Main for 12 years with no obligation to do so, other than our interest in making our City better and the space more active. We again made the space available to Ice on Main this year when we did not wish to but only because the City did not have another location. Activation of the space is otherwise minimal, except when we let Artisphere use it years ago. This project will provide year-round dynamic activation and become the focal point and activity center of this key intersection that we all imagined.

For information on Indigo Road and its portfolio, please visit www.theindigoroad.com.

We have hired architect David Thompson to design the restaurants and the outdoor venue. David has designed and developed the majority of Indigo Road's venues, among many other impressive accomplishments. For more information on David, please visit www.dthompsonarchitect.com.







CLEVELAND CONNECTOR

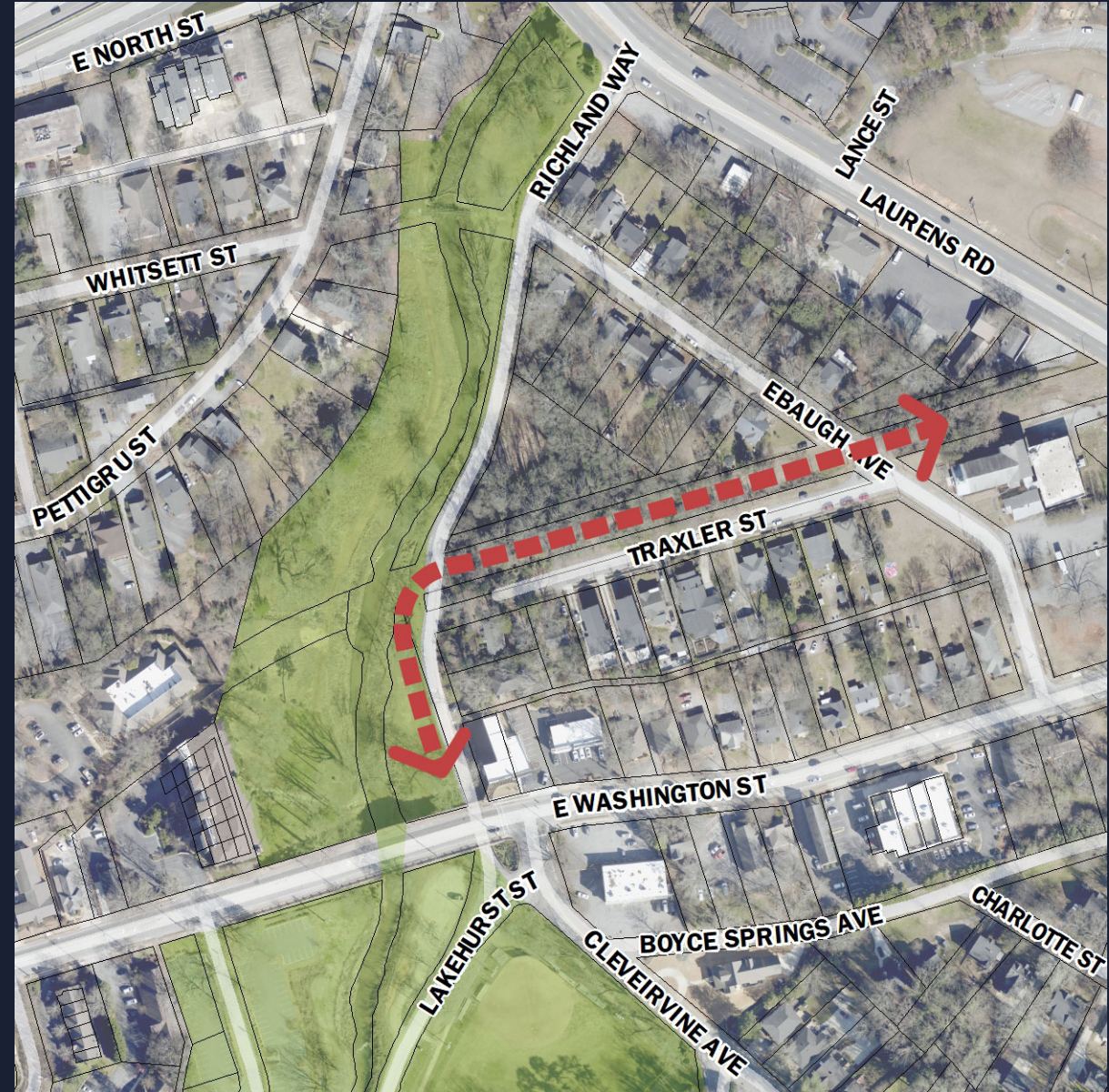
Update + Council Input

Fall 2021

PROJECT INFORMATION

Cleveland Connector 'The Paperclip'

- Funded by Trails + Greenways Fund
- Connects Laurens Road Bridge to Cleveland Park
- Provides only **direct connection** from existing SRT to Laurens Road Green Line Extension
- Trail **user safety is critical** to success
- Preliminary engineering is complete, waiting on final solution surrounding **Richland Way tunnel**



FUNDING

Allocation	Amount
Existing Account	\$940,875
21-22 T+G Supplemental Allocation	\$200,000
Total	\$1,140,875

Note: Final Cost Estimates are not complete as they will depend on final design solution

PROJECT VISION



SITE CONTEXT

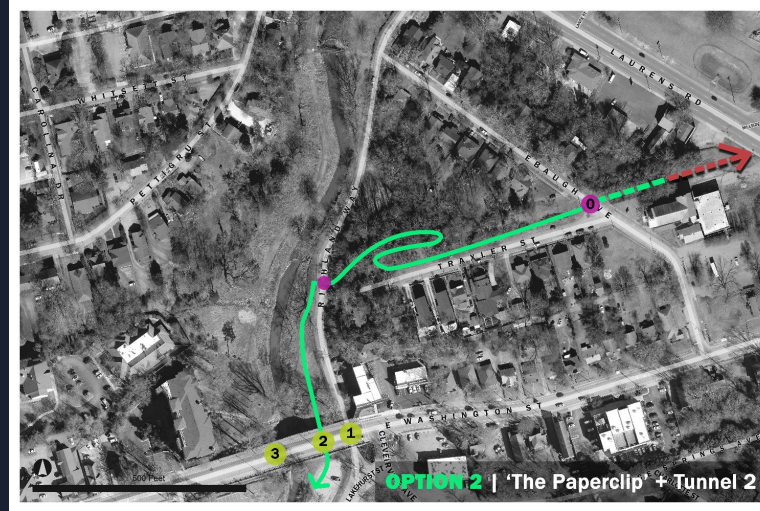
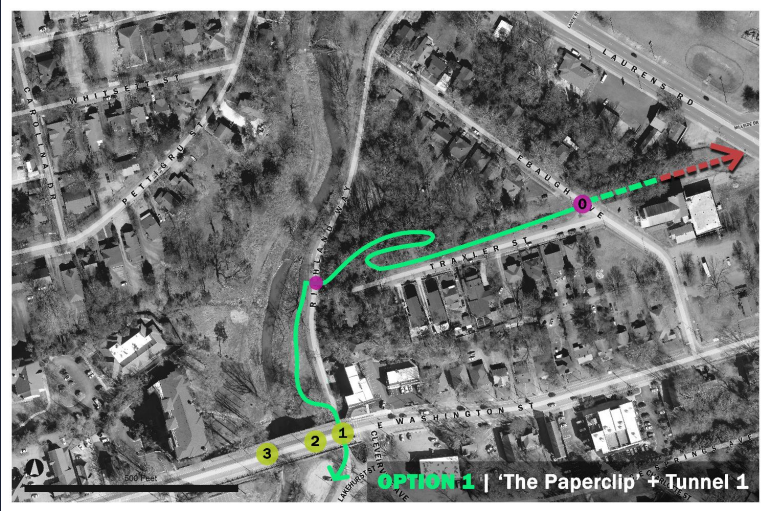
PETTIGRU
DISTRICT



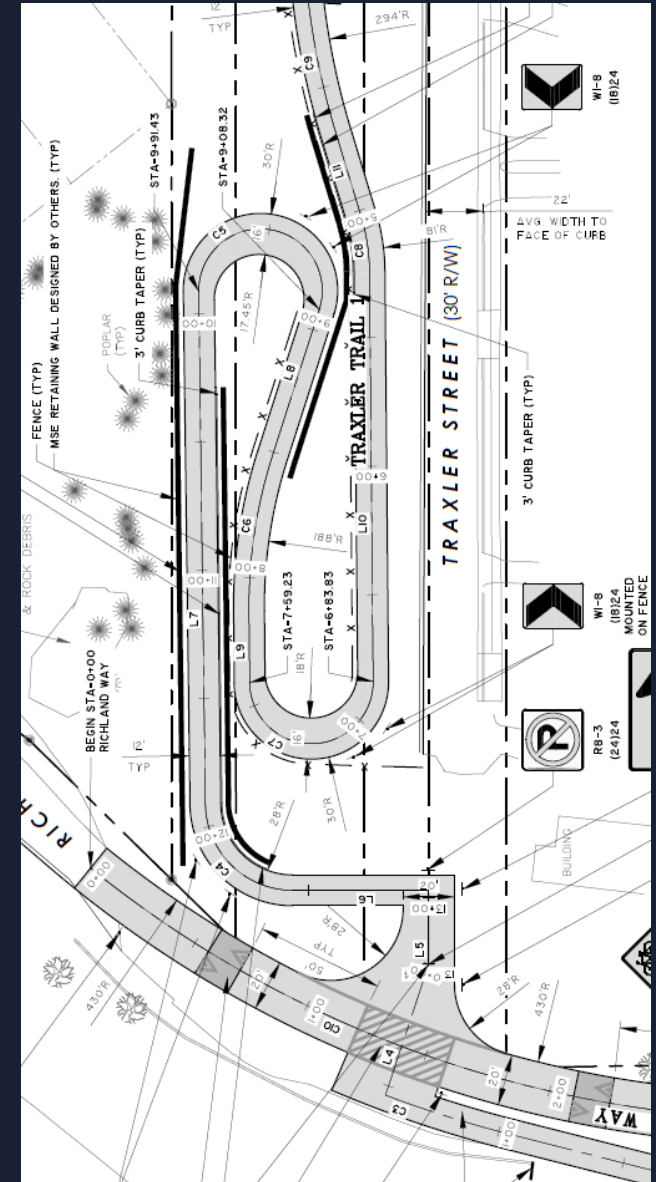
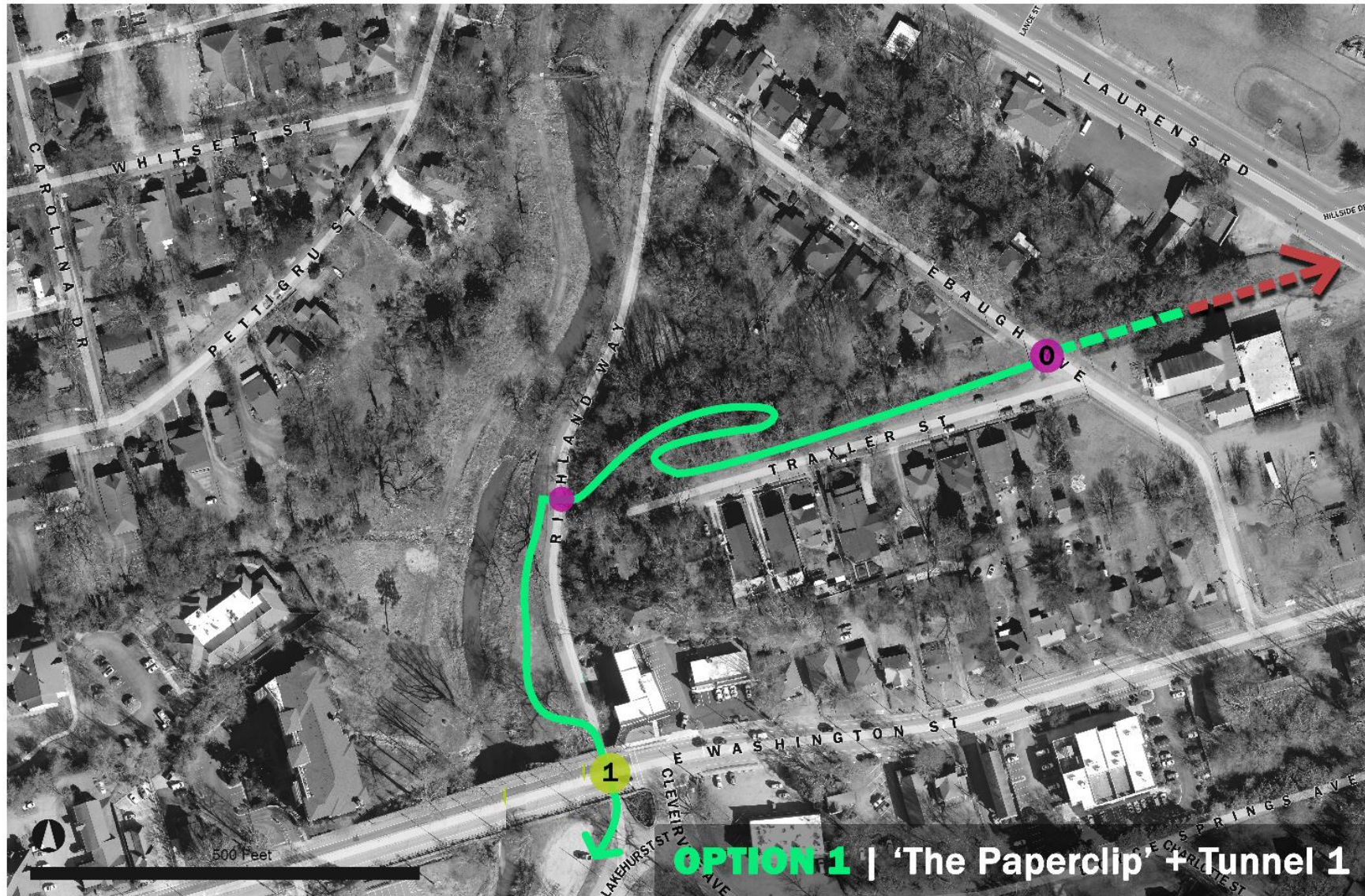
NICHOLTOWN

ZOO + CLEVELAND PARK

ROUTE DEVELOPMENT



THE ROUTE



RICHLAND WAY TUNNEL



Existing Tunnel

- Approximately 17'-18' wide
- 10' clearance height
- Currently allows 2-way traffic
- Poor visibility and sight lines
- Not practical for SRT without modification of existing vehicular use
- SCDOT approves concept of removing vehicular traffic to accommodate SRT exclusively

PROPOSED TUNNEL OPTIONS

Option A

(Secondary Staff recommendation)

Reduce Richland Way travel lane widths and restrict to **one-way northbound traffic** (from Park towards Laurens Road)

Option B

Reduce Richland Way travel lane widths and restrict to **one-way southbound traffic** (from Laurens Road towards Park)

Option C

(Primary Staff recommendation)

Commit Richland Way tunnel for **exclusive Swamp Rabbit Trail** use

OPTION A | ONE-WAY NORTH

NORTHBOUND

Traffic Count North

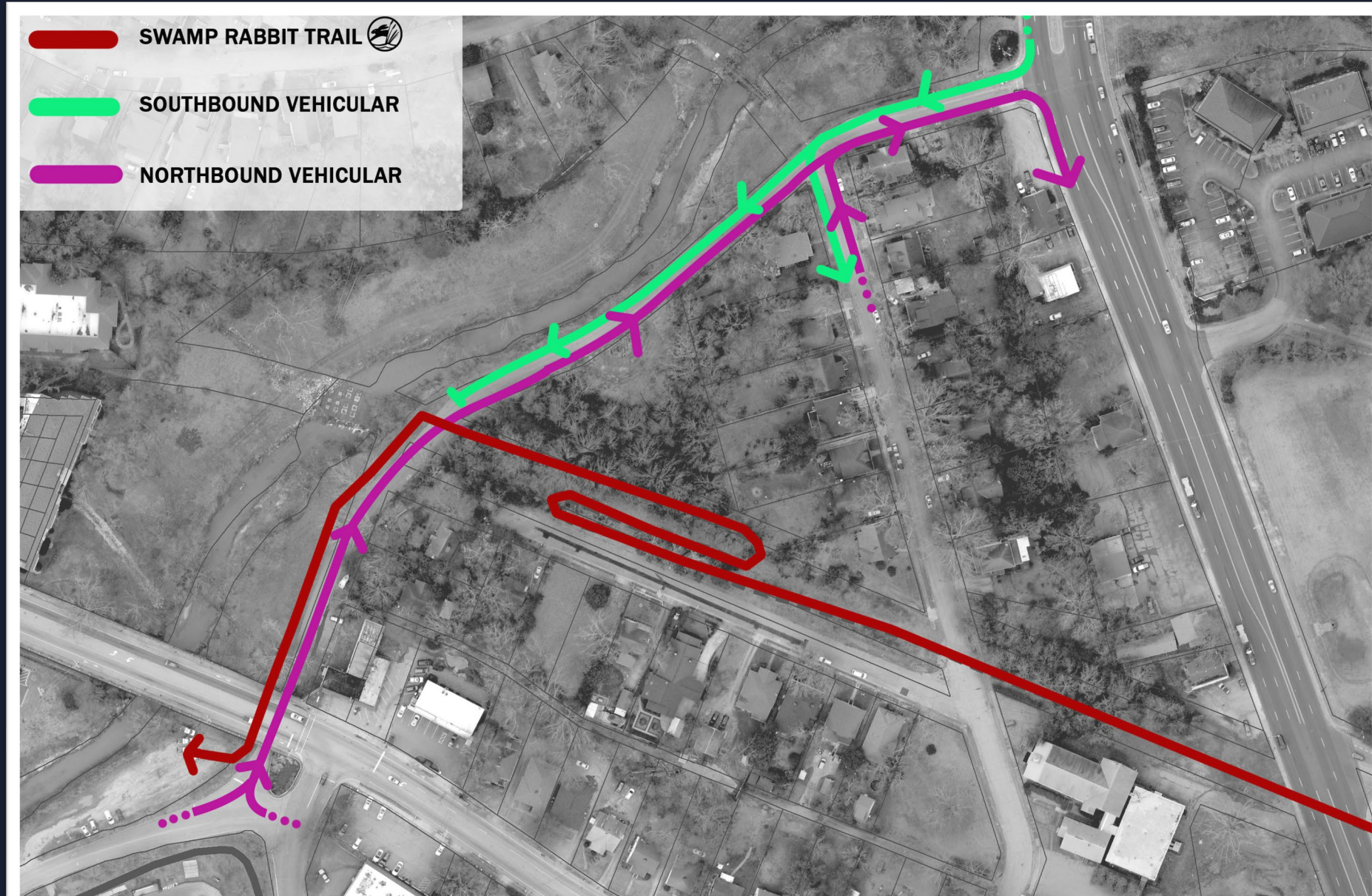
465

Average Speed North

28.0

Proposed Changes

- 1) Restrict movements between Richland Way and Laurens Road to right-in, right-out only
- 2) Allow two-way traffic between Ebaugh Avenue to Laurens Road
- 3) Allow two-way traffic between from trail crossing to Laurens Road
- 4) Restrict to one-way northbound traffic between Lakehurst St and trail crossing



OPTION B | ONE-WAY SOUTH

SOUTHBOUND

Traffic Count South

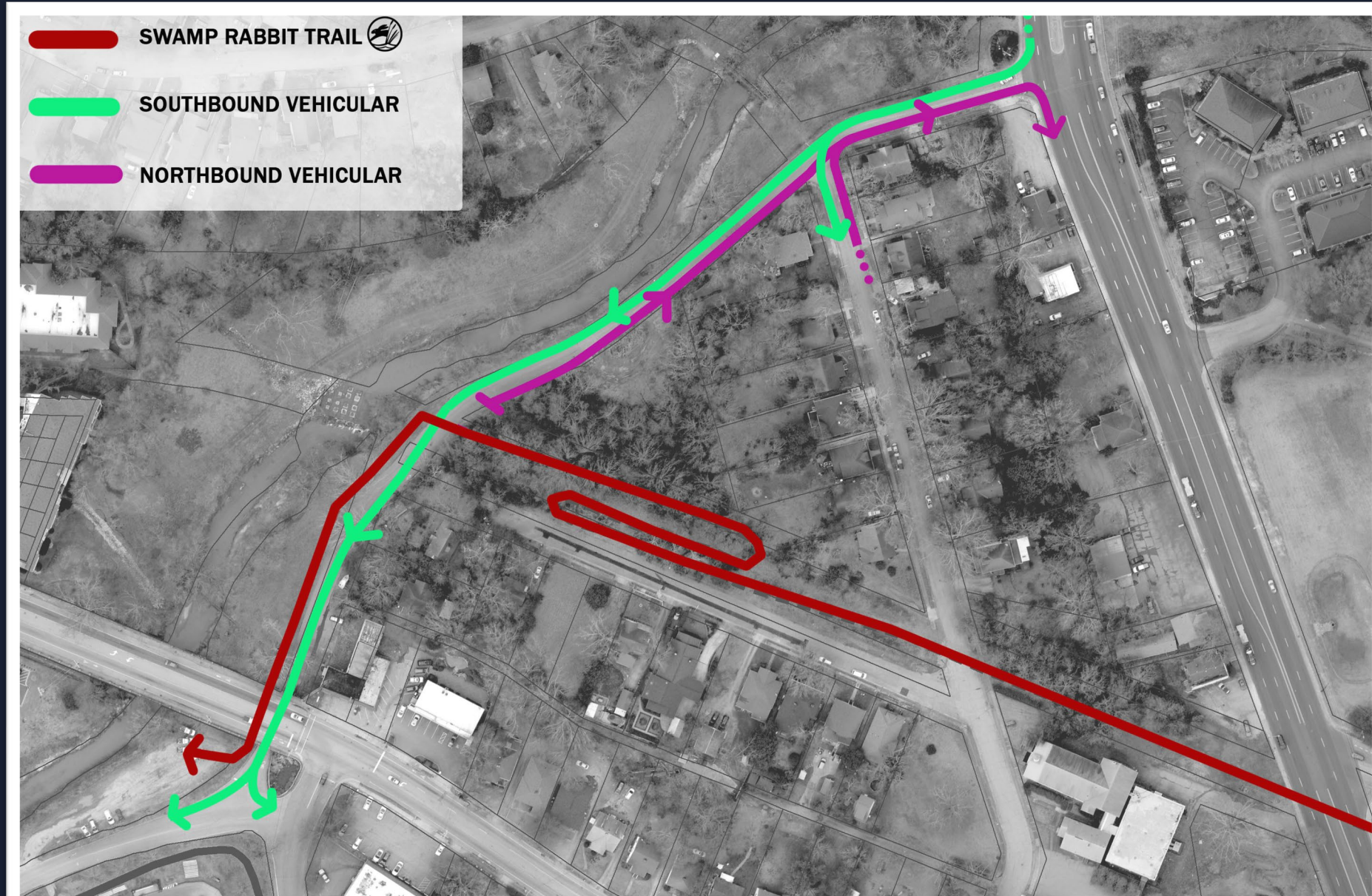
916

Average Speed South

26.5

Proposed Changes

- 1) Restrict movements between Richland Way and Laurens Road to right-in, right-out only
- 2) Allow two-way traffic between Ebaugh Avenue to Laurens Road
- 3) Allow two-way traffic between from trail crossing to Laurens Road
- 4) Restrict to one-way southbound traffic between Lakehurst St and trail crossing



OPTION C | TRAIL EXCLUSIVE

SRT ONLY

Traffic Count Total

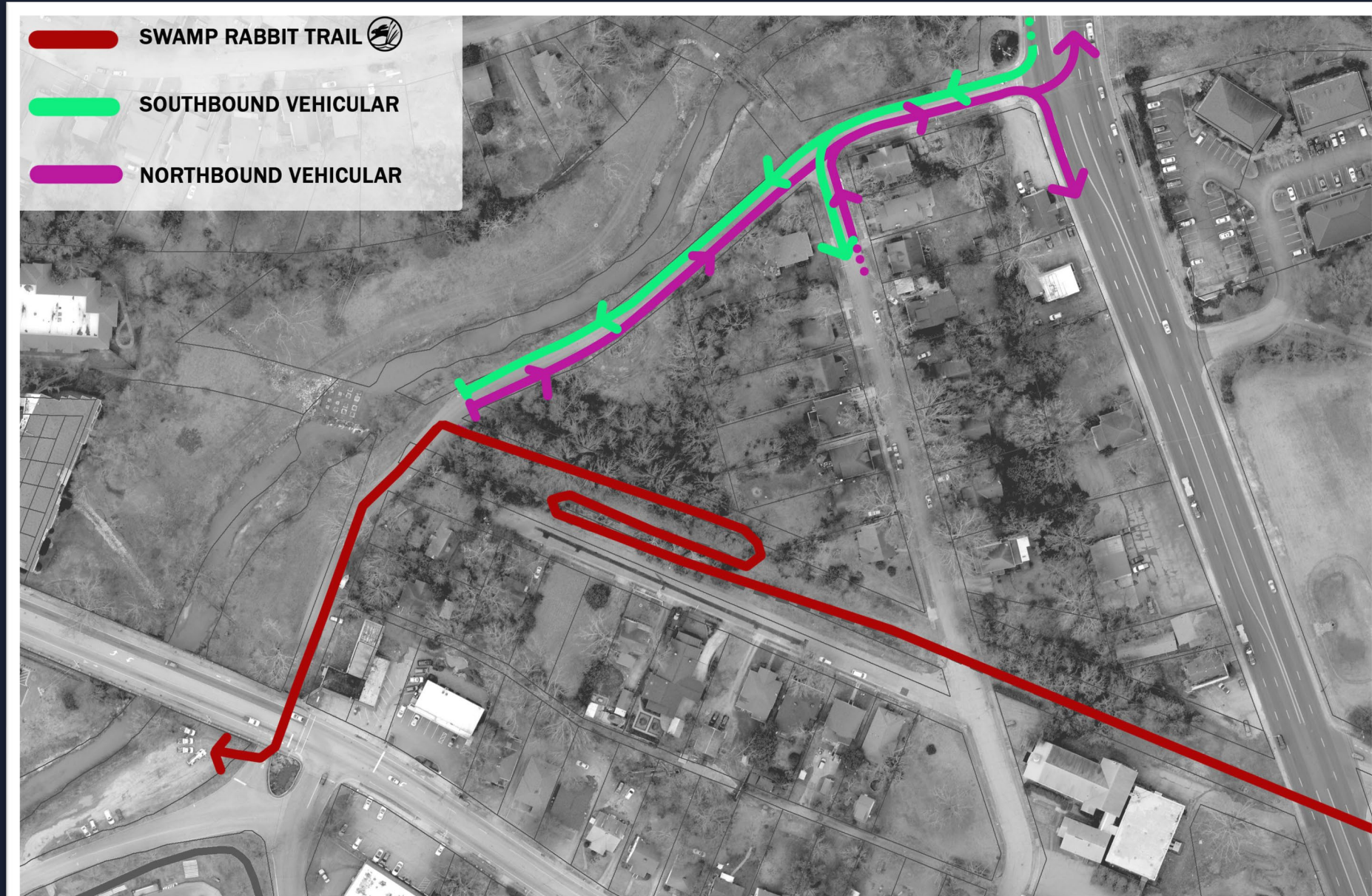
1,381

Average Speed

27.0

Proposed Changes

- 1) Allow two-way traffic between Ebaugh Avenue to Laurens Road
- 2) Allow two-way traffic between from trail crossing to Laurens Road
- 3) Restrict all vehicular traffic between Lakehurst and trail, including tunnel



ACTION NEEDED

STAFF GUIDANCE NEEDED

- 1) Council decision on preferred tunnel option
 - Option A** | One-Way Northbound
 - Option B** | One-Way Southbound
 - Option C** | Swamp Rabbit Trail Exclusive
- 2) If one-way solution is chosen, Staff requests Council support to trial one-way solution while final engineering documents are being prepared