



Appendix Y

Stakeholder Meeting Plans and Summaries

Stakeholder List





INITIAL STAKEHOLDER MEETING

JUNE 30, 2016



Agenda



MAKE
INTRODUCTIONS

SHARE
INFORMATION



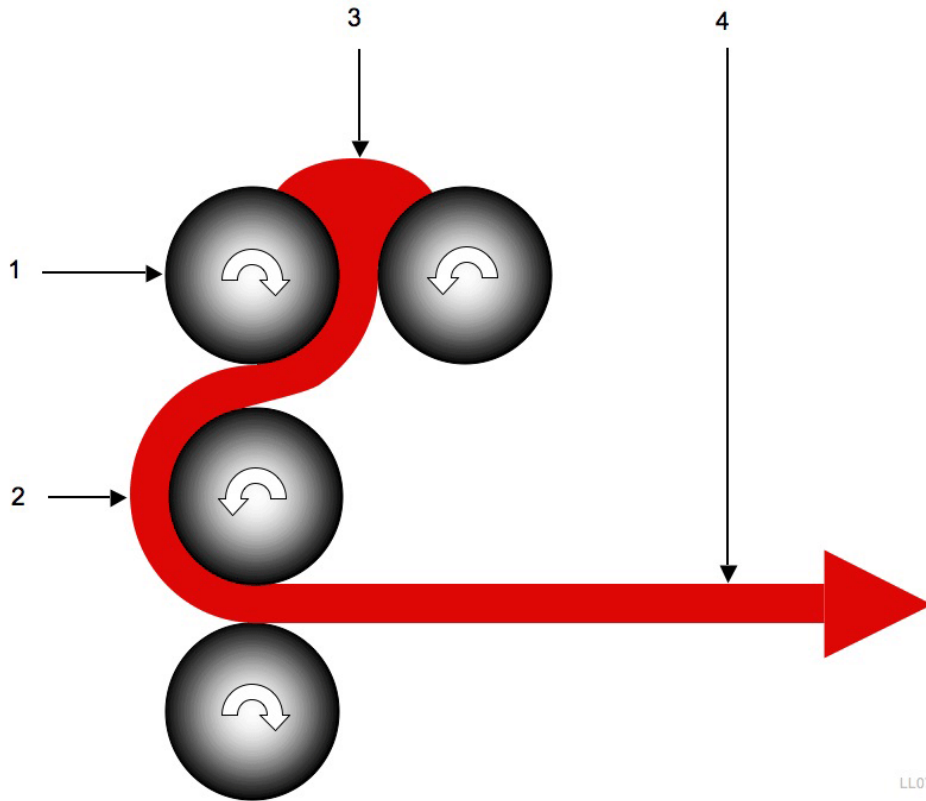
GATHER INPUT

Project History

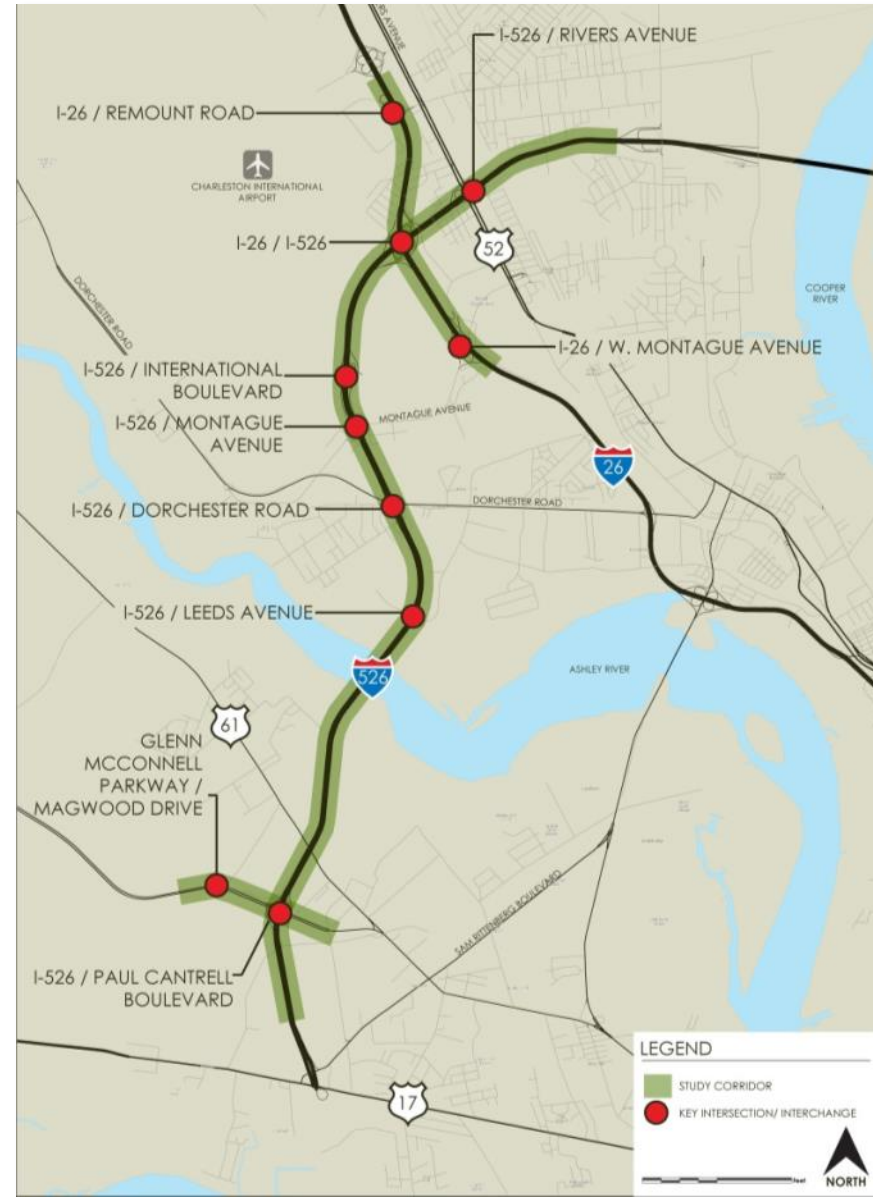
- ✓ I-526 Corridor Analysis - 2013
- ✓ I-526 Improvement Project Funded in STIP - 2014
- ✓ Project Added to CHATS - 2015
- ✓ SCDOT retained consultant to assist in engineering/environmental study - 2015
- ✓ Engineering/Environmental studies initiated - 2015



Project Development Process



LL07



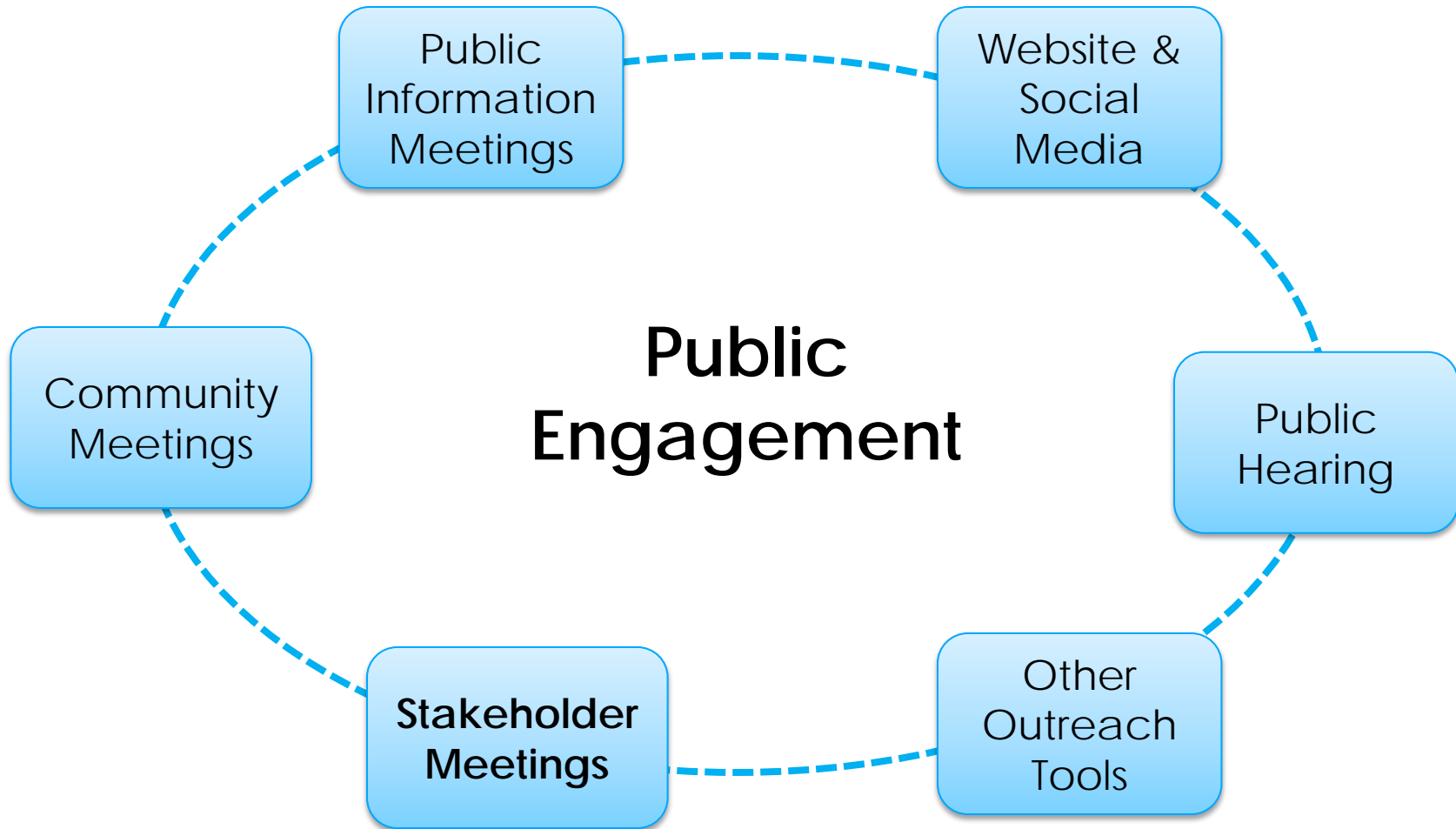
Stakeholder Role

Why are we here?

- ✓ Represent Large User Groups
- ✓ Specialized Concerns About Corridor
- ✓ Identify Risks and Opportunities
- ✓ Enhance Public Engagement Efforts



Stakeholder Role



Project Scope



Widening I-526 from:

- ✓ Paul Cantrell Blvd to Rivers Ave

Interchange Improvements I-526 at:

- ✓ Paul Cantrell Blvd
- ✓ Leeds Ave
- ✓ Dorchester Rd
- ✓ Montague Ave
- ✓ International Blvd
- ✓ I-26
- ✓ Rivers Ave

Interchange Improvements I-26 at:

- ✓ Remount Rd
- ✓ Montague Ave

Potential New Interchange at:

- ✓ Paul Cantrell Blvd & Magwood Dr

Project Purpose - Mobility

Problem:

- ✓ *Identified as one of South Carolina's most congested segments of Interstate.*

Project Purpose:

- ✓ *Reduce Congestion*
- ✓ *Address Growth in Traffic*
- ✓ *Improve Mobility*

Project Purpose - Safety

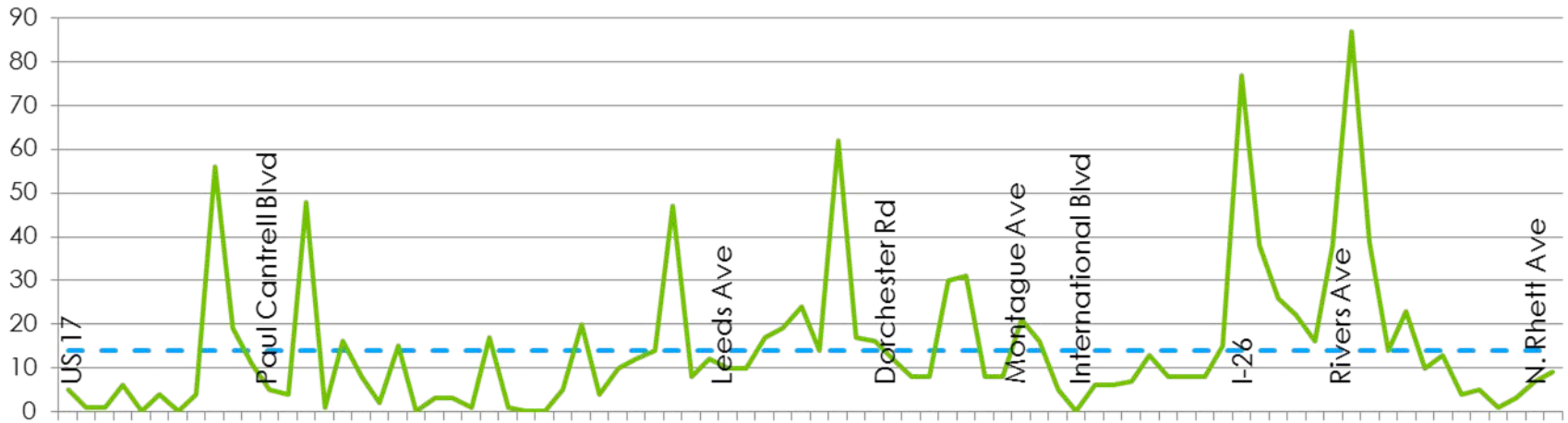
Problem:

- ✓ *Crash Frequency High for Facility Type*

Project Purpose:

- ✓ *Identify Accident Patterns*
- ✓ *Reduce Contributors Through Design*

Crash History



Total Crashes in Past 5 Years



Crash Prediction Rate for Past 5 Years*



*Based on similar interstate facilities in South Carolina

The NEPA Process

National Environmental Policy Act

- ✓ *In order to comply, SCDOT will perform Environmental Assessment (EA)*
- ✓ *EA will determine either:*
 - *Need for Environmental Impact Statement (EIS), or*
 - *Result in Finding of No Significant Impact (FONSI)*
- ✓ *EA process will include:*
 - *Inventory of Environmental and Cultural Resources*
 - *Consultation with local, state and federal Agencies*
 - *Public Involvement*
 - *Analysis of Alternatives and their impacts*

Schedule & Funding

Project Schedule

PROJECT TIMELINE

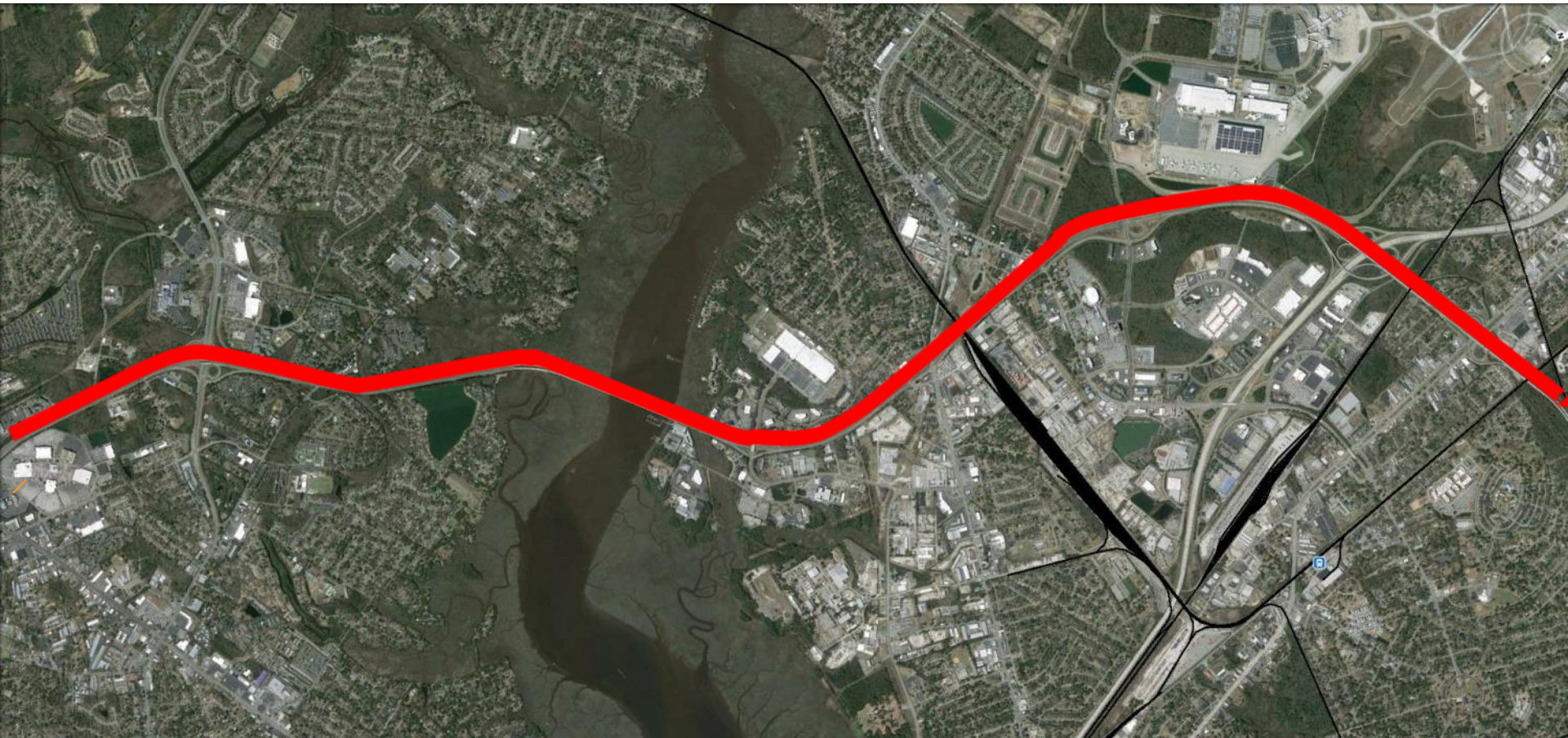
The estimated schedule for the 26 Lowcountry Corridor is:

- NEPA: January 2016 to early-2019
- DESIGN: Mid 2016 to mid-2020
- ROW: Mid-2019 to early-2022
- CONSTRUCTION: Begin Mid-2020

Project Funding

- ✓ Approximately \$435M committed for construction
- ✓ Approximately \$21M committed for Preliminary Engineering

Project Challenges



- ✓ Funding
- ✓ Environmental Impacts
- ✓ Right of Way

- ✓ Design Challenges
- ✓ Other

Open Discussion

Email: 526LowcountryCorridor@scdot.org

Project Website: www.526LowcountryCorridor.com



526 Lowcountry Corridor Project
Stakeholder Meeting
June 30, 2016
Charleston Chamber of Commerce

Stakeholders were greeted at the entrance of the conference room, asked to sign the Sign-in Sheet (see attached), and presented a copy of the *Summer 2016* edition of the Newsletter and a Comment Card. Name tents were provided to identify attendees.

Brent Rewis, PE – Regional Production Engineer for the Low Country Region (RPG1) opened the meeting by welcoming all in attendance and introducing Joy Riley, PE – Program Manager as the Project Manager for the 526 Lowcountry Corridor. Stakeholders, SCDOT Staff and the Project Team then introduced themselves.

Brent and Joy co-presented the attached PowerPoint and emphasizing the following points:

- This project is not associated with extension of the Mark Clark Expressway.
- Construction for this project is not expected to begin for 4-5 years.
- While previous studies have proposed alternative alignments, no alternatives have been determined.
- The role of the stakeholder and the value of their input during project development was explained. Additionally, an appeal was made for stakeholders to encourage others to participate in the public involvement process.
- The NEPA process along with the anticipated project timeline and current funding details were highlighted.

Stakeholders were given an opportunity to ask questions after the presentation. The following questions/concerns were raised and responses provided:

- Have the number of businesses and homes requiring relocation been determined?
 - No
- Does the construction cost also include acquisition of right-of-way?
 - It is just a rough cost estimate at this point, but yes.
- Will the information obtained and data acquired during the previous 526 Corridor Analysis (between North Charleston and West Ashley) be applied to this project?
 - Yes
- What are the neighborhoods that have been identified for the Community Meetings?
 - Several of the 31 neighborhoods were named.
- Will Travel Demand Management (TDM), High Occupancy Vehicle (HOV), and transit strategies be considered in the project analysis?
 - Yes
- A request was made to coordinate efforts with BCDCOG with regard to funding provided by SCDOT for marketing services and to work with larger businesses over the next four years. Activities will kick-off in August 2016.



- Will there be multiple alternatives for the corridor, e.g. fly overs, on-ramp extensions, third lanes, etc.?
 - Yes
- What information should be shared with developers and business/property owners as they consider developing their properties?
 - Preliminary information will be provided at intervals to the public, the project team is available to meet with individuals upon request.
- What exactly are “alternatives?” (More/less on-off ramps.) The question was raised in the context of the lane closures, like in downtown Charleston, that provide travel alternatives like bike lanes, mass transit.
 - No alternatives have been developed at this time.
- Interchanges that are close together create difficulties for trucks to decelerate and accelerate on ramps to merge into traffic. Montague Ave. and Dorchester Rd. were referenced. SCTA would like to be involved in the ramp design discussion.
- Does “capacity” mean adding more lanes?
 - Yes, among other possible solutions.
- When increasing capacity, particularly adding a lane to the inside to minimize impacts, do you still spend as much in engineering?
 - Yes, the interchange design will require substantial design efforts.
- FHWA described its coordination with USACE to ensure the NEPA document satisfies the requirements for the permitting process.
- Has the purpose and need statement been developed?
 - It is being developed.
- When designing interchanges, what distances are considered along the main road for ramp construction?
 - Typically, 1,500 feet from the end of the proposed improvements.
- When will the EA be complete?
 - Three years – early 2019

A copy of the presentation was requested with a recommendation that it be included on the website. Use of the comment card as well as submission of comments thru the website were encouraged. The next Stakeholder Meeting was projected for September 2016 prior to the Public Information Meeting. SCDOT staff and consultants were available to answer questions after the formal Q/A period.

One completed comment card was left onsite and is attached.

I-526 Improvements Project Meeting with Stakeholders

Charleston Chamber of Commerce

June 30, 2016

Name:	Organization:	Phone Number:	Email Address:
George Ramsey	Charleston Chamber	805-3116	gramsey@charlestonchamber.org
CHUCK SMILEY	BOEING	614.0665	charles.p.smiley@boeing.com
Rick Comps	SMG (Coliseum)	529-5028	RComps@NorthCharlestonColiseum.com
Ronald Cooper	SCTA	843-830-4215	bruntc@bellsouth.net
Wanneth Mallett	City of N. Char	843 740 5835	wmallett@northcharleston.org
Jessica Hekker	FAWA	805 265-5458	jessica.hekker@dot.gov
Michelle Herrick	FNWA	803-765-5460	michelle.herrick@dot.gov
Stephani Faison	FAA	843-414-2802	Stephani.Faison@faa.gov
Jesse Ruiz	FAA	843-414-2800	Jesse.Ruiz@FAA.GOV
VONNIE GILBERT	BCDCOG	843-529-0400	VONNIE@BCDCOG.ORG
PATRICK BARBER	SCTA	843-514-0343	pat@superiortransportation.com
RICK TODD	SLTB	803-799-4300	ricktodd@strucking.org
Coleman Thompson	SCTA	843 551 6193	Cthompson@huntertransport.com
Sean Tracey	Charleston Chamber	843-805-3096	stracey@charlestonchamber.org
Kruti Tolley	Citadel Hall	843-766-8331	ktolley@spinasoreg.com
PERRIN LAWSON	CACVB	843/805-3050	PLAWSON@EXPANSCONSTRUCTION.COM
Queen Mautrie	City of N. Char	843 740 2572	qmautrie@northcharleston.org
Jeff Burns	CARTA	843.529.2128	jburns@beachridecarta.com
SEAN HUGHES	CCSD	843 566 8190	SEAN_HUGHES@ccsdschools.com

at bus suggestions for ramps to travel
daily -

* A higher @ ^{the} Magnwood for southbound traffic
will help w/ 526 back ups @ Paul
CMT cell especially with the new neighborhood on
* The on ramps and off ramps are so ^{bad} _{primary}
short throughout I think consider that
accidents are happening daily.

* A third lane as they would be great
Just a third lane at the bottom of the
Don Holt helps the 26 interchange beside the
Beneticas.



LOWCOUNTRY CORRIDOR



South Carolina Department of Transportation

STAKEHOLDER MEETING

NOVEMBER 10, 2016

Charleston Metro Chamber of Commerce

Meeting Agenda

**Welcome &
Introductions**

Project Overview

**Small Group
Session**

**Next Steps/
Conclusion**



Improvements:

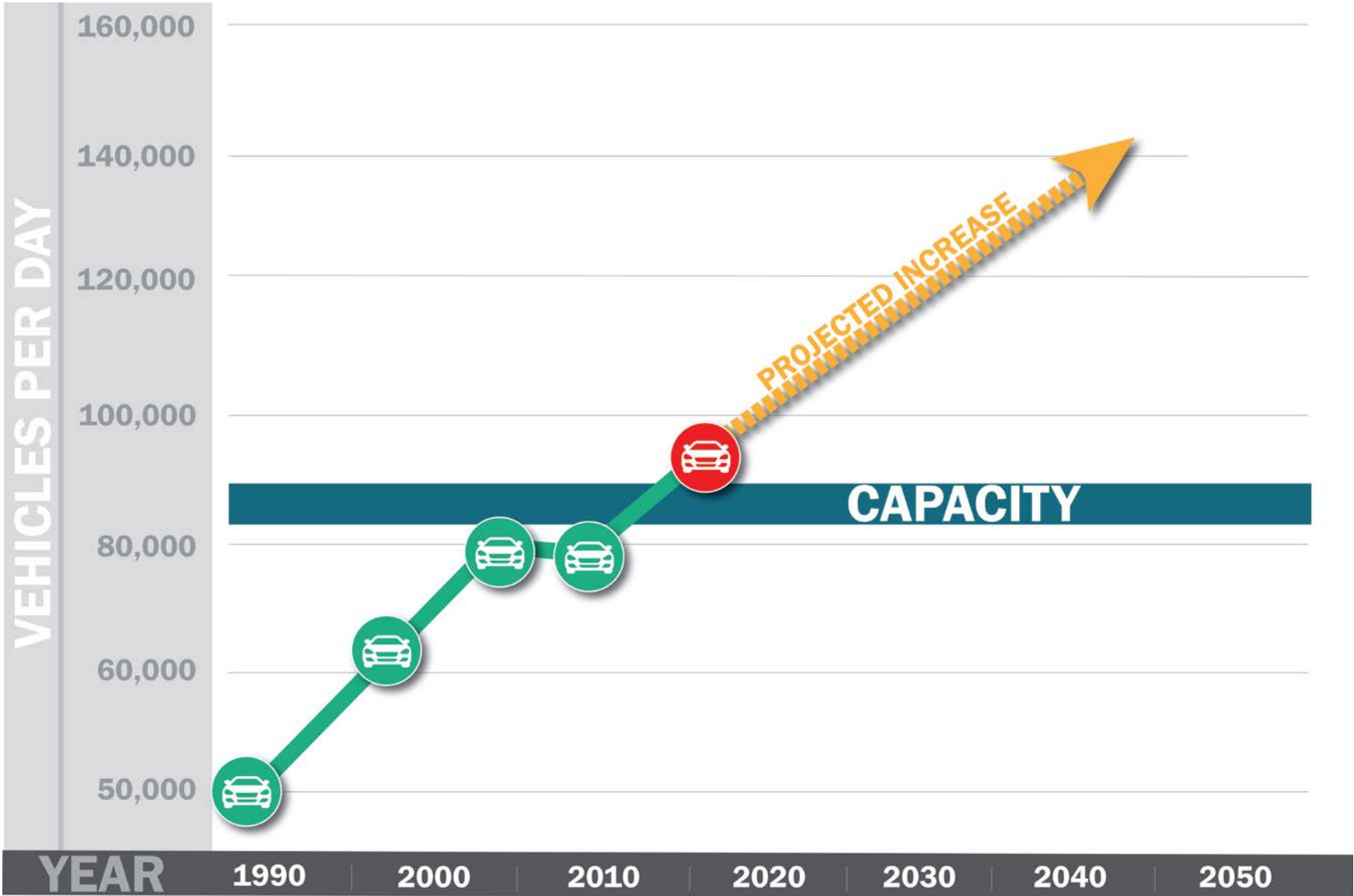
I-526 from Rivers Ave. to Paul Cantrell Blvd.

Interchange Modifications:

- Rivers Avenue
- I - 26
- International Boulevard
- Montague Avenue
- Dorchester Road
- Leeds Avenue
- Paul Cantrell Boulevard



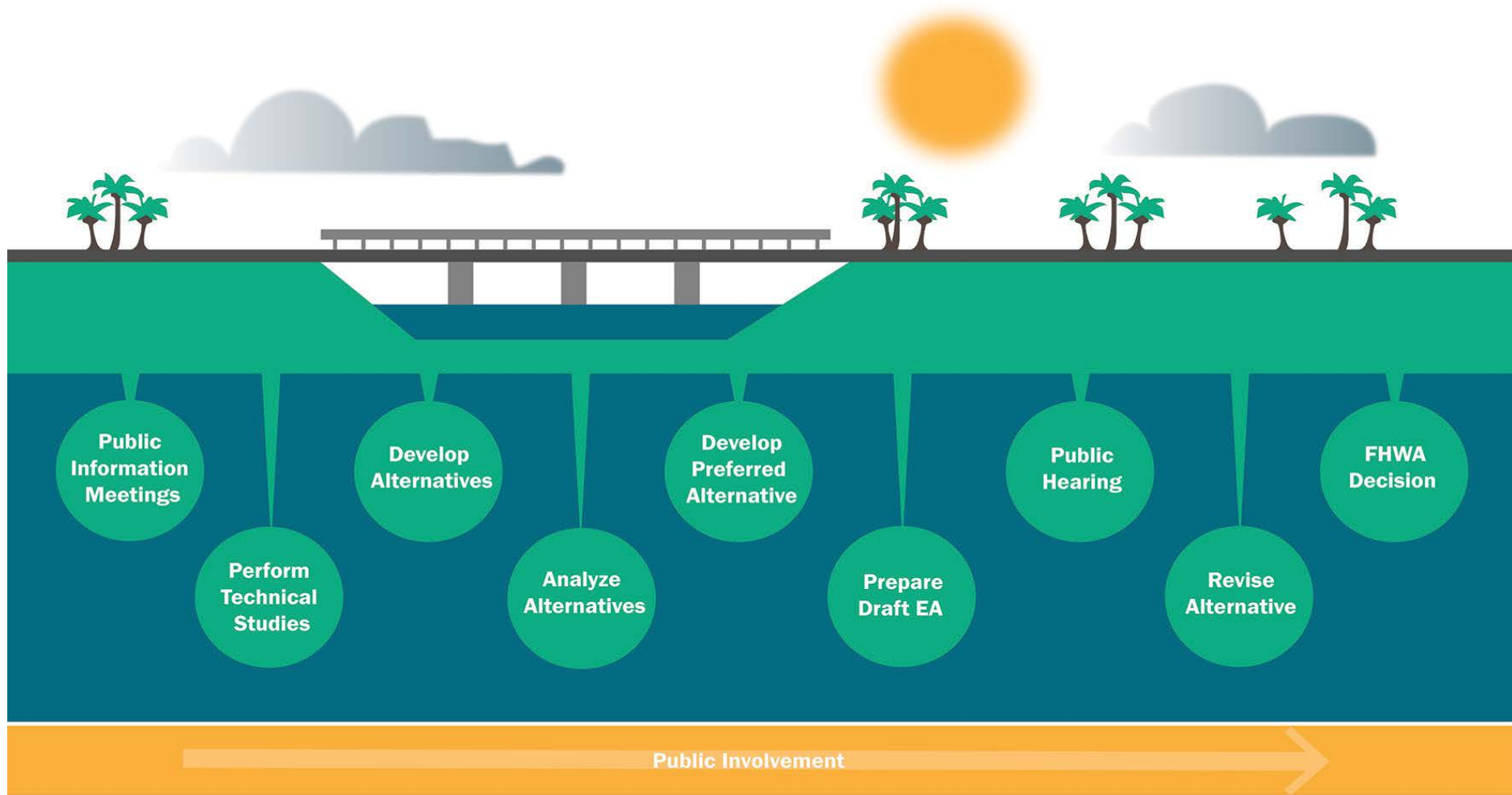
- Different Project from the I-526 (Mark Clark) Extension
- **Funded** for Engineering, Right-of Way, and Construction
- Improvements to **Existing** Transportation Infrastructure along I-526
- Modifications to **Existing** Interchanges





CRASHES BY INTERCHANGE





Improvements planned for congested section of I-526

By LIZ SEGREST
lsegrest@charleston.com

A congested, accident-prone area of Interstate 526 could be widened and improved to accommodate the influx of drivers in the Lowcountry.

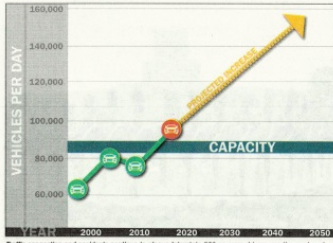
The S.C. Department of Transportation is studying a nearly eight-mile stretch of the interstate between Rivers Avenue in North Charleston and Savannah Highway in West Ashley.

This project is separate from the long-time I-526 extension plan, which recently lost state funding.

The study area includes the massive, busy interchange of Interstates 26 and 526.

"Whenever you have congestion, you have accidents... We see significant safety issues out there, particularly at the interchanges," said Jay Riley, the S.C. DOT manager for the 526 Lowcountry Corridor Project.

Commuters typically come to a crawl during morning and evening rush hours on this span of I-526. Accidents often



Traffic congestion and accidents continue to plague Interstate 526 as more drivers use the road each year. The S.C. Department of Transportation is now studying ways to increase I-526 capacity to keep pace with the Lowcountry's growing population. (Image Provided)

residents using the interstate, Charleston International Airport's ever-increasing traffic volume, and the opening of new

will decrease driver wait times and crashes.

"Back when the last segment of 526 was completed in 1992, there were about 50,000 vehicles, and you can see that now we're already getting above capacity and it's just going to continue to grow... We are designing for the future and what we feel future traffic levels are going to be," Riley said.

Nearly 90,000 cars travel between I-26 and International Boulevard each day, according to Santee principal Rick Day. The North Charleston-based engineering firm, which plans and designs roadways, is working as a consultant with the DOT on the project.

The North Charleston side of I-26 averages around 70,000 cars a day. That decreases to around 40,000 cars a day in the area where I-526 dead-ends in West Ashley.

"You can see the growth," Day said. "It's going to really go a lot higher over the next 20 years plus."

The 526 Lowcountry Corridor Proj-



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 News
 OPENING SOON! CHICKEN RESTAURANT CLOSINGS AT WENOT PLANTATION
 Diane Knich
 Oct 12 11:55 AM
 Oct 12 7:19 PM
 Morning commuters make their way through the I-526 and I-26 interchange Wednesday, which likely will improve in coming years as the state Department of Transportation completes a series of projects in the area, an engineer says.
 One of South Carolina's busiest interchanges — where Interstates 526 and 26 meet — is dangerous, especially for trucks. But help is on the way.
 The intersection's entry points are cloverleafs instead of the long, sweeping ramps and overpasses of newer interchanges. And the cloverleafs get narrower near where they merge with fast-moving

HENDRICK LEXUS
 CHANGING HORIZONS
 20% MORE YEAR-END CLOSURE!
 \$419
 DISCLAIMER: See dealer for details. Tax, license, title, and other fees extra. ©2014 Lexus of Charleston. View inventory.

Most Popular
 Netflix begins showing movie starring Mattie Wynne in Charleston
 1 line for Obama now? Office battles on after Charleston
 5,500 apartment units under development in Charleston area
 Mount Pleasant woman recalls Trump making her uncomfortable in Miss USA contest
 Third C of Excellence disciplined due to violation





Stay **INFORMED!**
Join our Virtual Meetings
www.526LowcountryCorridor.com

Give Us
Your **OPINION!**
Please Take our Survey



<https://www.surveymonkey.com/r/526LCSurvey>

start

2016

2017

2018

2019

2020

2021

2022

NEPA

January to Early 2019

**ALTERNATIVES
DEVELOPMENT**

Mid-2016 to Mid-2020

**RIGHT-OF-WAY
FINAL DESIGN**

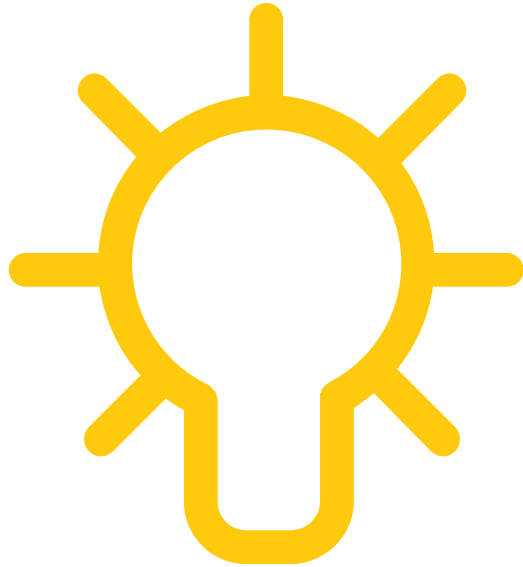
Mid-2019 to Early-2022

CONSTRUCTION

Begin Mid-2020

What is YOUR role as a stakeholder?

- Represent Larger User Groups
- Identify Specific Concerns / Information About Corridor
- Discuss Risks and Opportunities
- Compliment Public Involvement Efforts
- Meet Periodically Throughout the Project



Let us know your **IDEAS!**

1. Where are congested areas that need to be addressed?
2. Where are the accident prone areas?
3. Do you know of any natural or man-made features that are important in the project boundary?
4. What is your biggest concern about this project?

Project Team

- **Summarize the Concerns Expressed by the Public**
- **Map the Environmental and Human Constraints**
- **Begin the Development of Alternatives**
- **Begin to Analyze the Alternatives for Traffic Benefits and Environmental Impacts**



Stakeholders

- **Next Meeting: Spring 2017**

website



www.526LowcountryCorridor.com

facebook



www.Facebook.com/526Corridor

twitter



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email



526distribution@scdot.org

mail



Joy Riley, PE
SCDOT
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Columbia, SC 29202-0191

phone



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**THANK YOU FOR YOUR
PARTICIPATION TODAY.**



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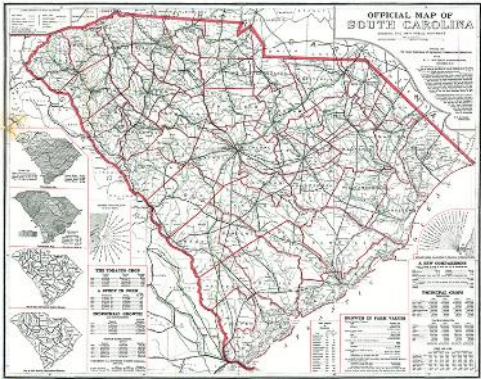
SCDOT



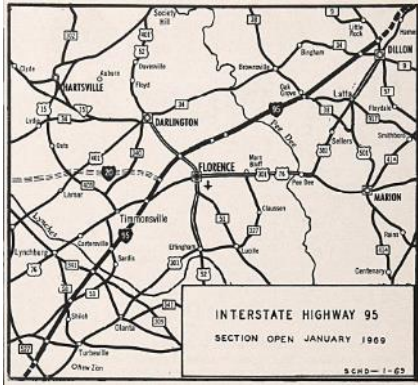
**Less congestion.
Safer roads.**

www.526LowcountryCorridor.com

SCDOT Turns 100!



SCDOT Turns 100!



Today's Agenda

- ➔ **Welcome & Introductions**
- ➔ **I-526 Lowcountry Corridor Update**
- ➔ **Table Discussions**
- ➔ **Next Steps / Conclusion**



Project Limits

I-526 Lowcountry Corridor



526

LOWCOUNTRY CORRIDOR

SCDOT

Project Description

I-526 Lowcountry Corridor Phase I

Widen I-526:

Rivers Ave to Paul Cantrell Blvd

Interchange Modifications:

Rivers Ave

I-26

International Blvd

Montague Ave

Dorchester Road

Leeds Ave

Paul Cantrell Blvd



LOWCOUNTRY CORRIDOR



Project Description

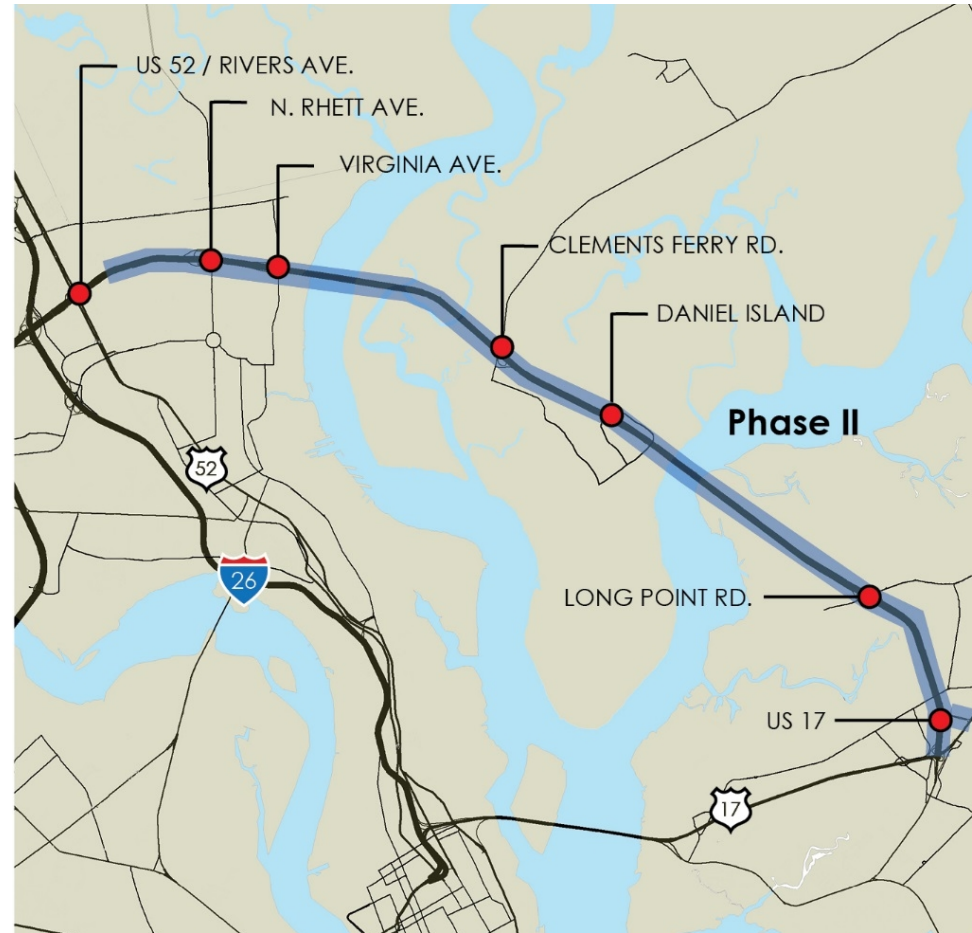
I-526 Lowcountry Corridor Phase II

Widen I-526:

Investigate potential widening alternatives

Interchange Modifications:

*North Rhett Ave.
Virginia Ave.
Clements Ferry Rd.
Daniel Island
Long Point Rd.
US 17*



LOWCOUNTRY CORRIDOR



Project History

I-526 Lowcountry Corridor

YEAR	PHASE I	PHASE II
2013	Corridor Analysis Completed	
2014	Project Funded in STIP	
2015	Consultant Team Selected	
2016	NEPA & Public Involvement Initiated	
2017	<ul style="list-style-type: none">• Continue NEPA & Public Involvement• Begin Alternative Analysis	<ul style="list-style-type: none">• Project Funded• Consultant Team Selected• Initiate NEPA Tasks



Project Purpose & Need

I-526 Lowcountry Corridor Phase I

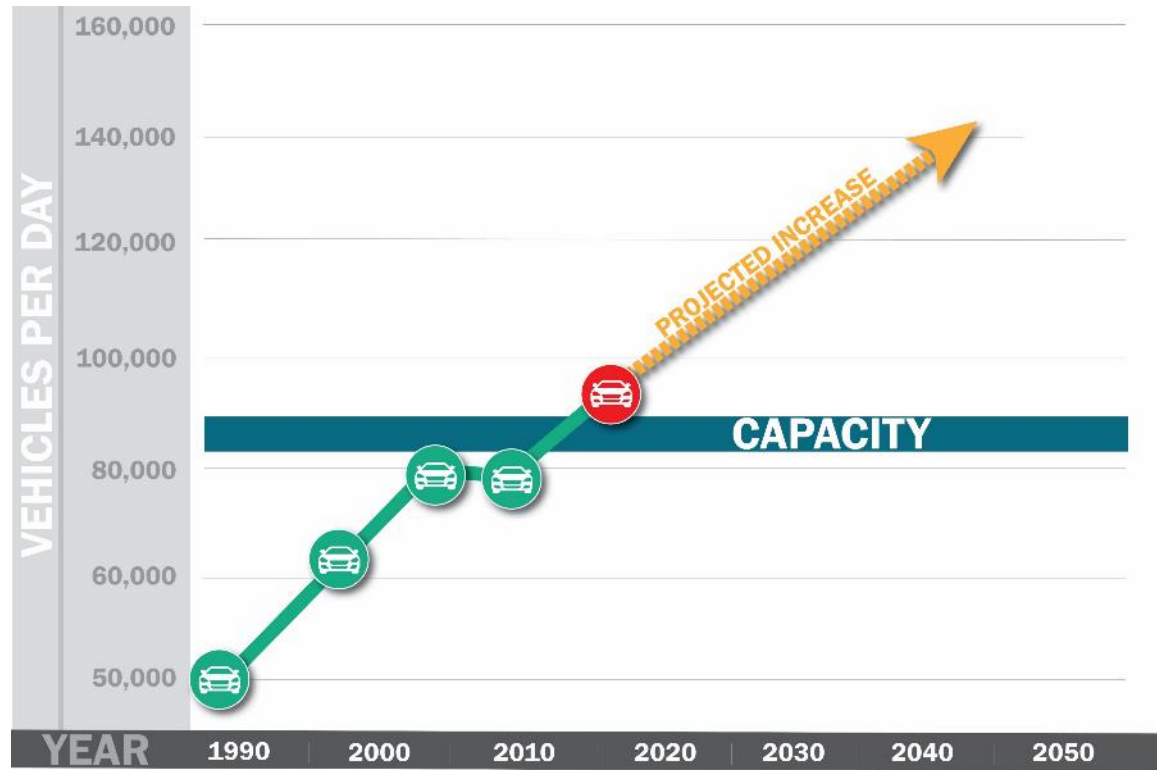
I-526 is identified as one of SC's most congested segments of interstate.

- ➔ Reduce Congestion
- ➔ Improve Operations
- ➔ Improve Safety



Capacity

I-526 Lowcountry Corridor Phase I



Crashes By Interchange

I-526 Lowcountry Corridor Phase I



CRASHES BY INTERCHANGE



LOWCOUNTRY CORRIDOR



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

**Understanding the traffic problem
and potential solutions:**

What are the appropriate strategies?



526
LOWCOUNTRY CORRIDOR

SCDOT

Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

Previous Efforts Studied Effectiveness of:

- ➔ Travel Demand Management
- ➔ Modal Strategies
- ➔ Managed Lane Strategies



Travel Demand Management Strategies

I-526 Lowcountry Corridor Phase I

Travel Demand Management: Reducing traffic demand or shifting the demand from peak hours



Carpool



Flextime



Telecommuting



Vanpool



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Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

TDM Analysis Conclusion:




- ➔ Potential to reduce travel by 5-10%
- ➔ Not large enough to mitigate future traffic congestion
- ➔ SCDOT funding TDM efforts through BCDCOG



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I



-  Ridesharing
-  Transit
-  Vanpooling



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

Modal Strategies: Potential to reduce traffic through transit or reduce traffic through rail or other modes of travel



Bus



Rail Transit



Rail



Bus Rapid Transit



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Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

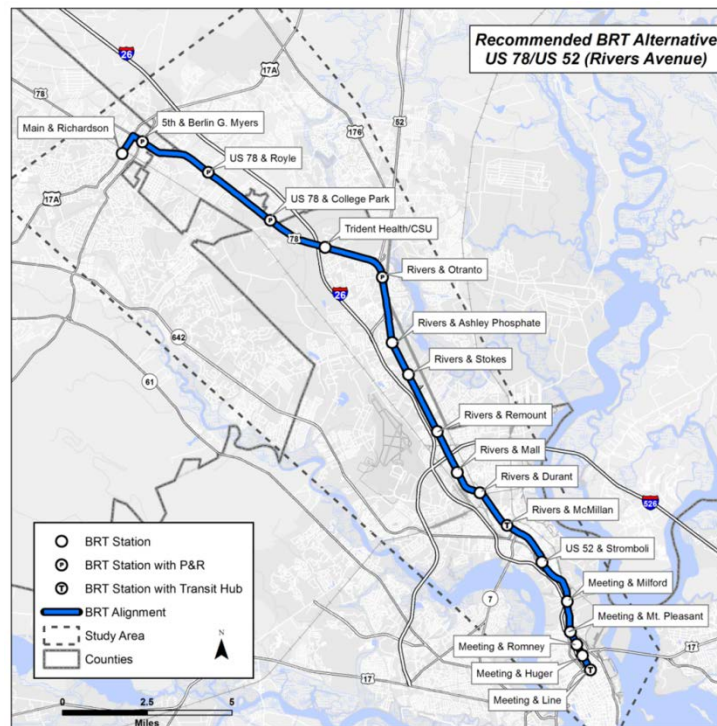
Modal Analysis Conclusion:

- ➔ Potential to reduce travel by 5-10%
- ➔ Not a large enough reduction to mitigate future traffic congestion
- ➔ BCDCOG is pursuing Bus Rapid Transit (BRT)



Traffic Mitigation Strategies

BCDCOG Bus Rapid Transit (BRT)



<https://bcdcog.com/brt>



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

Managed Lane Strategies: Consider developing High Occupancy Vehicle (HOV) Lanes to encourage carpooling and transit. A variation could be High Occupancy/Toll (HOT) Lanes, where non HOVs can use the lane if a toll is paid.



HOV Lanes



HOT Lanes

Managed Lane Strategies



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Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I


	HOV Lanes
Definition	Only vehicles with 2 or more people in one carpooling, or transit vehicles allowed in the lane
Purpose	Maximize the number of people traveling in a lane, while promoting carpooling and transit



Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

	HOT Lanes
Definition	HOV lanes that also allow lower occupancy vehicles to use lane by paying toll
Purpose	Optimize lane utilization by 'selling' the extra capacity not being used by carpools and transit vehicles to lower occupancy vehicles

EXPRESS TOLL LANES 

NE 128th St **\$1.25**

NE 85th St **\$1.50**

NE 6th St **\$1.75**

HOV 3+ FREE W/FLEX PASS



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Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

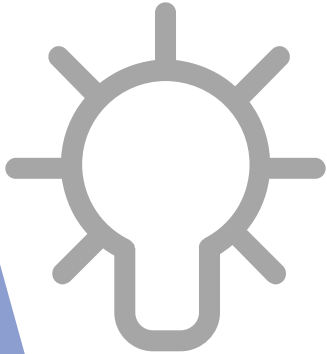
Managed Lane Analysis Conclusion:

- ➔ Traffic demand will require at least one additional general purpose lane in each direction.
- ➔ May want to consider the second lane in each direction to be a managed lane.



Table Discussion

Let us know your IDEAS!

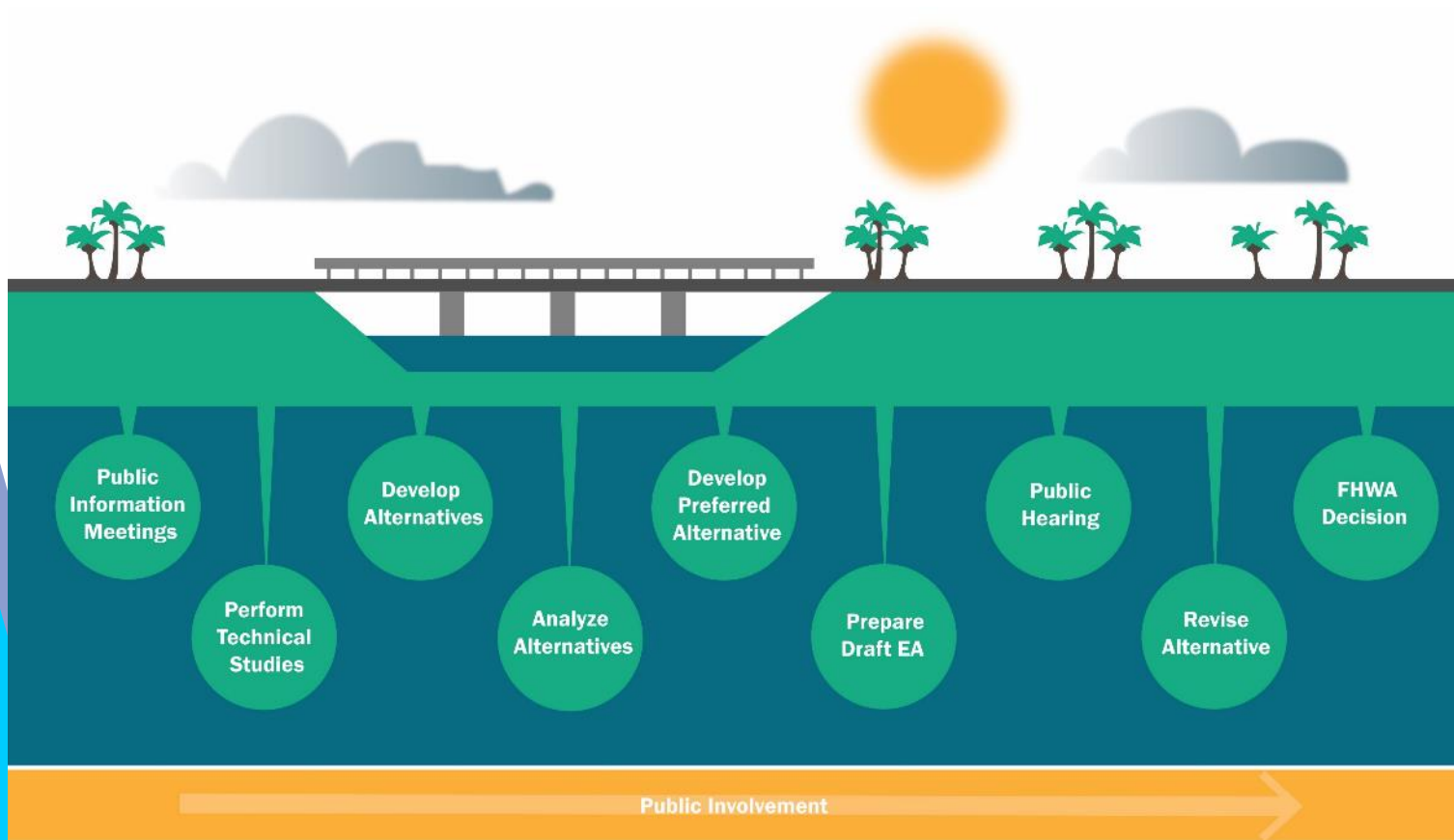


- 1. What Travel Demand strategies do you prefer for your employer/employees?**
- 2. What are your thoughts about Bus Rapid Transit?**
- 3. Are you familiar with HOV/HOT lanes? Will they work in Charleston?**



NEPA Process

I-526 Lowcountry Corridor Phase I

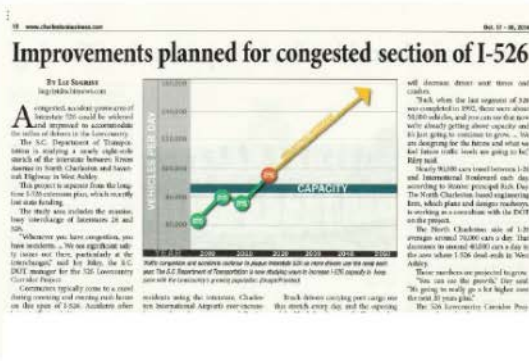


LOWCOUNTRY CORRIDOR



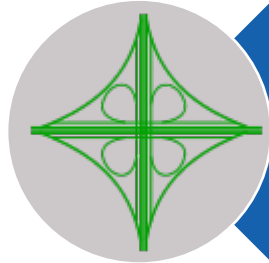
Public Engagement

I-526 Lowcountry Corridor Phase I

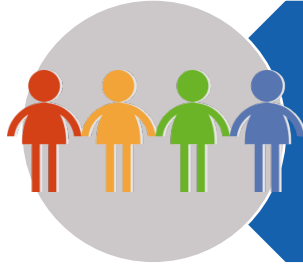


Ongoing Technical Studies & Design

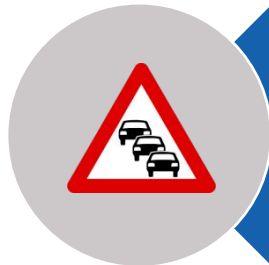
I-526 Lowcountry Corridor Phase I



Development of Alternatives



Continuous Public Input

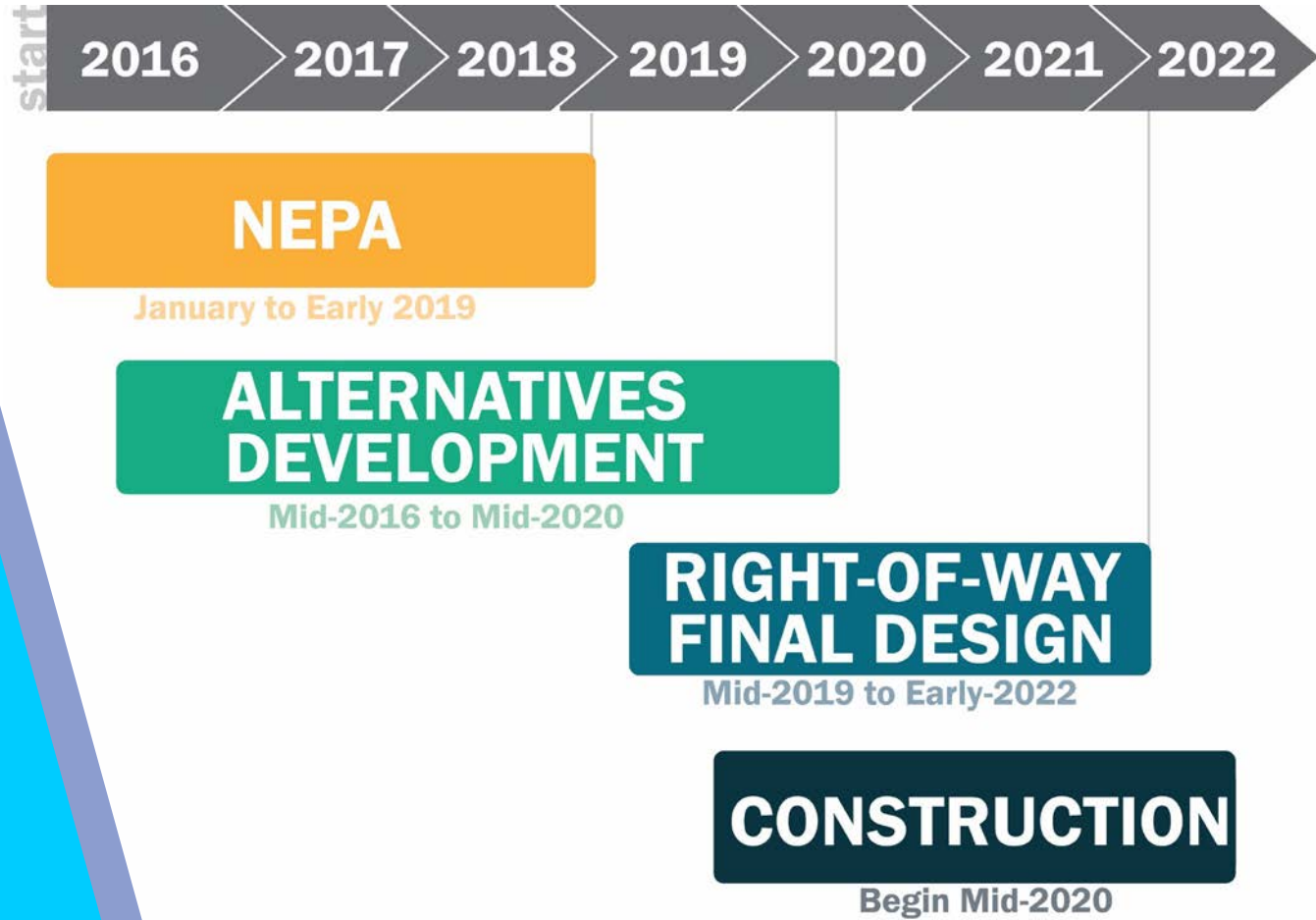


Analyze the Alternatives for Traffic Benefits & Environmental Impacts



Project Schedule

I-526 Lowcountry Corridor Phase I



Contact Information

I-526 Lowcountry Corridor Phase I

website



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Thank You!



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**Less congestion.
Safer roads.**

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Subject: I-526 Lowcountry Corridor – Stakeholder Meeting
Date/Time: May 24th, 2017 / 1:00 p.m. & 4:00 p.m.
Place: Charleston Metro Chamber of Commerce Board Room

1:00 PM Meeting

General Comments:

What about bike/ped options for transit options?

Observations have been made in other cities (Miami / San Francisco) that HOV lanes are underutilized

Concerns about HOV are most motorists are only going 2-3 exits and merging to get over to exit from HOV lane

One solution to be considered is how to clear accidents/stalled vehicles quicker so traffic does not back up.

Any consideration to truck-only lanes?

What are the conversations with the PORT? Inland Ports and multi-modal yards do not remove trucks from 526.

Table 1

Attendees: CCPRC, City of Charleston, FHWA, Katie & Jamie

Feedback:

- HOV + BRT should work together
- Include facilities for bikes
 - Foresight for bike/pedestrian accommodations
- BRT is advantageous / critical considering future development areas
 - Bike/pedestrian is equally as important
- Make sure there is fluidity between all phases of the project
 - Study all segments when looking at managed lanes as a realistic option
 - Make all data available when working on other segments of the project
- Make sure there is enough ROW and shoulders along entire corridor
 - Dedicated funding
 - Replace and widen bridges to accommodate shoulders
 - Need to maintain shoulders on these bridges for stalled vehicles
- Group unanimously in favor of HOV/HOT lane for the I-526/I-25 system
- Look at land-use change
 - Practical multi-modal usage
 - Incentivize
 - Education

- Really missing the mark if we don't take the opportunity to fully address TDM and modal issues with this project
 - Not just one answer, different solutions should work together

Table 2

Attendees: Steve – Federal Aviation Administration (FAA), Jose – FAA, John – FAA, Wes – Boeing

Feedback:

Thoughts on Travel Demand Management (TDM) Strategies:

- Would embrace telecommuting as an employee
- Boeing has 1st, 2nd, & 3rd shifts
- Boeing used to stagger start times, but this created a problem with employees showing up late for work and using the staggered start times as an excuse
- Can't control hours of other companies
- Some company operations can't accommodate flex time
- Flex time more limited to big companies
- People's residences are spread out in Charleston region, so carpooling can be difficult

Thoughts on Bus Rapid Transit (BRT):

- People would rather drive their own car
- You lose independency and don't have as much control over your schedule
- There's going to be a learning curve to change perceptions and attitudes to transit. Charleston isn't set up like other large cities
- Should look at the possibility of light rail and converting abandoned rail lines to light rail

Thoughts on HOV & HOT Lanes:

- Great idea if space and money allows for it
- Is it possible to open up the HOV lane for use during incident management when there is an accident in the general purpose lanes?
- There could be a public outcry if HOT lanes are implemented after gas tax was just increased
- HOV lanes are preferred over HOT lanes. Probably would not pay for the HOT lanes.

Table 3

Attendees: Keith Johnson – H and J Trucking, DJ Mayer – Southeastern Freightlines, Coleman Thompson – Hunter Transportation, Pat Barber – Superior Transportation, Charleston Drayton – City of North Charleston Planning

Feedback:

Traffic Demand Management

- Seen as a low cost alternative to alleviating some of the traffic
- With Boeing and MUSC already shifting work schedules it is questionable how much more benefit can be gained through this TDM strategy unless many other small business' get involved.
- School schedules and bus behavior seen as a big component of traffic issues in region. Question asked if can shift school schedules away from heavy traffic times and alter bus behaviors such as pull outs for bus stops or have bus stops in neighborhoods rather than on busy arterials such as Dorchester road.
 - Incentivize students to ride bus rather than drive with nicer buses
 - Restrict # of students allowed to drive to a school
 - Quality of drivers is a factor as well
 - Major remanagement of school bus system is needed
- Better connections on surface streets or new ones to keep traffic of 526 mainline would help
- Tourists not knowing roadways hurt the efficiency of the area network as well
- Need a bypass from 526 WB to 26 WB to keep them out of interchange
- Get port more involved with their data and projections to assist in the planning and design of 526 improvements

Table 4

Attendees: Andy Egan (Stantec), Scott Baker (Stantec), Richard Turner (Charleston County Gov't), Bob Nagy (Ashley Harbor resident), Marvin Kirkland (Ashley Harbor resident).

Feedback:

The group discussed the merits of traffic demand management strategies but ultimately agreed these options would not be very effective in the Charleston region.

Bob remarked on his experiences with HOV lanes and rapid transit solutions in San Francisco and Miami. He noted that HOV lanes are present in many locations but are often underutilized throughout the day and therefore are not an effective solution. He mentioned that the Bay Area Rapid Transit (BART) is successful due to higher density—people can take the rapid option for the first leg of their trip and then take another local transit option or walk or bike to their ultimate destination. Bob suggested that having more connecting transit options would be key to successful rapid transit in the Charleston region because the urban area here is less dense.

Richard stated West Ashley/James Island/Johns Island are more commuter areas and having a HOV/HOT lane would make sense to get to large employers in North Charleston. Richard preferred a high occupancy toll (HOT) lane over an HOV lane because he could use the managed lane as a single rider. He suggested that detailed origin-destination studies are needed to determine if long-distance application of rapid transit or managed lanes would be successful on the overall I-26 & I-526 systems.

The group discussed the difficulty of making several lane changes in order to exit the interstate from a managed lane and how this maneuver would adversely impact the general purpose lanes. There was also some concern about BRT vehicles making the lane changes from the HOV/HOT lane to exit.

Table 5

Attendees: Kristi Tolley – Citadel Mall, Jason Crowley – Coastal Conservation League, Jeff Burns – CARTA, Ian Scott – Chamber of Commerce

Feedback:

- Boeing, Mall hours currently use flexible hours
- Mall currently serves as CARTA park and ride
- Table thinks all ideas should remain on the table to work with employees
- Incentives should be provided for TDM strategies
- More education should be provided for CARTA's "Emergency Ride Home" program. This might help with people being willing to use TDM.
- Buses do not currently use I-52 because of reliability
- HOT lanes keep incentives for buses
- HOT lanes good for a region – not just an individual corridor
- Need to work on incident management
- Full side shoulders are needed for disabled vehicles – with enforcement to prevent unauthorized users from using it as a travel lane
- A robust traffic management center (TMC), similar to Jacksonville, FL, for multiple agencies would help for quicker and more appropriate responses to incidents.

4:00 PM MEETING

Feedback:

How many lanes can we add within the corridor total?

Are there other arteries we can improve to take volume off 526?

Do not like the idea of BRT if a lot of stops along the way – won't make it worth the trouble, need an express bus

Don't see carpool working because of lack of density in region currently.

When asked if they thought managed lanes would work with 4 lanes in each direction –

- There will need to be enforcement
- HOV system would need to be system wide
- Trucks seen as a big problem on 526, can we make it a truck exclusive lane when not an HOV lane, or use it as an alternative route for trucks to port facilities when not HOV times.

Park and ride facilities seem to work good within city of North Charleston, can we incorporate more into the regions network?

When asked if they thought managed lanes would be a good option for the region and if they would work for this corridor the group of 7 responded with 6 yes's and 1 no.

- They would like to see exits at all interchanges from the HOV lanes

Transit Oriented Development (TOD) would be ideal for this area and could link up to BRT system but BRT would need to be on time and frequent in order to promote use.



526 Lowcountry Corridor Improvements Project
Business Outreach Initiative – Beta Test
March 3-8, 2017

Introduction

In October 2016, more than 190 small business owners within the study area were invited to participate in a Stakeholder Group for the 526 Lowcountry Corridor Improvements Project. The purpose of this group is to provide a forum where the unique concerns and impacts to these businesses can be voiced during the project development process. The initial meeting of this group was held on November 10, 2016 at the North Charleston Metro Chamber of Commerce. Attending this session were four (4) individuals representing three (3) businesses.

In an effort to expand participation by these small business owners, a test effort was made by performing a door-to-door outreach to them at four interchanges. This Business Outreach Initiative – Beta Test was performed to accomplish the following:

- Provide project information through the distribution of project literature;
- Determine the knowledge of and interest in the project;
- Solicit participation in the Small Business Stakeholder Group; and,
- Evaluate the best time of day and ideal location to schedule meetings.

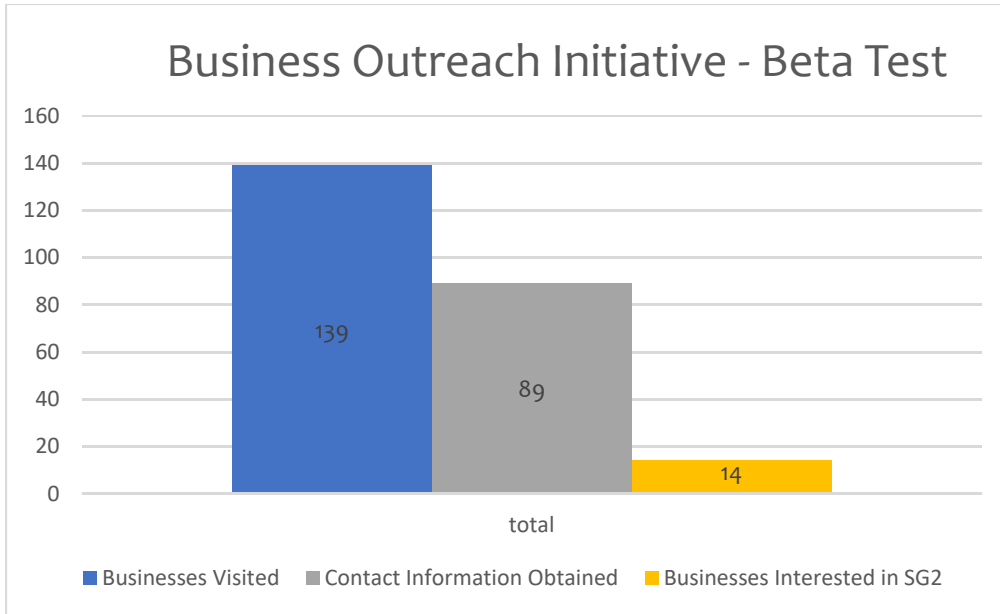
Methods

The interchanges of I-526 at Rivers Avenue, Dorchester Road, International Boulevard, and Paul Cantrell Boulevard/Glenn McConnell Parkway were chosen to initially collect the aforementioned data. Elected Officials were notified prior to this outreach effort in their districts, and phone calls to the businesses were made on February 27th and 28th to announce the visits.

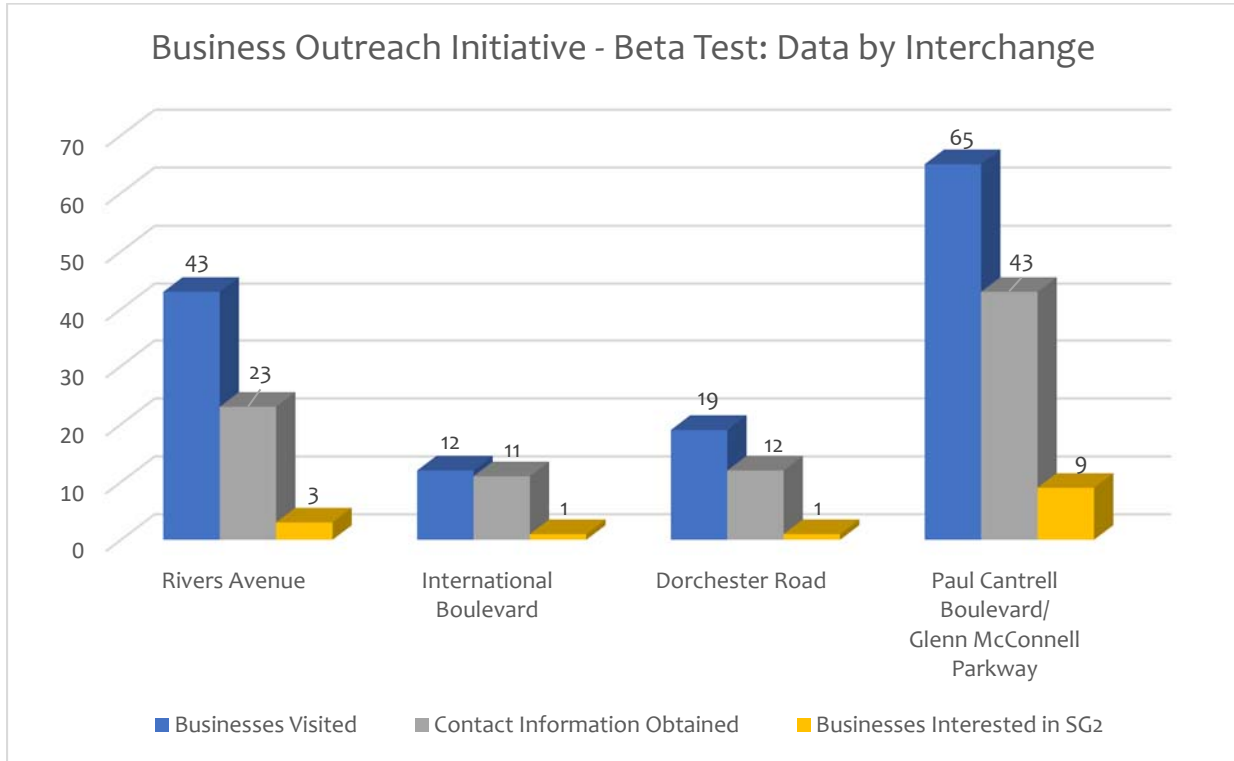
Beginning on March 3, 2017, project team members visited each business to provide them project literature and conduct the survey to gauge their interest in participating in the Stakeholder Group. The door-to-door outreach efforts were completed by March 8, 2017.

Results

One hundred thirty-nine (**139**) businesses were contacted. Awareness of the project varied by interchange; however, most representatives of the entities expressed their support of improving the traffic situation. Contact information was provided by **89** (64%) of the businesses and has been added to the mailing list to ensure delivery of updates and information as the project proceeds. Of the businesses contacted, **14** (10%) were interested in participating in the Small Business Stakeholder Group.



The following table shows the data and responses per interchange.





Cost

The cost of implementing the Business Outreach Initiative test effort at four interchanges within the project study area was approximately \$9,000.00.

Recommendations

Based on the results and costs of the March 2017 Business Outreach Initiative - Beta Test, we recommend continuing this effort at the interchanges at Montague and Leeds Avenues. Not only will this ensure equal opportunity for representation of those businesses in the Stakeholder Group, but will further expand the database of the small businesses in the study area that would potentially be impacted by the project. The cost of evaluating these last interchanges is estimated at \$9,000.00 and can be completed by early April 2017.

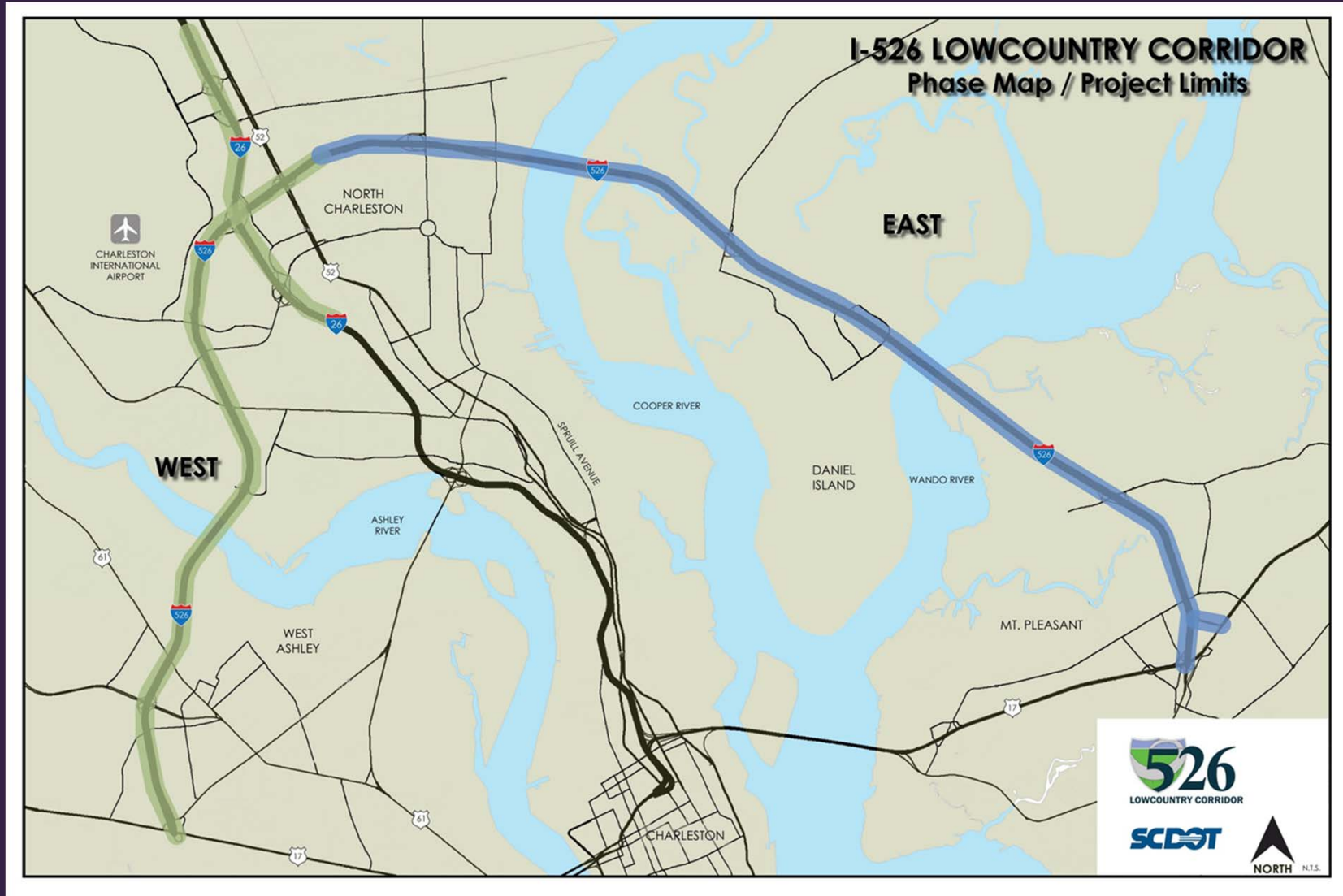
At this point we intend to continue with two stakeholder groups, based on expected participation of approximately 15 individuals in the Small Business group. This number may increase with the outreach to the two remaining interchanges. If the number of stakeholders attending the meeting is consistent with those that have expressed their intention to participate, then we would plan to continue with two groups. If that attendance is not consistent, then a decision about whether to maintain two stakeholder groups or proceed with just one can be made.



I-526 Lowcountry Corridor Project Update

April 2018





Lowcountry Corridor Project Termini



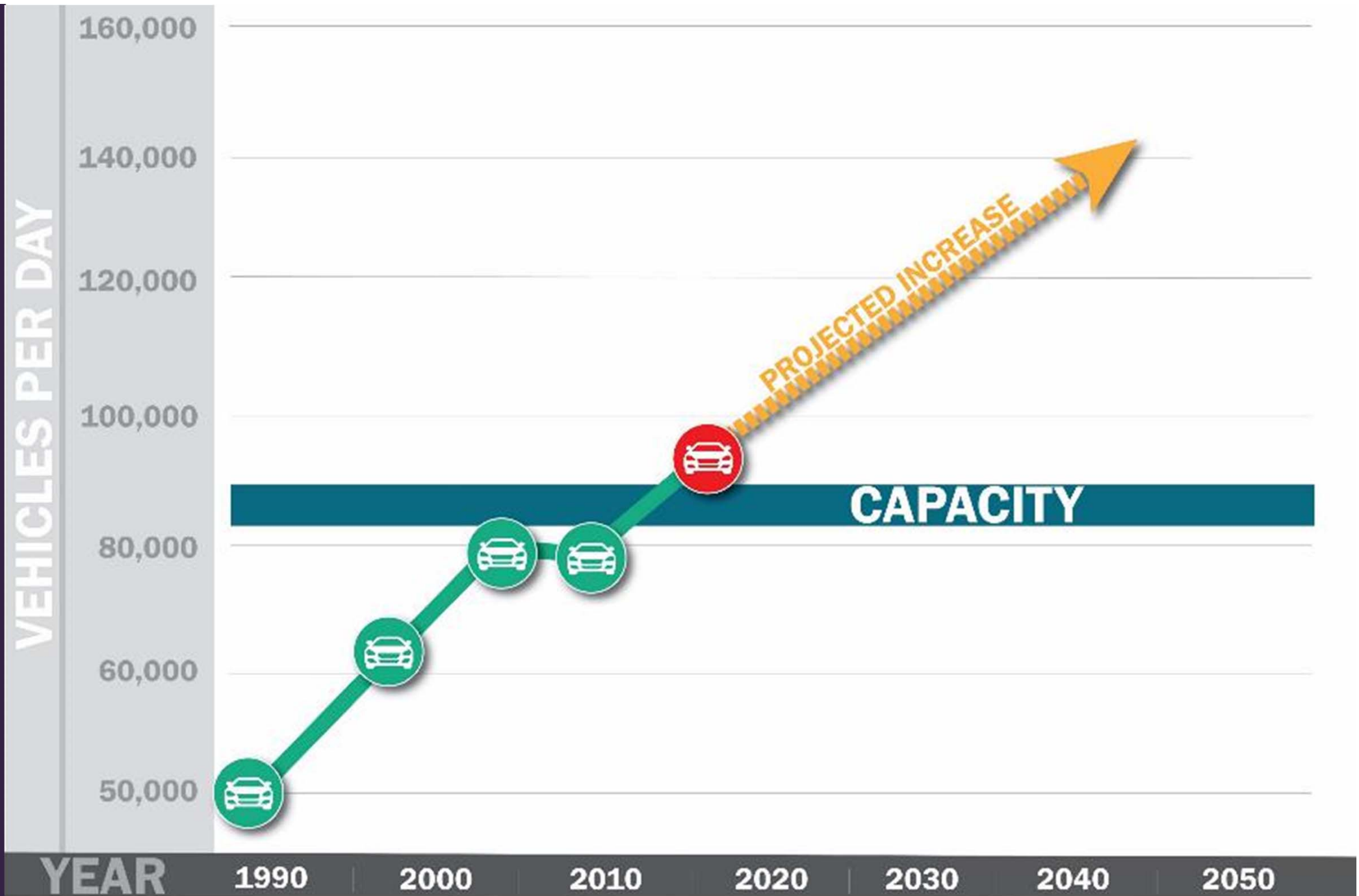
I-526 Project Purpose & Need



I-526 is identified as one of SC's most congested segments of interstate.

- ✓ Reduce Congestion
 - ❖ Enhances Mobility
- ✓ Improve Operations
- ✓ Improve Safety

I-526 Capacity Analysis





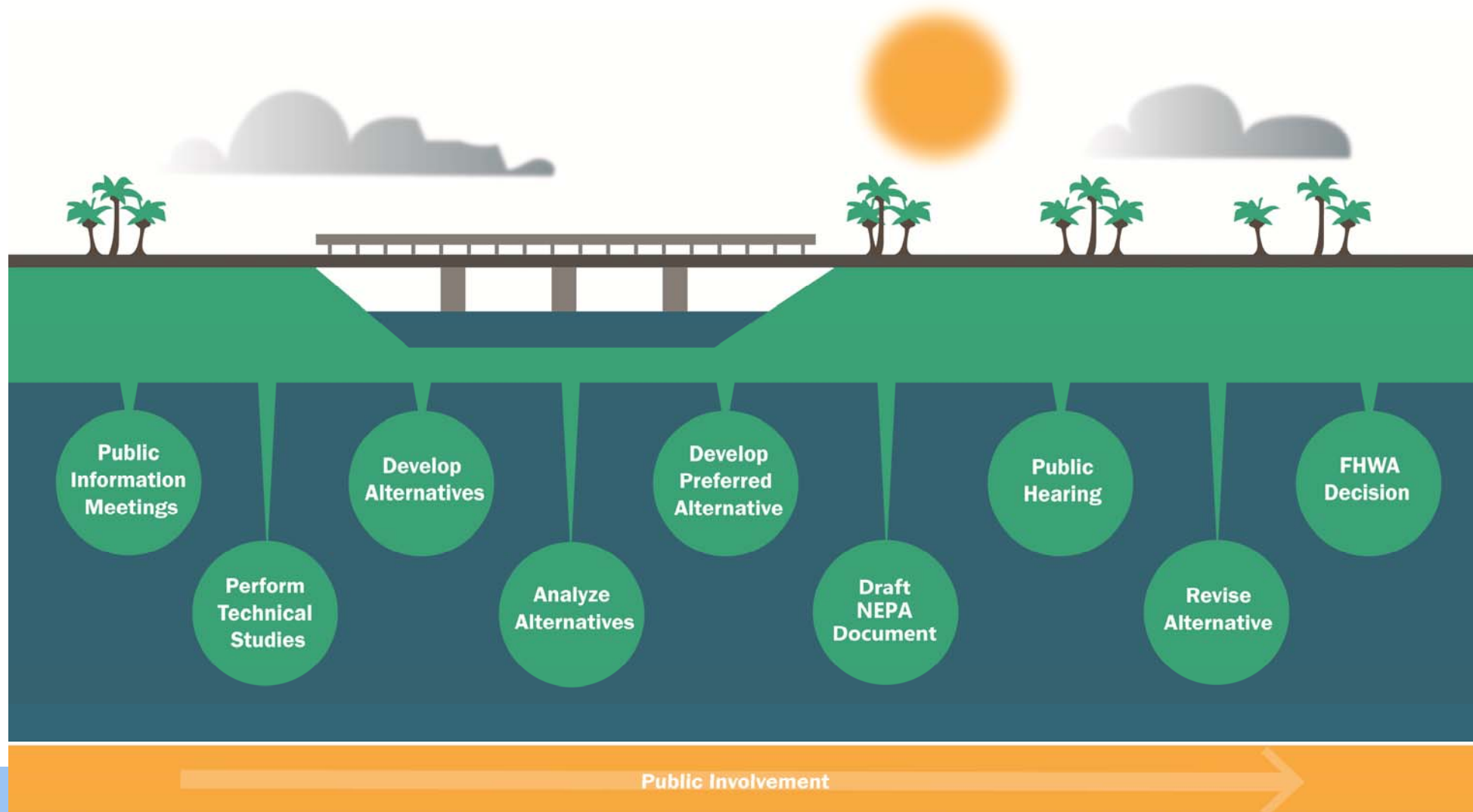
CRASHES BY INTERCHANGE

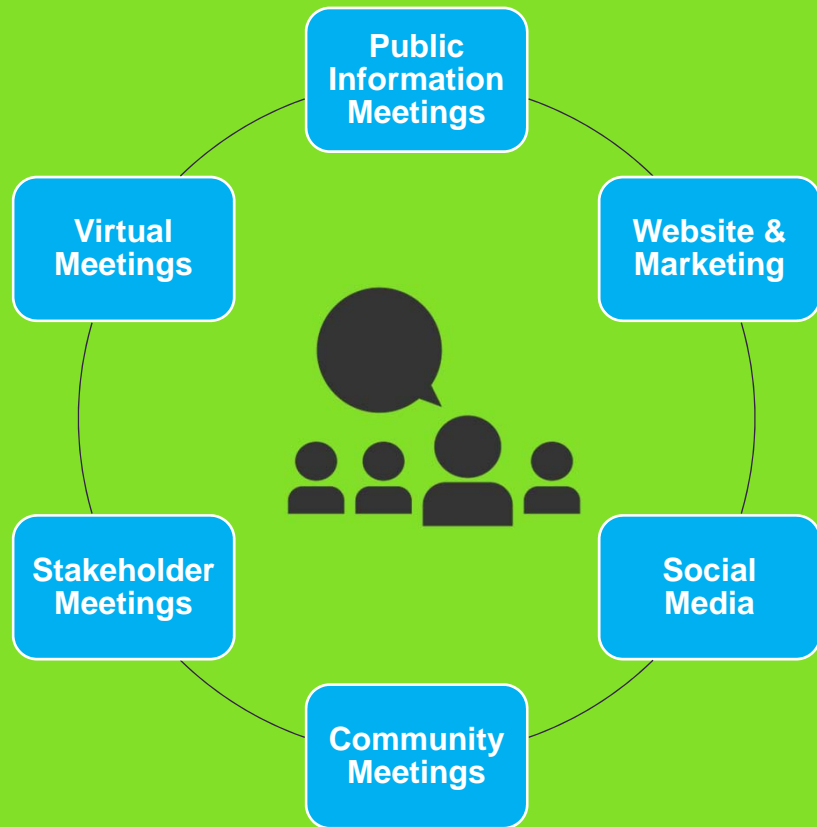


Safety Analysis

Crashes by Interchange

NEPA Process





526 I-526 Lowcountry Corridor
 Published by Hootsuite [?] · February 9, 2017 · 🌐

We use your feedback to discover what matters to YOU on the #526Corridor project. Share your thoughts with us! <http://ow.ly/rOKq308JO1e>

**What we have heard so far...
 COMMUNITY AND STAKEHOLDER
 MEETING UPDATE**

Issues raised included: Congestion • Safety • Project Timeline • Increased Traffic in Neighborhoods • Air Quality • Noise • Quality of Life Impacts • Poor Drainage • Traffic Flow • Lighting on I-526 • Right-of-Way Acquisition • Truck Traffic • Train Traffic • Improved Transit • I-526 Speed Limit • EMS Access • Merging on I-526A-25 • Local Road Maintenance • Wetlands • Creek Impacts

Public Engagement

We value your input!

Proposed Improvements will not be Sufficient

Time to Complete Project

Cost/Funding

Environmental & Community Impacts

Backups at Interchanges & Bridges

Safety/Crashes

Construction Traffic Control

Development of Multi-Modal Transit Alternatives

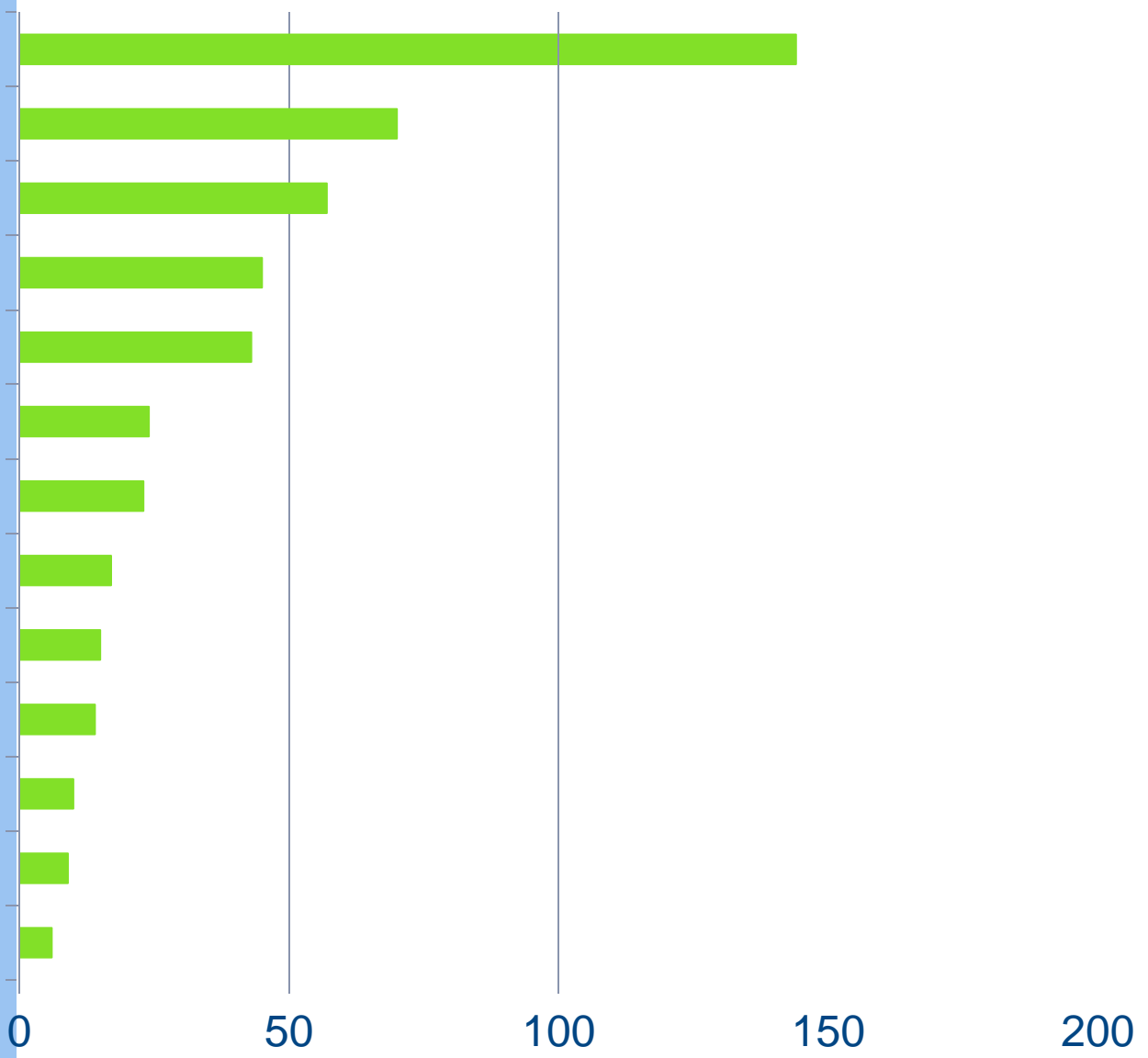
Trucks

Noise

Enforcement for Speeding & Texting

Merging Operations

Bicycle Accomodations on I-526



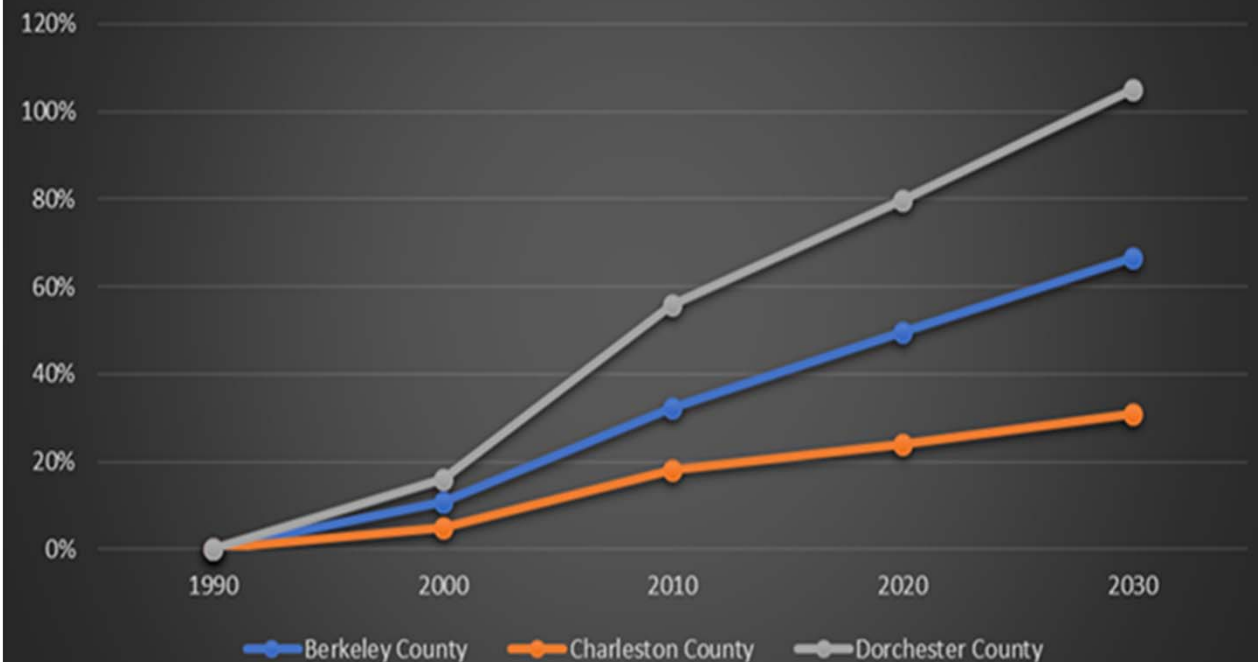
Community Concerns



Initial Traffic Analysis

- ✓ Fastest growing region in SC
- ✓ Traffic Projection exceeded 2013 planning studies
- ✓ Widening alone will not fully meet the region's rapidly increasing traffic demand

Forecasted Population Percentage Growth



Stop.
Think.
Get it Right.



Getting it Right!

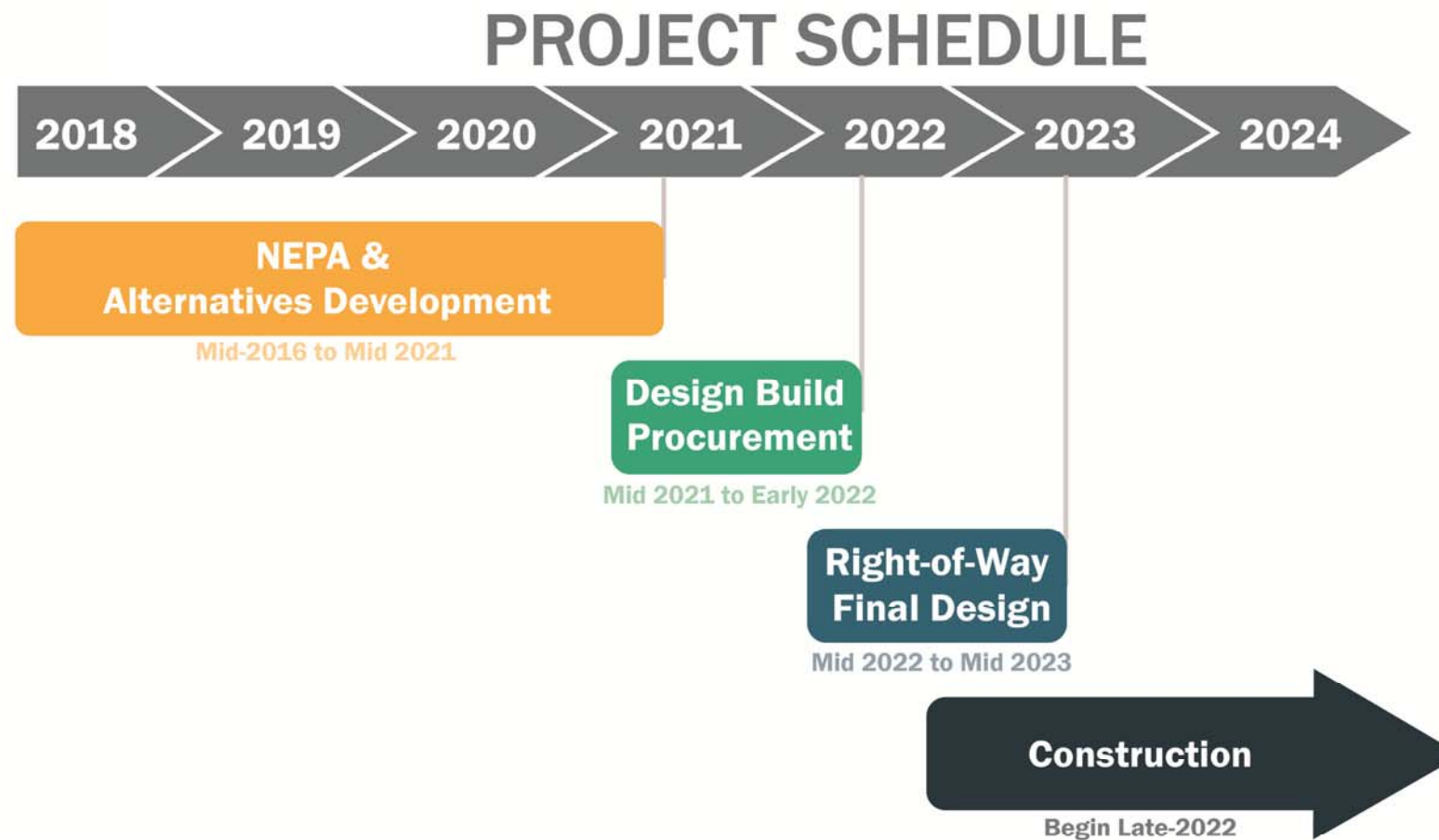
- ✓ Long Term Congestion Management is a regional issue
- ✓ Additional **Traffic & Environmental** studies required
- ✓ Additional refinement of conceptual improvement alternatives

Begin with the **END** in mind...

- ✓ \$1.6 Billion investment in CHATS interstate corridor
- ✓ Ensure that the **RIGHT** investments are made for highest **VALUE**
- ✓ Identify the regional solution so that the **RIGHT** pieces can be accomplished first



What does this mean for the I-526 Project Schedule?



I-526 Project Priorities

1. System to System Interchange Operations

Interchange Improvements driven by System to System Improvements

- I-26 @ Remount
- I-26 @ Aviation
- I-26 @ Montague
- I-526 @ Rivers

2. I-526 Mainline Capacity & Operations

Exit Ramp Improvements required to protect Mainline I-526

3. Interchange Improvements to improve Interchange LOS and improve operations for vehicles entering I-526

4. Bicycle & Pedestrian Improvements on Corridor



NEEDS are always greater than our Budgets!

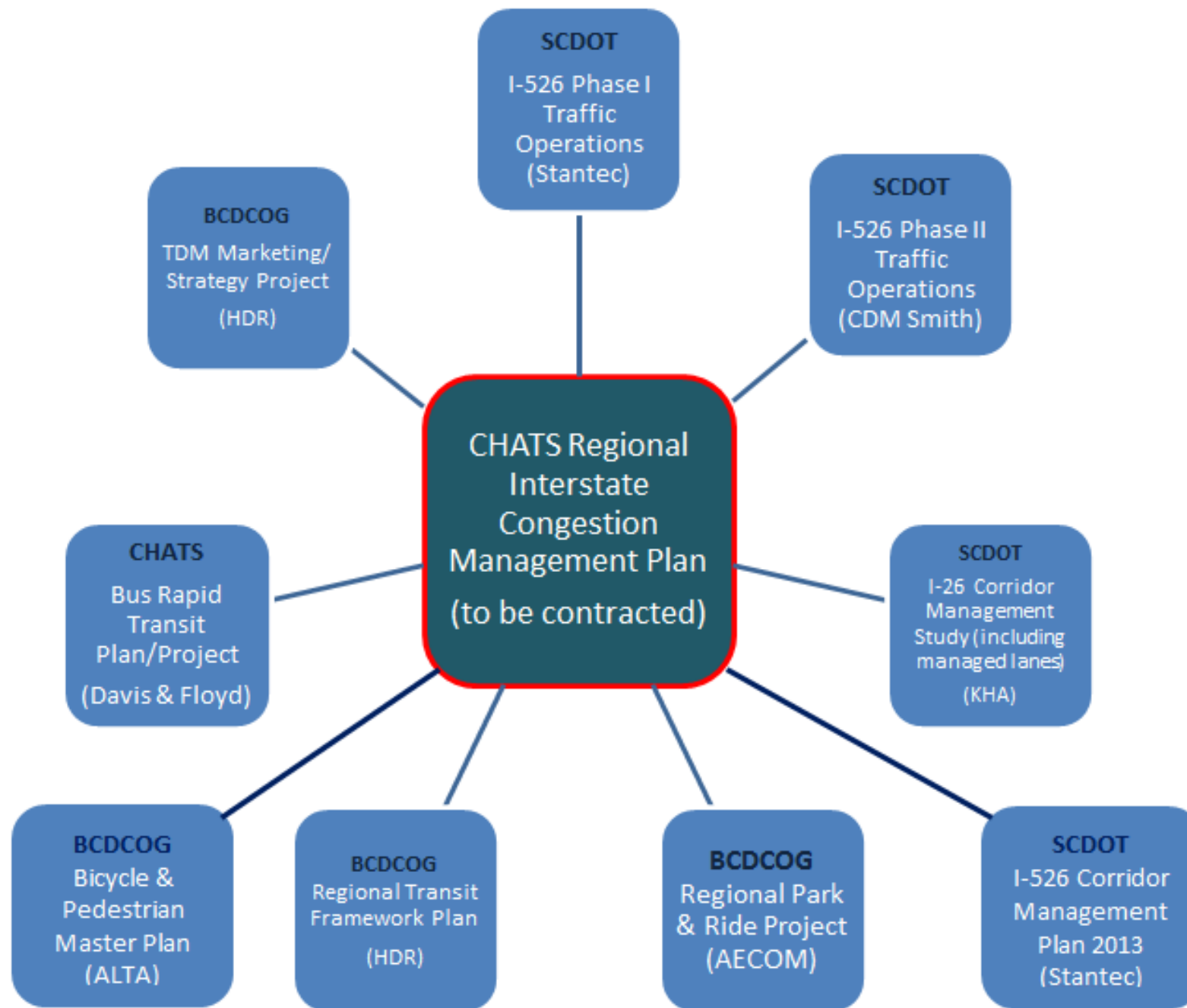
Budget Constraints & Future Project Funding

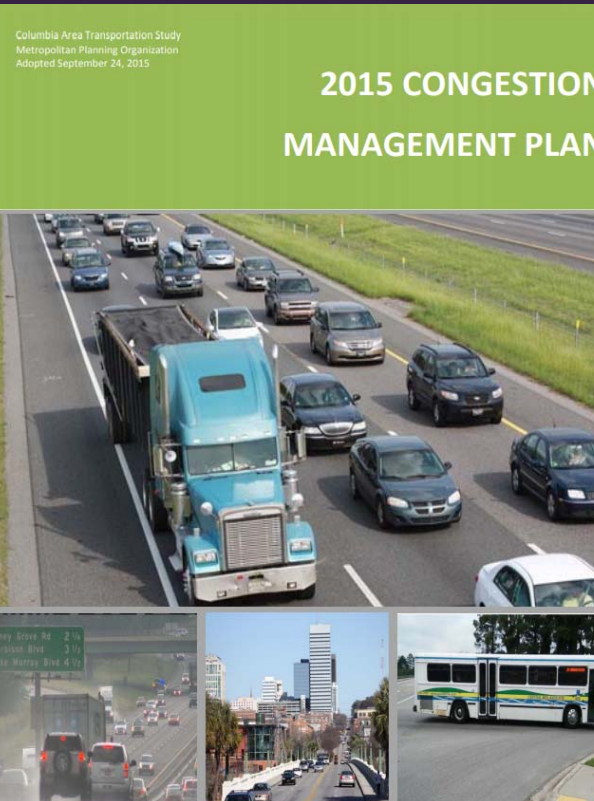
It's a Team Effort!

Initiating **CHATS Interstate Congestion Management Plan** to connect all the regional studies and recommendations into a comprehensive plan.

- ✓ CHATS
- ✓ BCDCOG
- ✓ SCDOT Planning Office
- ✓ SCDOT Project Development
- ✓ FHWA
- ✓ Engineering Consultant Partners







CHAT'S Interstate Congestion Management Plan

SCDOT Planning Office

Transportation Demand Management Strategies



Bus Rapid Transit
Rail Transit



Park & Ride Facilities
Vanpool/Carpool



Telecommuting
Alternative Schedules



Bike & Ped Facilities

Transportation Demand Management Strategies



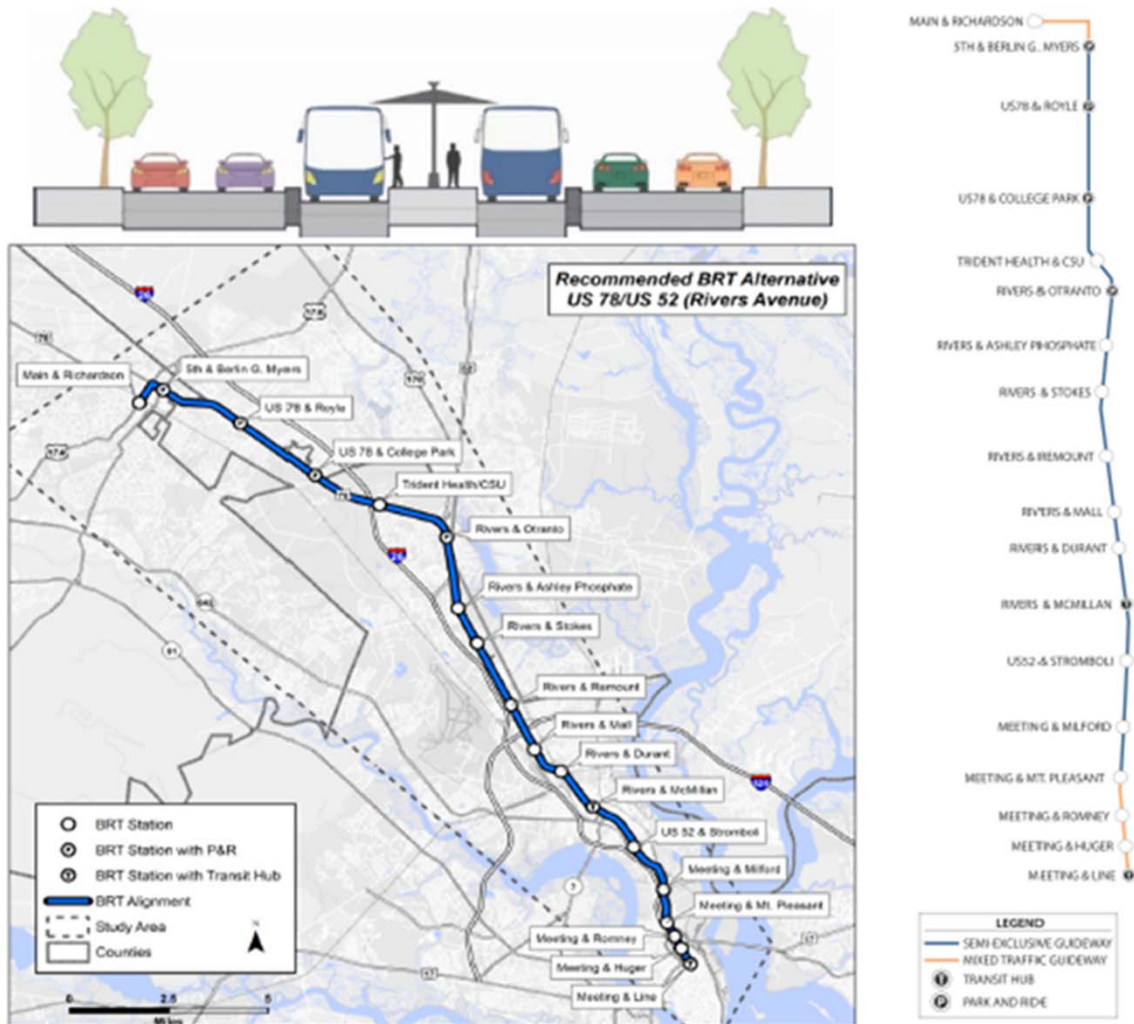
**Land Use
Management**



**Managed Lanes
Transit Reliability**

Bus Rapid Transit / Rail Transit

I-26ALT – Bus Rapid Transit (BRT)
 Summerville, North Charleston, & Charleston via US 78/US 52 Corridor
 Recommended Project Fact Sheet



- ✓ **BCDCOG** Project (Construction 2023)
- ✓ Bus operating like conventional rail
- ✓ Increase ridership in the region
- ✓ Improves **RELIABILITY** of bus service

Park & Ride

- ✓ BCDCOG Study (site selection 2018)
- ✓ Parking lots with public transit connections (bus, rail, vanpool/carpool)
- ✓ Reduces Parking in City Center
- ✓ **Cheaper** than Parking fees
- ✓ **KEY** is convenience and reliability
- ✓ Evolution of Ridesharing makes getting back to vehicle in unexpected schedule disruptions more convenient



LOW
COUNTRY GO

BCDCOG BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS
PLANNING, PARTNERSHIP & PROSPERITY

Vanpool/Carpool Telecommuting

- ✓ BCDCOG Project Underway
- ✓ Work with Local Businesses to Promote/Sponsor
- ✓ Reduces commuters on the roadway during peak travel times
- ✓ Shared commuting costs / Savings
- ✓ Reduces need for parking
- ✓ Some programs now offer emergency pick-up for schedule disruptions

**RUB
SHOULDERS
WITH YOUR
NEIGHBORS**

**NO DRESS CODE
REQUIRED**

WORK FROM HOME

**It's only weird if
you make it weird.**

VANPOOL TO WORK

**It's only weird if
you make it weird.**

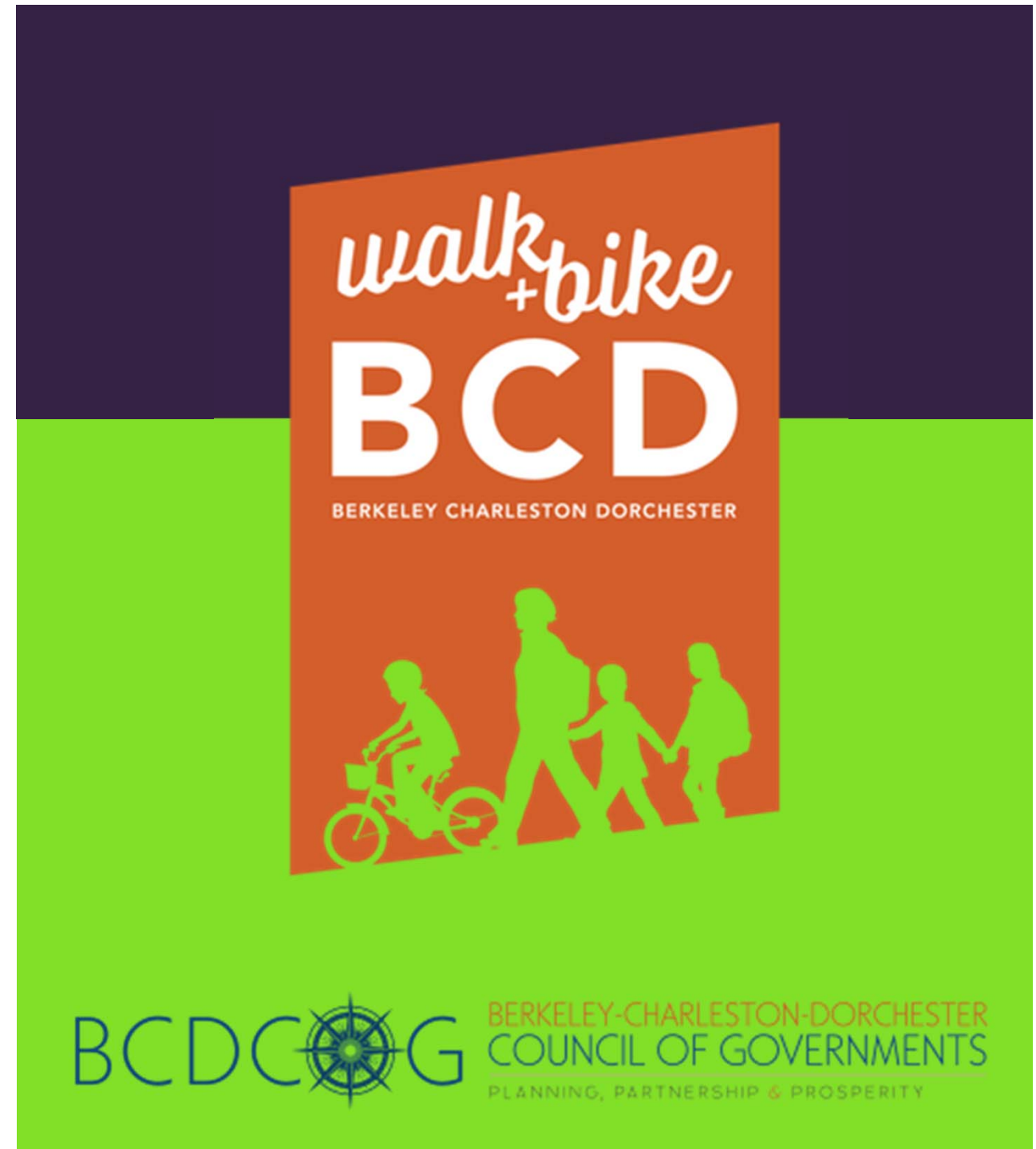
**LOW
COUNTRY** 

BCDCOG 

BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS
PLANNING, PARTNERSHIP & PROSPERITY

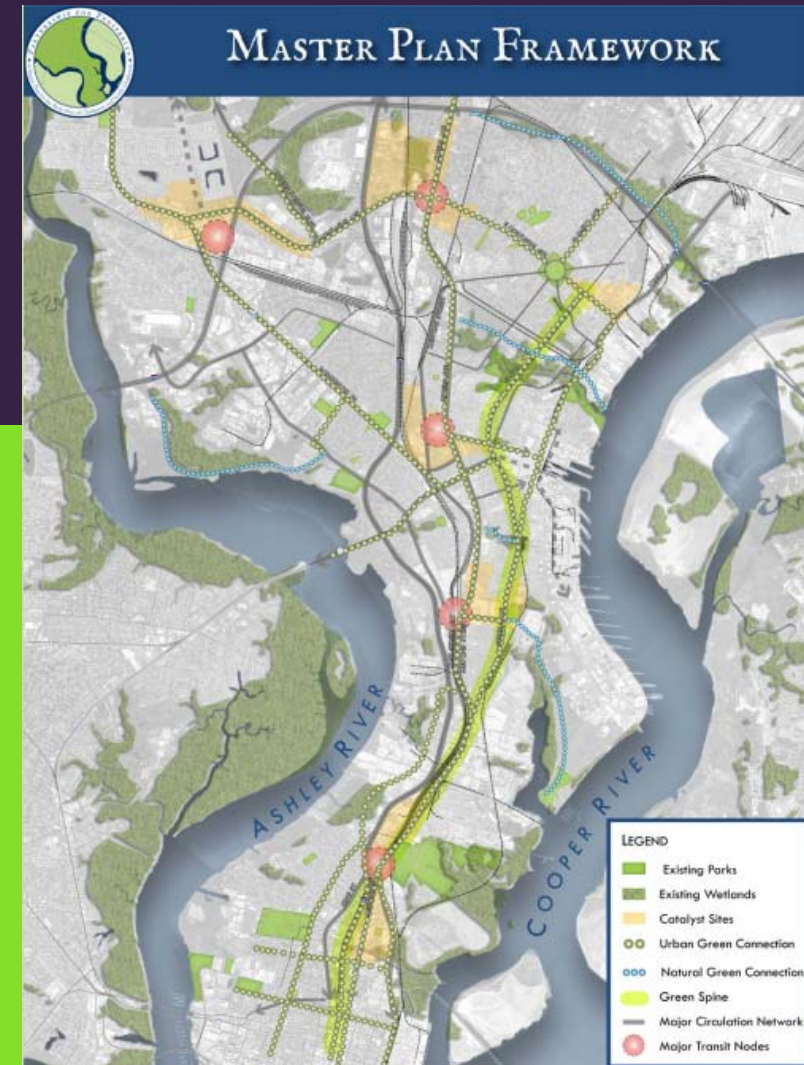
Bicycle & Pedestrian

- ✓ **BCDCOG** Walk Bike Master Plan under development
- ✓ Identifies some sections of I-526
- ✓ Safety & Health benefits to users
- ✓ Environmental Benefits
- ✓ Reduces Parking needs
- ✓ Synergy with Local Transit



Land Use Planning

- ✓ Integration of Land Use Management and Mobility Management for sustainable development
- ✓ Mobility Measures could be part of the local development requirements



Managed Lanes

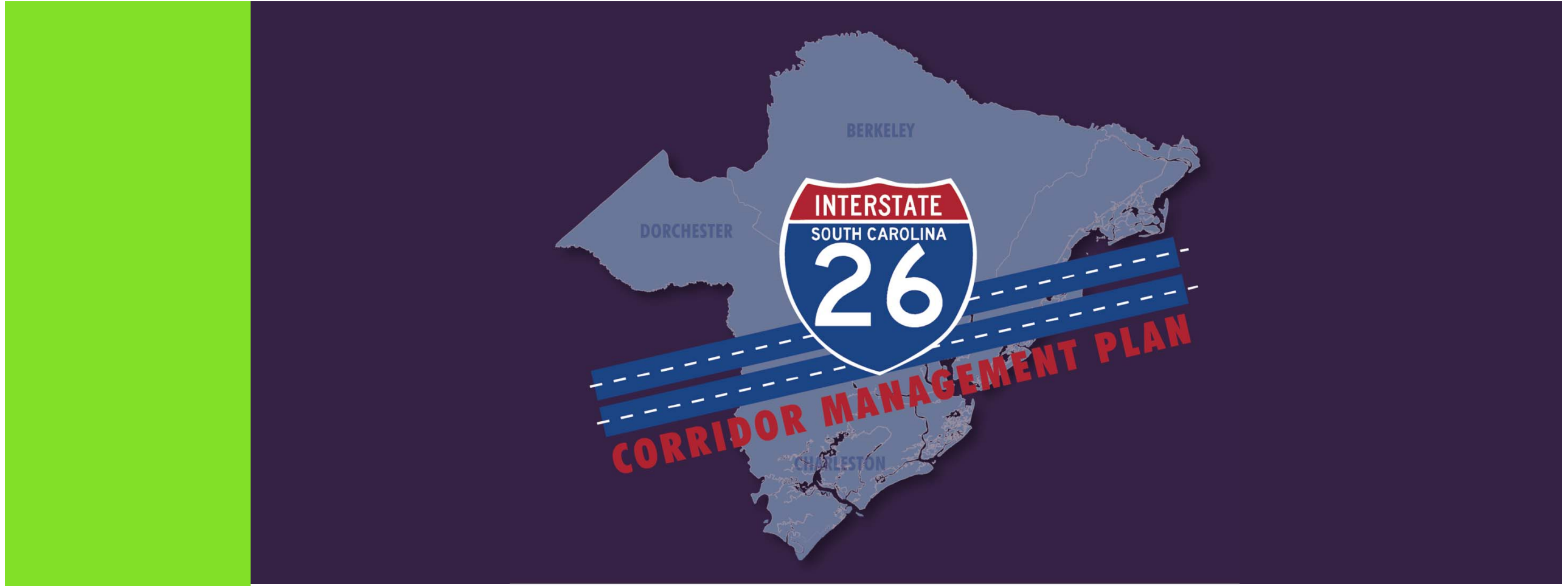
- ✓ **SCDOT** Planning Study investigating feasibility of managed lanes
- ✓ Offers a **Optional Relief Valve** for motorists with an urgent need for time savings
- ✓ Encourages carpooling and transit
- ✓ Increases **Transit Reliability**
- ✓ Long term mobility strategy
- ✓ Extend life of roadway facility



Multimodal & Travel Demand Synergy

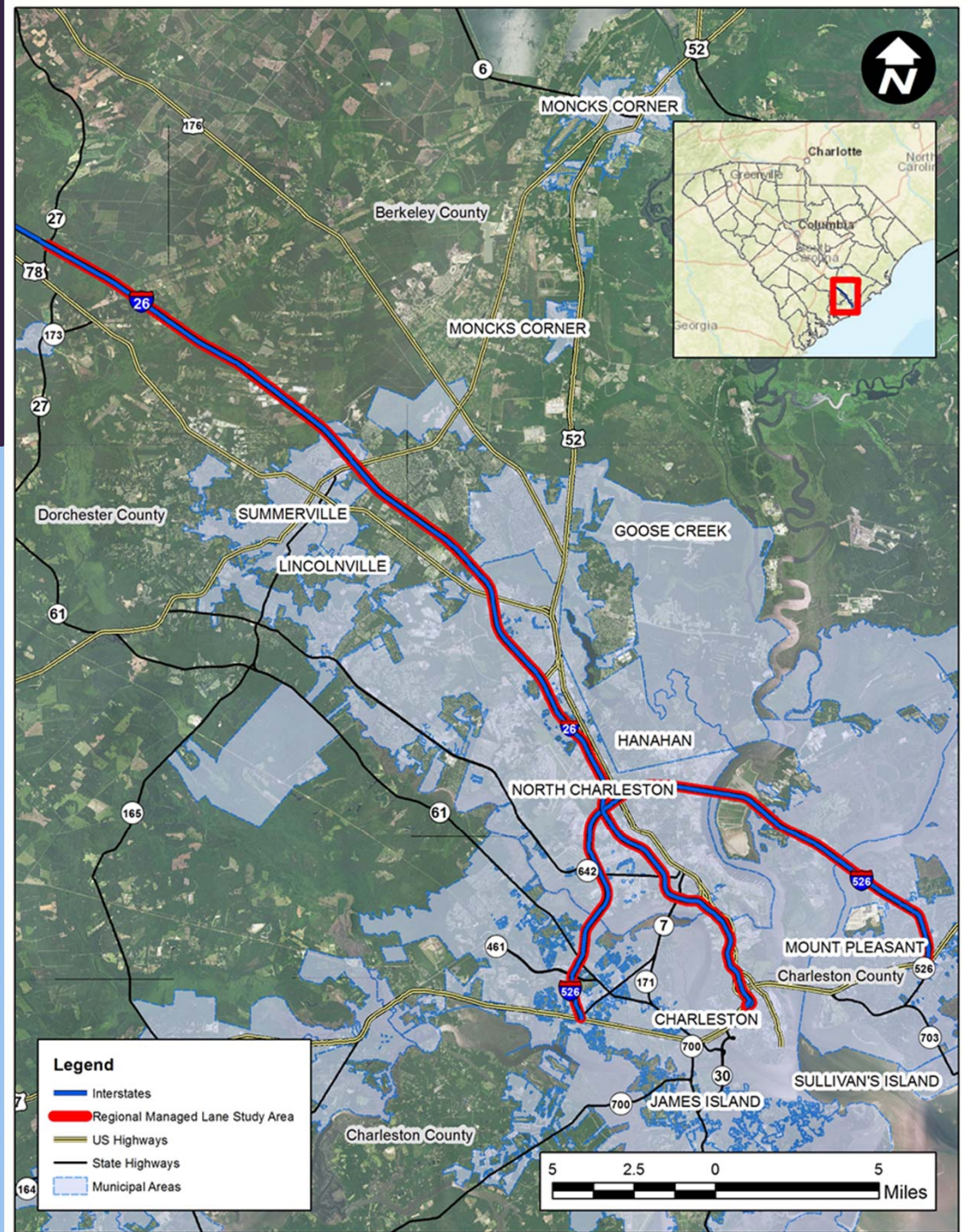
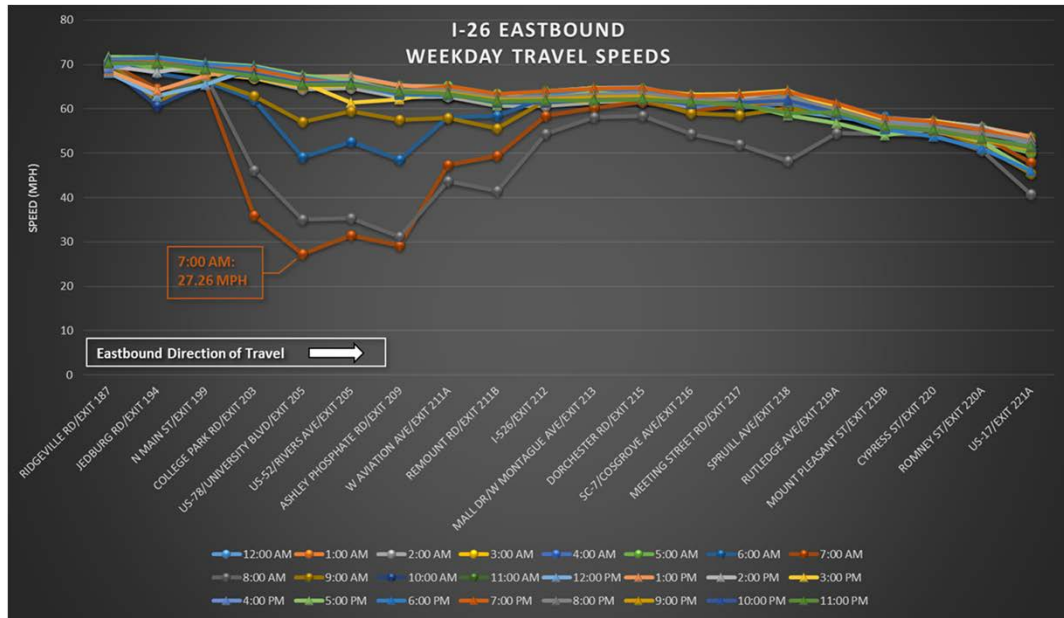
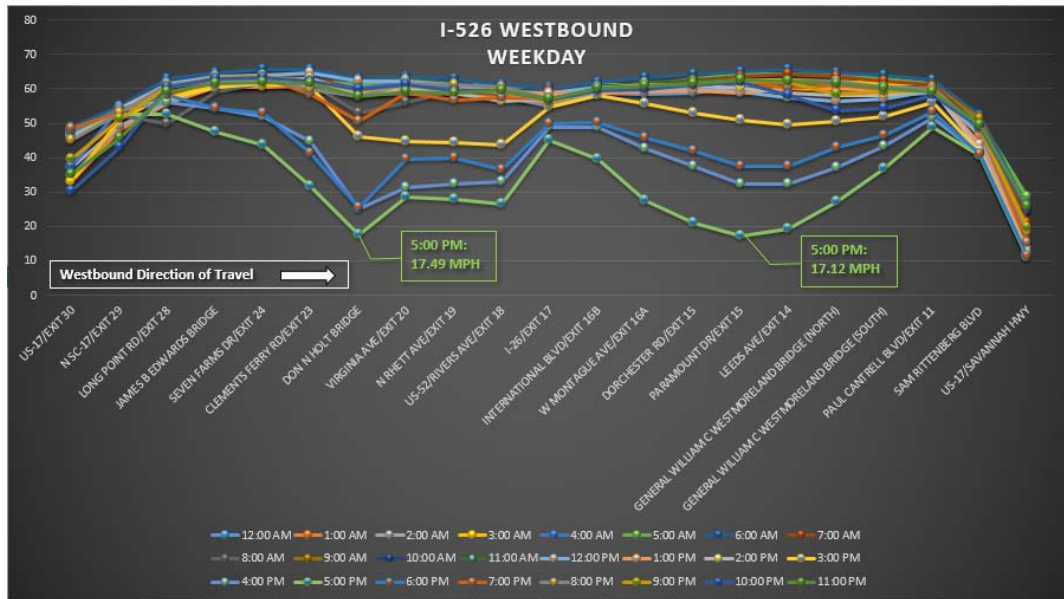
- ✓ **Multimodal and Travel Demand** Strategies are a **regional approach** that work **together** to accomplish long term congestion management
- ✓ Improves Transit Reliability
- ✓ Future Management Flexibility
- ✓ Extends life of the Operational Efficiency
- ✓ Encourages Ride-Sharing & Transit





CHATS I-26 Corridor Management Plan

SCDOT Planning Office



What are Managed Lanes?

- Lanes within a freeway separated from general purpose lanes
- **Terms**
 - High Occupancy Vehicle (HOV) Lanes
 - High Occupancy Toll Lanes (HOT) Lanes
 - Express Toll Lanes



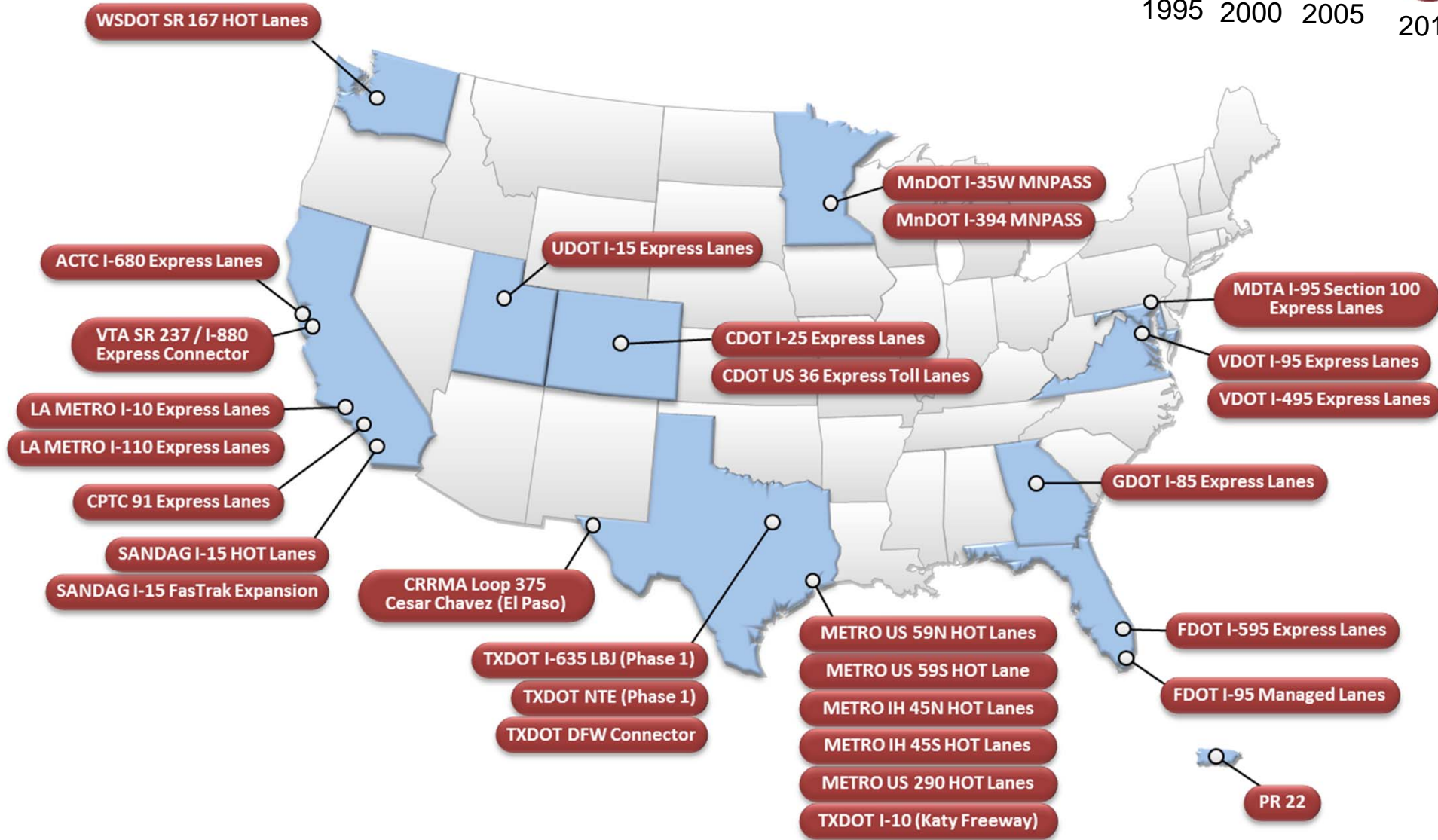
What are Managed Lanes?

The operation and demand is controlled or 'managed' to generally maintain free-flow conditions on the select lane(s) through

- Vehicle Eligibility
- Access Control
- Congestion Pricing
 - Operational Efficiency
 - Critical “escape valve” for motorists with urgent need for time savings




Operating Managed Lanes



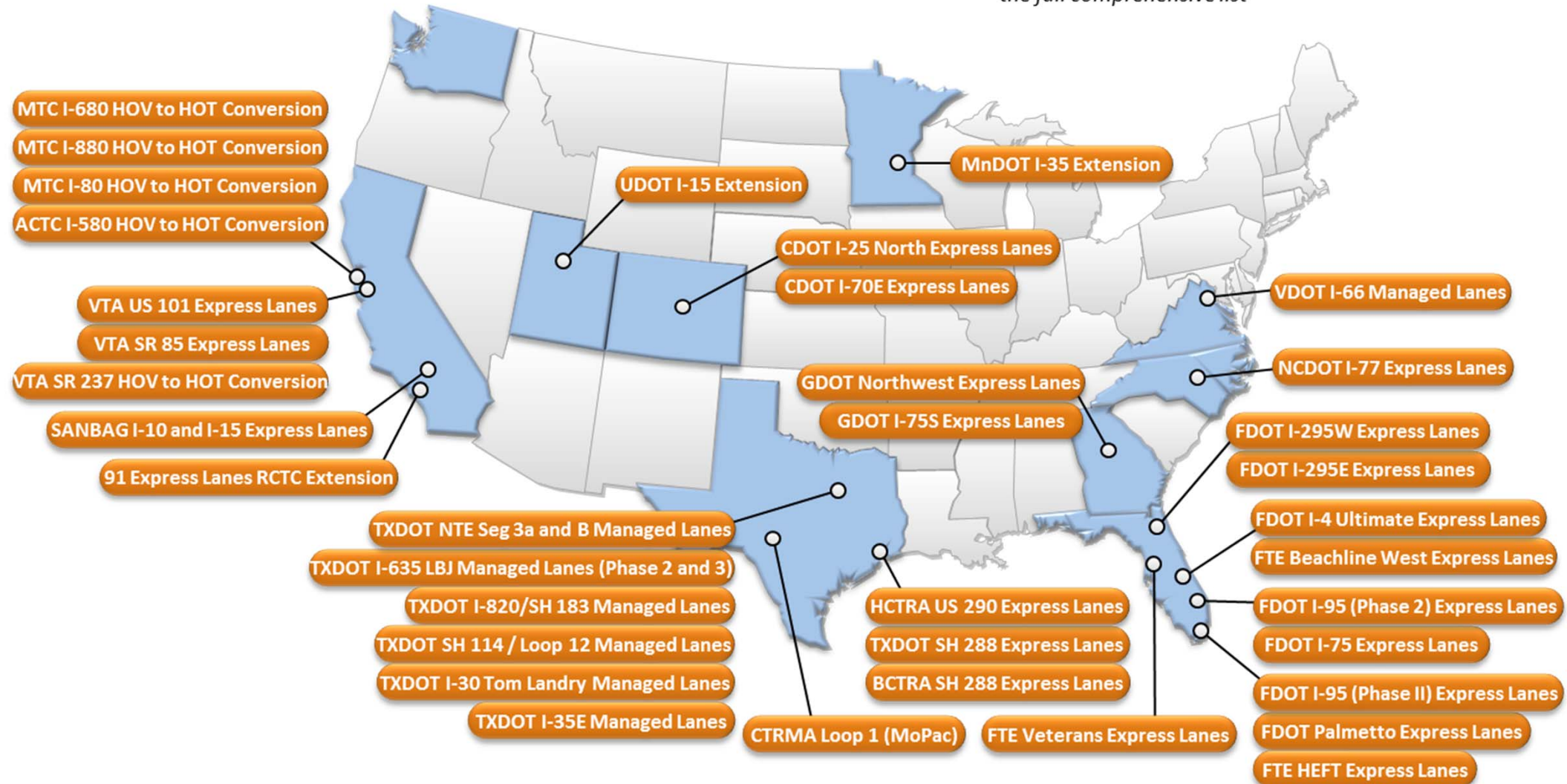
Planned Managed Lanes

LEGEND

Tolled Managed / Express Lanes Status

 Under Construction / Advanced Development

For illustrative purposes and not intended to reflect the full comprehensive list



Technology



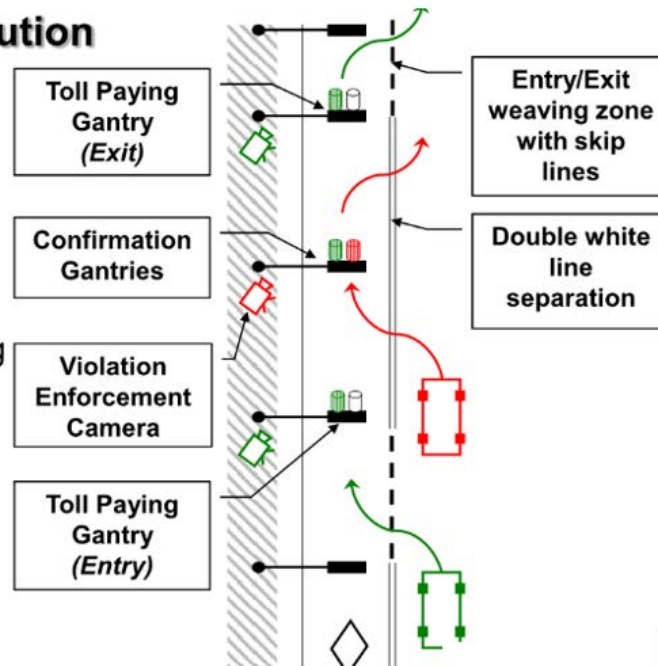
Express Lanes App



Gantry-Controlled Access (US Patent #8,044,824)

“Invisible Barrier” solution

- Overhead tolling system detects vehicle entry/exit
- Gantry spacing deters dodging into the HOT lane
- Gantry to gantry monitoring detects entry/exit violations
- Automatic toll violation notices
- Indirectly enforces double white line weaving



I-26 Corridor Study Contact Information

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Kimley»»Horn

Expect More. Experience Better.



It's a Team Effort! We are all Partners in reaching the goal.

- ✓ CHATS
- ✓ BCDCOG
- ✓ SCDOT Planning Office
- ✓ SCDOT Project Development
- ✓ FHWA
- ✓ Engineering Consultant Partners



Contact Information

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Questions & Comments



526
LOWCOUNTRY CORRIDOR

SCDOT  

**Merge into
the conversation.**

www.526LowcountryCorridor.com



LOWCOUNTRY CORRIDOR

*I-526 Lowcountry Corridor
Project Update*



April 24, 2019 | West Stakeholder Meeting



U.S. Department of Transportation
Federal Highway Administration



A Combined Public Involvement Effort

We value your input!



**Public Information Meetings
Virtual Meetings**



526Corridor



@526Corridor

**Pop-up Community Meetings
Stakeholder Meetings**



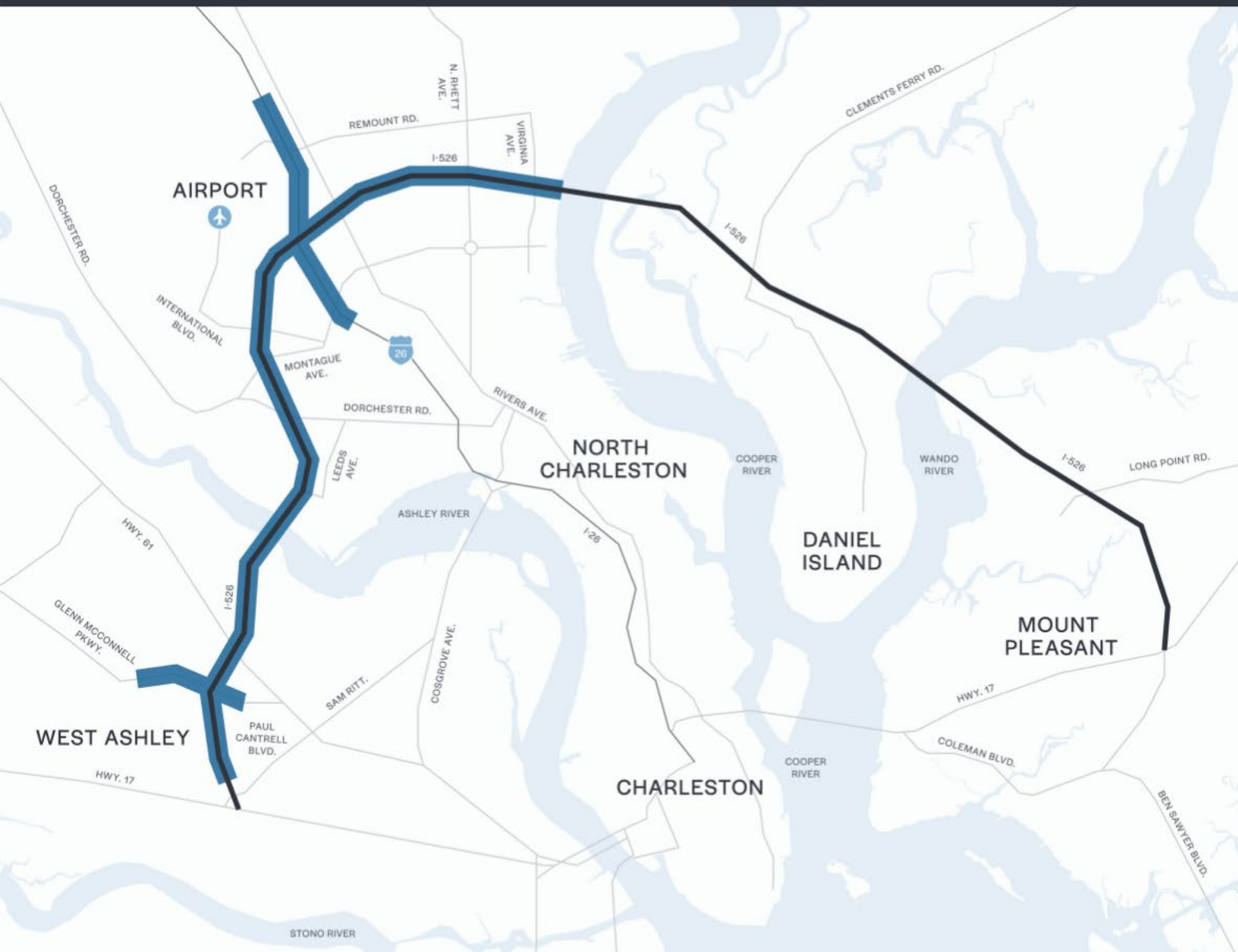
www.526lowcountrycorridor.com



Newsletters



I-526 Lowcountry Corridor **West**



Project Termini

**Virginia Avenue
North Charleston**



**Paul Cantrell Boulevard
West Ashley**

Project Purpose: What is the reason for this project?



Increase Capacity

— and —



Improve Operations

at the I-26/I-526 interchange and
along the I-526 mainline from Virginia Avenue to Paul Cantrell Boulevard

Project Need: Why?



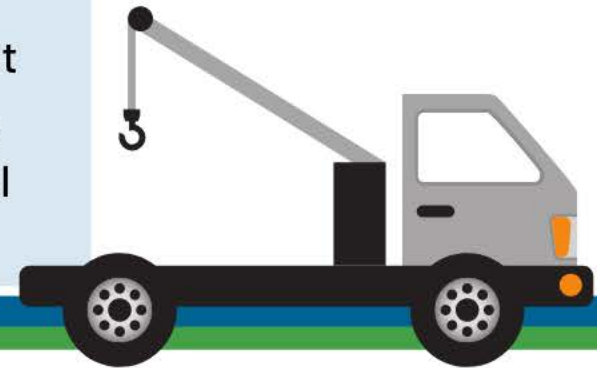
I-526 is one of South Carolina's most congested interstate segments

Congestion

#2: 2035 CHATS LRTP

#6: SCDOT Interstate Capacity List

Top 20 most congested interstate segments (SCDOT 2014 Multimodal Transportation Plan)



Traffic Analysis Update

Original Study Area (2015)

Rivers Avenue to
Leeds Avenue

Expanded Study Area (2016)

Rivers Avenue to
Paul Cantrell Boulevard

Current Study Area (2018)

Virginia Avenue to
Paul Cantrell Boulevard



Traffic Analysis Update



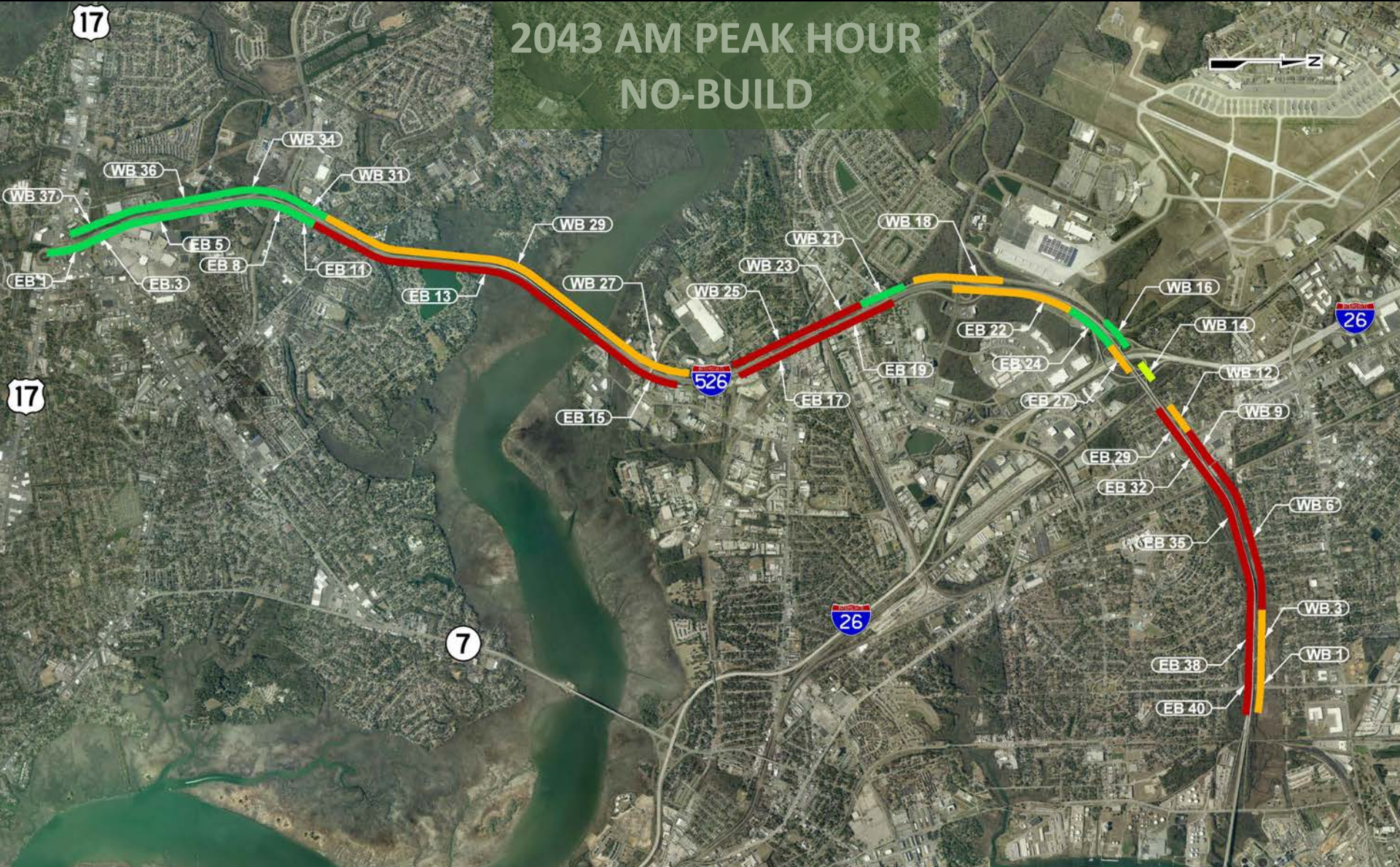
Why Update Traffic Forecast Now?

- Project extended to Virginia Avenue due to heavy travel patterns between North Rhett Avenue & I-26 interchanges
- Improving Virginia Avenue & North Rhett Avenue interchanges will improve traffic flow east of Virginia Avenue
- BCDCOG has updated its regional trip model to incorporate large planned developments & stronger growth in the region
- Completion of construction will be between 2023 and 2030; Design year must be opening year + 20 years



Traffic Analysis Update

2043 AM PEAK HOUR
NO-BUILD



What the 2043 forecast told us...

Most of the corridor has increasingly unacceptable Level of Service in the AM Peak Hour if no improvements are made

- LEVEL OF SERVICE A, B, OR C
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

Traffic Analysis Update

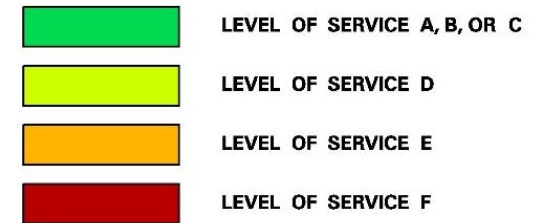
2043 PM PEAK HOUR
NO-BUILD



And in the PM Peak Hour?

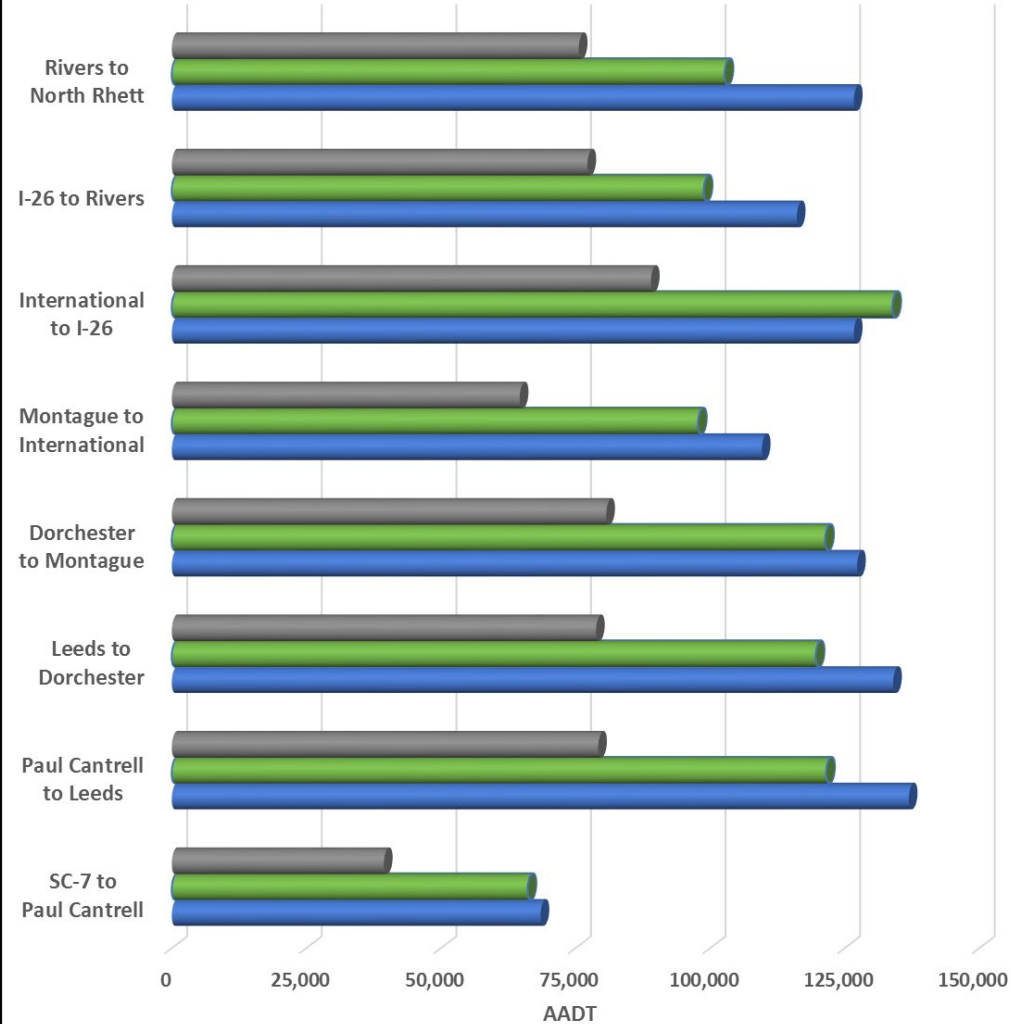
- Worse

How much more traffic should we expect in 2050?

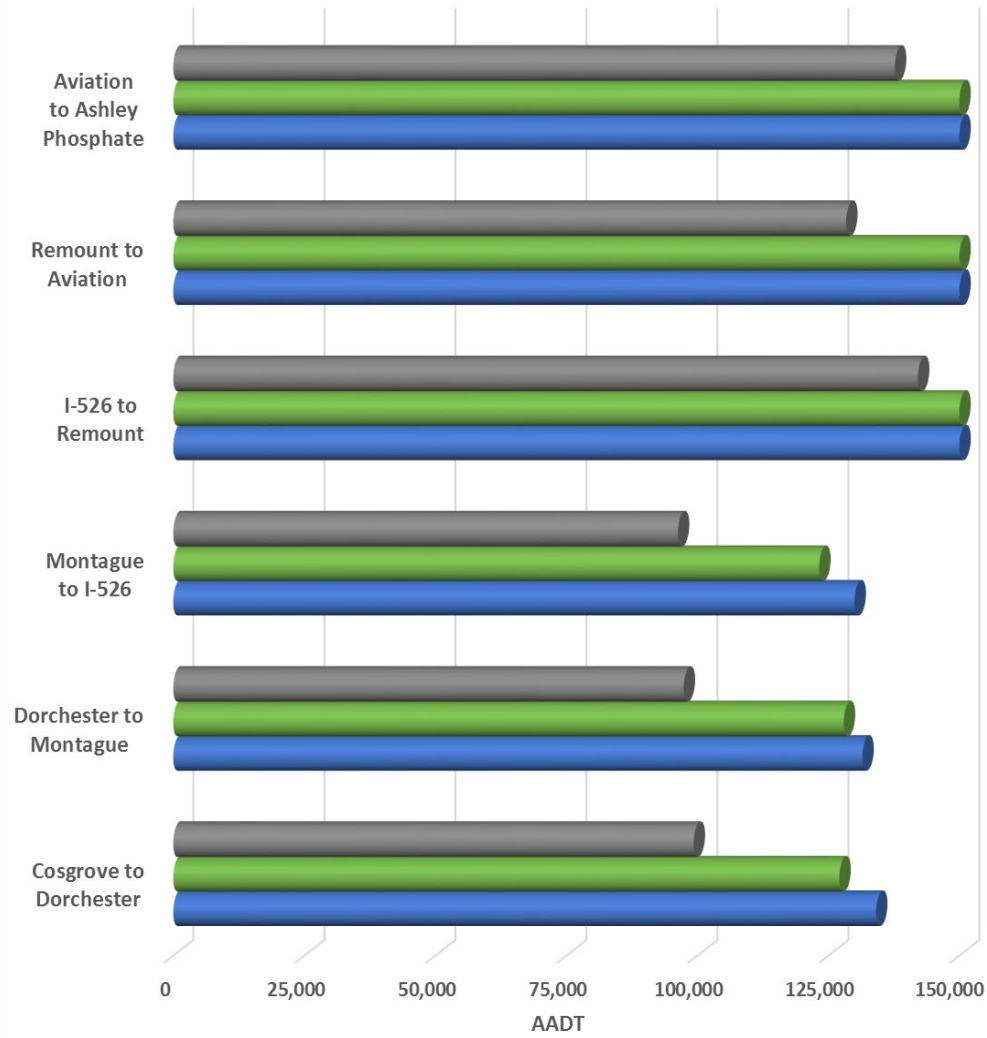


Traffic Analysis Update

I-526 Daily Traffic by Growth Segment

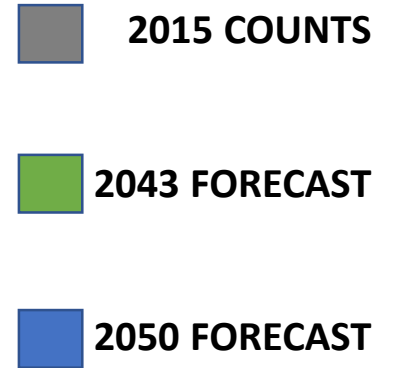


I-26 Daily Traffic by Growth Segment

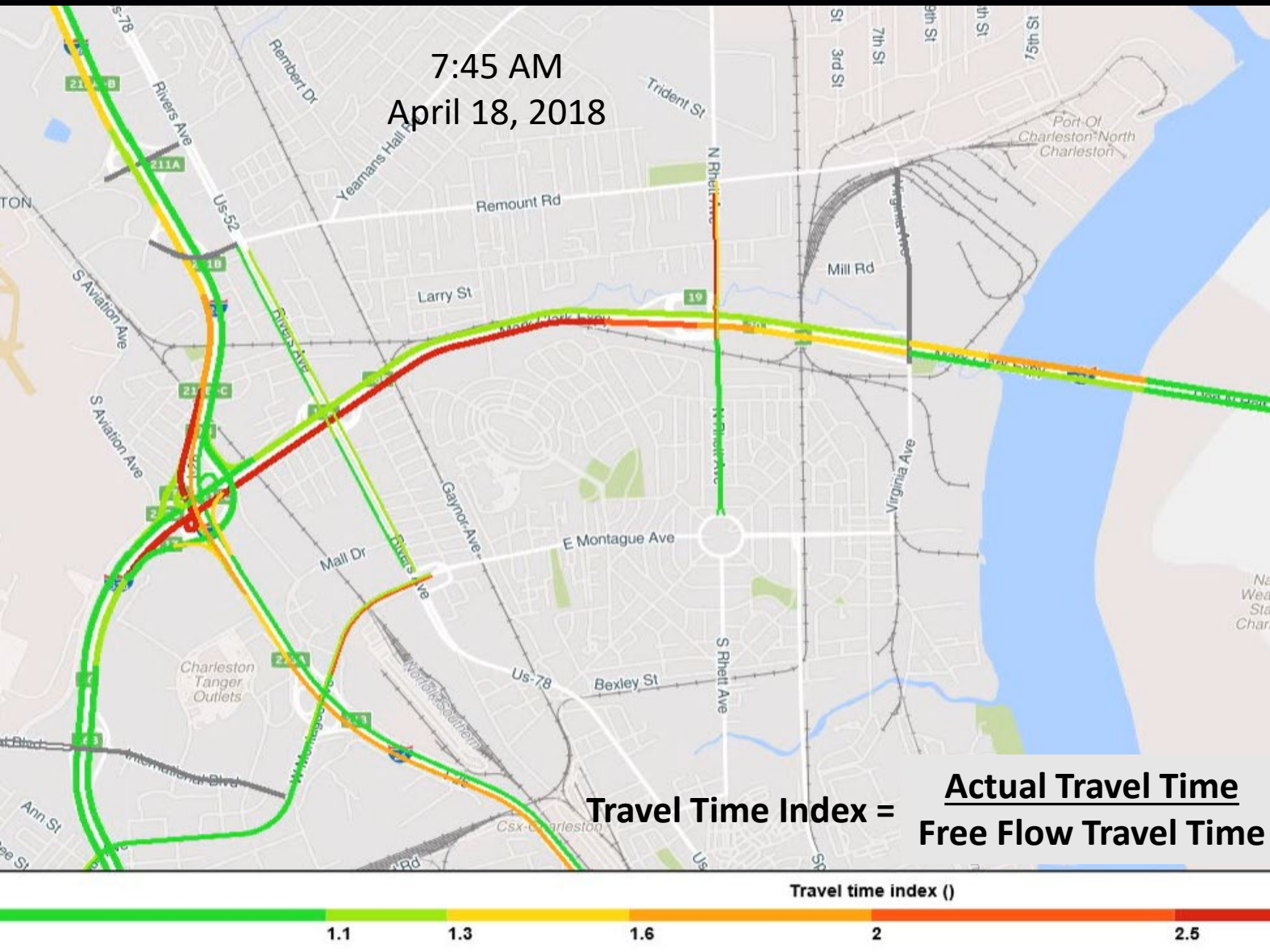


Comparing:

- 2015 Traffic Counts
- 2043 Forecast
- 2050 Forecast



Traffic Analysis Update

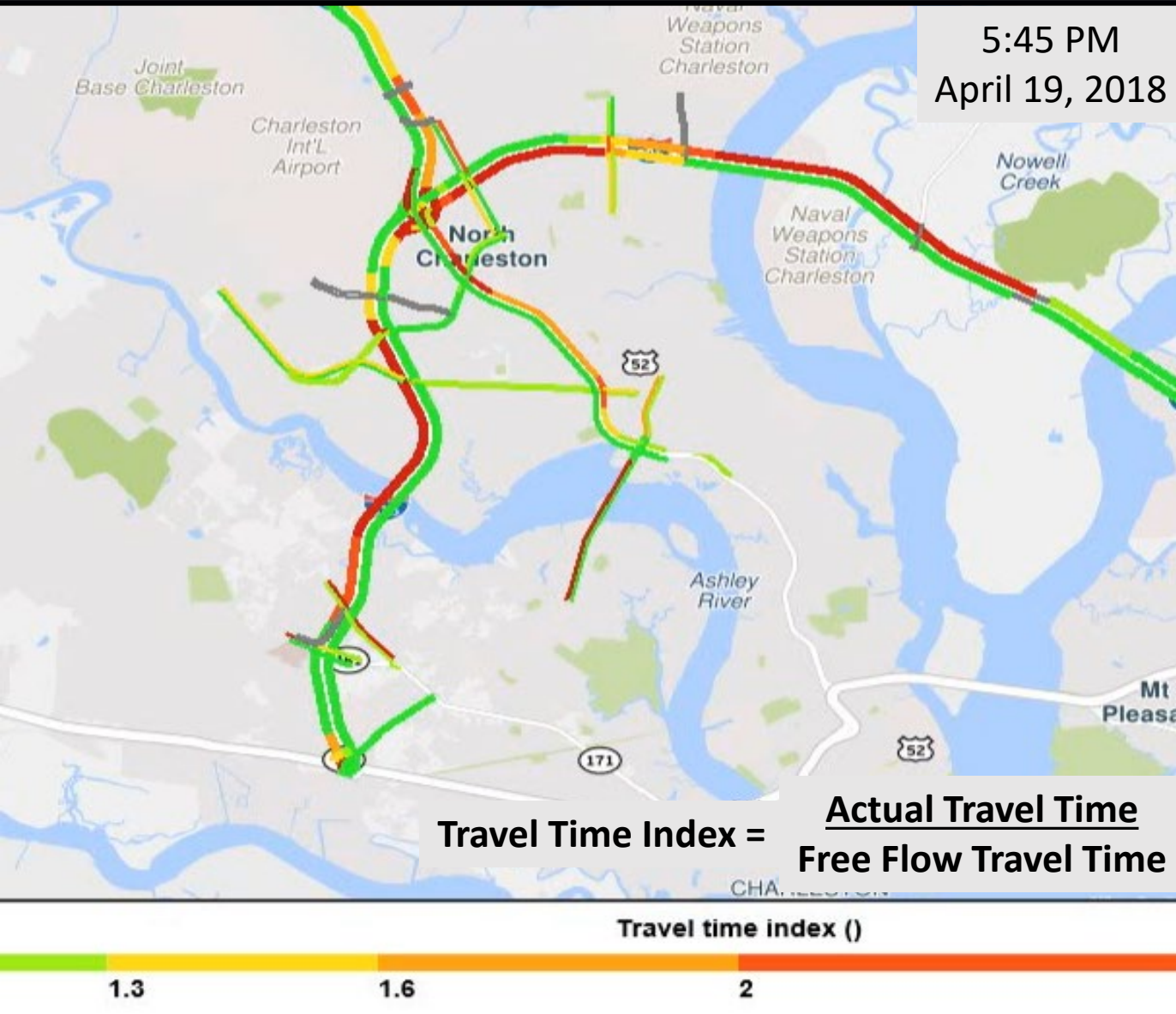


What are the Traffic Capacity Objectives?

- Improve System-to-System Interchange Operations
- Improve I-526 Mainline Operations
- Improve System Capacity



Traffic Analysis Update



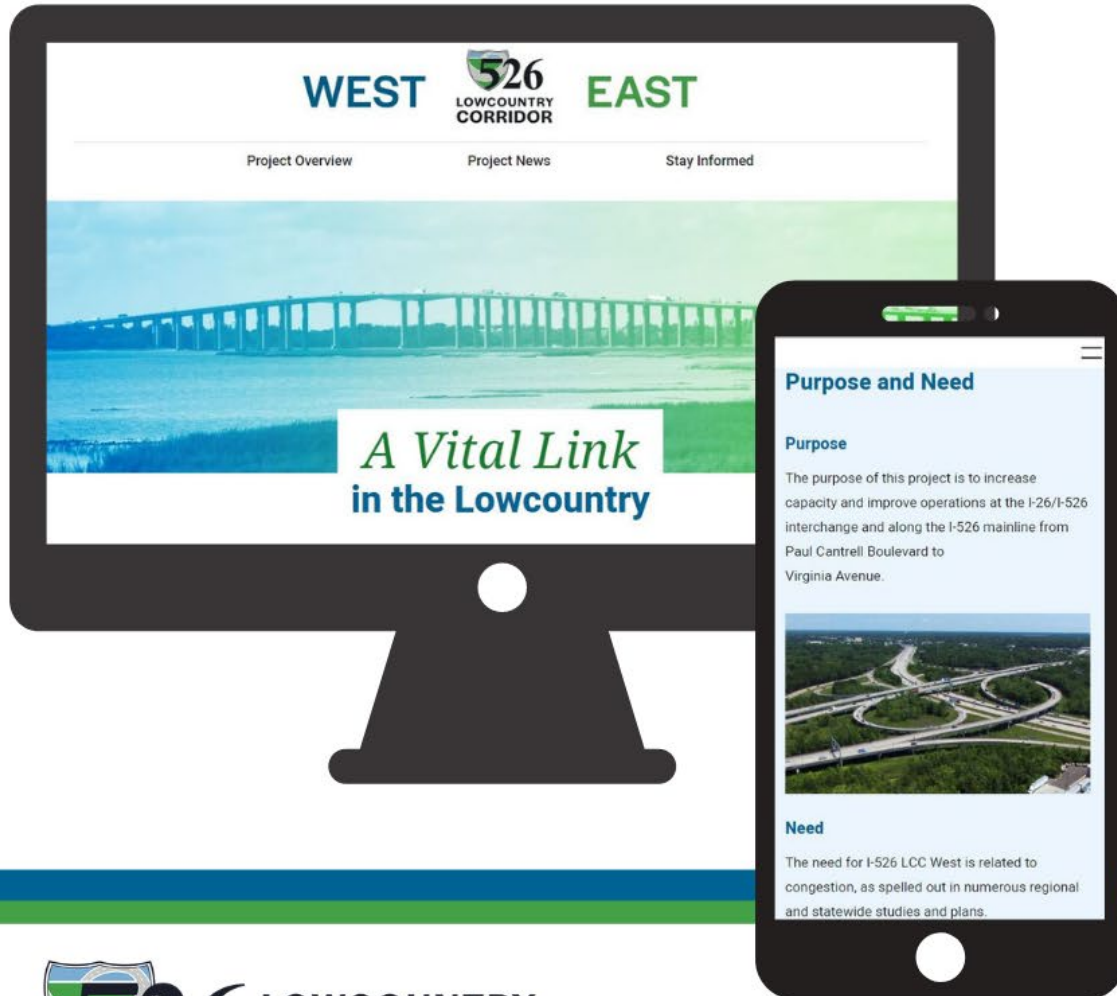
How will these objectives be met?

- Mainline I-526 & the I-26/I-526 interchange will be designed to handle the 2050 traffic demand
- Interchange ramps will be designed to get traffic off of I-526 to allow mainline traffic to flow

Concepts developed using 2043 design year traffic forecasts are now being updated to 2050



New Website, Branding, Tools



www.526LowcountryCorridor.org

- ✓ Both projects in one place
- ✓ Descriptions, timelines, FAQs, etc.
- ✓ New interactive resource maps and storyboards
- ✓ Educational Videos

New Website: Interactive Maps



Maps



Click through to an interactive map of the I-526 Lowcountry Corridor West Project Area.



Click through to an interactive map of the Berkeley-Charleston-Dorchester County transportation improvement projects.

[www.526LowcountryCorridor.org/
project-resources](http://www.526LowcountryCorridor.org/project-resources)

- ✓ Interactive Project Area Map
- ✓ Regional Existing + Committed Map
 - ✓ Visual of other transportation improvement projects in the area, funding, links

Where have we been?

2016

2017

2018



- ✓ Environmental Studies
- ✓ Crash Analysis
- ✓ Growth Studies
- ✓ Design Criteria
- ✓ Geometric Deficiencies
- ✓ Peak Hour Travel Studies

- ✓ Traffic Modeling
- ✓ Managed Lanes Study
- ✓ Interchange & Mainline Alternative Studies
- ✓ Cost & Schedule Risk Analysis

- ✓ Priorities Established
- ✓ Preliminary Relocation Impact Study
- ✓ Interchange Concepts
- ✓ NEPA Coordination for elevation to EIS

Where are we going?

2019

2020

2021

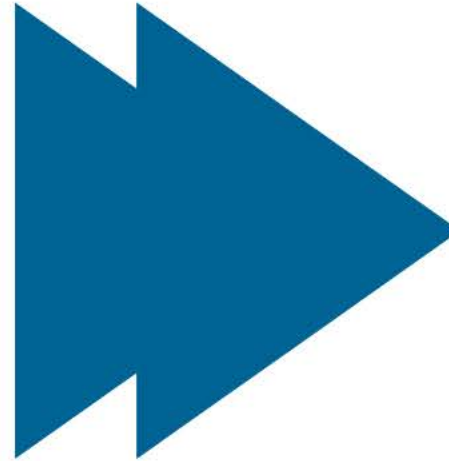


- ✓ Develop & Analyze Alternatives
- ✓ Community & Stakeholder Meetings
- ✓ Public Input on Alternatives
- ✓ Begin Developing Preferred Alternatives

- ✓ Refine Preferred Alternatives
- ✓ Draft Environmental Impact Statement (EIS)
- ✓ Community & Stakeholder Meetings
- ✓ Environmental Permit Application

- ✓ Public Hearing
- ✓ Revise Preferred Alternative
- ✓ Finalize EIS
- ✓ FHWA Record of Decision & USACE Permit Decision

Environmental
Assessment



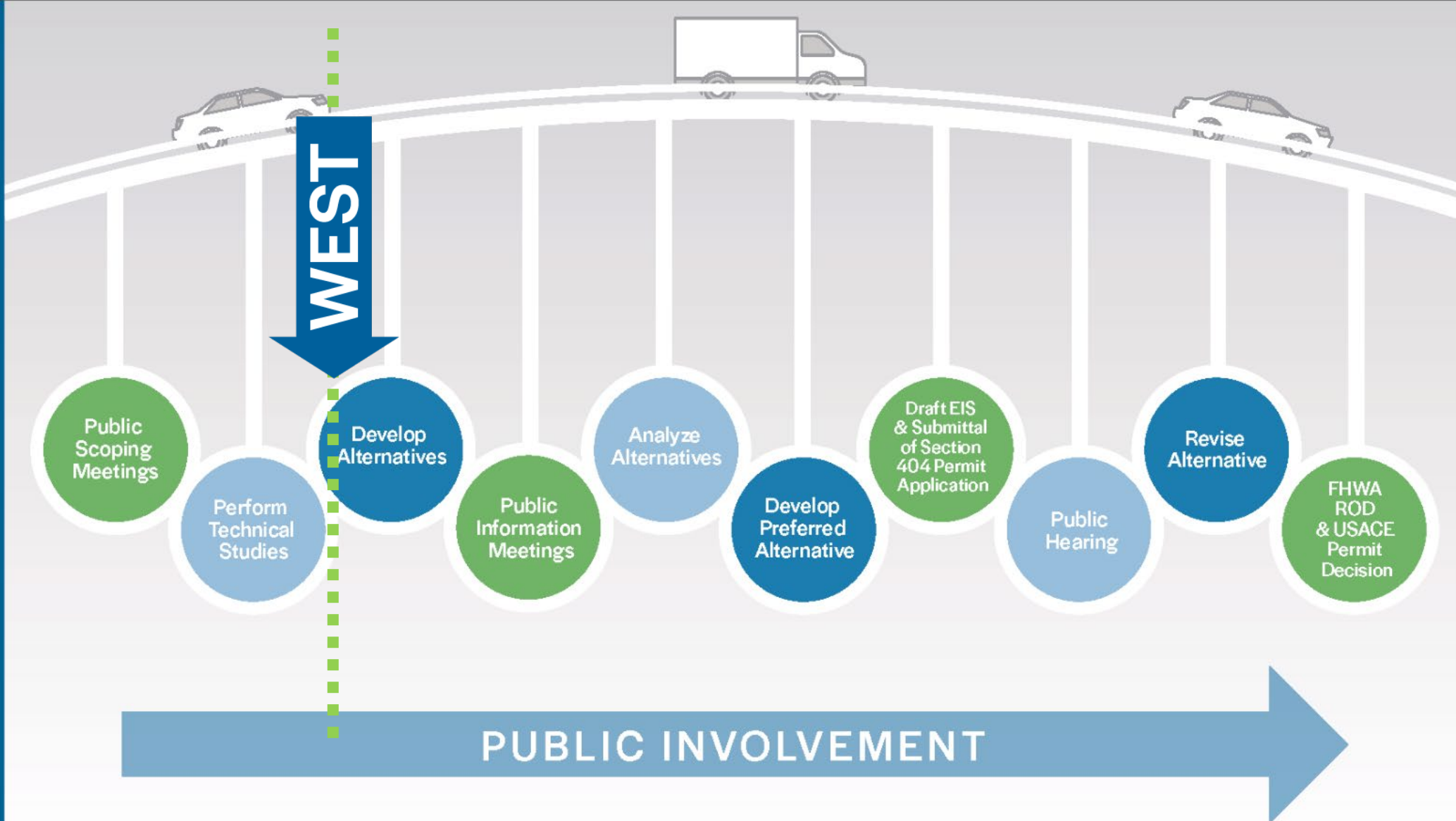
Environmental
Impact
Statement

NEPA: One Federal Decision

Goals:

- ✓ Completion of all environmental reviews and permitting within two years
- ✓ Active communication between agencies
- ✓ Concurrent reviews
- ✓ Development of a permitting timetable
- ✓ A commitment to the process and improvements of the process

NEPA Project Development Process





I-526 Lowcountry Corridor **East**



Project Termini

**Virginia Avenue
North Charleston**



**Bowman Road
Mount Pleasant**

Where have we been, where are we going?

2018

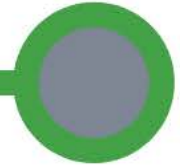


2019



Public Involvement

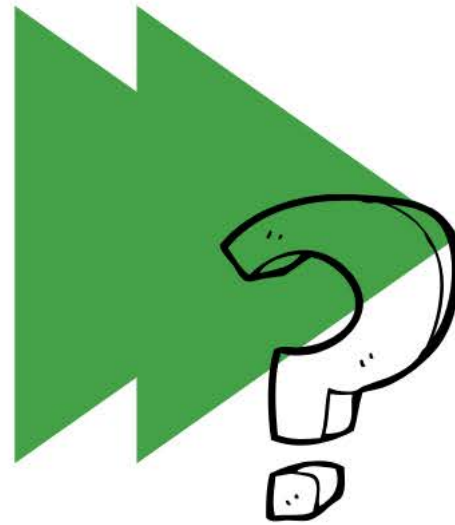
2020



- ✓ Traffic Analysis – *Underway*
- ✓ Survey data collection – *Underway*
- ✓ Environmental Studies – *Underway*
- ✓ Public Involvement Plan – *Underway*
 - ✓ *Project website coming soon*
- ✓ Bridge and Roadway Feasibility Analysis – *Underway*

NEPA Update

Environmental
Assessment (EA)



Planning & Environmental
Linkages Study (PEL)

Congestion Management/ Managed Lanes



- ✓ SCDOT Transportation Planning Study
- ✓ Stakeholder Meeting in April
- ✓ Public Meeting in June

www.scdot.org/projects/i26-corridor.aspx

Contact Information



www.526LowcountryCorridor.com



www.Facebook.com/526Corridor



@526Corridor



526distribution@SCDOT.org



Joy Riley, PE
SCDOT
P.O. Box 191
Columbia, SC 29202-0191



803.737.1346



STAKEHOLDER MEETING

Date: April 24, 2019
Time: 10 am – 11:30am

Location: Charleston Metro Chamber of Commerce - Boardroom
4500 Leeds Avenue
North Charleston, SC 29405
ADA Compliant

Attendees:

Name	Affiliation
Todd R. Martin	Joint Base Charleston
Steve Thigpen	Charleston County
Ched Beam	628th Air Base Wing Joint Base Charleston
Beth Heatley	Code Lynx
Steve Kemp	S.C. Ports Authority
Randall Donley	Commercial Specialty Group LLC
Thomas Clayton	World Harvest Community Center
Juergen Goehner	Zeltiwanger
Kelly Harrison	Absolutely Charleston
Kristi Tolley	Citadel Mall
Bill Watts	Gerald Tires
Coleman Thompson	Hunter Transportation
Ian D. Scott	CMCC
Shane Belcher	FHWA
Michael Mathis	City of Charleston - Traffic and Transportation
Vonnie Gilreath	BCDCOG
Katie Zimmerman	Charleston Moves
Hampton Lee	SCPA
Scott A. Benedict	Commercial Specialty Group LLC
Phillip Macchia	Charleston County Park & Recreation Commission
Brent Jonas	CRDA
Karen Shooge	Absolutely Charleston
P. Parks	Parks Auto Parts
Sam Skardon	One Region
Councilman Robert King	City of North Charleston
Kaylan Koszela	Rep. Joe Cunningham
Frank Lapsley	North Charleston Coliseum & PAC

Meeting Objective: Provide an update to the I-526 LCC stakeholders regarding the WEST and EAST projects and re-engage them in the process

Item/Presenter:

1. Welcome
2. Presentation
 - a. Update on West
 - i. Where we've been
 1. Update of project termini and Purpose & Need
 2. Traffic modeling updates
 3. Rebranding; Overview of new website – point out useful tools like E+C map
 - ii. Where we're going
 1. Review of new schedule and key milestone timelines
 - a. Change from EA to EIS
 - b. Overview of One Federal Decision
 2. Provide date for next stakeholder meeting
 - b. Update on EAST
 - i. Where we've been
 1. Surveys, Traffic, Environmental, PIP
 - ii. Where we're going
 1. Discussion of possible PEL vs. EA?
 2. Combined public involvement effort (EAST & WEST)
 - a. Take recommendations on locations for community pop-ups and/or local events we should attend
 - c. Update on I-26 Corridor Management Study (update regarding previous conversations RE managed lanes)
 - d. Questions/Contact
3. Closing

Questions

- Do you have a sense of trip origination and destination data for users on I-526?
 - The model does have origin and destination patterns within it. The last tool we developed is a micro simulation model which has an origin destination model within it. It tells us where people are going and coming. Part of the logic in extending the project to Virginia Avenue was because there were so many trips between I-26 and Virginia Avenue.
 - In terms of raw data - that is the modeling tool used. It's calibrated and validated using blue tooth data for users along I-526 and I-26. That data was collected for the whole region so we understand the regional patterns, as well.
- EAST Bridges – Don Holt and the Wando: What is the thought process behind adding lanes (widening), adding a new bridge (parallel structure), or completely replacing these?
 - We are looking at multiple options; that is ongoing now. We will look at canopy widening as well as parallel structures. It is kind of a cost-benefit exercise because the structures do have some age on them. We will also look at completely replacing these bridges. Our goal is to figure out what will give SCDOT and the community the best long-term benefit.

- WEST Bridges - Glad to see that Virginia Avenue was added as there is a lot of congestion. This used to be just the Westbound side, but it is equally bad now in both directions. In the past, there has been a proposal to start the lane shift on the Don Holt bridge so there is not this swerve and safety issue. Is that still part of the project?
 - A lot of concepts are looking at that theory. There is so much interaction between I-526 and I-26. A lot of the alternatives look at channelizing that volume into a CD lane (collector distributor) with no egress/ingress. (Response: That's fabulous, no problem with that)
- WEST - Are there any design strategies for moving airport's main entrance from International to Montague?
 - That is a Charleston County project, the Airport Access Road. We are working closely with them on that. That project is being more driven by the airport and Boeing decisions. For our part, we have looked at both scenarios to make sure the traffic works with our alternatives. We will go whichever way we have to, to work with that project.
- Is the origin/destination data used publicly available?
 - Currently, this data is owned and maintained by the BCDCOG. Any of this data, we either get from them or give back to them (if we see adjustments needed). They work diligently to ensure their model includes updated information that may not have originally been part of their model when it was developed. As such, we have done a lot of work to ensure we are using the same model, or as close as we can, across both the WEST and EAST so that the numbers are consistent and we are designing based on the same set of assumptions.
- With the Rivers Ave Connector: given the current railroad tracks on Rivers Avenue just off of the exit, is an overpass optional?
 - That is a little outside of the purview of this projected. However, with the Bus Rapid Transit project being developed there, that might be a big consideration for them.
- Is a Bike/Pedestrian facility over the Ashley River still being considered?
 - We looked at this type of facility, priced it and went through what it might look like. There are some segments in the bike ped plan. It is a significant cost difference to add that onto that bridge. The challenge is that there is a certain amount of money and a lot that needs to be done. We would absolutely ensure that everything we do does not preclude the addition of a bike/pedestrian facility in the future, if it is not included. Such a facility would probably require a local municipality to spearhead that and to maintain it. We are not equipped to maintain those types of facilities. It will have a better chance if the locals came together to sponsor this. The price tag is high. We will have all that outlined in the stuff we present in the fall. This is a newer concept other states have done but it has traditionally been something we have steered away from because you do not want bicyclists and pedestrians on a high-speed facility. However, you can do it safely. However, widening this bridge so vehicles can get through the corridor would already have a lot of impacts. Adding something like this on will increase the required project footprint (and therefore would likely be more impactful). It is hard to show people they will lose their homes, and now we're going to take out another row of homes to add bike and pedestrian lanes. This is a challenge here because this study area is so heavily developed.
- The need for this project is underreported. There are plenty of people complaining about traffic but no one is talking about this project and the fact that we're only talking about a finite pot of money.

- We have \$1.6 billion committed and we can get a lot done with that. We know we will need additional funding. We will likely need the feasibility done on the EAST side so that we can show the needs by segment so that funds can be identified. We will also look at other options that are not as popular such as self-funded tolling. My job is to present all the options, popular or not, to let the leaders make a decision. If we went to a tolling facility, the representatives would be the decision makers on that. However, we will explore all options.
- Is that allocation for both the WEST and EAST or just the WEST?
- Will this be the biggest project the state has ever done?
 - It could be. From a construction standpoint, however, this will likely be separate projects. It may end up being four smaller projects, or something like that. We are watching Carolina Crossroads and the bidding process to see if they can get a successful contract at over a billion dollars. Based on what is happening in the marketplace, and what the original feedback has been, it would likely be broken up as a sum that large could be more than any company could get the funding capacity on. We will do what is the most beneficial to get the best price while also being able to manage and implement the projects while also keeping the traffic flowing and safe.
- Is the funding (\$1.6 billion) strictly for the WEST?
 - No. The money is set aside for this corridor and could be used on the EAST. For instance, if we wanted to do something early, like an interim project. There is a lot going on with truck lanes. However, at this time, I wanted to wait on the safety analysis first before really discussing this. We do not want to give anybody false hopes, and there is a lot that we would have to do to ensure we feel comfortable from a safety perspective. While the budgets are pretty interchangeable, if the system-to-system improvements are estimated to cost the full amount, then the funds will all go there.

Comments Received On-Site

- I look forward to seeing all of the options and alternatives for the West side. Thank you for keeping us all up to date, hosting these meetings and answering questions.
- Improvement of interchange at I-526/I-26 are essential; the new Website will be a big asset in assisting public to understand project; Great to see collaboration with the BCDCOG to assist and coordinate the many projects that will be going on; Want to make sure SCPA is included in shareholder meeting on I-526 LCC EAST



526 LOWCOUNTRY CORRIDOR

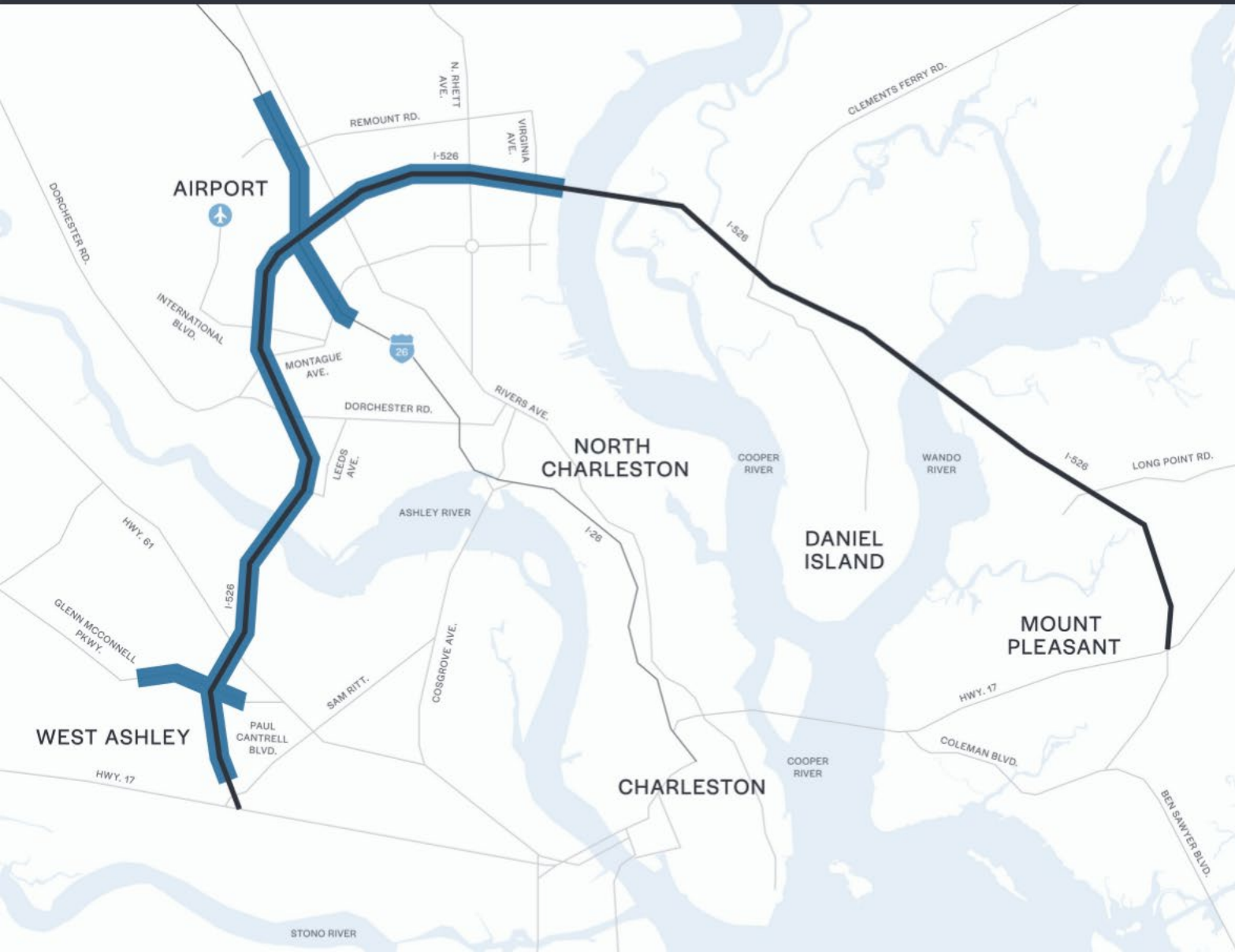
November 19, 2019 Stakeholder Meeting
Joy Riley, PE, DBIA SCDOT





Project Background





I-526 Lowcountry Corridor WEST

Project Termini

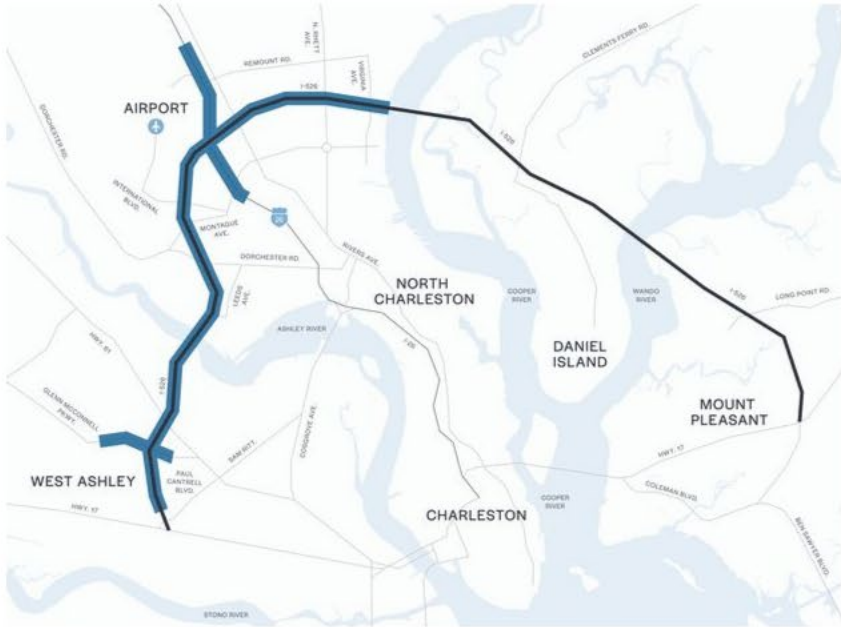
**Virginia Avenue
North Charleston**



**Paul Cantrell Boulevard
West Ashley**

Project Purpose

What is the reason for this project?



Increase Capacity

— and —

Improve Operations

at the I-26/I-526 interchange and
along the I-526 mainline from Virginia Avenue to Paul Cantrell Boulevard

Project Need: Why?



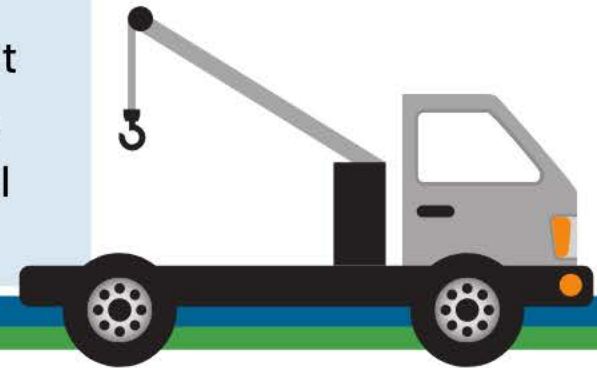
I-526 is one of South Carolina's most congested interstate segments

Congestion

#2: 2035 CHATS LRTP

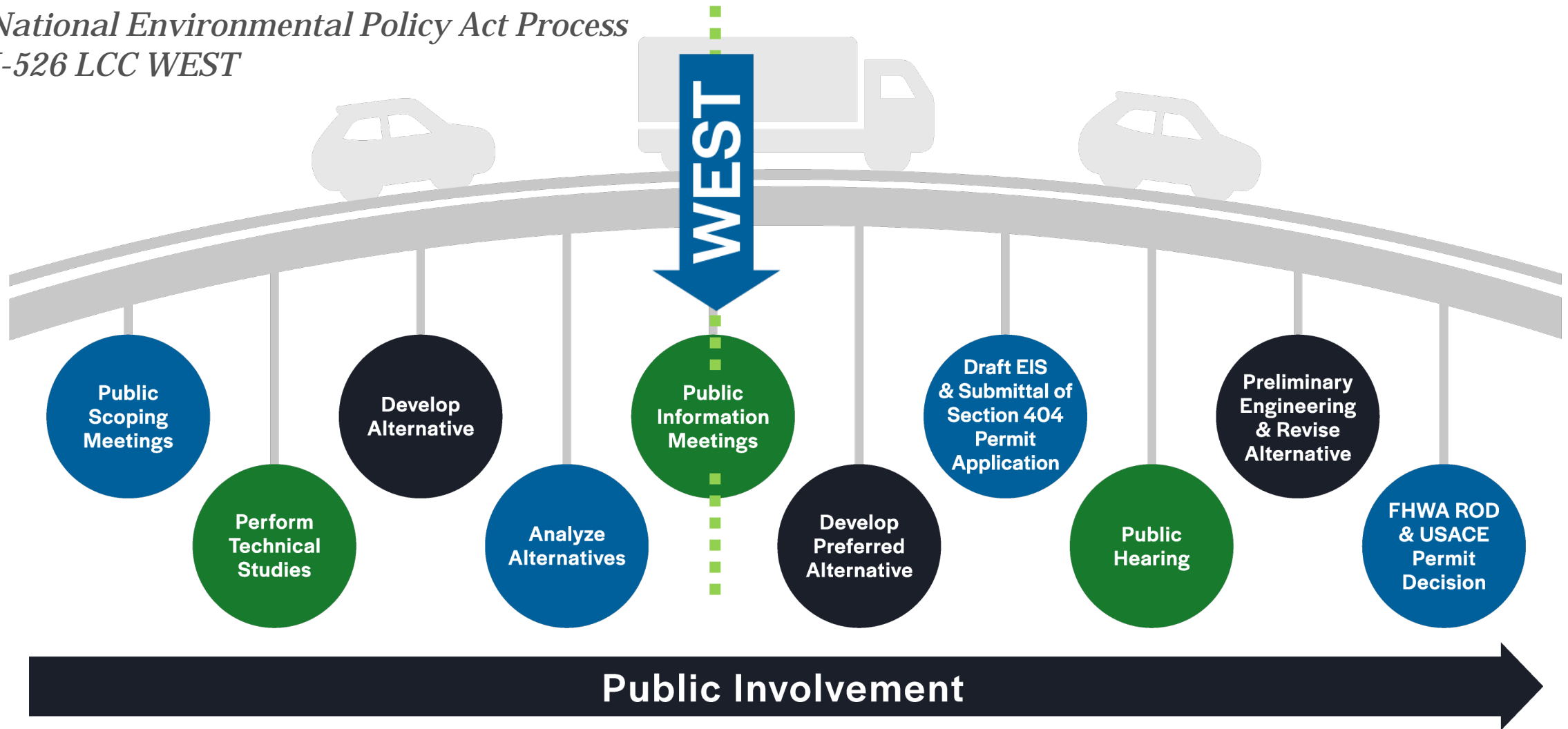
#6: SCDOT Interstate Capacity List

Top 20 most congested interstate segments (SCDOT 2014 Multimodal Transportation Plan)



NEPA Project Development Process

National Environmental Policy Act Process
I-526 LCC WEST

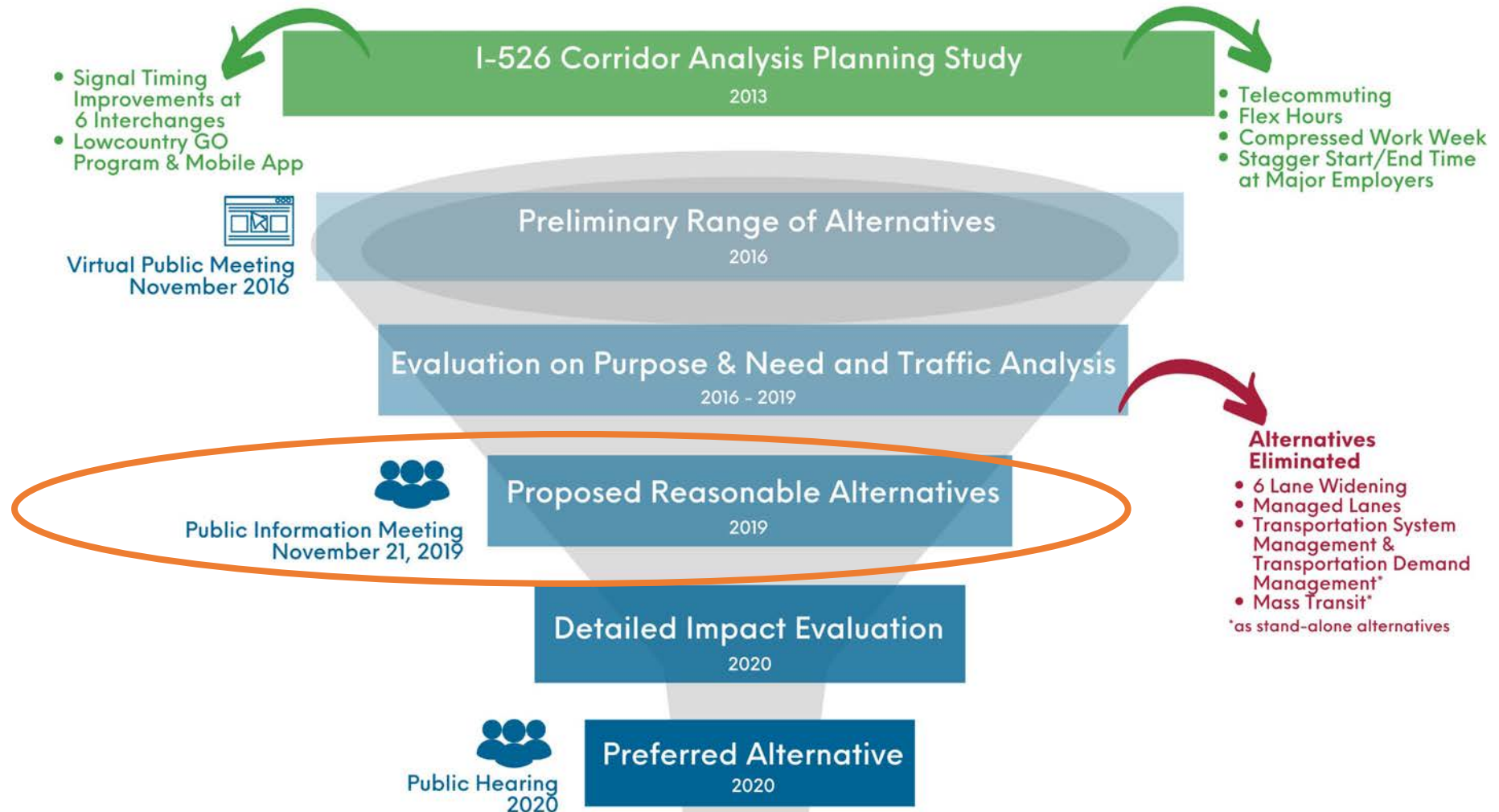




Alternatives Evaluation



Alternatives Evaluation Process



Eliminated Alternatives: A *Deeper Dive*

No-Build Options

Travel Demand Management (TDM) & Modal Strategies + Traffic Reduction Potentials

Alternatives Eliminated

- 6 Lane Widening
- Managed Lanes
- Transportation System Management & Transportation Demand Management*
- Mass Transit*

*as stand-alone alternatives



Carpools/
Rideshare
Matching
Vanpools

↓ 2%



Travel
Finance
Income



↓ 0.1%



Shift to Rail
Freight

↓ 3.5%



Work Flex
Time/
Staggered
Work Hours

↓ 0.5%



Bike/ Walk
Enhancements

↓ 0.1%



Education/
Promotion

↓ 1%



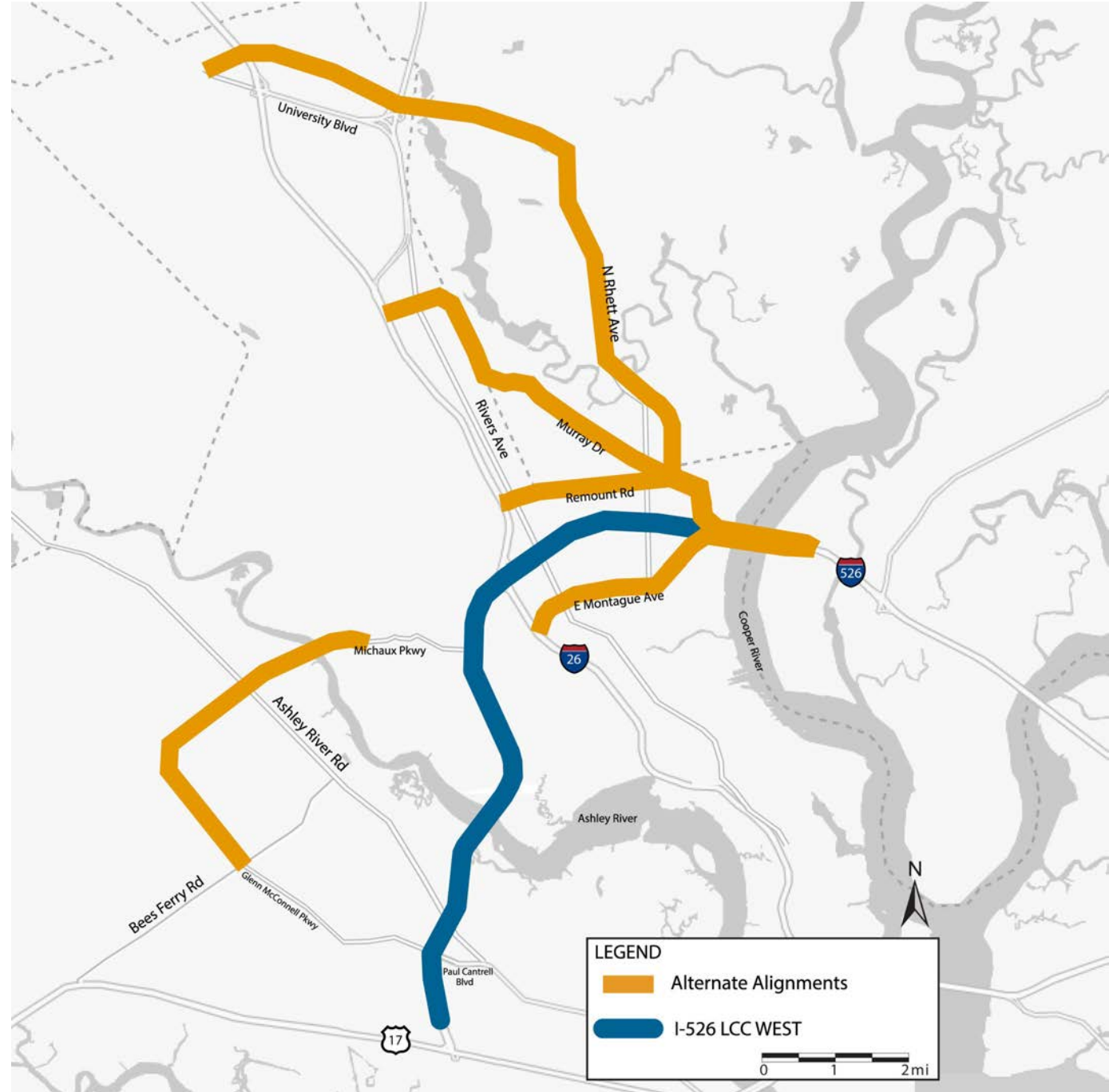
Bus Rapid
Transit

↓ 3.4%

Other Alternatives Evaluated

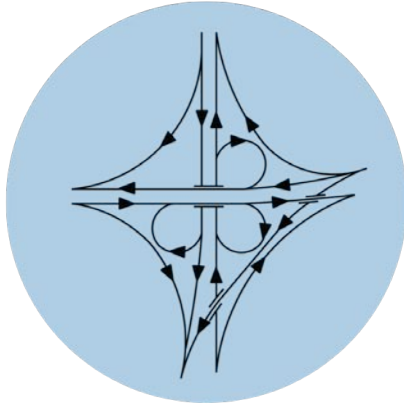
Alternate Alignments

- New alignments or Widened existing Corridors
- Did not alleviate congestion on the I-526 LCC Corridor enough

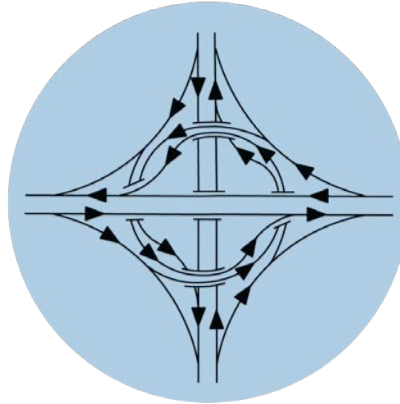


Other Alternatives Evaluated

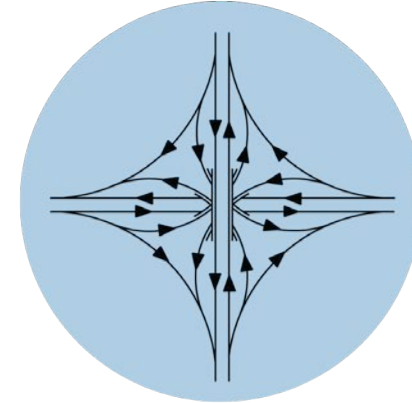
Interchange Types



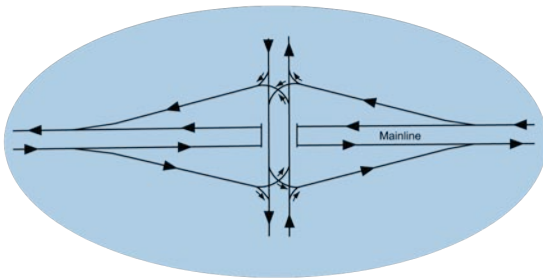
DIRECTIONAL INTERCHANGE
WITH DIRECT AND SEMI-
DIRECT CONNECTIONS
AND LOOP RAMPS



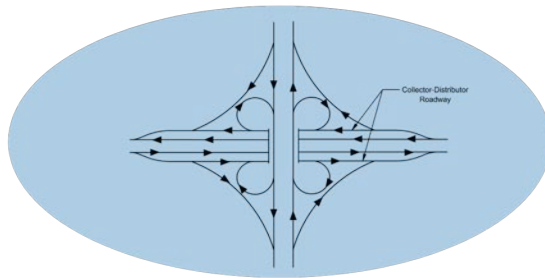
TURBINE



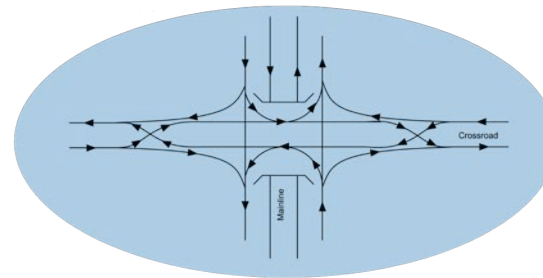
DIRECTIONAL
INTERCHANGE
WITH DIRECT
CONNECTIONS



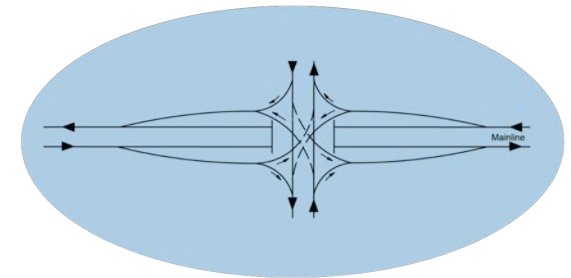
DIAMOND INTERCHANGE



CLOVERLEAF INTERCHANGE WITH
COLLECTOR-DISTRIBUTOR ROADWAYS



DIVERGING DIAMOND
INTERCHANGE

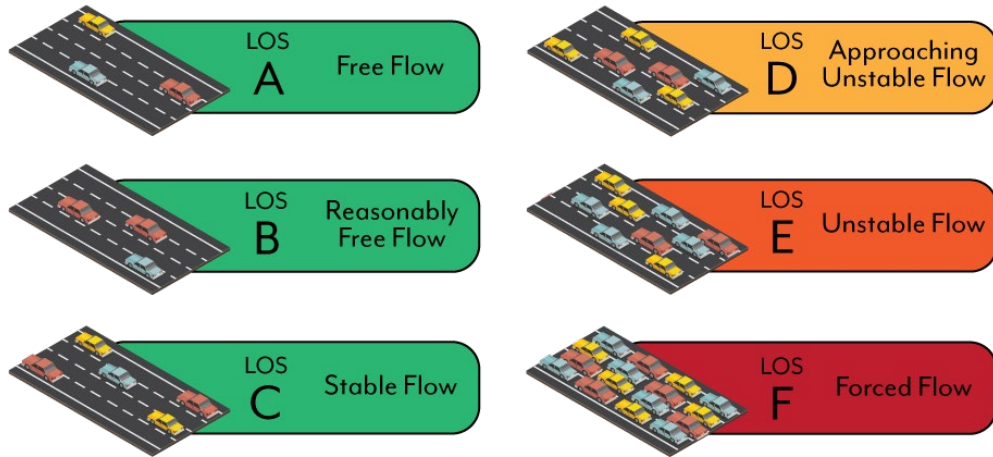


SINGLE-POINT DIAMOND
INTERCHANGE

Traffic Analysis

Understanding Level of Service

Level of Service (LOS)



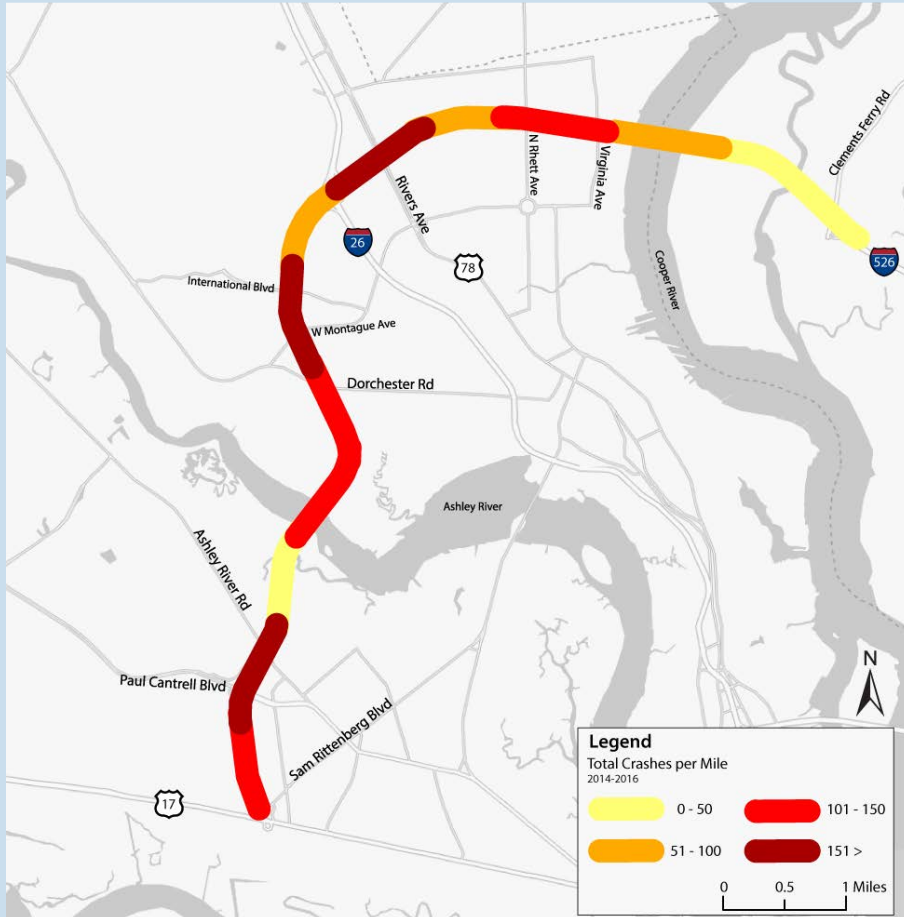
8-Lane Alternative was selected as the Proposed Reasonable Alternative for the Mainline

Segment Description	2015 Annual Average Daily Traffic (AADT)	No Build 2050 AADT	Level of Service (LOS)	Build 2050 AADT	LOS	
					6-Lane	3-Lane
North of Sam Rittenberg Blvd to Paul Cantrell Blvd	39,400	59,800	C	68,500	B	B
Paul Cantrell Blvd to Leeds Ave	79,200	106,900	F	136,900	F	D
Leeds Ave to Dorchester Rd	78,800	106,400	F	134,000	F	D
Dorchester Rd to Montague Ave	80,700	108,900	F	127,300	E	C
Montague Ave to International Blvd	67,400	91,000	F	109,600	D	C
International Blvd to I-26	89,000	120,200	F	126,700	E	C
I-26 to Rivers Ave	77,200	104,200	F	116,100	D	C
Rivers Ave to North Rhett Ave	75,600	104,400	F	126,700	E	C
North Rhett Ave to Virginia Ave	80,500	122,200	F	148,400	F	D
East of Virginia Ave	68,900	110,100	F	133,800	F	D

Traffic Analysis

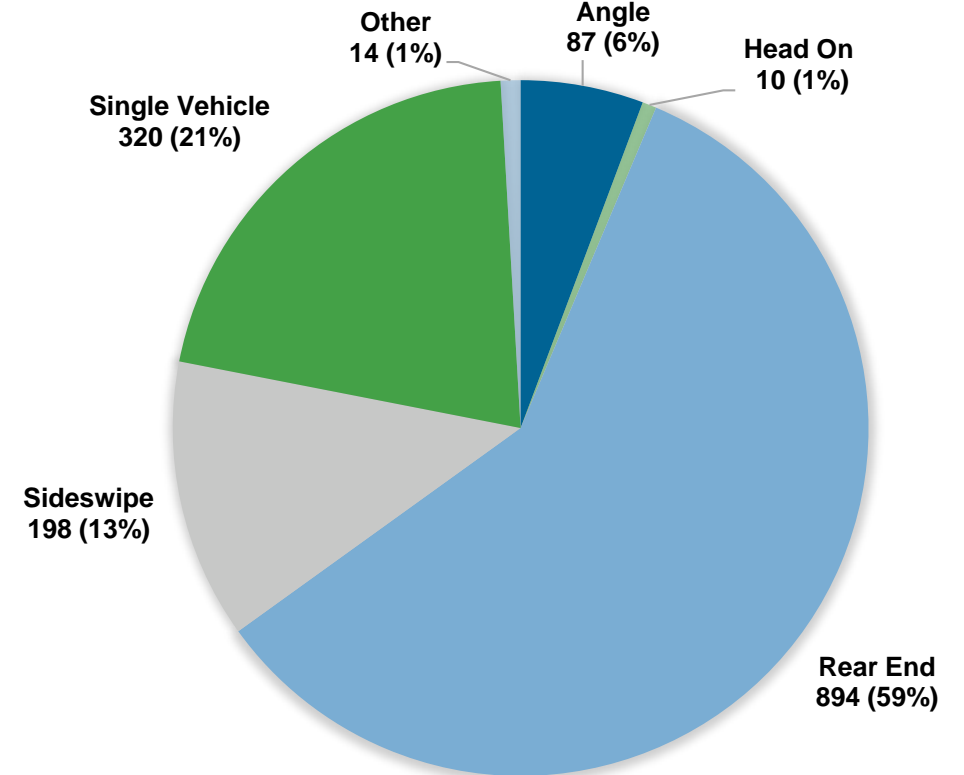
Safety Considerations

Total Crashes per Mile



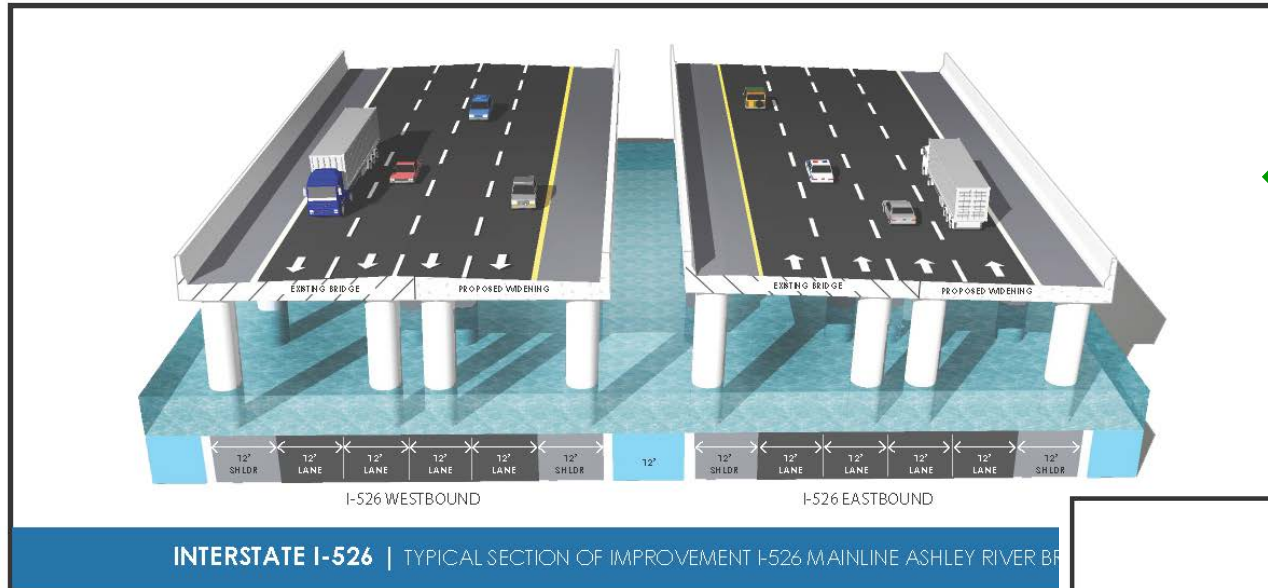
I-526 LCC WEST CRASHES BY TYPE

2014-2016



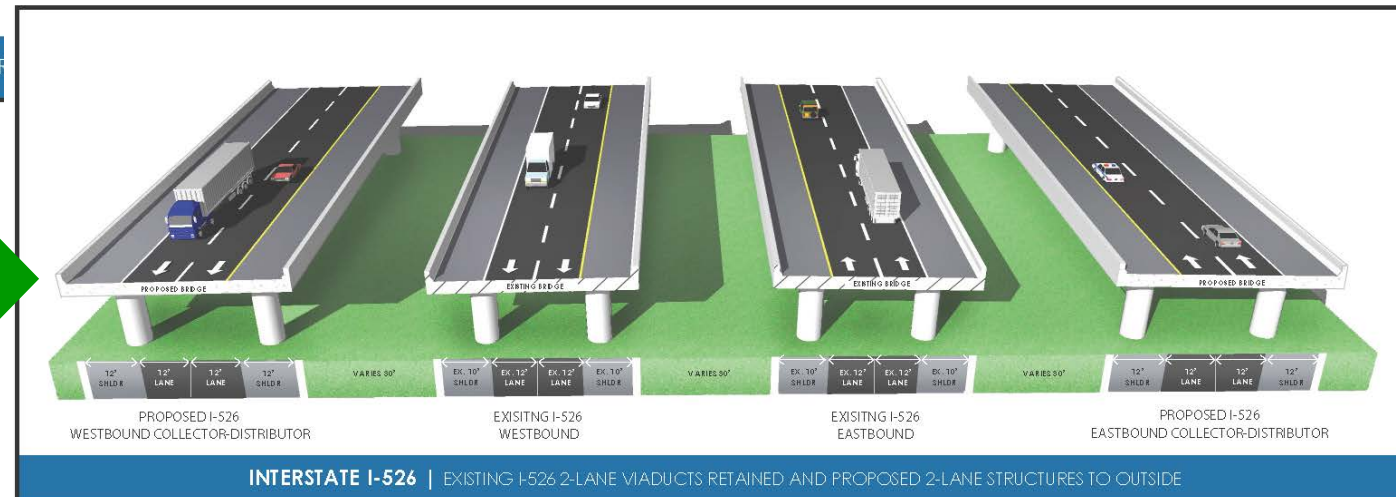
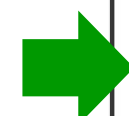
Roadway Typical Alignments

Mainline Interstate I-526



Mainline widening of the Eastbound and Westbound bridges over the Ashley River

- Existing elevated structure between I-26 & Virginia Ave will remain
- Elevated 2-lane collector distributor road will be added in both directions with direct connections to I-26



Roadway Typical Alignments

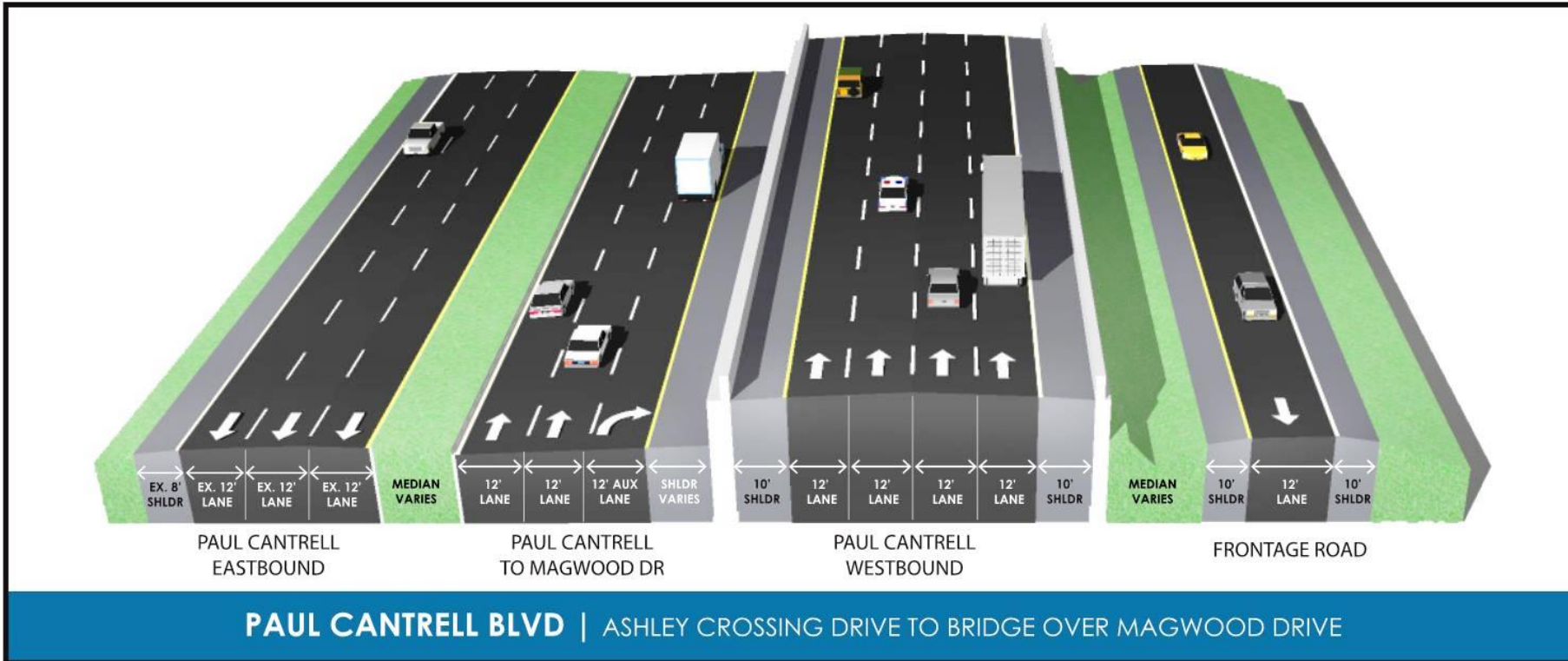
Mainline Interstate I-26: Remount Rd to I-26/I-526



- Existing 10-lane section of I-26 from Remount Road to the I-526 interchange
- 3-lane collector distributor roadways on either side

Roadway Typical Alignments

Paul Cantrell Blvd



Left to Right:

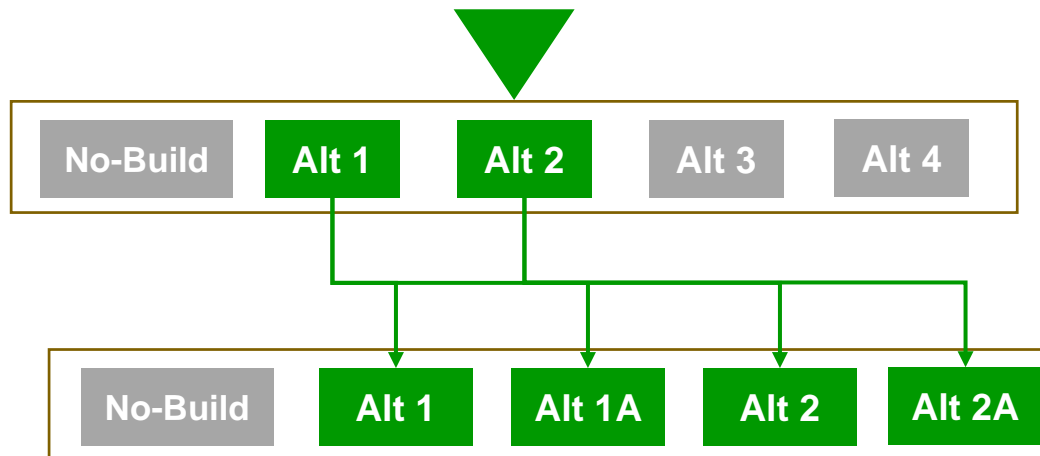
- Existing Eastbound & Westbound Paul Cantrell Blvd
- The new bridge heading Westbound over Magwood Drive
- The frontage road will remain for local traffic

I-26/I-526 System-to-System Interchange Alternatives

2013 I-526 Corridor Study

Carry Alt 7 Forward

I-526 Lowcountry Corridor WEST Alternatives



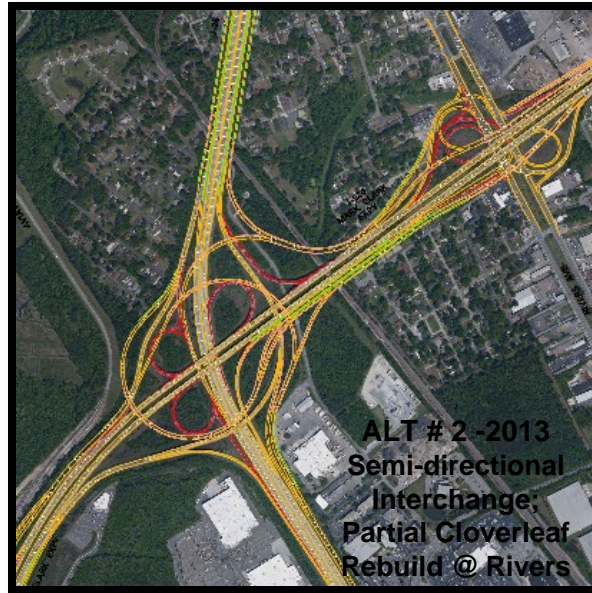
Highlights:

- **4 Preliminary Alternatives** carried forward from the 2013 Corridor Study Alternatives, with updated traffic forecasts
- **All produce an acceptable level of service**
- **Alternatives 1 and 2 = Comparable impacts**
- **Alternative 3: Eliminated** because of significant impacts to US Government and Airport flight pathways
- **Alternative 4: 3-Level interchange Eliminated** because of significantly higher costs and constructability challenges with no added benefit over Alternatives 1 and 2

Proposed Reasonable Alternatives:

- **No-Build, Alternatives 1 and 2** will be carried forward in the NEPA Alternatives Analysis.
- Each has 1 Variant:
 1. Alt 1 and 2 - **No added ramps** at Rivers Avenue to maintain direct access to I-26
 2. Alt 1A and 2A - **New ramps** maintaining direct access to I-26 at Rivers Avenue (as it is today)

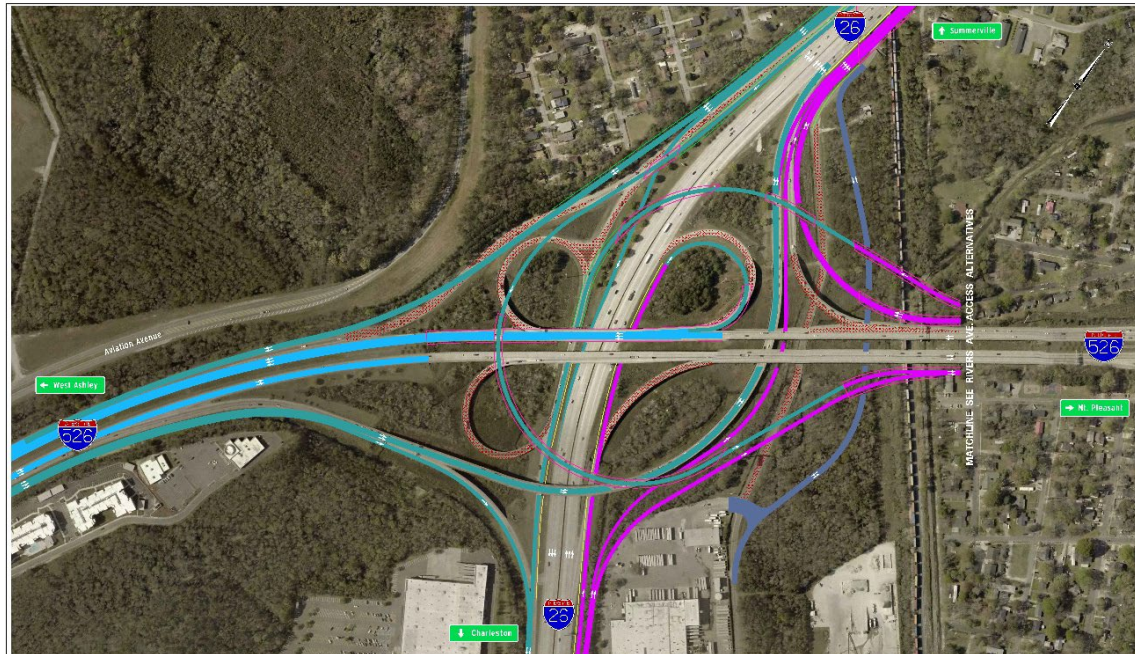
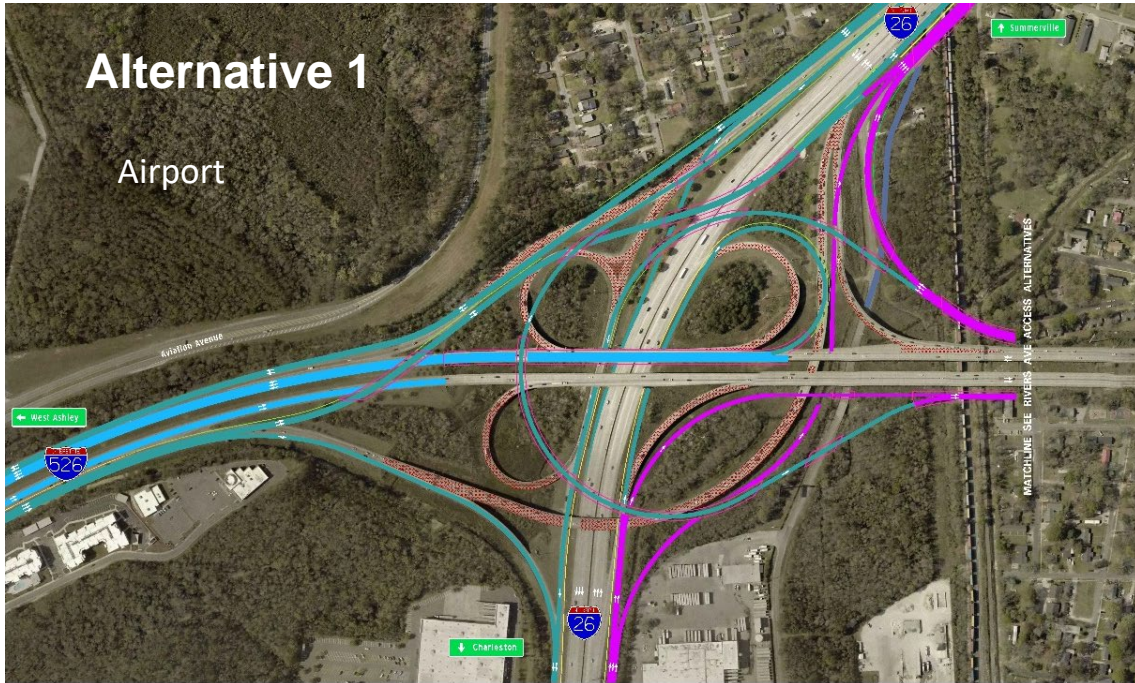
2013 I-526 Corridor Study Preliminary Alternatives



Recommended Alternative Carried Forward

Alternative 1

Airport



I-526 Lowcountry Corridor WEST *Preliminary Alternatives*

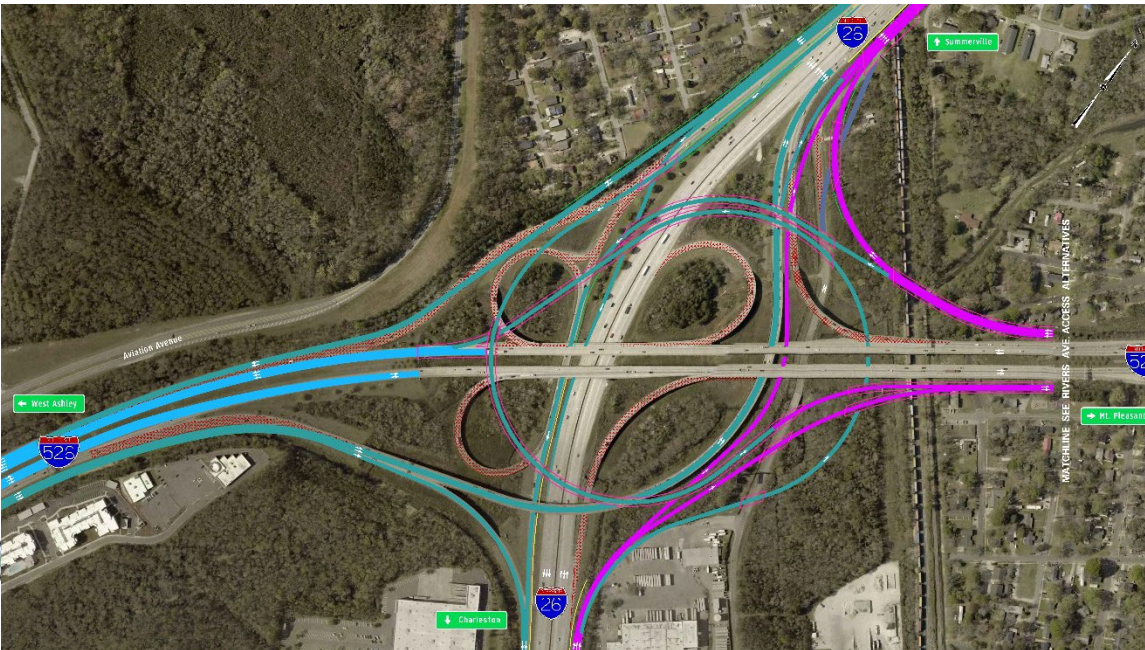
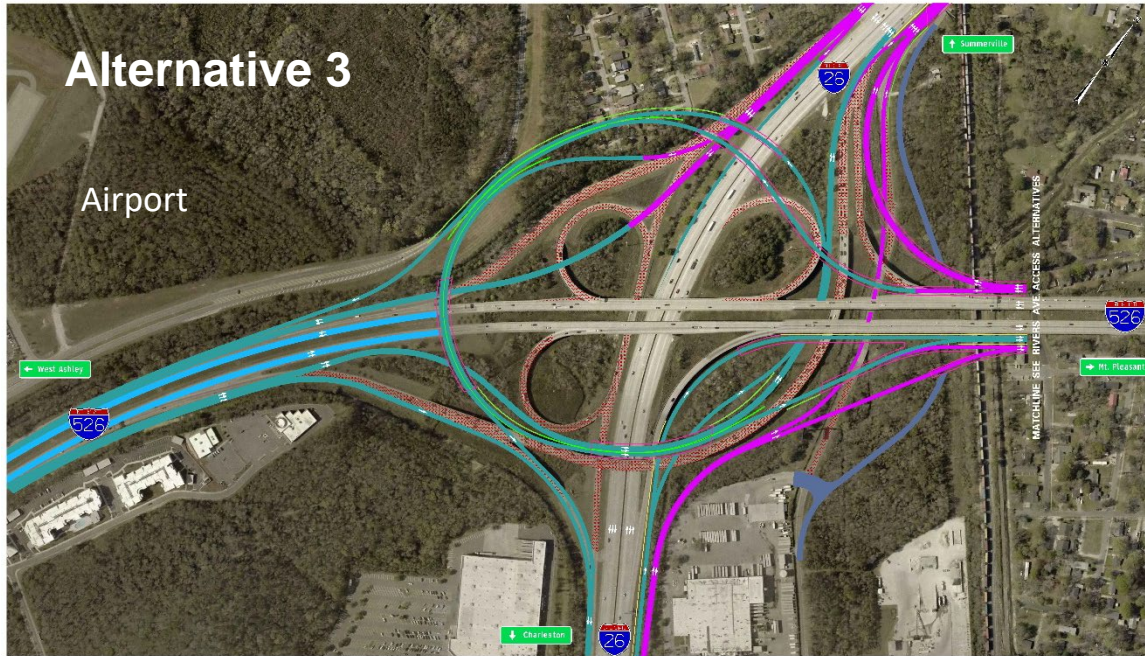
I-526 WEST LCC Alternative 1 – *Semi-Directional Interchange*

- Similar to Alternative 4 from 2013 Corridor Study
- Collector Distributor roads added to north and south side of I-526 through Rivers Ave interchange
- Westbound I-526 to westbound I-26 uses existing directional ramp
- Eastbound I-526 to westbound I-26 directional ramp moved to cross over I-26 north of I-526

I-526 WEST LCC Alternative 2 – *Semi-Directional Interchange with 1 Loop Ramp Retained*

- Similar to Alternative 4 from 2013 Corridor Study
- Collector Distributor roads added to north and south side of I-526 through Rivers Ave interchange
- Westbound I-526 to westbound I-26 uses existing directional ramp

I-526 Lowcountry Corridor WEST *Preliminary Alternatives*



I-526 WEST LCC Alternative 3 – *Semi-Directional Turbine Interchange*

- Alternative 7 from 2013 Corridor Study
- Eastbound I-526 auxiliary lanes between International Boulevard and I-26 replaced with braided ramps

I-526 WEST LCC Alternative 4 – *Semi-Directional with 3 Levels of Ramping*

- Similar to I-526 LCC WEST Alternative 2
- Westbound I-26 to westbound I-526 loop ramp replaced with a directional ramp, creating a 3-level-high interchange

I-526 Lowcountry Corridor WEST

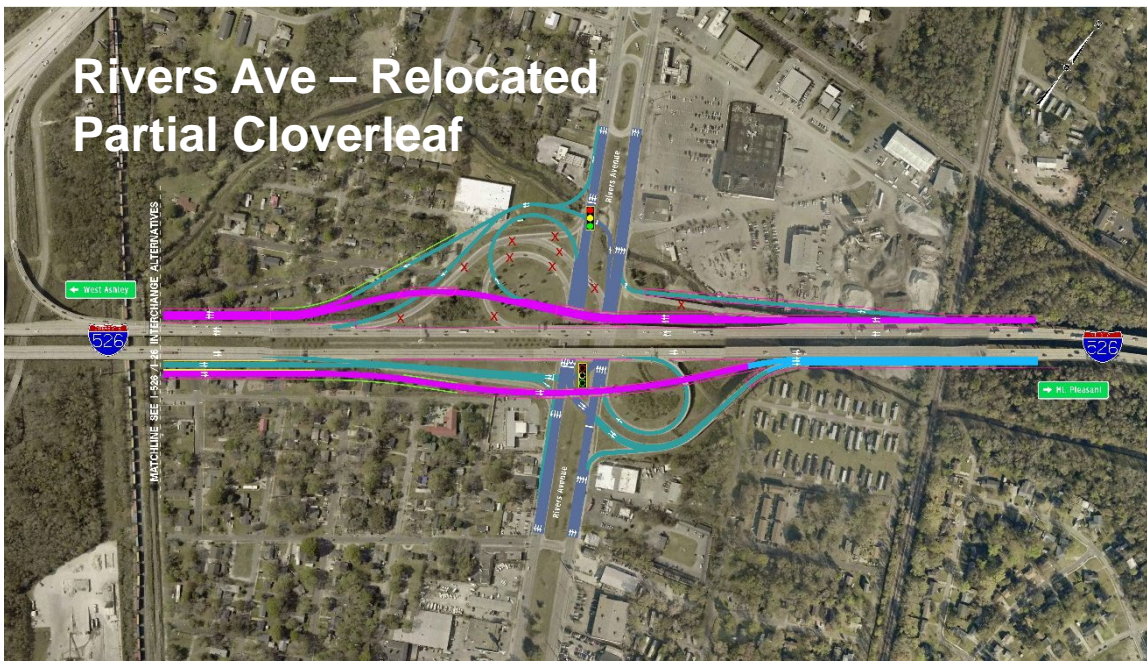
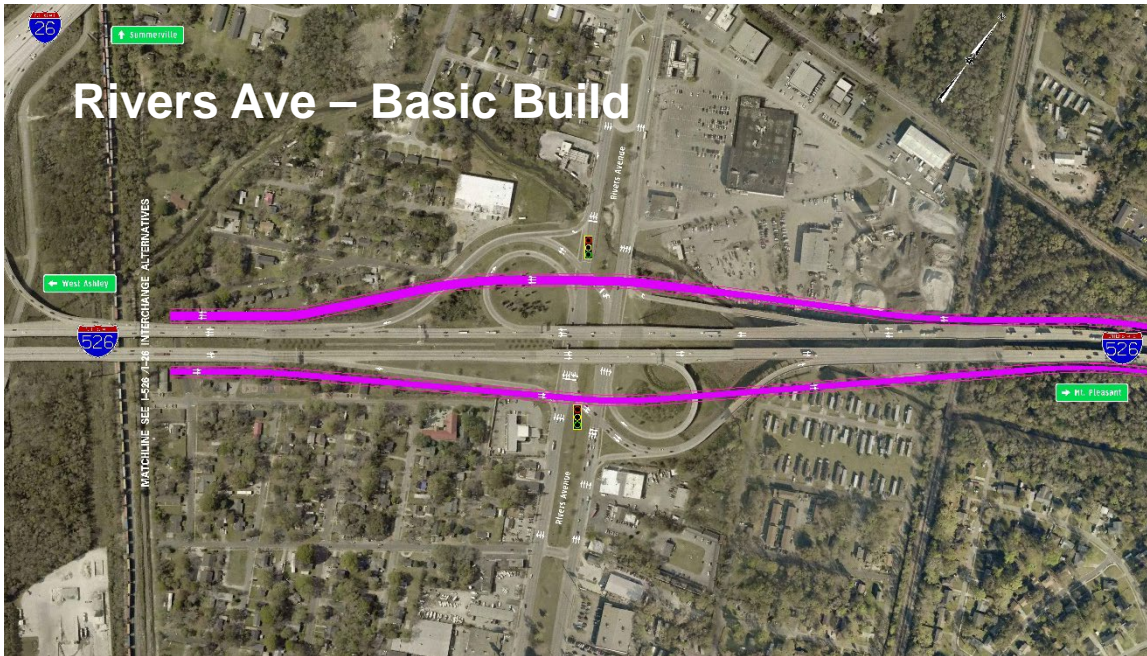
Preliminary Alternatives

Rivers Ave Interchange Alternatives – *Basic Build*

- New I-526 Collector Distributor system is constructed over the existing Rivers Ave interchange
- Direct Access from Rivers to I-26 via I-526 is removed; drivers will now access I-26 from the I-26 @ Remount Interchange to the north or at I-26 at Montague to the south

Rivers Ave Interchange Alternatives – *Relocated Partial Cloverleaf*

- New CD system over Rivers Ave
- Additional ramps constructed between Rivers and Collector Distributor system to maintain access to I-26 via I-526 from Rivers Ave



I-526 LCC WEST

Reasonable Alternatives

Alternative 1



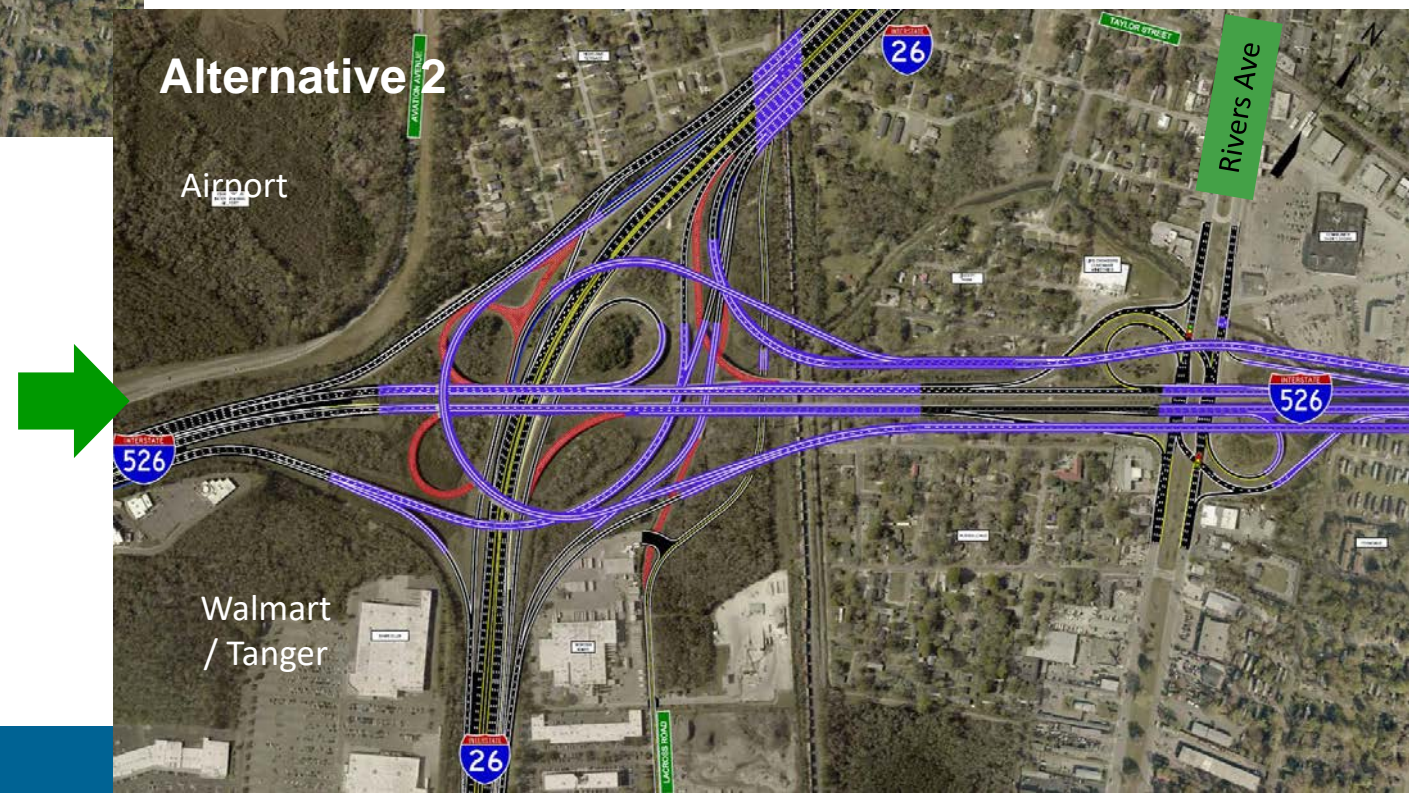
Alternative 1 *Semi-Directional Interchange with Advance EB I-526 to WB I-26 Flyover Ramp*

- New CD system over Rivers Ave
- Access maintained to existing lanes I-526
- Access between Rivers Ave and I-26 via I-526 removed
- I-26 WB to Remount Rd and Aviation Ave utilizes a portion of the existing directional ramp

Alternative 2 *Semi-Directional Interchange*

- Similar to Alternative 1
- Utilizes existing directional ramp for eastbound I-526 to westbound I-26

Alternative 2



Alternative 1A



I-526 LCC WEST

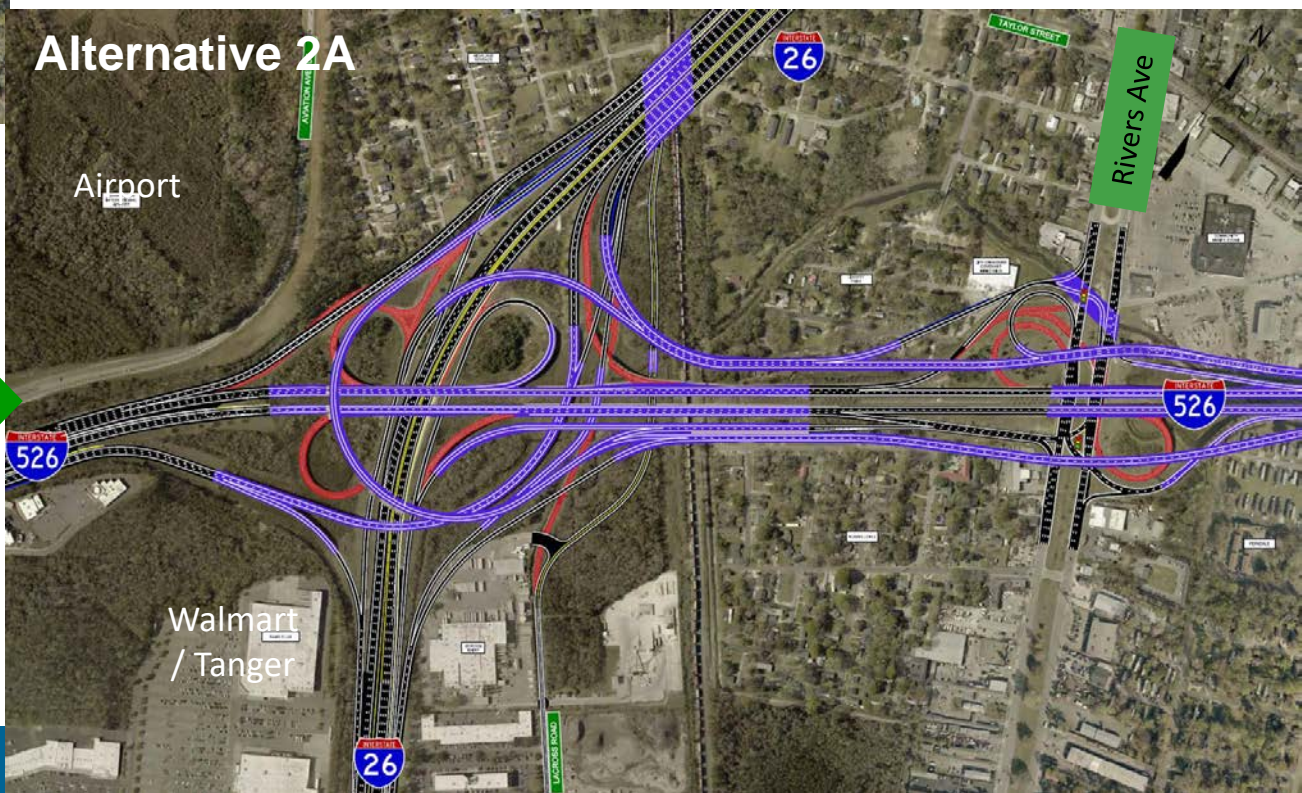
Reasonable Alternatives

Alternative 1A *Semi-Directional Interchange with Advance EB I-526 to WB I-26 Flyover Ramp*

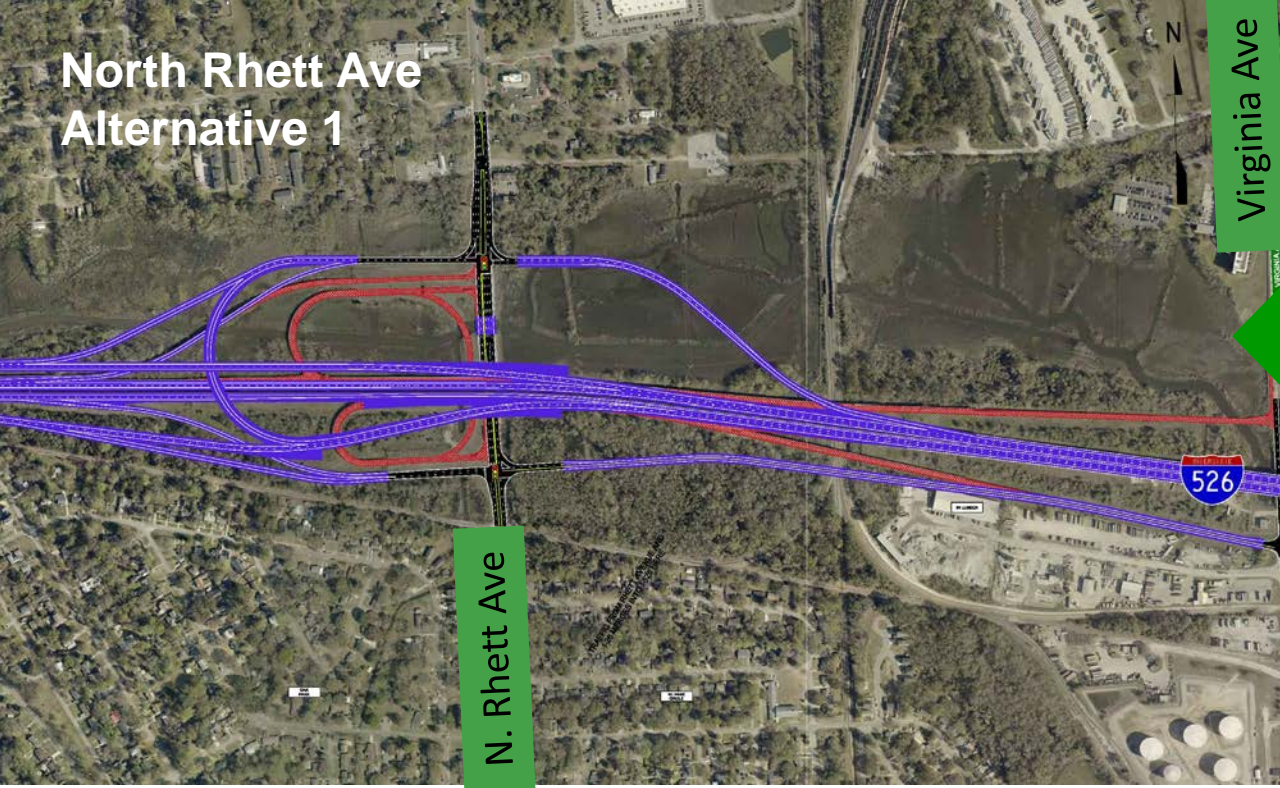
- Similar to Alternative 1 with the same interchange design at I-526/I-26
- Alterations at River Ave to add ramps to allow access to I-26 from Rivers Ave via I-526

Alternative 2A *Semi-Directional Interchange*

- Similar to Alternative 2 with the same interchange design at I-526/I-26
- Alterations at Rivers Ave to add ramps to allow access to I-26 from Rivers Ave via I-526



North Rhett Ave Alternative 1



I-526 LCC WEST *Reasonable Alternatives*

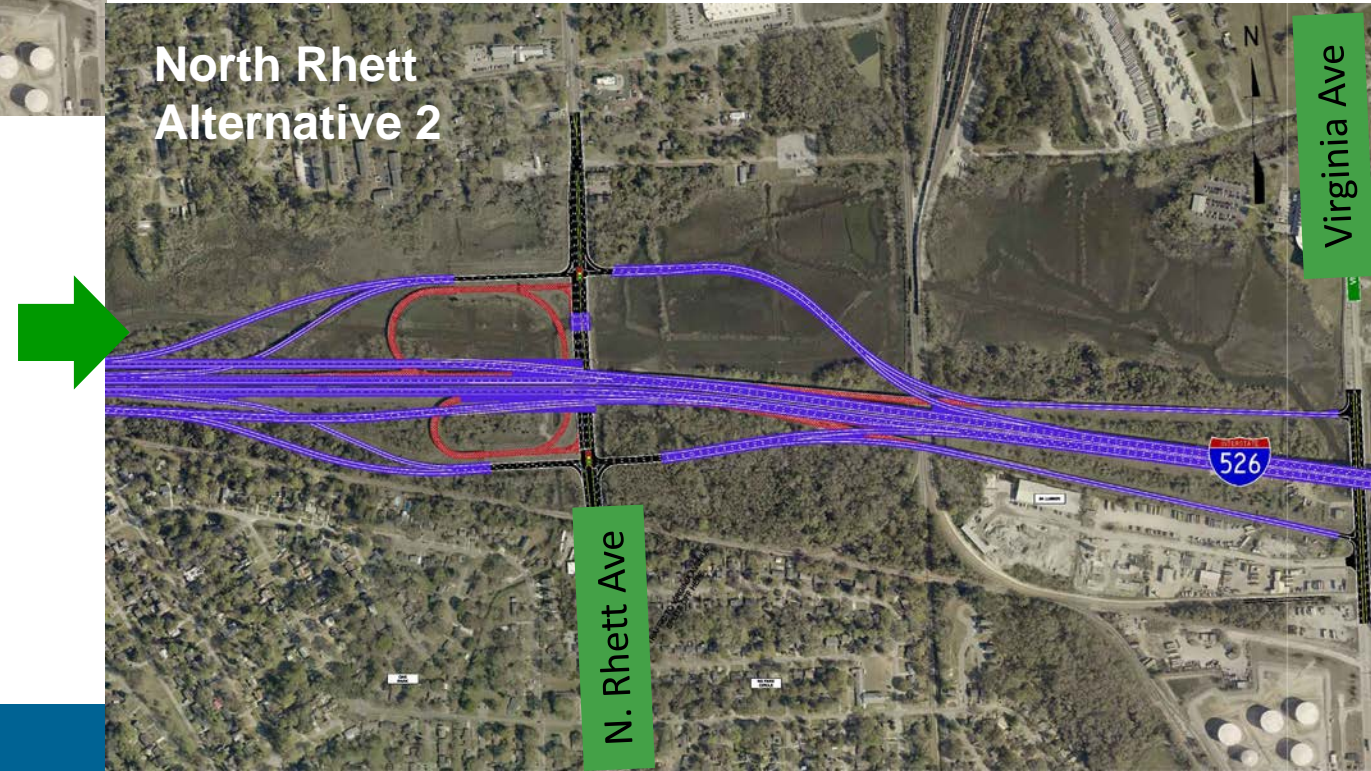
North Rhett Ave Alternative 1

- Provides access from one intersection on N. Rhett Ave to Eastbound & Westbound I-526
- Provides separate, 2-way frontage road between N Rhett & Virginia Avenues
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south & north sides

North Rhett Ave Alternative 2

- Entrance ramps begin at **separate intersections** for eastbound & Westbound I-526
- Provides separate, **1-way** frontage roads on either side of I-526 connecting N Rhett Ave to Virginia Ave
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south and north sides of I-526

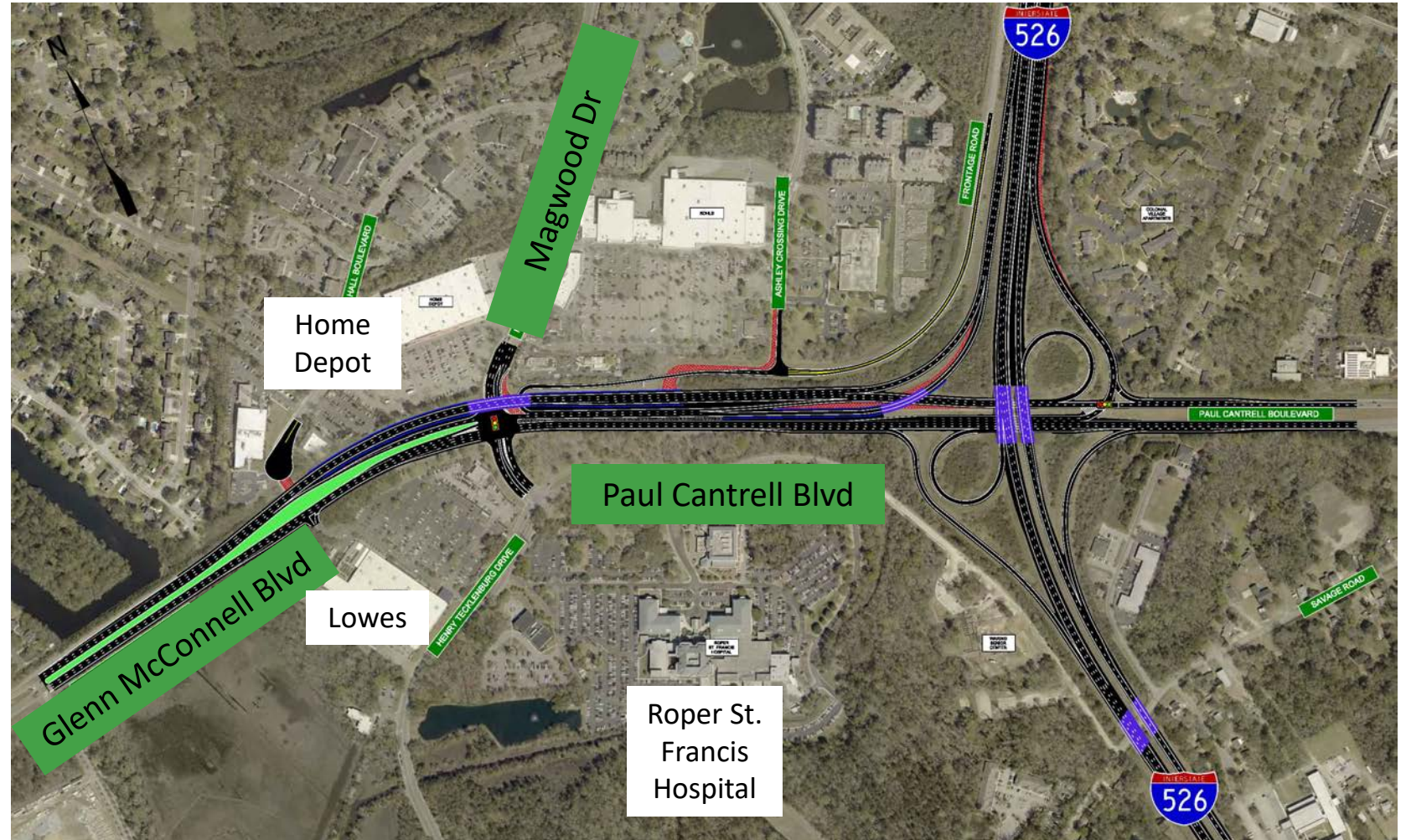
North Rhett Alternative 2



I-526 LCC WEST / Paul Cantrell Blvd

Reasonable Alternative

- New bridge will carry the Westbound lanes of Paul Cantrell Blvd over the intersection with Magwood Dr
- Westbound exit ramp from I-526 to Westbound Paul Cantrell Blvd will be widened and utilize this new bridge to bypass the Magwood intersection





Community Impacts & Public Involvement



Environmental Justice Significant Community Impacts



Right of Way RELOCATION IMPACTS	I-526 WEST Project EJ Impacts	I-526 WEST Project TOTAL
Apartment Units (16 Buildings/Duplexes)	68	68-90
Single Family Homes / Mobile Homes	44	48-67
Parks / Community Centers	2	2
TOTALS	114	159

72% of impacts on 12 miles is in this 1 mile

Environmental Justice

The fair treatment and meaningful involvement of all people **regardless of race, color, national origin, or income** with respect to the development, implementation and enforcement of environmental laws, regulations and policies

FAIR TREATMENT

No group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies

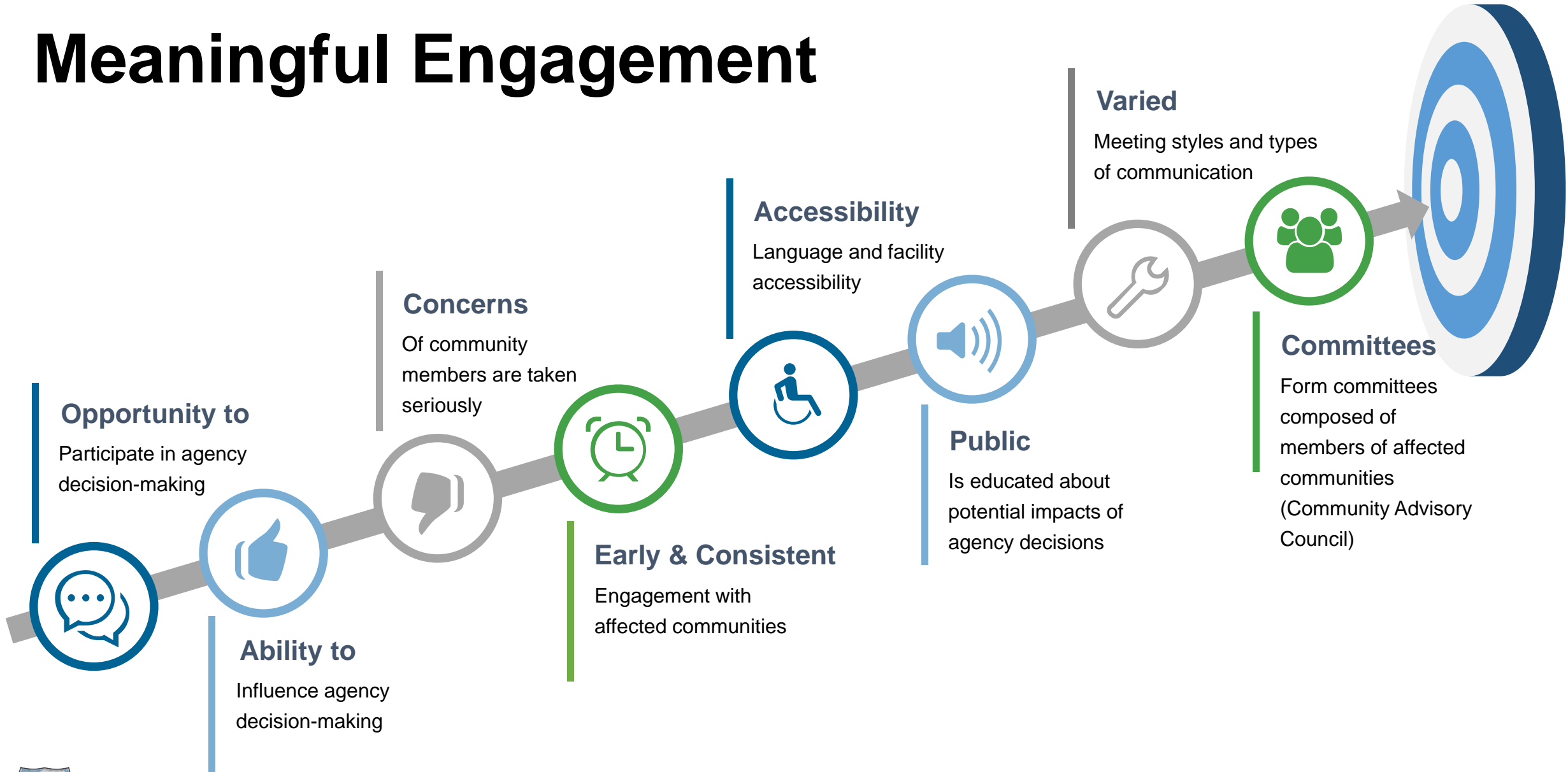


MEANINGFUL ENGAGEMENT

Decision-makers seek out and facilitate the involvement of potentially affected communities so they can participate in the process, help identify community concerns, and influence decisions about activities that may affect their environment and health

Environmental justice is achieved when environmental hazards, investments, and benefits are distributed equally without direct or indirect discrimination and when access to information and participation in the decision-making process is available to all.

Meaningful Engagement



Community Mitigation Plan

Effectively mitigate direct, indirect, and cumulative (/recurring) impacts on EJ communities by **establishing relationships, building trust, and gathering feedback that will inform decisions** on mitigative measures and other aspects of project development



Community Mitigation Strategies

Under Development



Community Office with Outreach Specialists



Community Advisory Council to help assess impacts and drive mitigation planning



Early Right-of-Way phase to identify or create Affordable Housing



Develop Construction Program for Replacement Homes in Community

Community Advisory Council

- First Meeting: September 30, 2019
- Meet approximately monthly
- Members must be residents within the potentially impacted communities



Advise

Help transportation agencies create effective mitigation measures that will benefit your neighborhood



Connect

Share your knowledge, experiences and perspectives



Represent

Your input gives your community a strong voice



Communicate

Help get the word out about public meetings and other project-related information

2019 - 2020 Outreach

To-Date

- Pop-Up Informational Booths at businesses and festivals
- Project Information Boxes
- Updated Website
- Newsletter
- Postcards
- Door Hangers
- Stakeholder Meetings
- Community Advisory Council

**Hotline
Now
OPEN!**



866.632.5262



Public Involvement Opportunities

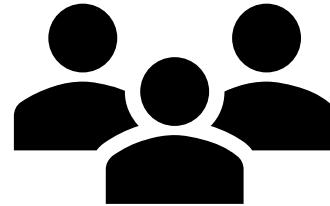
Happening now!



5 Community Drop-Ins

Small groups in potentially affected communities

Tonight! Citadel Mall 5-8pm



Public Information Meeting

Larger Meeting; Drop-in, informal style; Project team available to answer questions & hear concerns

Nov 21, 2019 | 11am-7pm
Charleston Area Convention Center



Virtual Meeting

Unable to attend in person? Join us online.

Nov 21 – Jan 4, 2019
526lowcountrycorridor.com

Community Office

NOW OPEN!

**Meet one-on-one with the project team on
YOUR schedule in YOUR community**

- Informal, no pressure environment
- Review materials in-depth with project team
- Talk with right-of-way experts
- Hours designed to fit the community's schedule



**5627 Rivers Avenue
North Charleston**

***Open House
December 2019!***

New Video: Understanding the Right-of-Way Process

On website under “project resources”





EAST Updates





I-526 Lowcountry Corridor East

Project Termini

**Virginia Avenue
North Charleston**

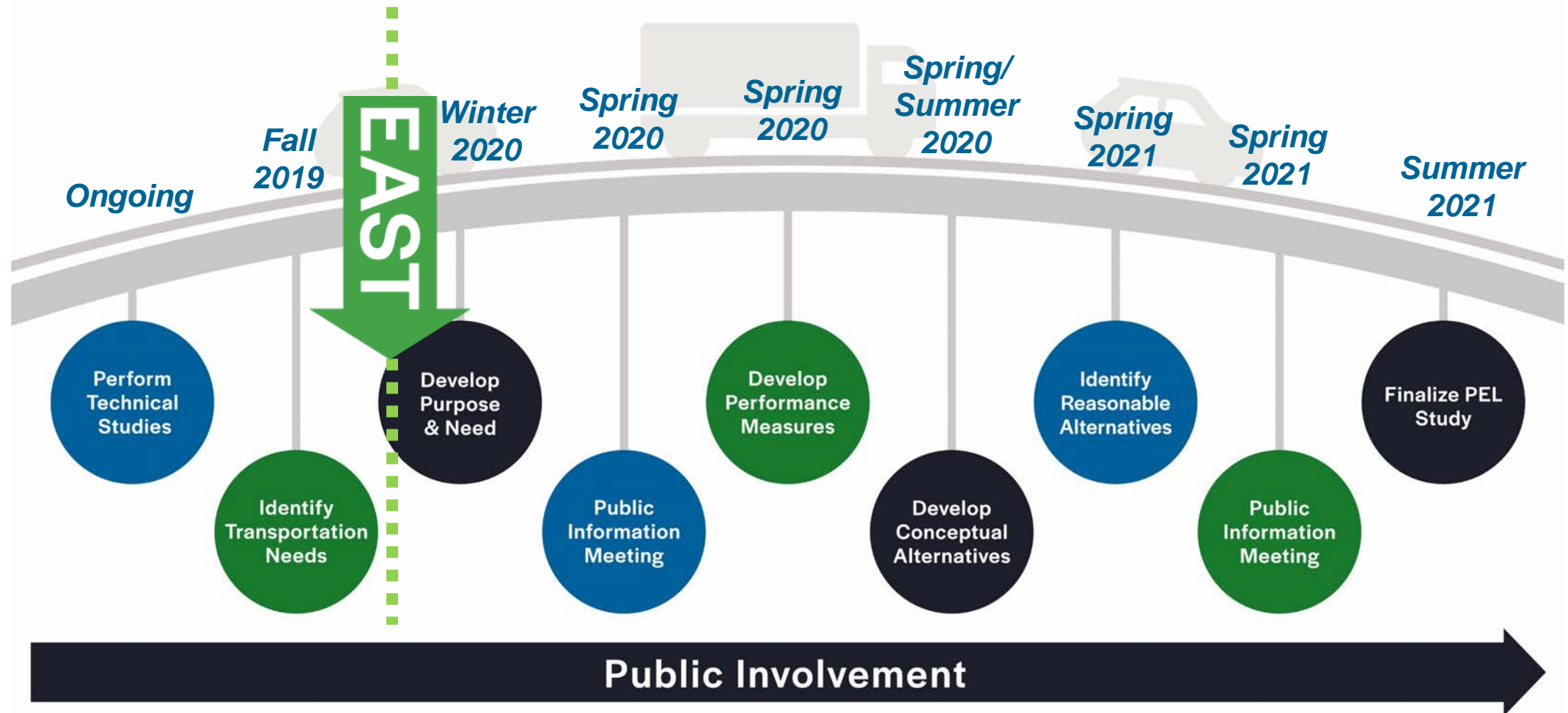


**Bowman Road
Mount Pleasant**



PEL Process

Planning & Environment Linkages Study



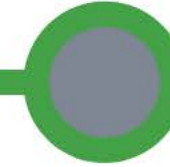
Where have we been? Where are we going?

2019



Public Involvement

2020



- ✓ Traffic Analysis –
Underway
- ✓ Survey data collection –
Underway
- ✓ Environmental Studies –
Underway
- ✓ Bridge and Roadway
Feasibility Analysis –
Underway
- ✓ Agency Coordination

- ✓ Agency Coordination
- ✓ Purpose & Need
- ✓ Public Info Meeting – Spring
- ✓ Stakeholder Meetings

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



866.632.5262 (toll free)



Joy Riley, PE, DBIA
SCDOT
Project Manager



STAKEHOLDER MEETING

Date: November 19, 2019

Time: 10 am – 11:30am

Location: Charleston Metro Chamber of Commerce - Boardroom
4500 Leeds Avenue
North Charleston, SC 29405
ADA Compliant

Attendees:

Name	Affiliation
Danny Thrower	Berkeley County
Hampton Lee	SCPA
Daniel Nead	Senator Graham's Office
Kaylam Koszela	Representative Joe Cunningham's Office
Katie Zimmerman	Charleston Moves
Penny Benton	Tanger Outlet Centers
Jeff Heatley	CodeLynx
Steve Kemp Jr.	SC Ports Authority
James Johnson	NAN
John Singletary	NAN
Steve Thigpen	Charleston County
Christie Rainwater	Mayor of Hanahan
Kathy Crawford	Senator Tim Scott
Juergen Goehner	Zeltwater
George Ramsey	Charleston Metro Chamber of Commerce
Beverly Gadson Birch	NAN
Michael Mathis	City of Charleston
Brent Jonas	Charleston Regional Development Alliance
Omar Muhammad	LAMC

Meeting Objectives:

- Provide an update to the I-526 LCC stakeholders regarding the WEST project:
 - Provide a deeper dive into the proposed reasonable alternatives and what they can expect to learn at the Public Information meeting
 - Encourage them to invite their constituents/stakeholders to the public meeting
- Provide an update to the I-526 LCC stakeholders regarding the EAST project – schedule and draft purpose and need

Agenda:

1. Welcome
2. Presentation
 - a. Update on I-526 LCC WEST
 - i. Project Background
 - ii. Where we've been
 1. Alternatives Evaluation Funnel
 2. Traffic Analysis
 3. Deeper dive into the Alternatives
 4. Community Impacts & SCDOT's plan to develop mitigation plan
 - iii. What's going on/Where we're going with Public Involvement
 1. New office, hotline, upcoming meetings; recent community meetings
 - b. Update on I-526 LCC EAST
 - i. Where we've been
 1. Overview of Planning & Environment Linkages (PEL) Study Process
 2. Surveys, Bridges, Traffic, Environmental
 - ii. Where we're going
 1. Brief highlights
 - c. Questions/Contact
3. Closing

Questions:

1. Does SCDOT have a plan to move the widening out of the predominately African American communities?
 - a. SCDOT has looked at many alternatives to widening the interstate, including alternative modes of transportation and alternative routes.
2. Are you evaluating the cost-benefit considering the number of people who are in these affected communities who do not have cars?
 - a. The community impact assessment will look at the costs associated with that. We will also look at other ways to mitigate impacts. That could include enhancements to transit. Looking at how communities were previously bisected, there may be a need to make better connections across communities such as roadways and pathways. It will be up to the community to tell us what would help mitigate.
 - b. There is always a no-build alternative.
3. Why is there always a disproportionate impact to African American communities? There is not enough black representation from the communities being impacted. How is right-of-way (ROW) acquisition handled?
 - a. A discussion was had regarding the ROW process and rights of both property owners and renters. One key takeaway is that the SCDOT ROW process is not based solely on the value of the home, but it is based on the costs of the relocation. SCDOT has also opened a community office near the impacted communities in order to enhance engagement with the impacted communities. SCDOT has also formed a Community

Advisory Council comprised of impacted community residents in order to engage the community in the project decision making process.

4. Along with the Bus Rapid Transit (BRT), how does this impact our communities?
 - a. SCDOT is closely coordinating with the BRT project as their route will come right under I-526. Whatever we do on the I-526 LCC project should enhance what they're doing with the BRT project.
5. Has the traffic generation been broken down further into numbers of families or individuals impacted? As part of that impact statement, are you quantifying market loss due to loss of productivity?
 - a. The traffic studies do account for those users of the roadways including businesses and commuters in order to account for the travel demands. However, this may not be broken down into explicit numbers of families or individuals, it is broken down into daily users of the roadway.
6. Would Glenn McConnel be staged earlier in the process?
 - a. SCDOT has set some priorities and will set others as we go. The project will be phased. The top priority for the project is the I-526/I-26 interchange because it effects the entire corridor and widening outside of that will not help unless this interchange has first been improved.
7. How have the Community Advisory Council (CAC) members been selected?
 - a. CAC members must live within the impacted community. The CAC was formed by reaching out to community leaders, such as those found in the local churches, to identify and reach out to the people who live in those communities. SCDOT is still open to accepting members, therefore, if you know people, let us know. We want it to be representative of people in the communities.
8. How do we know what a renter's entitlement is?
 - a. Every situation is unique. We advise those who think they may be impacted to come to the Community Office and speak one-on-one with a Right-of-Way expert. SCDOT wants to ensure people are informed about their rights and eligibility so they do not get taken advantage of.
9. Within the 31 communities that would be impacted, the City of North Charleston rezoned all the properties that were zoned commercial or multifamily that was owned by African Americans. Now, SCDOT purchases the property at a lesser value. That sucks \$3 million out of the African American community. Some were not rezoned. Unfortunately, those are owned by whites. How will SCDOT rectify those who have been rezoned so that they get enough to stay in the City?
 - a. Through the appraisal process, we can take any information into consideration that the property owner provides.



DRAFT

LOWCOUNTRY CORRIDOR

July 13, 2020 Stakeholder Meeting
Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





Project Background

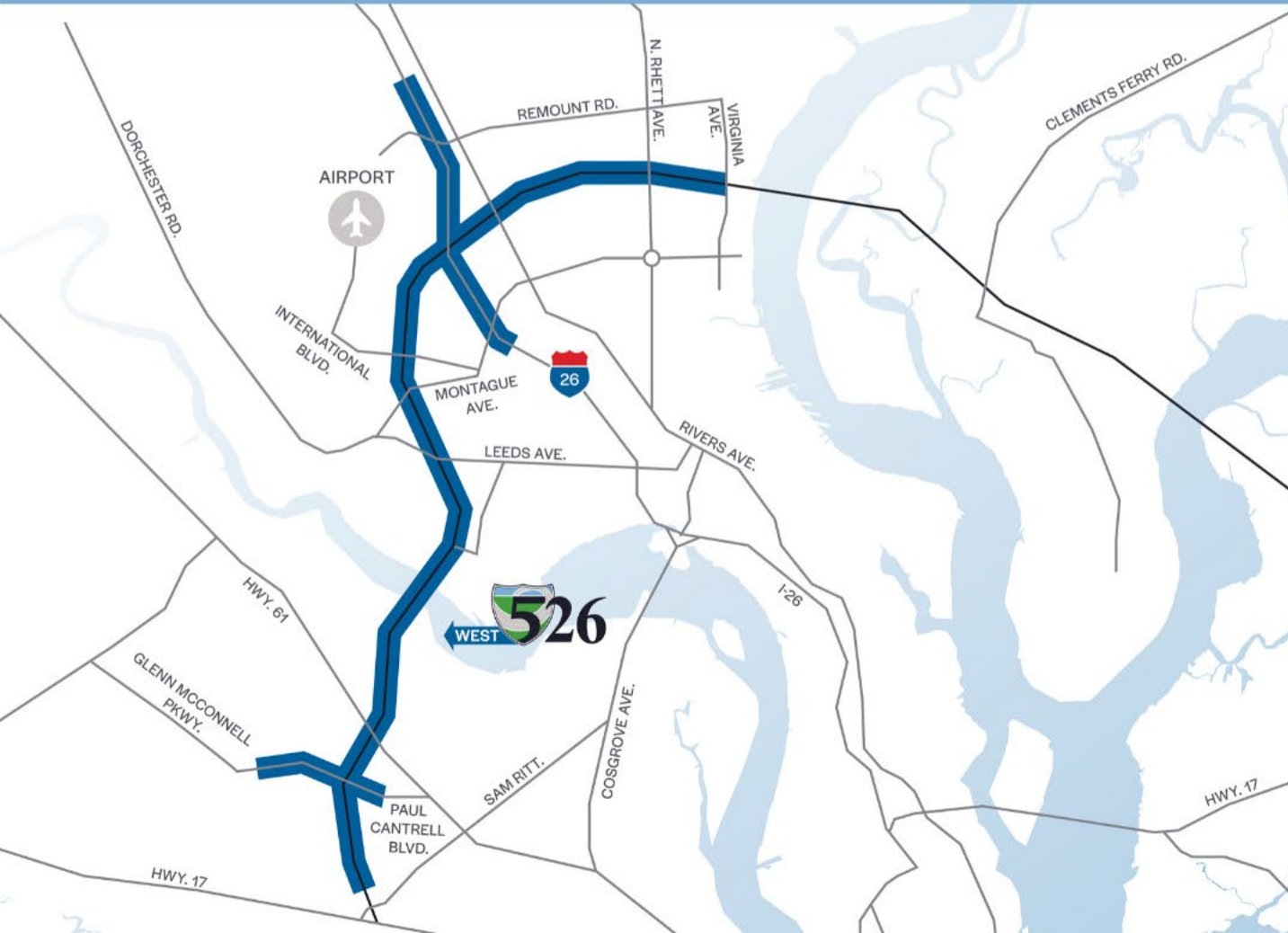
An Environmental Impact Statement



WEST 526 LOWCOUNTRY CORRIDOR



WEST PROJECT



I-526 Lowcountry Corridor WEST

Project Termini

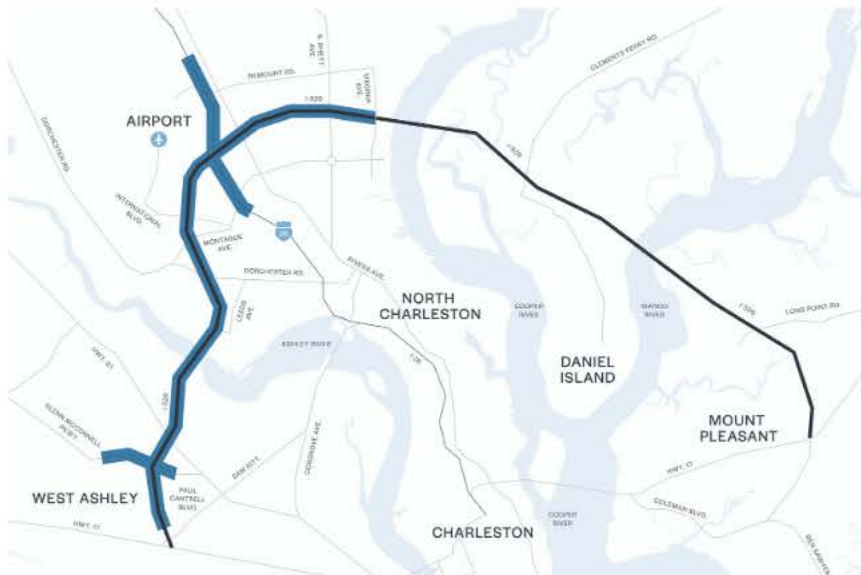
**Virginia Avenue
North Charleston**



**Paul Cantrell Boulevard
West Ashley**

Project Purpose

What is the reason for this project?



↑
Increase Capacity at the I-26/I-526 interchange
and along the I-526 mainline

— thereby —

↑
Improving Operations at the I-26/I-526 interchange
and along the I-526 mainline from Virginia Avenue
to Paul Cantrell Boulevard

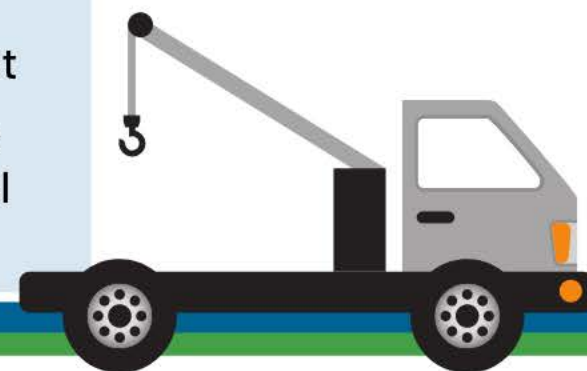
Project Need: Why?



I-526 is one of South Carolina's most congested interstate segments

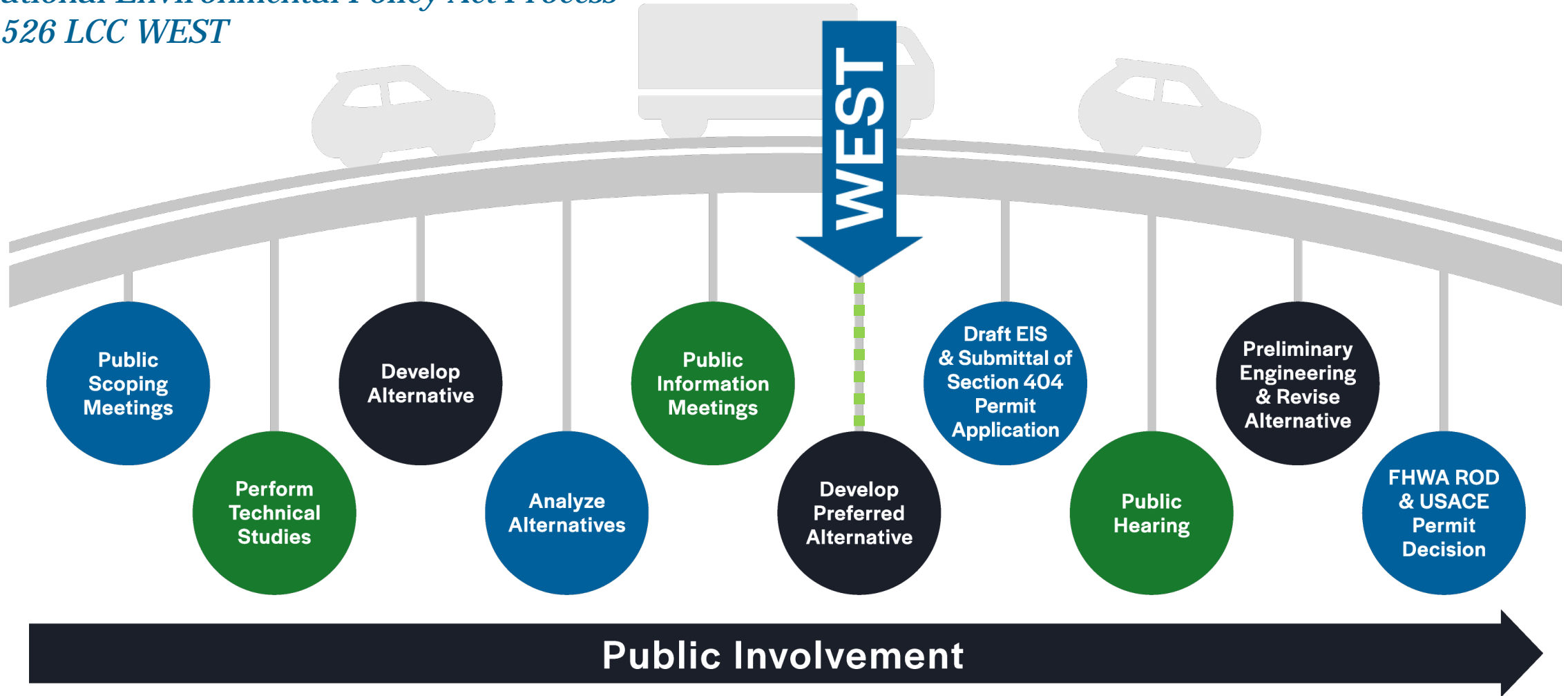
Congestion

#2: 2035 CHATS LRTP
#6: SCDOT Interstate Capacity List
Top 20 most congested interstate segments (SCDOT 2014 Multimodal Transportation Plan)



NEPA Project Development Process

National Environmental Policy Act Process
I-526 LCC WEST



Stop & Pause for Questions

*Type in the chat box or
“raise your hand”*





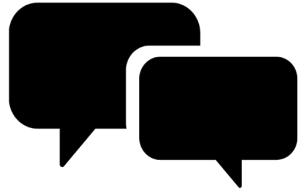
Public Involvement

Fall 2019 Efforts & Outcomes



Public Involvement Opportunities

Fall 2019 Efforts & Reach

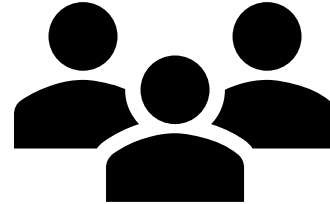


5 Community Drop-Ins

Small groups in potentially affected communities

Early Nov 2019

188 People



Public Information Meeting

Larger Meeting; Drop-in, informal style; Project team available to answer questions & hear concerns

Nov 21, 2019 | 11am-7pm
Charleston Area Convention Center

223 People



Virtual Meeting

All materials available online

**Nov 21 2019 –
Jan 31, 2020**

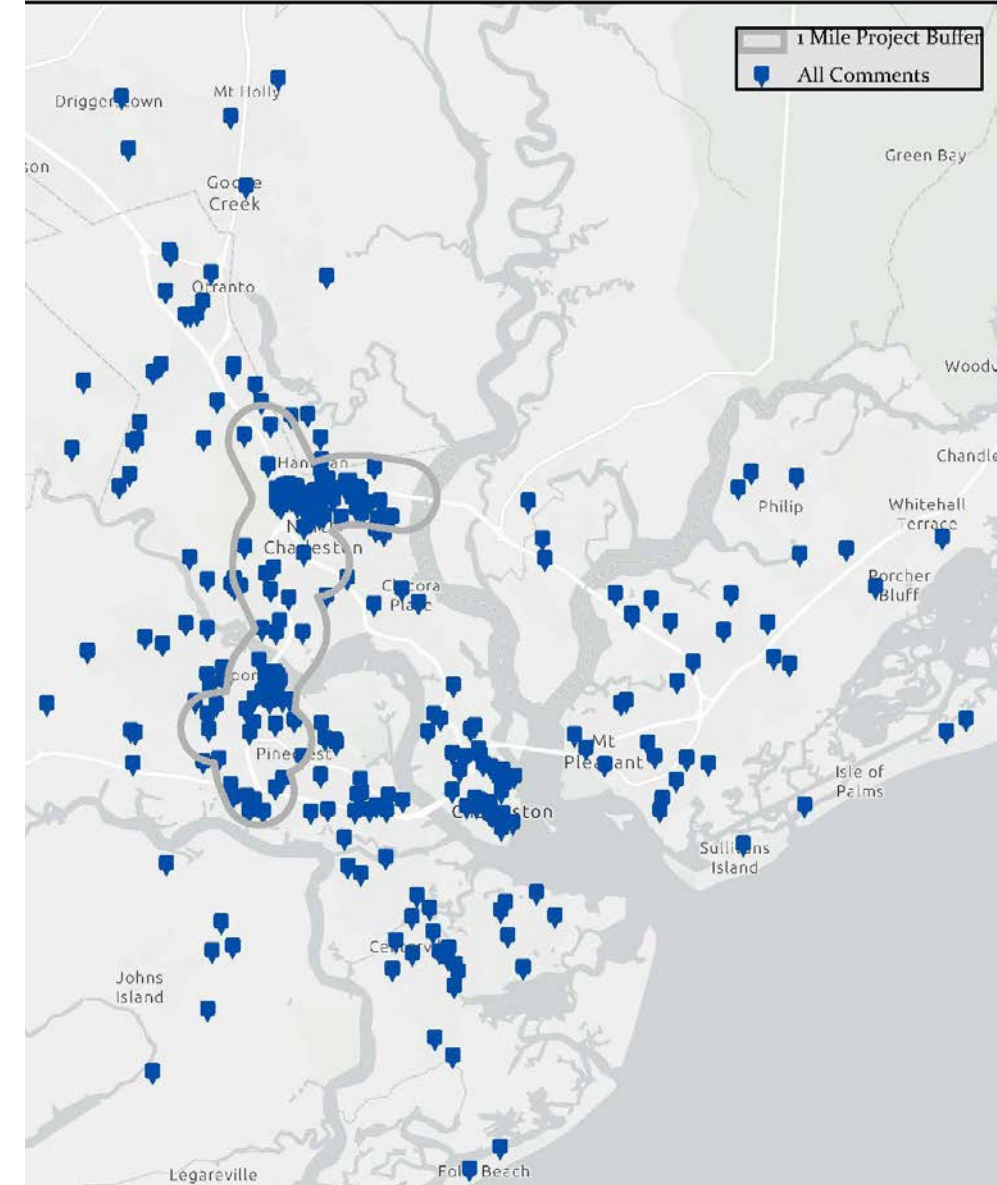
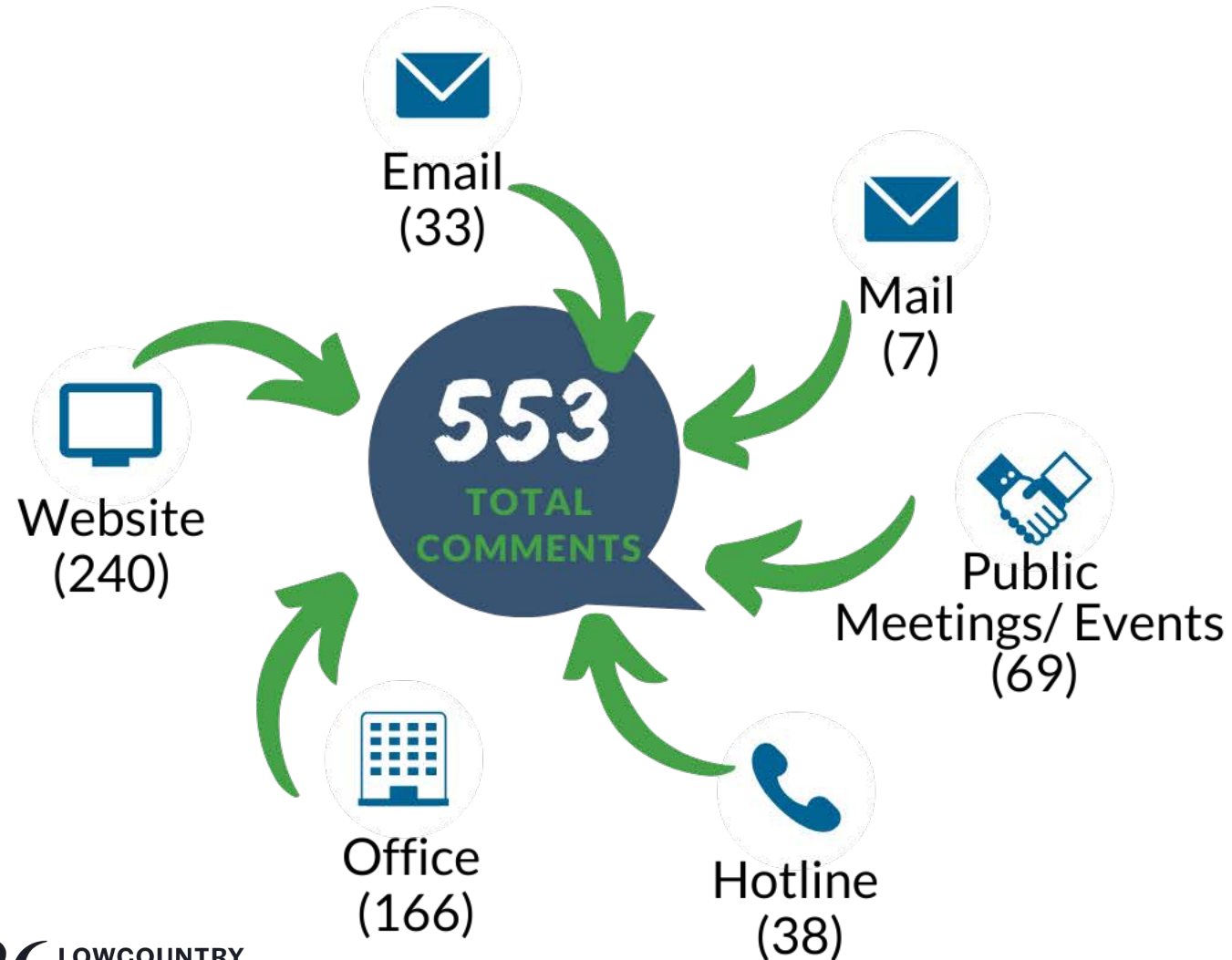
526lowcountrycorridor.com

6,000 Pageviews

Fall 2019 Public Comments

I-526 LCC WEST All Public Comments

November 7, 2019 – January 31, 2020



Fall 2019 Public Comments

I-526 LCC WEST Public Information Meeting Comments
November 7, 2019 - January 31, 2020

What We Heard

553
Total Comments

35%

Concerned with
Right-of-Way
Impacts



15%

Concerned with
Preserving the
Natural Environment



17%

In Favor of
Transit



12%

Concerned with
Noise Impacts



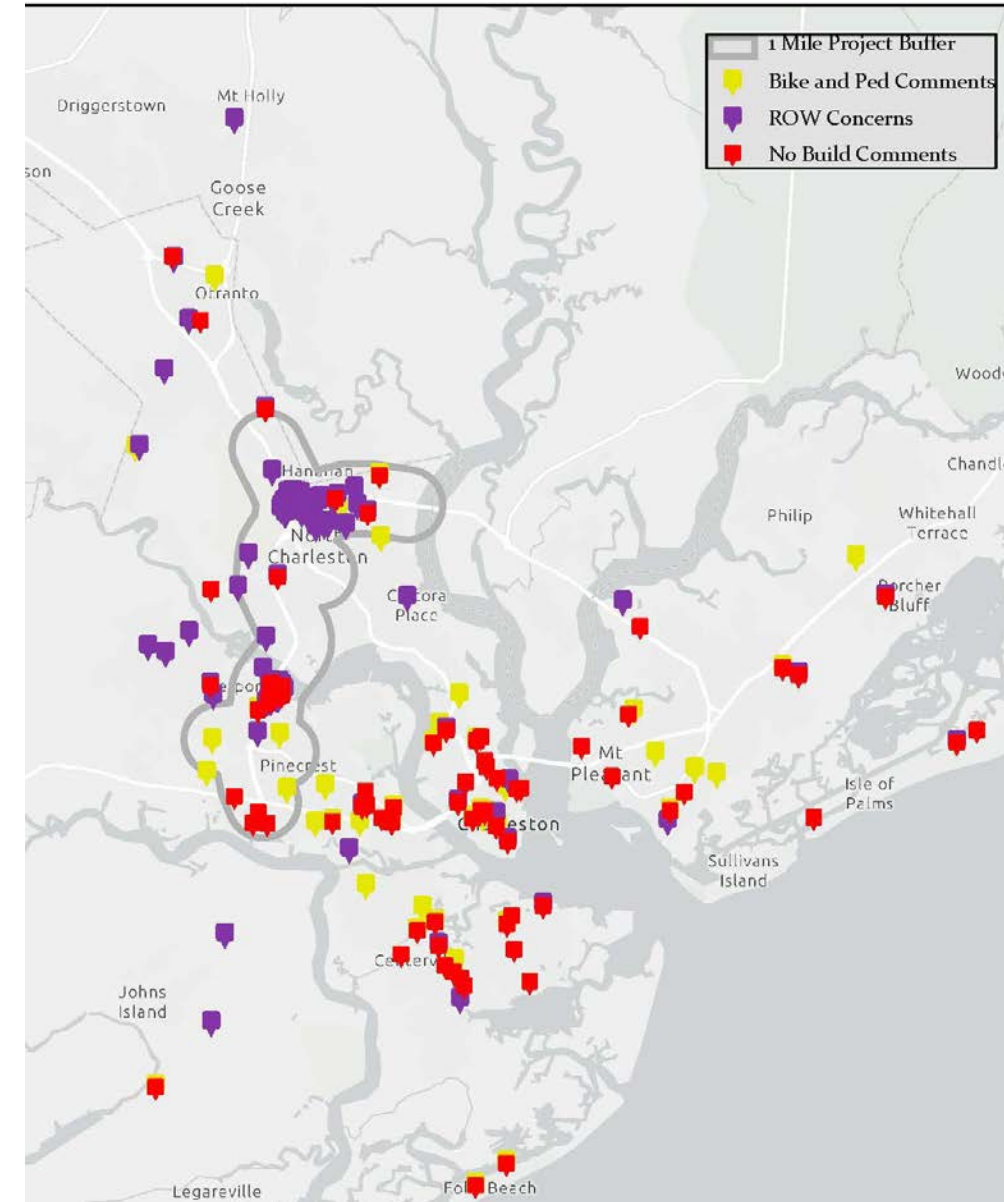
11%

In Favor of Bike/
Ped Lanes



16%

In Favor of
"No-Build"



Fall 2019 Public & Agency Comments

North Rhett Avenue/I-526 Alternatives Concerns

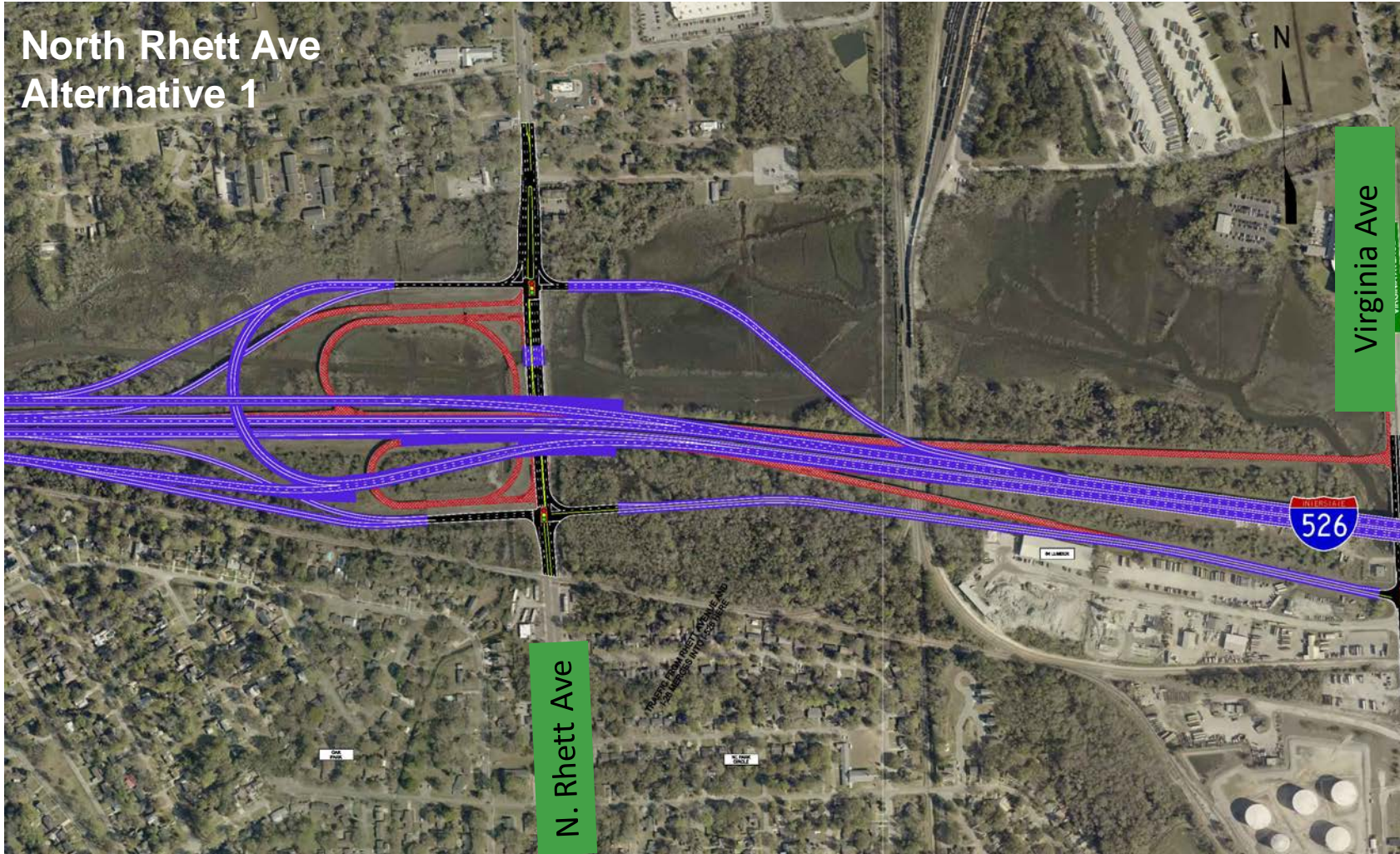
Volume of trucks required to go through North Rhett Avenue instead of directly onto I-526

Infrastructure investments by Joint Base Charleston to redirect truck traffic to Virginia Avenue

Potential growth at the North Charleston Port Terminal

Reasonable Alternatives

North Rhett Avenue/I-526



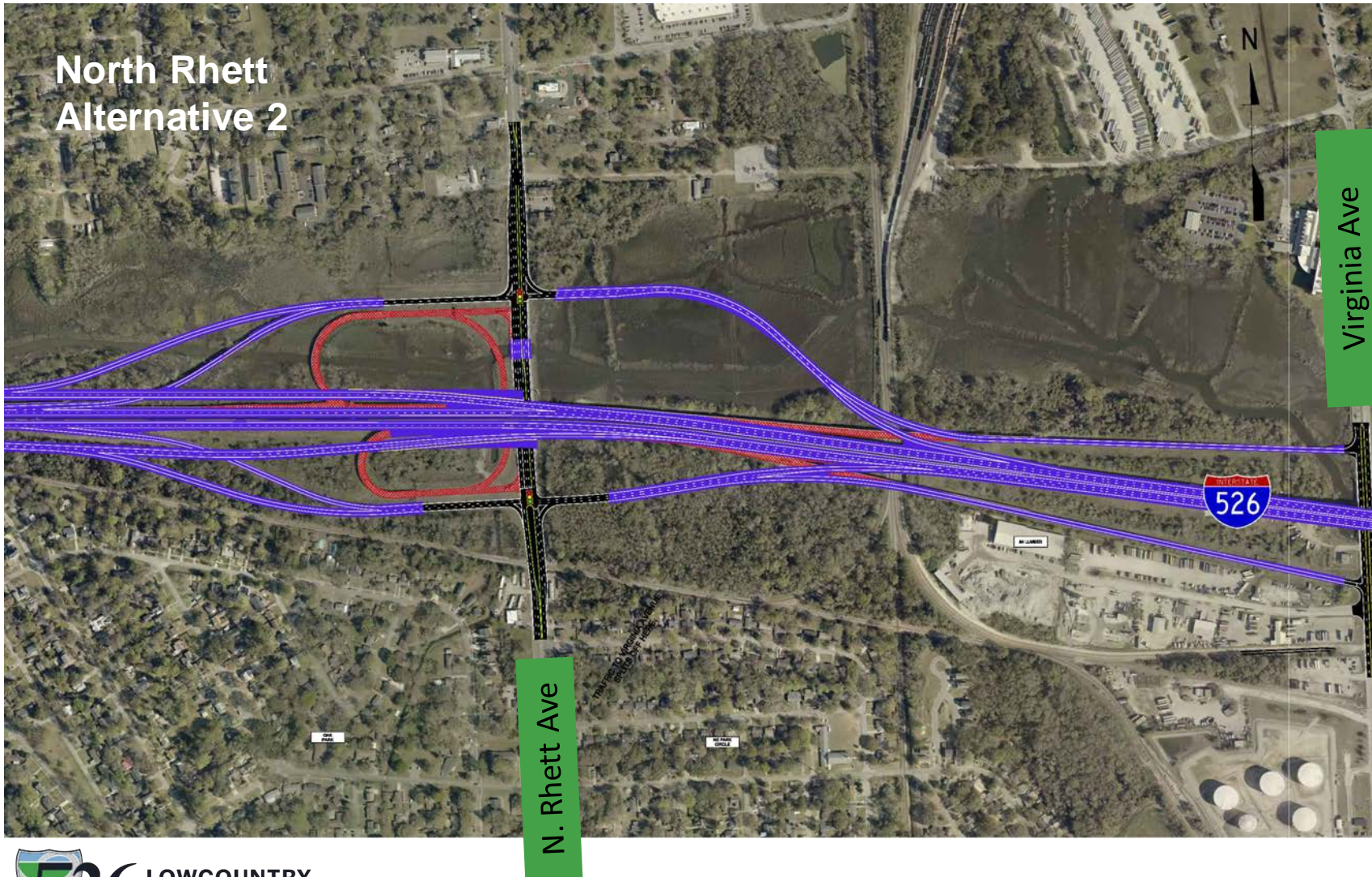
North Rhett Ave
Alternative 1

North Rhett Ave Alternative 1

- Provides access from **one intersection** on N Rhett Ave to Eastbound & Westbound I-526
- Provides separate, **2-way** frontage road between N Rhett & Virginia Avenues
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south & north sides

Reasonable Alternatives

North Rhett Avenue/I-526



North Rhett Ave Alternative 2

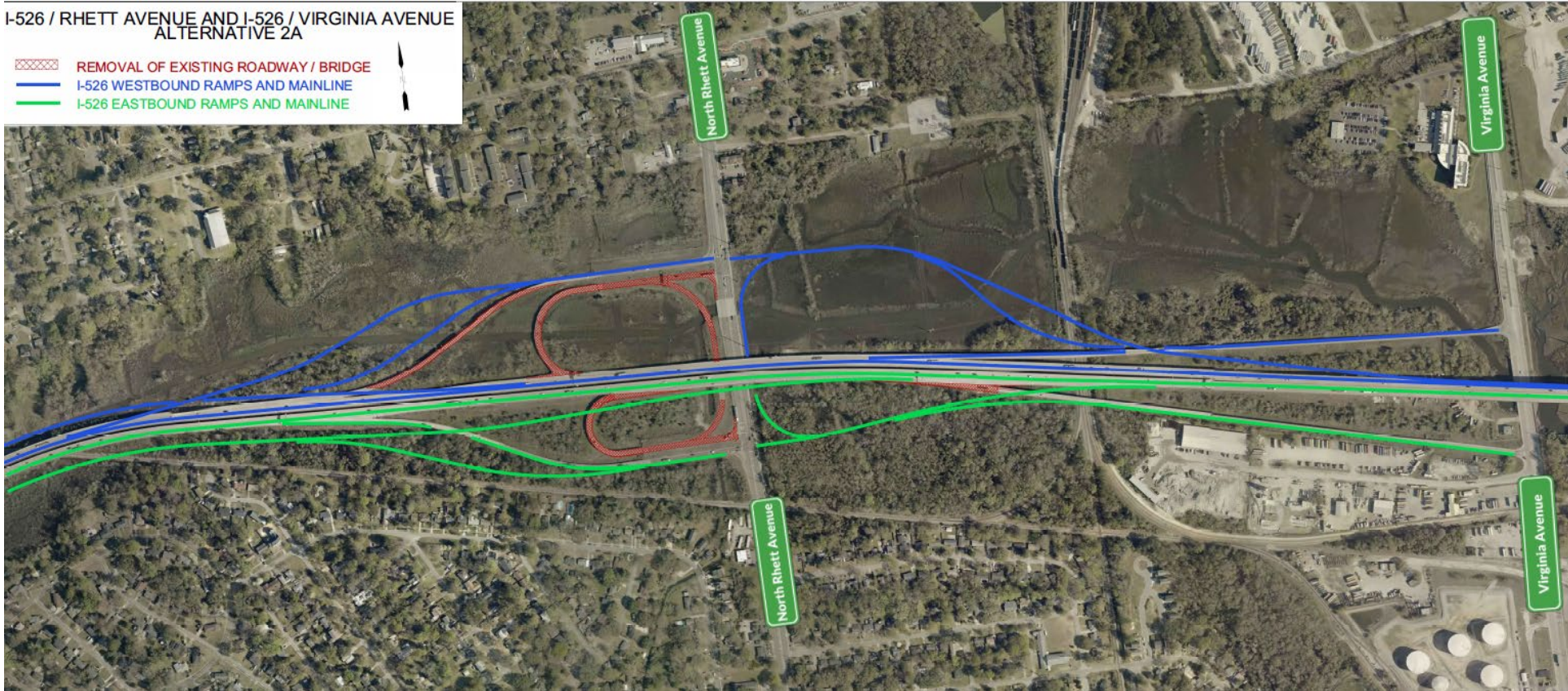
- Entrance ramps begin at **separate intersections** for eastbound & Westbound I-526
- Provides separate, **1-way** frontage roads on either side of I-526 connecting N Rhett Ave to Virginia Ave
- Exit ramps from Eastbound & Westbound I-526 terminate at intersections on the south and north sides of I-526

Addressing Concerns

North Rhett Avenue/I-526 Alternatives – New Alternatives

I-526 / RHETT AVENUE AND I-526 / VIRGINIA AVENUE
ALTERNATIVE 2A

- REMOVAL OF EXISTING ROADWAY / BRIDGE
- I-526 WESTBOUND RAMP AND MAINLINE
- I-526 EASTBOUND RAMP AND MAINLINE



North Rhett Ave Alternative 2A

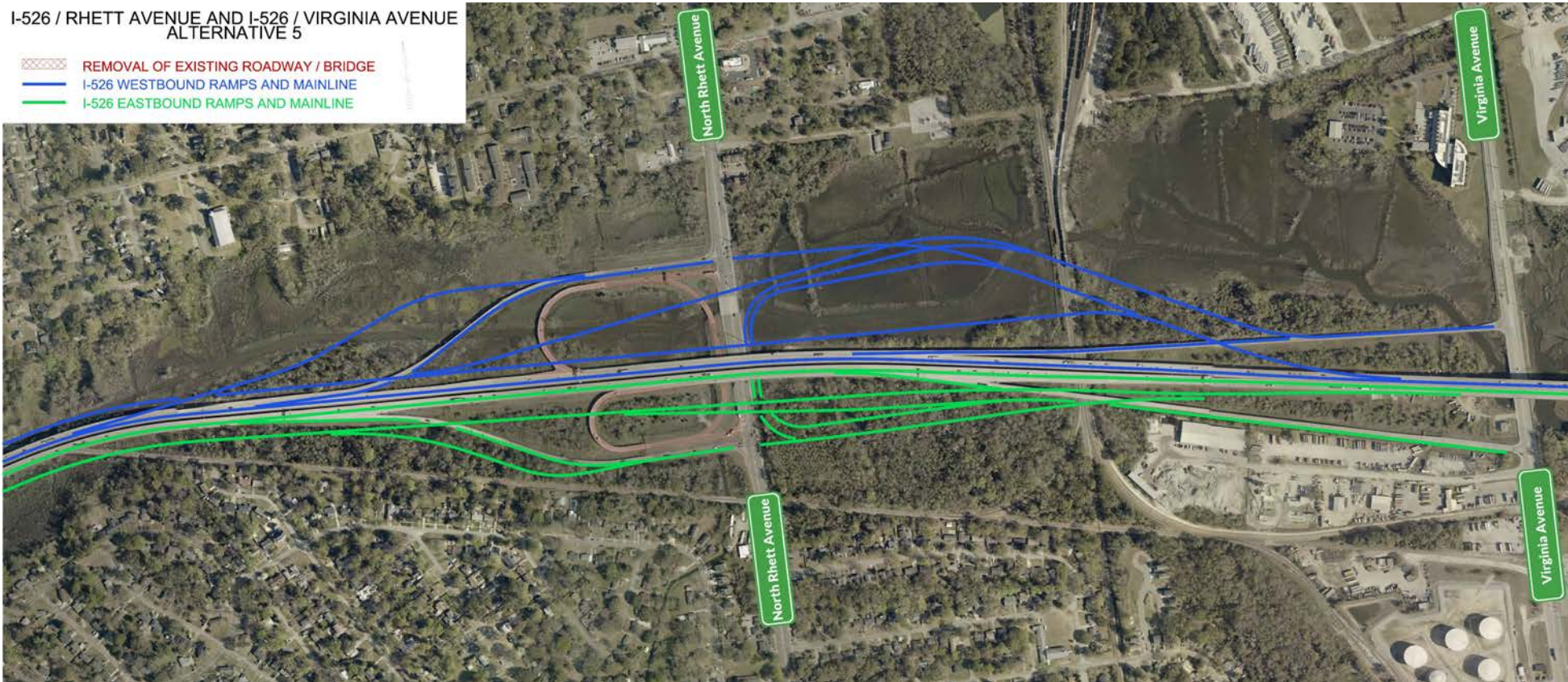
- Restores direct access from Virginia to I-526 Westbound
- Streamlines access from Virginia to I-526 Eastbound by adding Texas U-turn
- Vehicles travelling I-526 Eastbound & Westbound go through N Rhett Intersection to access Virginia Ave

Addressing Concerns

North Rhett Avenue/I-526 Alternatives – New Alternatives

I-526 / RHETT AVENUE AND I-526 / VIRGINIA AVENUE
ALTERNATIVE 5

-  REMOVAL OF EXISTING ROADWAY / BRIDGE
-  I-526 WESTBOUND RAMPS AND MAINLINE
-  I-526 EASTBOUND RAMPS AND MAINLINE



North Rhett Ave Alternative 5

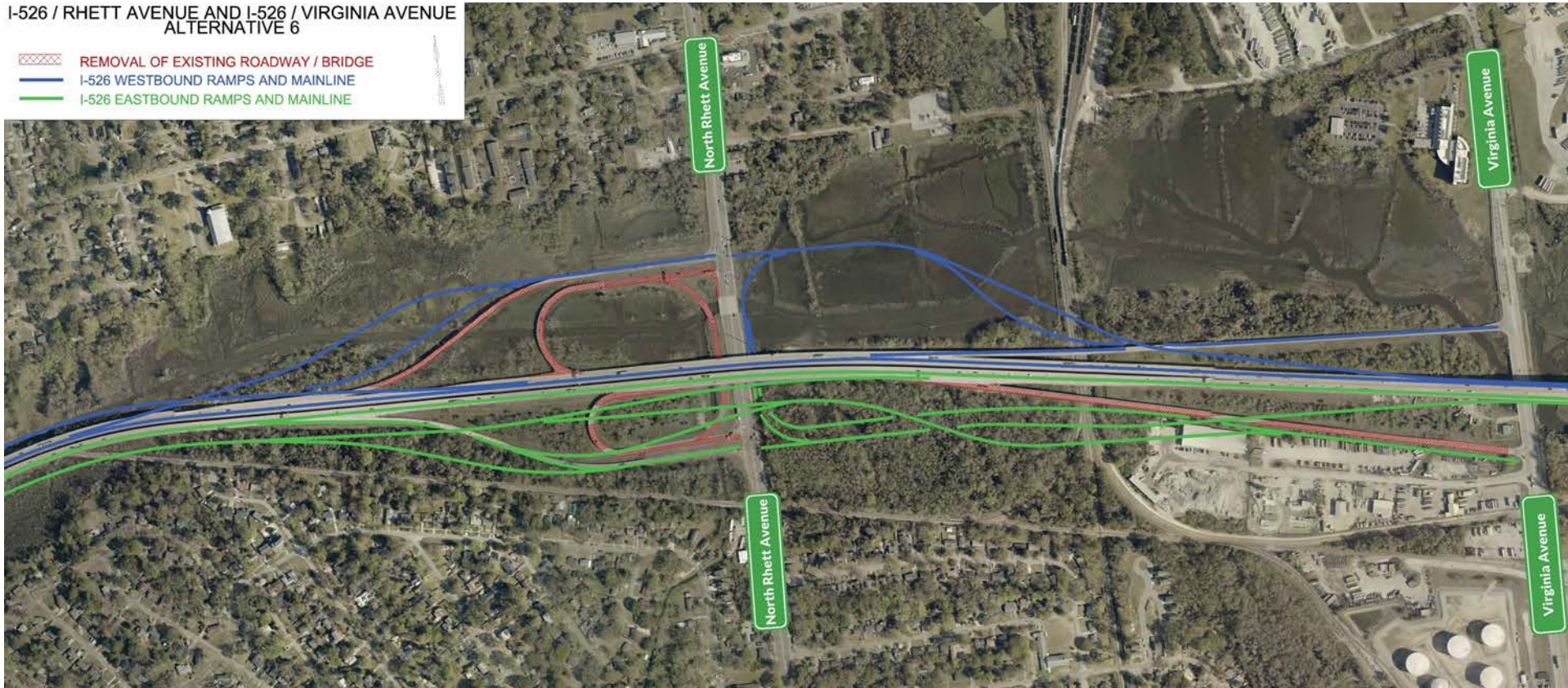
- Direct access ramps provided from/to I-526 & I-26 provided to/from N Rhett Ave and Virginia Ave
- Merge from I-26 EB C-D and diverge to I-26 WB C-D both occur just west of Virginia Ave
- Traffic from Virginia Ave to I-526 EB and from I-526 WB to Virginia Ave do not mix on U-turn under I-526

Addressing Concerns

North Rhett Avenue/I-526 Alternatives – New Alternatives

I-526 / RHETT AVENUE AND I-526 / VIRGINIA AVENUE
ALTERNATIVE 6

- REMOVAL OF EXISTING ROADWAY / BRIDGE
- I-526 WESTBOUND RAMPS AND MAINLINE
- I-526 EASTBOUND RAMPS AND MAINLINE



North Rhett Ave Alternative 6

- Direct access ramps provided from/to I-526 and I-26 provided to/from N Rhett Ave & Virginia Ave
- Merge from I-26 EB C-D & diverge to I-26 WB C-D both occur just west of N Rhett Ave
- Traffic from Virginia Avenue to I-526 Eastbound & from I-526 Westbound to Virginia Ave weave through U-turn under I-526

Stop & Pause for Questions

*Type in the chat box or
“raise your hand”*





Community Mitigation



Environmental Justice Community Impacts



Right of Way RELOCATION IMPACTS	I-526 WEST Project EJ Impacts	I-526 WEST Project TOTAL
Apartment Units (16 Buildings/Duplexes)	68	68-90
Single Family Homes / Mobile Homes	44	48-67
Parks / Community Centers	2	2
TOTALS	114	159

72% of impacts on 12 miles is in this 1 mile

Community Advisory Council (CAC)

- First Meeting: September 30, 2019
- Monthly ongoing meetings
- Once the project mitigation reaches the implementation phase, the CAC will transition into a Project Oversight Committee



Advise

Help transportation agencies create effective mitigation measures that will benefit your neighborhood



Connect

Share your knowledge, experiences and perspectives



Represent

Your input gives your community a strong voice



Communicate

Help get the word out about public meetings and other project-related information

What is a Community Advisory Council (CAC)?

“A collection of individuals who bring **unique knowledge** and **skills** which augment the knowledge and skills of the formal project team in order to more **effectively guide** the organization.”



Why develop a CAC?

- ▶ Provide a way for citizens to voice **their opinions, feelings, and ideas**
- ▶ **Help shape this project** and create a positive, local impact
- ▶ Provide **input on actions to minimize and mitigate** impacts
- ▶ Build **relationships**
- ▶ Convey **ownership**
- ▶ **Meaningful** engagement

“Cities have the capability of providing something for everyone, only because, and only when, they are created by everybody.”
- Jane Jacobs

How was the CAC Selected

1

Enlisted local churches, schools & other entities to identify residents of the potentially impacted EJ neighborhoods

2

Contacted visitors from the I-526 LCC Community Office from the potentially impacted EJ neighborhoods

3

Contacted candidates individually through phone calls to gauge interest & availability

Who is on the CAC?

Residents, business owners, property owners, proxies for elderly family members & local religious leaders from:

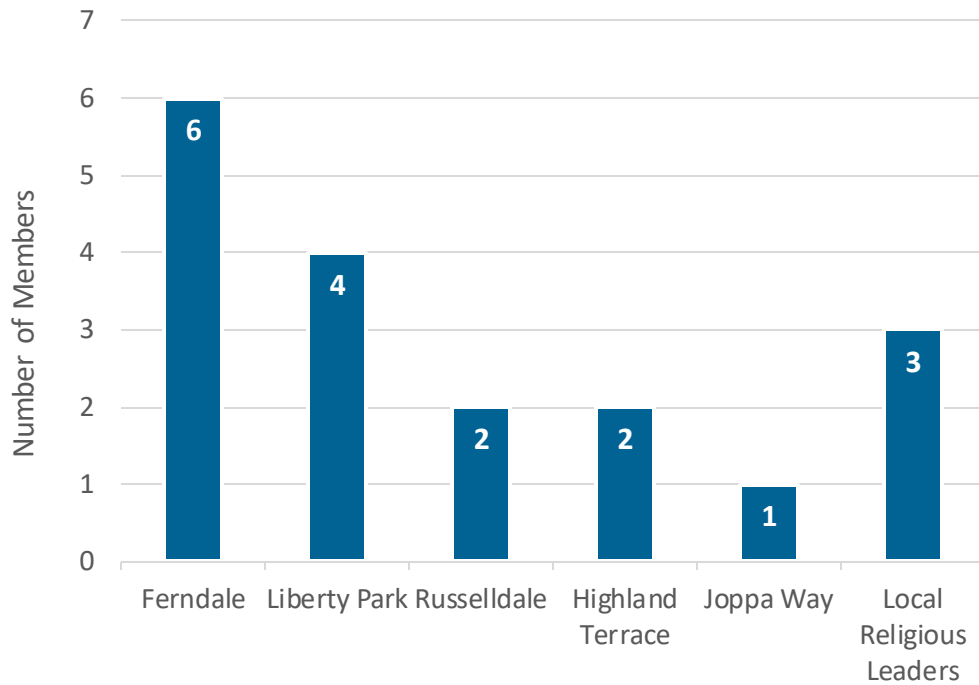
- ▶ **Russelldale**
- ▶ **Liberty Park**
- ▶ **Highland Terrace**
- ▶ **Ferndale**

Various **ages, backgrounds, and demographics** to represent each neighborhood's history & future goals

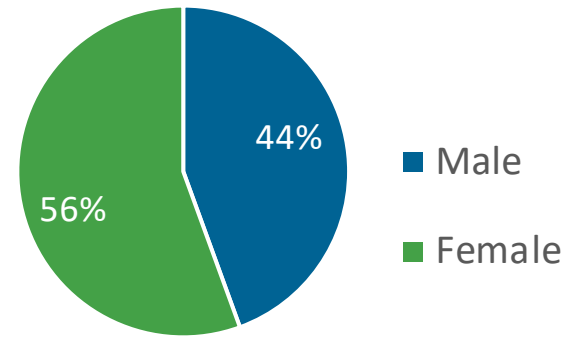


CAC Demographics as of June 2020

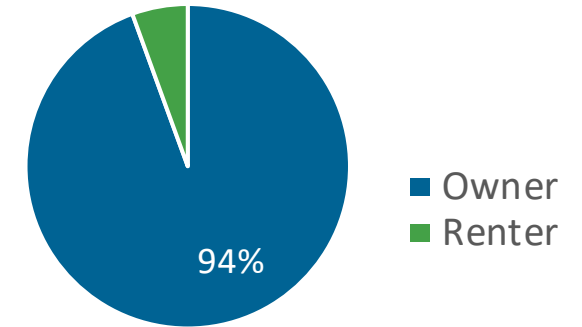
Area Representation



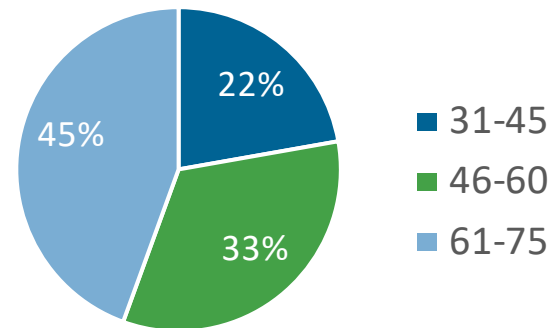
Gender



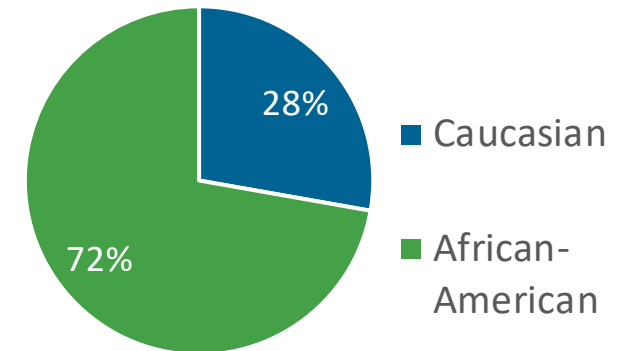
Residential Status



Age Range



Ethnicity



CAC Topics of Discussion 2019 - 2020



Meeting #1

Sept. 30, 2019

Background Information



Meeting #2

Oct. 28, 2019

Community Issues & Priorities

Public Meeting Materials

Preview of Design Alternatives

Social Needs Assessment



Meeting #3

Dec. 7, 2019

Recap of Public Outreach Efforts

Social Needs Assessment Survey
–Results/Discussion

Right-of-Way/Relocation
Information Session

CAC Topics of Discussion 2019 – 2020

Continued



Meeting #4

Jan. 4, 2020

Meeting Logistics Survey
Outreach Update



Meeting #5

Feb. 8, 2020

Approve CAC Roles &
Responsibilities
Highway Project Impacts
Brainstorming Session: Potential
Mitigation Ideas for Recreational
Facilities
Outreach Update



Meeting #6

March 7, 2020

Community
Mitigation Workshop

CAC Topics of Discussion 2019 – 2020

Continued



Meeting #7

April 4, 2020

Present aggregated results of the Mitigation Work Session

In-dept discussion on replacement housing



Meeting #8

May 5, 2020

Provide update on mitigation concept development

Present replacement community facilities conceptual plans

Discuss potential functions and services of replacement community facilities



Meeting #9

June 6, 2020

Present preliminary (unofficial) Mitigation Framework

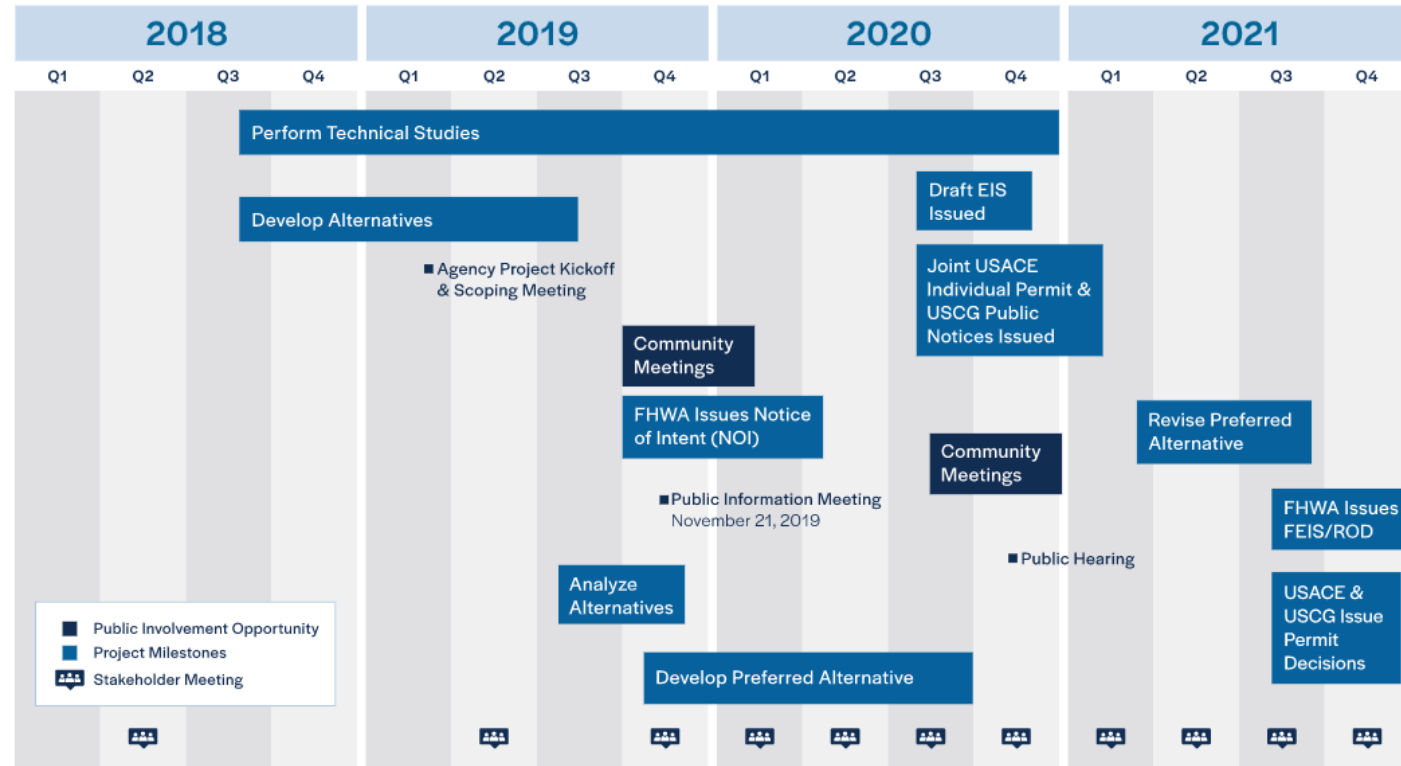
Report on FHWA Peer Exchange and meeting with the City

Work session on how to engage with elected and appointed officials

Role of the CAC in the Future

The CAC will continue to play an **advisory role** in the mitigation process according to the project's milestone schedule

The CAC will transition at a future date to providing **oversight** during implementation of the EJ Community Mitigation Plan



Community Mitigation Strategies

Under Development



Community Office with Outreach Specialists



Community Advisory Council to help assess impacts and drive mitigation planning



Early Right-of-Way phase to identify or create Affordable Housing



Develop Construction Program for Replacement Homes in Community

Community Mitigation Plan

Effectively mitigate direct, indirect, and cumulative (/recurring) impacts on EJ communities by **establishing relationships, building trust, and gathering feedback that will inform decisions** on mitigative measures and other aspects of project development



CAC Mitigation Work Session: March 7, 2020

Name: _____

Community Advisory Council
Mitigation Work Session

March 7, 2020

I-526 LOWCOUNTRY CORRIDOR WEST

Brainstorming Activity: Community Cohesion

Direct and cumulative impacts from past and planned highway projects and other factors such as crime, high cost of living, and home-ownership trends have reduced the amount of community cohesion in the affected neighborhoods. The purpose of this activity is to gather the CAC's input on potential measures that can be evaluated to improve community cohesion. Please note your ideas for potential actions that SCDOT and/or others can explore as ways to offset project-related impacts.

What do you see as resources that are currently lacking that would improve community cohesion?

YOUR THOUGHTS:

Are there details that could be added to specify needs specific to your neighborhood?

YOUR THOUGHTS:

Members of the CAC have indicated that crime is a problem in their neighborhoods, in general. **North Charleston crime rates exceed state and national crime rates.** The purpose of this activity is to gather the CAC's input on potential measures, in addition to any measures related to increased police presence ("beats" patrols, for example) that can be taken to help prevent crime. Please note your ideas for potential actions that SCDOT and/or others can take as ways to offset project-related impacts.

What measures can be taken to increase the number of "eyes" on the street?

Your ideas could include the elimination of potential hiding places, landscaping, design/improvement, streetlight placement patterns and fencing to define who is welcome and where people enter and exit spaces.

YOUR THOUGHTS:

I-526 LOWCOUNTRY CORRIDOR WEST

Brainstorming Activity: Community Cohesion

What measures can be taken to show a sense of ownership (public or private)?

Your ideas could include artwork, signs, establishing public spaces (pocket parks, benches and the maintenance/repair of these areas to serve as an expression of ownership).

YOUR THOUGHTS:

Where are the locations in your neighborhood where these ideas could be developed to help improve residents' perception of safety?

YOUR THOUGHTS:

What activities would you like to see in your neighborhood?

Neighborhood activities could include street fairs, festivals and educational workshops.

YOUR THOUGHTS:

I-526 LOWCOUNTRY

What does community enhancement look like?

- Community enhancement projects improve the value, quality, desirability, and attractiveness of a neighborhood.
- The images below show enhancements that could be developed in conjunction with the replacement community centers and recreational facilities.

FREE Wellness Checks!

Find out your health status with a FREE Wellness Check at the Community Center. Includes a blood pressure check, cholesterol check, and a health assessment. Free for all ages. Call 803-762-1234 for more information.

I-526 LOWCOUNTRY CORRIDOR WEST

Brainstorming Activity: Community Enhancement

The proposed project would relocate the **Bussardville and Highland Terrace Liberty Park Community Centers.** The purpose of this activity is to gather the CAC's input on potential relocation sites and community center use and needs. Please note your ideas for potential actions that SCDOT and/or others can explore to offset project-related impacts.

Based on the preliminary mapping of potential locations for replacement facilities, what are your thoughts on locations that would be most optimal for neighborhood residents?

YOUR THOUGHTS:

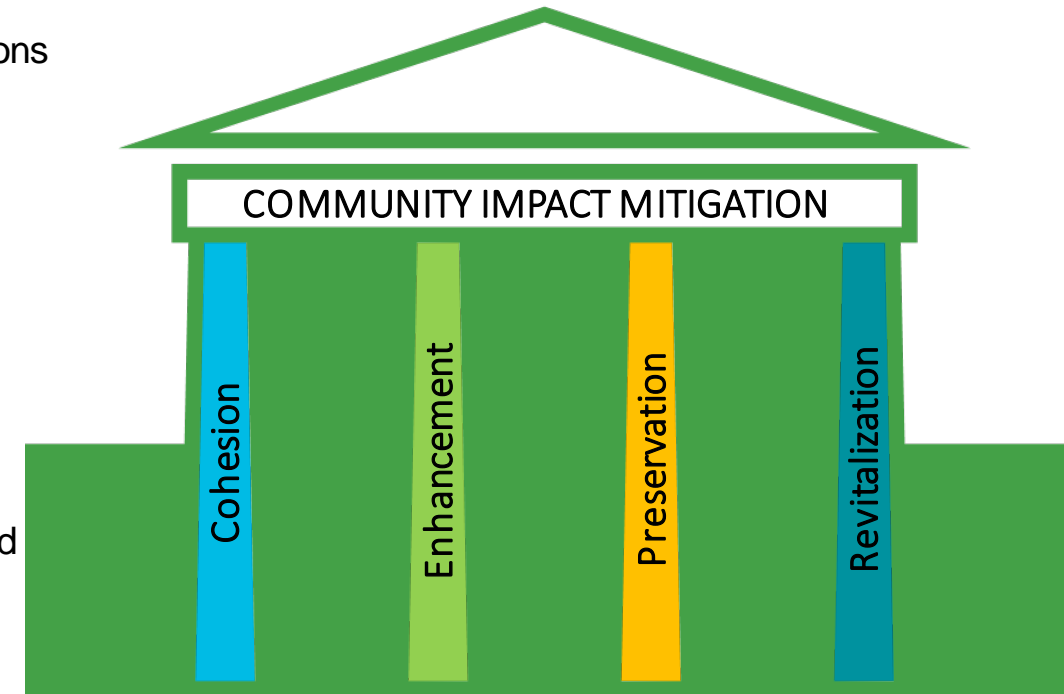
What are your thoughts on having a single, larger, centrally-located replacement facility versus two smaller facilities? How would the location of the replacement facility, or facilities, affect your thoughts on this idea?

YOUR THOUGHTS:

I-526 LOWCOUNTRY CORRIDOR WEST

CAC Community Impact Mitigation: Overview

-  **Cohesion**
 - FOCUS AREAS: Actions that strengthen neighborhood connections
-  **Enhancement**
 - FOCUS AREAS: Community centers and recreational facilities
-  **Preservation**
 - FOCUS AREAS: Infrastructure needs, including transportation and
-  **Revitalization**
 - FOCUS AREAS: Housing, employment, economic opportunities



CAC Meeting with the City of North Charleston



Replacement Recreational Facilities/Programs



Community Appearance



Public Safety



Transit and Connectivity



Stormwater Infrastructure



Community Livability Plan

Community Office

I-526 LCC WEST Community Office Comments
November 7, 2019 - January 31, 2020

Update

HOURS UPDATE

YOUR Community Office will be open by APPOINTMENT ONLY

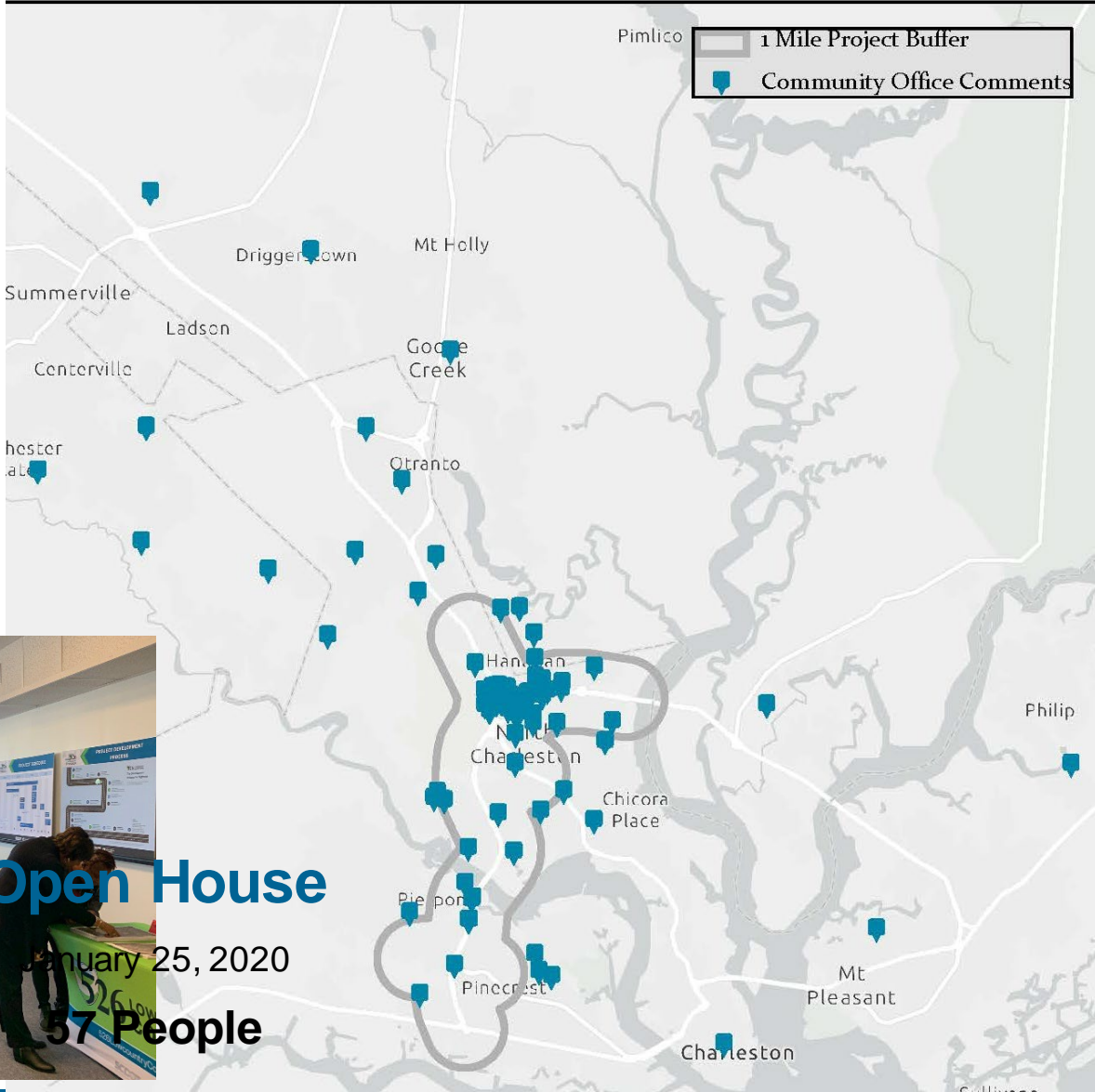
Starting March 17, 2020



Visitors

As of March 17, 2020

240 People



Stop & Pause for Questions

*Type in the chat box or
“raise your hand”*





EAST Updates

Planning & Environmental Linkages Study

526 EAST LOWCOUNTRY CORRIDOR



EAST PROJECT



I-526 Lowcountry Corridor East

Project Termini

**Virginia Avenue
North Charleston**



**US 17
Mount Pleasant**

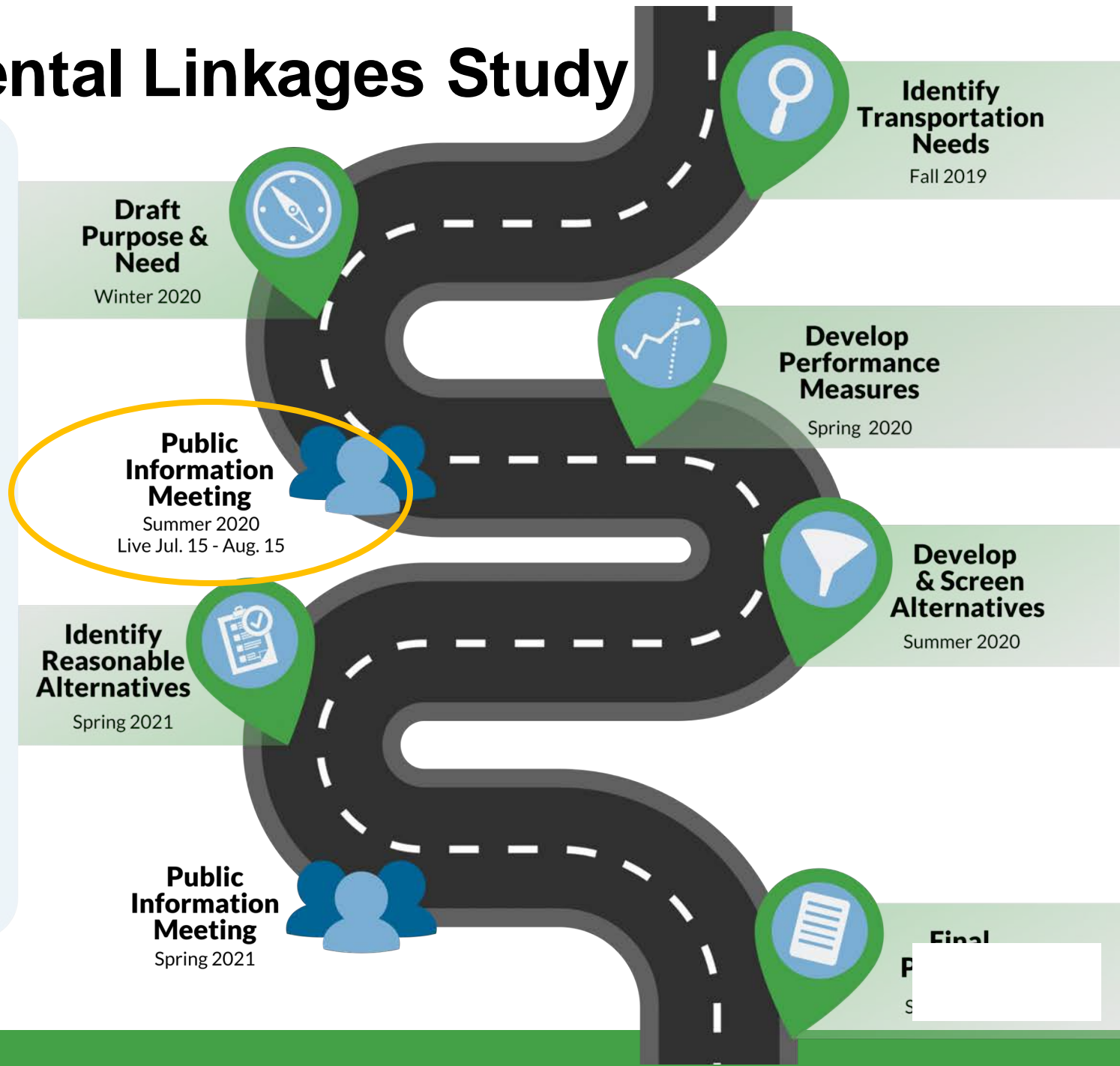
Planning & Environmental Linkages Study

- 1 Tool for **creating efficiency** in transportation development
- 2 Considers **environment, community & economy**
- 3 **Collaborative & integrated** approach to decision-making

What are the Benefits of including a PEL Study in the project development process?



Who Participates?



Draft Purpose & Need



Draft Purpose & Need

Draft Purpose

The purpose for transportation improvements along this corridor is to **improve travel time reliability & reduce congestion** along I-526 from Virginia Avenue in North Charleston to US 17 in Mount Pleasant

Draft Considerations

- ▶ Coordinate with local plans & projects
- ▶ Accommodate increased traffic volumes
- ▶ Enhance mobility for people & goods

Draft Need

Roadway Deficiencies



Over Capacity



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps



Traffic congestion from high traffic volumes & incidents

- ▶ Improve seismic resilience
- ▶ Accommodate future transportation technologies
- ▶ Improve connections with area ports & transit

How is our region changing?

Population Growth

77%

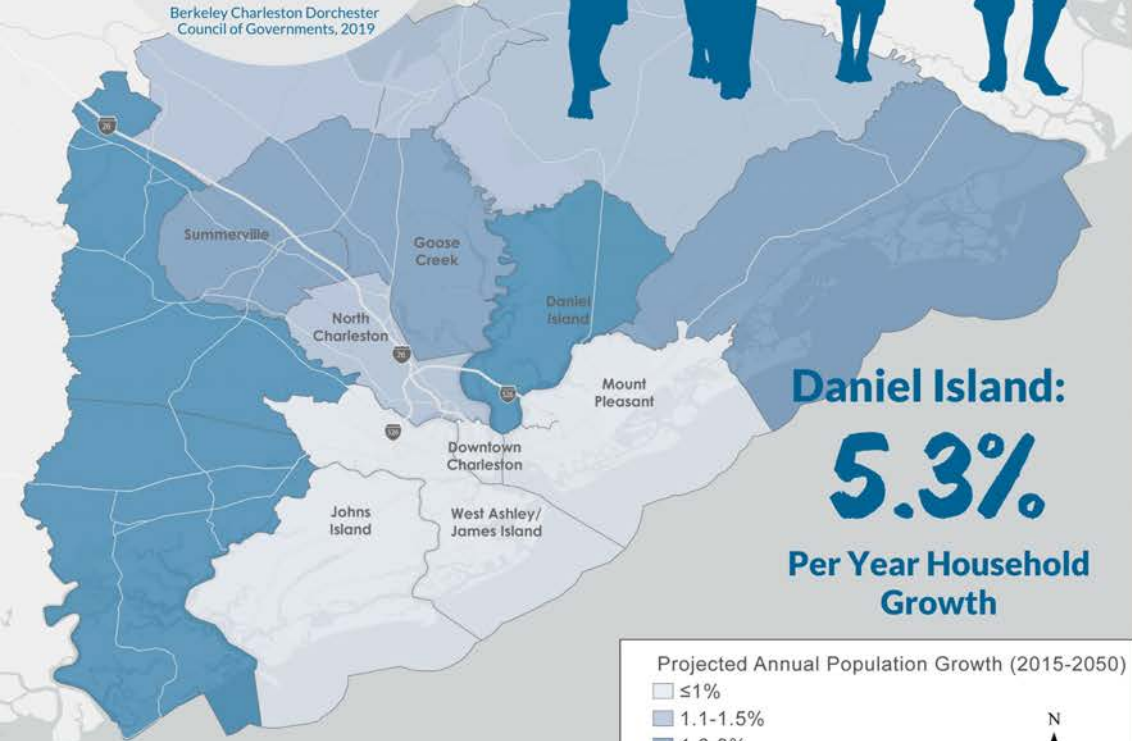
Increase in Regional Population
2015-2050

Berkeley Charleston Dorchester Council of Governments, 2019



26

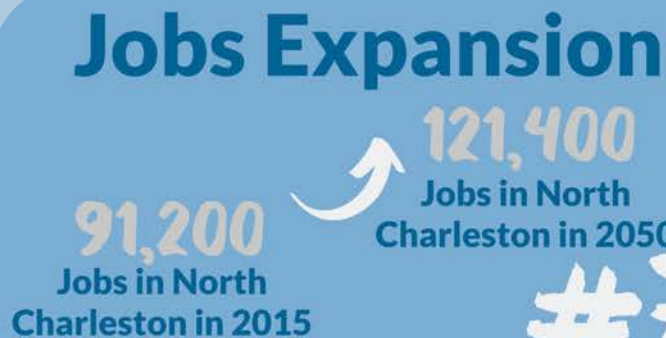
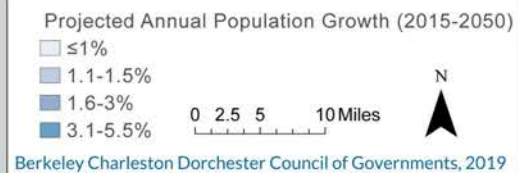
Number of People Moving to the Region DAILY
US Census Bureau



Daniel Island:

5.3%

Per Year Household Growth

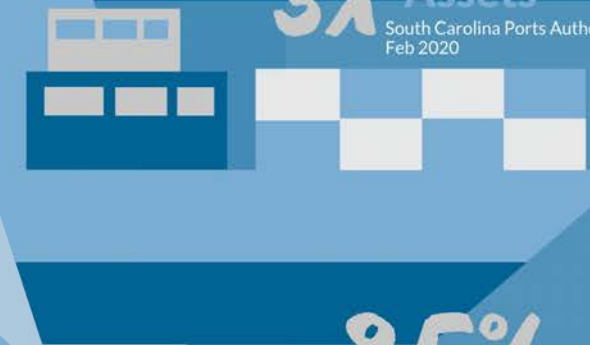


Over the last decade, the South Carolina Ports Authority has:

2X Volumes

3X Assets

South Carolina Ports Authority Feb 2020



85%

Of all Container Cargo Moving Through Port of Charleston is handled in Wando Welch Terminal in Mount Pleasant (2019)

South Carolina Ports Authority Feb 2020

www.inc.com/surge-cities

Traffic Analysis

Traffic Growth

2017 and 2050 Annual Average Daily Traffic



72%
increase in
AADT
expected in
2050

Annual Average
Daily Traffic (AADT)
is the total traffic
volume passing a
point or segment of a
highway facility in
both directions for a
year divided by
365 days



68%
increase in truck
volume expected in
2050

2017 and 2050 Average Daily Truck Volume

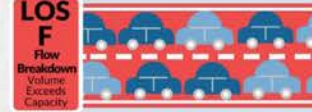


*What might
this growth
mean to the
I-526 LCC?*

Traffic Analysis

Level of Service

2017 Level of Service (LOS) Conditions



2050 Level of Service (LOS) Projections with No Improvements



What might traffic be like in 2050 if no improvements are proposed?

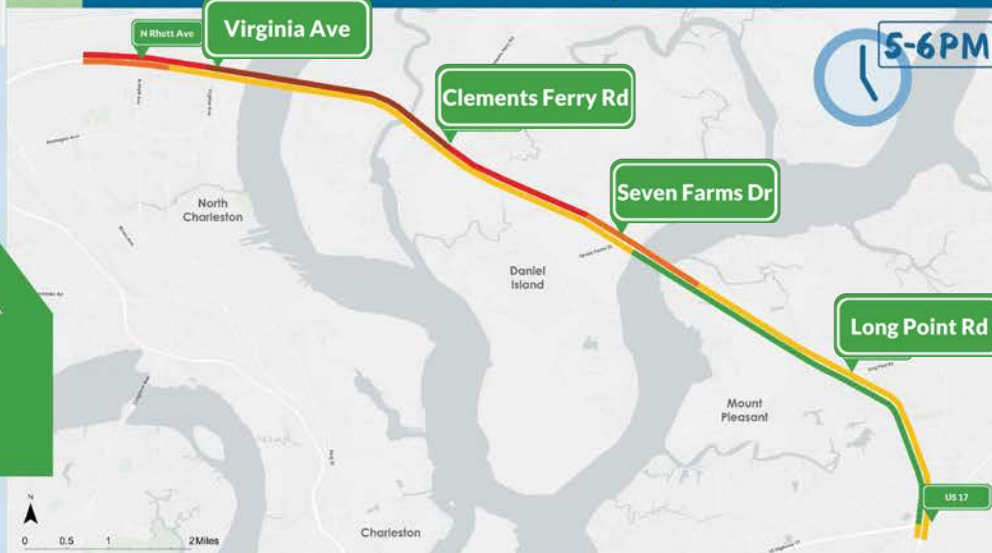
Traffic Analysis

Speed Analysis

2017 AM Rush Hour Speed Analysis



2017 PM Rush Hour Speed Analysis



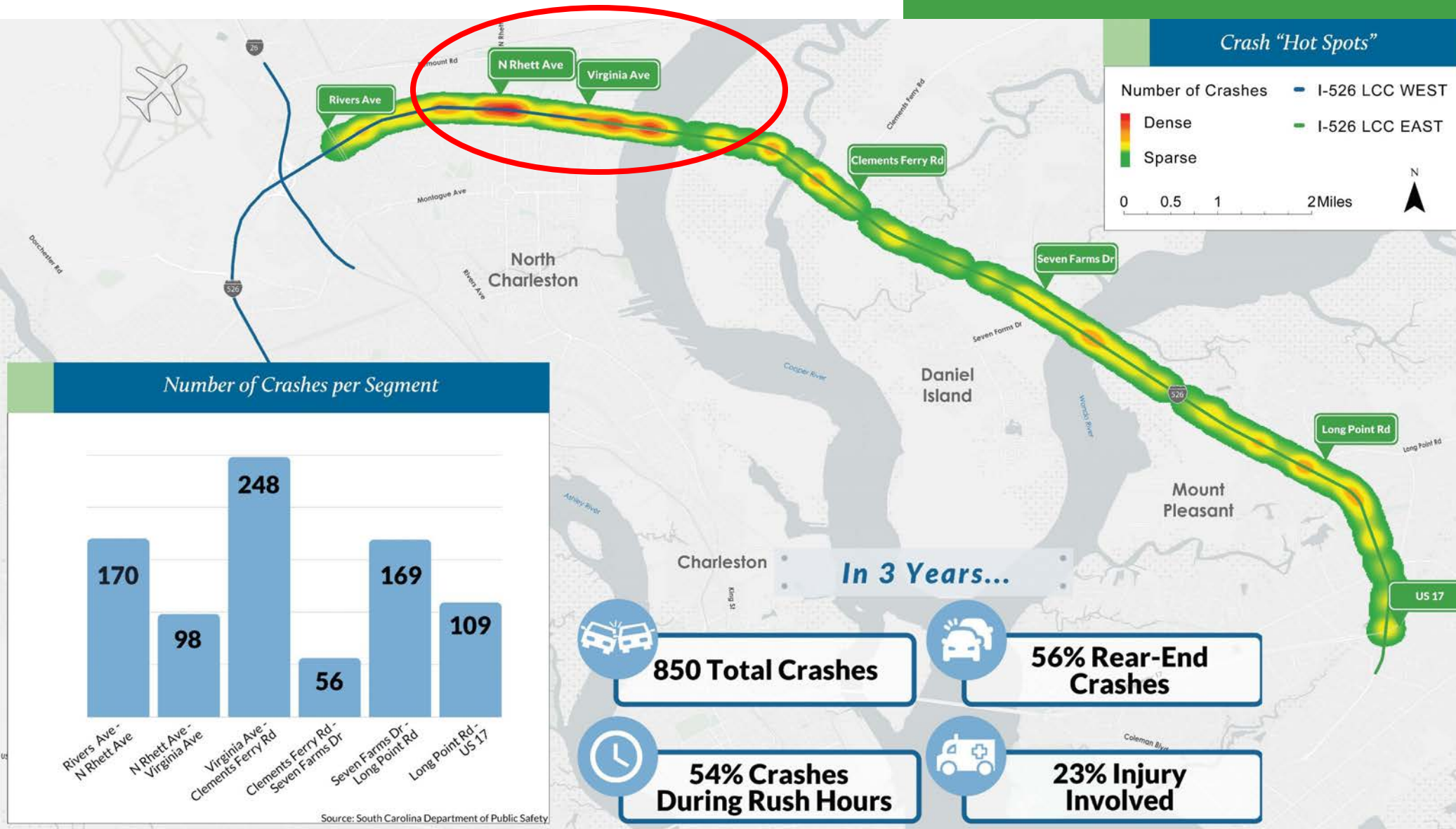
Posted Speed Limits



What are current travel speeds like on I-526?

Safety Analysis

Crash Data



Where are the current safety concerns?

Existing Conditions: Bridges

Did you know over 65% of I-526 LCC EAST is elevated roadway & bridges?

Don H. Holt Bridge Cooper River

~27,100 FT

Built 1992

Current Conditions

- ▶ Single structure, 88 ft. wide
- ▶ 155 ft. high
- ▶ 2 lanes each direction with truck climbing lane
- ▶ 73,400 vehicles per day (2017 avg.)

Needs

- ▶ Improved traffic capacity
- ▶ Improved shoulders
- ▶ Increased seismic resilience
- ▶ Upgraded lighting & electrical system

James B. Edwards Bridge Wando River

~7,900 FT

Built 1989

Current Conditions

- ▶ Twin parallel structures, 44 ft. wide
- ▶ 138 ft. high
- ▶ 2 lanes each direction with truck climbing lane
- ▶ 70,100 vehicles per day (2017 avg.)

Needs

- ▶ Improved traffic capacity
- ▶ Improved shoulders
- ▶ Increased seismic resilience
- ▶ Improved Service Life

Other Typical Bridges

Various Lengths

Built late 1980s & Early 1990s

Current Conditions

- ▶ 4 overpass bridges; 6 marsh bridges
- ▶ Lengths range from 150 ft. - 1300 ft.
- ▶ 2 lanes each direction
- ▶ 58,500 - 73,400 vehicles per day (2017 avg.)

Needs

- ▶ Improved traffic capacity
- ▶ Improved shoulders
- ▶ Increased seismic resilience

Stop & Pause for Questions

*Type in the chat box or
“raise your hand”*



Public Involvement Opportunities

We want your input!



Survey

Short survey to capture corridor usage, concerns and priorities for the corridor

**March 17–
August 15, 2020**

[526lowcountrycorridor.com](https://www.526lowcountrycorridor.com)

Virtual Meeting

All materials available online

**July 15 –
August 15, 2020**

[526lowcountrycorridor.com](https://www.526lowcountrycorridor.com)

What we are hearing from the survey so far...

Most people are using the corridor daily for:

work, shopping, entertainment, & recreation



Most people travel the corridor using their **personal vehicle**



Travelers are experiencing these top safety-related issues:



Congestion



Truck Merging



Aggressive/
Distracted
Drivers



Speeding

Travelers are experiencing congestion during morning & afternoon/evening commutes



Most people want to see these improvements along the corridor:



Truck-only Lanes

High Occupancy Vehicle (HOV)

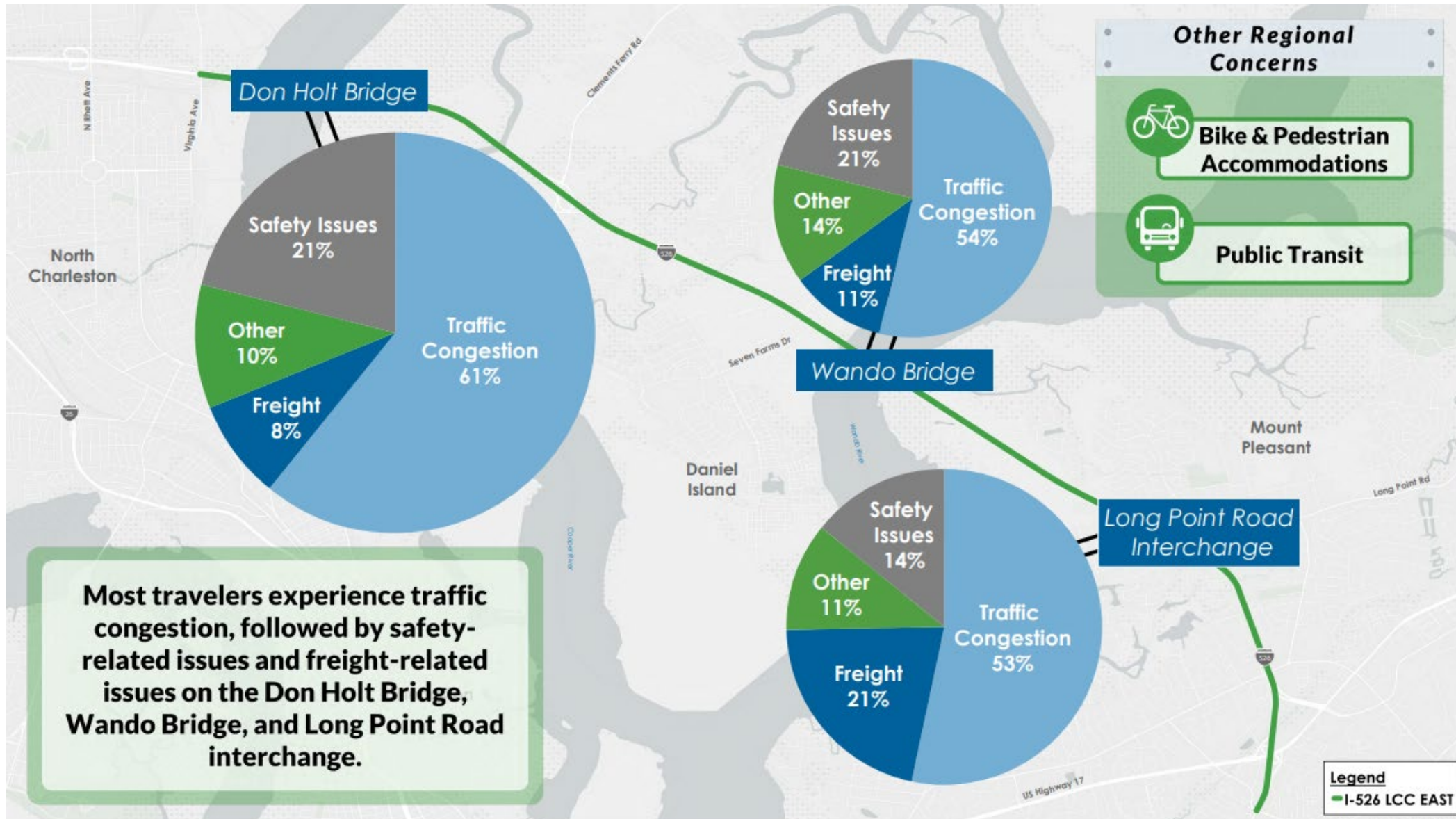


Carpool Lanes



High Occupancy Toll (HOT)

What we are hearing from the survey so far...



What we are hearing from the survey so far...

How should we address problems or issues experienced on the corridor?

Most people are choosing these four solutions from eight possible categories:

Roadway/ Bridge Design

Add more travel lanes, improve the existing corridor alignment and clearances, increase corridor lifespan, and design for extreme weather events



Safety



Widen shoulders to get emergency vehicles to crashes quicker and space to pull vehicles off of the road to keep traffic moving; Provide enhanced lighting and real-time travel information via improved dynamic messaging

Traffic Operations

Maximize existing capacity by improving pavement markings, enhanced signage, incident and work zone management



Freight Connectivity



Improve truck freight connections to nearby ports and rail facilities, implement rush-hour incentives/disincentives, increase availability of truck parking

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



866.632.5262 (toll free)
843.258.1135



Joy Riley, PE, PMP, DBIA
SCDOT
Project Manager



STAKEHOLDER MEETING

Date: July 13, 2020
Time: 10 am – 11:30am

Location: Virtual Teams Meeting

Attendees:

Name	Affiliation
Penny Benton	Tanger Outlets
Tom Leonard	Leonard Strategic Advantage
Hampton Lee	SCPA
Elizabeth W. Heatley	Code Lynx
Betsy La Force	CCL
Christie Rainwater	City of Hanahan
Smith	Charleston County
Kathryn Basha	BCDCOG
Robert Robbins	Thurmond Kirchner & Timbes, P.A.
Tommy Ballas	Wando Crossing
Perrin Lawson	Bureau
Katie Zimmerman	Charleston Moves
Dan Moses	Mead Hunt
Savannah Brennan	Charleston Moves
Melvin Williams	S&ME
Omar Muhammad	LAMC
Frank Lapsley	North Charleston Coliseum
Richard Turner	Charleston County
Brent Jonas	CRDA
Randall "Keith" Benjamin	City of Charleston
Kaylan Koszela	Rep. Joe Cunningham
Scott A. Benedict	
Juergen Goehner	Zeltiwanger
Emily Lawton	FHWA
Shane Belcher	FHWA
Pam Foster	FHWA
Yolanda Jordan	FHWA

Meeting Objectives:

- Provide an update to the I-526 LCC stakeholders regarding the WEST project:
 - Results of fall public involvement efforts
 - Refinements to alternatives
 - Community Advisory Council

- Provide an update to the I-526 LCC stakeholders regarding the EAST project:
 - Upcoming public meeting materials: What is a Planning & Environmental Linkages (PEL) Study? How does it fit into the project development process? What might traffic look like in 2050 if no improvements were made?

Agenda:

1. Welcome
2. Presentation
 - a. Update on I-526 LCC WEST
 - i. Project Background
 - ii. Public Involvement
 - iii. Community Mitigation
 - b. Update on I-526 LCC EAST
 - i. Overview of Planning & Environment Linkages (PEL) Study Process
 - ii. Preview of East Public Meeting Materials
 1. Brief highlights
 2. Traffic and Safety Analysis
 - c. Questions/Contact
3. Closing

Questions:

1. Are there plans to construct the I-26/I-526 interchange prior to widening?
 - a. Yes, this is our number 1 priority
 - b. However, it does depend on the procurement process because contractors do not like these multibillion dollar projects – we have to break up the cost
 - i. System-to-System interchange could be hard to get under a billion dollars
 - ii. It will be a little while because we have to see what the economy is doing
2. Can you speak about multi-modal access since that was a priority from the comments received during the I-526 LCC WEST Fall Public Involvement efforts?
 - a. Multi-modal access is very important to SCDOT – we cannot widen our way out of traffic
 - b. We will see what can fit on the urban corridor to encourage multi-modal
 - c. We are being purposeful (setting 12-foot shoulders) to incorporate space for multi-modal strategies in the future
 - d. Many of the multimodal strategies are not compatible with the existing infrastructure, so a widening may be needed in order to get the type of infrastructure out there that will accommodate those types of alternative solutions
3. Can we be emailed a summary from the peer exchange?
 - a. Absolutely, we have a report with the information and links.
4. Do you think seismic retrofitting of the bridge foundation is a possibility?
 - a. We look at a variety of options – if we replace the bridge, then it will be the best level of performance; with a seismic retrofit, you will likely upgrade to a “No-Collapse” option

- b. Widening (by adding new, seismic structures) can provide a critical access pathway in the case of an event since the bridge is a lifeline for emergencies and services; the costs and benefits must be weighed for all the options
5. Is the presentation available on website or being emailed out to participants?
 - a. Yes, absolutely. It will be on the website and we will provide it to participants in an email.
6. Is the Lowcountry Rapid Bus Transit being implemented on the East Corridor into Mount Pleasant?
 - a. We have monthly meetings with the LCRT project team because we want to ensure our projects complement each other
 - b. Our goal is to set up a project that is flexible in the future
 - c. We will continue to monitor the timeline and studies from their project so ensure if the opportunity/need comes to incorporate it, then we can do that
7. How will this project monitor air quality impacts within the project footprint? Also, how will the project monitor air quality after the completion of the project?
 - a. An air quality study was part of draft EIS to look at air quality now and in the future
8. Will your NEPA analysis include a Health Impact Assessment to evaluate social determinants of health and the cumulative impacts of this project?
 - a. The Draft EIS will include a summary of the air quality analysis as well as potential indirect and cumulative impacts to the communities/neighborhoods in the vicinity of the project.

DRAFT

x	First Name / Middle Initial	Last Name	Title	Organization	Street Address	City, State	Zip Code	Phone	Salutation	Email Address	Notes	Unsubscribed=Unsubscrit	Stakeholder Meeting 4-19-19 Attended	Stakeholder Meeting 4-24-19 Invited	Stakeholder Meeting 4-24-19 Attended	Newsletter Issue V: Sent	Stakeholder Meeting 11-19-19 Invited	Stakeholder Meeting 11-19-19 Attendees
Mr.	Patrick	Russell	Executive VP- Retail Leasing	Shopping Center	600 Long Point Rd	Mount Pleasant, SC	29464	704.295.4000	Mr. Russell	prussell@acusa.com		N	Y	Y	Y			
Mr.	Marvin	Kirkland	President	Ashley Harbor Homeowners Association	1701 Seignious Drive	Charleston, SC	29407		Mr. Kirkland	marvirkirkland17@gmail.com		N	Y	Y	Y			
Mr.	Kirby	Smith	President	Ashley Harbor Subdivision	2205 Westgate Trail	Charleston, SC	29407		Dr. Smith	d.kirby@igmail.com		N	Y	Y	Y			
Mr.	Rusty	Nealis	Program Manager	Administration	1701 Columbia Avenue	College Park, GA	30337		Mr. Nealis	rusty.nealis@faa.gov		N	Y	Y	Y			
Mr.	Ronald	Cooper	President/Owner	B.W. Mitchum Trucking	549 Long Point Road	Mt. Pleasant, SC	29464		Mr. Cooper	bwmtc@bellsouth.net		N	Y	Y	Y			
Ms.	Vonie	Gilreath	Mobility Manager	BCDCOG	5789 Casper Padgett Way	North Charleston, SC	29405		Ms. Gilreath	vonieg@bcdco.com		N	Y	Y	Y			
Ms.	Kathryn	Basha	Planning Director	BCDCOG	5790 Casper Padgett Way	North Charleston, SC	29405		Ms. Basha	kathryn@bcdco.com		N	Y	Y	Y			
Mr.	Frank	Carson	Director of Engineering	Berkeley County	PO Box 6122	Moncks Corner, SC	29461		Mr. Carson	frank.carson@berkeleycountysc.gov		N	Y	Y	Y			
Mr.	Johnny	Cribb	County Supervisor	Berkeley County	1003 US Highway 52	Moncks Corner, SC	29461		Mr. Cribb	johnycribb@berkeleycountysc.gov		N	Y	Y	Y			
Mr.	David	Kornahrens	Assistant to the Supervisor	Berkeley County	Berkeley County	Berkeley County, SC	29461		Mr. Kornahrens			N	Y	Y	Y			
Ms.	Elaine	Morgan	CEO	Berkeley County Chamber of Commerce	P.O. Box 968	Moncks Corner, SC	29461		Ms. Morgan	emorgan@bccoc.com		N	Y	Y	Y			
Mr.	Ronald E.	Mitchum	Executive Director	Governments	1362 McMillan Avenue # 100	North Charleston, SC	29405		Mr. Mitchum	ronm@bcdco.com		N	Y	Y	Y			
Mr.	Patrick	Finneran	Principal	Bishop England High School	363 Seven Farms Drive	Charleston, SC	29418		Mr. Finneran	pfineran@bells.com		N	Y	Y	Y			
Mr.	Chuck	Smiley	and Construction	Boeing	3455 Airframe Drive	North Charleston, SC	29418		Mr. Smiley	charles.p.smiley@boeing.com		N	Y	Y	Y			
Ms.	Jessica	Jackson	Southeast	Boeing	3455 Airframe Drive	North Charleston, SC	29418		Ms. Jackson	jessica.r.jackson@boeing.com		N	Y	Y	Y			
Mr.	J. Ferrin	Lawson, III	Development	Bureau	423 King Street	Charleston, SC	29403		Mr. Lawson	plawson@explorecharlestown.com		N	Y	Y	Y			
Mr.	Jeff	Burns	Manager	Authority	36 John Street	Charleston, SC	29403		Mr. Burns	jburns@ridecarta.com		N	Y	Y	Y			
Mr.	Mike	Kelleher	Chief Operating Officer	Charleston Battery	1990 Daniel Island Dr	Daniel Island, SC	29492		Mr. Kelleher	mike.kelleher@charlestonbattery.com		N	Y	Y	Y			
Ms.	Jennifer	Miller	County Administrator	Charleston County	4045 Bridge View Drive	North Charleston, SC	29405		Ms. Miller	jmiller@charlestoncounty.org		N	Y	Y	Y			
Mr.	Steve	Thigpen	Development	Charleston County	4045 Bridge View Drive	North Charleston, SC	29405		Mr. Thigpen	sthigpen@charlestoncounty.org		N	Y	Y	Y			
Senator	Paul G.	Campbell, Jr.	Executive Director & CEO	Charleston County Aviation Authority	5500 International Boulevard #101	North Charleston, SC	29418		Senator Campbell	pcampbell@ch-airport.com		N	Y	Y	Y			Y
Mr.	Steven	Dykes	Executive Director	Department	4045 Bridge View Drive	North Charleston, SC	29405		Mr. Dykes	sdynes@charlestoncounty.org		N	Y	Y	Y			
Mr.	David	Abrams	Director	Services	4045 Bridge View Drive	North Charleston, SC	29405		Mr. Abrams	dabrams@charlestoncounty.org		N	Y	Y	Y			
Mr.	Ben	Young	Legislative Assistant	Charleston County Legislative Delegation	2500 City Hall Lane	North Charleston, SC	29406		Mr. Young	byoung@charlestoncounty.org		N	Y	Y	Y			
Mr.	David	Bennett	Executive Director	Charleston County Parks and Recreation	861 Riverland Drive	Charleston, SC	29412		Mr. Bennett	dbennett@ccprc.com		N	Y	Y	Y			
Mr.	Sean	Hughes	Planning	Charleston County School District	75 Calhoun Street	Charleston, SC	29401		Mr. Hughes	sean_hughes@ccschools.com		N	Y	Y	Y			
Mr.	t	Gerrita	Superintendent	Charleston County School District	75 Calhoun Street	Charleston, SC	29401		Postlewait	superintendent@charleston.k12.sc.us		N	Y	Y	Y			
Sheriff	James Alton	Cannon, Jr.	Sheriff	Charleston County Sheriff's Department	3691 Leeds Avenue	Charleston, SC	29405		Sheriff Cannon	alcannon@charlestoncounty.org		N	Y	Y	Y			
Mr.	Jim	Armstrong	Deputy Administrator	Development and Public Works	4045 Bridge View Drive, Suite C204	North Charleston, SC	29405		Mr. Armstrong	jdarms@charlestoncounty.org		N	Y	Y	Y			
Mr.	Bryan	Derreberry	President & CEO	Charleston Metro Chamber of Commerce	4500 Leeds Ave	North Charleston, SC	29405		Mr. Derreberry	bderreberry@charlestonchamber.org		N	Y	Y	Y			
Mr.	George	Ramsay	Staff Lobbyist	Charleston Metro Chamber of Commerce	4500 Leeds Ave	North Charleston, SC	29405		Mr. Ramsay	grams@charlestonchamber.org		N	Y	Y	Y			
Mr.	Sean	Tracey	Advancement	Charleston Metro Chamber of Commerce	4500 Leeds Avenue, Suite 100	North Charleston, SC	29405		Mr. Tracey	stracey@charlestonchamber.org		N	Y	Y	Y			
Ms.	Katie	Zimmerman	Executive Director	Charleston Moves	1630 Meeting Street, Suite 105	Charleston, SC	29405		Ms. Zimmerman	katie@charlestonmoves.org		N	Y	Y	Y			
Mr.	David	Ginn	President & CEO	Charleston Regional Development Alliance	4401 Belle Oaks Drive, Suite 420	North Charleston, SC	29405		Mr. Ginn	dginn@crda.org		N	Y	Y	Y			
Mr.	Brent	Jonas	Relations	Charleston Regional Development Alliance	4401 Belle Oaks Drive, Suite 420	North Charleston, SC	29405		Mr. Jonas	bjonas@crda.org		N	Y	Y	Y			
Ms.	Jessica	Byrne	Assistant to the Supervisor	Charleston Team 5 Police Department	235 Seven Farms Drive	Charleston, SC	29492		Ms. Byrne	jbyrne@charleston-sc.gov		Unsubscribed 2020-05-12 11:11:36						
Ms.	Kristi	Tolley	Marketing Manager	Citadel Mall	8200	Charleston, SC	29407		Ms. Tolley	kristi.tolley@am.jli.com	United	N	Y	Y	Y			
Mr.	Kevin	Shealy	City Council Member	City of Charleston	80 Broad Street	Charleston, SC	29401		Mr. Shealy	SHEALYV@charleston-sc.gov		N	Y	Y	Y			
Mr.	Harry	Griffin	City Council Member	City of Charleston	80 Broad Street	Charleston, SC	29401		Mr. Griffin	griffin@charleston-sc.gov		N	Y	Y	Y			
Mr.	Randall "Keith"	Benjamin II	Transportation Director	City of Charleston	80 Broad Street	Charleston, SC	29401		Mr. Benjamin II	benjamin@charleston-sc.gov		N	Y	Y	Y			
Mr.	Jason	Kronberg	Director	City of Charleston (Department of Parks)	823 Market Street	Charleston, SC	29403		Mr. Kronberg	jason@charleston-sc.gov		N	Y	Y	Y			
Mr.	Mike	Cochrane	City Administrator	City of Hanahan	1255 Yeamans Hall Road	Hanahan, SC	29410		Mr. Cribb	mcochrane@cityofhanahan.com		N	Y	Y	Y			
Ms.	Christie	Rainwater	Mayor	City of Hanahan	1255 Yeamans Hall Road	Hanahan, SC	29410		Ms. Rainwater	crainwater@cityofhanahan.com		N	Y	Y	Y			
Ms.	Gwen	Moultrie	Department	City of North Charleston	2500 City Hall Lane	North Charleston, SC	29406		Ms. Moultrie	gmoultrie@northcharleston.org		N	Y	Y	Y			
Mr.	Ryan	Johnson	Public Information Director	City of North Charleston	P.O. Box 190016	North Charleston, SC	9016		Mr. Johnson	rjohnson@northcharleston.org		N	Y	Y	Y			
Mr.	Jim	Hutto	Public Works Director	City of North Charleston	P.O. Box 190016	North Charleston, SC	9016		Mr. Hutto	jhutto@northcharleston.org		N	Y	Y	Y			
Mr.	Sam	King	Council Member District 7	City of North Charleston	4788 Russell Street	North Charleston, SC	29405		Mr. King	samking@northcharleston.org		N	Y	Y	Y			
Mr.	Sam	King	Council Member District 8	City of North Charleston	1408 Hartford Circle	North Charleston, SC	29405		Mr. King	bob1408.king@comcast.net		N	Y	Y	Y			
Mr.	Todd	Olds	Council Member District 5	City of North Charleston	4381 Stoney Point Court	North Charleston, SC	29405		Mr. Olds	oldstodd@gmail.com		N	Y	Y	Y			
Mayor	R. Keith	Summey	Mayor	City of North Charleston	2500 City Hall Lane	North Charleston, SC	29406		Mayor Summey	mayor@northcharleston.org		N	Y	Y	Y			
Ms.	Dorothy	Williams	Council Member District 6	City of North Charleston	2502 Jonah Street	North Charleston, SC	29406		Ms. Williams	dwilliams@northcharleston.org		N	Y	Y	Y			
Mr.	Ed	Barfield	Recreation Director	City of North Charleston	P.O. Box 190016	North Charleston, SC	9016		Mr. Barfield	edbarfield@northcharleston.org		N	Y	Y	Y			
Mr.	Bruce	Snyder	President	Coastal Cysters	108 Athan Circle	Charleston, SC	29445		Mr. Snyder	bsnyder@coastalcysters.com		N	Y	Y	Y			
Mr.	Chris	Phillips	Manager	CSX Transportation	1660 Pricerville Road	Gilbert, SC	29054		Mr. Phillips	cphillips@csx.com		N	Y	Y	Y			
Mr.	Greg	Keating	VP, COO	Daniel Island Club	600 Island Park Dr	Charleston, SC	29492		Mr. Keating	greg.keating@dclub.com		N	Y	Y	Y			
Mr.	Frank	Brumley	CEO	Daniel Island Company	230 Seven Farms Drive	Charleston, SC	29492		Mr. Brumley	frank.brumley@danielisland.com		N	Y	Y	Y			
Mr.	Matthew	Sloan	President	Daniel Island Company	230 Seven Farms Drive	Charleston, SC	29492		Mr. Sloan	matt.sloan@danielisland.com		N	Y	Y	Y			
Ms.	Jane	Baker	VP of Community Services	Daniel Island Property Owners Association	130 River Landing Drive	Charleston, SC	29492		Ms. Baker	jane.baker@dicomunity.org		N	Y	Y	Y			
Mr.	Michael	McEachen	Chief Strategy Officer	East Cooper Medical Center	2000 Hospital Drive	Mt Pleasant, SC	29464		Mr. McEachen	michael.mceachen@tenethealth.com	Phone: 843-881-0100.	N	Y	Y	Y			
Ms.	Felicia K.	Johnson	VP of Community Services	East Cooper Medical Center	1701 Columbia Avenue, Room 220	College Park, GA	30337		Ms. Johnson	felicia.johnson@faa.gov		N	Y	Y	Y			
Mr.	Rob	r	Family Circle Tennis Center	Family Circle Tennis Center	161 Seven Farms Drive	Daniel Island, SC	29492		Mr. Eppelshheimer	c.com		N	Y	Y	Y			
Ms.	Stephanie	Faison	Air Traffic Control	Federal Aviation Administration	577 South Aviation Avenue	North Charleston, SC	29418		Ms. Faison	stephanie.faison@faa.gov		N	Y	Y	Y			
Mr.	Jose	Ruiz	Specialist	Federal Aviation Administration	577 South Aviation Avenue	North Charleston, SC	29418		Mr. Ruiz	jose.ruiz@faa.gov		N	Y	Y	Y			
Ms.	Emily O.	Lawton	Division	Federal Highway Administration	1835 Assembly Street, Suite 1270	Columbia, SC	29201		Ms. Lawton	emily.lawton@dot.gov		N	Y	Y	Y			
Mr.	Keith	Johnson	Owner	H&J Trucking, Inc.	4278 Wilbur Street	Charleston, SC	29405		Mr. Johnson	Keith@handtrucking.com		N	Y	Y	Y			
Mr.	John	Hess	CEO	Hess	5150 Virginia Ave	North Charleston, SC	29405		Mr. Hess	x	Currently N/A	N	Y	Y	Y			
Mr.	Coleman	Thompson	Vice President	Hunter Transportation Co. Inc.	2357 N. Highway 17 Unit C	Mount Pleasant, SC	29466		Mr. Thompson	cthompson@huntertransport.com		N	Y	Y	Y			
Ms.	Robin	Fountain	Principal Planner	James B. Edwards Elementary School	855 Von Kolnitz Rd	Mt Pleasant, SC	29464		Ms. Fountain	robin.fountain@charleston.k12.sc.us		N	Y	Y	Y			
Mr.	William	Dean	628 CES/CEA	Joint Base Charleston	210 West Stewart Avenue	Charleston, SC	29404		Mr. Dean	william.dean@jba.af.mil		N	Y	Y	Y			
Colonel	Terrence	Adams	Commander	Joint Base Charleston	700 West Hill Boulevard	Charleston, SC	29404		Colonel Adams	terrence.adams@us.af.mil		N	Y					

Mr. Steve Dunn	Executive Director	SPAWAR Systems Center Atlantic	P. O. Box 190022	SC	9022	Mr. Dunn	steven.dunn@navy.mil	N	Y	Y		
Ms. Penny Benton	GM	Tanger Outlets	3200 Northline Avenue, Suite 360	Greensboro, NC	27408	Mr. Benton	Penny.Benton@tangeroutlets.com	N	Y	Y		
Mr. Mark Robertson	Executive Director	The Nature Conservancy	2224 Devine Street # 100	Columbia, SC	29205	Mr. Robertson	mrobertson@tnc.org	Bounced 2020-02-27 9:34:06	N	Y	Y	
Mr. Will Haynie	Mayor	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Haynie	councilclerk@tompssc.com		N	Y	Y	
Mr. Joe Bustos	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Bustos	jbustos@tompssc.com	No longer in office	N	Y	Y	
Mr. Bob Brimmer	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Brimmer	bbrimmer@tompssc.com	No longer in office	N	Y	Y	
Mr. Tom O'Rourke	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. O'Rourke	councilclerk@tompssc.com		N	Y	Y	
Mr. Jim Owens	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Owens	jowens@tompssc.com	No longer in office	N	Y	Y	
Mr. Gary Santos	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Santos	gsantos@tompssc.com	x	N	Y	Y	
Ms. Guang Whitley	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Whitley	councilclerk@tompssc.com		N	Y	Y	
Ms. Kathy Landing	Council Member	Town of Mount Pleasant	104 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Whitley	klanding@tompssc.com		N	Y	Y	
Mr. Kevin Cunnean	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Cunnean	kcunnean@tompssc.com	No longer in office	N	Y	Y	
Mr. Howard Chapman	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Chapman	hchapman@tompssc.com		N	Y	Y	
Ms. Brenda Corley	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Corley	bcorley@tompssc.com		N	Y	Y	
Ms. Laura Hyatt	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Hyatt	lhyatt@tompssc.com		N	Y	Y	
Mr. Jake Rambo	Council Member	Town of Mount Pleasant	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Rambo	jrambo@tompssc.com		N	Y	Y	
Ms. Christane Farrell	Assistant Town Administrator	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Farrell	cfarrell@tompssc.com		N	Y	Y	
Ms. Liz Boyles	Principal Planner	Town of Mount Pleasant	102 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Boyles	eboyles@tompssc.com	Updated	N	Y	Y	
Ms. Michele Canon	Principal Planner	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Ms. Canon	mcanon@tompssc.com		N	Y	Y	
Mr. Brad Morrison	Director	Town of Mount Pleasant	103 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Morrison	bmorrison@tompssc.com		N	Y	Y	
Mr. Steve Gergick	Director	Department	100 Ann Edwards Lane	MT Pleasant, SC	29464	Mr. Gergick	sgergick@tompssc.com		N	Y	Y	
Mr. Mike Jeresaty	President	Trident Academy	1455 Wakendaw Rd	MT Pleasant, SC	29464	Mr. Jeresaty	mjeresaty@ralstonhealthgroup.com		N	Y	Y	
Dr. Adam Michael Silbigier, MD	Chief of Staff	Vbra Hospital of Charleston	1200 Hospital Dr.	MT Pleasant, SC	29464	Dr. Silbigier	info@vbrahealthcare.com	General info email	N	Y	Y	
Ms. Donna Cox	VP of Communications	Westrock	1000 Abernathy Rd NE	Atlanta, GA	30328	Ms. Cox	donna.cox@westrock.com		N	Y	Y	
Mr. Robert Mcintosh	Counsel and Secretary	Westrock/Kapstone Paper Mill	5600 Virginia Ave.	North Charleston, SC	29406	Mr. Mcintosh	bob.mcintosh@westrock.com		N	Y	Y	
Mr. Tommy Mallas	Property Manager	Wanda Crossing	1500 N Hwy 17	MT Pleasant, SC	29464	Mr. Mallas	tmallas@sitecenters.com	(704) 714-3025	N	Y	Y	
Ms. Cordella Snyder	Facilities Manager	Wanda Crossing	2243 Ashley Crossing Dr Unit A.	Charleston, SC	29414	Ms. Snyder	csnyder@sitecenters.com		N	Y	Y	
Mr. Michael L. Watt	President and CEO	Scientific Research Corporation	1103 Remount Rd # 500	North Charleston, SC	29406	Mr. Watt	x	(843) 747-8766	N	Y	Y	
Mr. Mark Montgomery	President	All Ports America Inc	1050 Remount Rd # 3838	North Charleston, SC	29406	Mr. Montgomery	mark.montgomery@portamerica.com		N	Y	Y	
Mr. Dennis Madden	Sr VP Sales and Marketing	Amalite Oil Company - Charleston	4950 Virginia Ave	North Charleston, SC	29405	Mr. Barrett	djm@amalie.com		N	Y	Y	
Ms. Megan Hoody	Store Manager	Nordstrom Rack Bowman Place	1110 Bowman Rd.	MT Pleasant, SC	29464	Ms. Hoody	megan.a.moody@nordstrom.com		N	Y	Y	
Ms. Nicole Rana	Store Manager	Walmart Supercenter	1481 N Hwy 17	MT Pleasant, SC	29464	Ms. Rana	anrana_09032.us@wal-mart.com	(843) 881-6100	N	Y	Y	
Dr. Eddie Ingram	Superintendent	Berkeley County School District	229 East Main Street	Moncks Corner, SC	29461	Dr. Ingram	ingrame@bcisd.schools.net		N	Y	Y	
Mr. Deon Jackson	Senior Associate	Berkeley County School District	229 East Main Street	Moncks Corner, SC	29461	Dr. Ingram	jackson@bcisd.schools.net		N	Y	Y	
Mr. Eric Hansen	Principal	North Charleston Creative Arts School	1600 Saranac St	North Charleston, SC	29405	Mr. Hansen	eric_hansen@charleston.k12.sc.us		N	Y	Y	
Mr. Jesse Williams						Mr. Williams	jesse@bilian.com	... NCHS City Council	N	Y	Y	
Ms. Louise Schmidt						Ms. Schmidt	lgs@boatlife.com	Attended 1st S2 Mtg	N	Y	Y	
Mr. Michael Quinn						Mr. Quinn	mqquinn@theshaganatgroup.com	Attended 1st S2 Mtg	N	Y	Y	
Ms. Beth Heatley						Ms. Heatley	beth.heatley@codelynx.com	Attended 2nd S2 Mtg	Y	Y	Y	
Mr. Thomas Clayton						Mr. Clayton	tclayton01@comcast.net	Attended 2nd S2 Mtg	N	Y	Y	
Mr. Scott Benedict						Mr. Benedict	scott.benedict@chscree.com	Attended 2nd S2 Mtg	Y	Y	Y	
Mr. Drew Weston						Mr. Weston	drew.weston@codelynx.com	Attended 2nd S2 Mtg	N	Y	Y	
Ms. Karen Dhooge						Ms. Dhooge	kdhooge@abovethecitycharleston.com	Attended 2nd S2 Mtg	N	Y	Y	
Ms. Terri Robinson						Ms. Robinson	trobins@brookdale.com	Interested in S2 Group	N	Y	Y	
Ms. Sonya Jenkins						Ms. Jenkins	sonya.jenkins@scdmh.org	Interested in S2 Group	N	Y	Y	
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Mr. David Adams						Ms. Peterson	frontdesk@kristin@livedds.com	say "Don't Invite"	N	Y	Y	
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Mr. J. Reese McEveen	DMD, MS					Ms. Galloway, DMD	om@charlestonperiodontics.com	say "Don't Invite"	N	Y	Y	
Ms. Sonja Heaton						Ms. Lisa	info@ccidids.com	say "Don't Invite"	N	Y	Y	
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Ms. Janice Weir						Mr. McEveen	dreese@reesebraces.com	say "Don't Invite"	Unsubscribed 2020-05-14 14:35:01	N	Y	Y
Ms. Stephanie Moore						Ms. Heaton	signarana@sc.rr.com	say "Don't Invite"	N	Y	Y	
Ms. Elaine Stack						Ms. Carradono	ashley.hill@carolinaeyecare.com	say "Don't Invite"	N	Y	Y	
Ms. Peggy Hunt						Ms. Weir	janice.weir@reesebraces.com	say "Don't Invite"	Unsubscribed 2019-11-14 14:31:42	N	Y	Y
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							clafayette@meredithlawfirm.com	say "Don't Invite"	N	Y	Y	
							jscherling@modulant.com	say "Don't Invite"	N	Y	Y	
							ellen.frazier@movement.com	say "Don't Invite"	N	Y	Y	
Ms. Ellen Frazier						Ms. Frazier	lmcloud@mungo.com	say "Don't Invite"	N	Y	Y	
Mr. Lee McCloud						Mr. McCloud	lmcloud@mungo.com	say "Don't Invite"	N	Y	Y	
Ms. Jaclyn Grigg						Ms. Grigg	jaclyn.grigg@pultegroup.com	say "Don't Invite"	N	Y	Y	

Jeffrey	Belcher	FHWA				jeffrey.belcher@dot.gov	Not a stakeholder, on this			
Michael	Mathis	City of Charleston - Traffic and Transportation				mathism@charleston-sc.gov	list for communication	Y	N	
Hampton	Lee	SCPA	8433672502			hlee@scspa.com	Updated to correct email	Y	N	Y
Phillip	Macchia	Charleston County Park & Recreation Commission				pmacchia@ccprc.com	address 1/10/20	Y	N	
Karen	Shoage	Absolutely Charleston				kaaren@absolutelycharleston.com		Y	N	
P	Parks	Parks Auto Parts				p.parks@parksautoparts.com		Y	N	
Kaylan	Koszela	Rep. Joe Cunningham				kaylan.koszela@mail.house.gov		Y	N	Y
Frank	Lapsley	North Charleston Coliseum				flapsley@northcharlestoncoliseum.com		Y	N	
Owais	Jadoon	Kwik Stop	5137 N. Rhett Avenue	North Charleston, SC	843-330-2988	kwikstop1010@gmail.com				Y
Danny	Thrower	Berkeley County				danny.thrower@berkeleycountysc.gov				Y
Jeff	Heatley	Codelynx				jeff.heatley@codelynx.com				Y
James	Johnson	NAN				mutelic@hotmail.com	Bounced - I-526 LCC EAST Metroquest Survey Push			Y
John	Singletary	NAN				john@singletaryphotography.com				Y
Kathy	Crawford	Senator Tim Scott				kathy_crawford@scott.senate.gov				Y
Beverly	Gadson-Birch	NAN				birch46@att.net				Y
Jason	Crowley	Coastal Conservation League				jasonc@cccl.org				