

Appendix Y

Y.1 Stakeholder Meeting Plans and Summaries

Y.2 Stakeholder List



Appendix Y.1

Stakeholder Meeting Plans and Summaries

- Y.1A Initial Stakeholder Meeting (June 2016)**
- Y.1B Stakeholder Meeting (November 2016)**
- Y.1C Stakeholder Meeting (May 2017)**
- Y.1D Business Outreach Initiative (March 2017)**
- Y.1E Project Update (April 2018)**
- Y.1F Stakeholder Meeting (April 2019)**
- Y.1G Stakeholder Meeting (November 2019)**
- Y.1H Stakeholder Meeting (July 2020)**
- Y.1I Stakeholder Meeting (November 2020)**
- Y.1J Stakeholder Meeting (July 2021)**
- Y.1K Stakeholder Meeting (October 2021)**
- Y.1L Stakeholder Meeting (June 2022)**

Appendix Y.1A

Stakeholder Meeting Plans and Summaries

Initial Stakeholder Meeting (June 2016)



INITIAL STAKEHOLDER MEETING

JUNE 30, 2016

Agenda



MAKE
INTRODUCTIONS

SHARE
INFORMATION



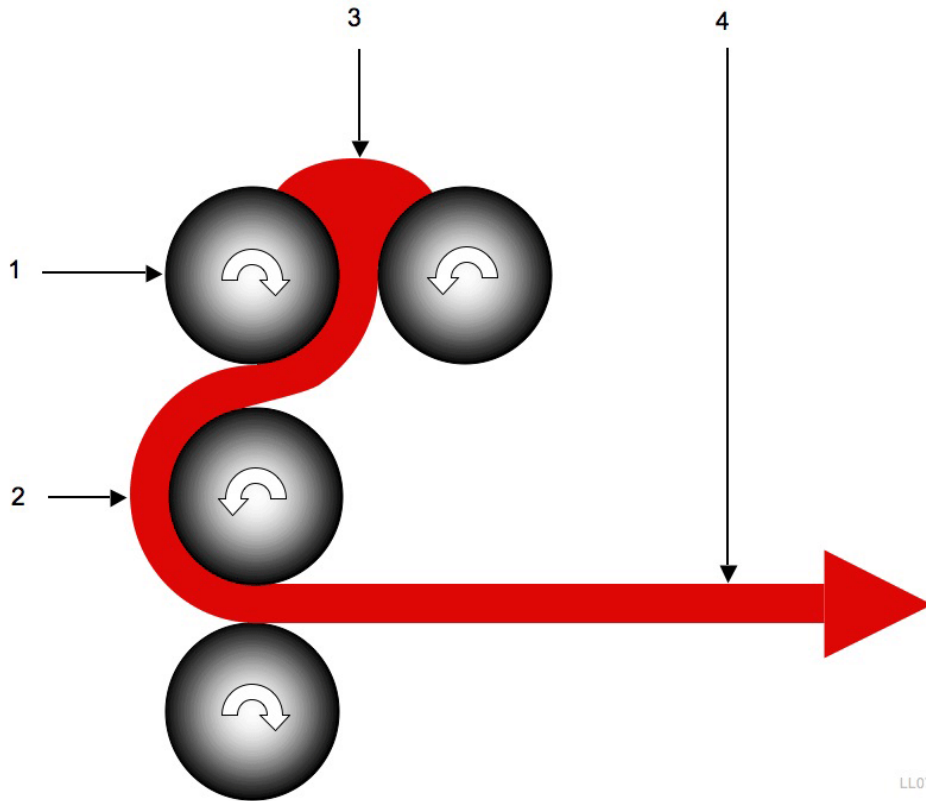
GATHER INPUT

Project History

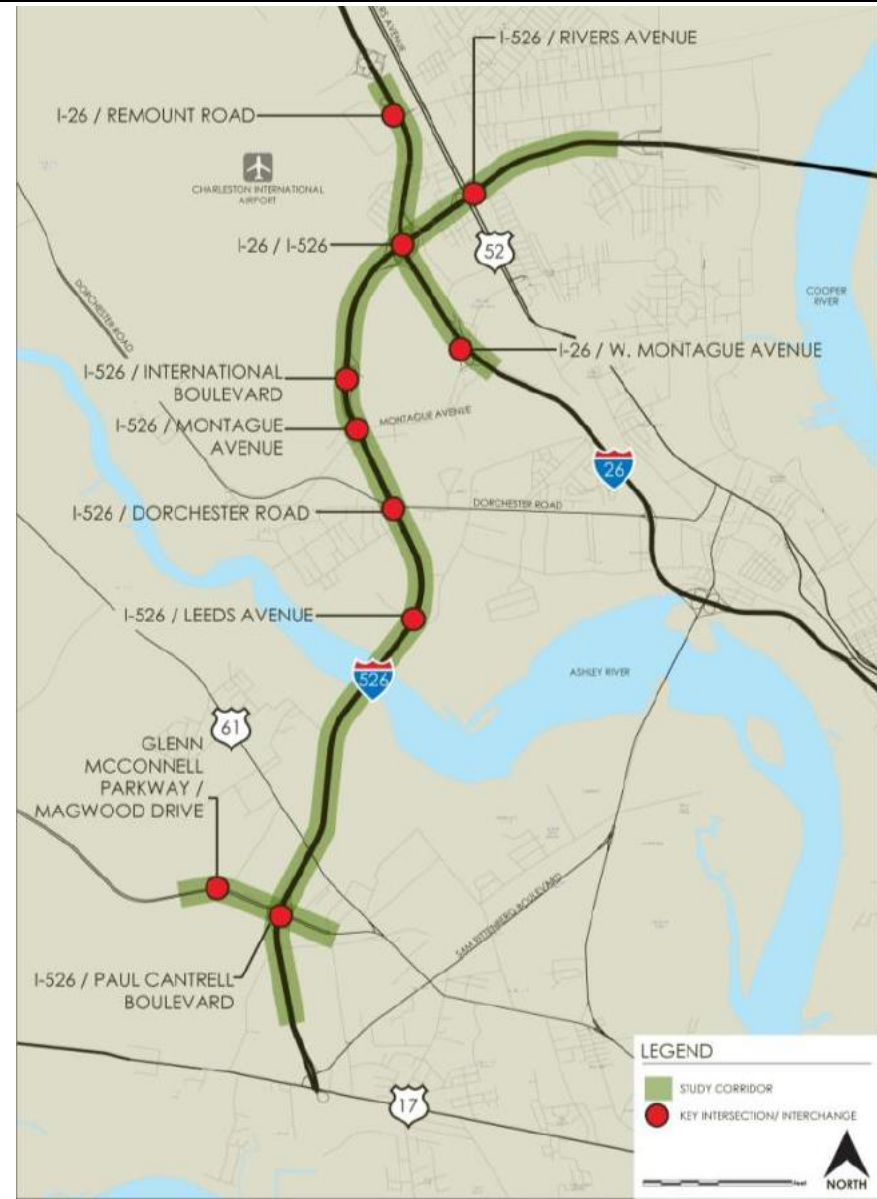
- ✓ I-526 Corridor Analysis - 2013
- ✓ I-526 Improvement Project Funded in STIP - 2014
- ✓ Project Added to CHATS - 2015
- ✓ SCDOT retained consultant to assist in engineering/environmental study - 2015
- ✓ Engineering/Environmental studies initiated - 2015



Project Development Process



LL07



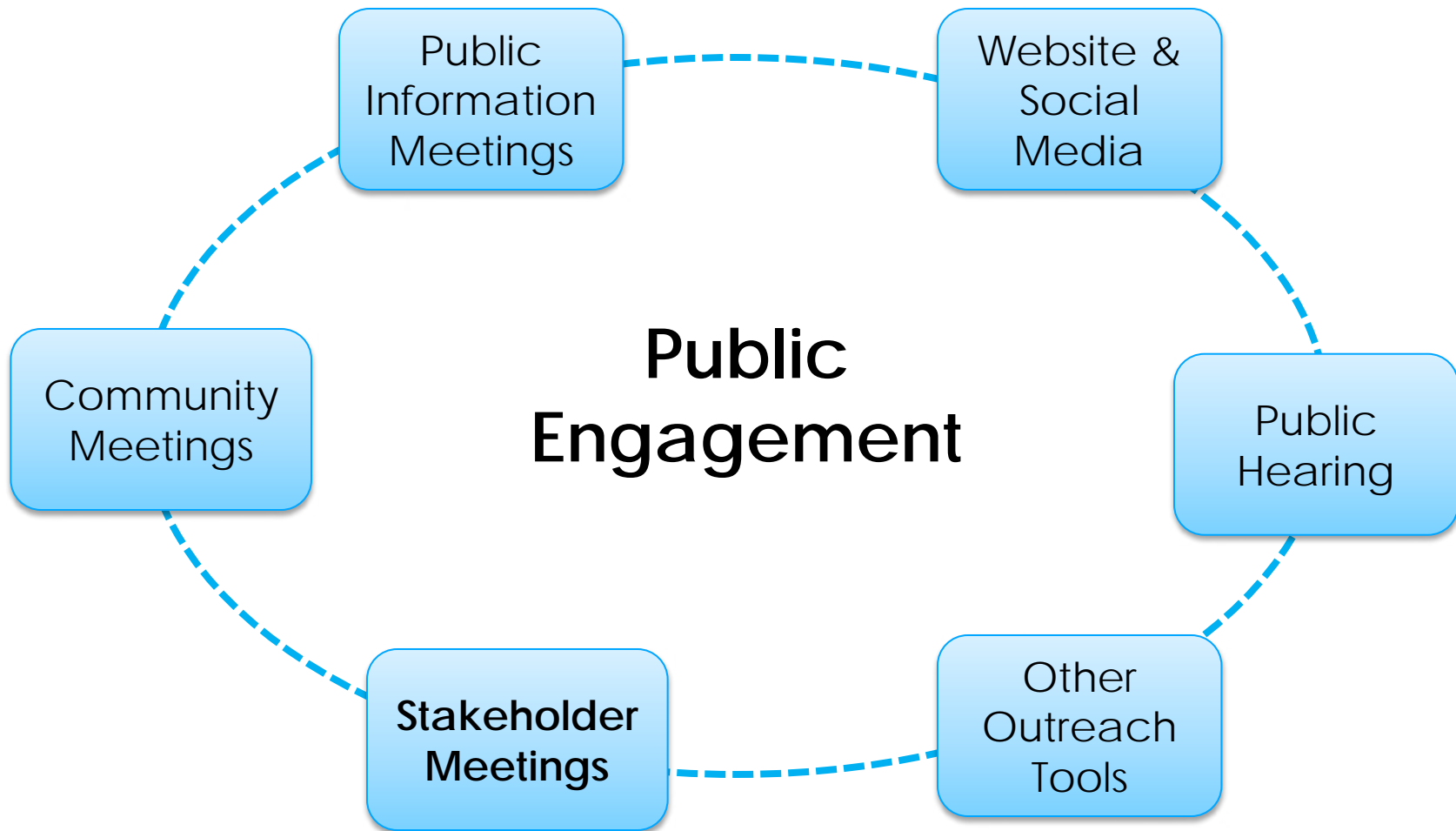
Stakeholder Role

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

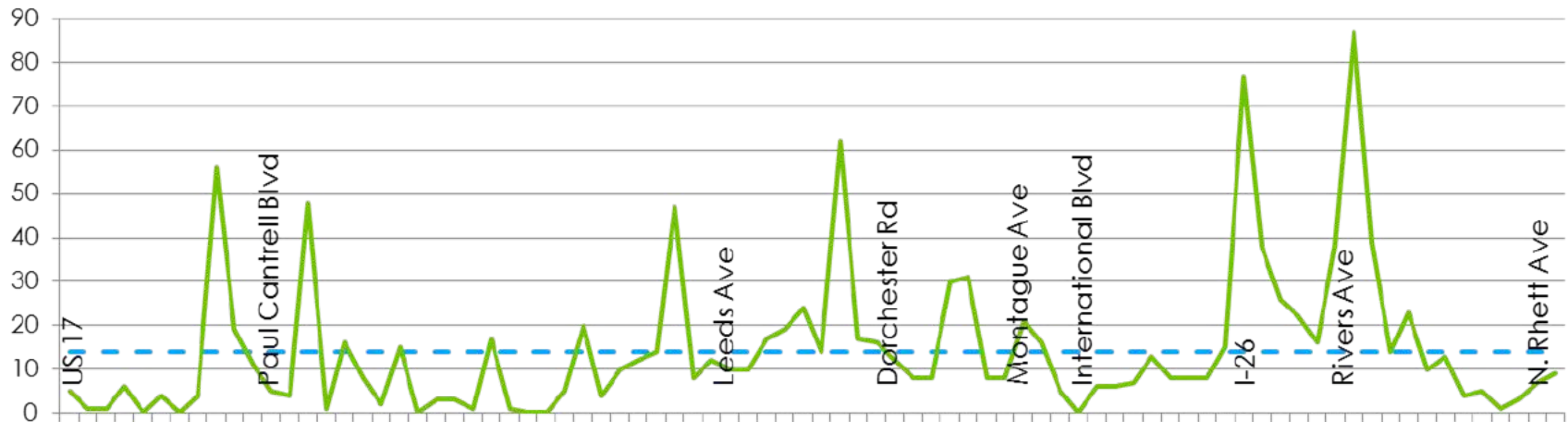
Problem:

- ✓ *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

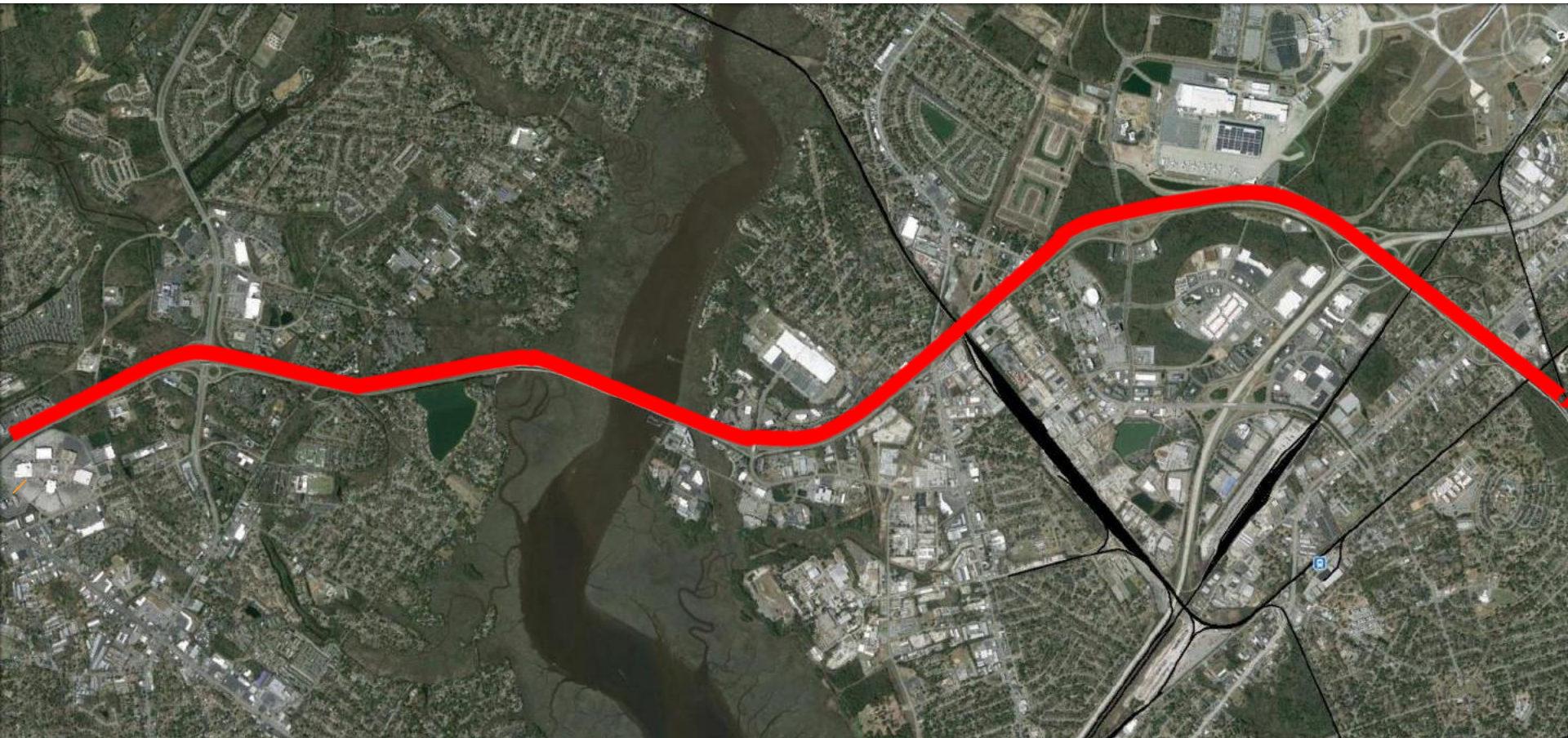
The estimated schedule for the 26 Lowcountry Corridor is:

-  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	buntc@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
Stephoni Faison	FAA	843-414-2802	Stephoni.Faison@faa.gov
Jesse Ruiz	FAA	843-414-2800	Jesse.Ruiz@FAA.GOV
VONIE GILBERT	BCDCOG	843-529-0400	VONIE@BCDCOG.ORG
PATRICK BARBER	SCTA	843-514-0343	pat@superiortransportation.com
RICK TODD	SLTB	803-799-4306	ricktodd@strucking.org
Coleman Thompson	SCTA	843-551-6193	Cthompson@huntertransport.com
Sean Tracey	Charleston Chamber	843-805-3096	stracey@charlestonchamber.org
Krati Tolley	Citadel Hall	843-766-8301	ktolley@spinascore.com
PERRIN LAWSON	CACVB	843/805-3050	PLAWSON@EXPRESSCONSTRUCTION.COM
Dawn Maultree	City of N. Char	843-740-2572	gmaultree@northcharleston.org
Jeff Burns	CARTA	843-529-2128	jburns@beachridecarta.com
SEAN HUGHES	CCSD	843-566-8190	SEAN_HUGHES@ccsdschools.com

4 bus suggestions for Bays ~ 10 travel

daily -

* A higher @ Magnolia for southbound traffic
will help 526 back up @ Paul
Cottrell especially with new neighborhood on
the on ramps and off ramps are so ^{bad} _{primary}
short throughout this corridor that
accidents are happening daily.

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

Appendix Y.1B

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (November 2016)



LOWCOUNTRY CORRIDOR



STAKEHOLDER MEETING

NOVEMBER 10, 2016

Charleston Metro Chamber of Commerce

Meeting Agenda

**Welcome &
Introductions**

Project Overview

**Small Group
Session**

**Next Steps/
Conclusion**



Improvements:

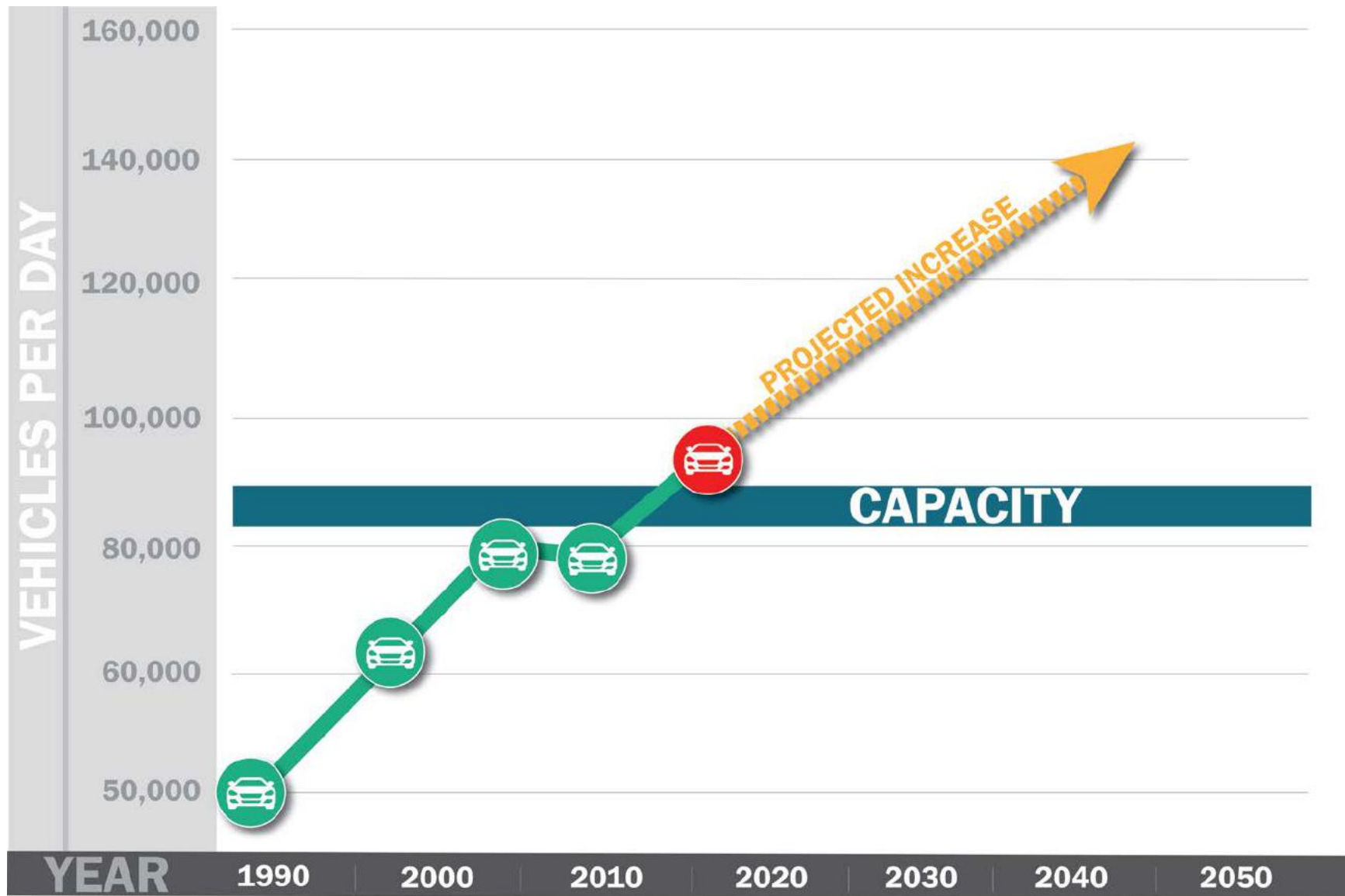
**I-526 from Rivers Ave. to
Paul Cantrell Blvd.**

Interchange Modifications:

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



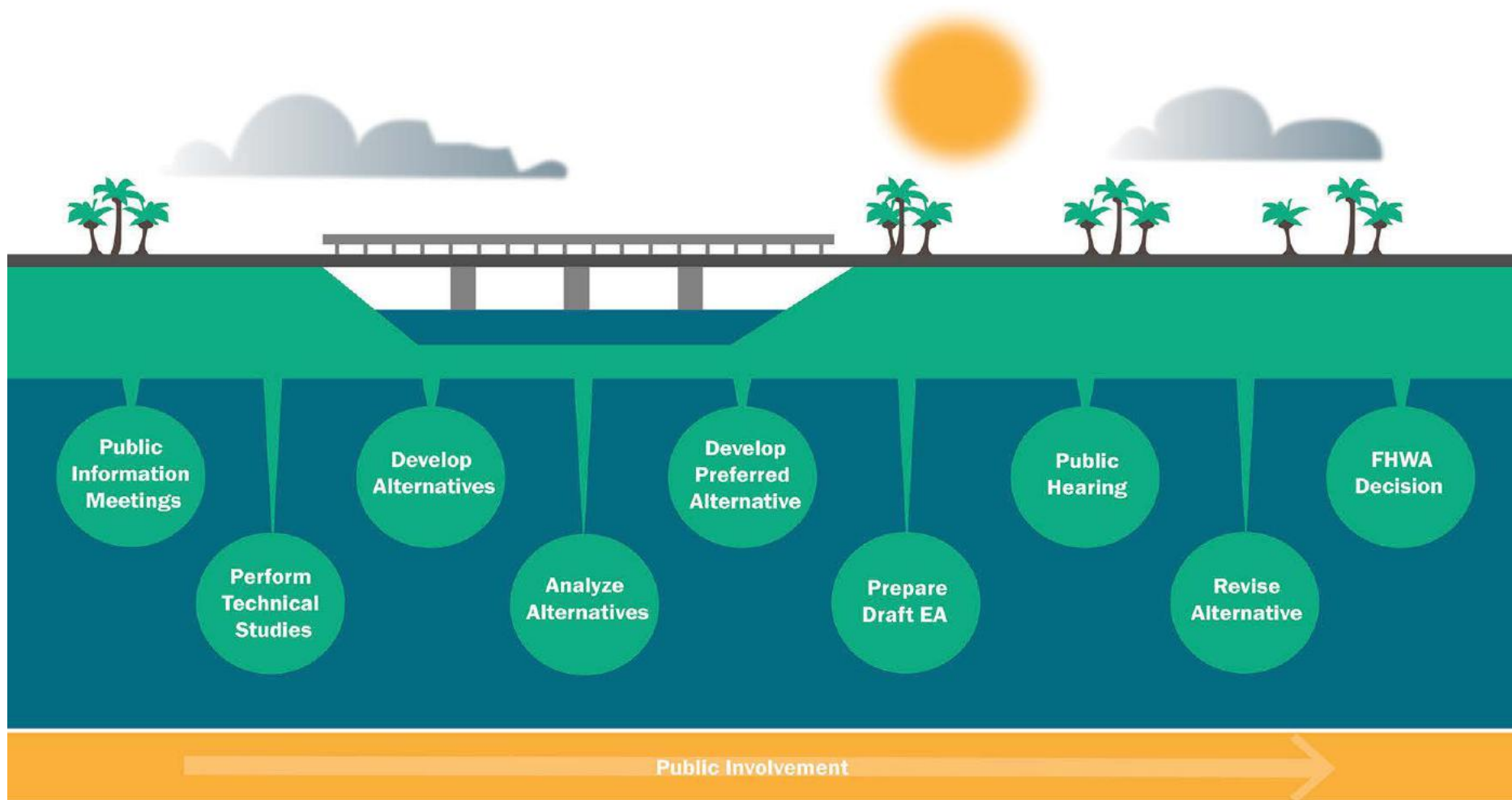
- Different Project from the I-526 (Mark Clark) Extension
- Funded for Engineering, Right-of Way, and Construction
- Improvements to Existing Transportation Infrastructure along I-526
- Modifications to Existing Interchanges





CRASHES BY INTERCHANGE





Improvements planned for congested section of I-526

By LIZ SUGRIST
lsugrist@charleston.com

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

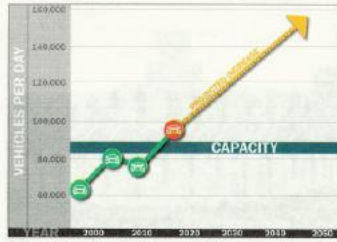
The S.C. Department of Transportation is studying a nearly eight-mile stretch of the interstate between Exits 140 and 142 in North Charleston and Savannah Highway in West Ashley.

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 interchange," 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 ever-increase.

Truck drivers carrying port cargo use this stretch every day, and the opening

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 not going to continue to grow... We are designing for the future and what we feel future traffic levels are going to be," Riley said.

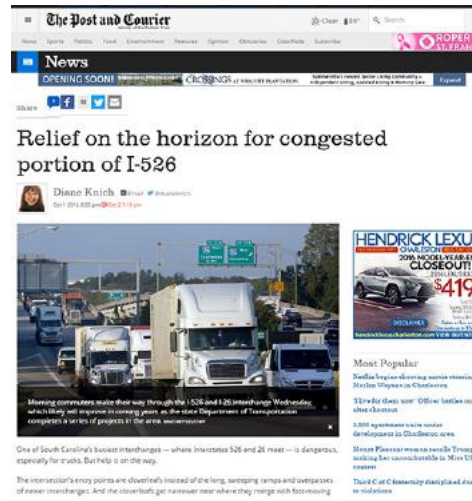
Nearly 50,000 cars travel between I-54 and International Boulevard each day, according to Statist principal Rick Day. The North Charleston-based engineering firm, which plans and designs roadways, is working as a consultant with the DOT on the project.

The North Charleston site 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.

Those numbers are projected to grow. "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-



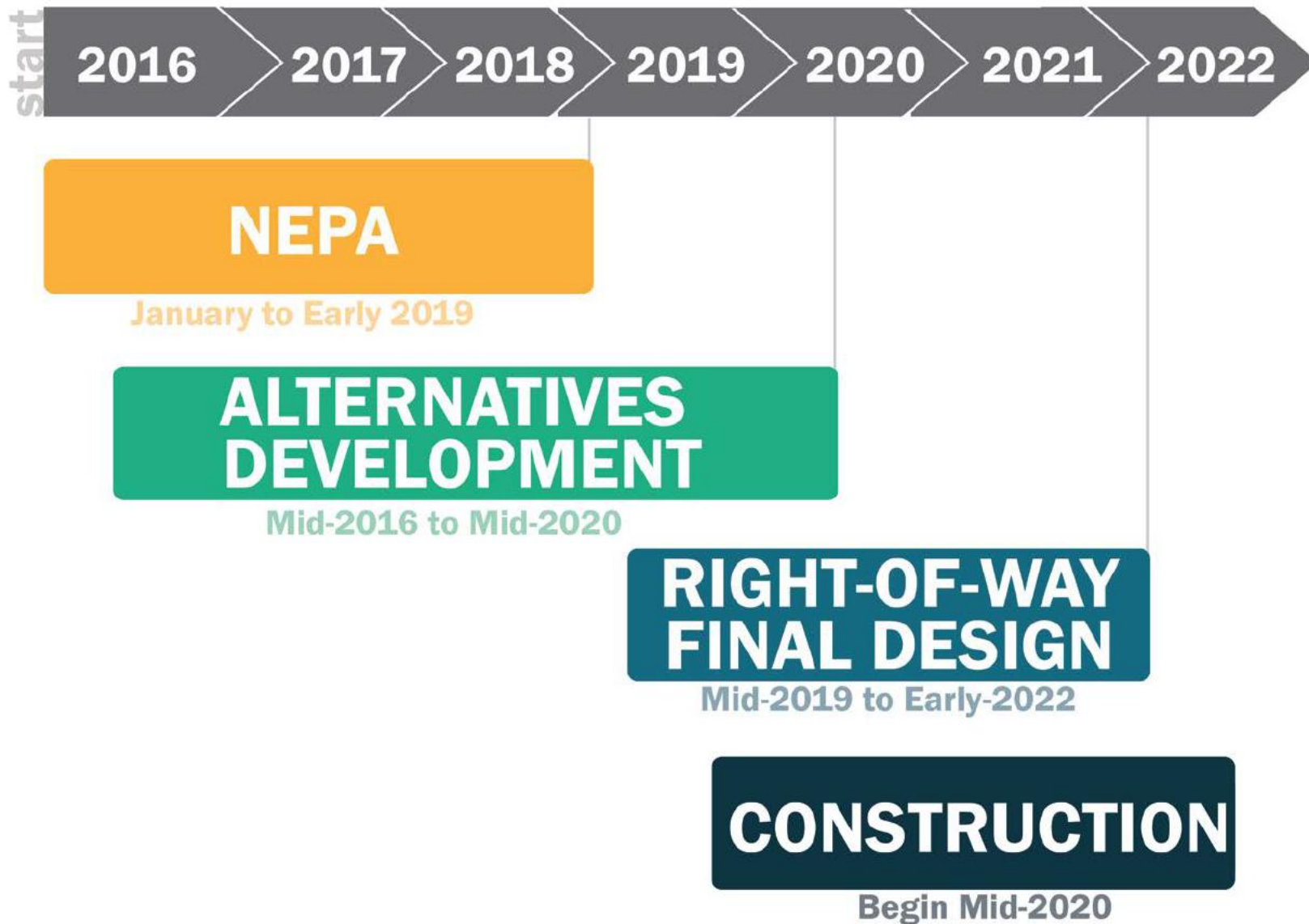


Stay INFORMED!
Join our Virtual Meetings
www.526LowcountryCorridor.com

Give Us
Your OPINION!
Please Take our Survey

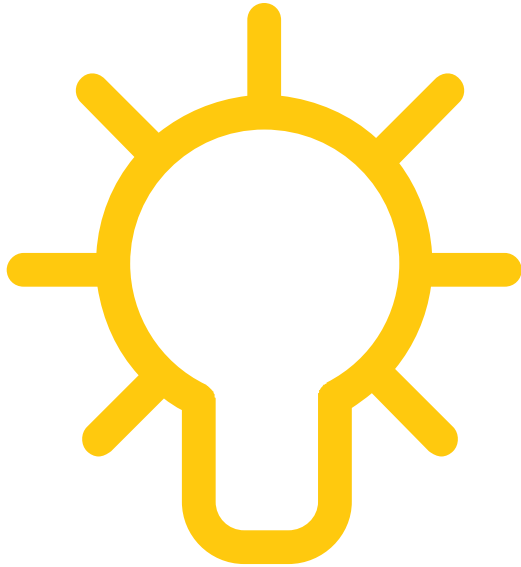


<https://www.surveymonkey.com/r/526LCSurvey>



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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Appendix Y.1C

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (May 2017)

**THANK YOU FOR YOUR
PARTICIPATION TODAY.**



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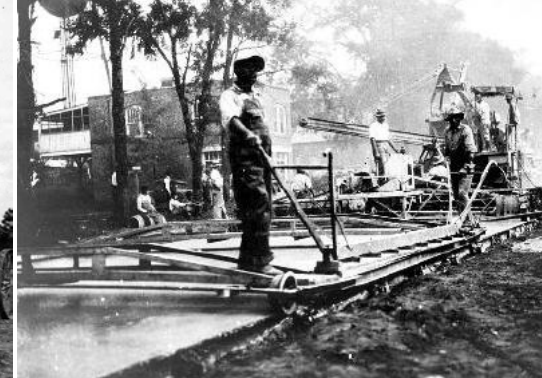
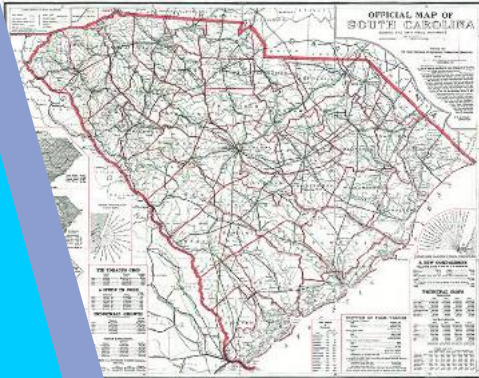
SCDOT



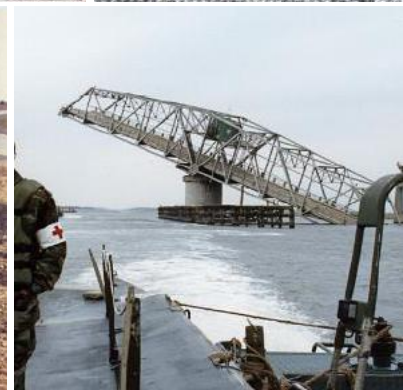
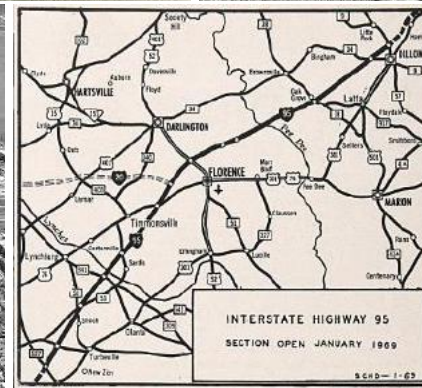
**Less congestion.
Safer roads.**

www.526LowcountryCorridor.com

SCDOT Turns 100!



SCDOT Turns 100!



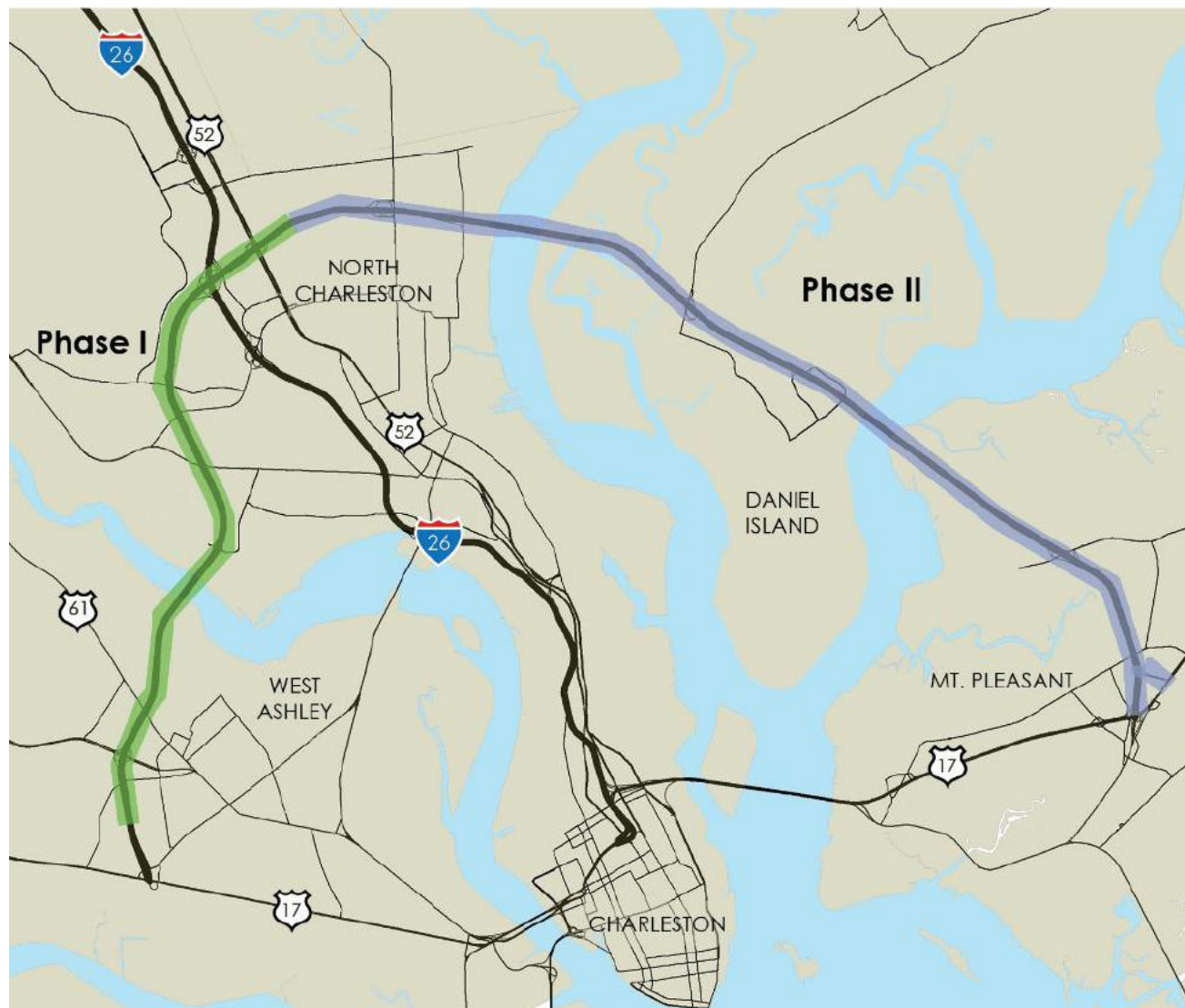
Today's Agenda

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



Project Limits

I-526 Lowcountry Corridor



LOWCOUNTRY CORRIDOR



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

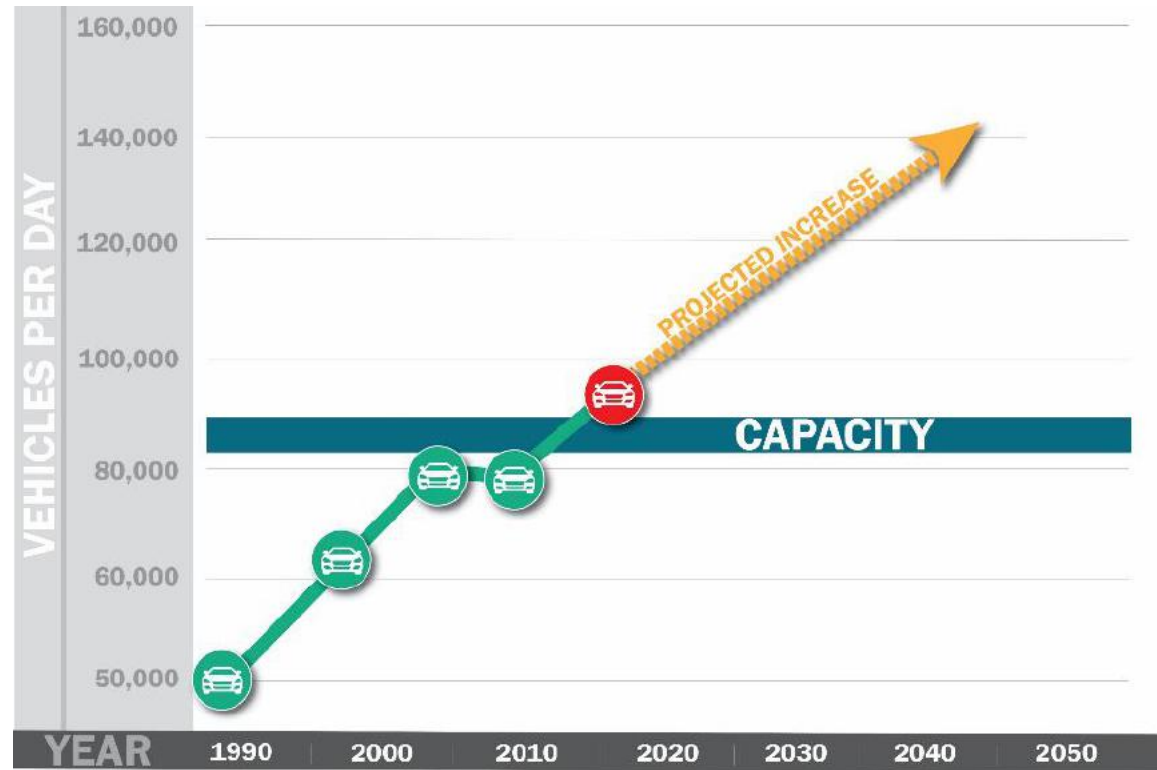
I-526 is identified as one of SC's most congested segments of interstate.

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



Capacity

I-526 Lowcountry Corridor Phase I

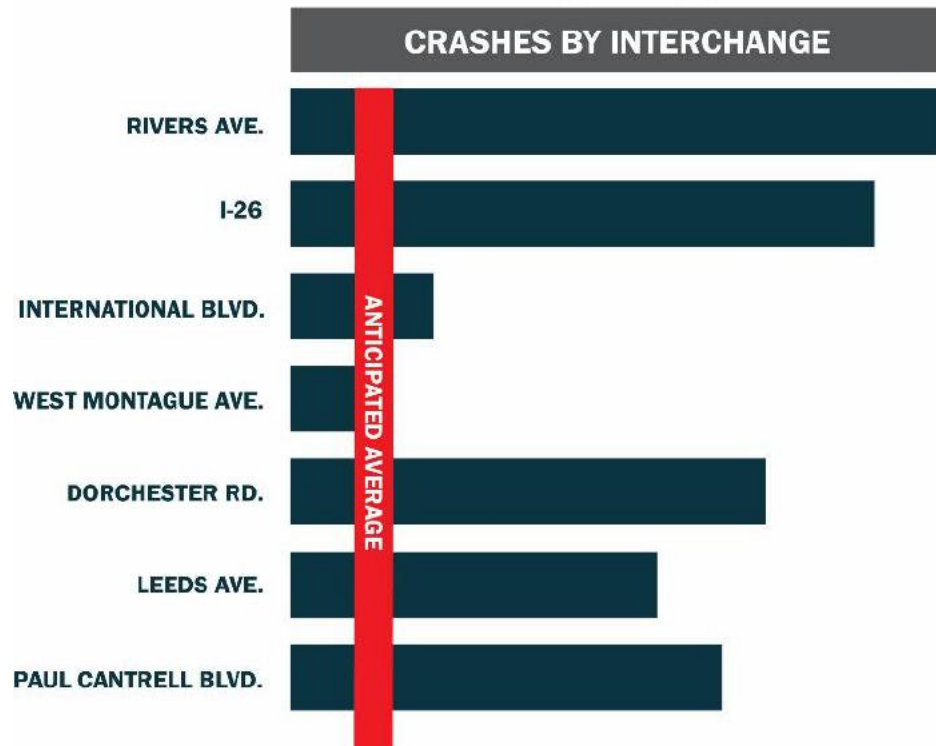


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Crashes By Interchange

I-526 Lowcountry Corridor Phase I



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Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

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

What are the appropriate strategies?



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SCDOT

Traffic Mitigation Strategies

I-526 Lowcountry Corridor Phase I

Previous Efforts Studied Effectiveness of:

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



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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

Travel Demand Strategies



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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)

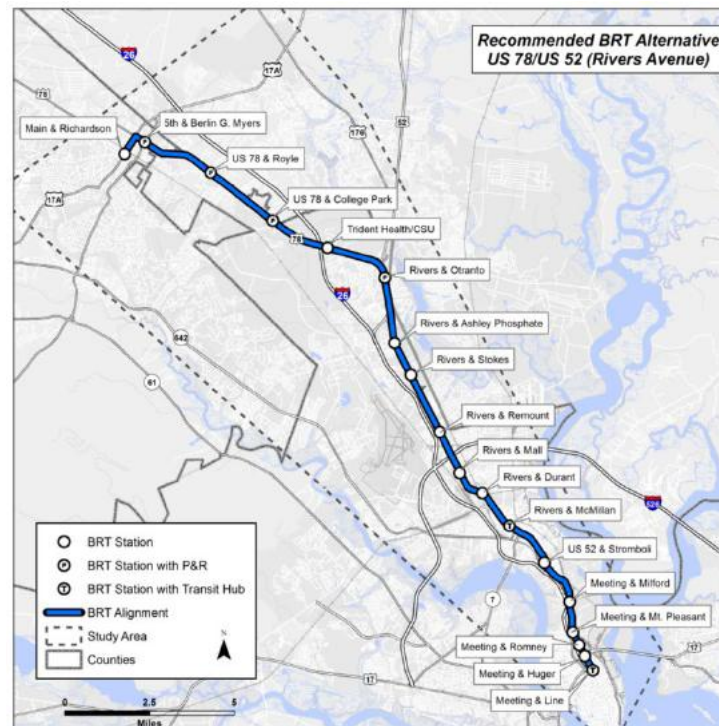


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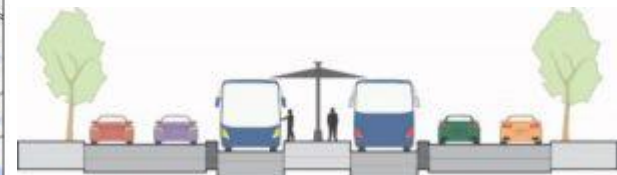


Traffic Mitigation Strategies

BCDCOG Bus Rapid Transit (BRT)



<https://bcdcog.com/brt>



526
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SCDOT

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




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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.

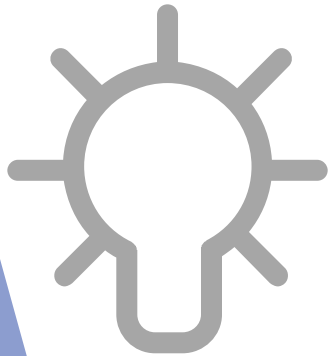


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Table Discussion

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?

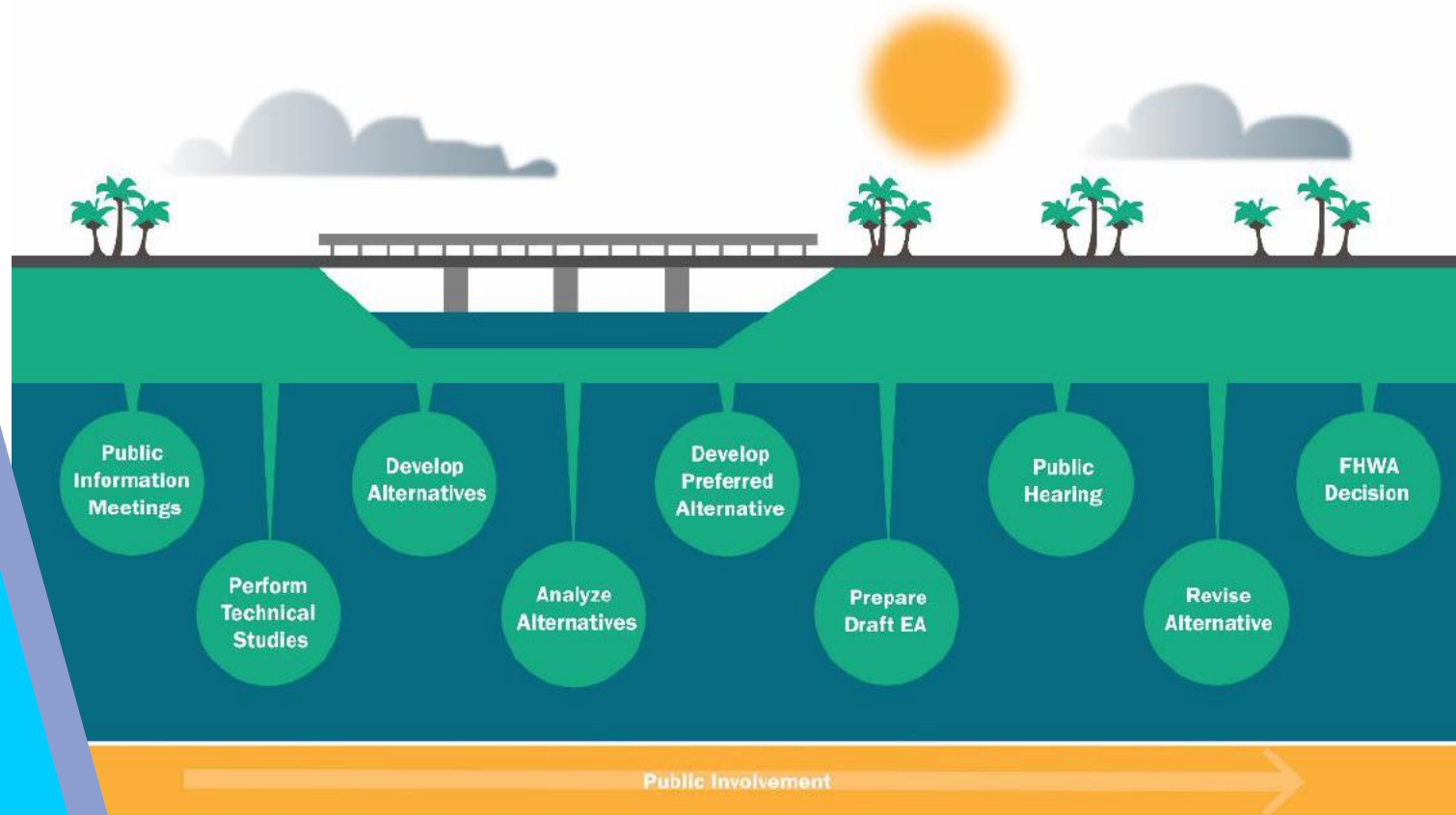


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NEPA Process

I-526 Lowcountry Corridor Phase I



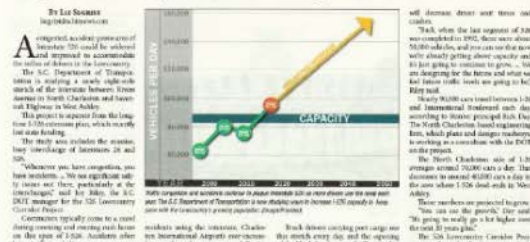
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Public Engagement

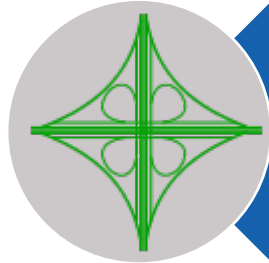
I-526 Lowcountry Corridor Phase I

Improvements planned for congested section of I-526

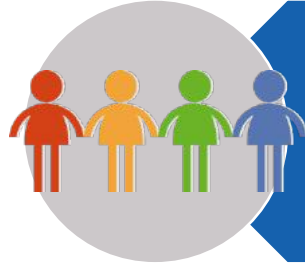


Ongoing Technical Studies & Design

I-526 Lowcountry Corridor Phase I



Development of Alternatives



Continuous Public Input

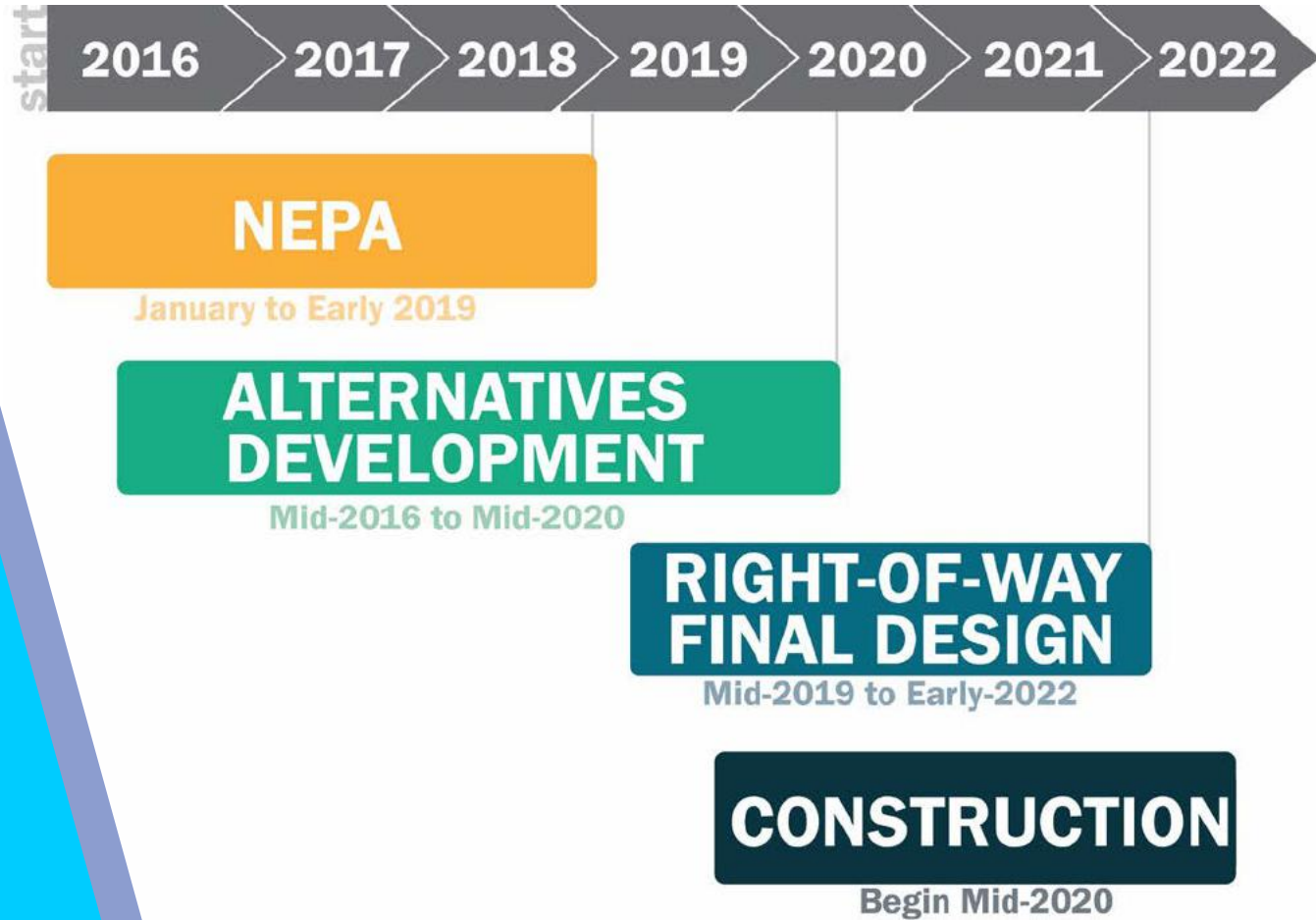


Analyze the Alternatives for Traffic Benefits & Environmental Impacts



Project Schedule

I-526 Lowcountry Corridor Phase I



LOWCOUNTRY CORRIDOR



Contact Information

I-526 Lowcountry Corridor Phase I

website



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Thank You!



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Safer roads.**

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MEETING SUMMARY

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

MEETING SUMMARY

- 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.

MEETING SUMMARY

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.

Appendix Y.1D

Stakeholder Meeting Plans and Summaries

Business Outreach Initiative (March 2017)



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.

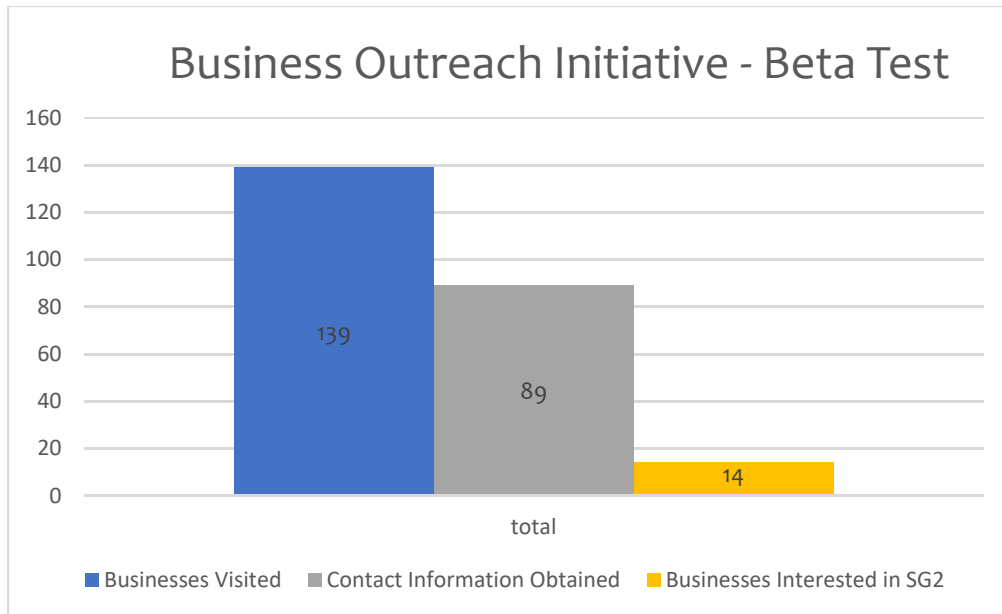
Methods

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.

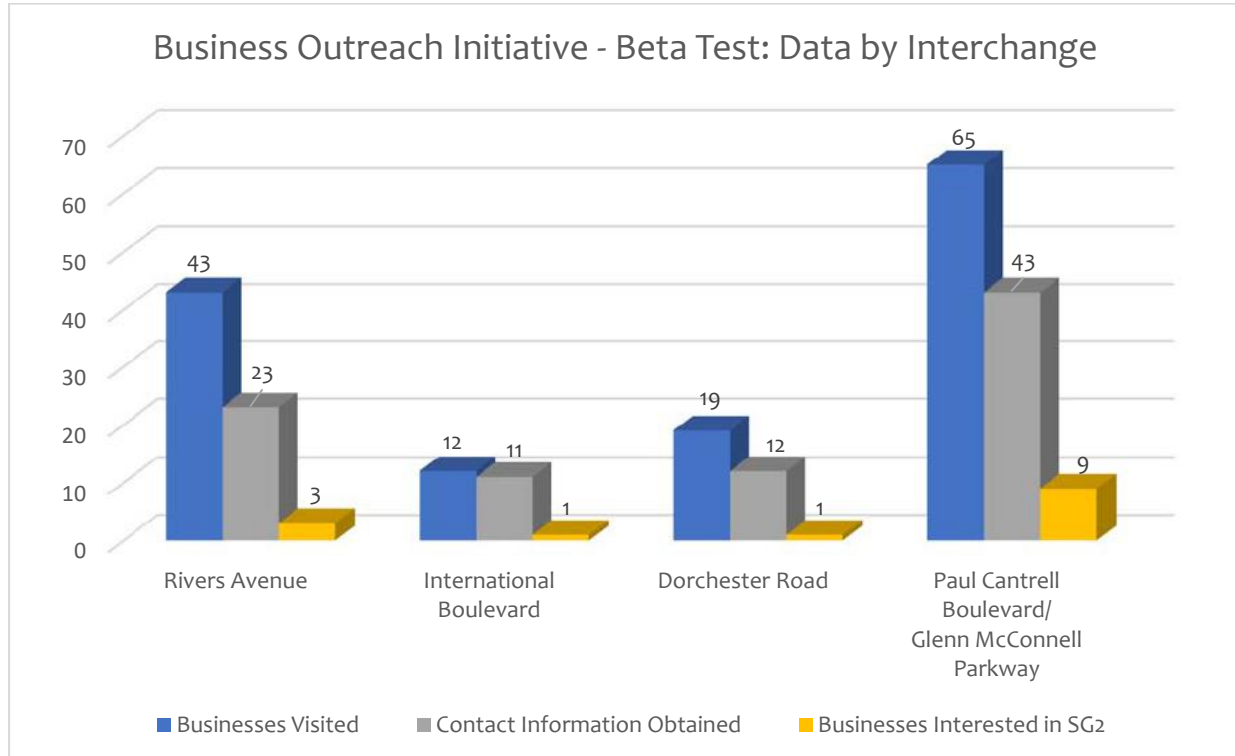
Beginning on March 3, 2017, project team members visited each business to provide them project literature and conduct the survey to gauge their interest in participating in the Stakeholder Group. The door-to-door outreach efforts were completed by March 8, 2017.

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.

Appendix Y.1E

Stakeholder Meeting Plans and Summaries

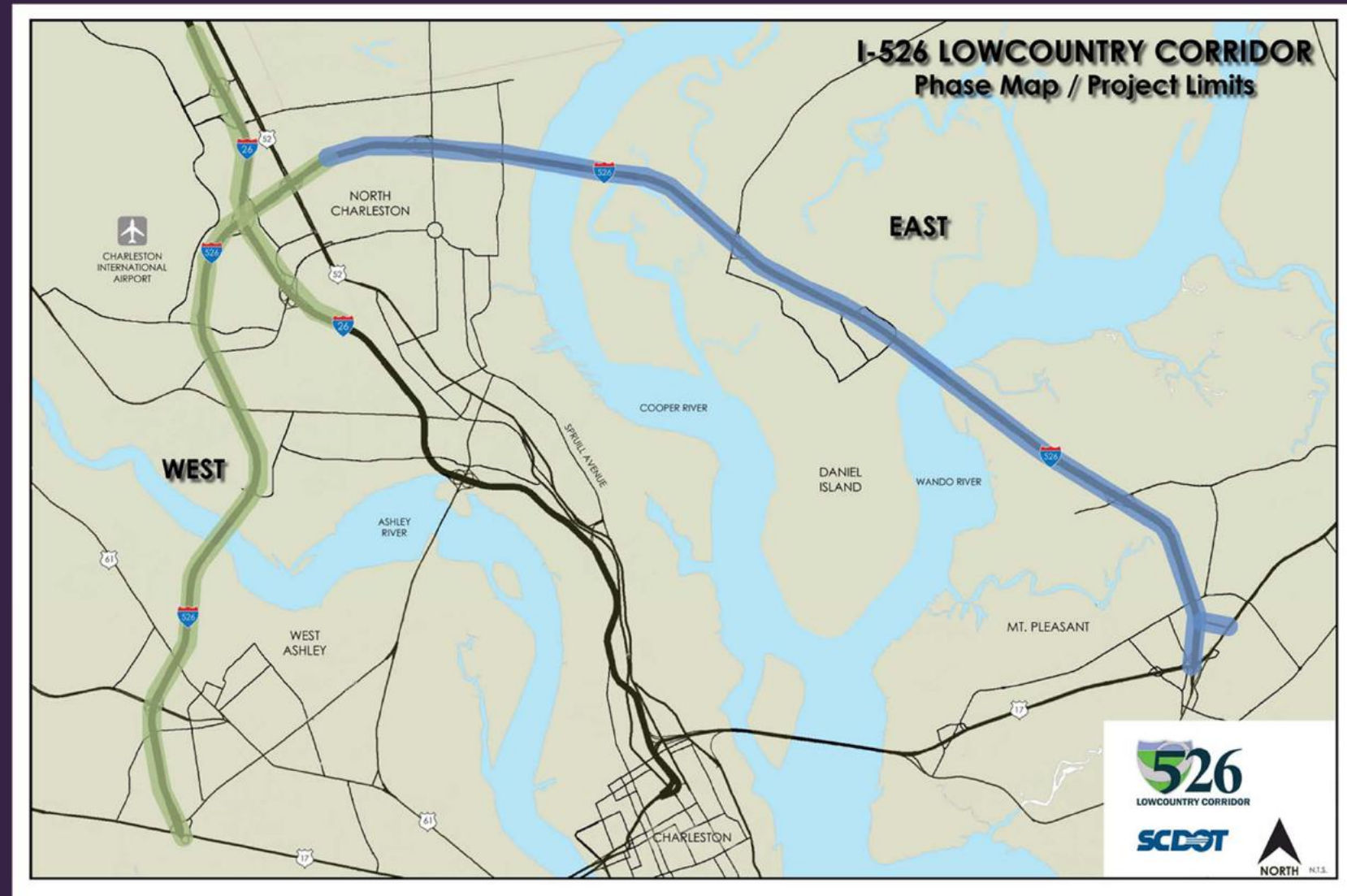
Project Update (April 2018)



I-526 Lowcountry Corridor Project Update

April 2018





Lowcountry Corridor Project Termini

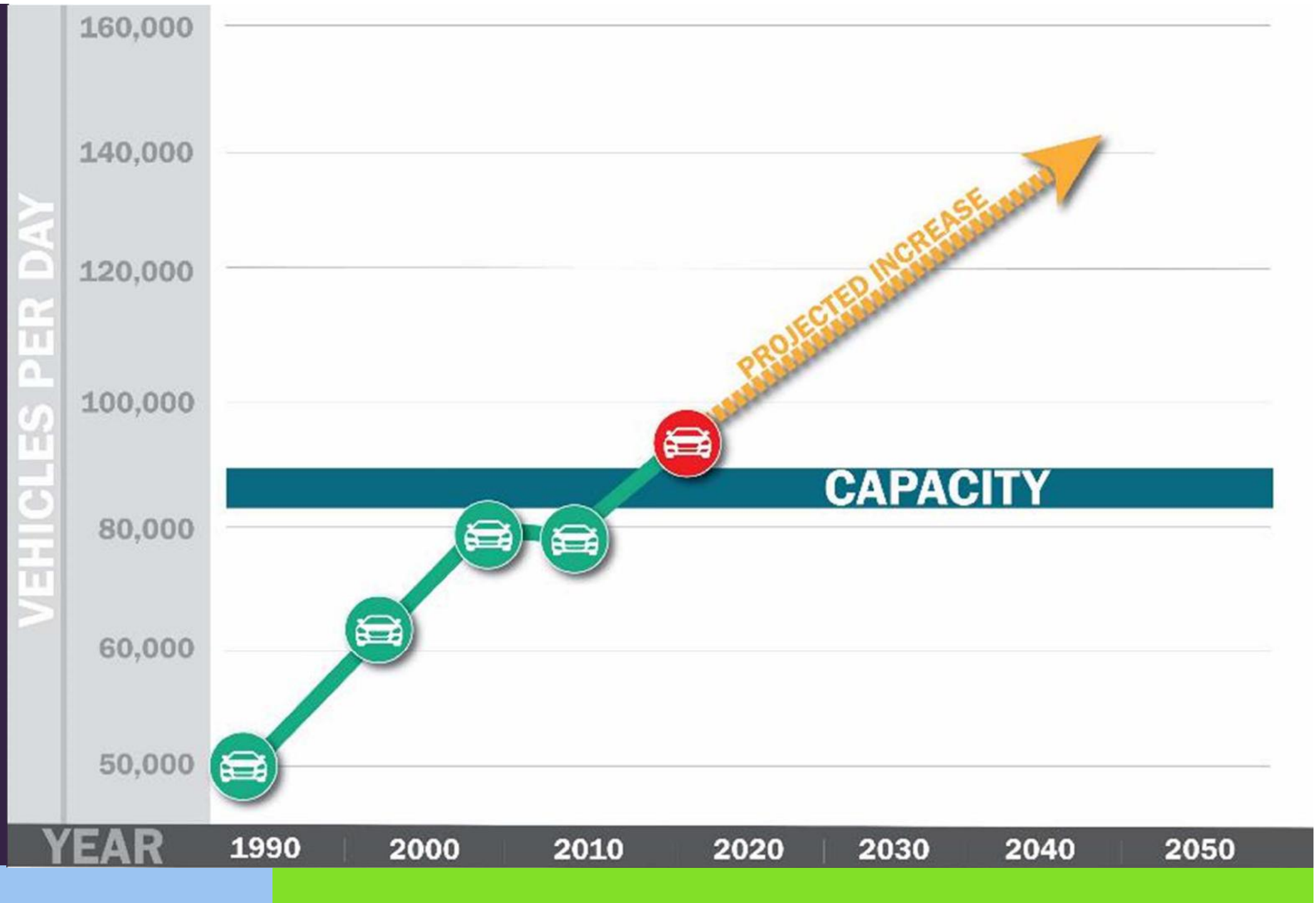
I-526 Project Purpose & Need



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





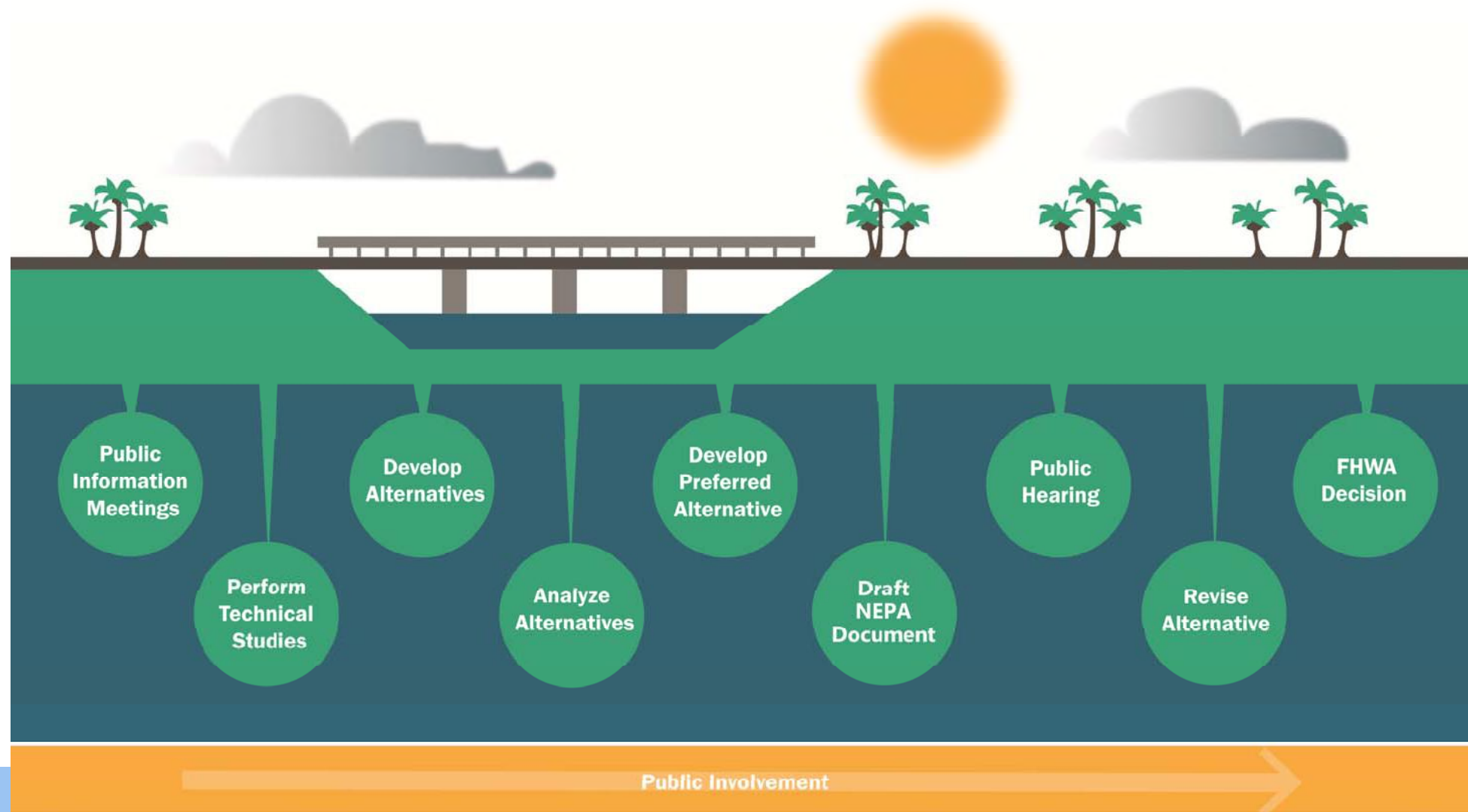
CRASHES BY INTERCHANGE



Safety Analysis

Crashes by Interchange

NEPA Process

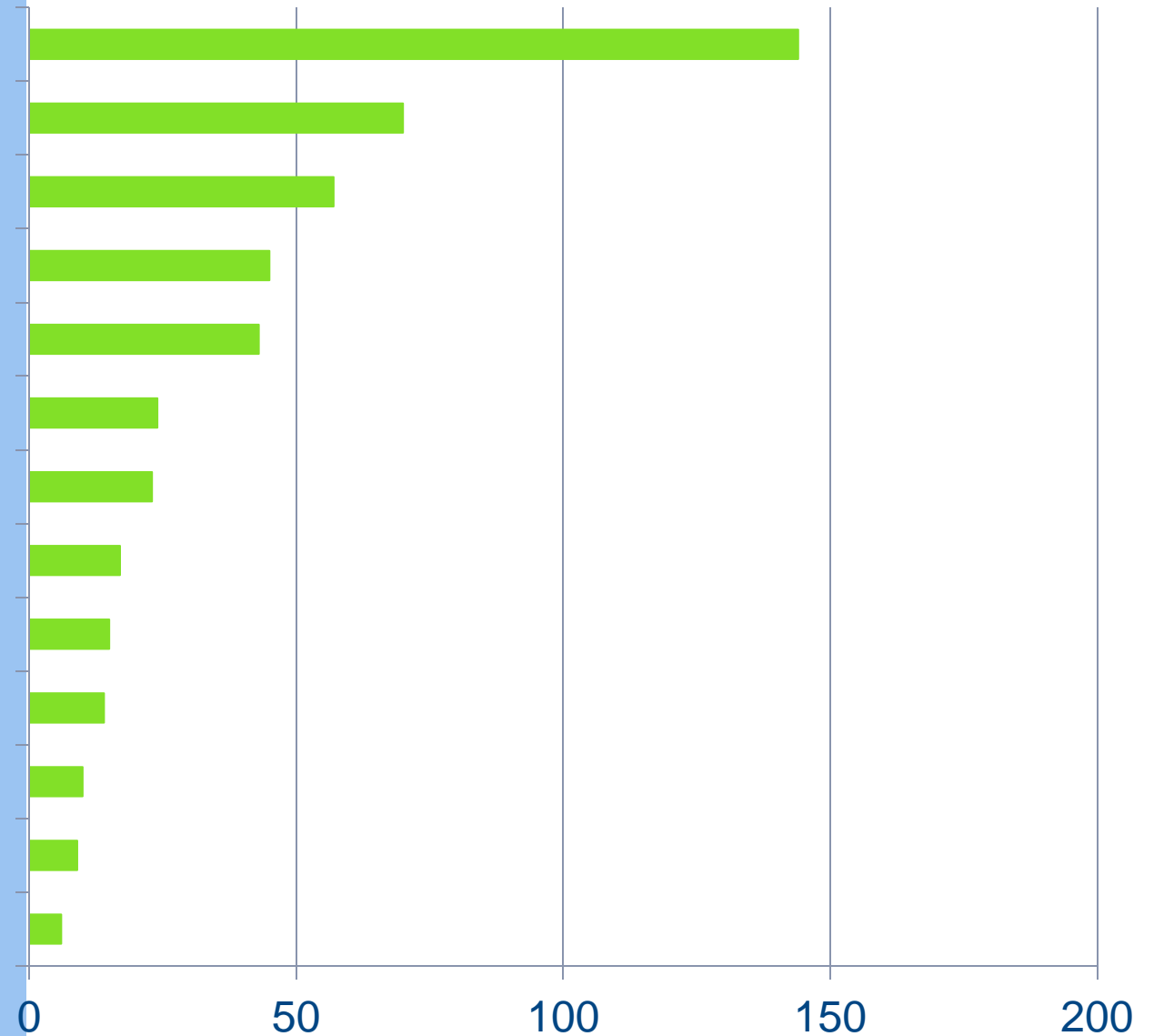




Public Engagement

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

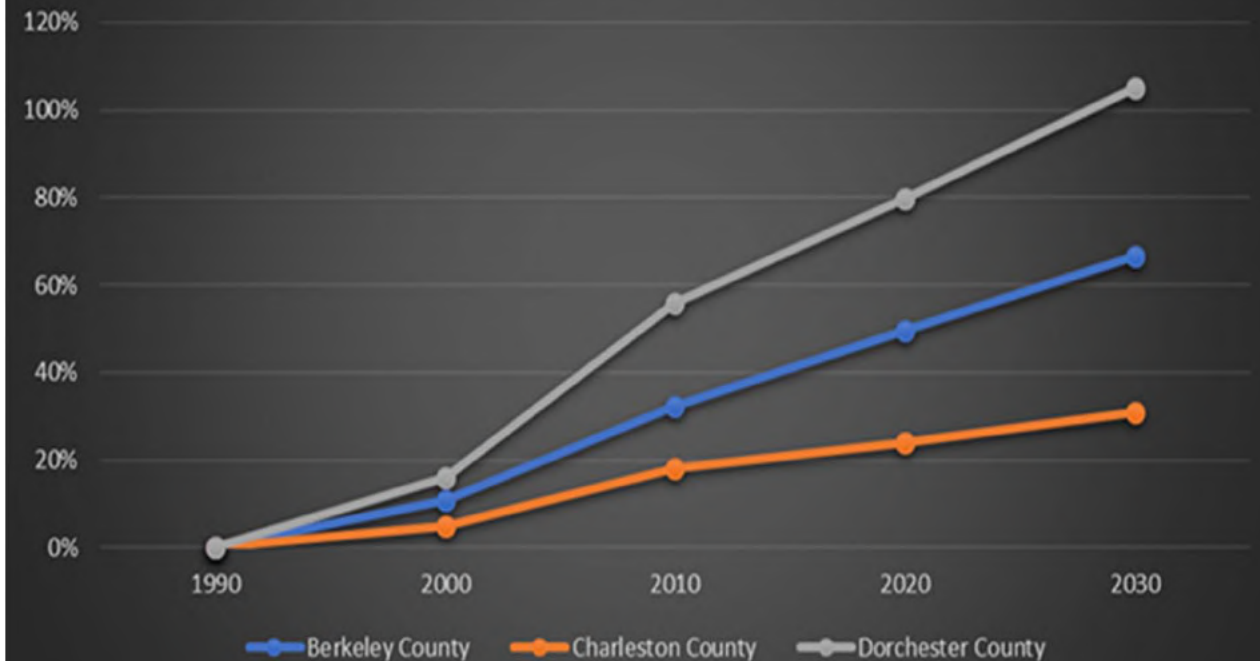


Community Concerns

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!

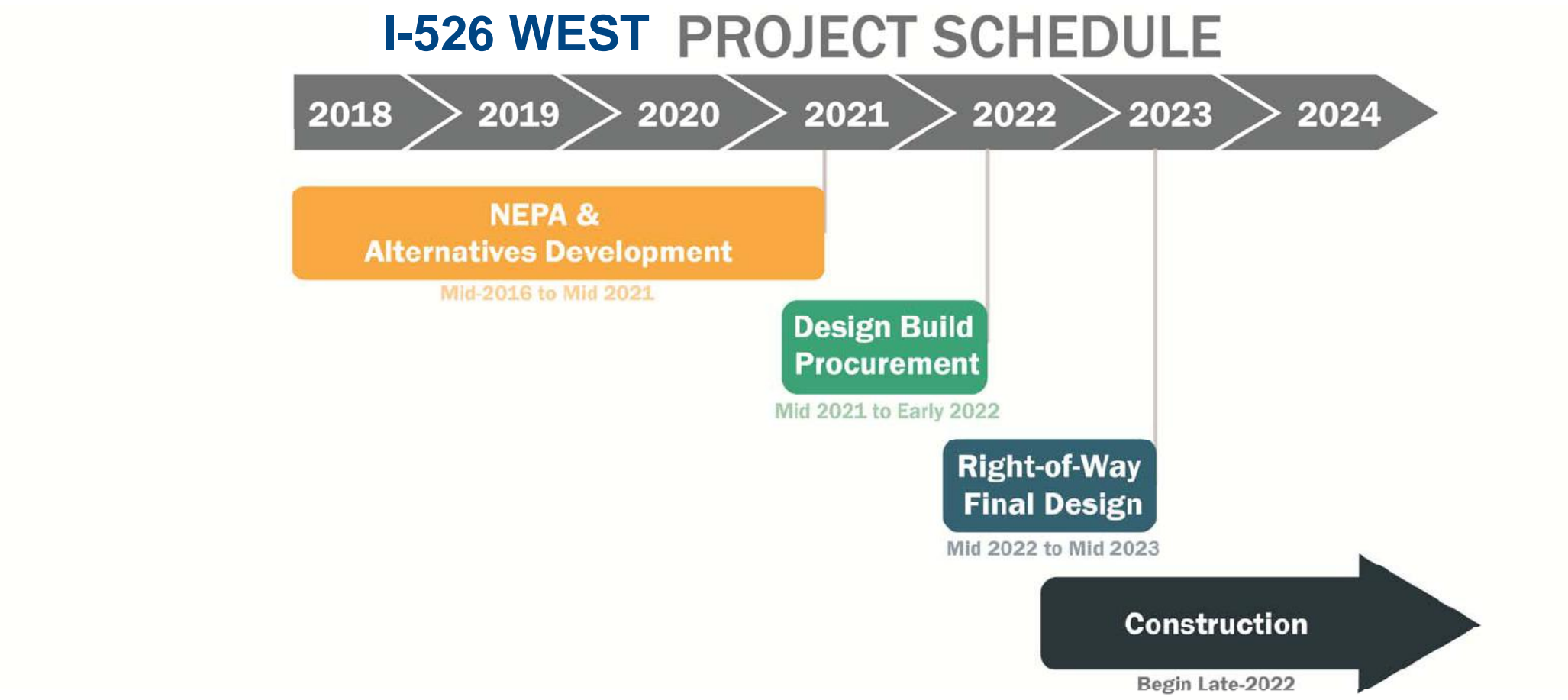
- ✓ Long Term Congestion Management is a regional issue
- ✓ Additional **Traffic & Environmental** studies required
- ✓ Additional refinement of conceptual improvement alternatives

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 EAST Schedule under development

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!

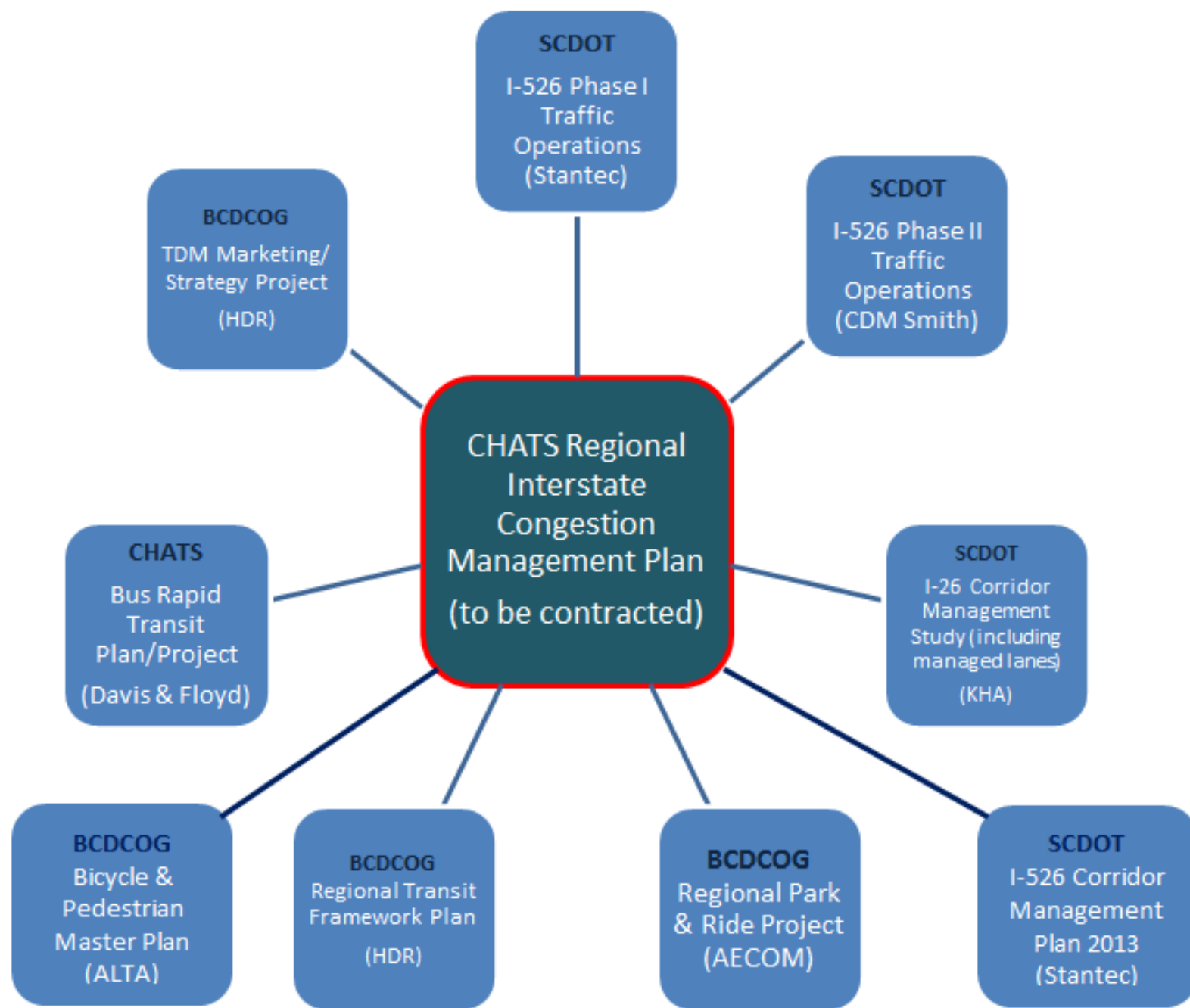
Budget Constraints & Future Project Funding

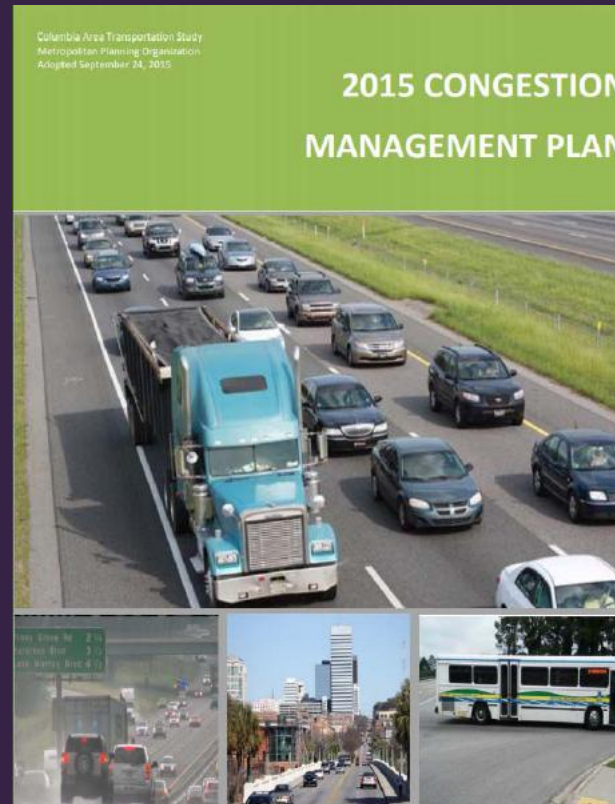
It's a Team Effort!

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







CHATS 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



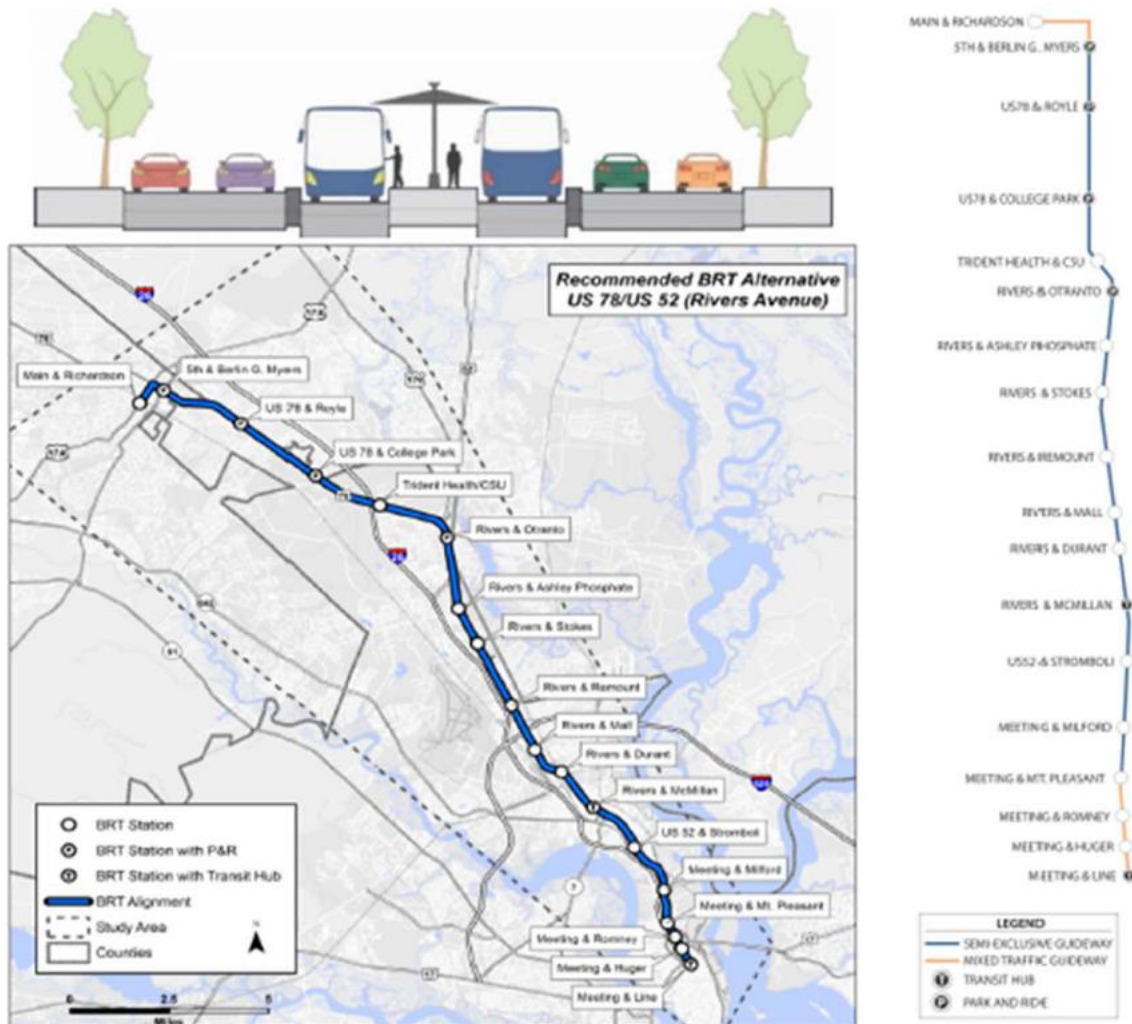
**Land Use
Management**



**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.

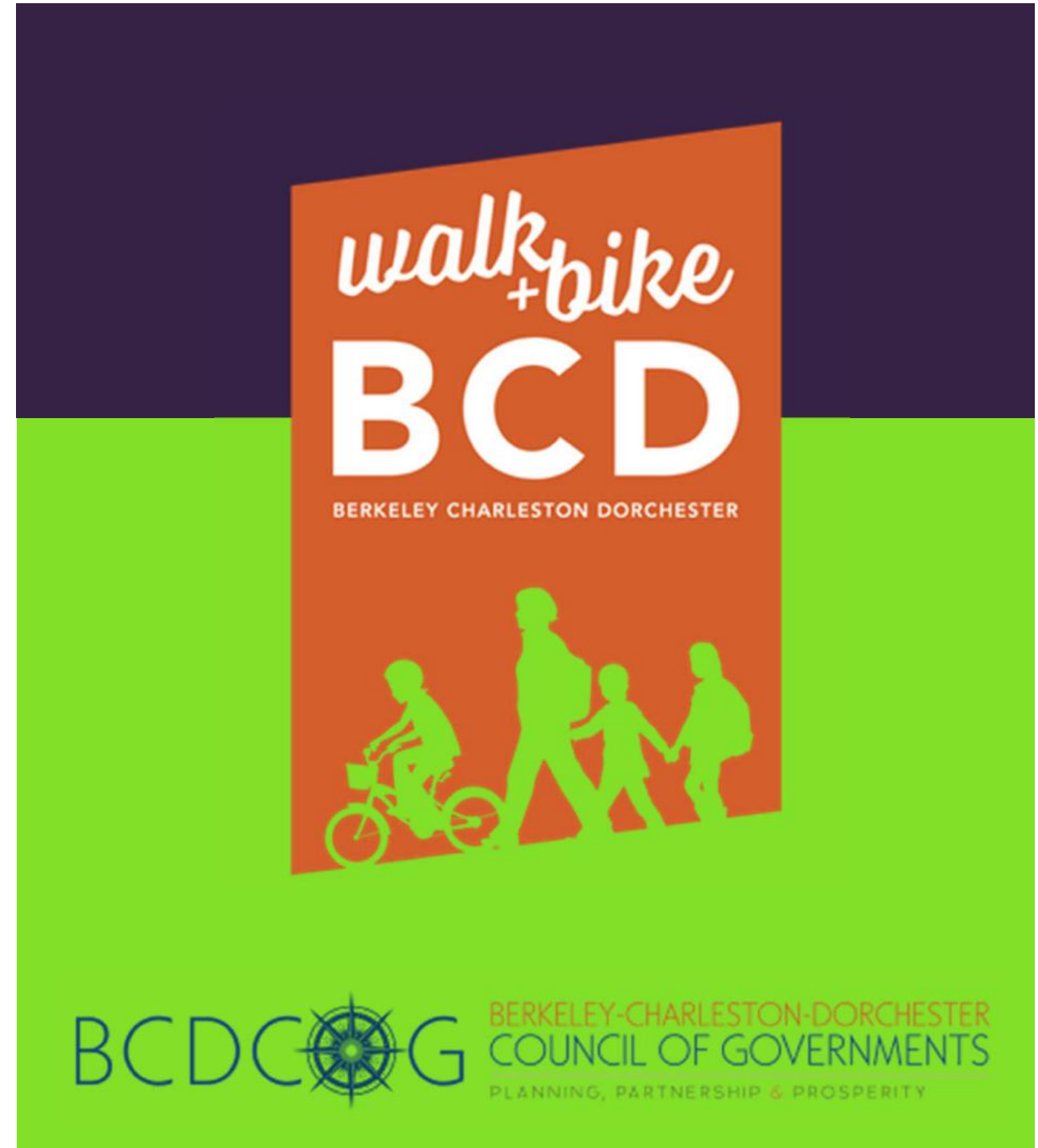
**LOW
COUNTRY** 



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

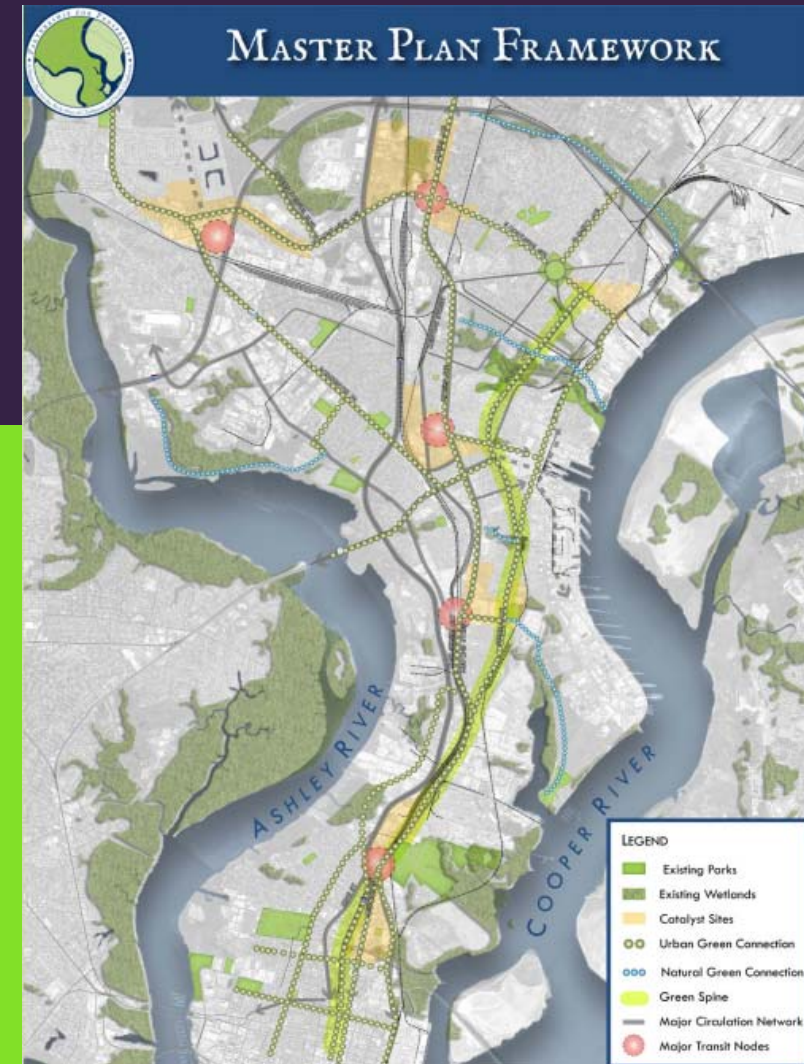
Bicycle & Pedestrian

- ✓ **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

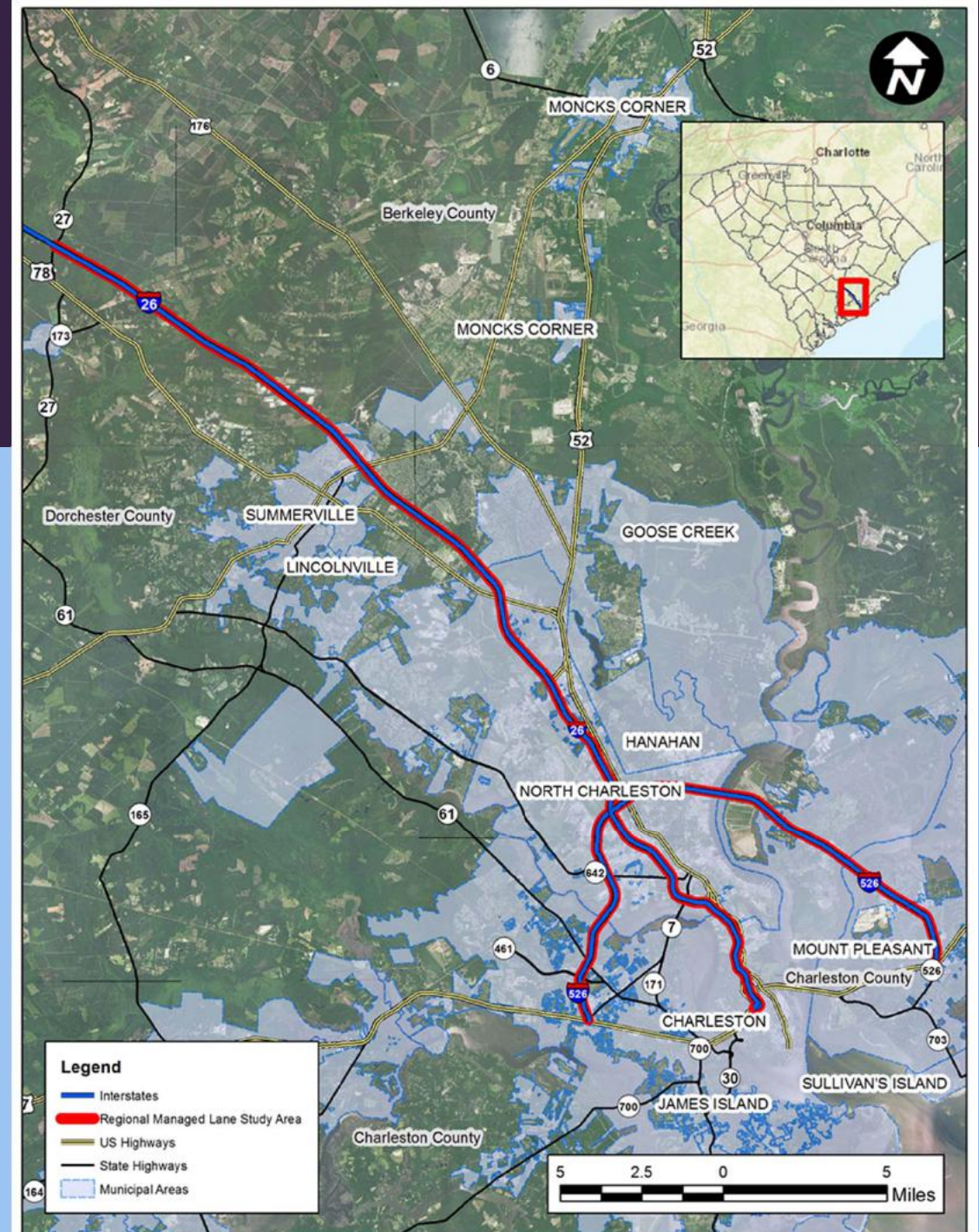
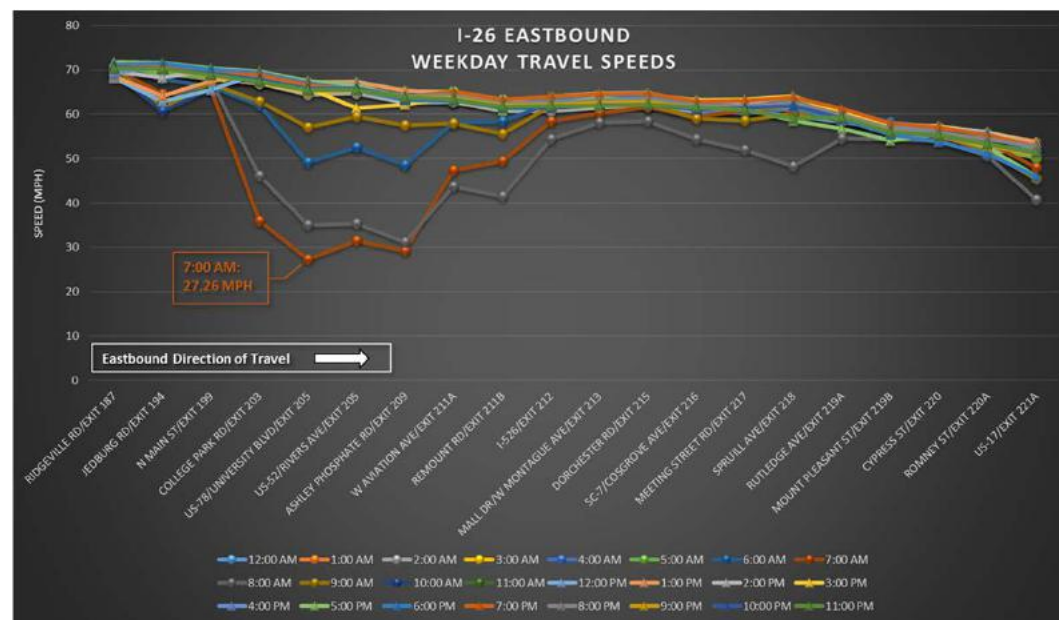
- ✓ **Multimodal and Travel Demand** Strategies are a **regional approach** that work **together** to accomplish long term congestion management
- ✓ Improves Transit Reliability
- ✓ Future Management Flexibility
- ✓ Extends life of the Operational Efficiency
- ✓ Encourages Ride-Sharing & Transit





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



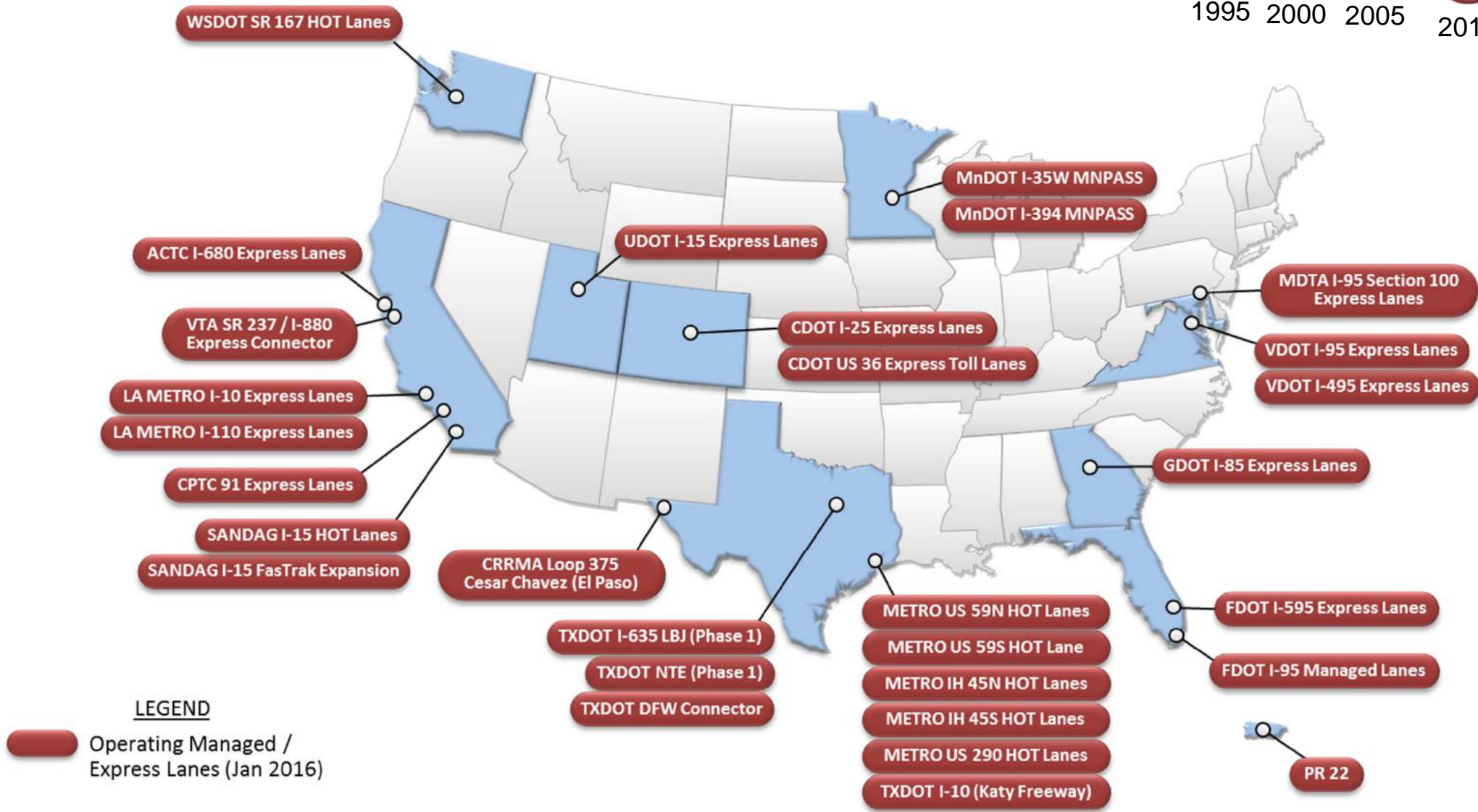
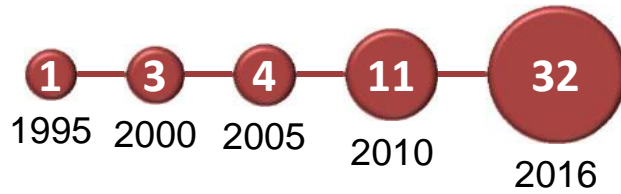
What are Managed Lanes?

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



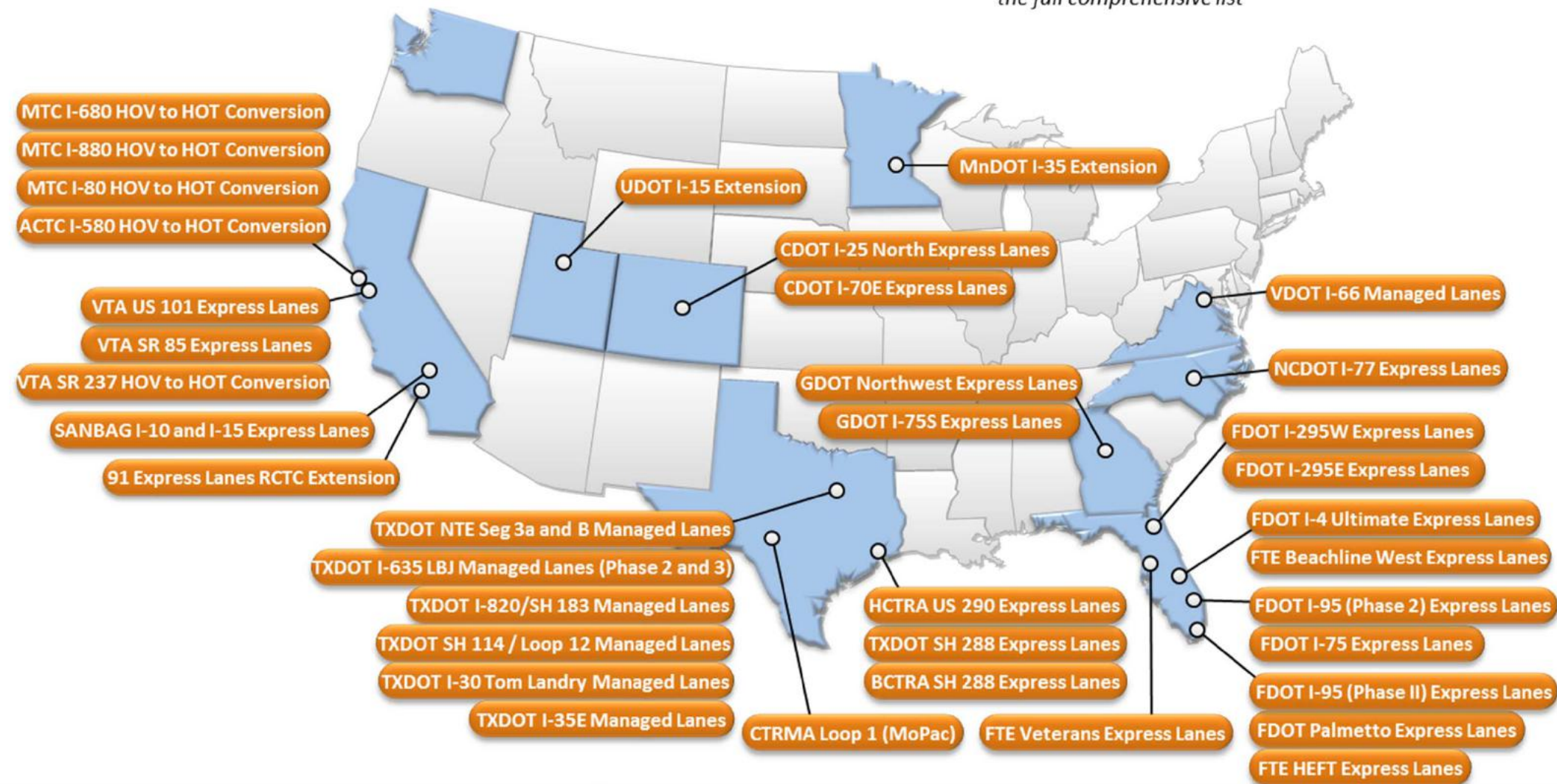
Operating Managed Lanes



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

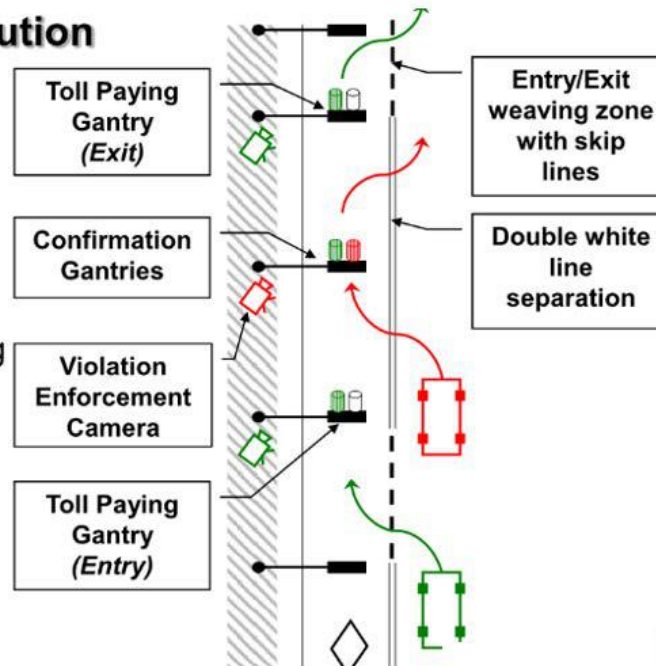


Express
Lanes App

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

website



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SCDOT



Questions & Comments



526
LOWCOUNTRY CORRIDOR

SCDOT

**Merge into
the conversation.**

www.526LowcountryCorridor.com

Appendix Y.1F

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (April 2019)



526

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

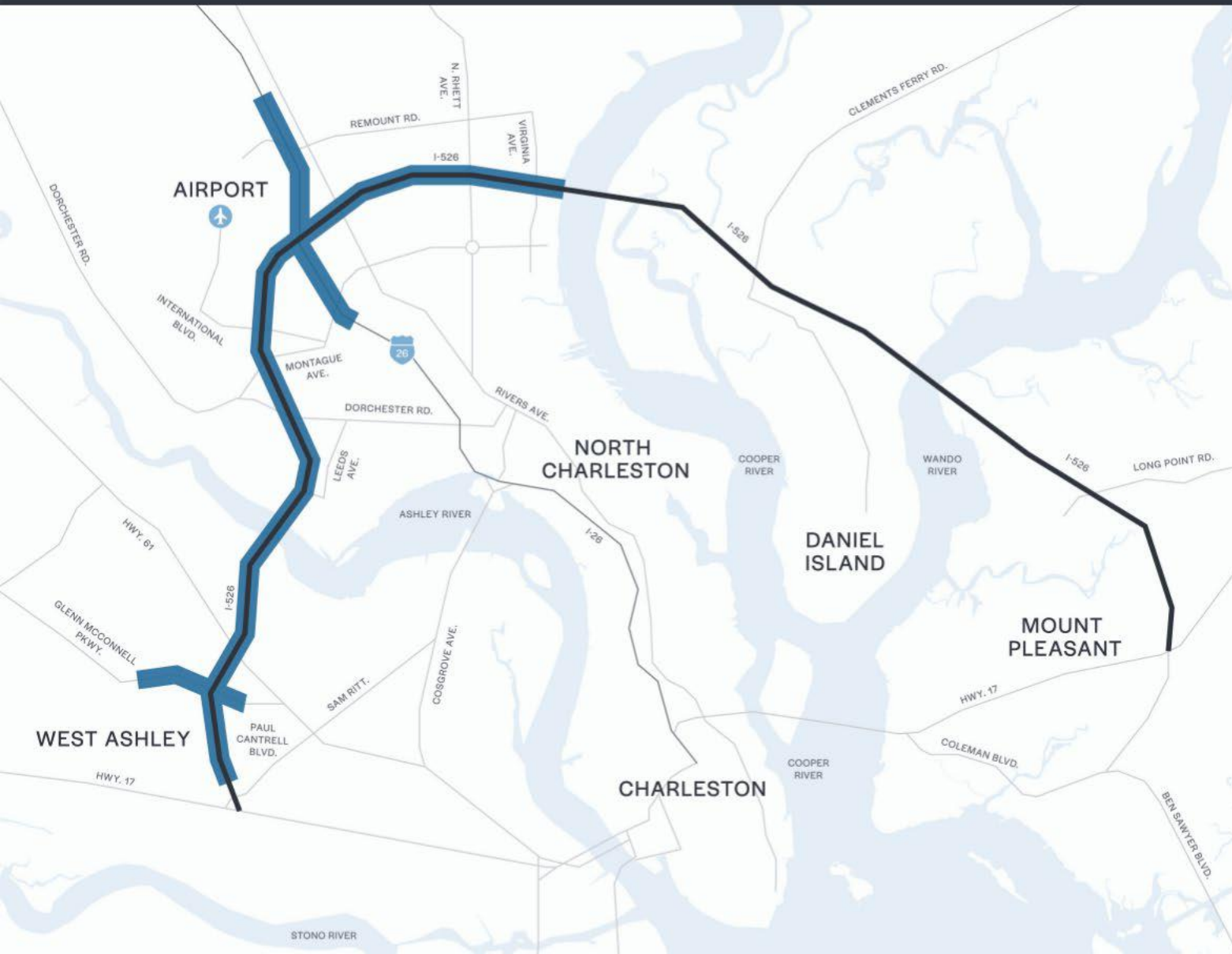
**Pop-up Community Meetings
Stakeholder Meetings**



www.526lowcountrycorridor.com



Newsletters



I-526 Lowcountry Corridor **West**

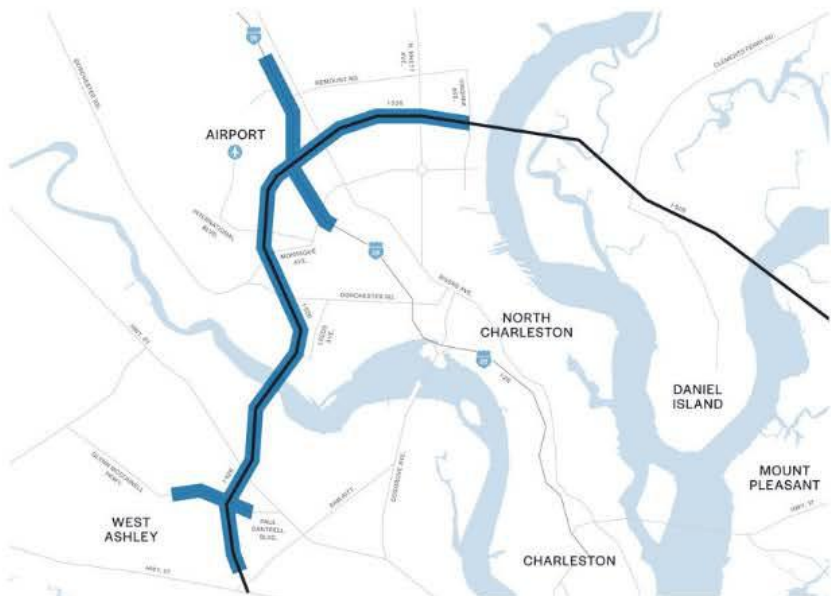
Project Termini

**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?

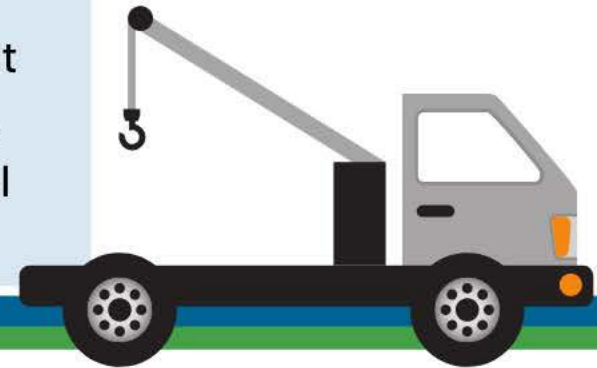


I-526 is one of South Carolina's most congested interstate segments

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)

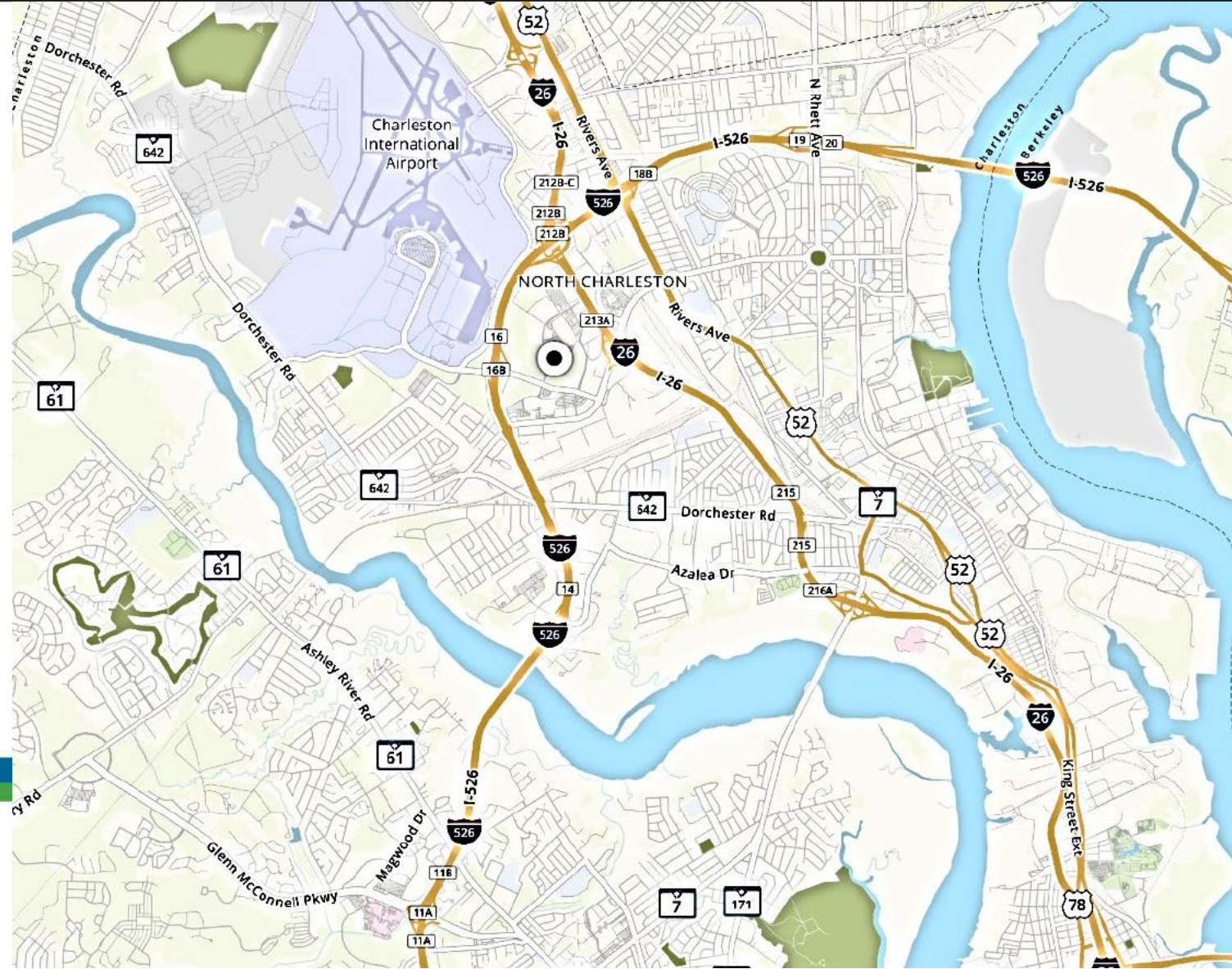
Rivers Avenue to
Leeds Avenue

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

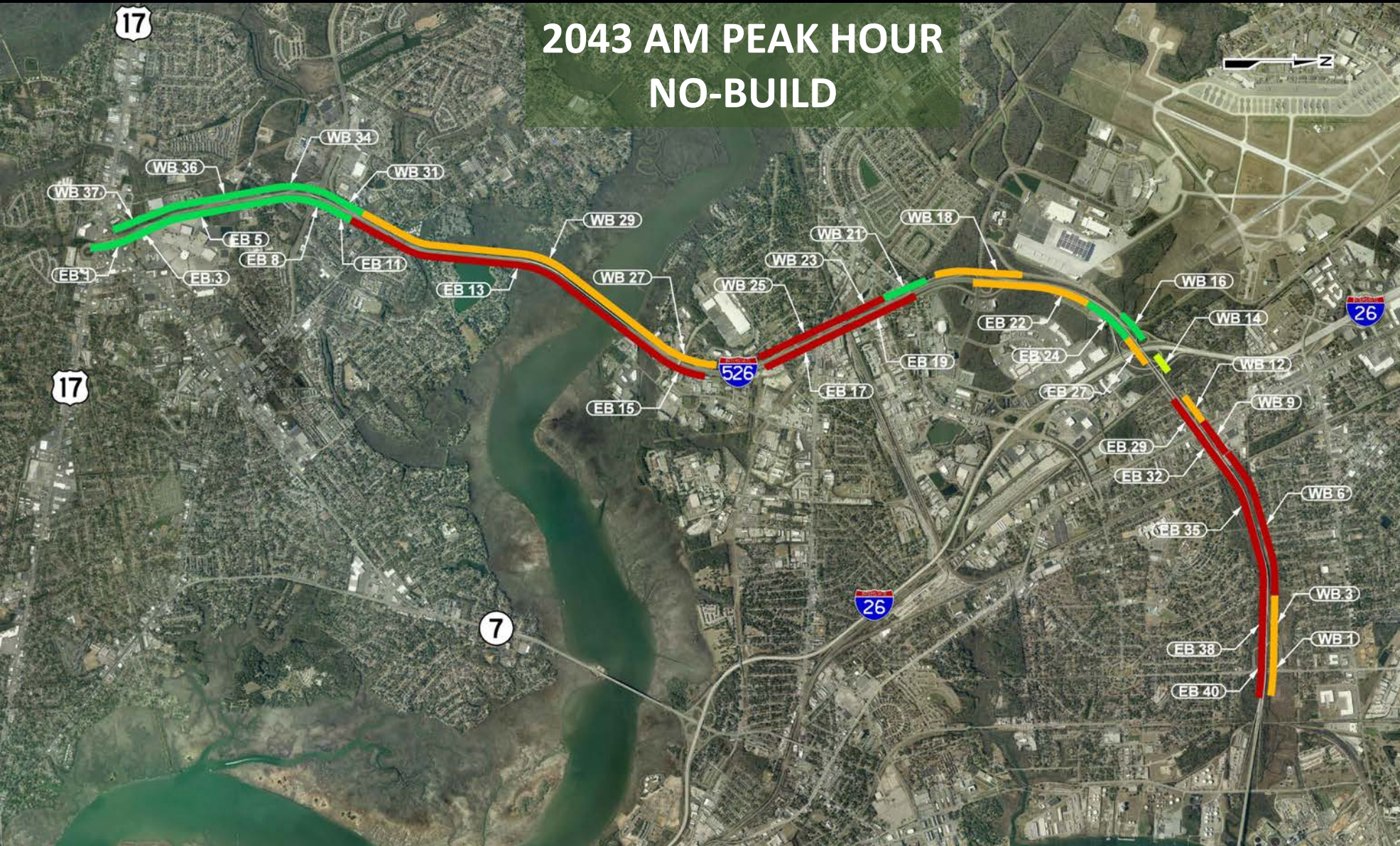


U.S. Department of Transportation
Federal Highway Administration



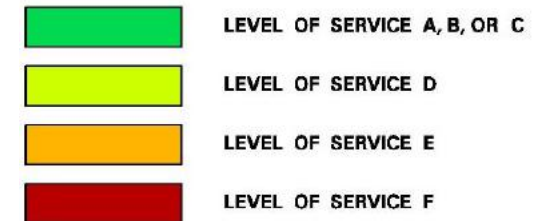
Traffic Analysis Update

**2043 AM PEAK HOUR
NO-BUILD**

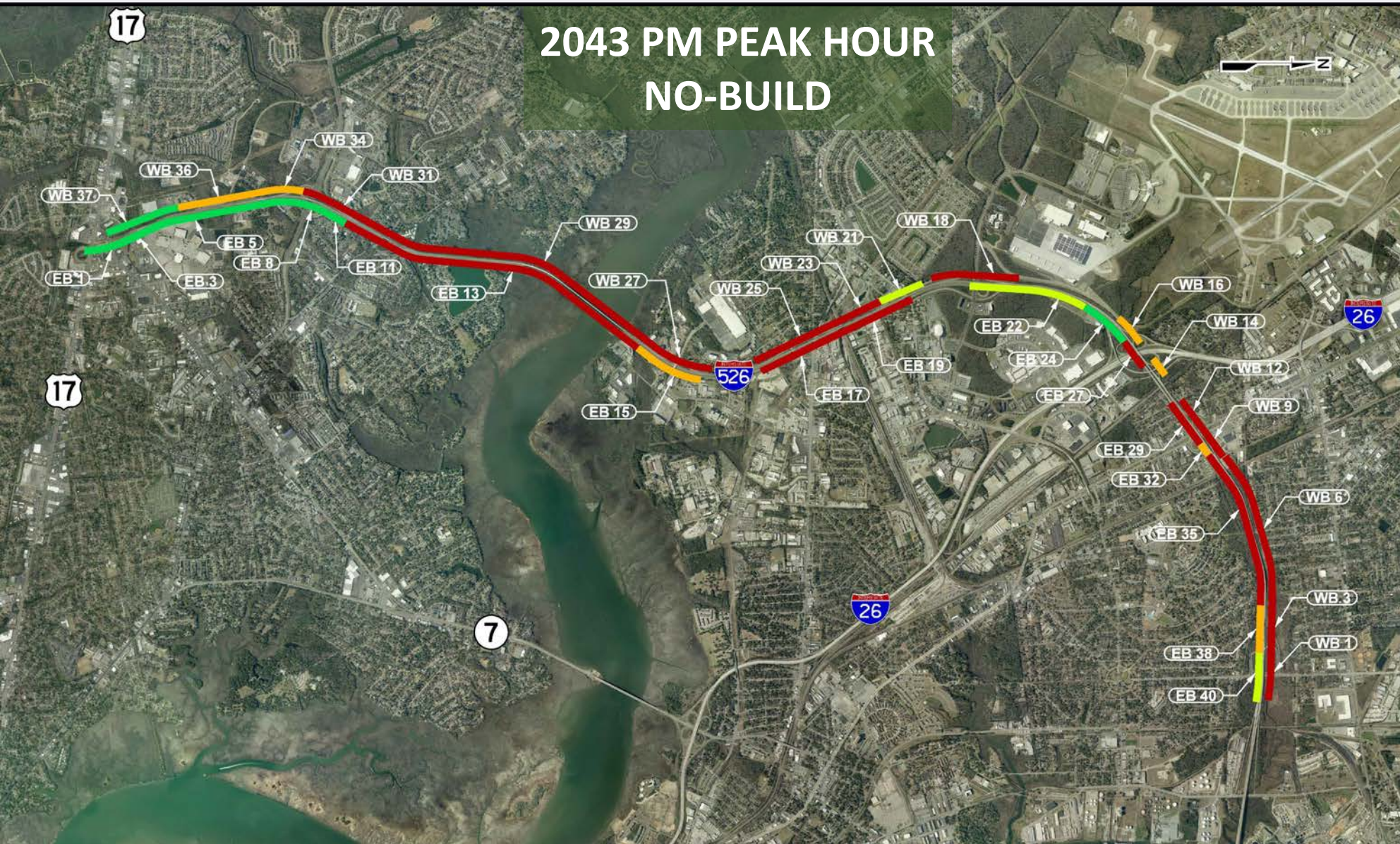


What the 2043 forecast told us...

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



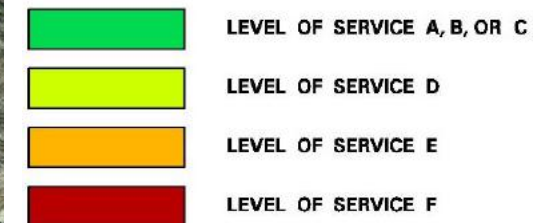
Traffic Analysis Update



And in the PM Peak Hour?

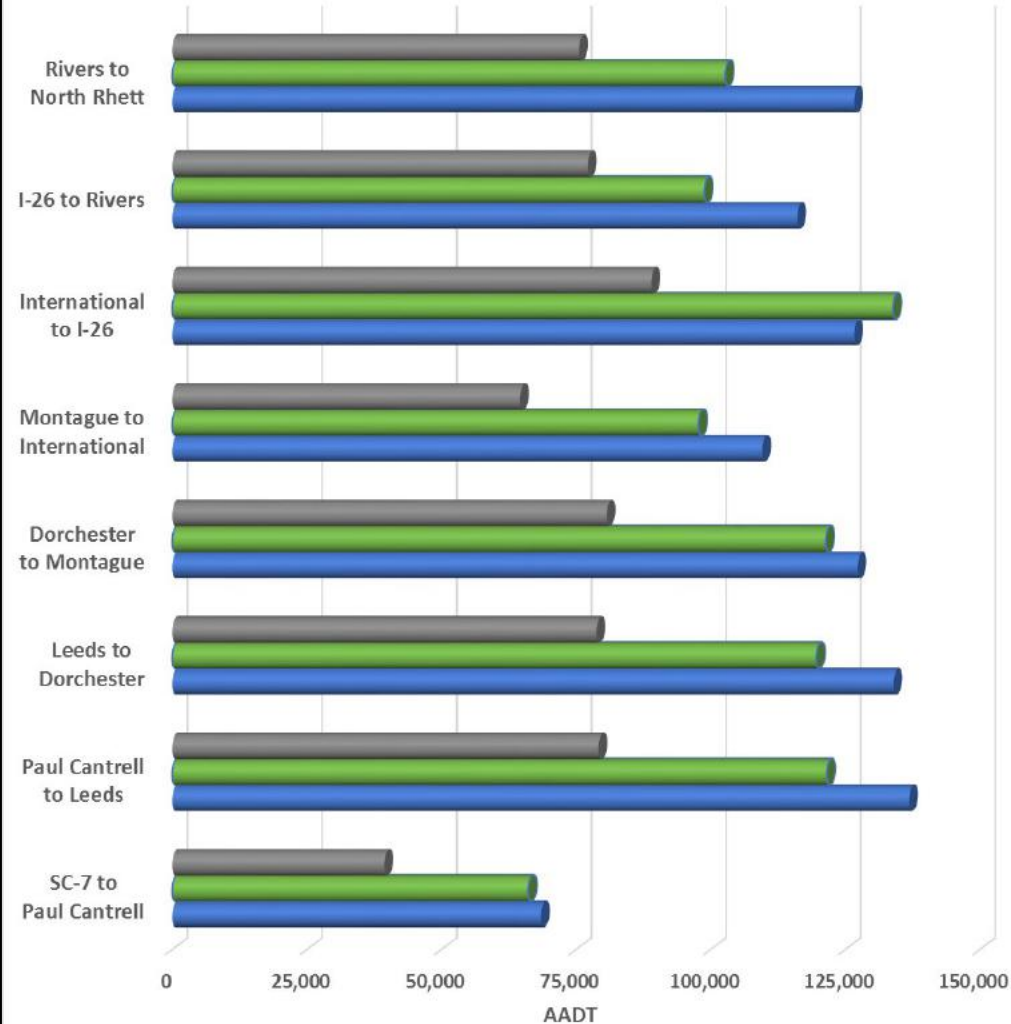
- Worse

How much more traffic should we expect in 2050?

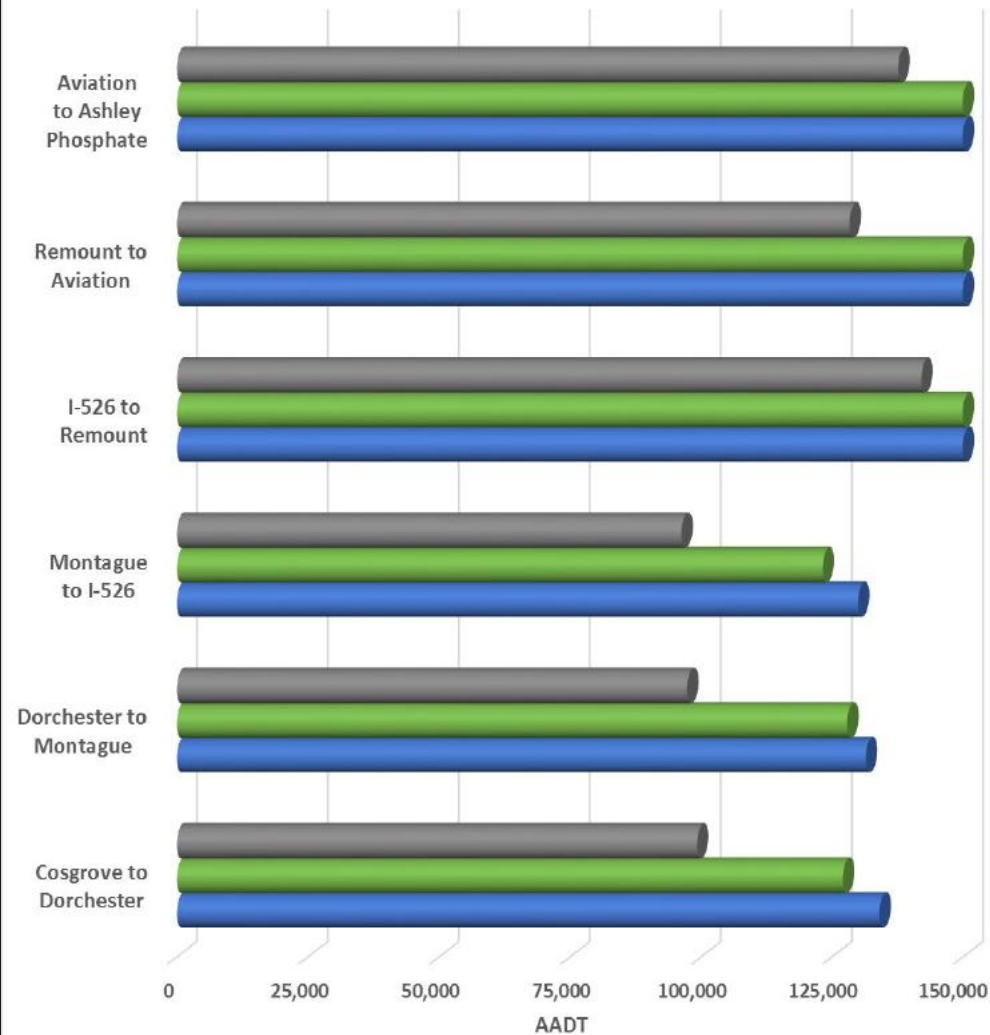


Traffic Analysis Update

I-526 Daily Traffic by Growth Segment

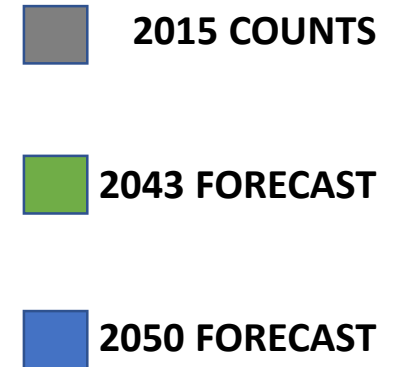


I-26 Daily Traffic by Growth Segment

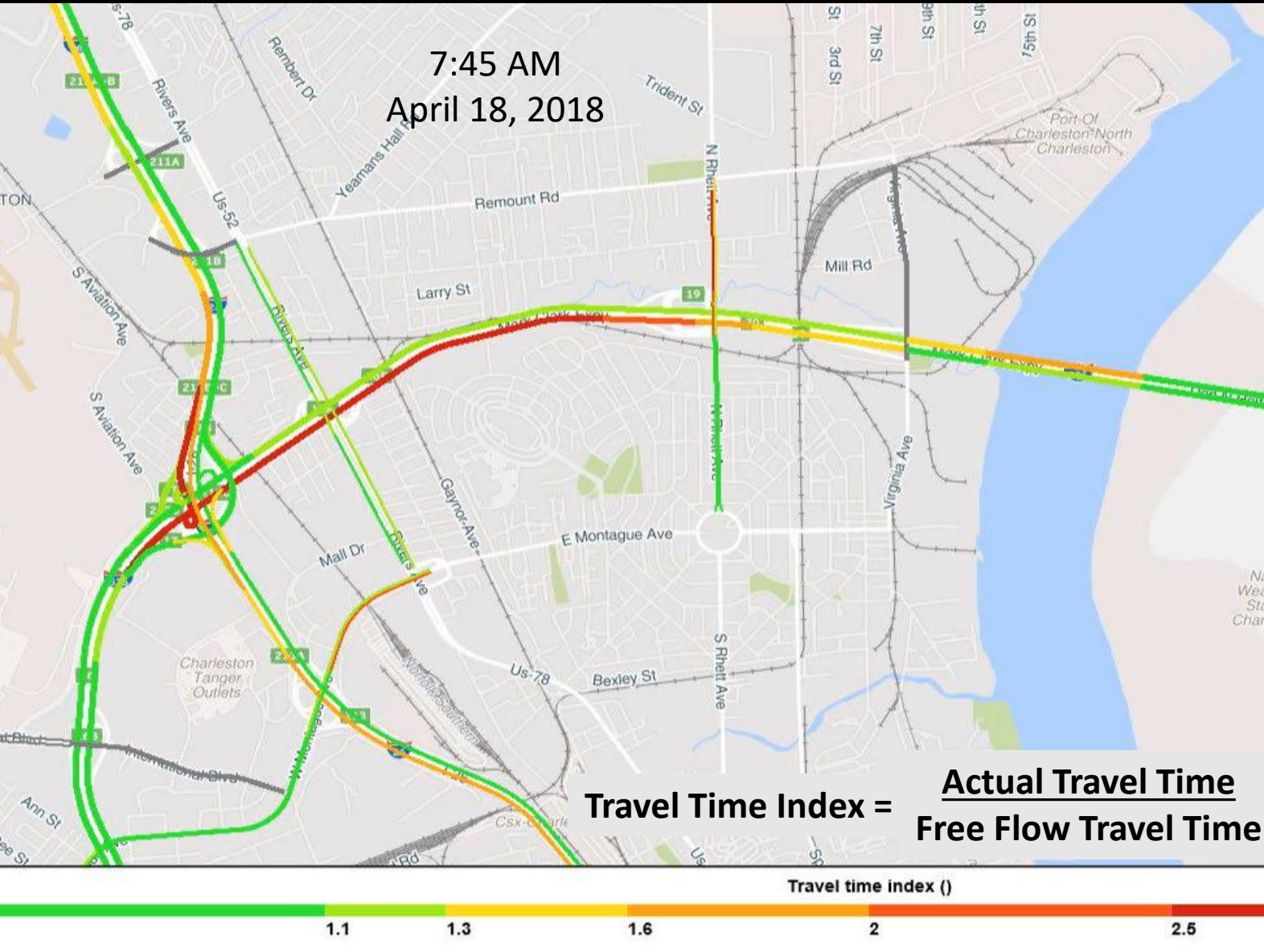


Comparing:

- 2015 Traffic Counts
- 2043 Forecast
- 2050 Forecast



Traffic Analysis Update



What are the Traffic Capacity Objectives?

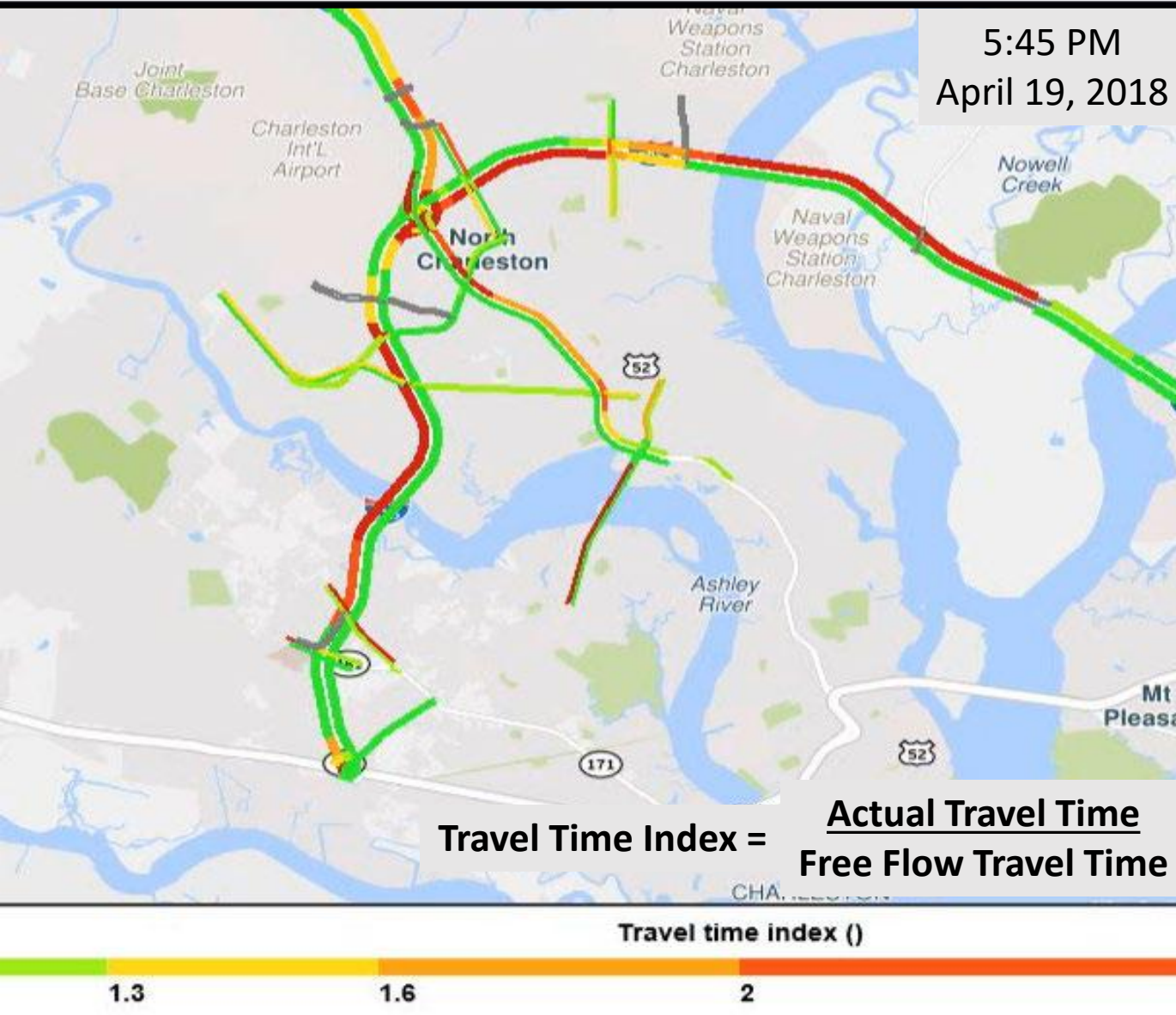
- Improve System-to-System Interchange Operations
- Improve I-526 Mainline Operations
- Improve System Capacity



U.S. Department of Transportation
Federal Highway Administration



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

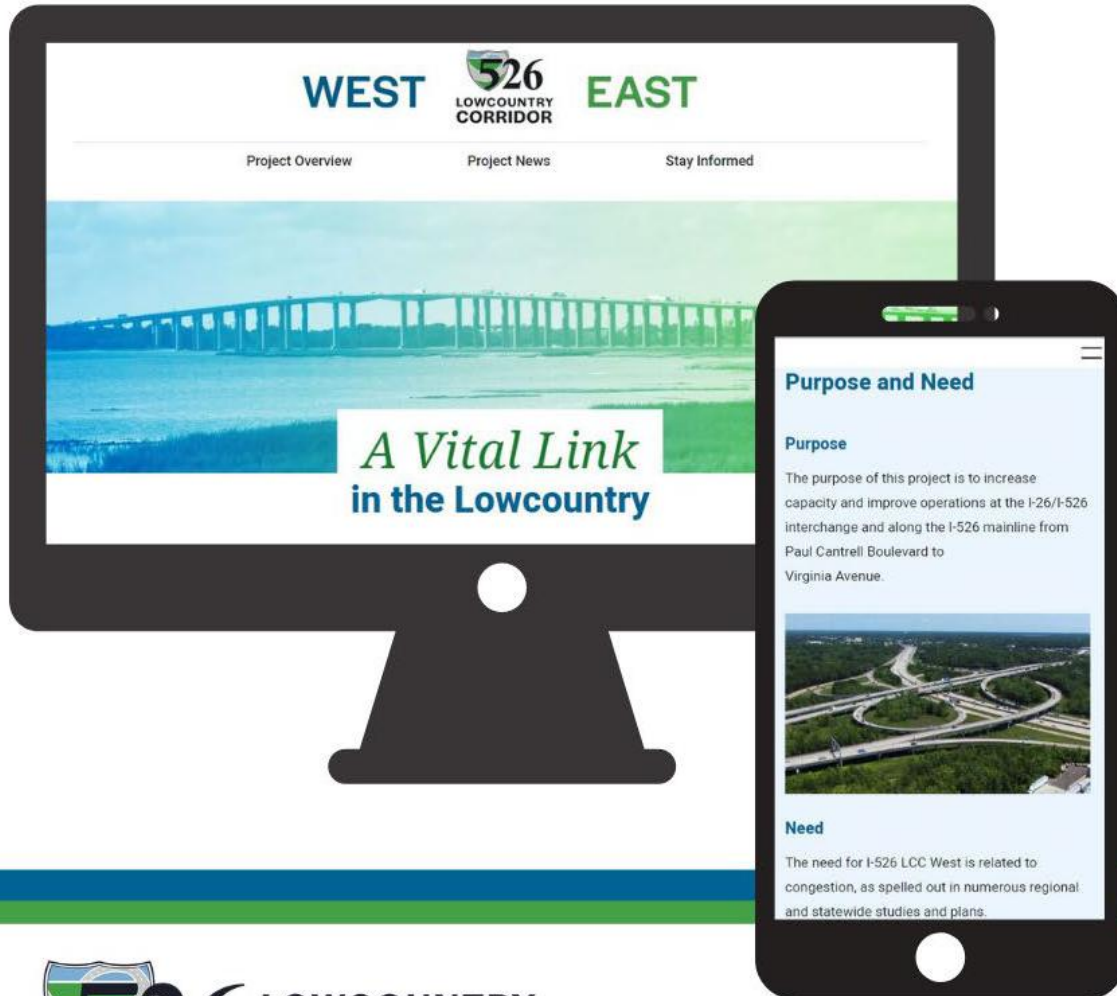
Concepts developed using 2043 design year traffic forecasts are now being updated to 2050



U.S. Department of Transportation
Federal Highway Administration



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

Public Involvement

2017

Public Involvement

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



Public Involvement



2020



Public Involvement



2021



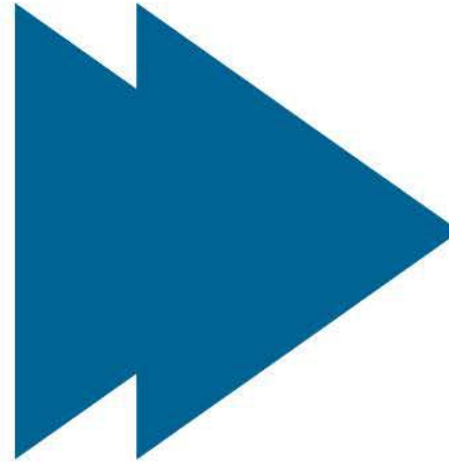
- ✓ Develop & Analyze Alternatives
- ✓ Community & Stakeholder Meetings
- ✓ Public Input on Alternatives
- ✓ Begin Developing Preferred Alternatives

- ✓ 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

NEPA Update

Environmental
Assessment



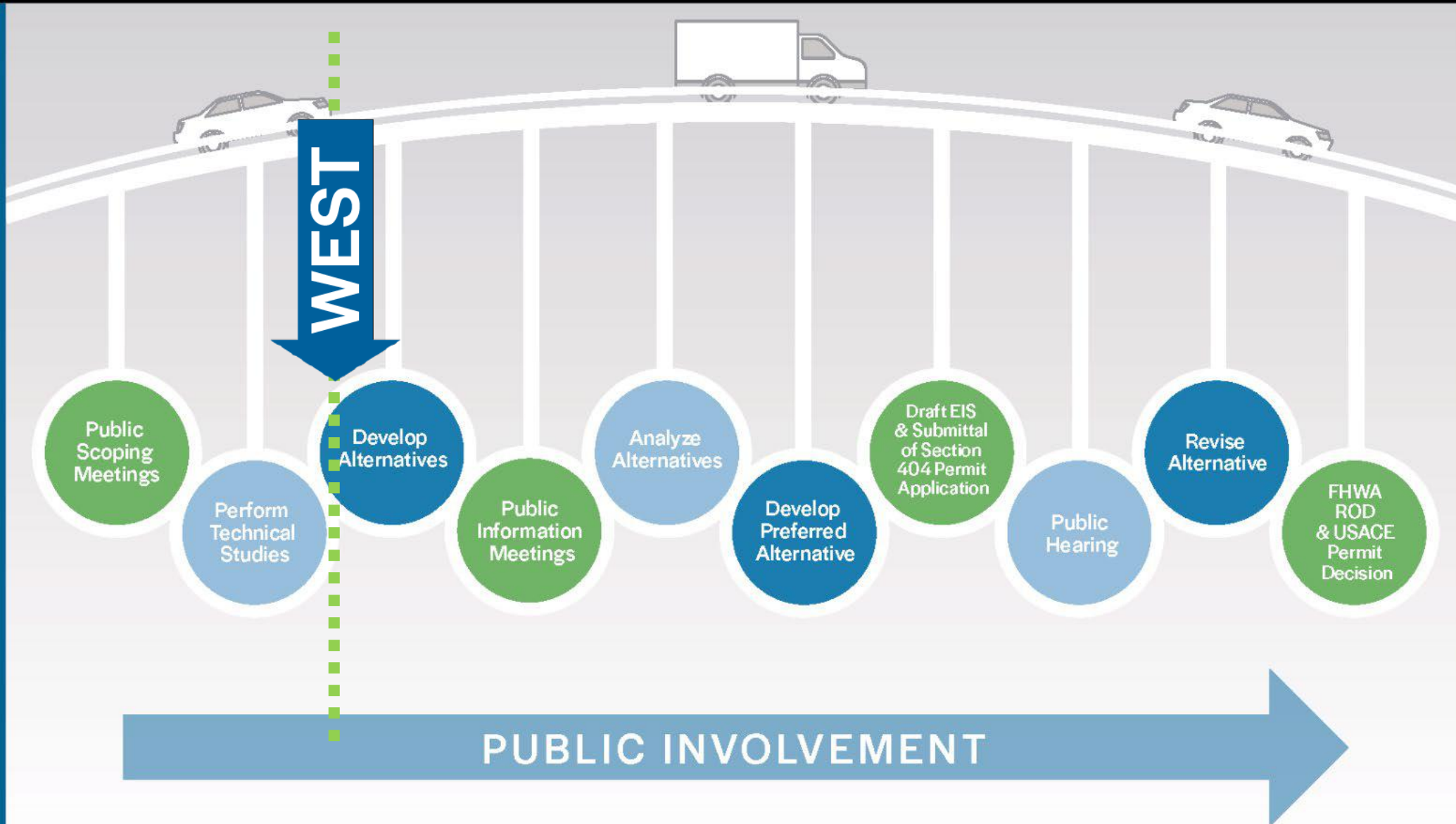
Environmental
Impact
Statement

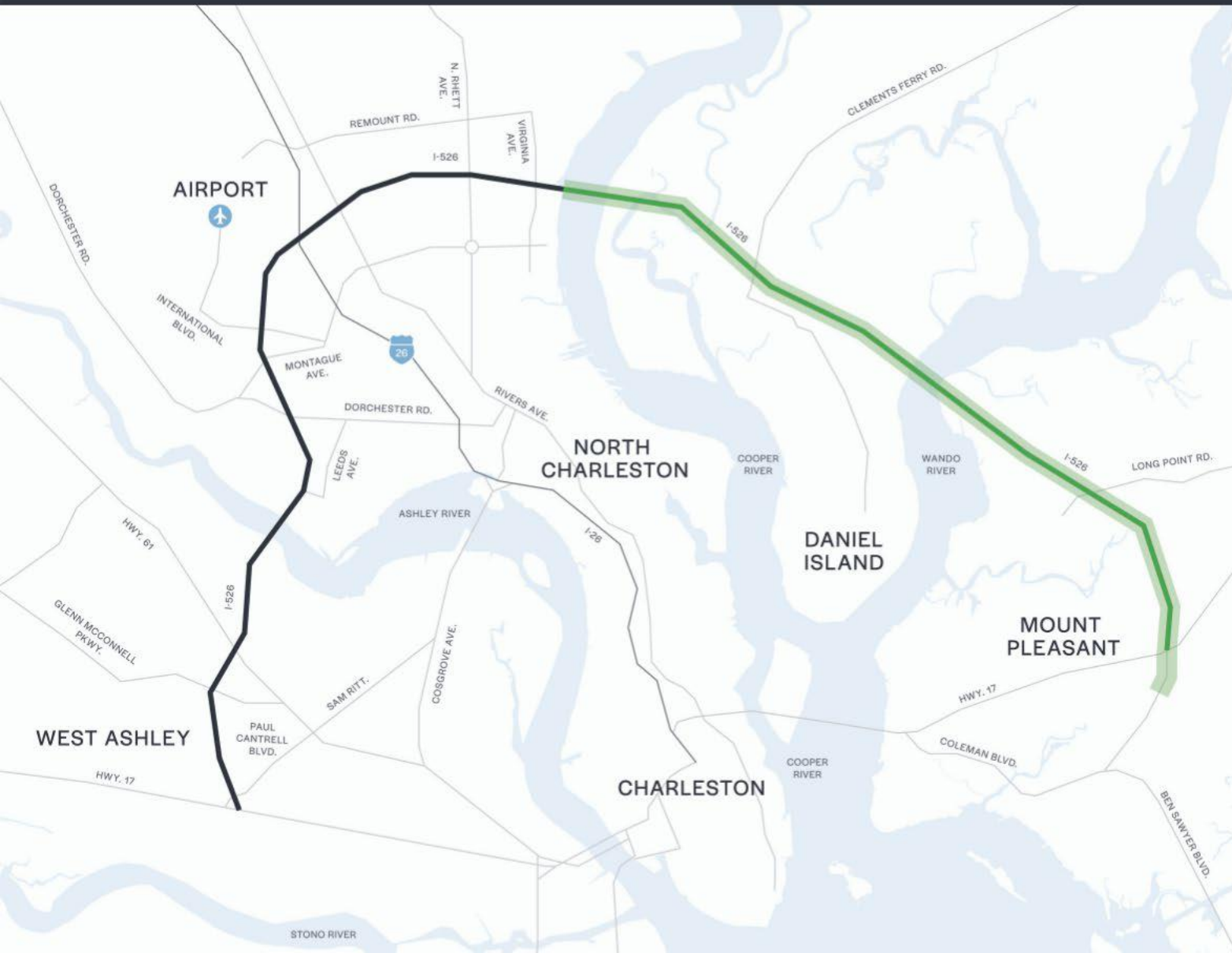
NEPA: One Federal Decision

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**

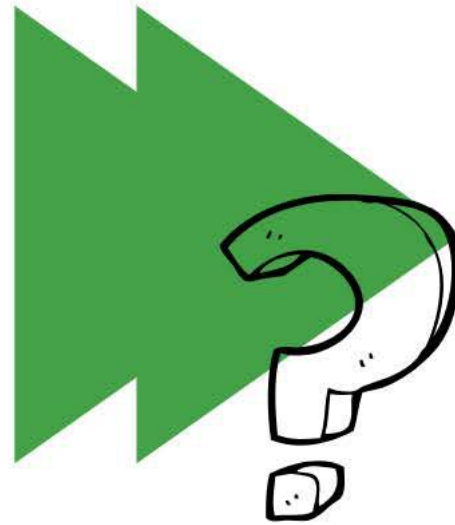
Where have we been, where are we going?



- ✓ 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 Shoooge	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

Appendix Y.1G

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (November 2019)



LOWCOUNTRY CORRIDOR

November 19, 2019 Stakeholder Meeting

Joy Riley, PE, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





Project Background



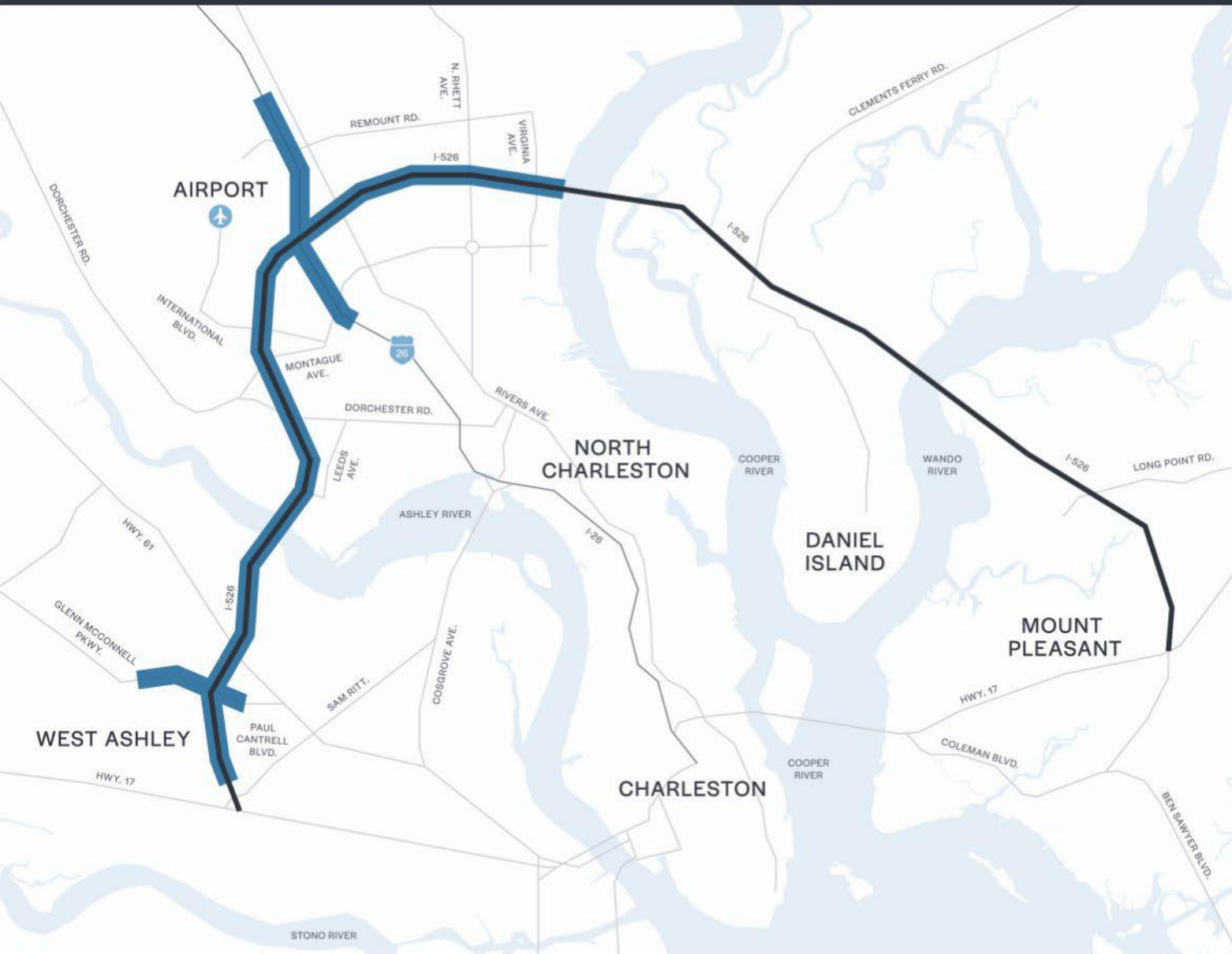
I-526 Lowcountry Corridor **WEST**

Project Termini

**Virginia Avenue
North Charleston**

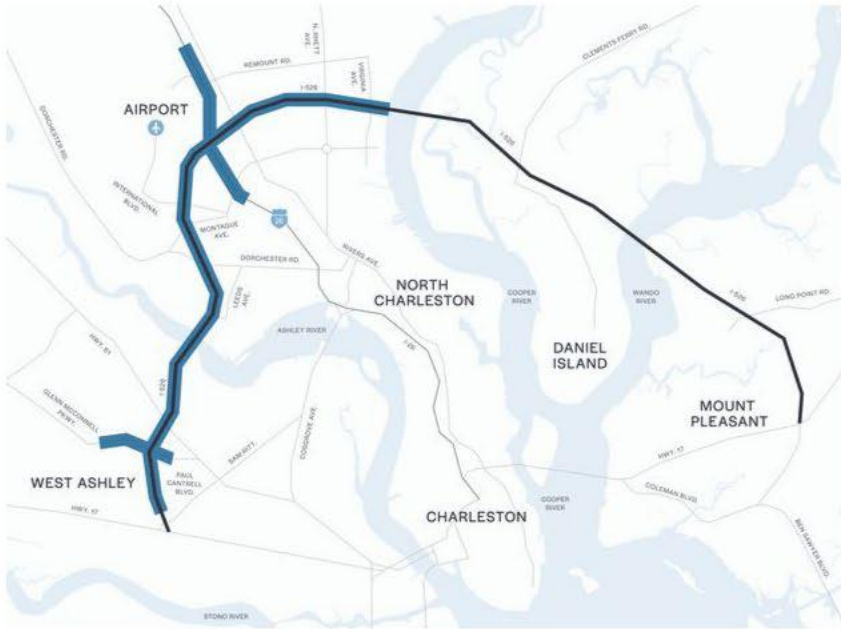


**Paul Cantrell Boulevard
West Ashley**



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?

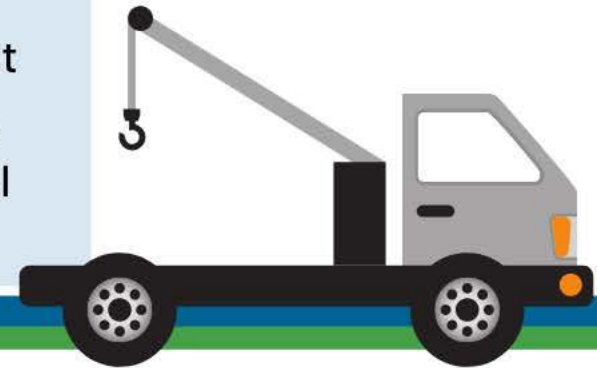


I-526 is one of South Carolina's most congested interstate segments

Congestion

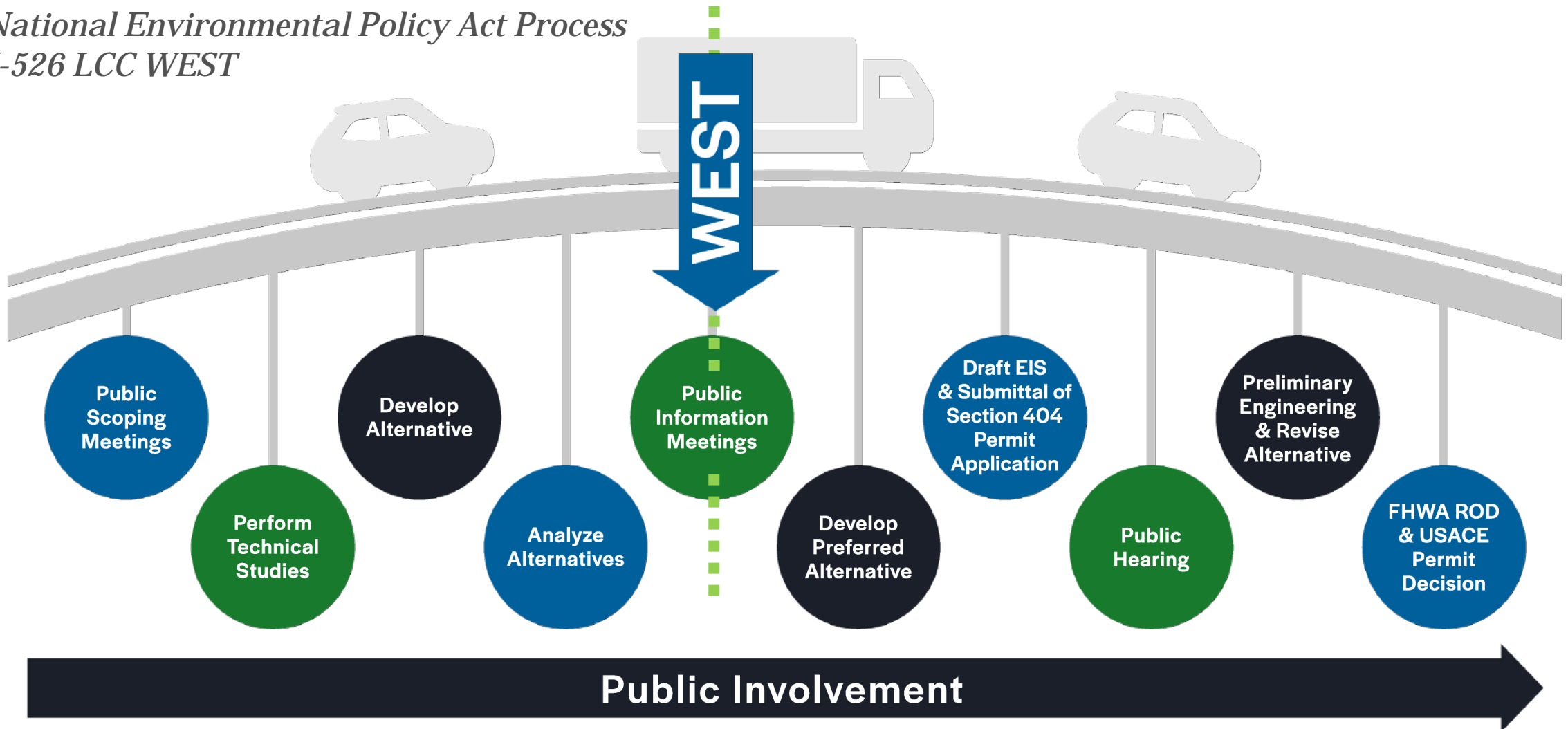
#2: 2035 CHATS LRTP

#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

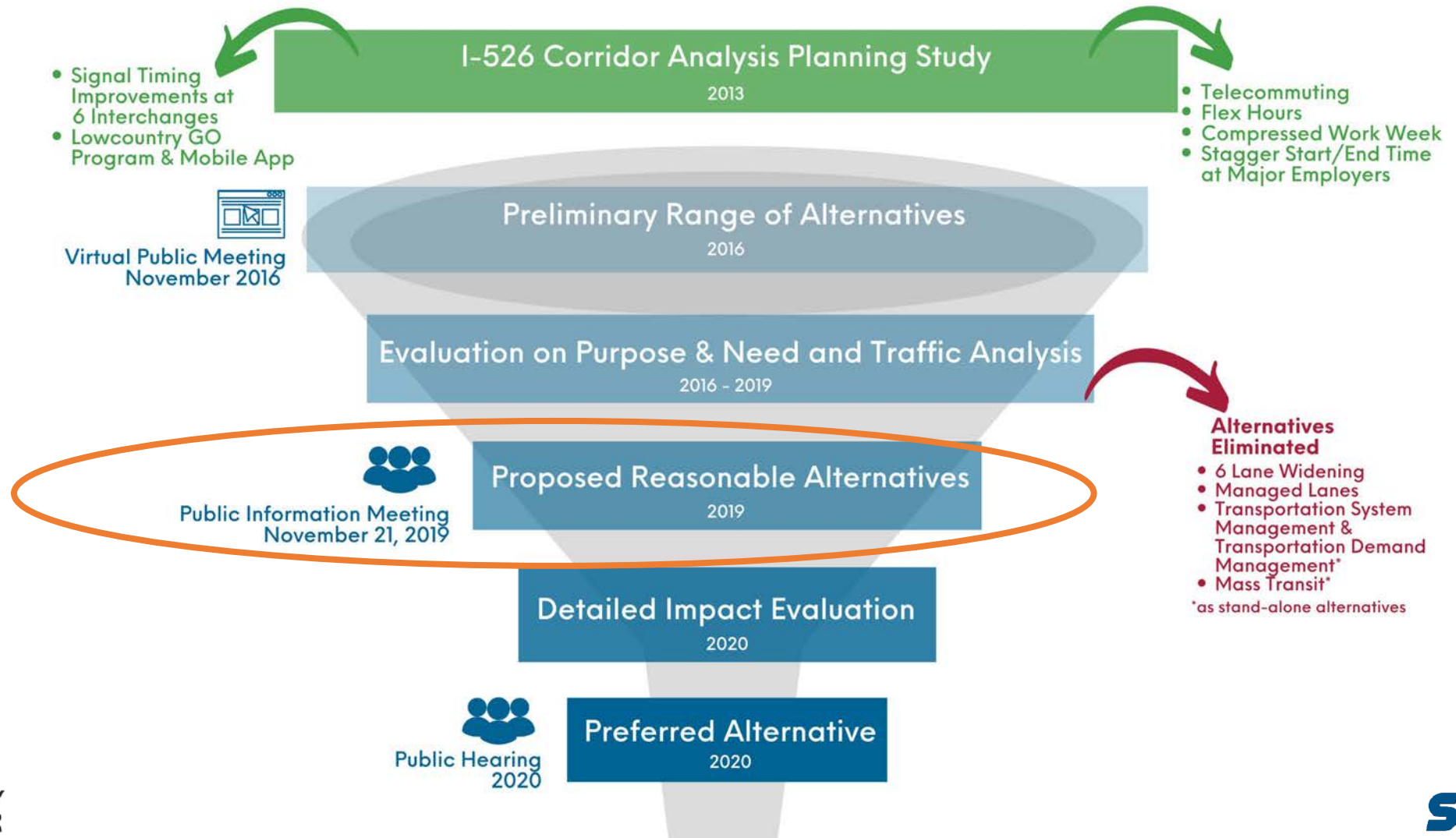




Alternatives Evaluation



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%



Transit Pass/
Financial
Incentives

↓1.5%



Telecommuting/
Compressed
Work Week

↓0.1%



Shift to Rail
Freight

↓3.5%



Work Flex
Time/
Staggered
Work Hours

↓0.5%



Bike/ Walk
Enhancements

↓0.1%



Education/
Promotion

↓1%



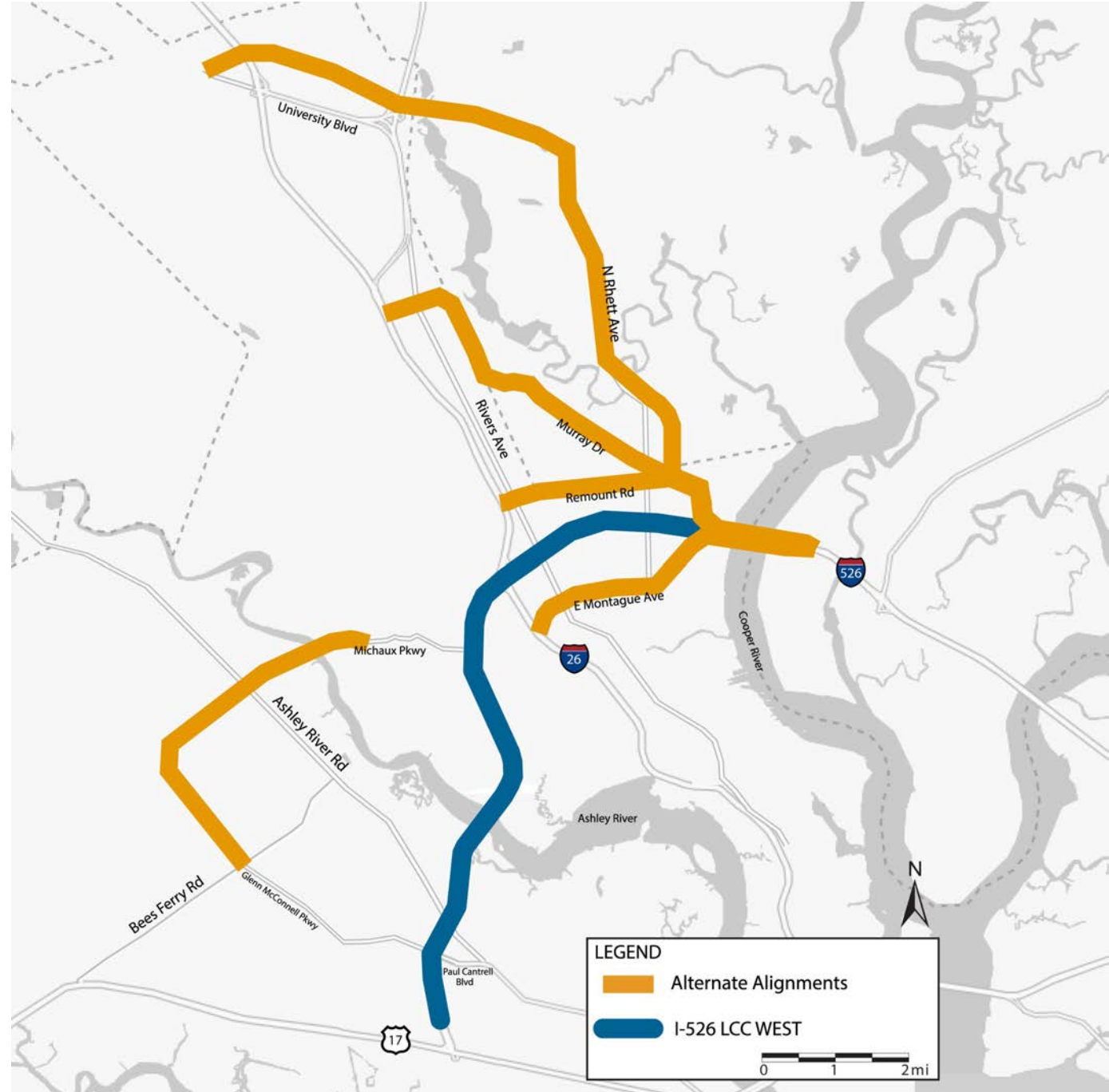
Bus Rapid
Transit

↓3.4%

Other Alternatives Evaluated

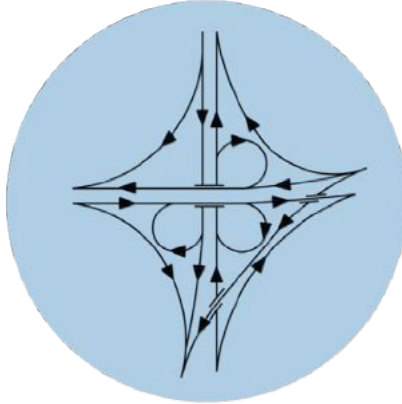
Alternate Alignments

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

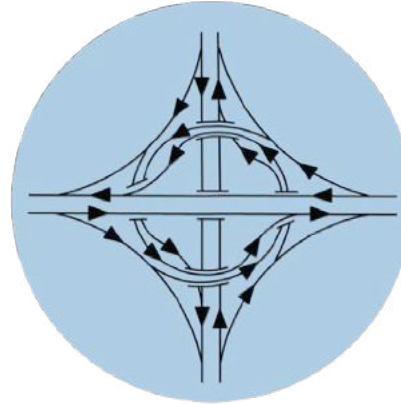


Other Alternatives Evaluated

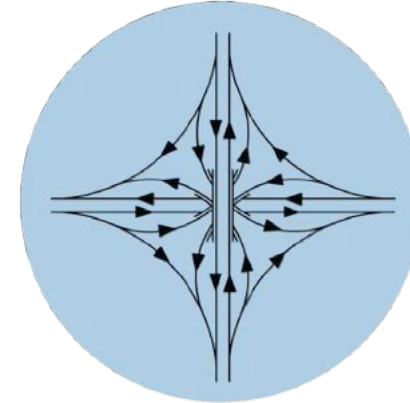
Interchange Types



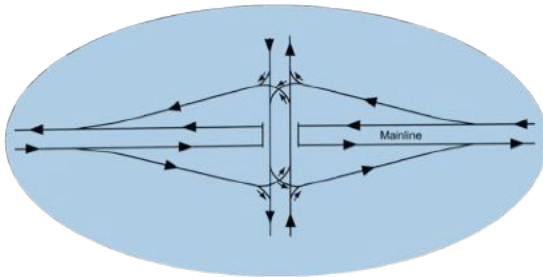
DIRECTIONAL INTERCHANGE
WITH DIRECT AND SEMI-
DIRECT CONNECTIONS
AND LOOP RAMPS



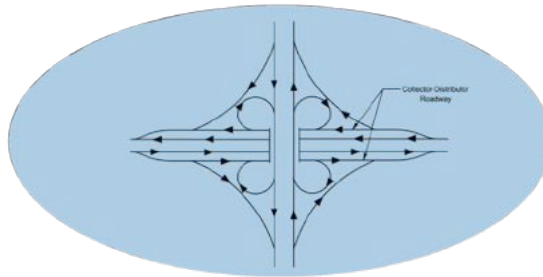
TURBINE



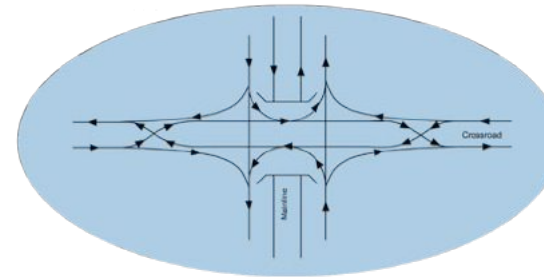
DIRECTIONAL
INTERCHANGE
WITH DIRECT
CONNECTIONS



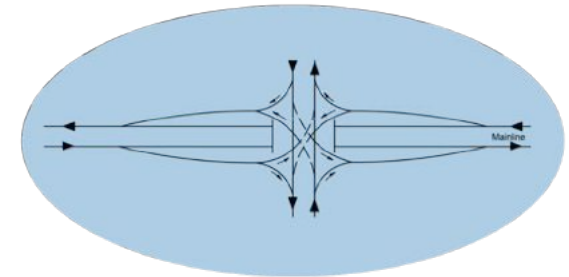
DIAMOND INTERCHANGE



CLOVERLEAF INTERCHANGE WITH
COLLECTOR-DISTRIBUTOR ROADWAYS



DIVERGING DIAMOND
INTERCHANGE

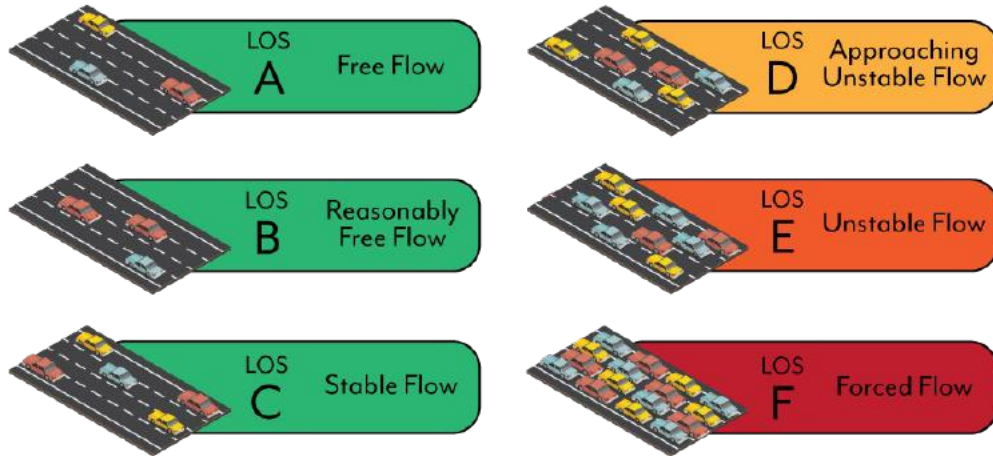


SINGLE-POINT DIAMOND
INTERCHANGE

Traffic Analysis

Understanding Level of Service

Level of Service (LOS)



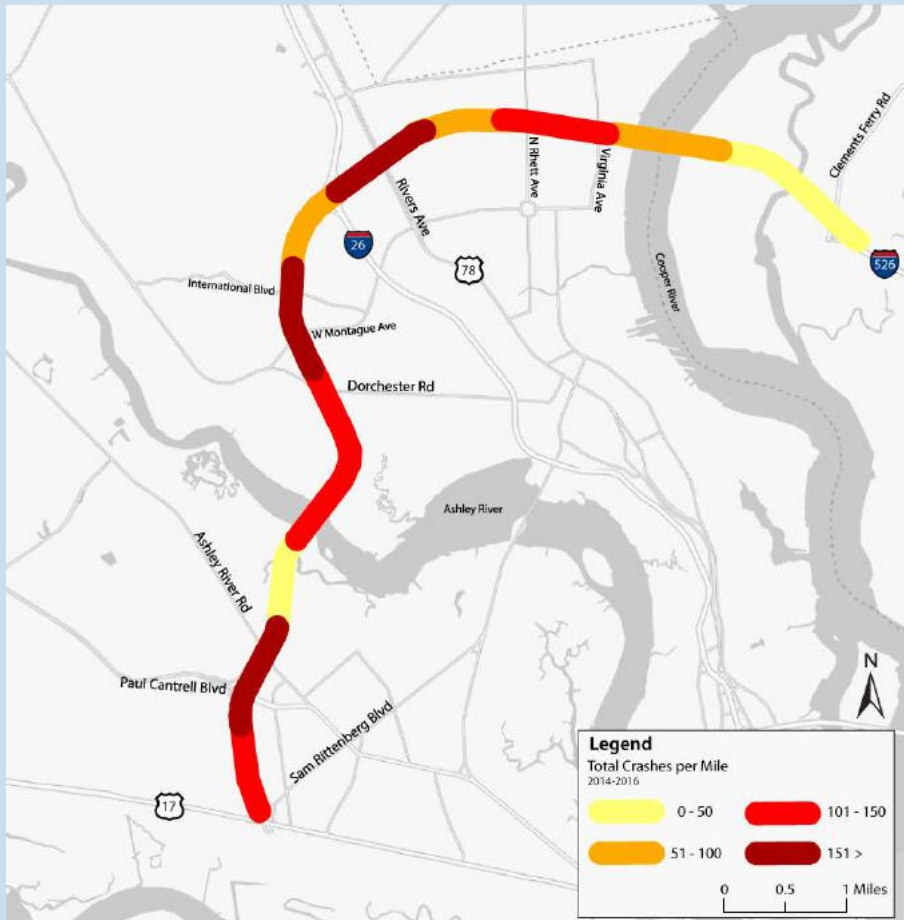
8-Lane Alternative was selected as the Proposed Reasonable Alternative for the Mainline

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

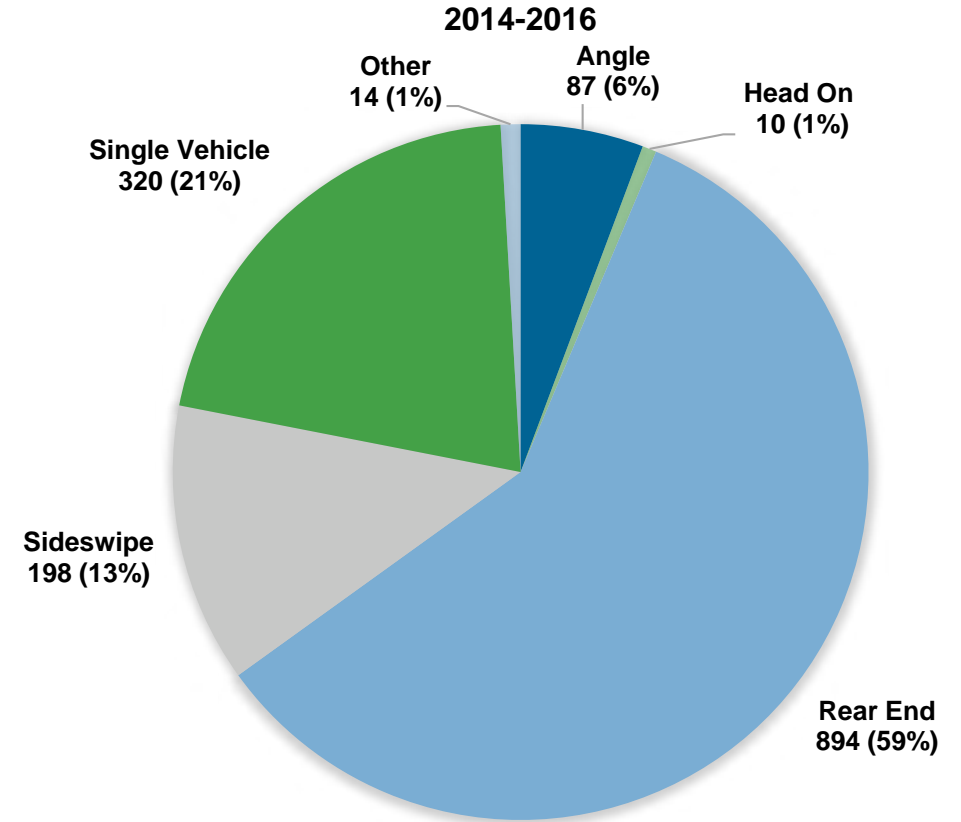
Traffic Analysis

Safety Considerations

Total Crashes per Mile

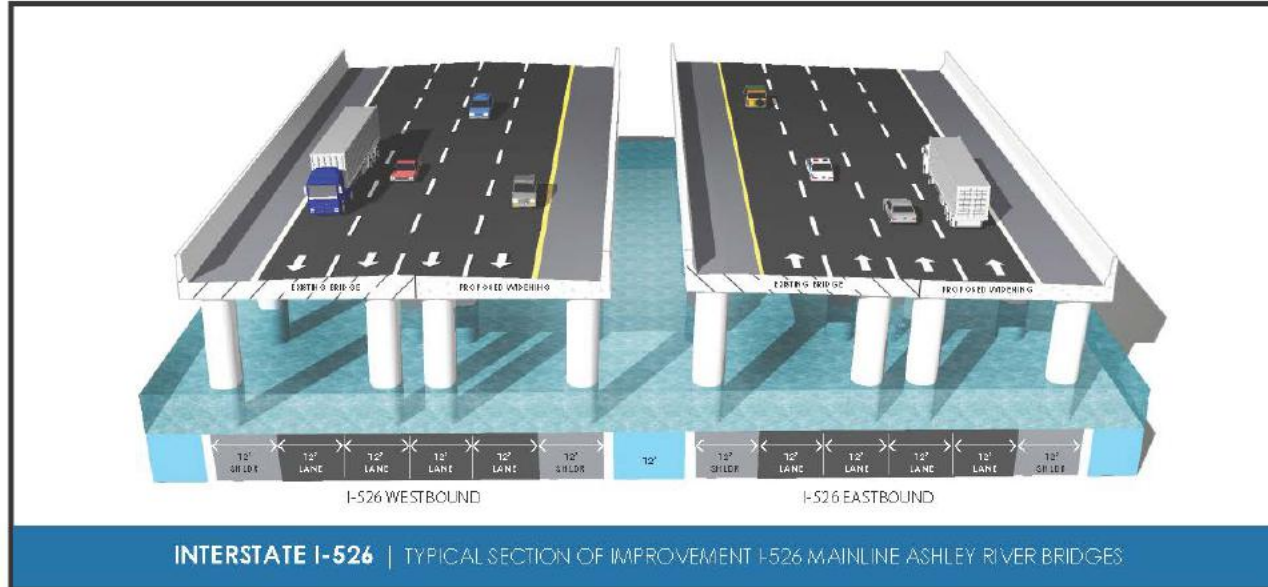


I-526 LCC WEST CRASHES BY TYPE

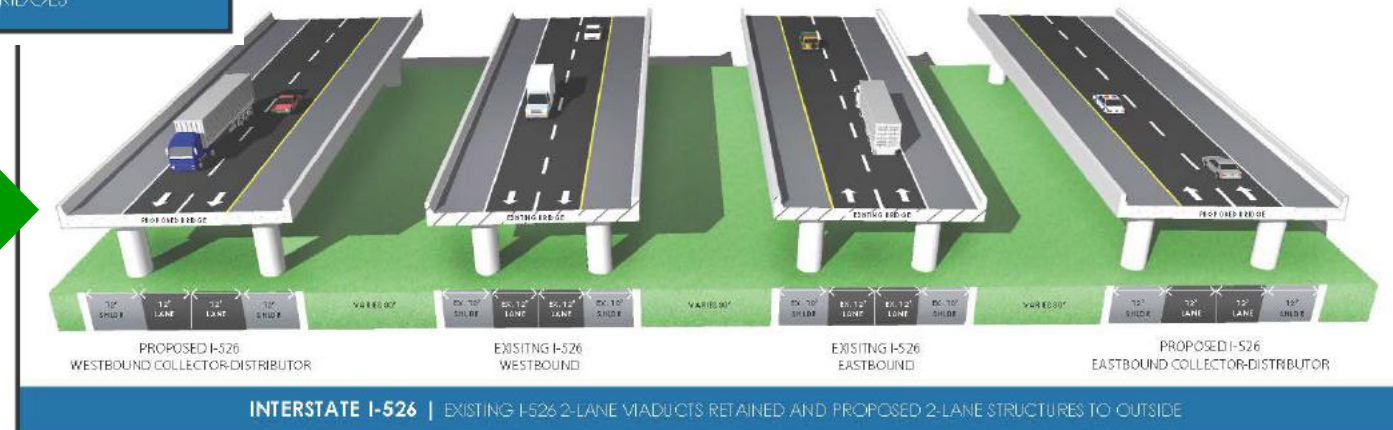
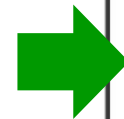


Roadway Typical Alignments

Mainline Interstate I-526

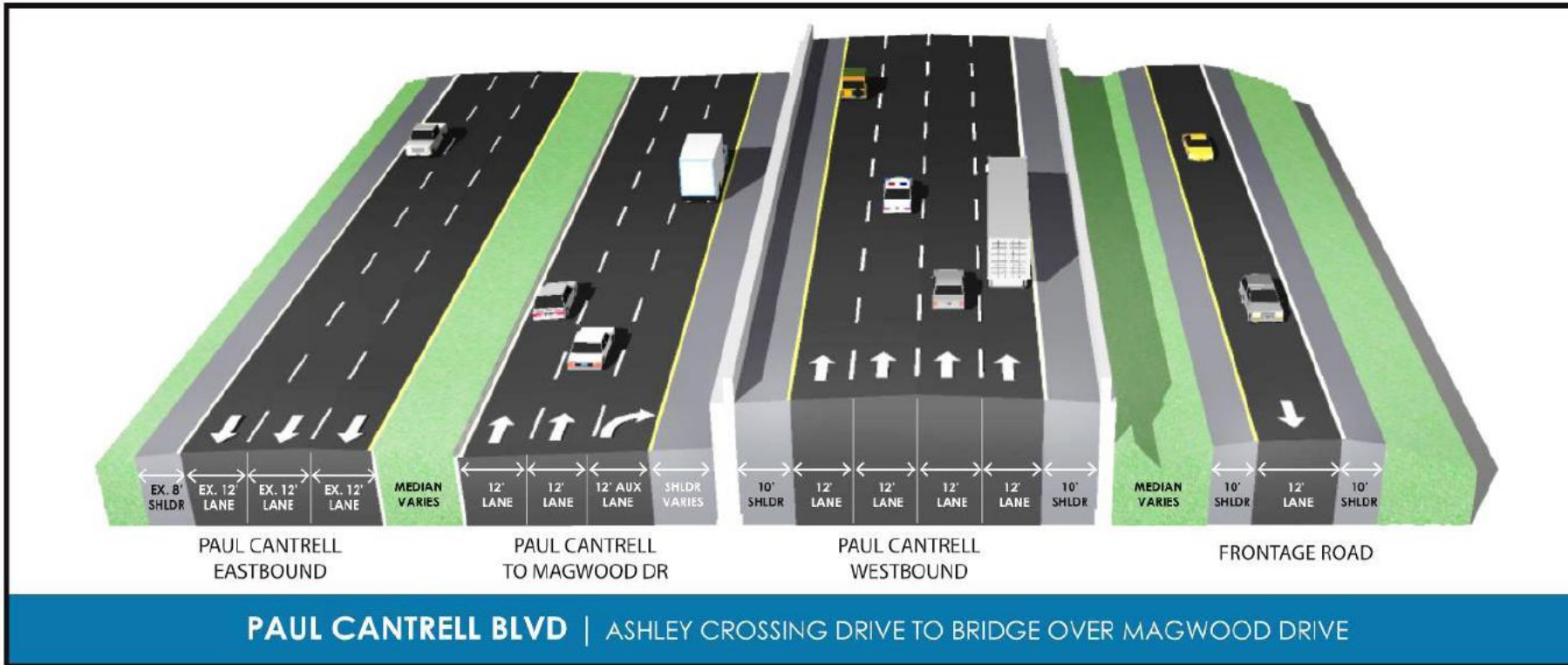


- Existing elevated structure between I-26 & Virginia Ave will remain
- Elevated 2-lane collector distributor road will be added in both directions with direct connections to I-26



Roadway Typical Alignments

Paul Cantrell Blvd



Left to Right:

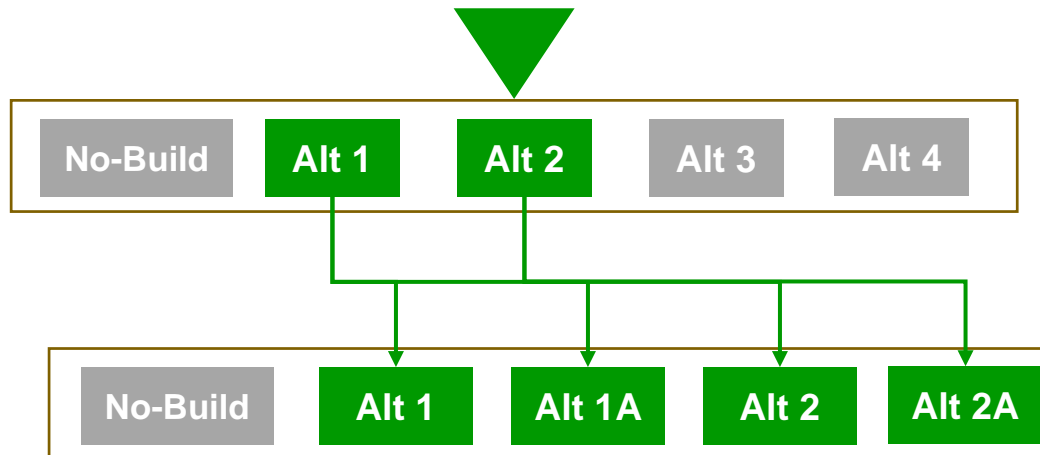
- Existing Eastbound & Westbound Paul Cantrell Blvd
- The new bridge heading Westbound over Magwood Drive
- The frontage road will remain for local traffic

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

2013 I-526 Corridor Study

Carry Alt 7 Forward

I-526 Lowcountry Corridor WEST Alternatives



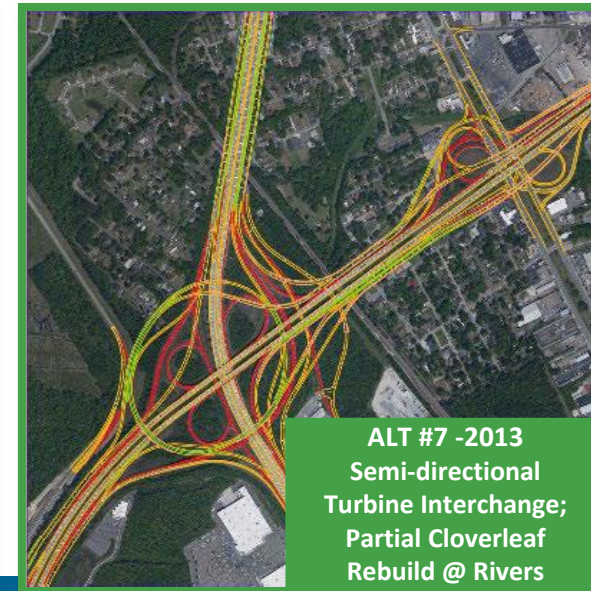
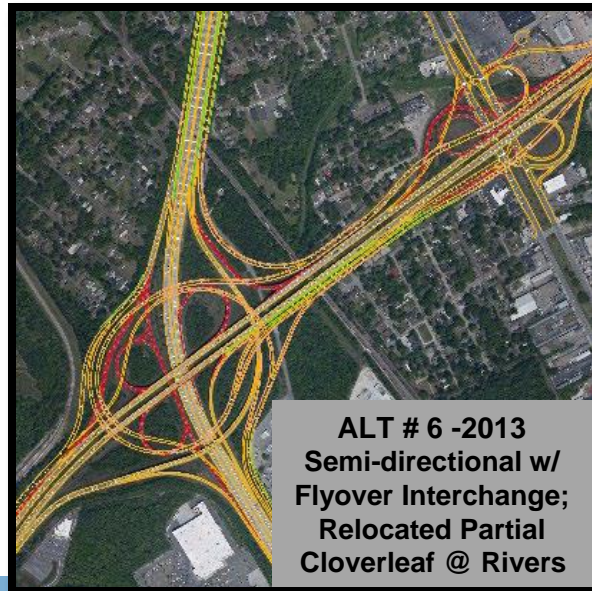
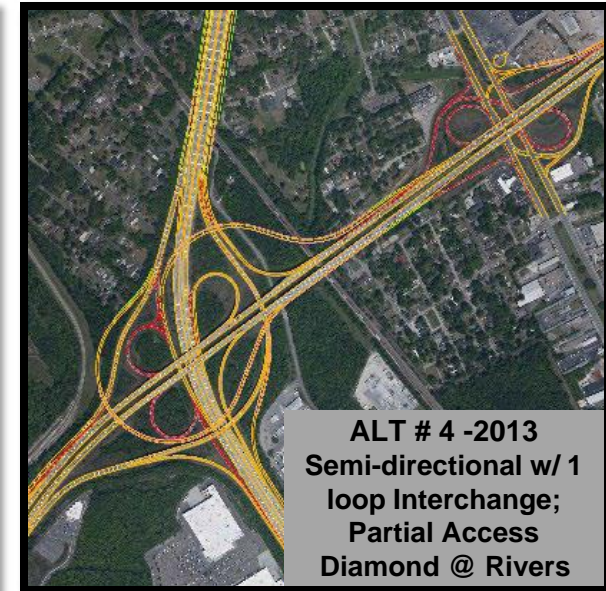
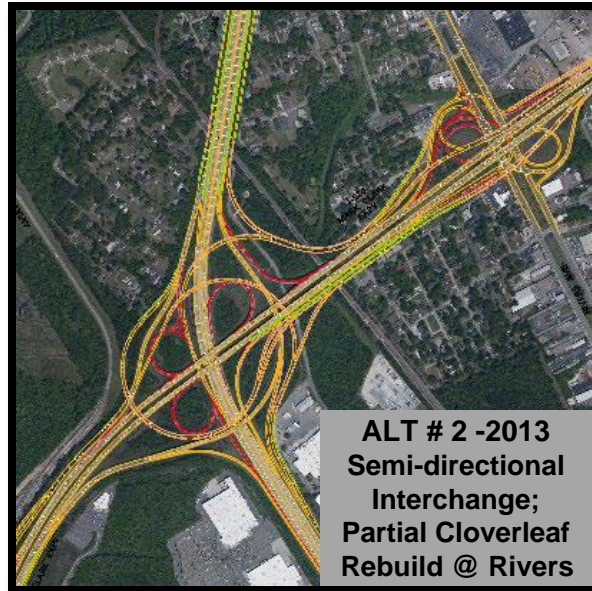
Highlights:

- **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**

I-526 Lowcountry Corridor WEST

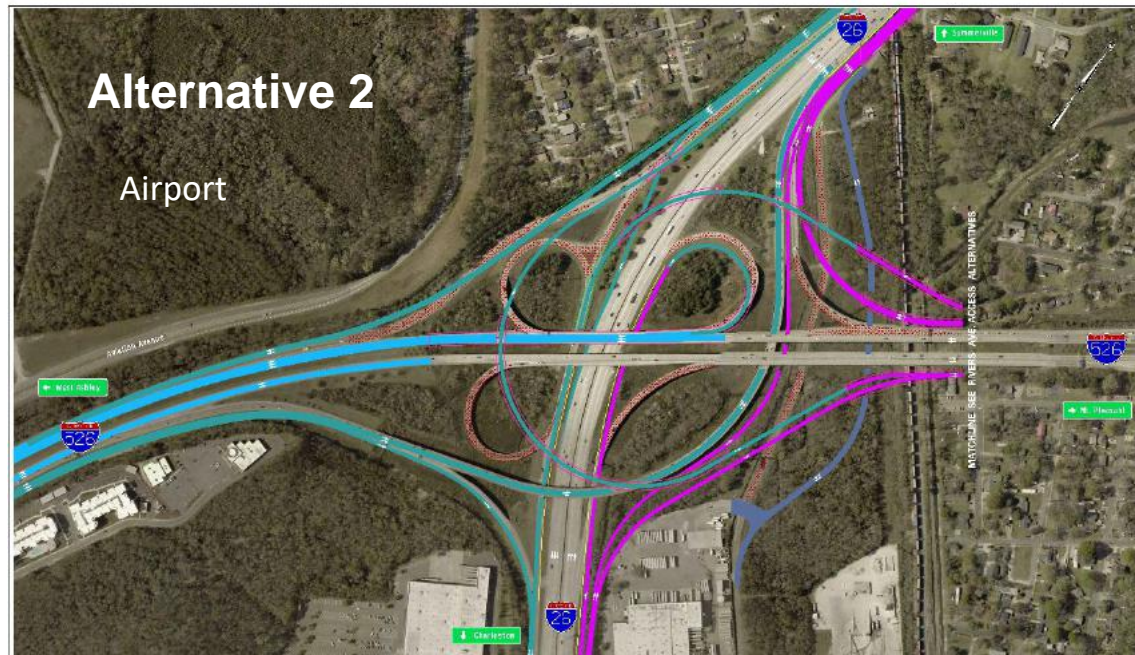
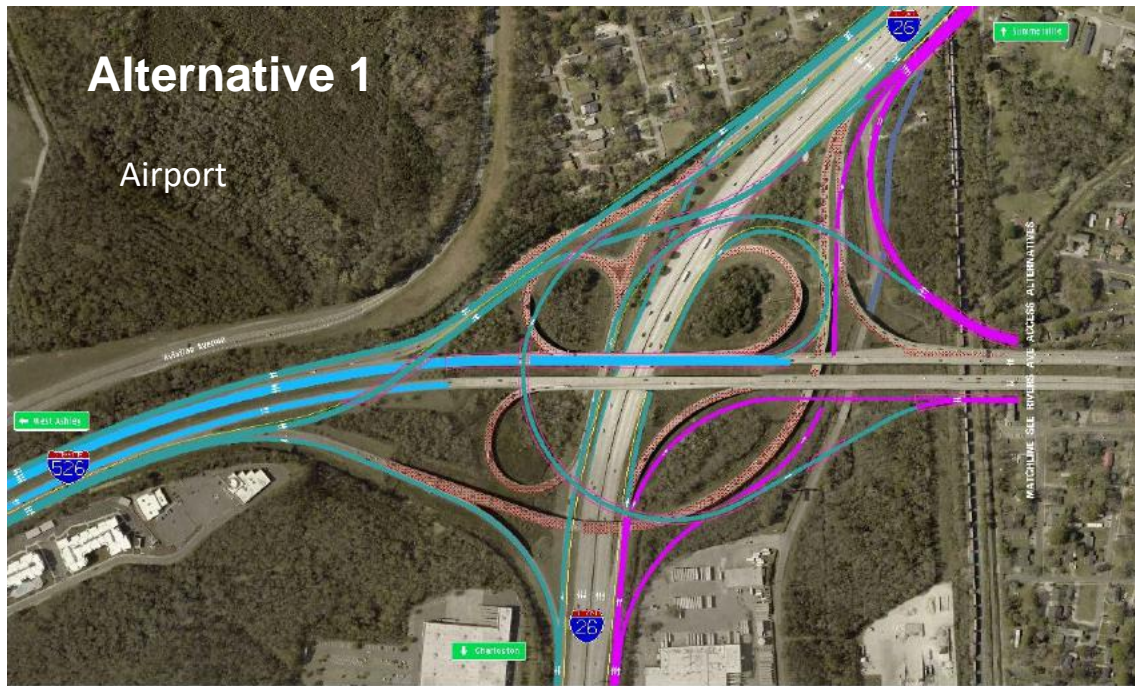
Preliminary Alternatives

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

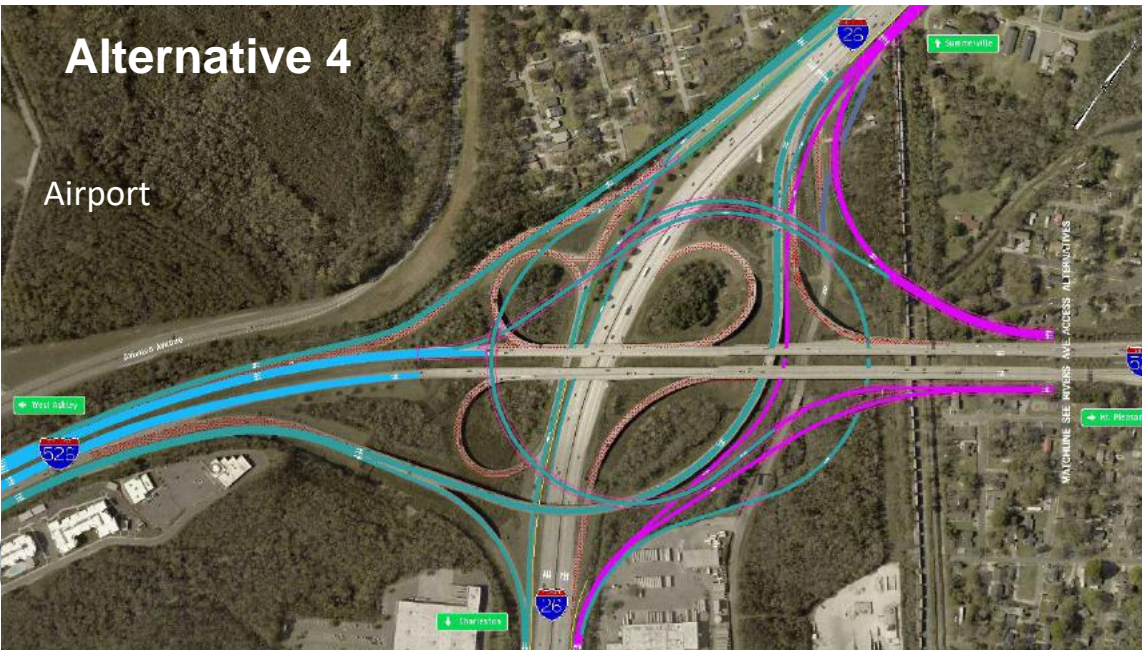
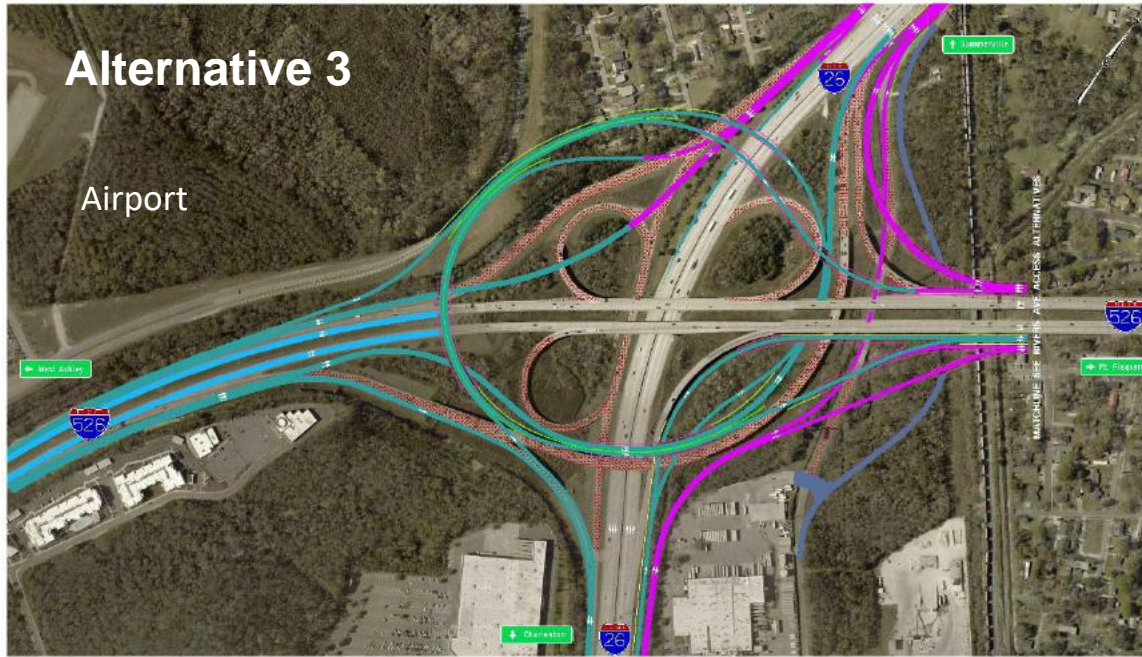
I-526 WEST LCC Alternative 2 – *Semi-Directional Interchange with 1 Loop Ramp Retained*

- 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

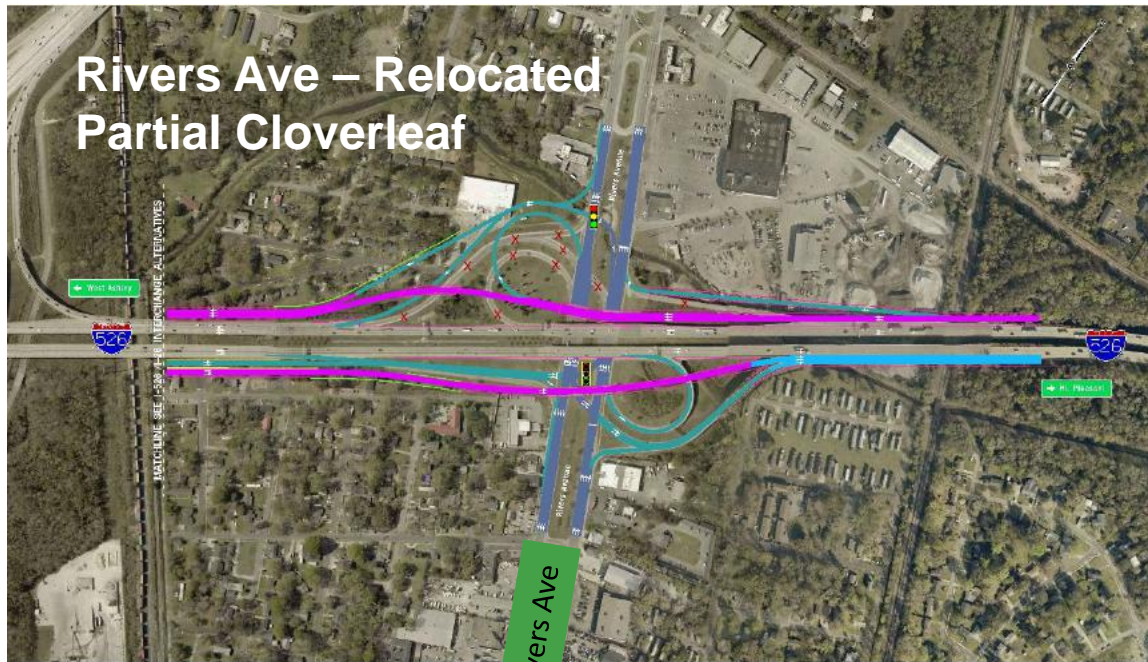
Rivers Ave Interchange Alternatives – **Basic Build**

- 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

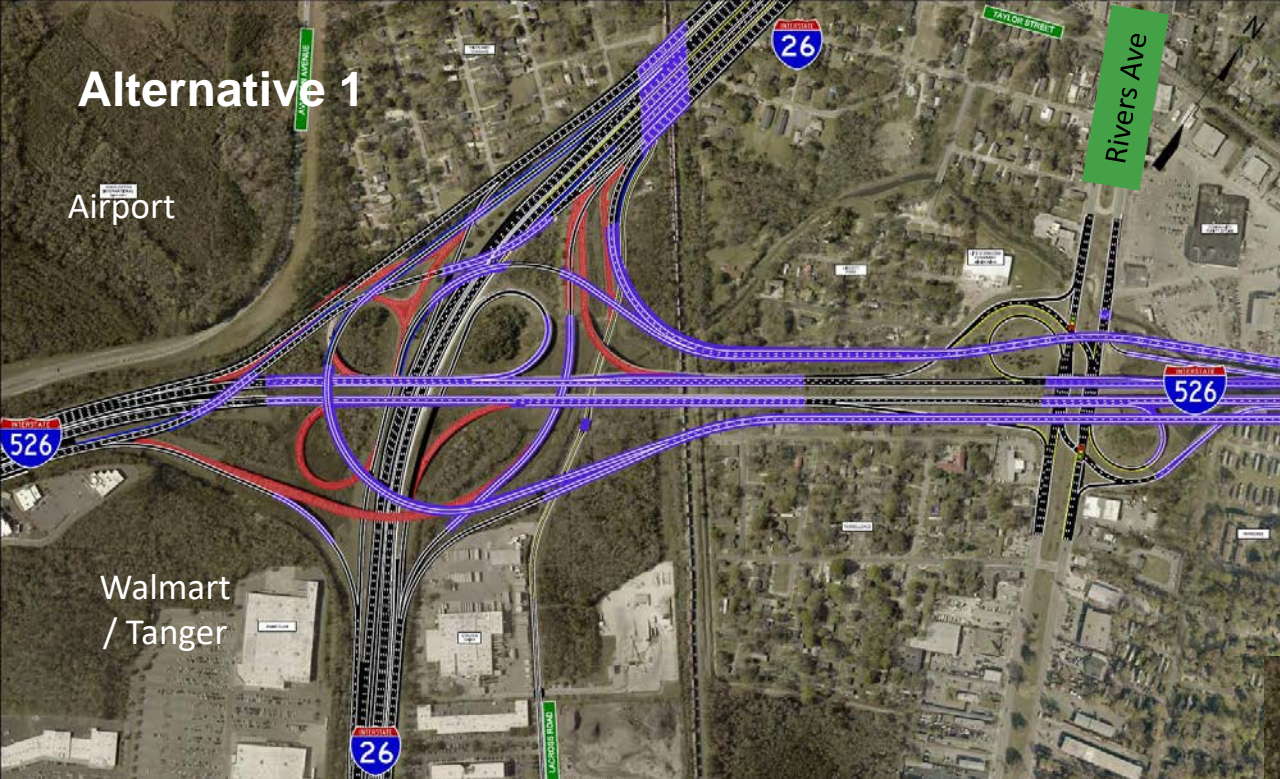


Rivers Ave Interchange Alternatives – **Relocated Partial Cloverleaf**

- 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



Alternative 1



I-526 LCC WEST *Reasonable Alternatives*

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 1A

Airport

Walmart
/ Tanger



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

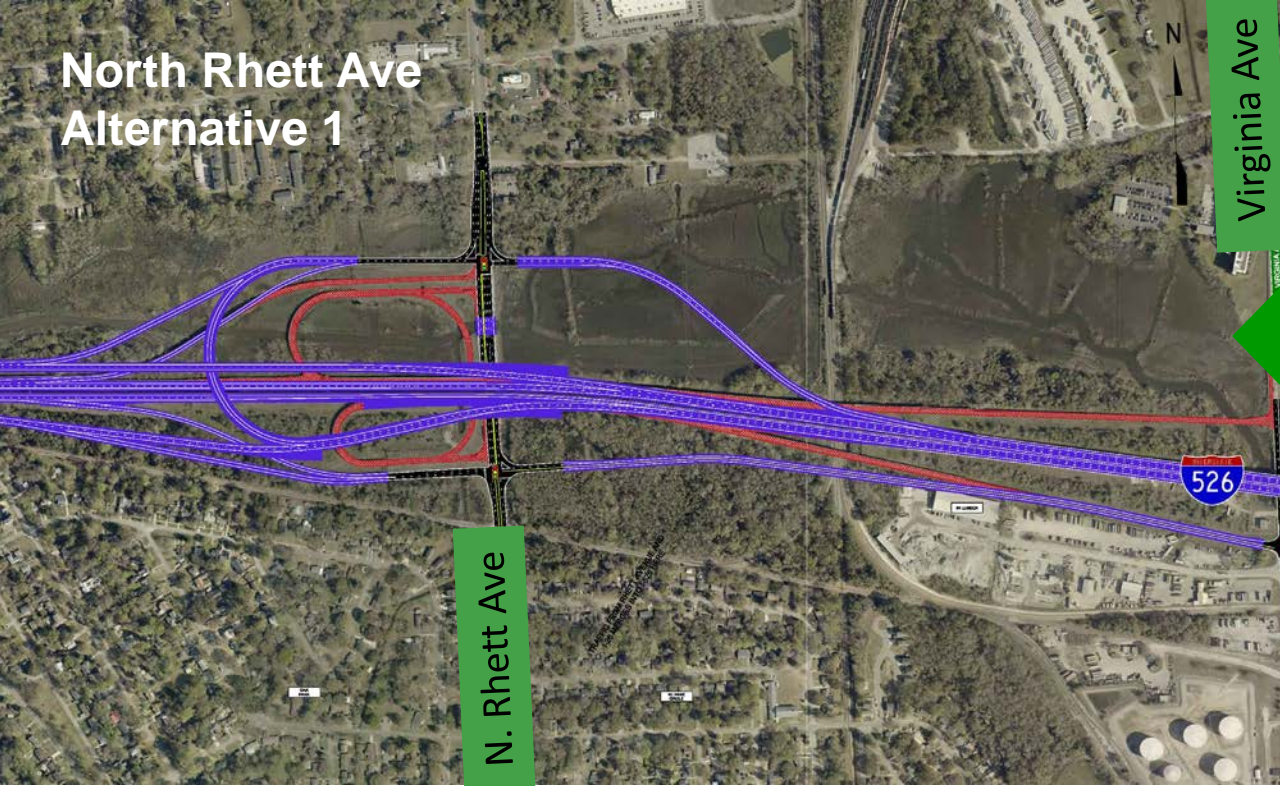
Alternative 2A

Airport

Walmart
/ Tanger



North Rhett Ave Alternative 1



I-526 LCC WEST *Reasonable Alternatives*

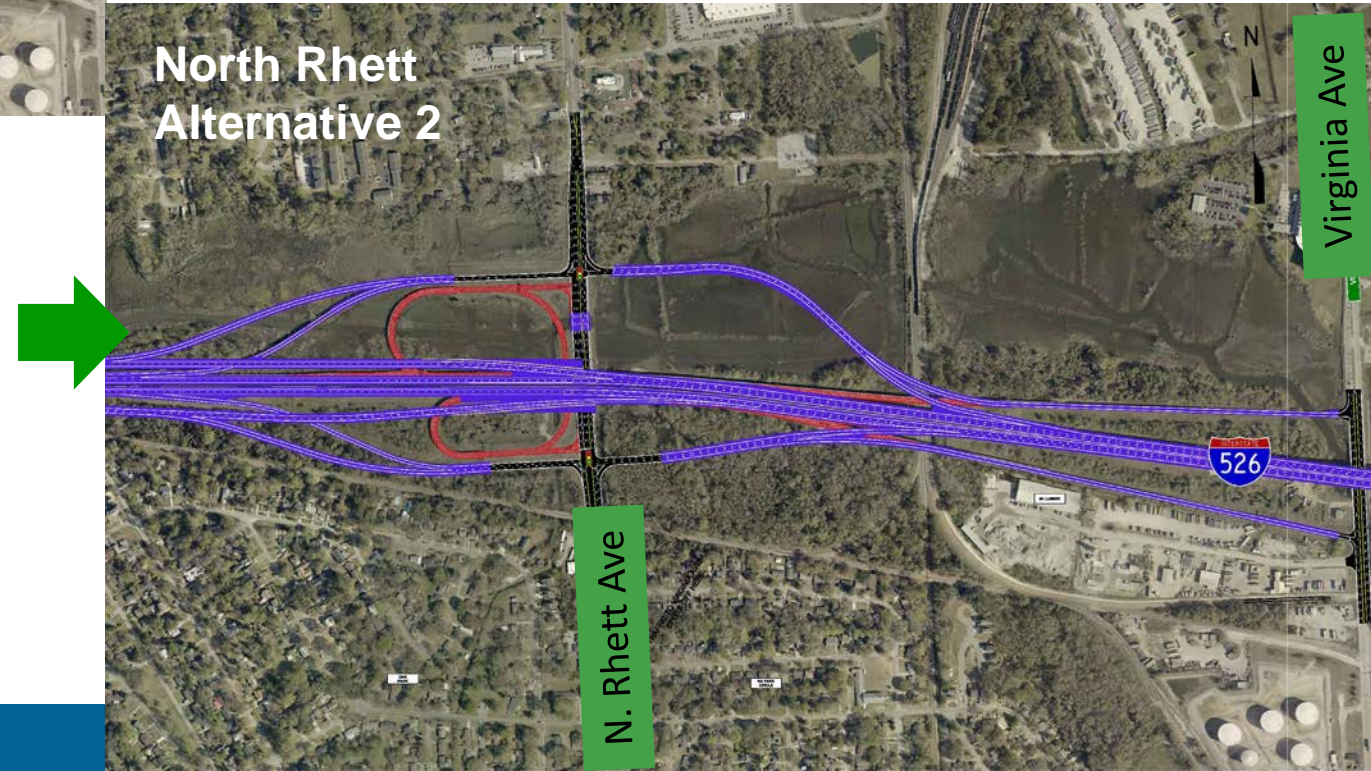
North Rhett Ave Alternative 1

- 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

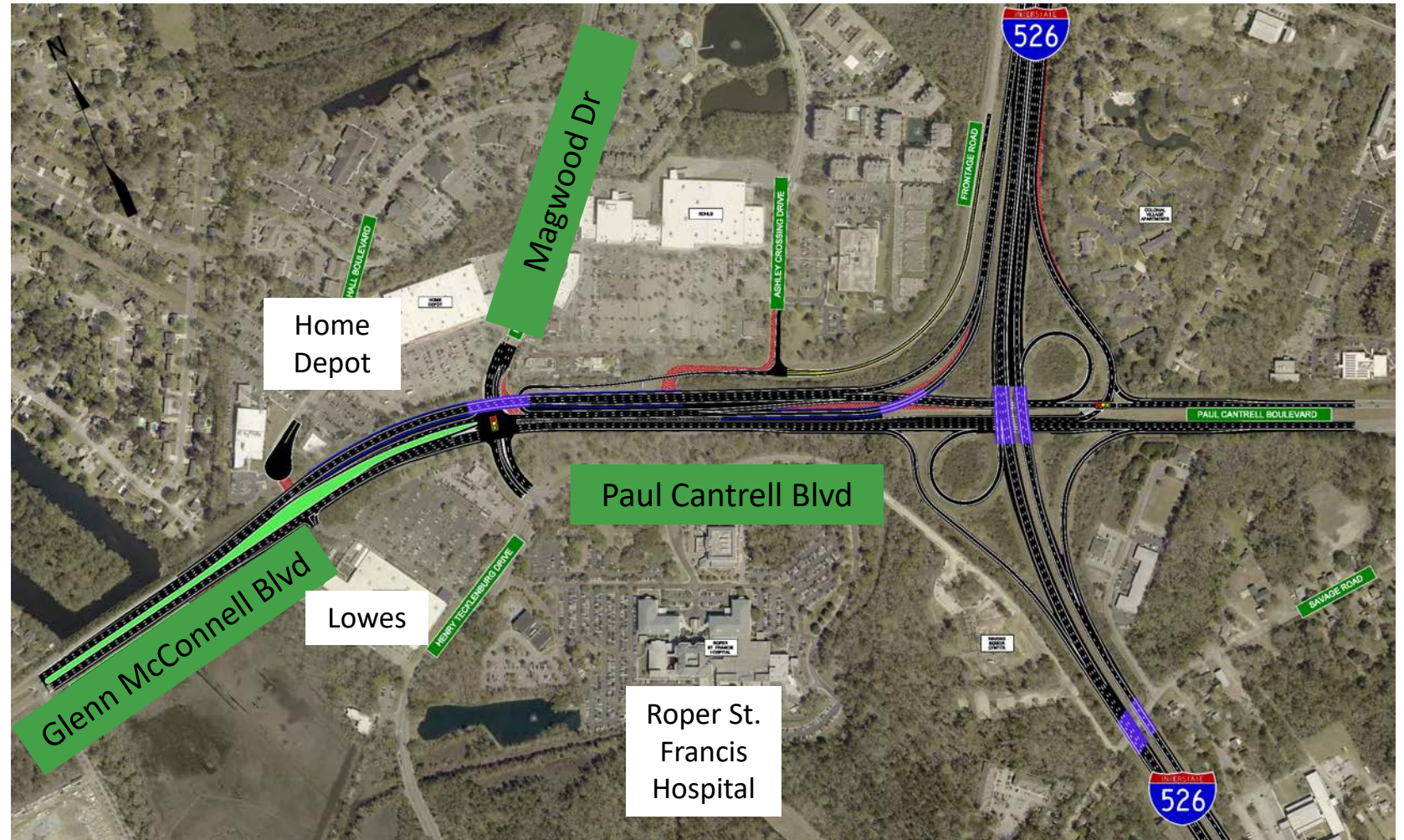
North Rhett Alternative 2



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

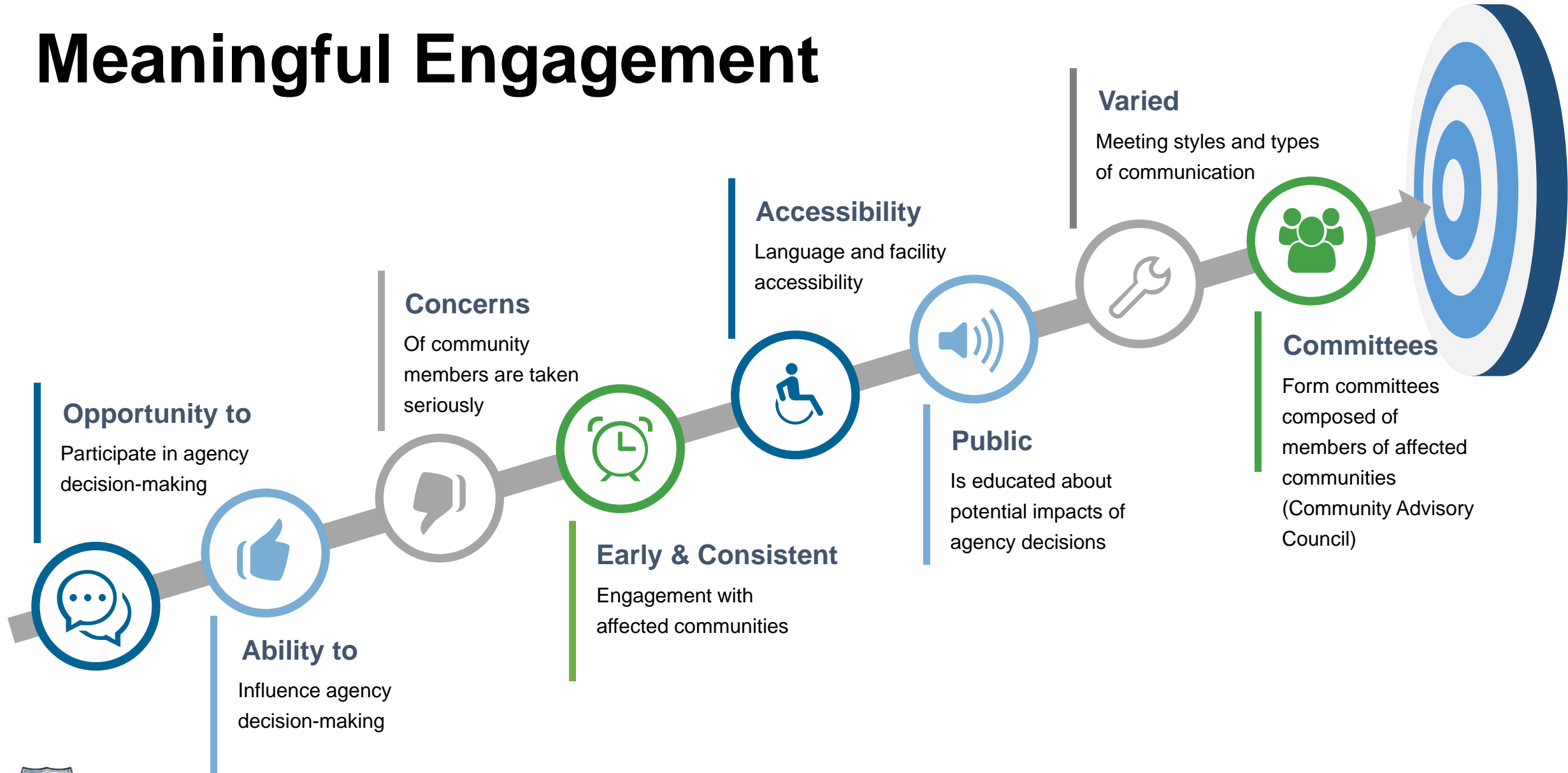
Environmental Justice

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



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



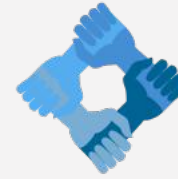
Early Right-of-Way phase to identify or create Affordable Housing



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



Public Involvement Opportunities

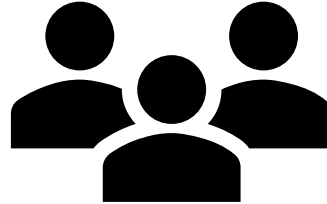
Happening now!



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!***

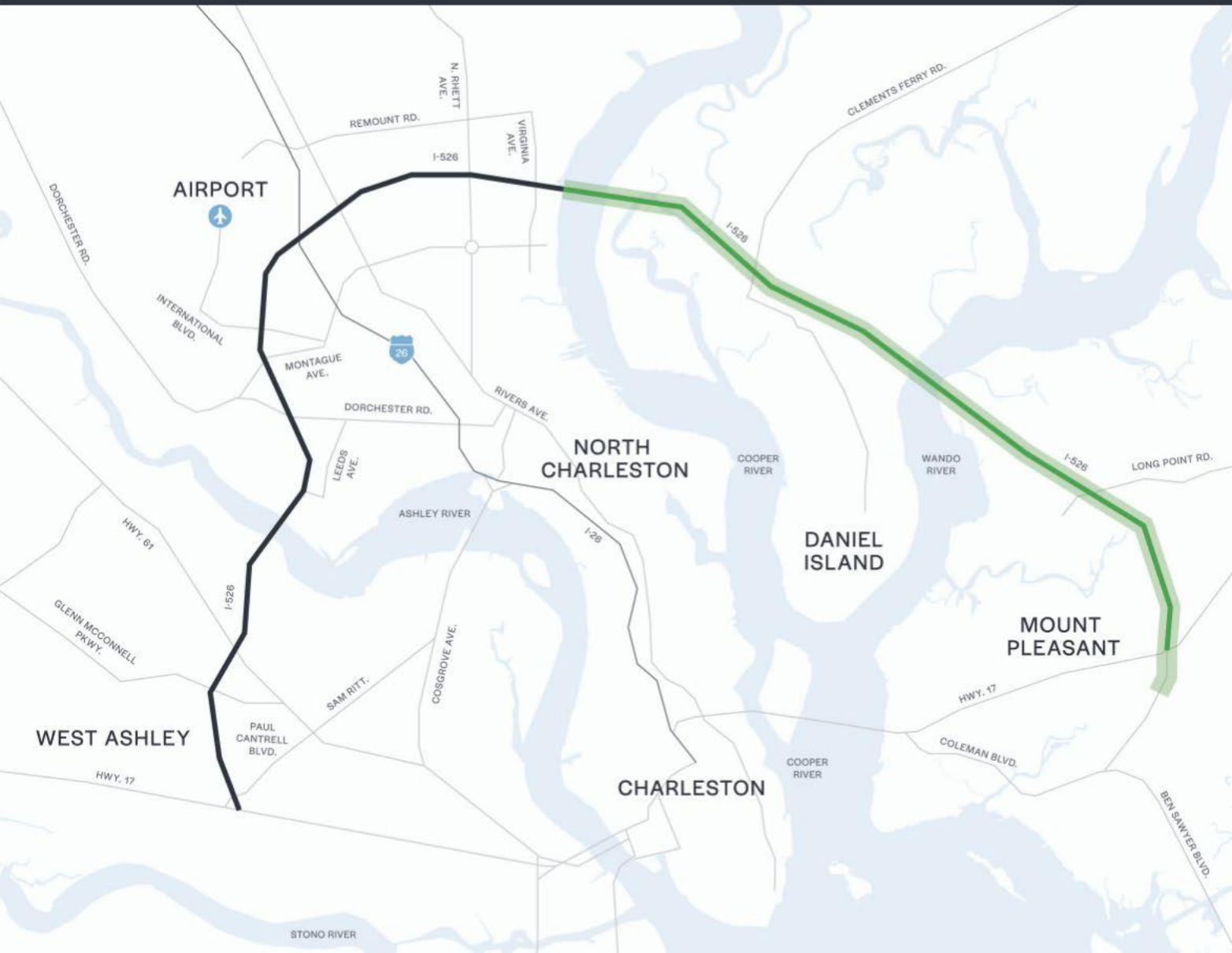
New Video: Understanding the Right-of-Way Process

On website under “project resources”





EAST Updates



I-526 Lowcountry Corridor East

Project Termini

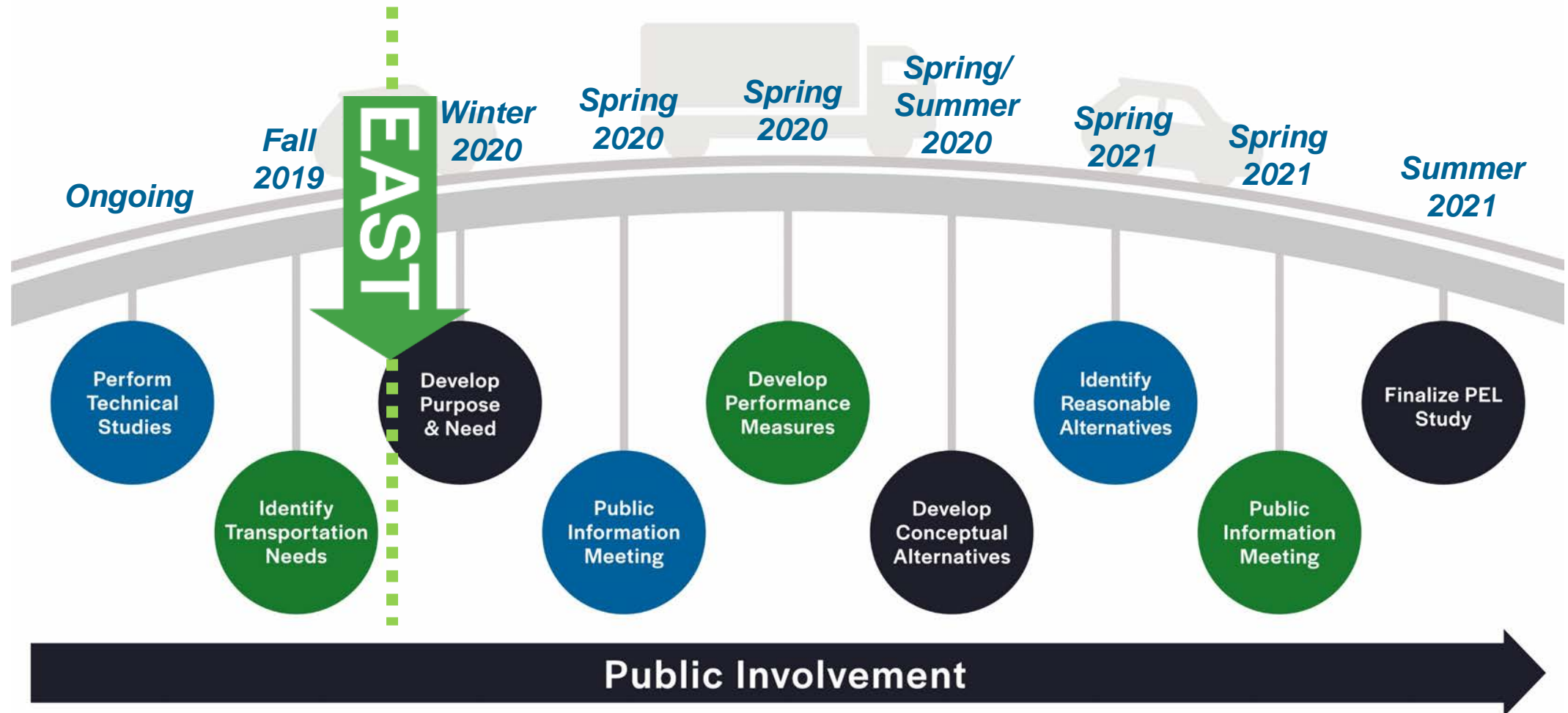
**Virginia Avenue
North Charleston**



**Bowman Road
Mount Pleasant**

PEL Process

Planning & Environment Linkages Study



Where have we been? Where are we going?

2019

2020

Public Involvement

- ✓ 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



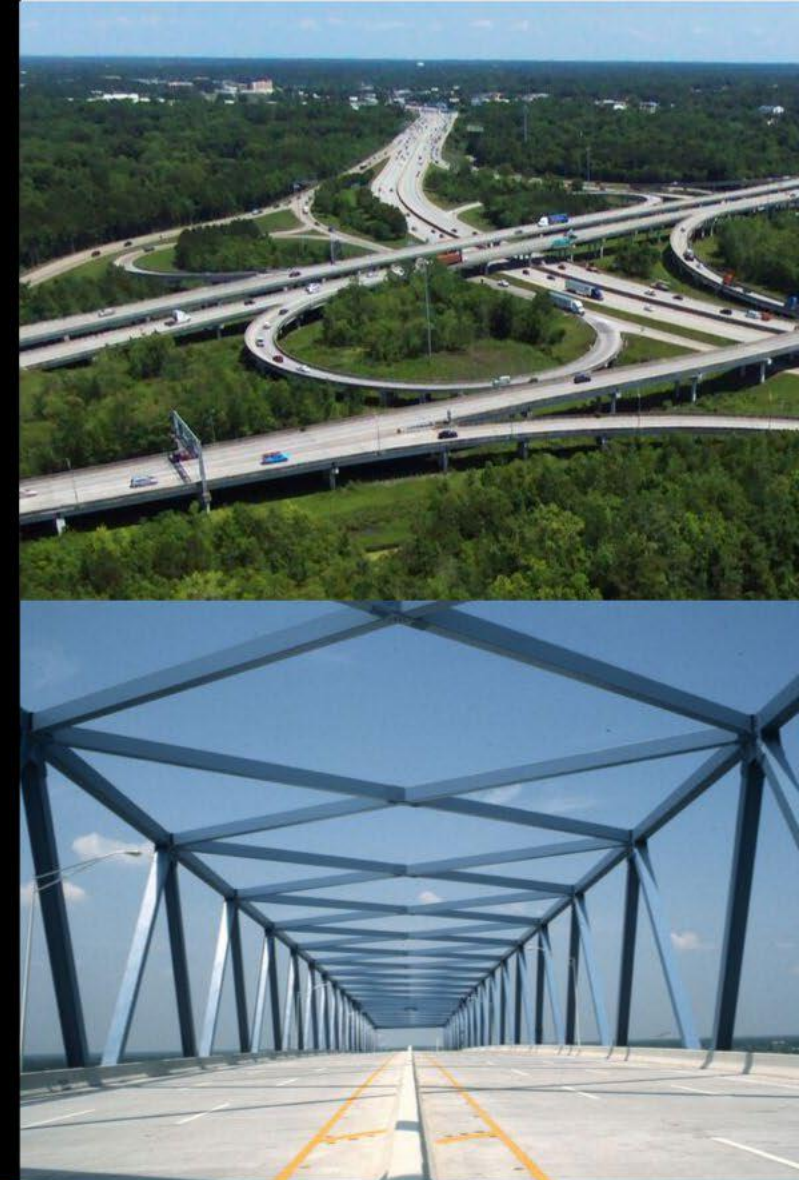
Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



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.

Appendix Y.1H

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (July 2020)



526

LOWCOUNTRY CORRIDOR

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



U.S. Department of Transportation
Federal Highway Administration





Project Background

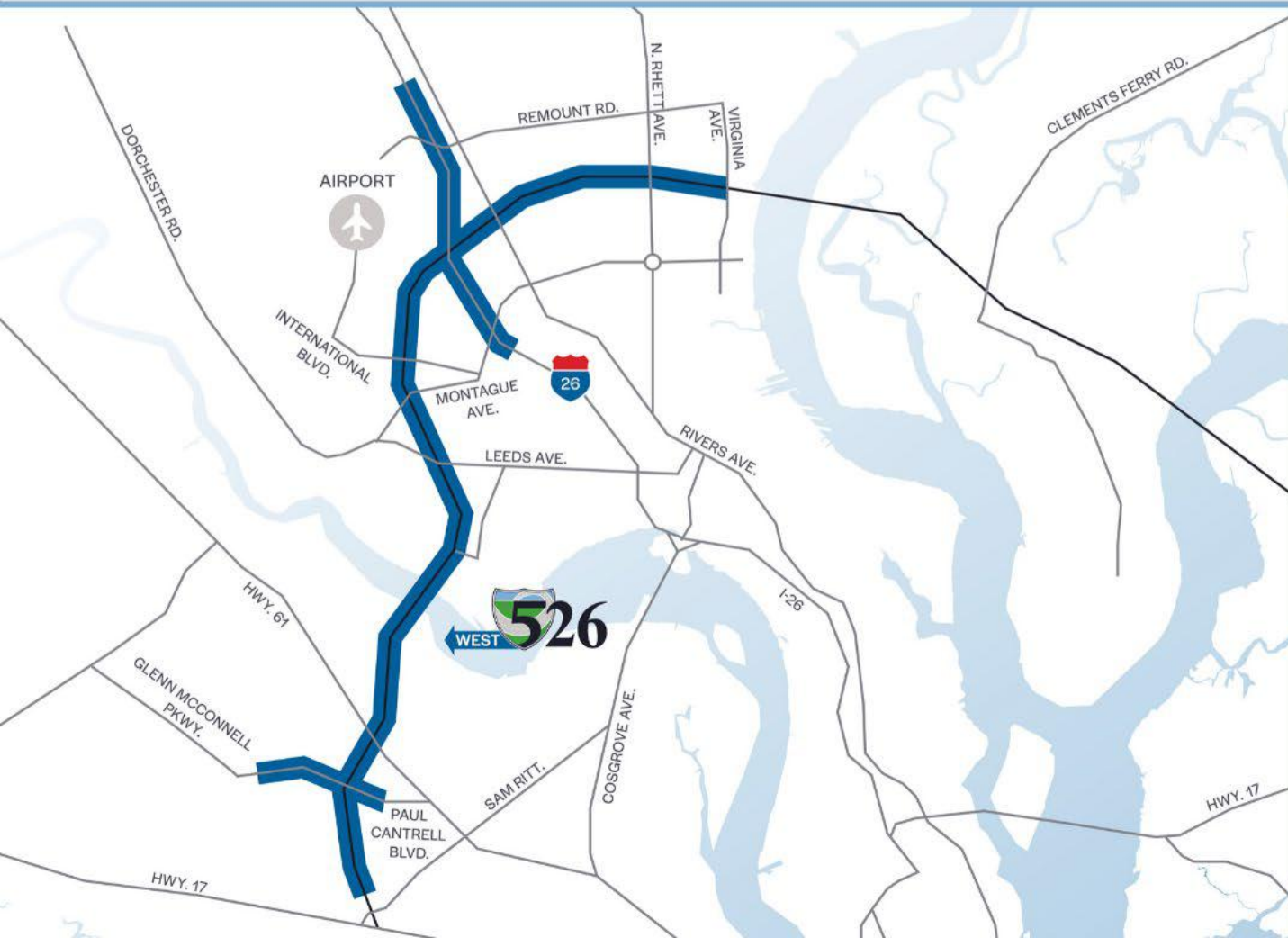
An Environmental Impact Statement



WEST **LOWCOUNTRY** **CORRIDOR**



 WEST PROJECT



I-526 Lowcountry Corridor **WEST**

Project Termini

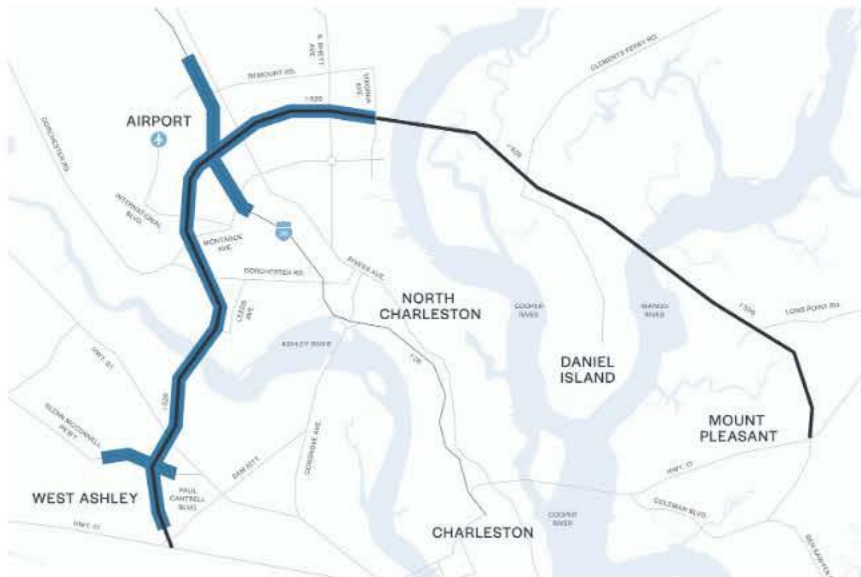
Virginia Avenue
North Charleston



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?

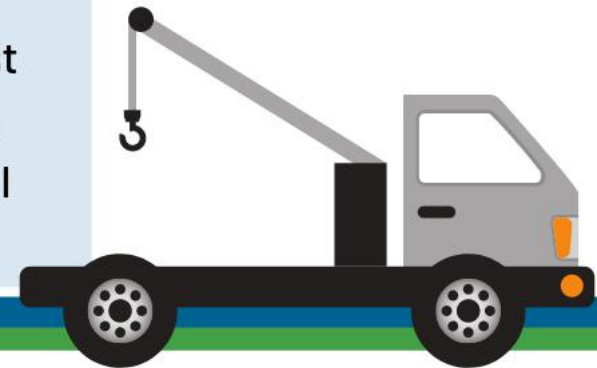


I-526 is one of South Carolina's most congested interstate segments

Congestion

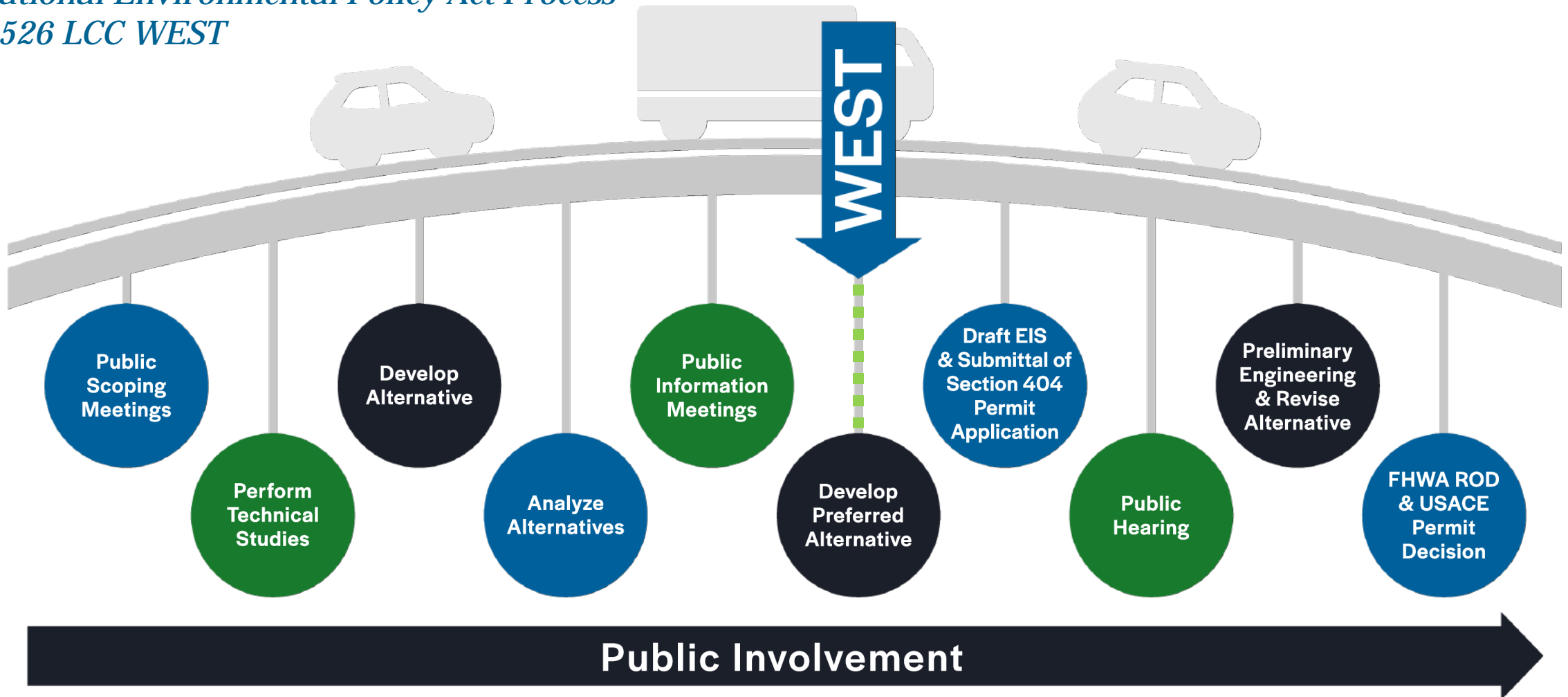
#2: 2035 CHATS LRTP

#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



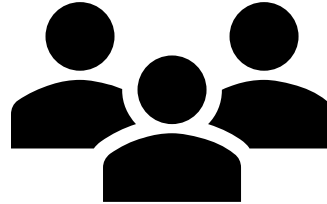
5 Community Drop-Ins

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

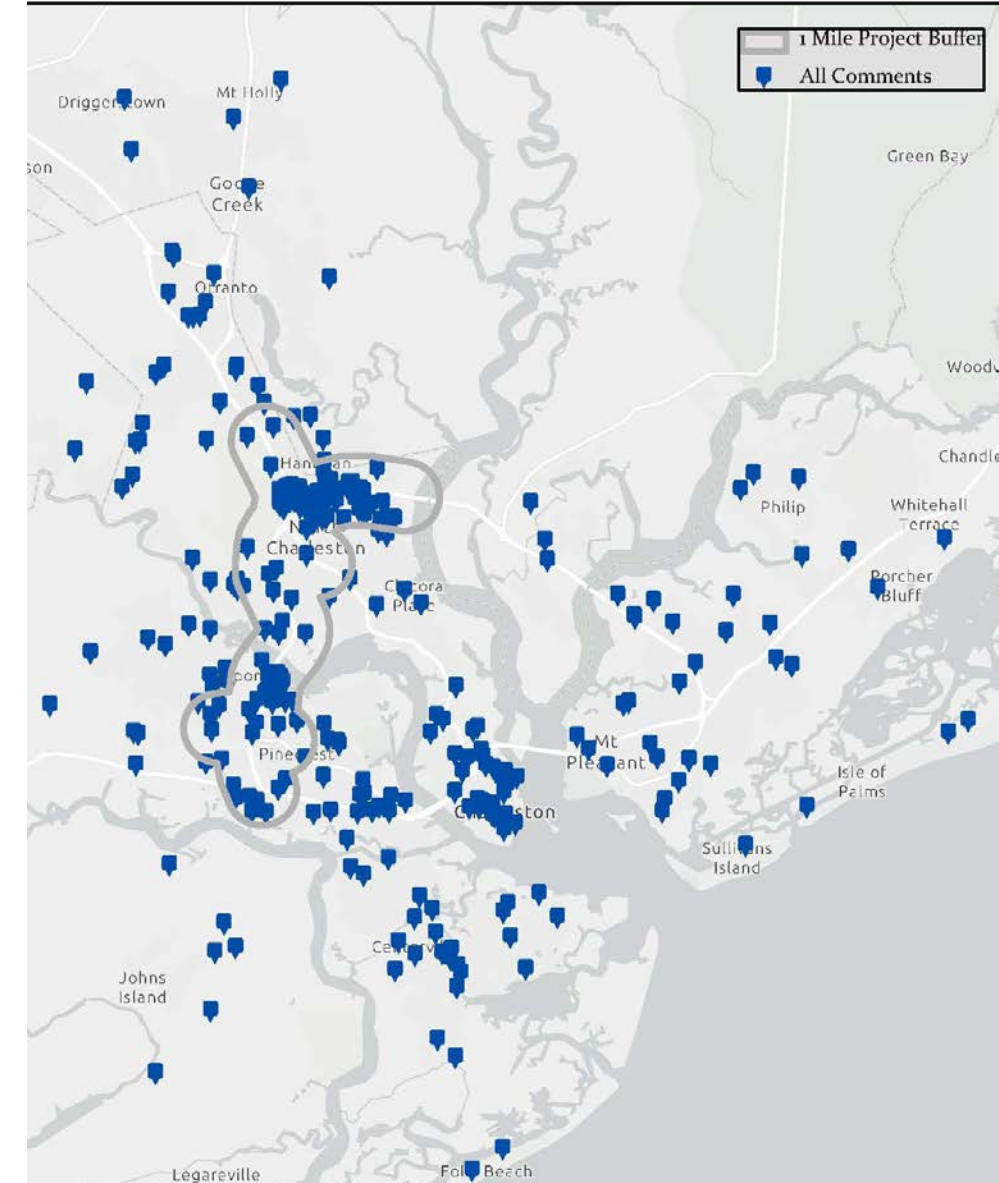
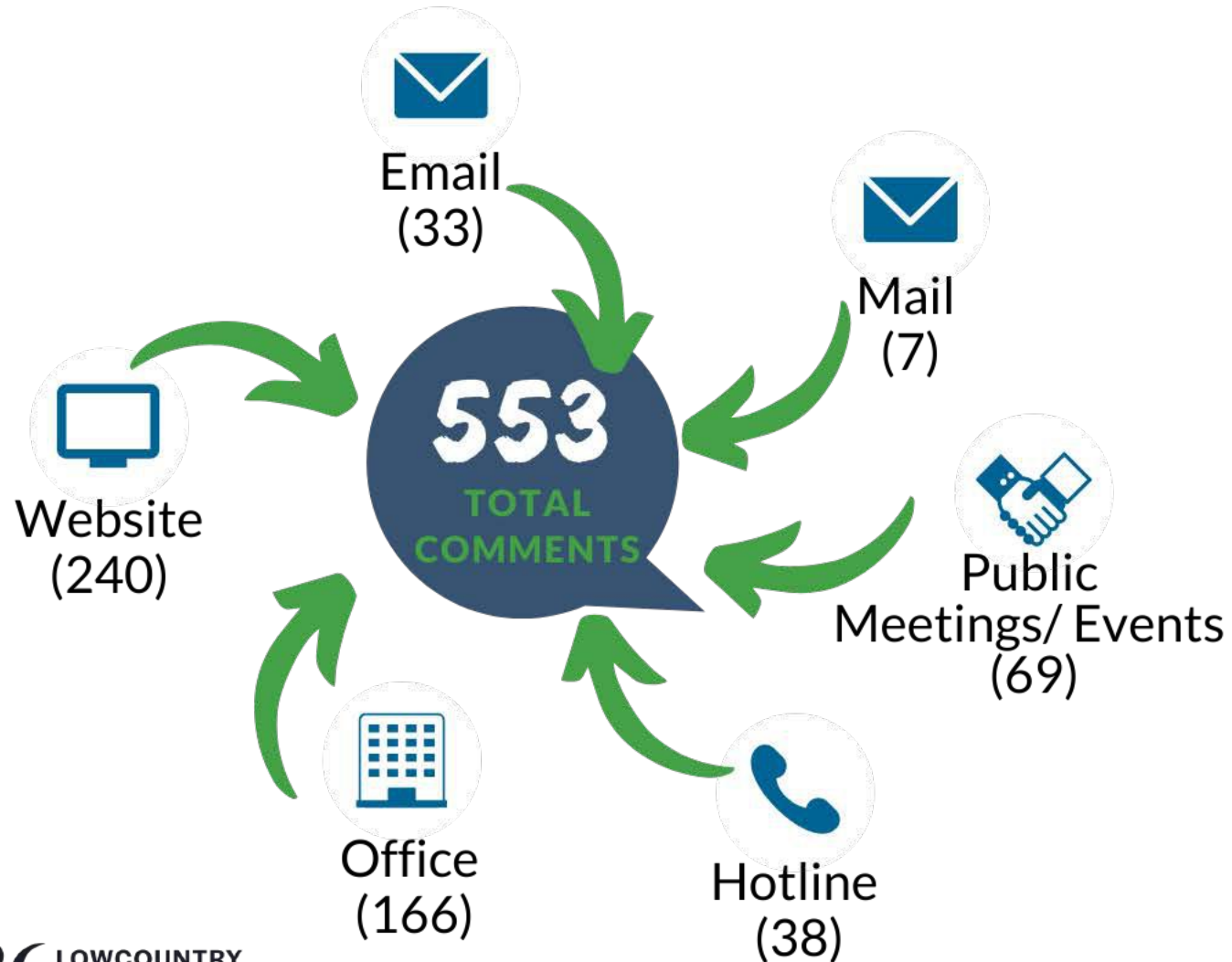
**Nov 21 2019 –
Jan 31, 2020**

526lowcountrycorridor.com

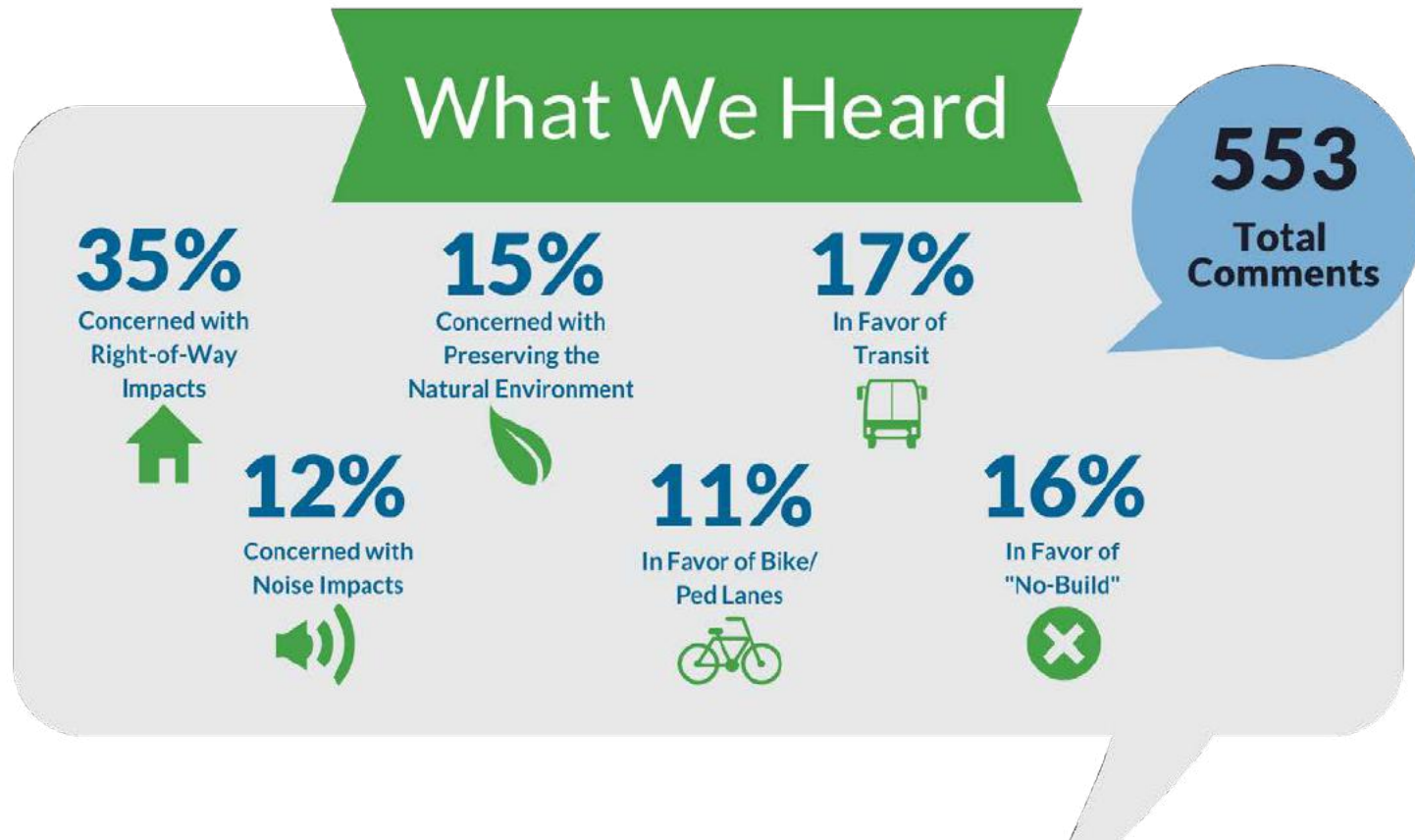


6,000 Pageviews

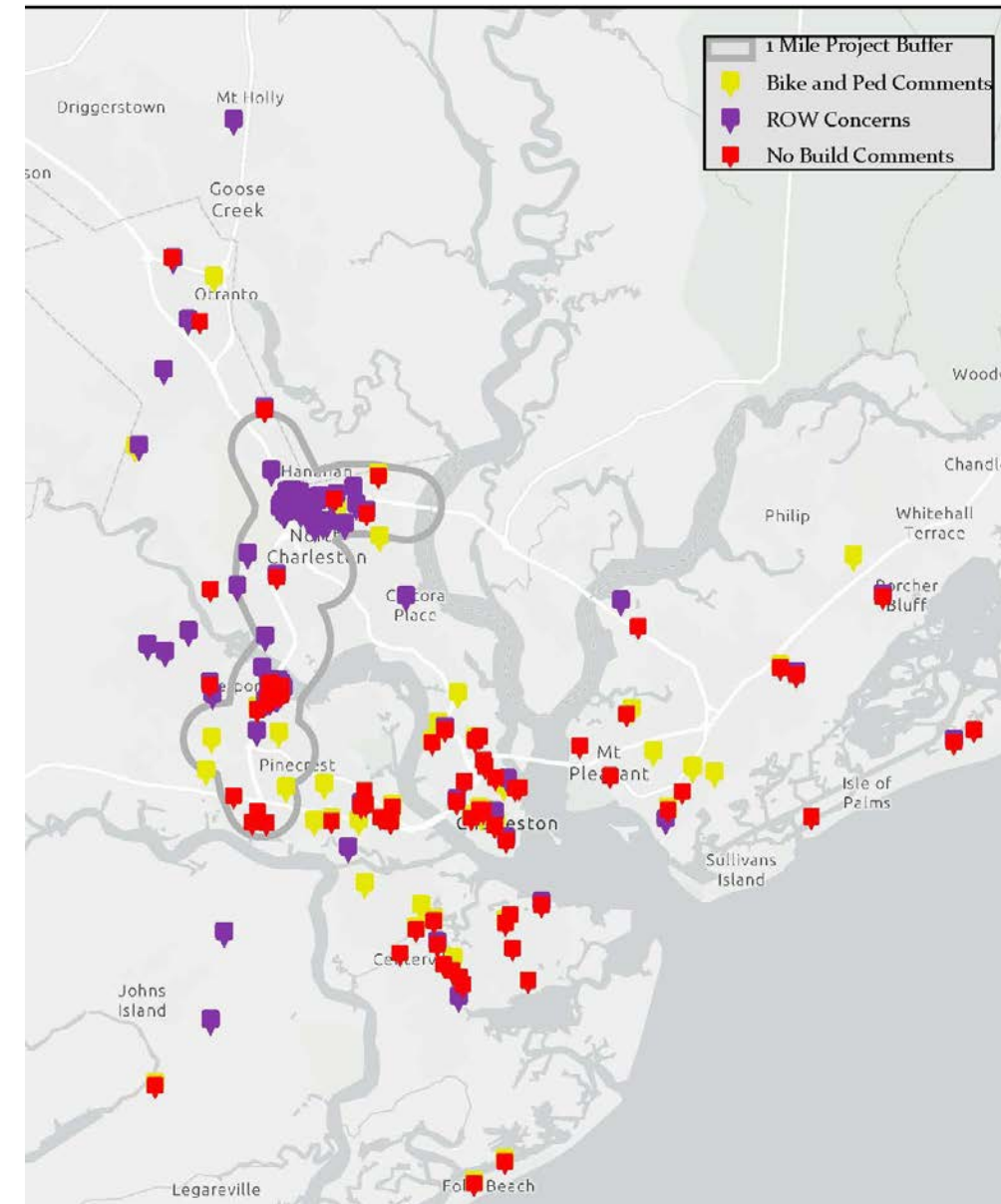
Fall 2019 Public Comments



Fall 2019 Public Comments



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



Fall 2019 Public & Agency Comments

North Rhett Avenue/I-526 Alternatives Concerns

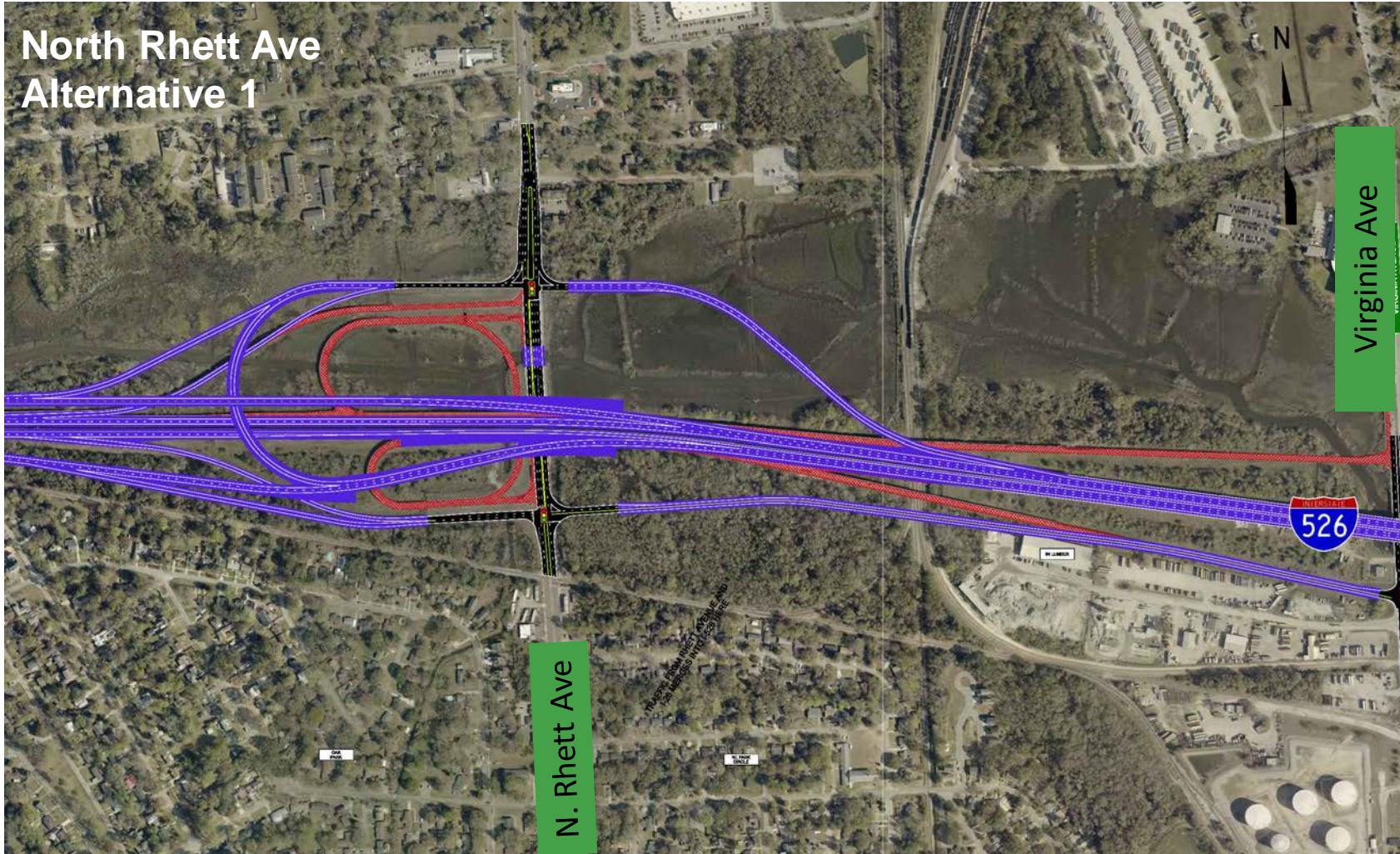
Volume of trucks required to go through North Rhett Avenue instead of directly onto I-526

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

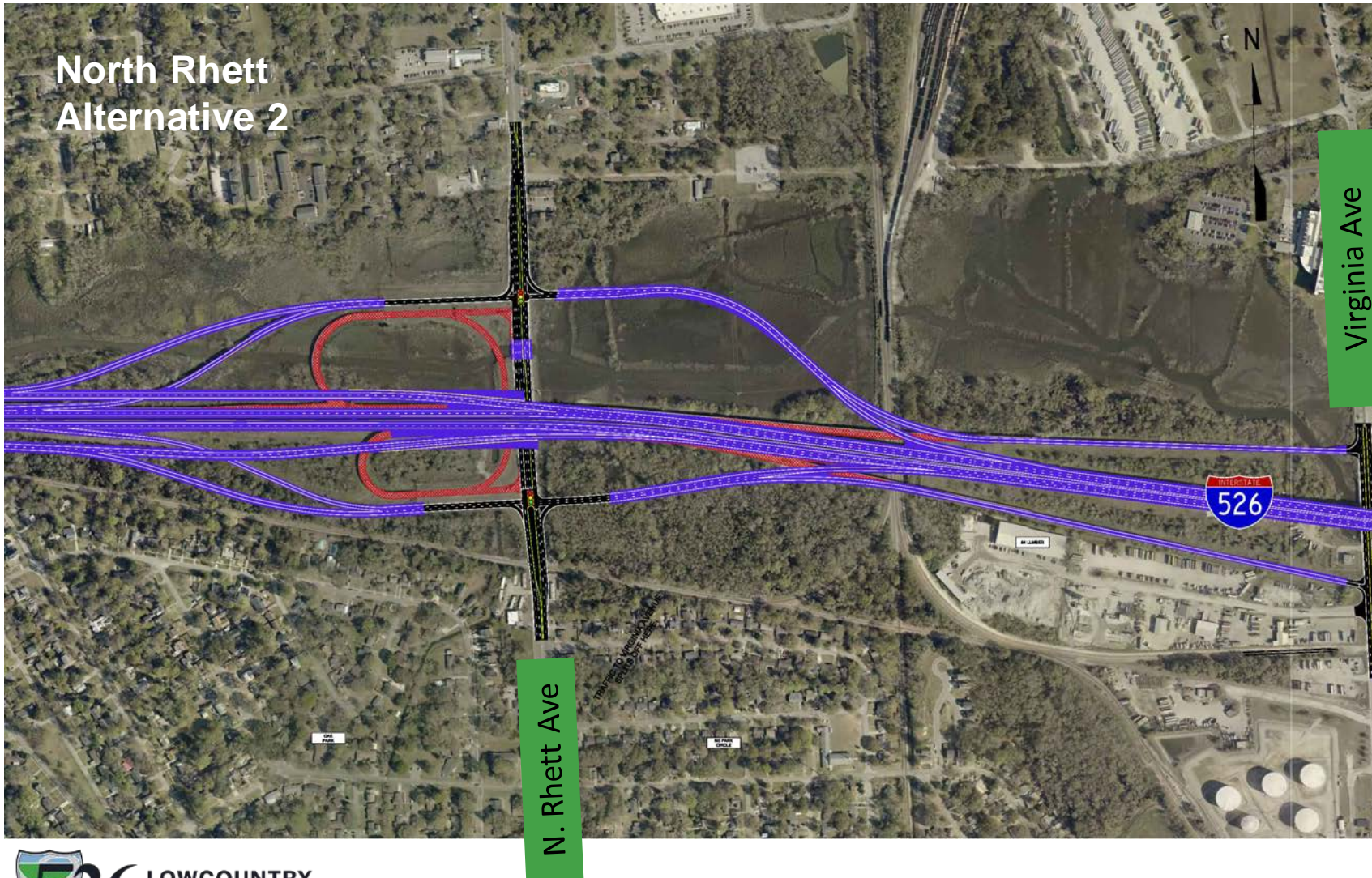


North Rhett Ave Alternative 1

- 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

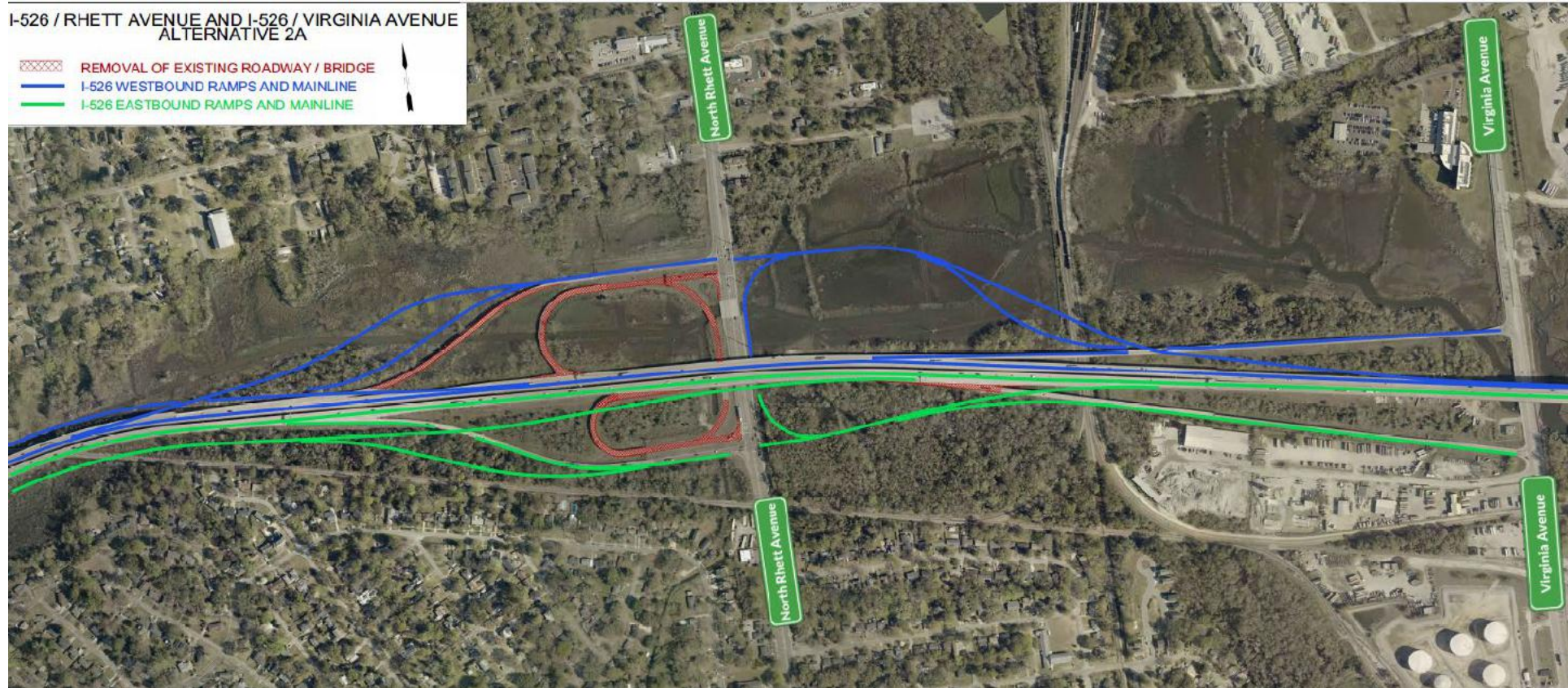


North Rhett Ave Alternative 2

- 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

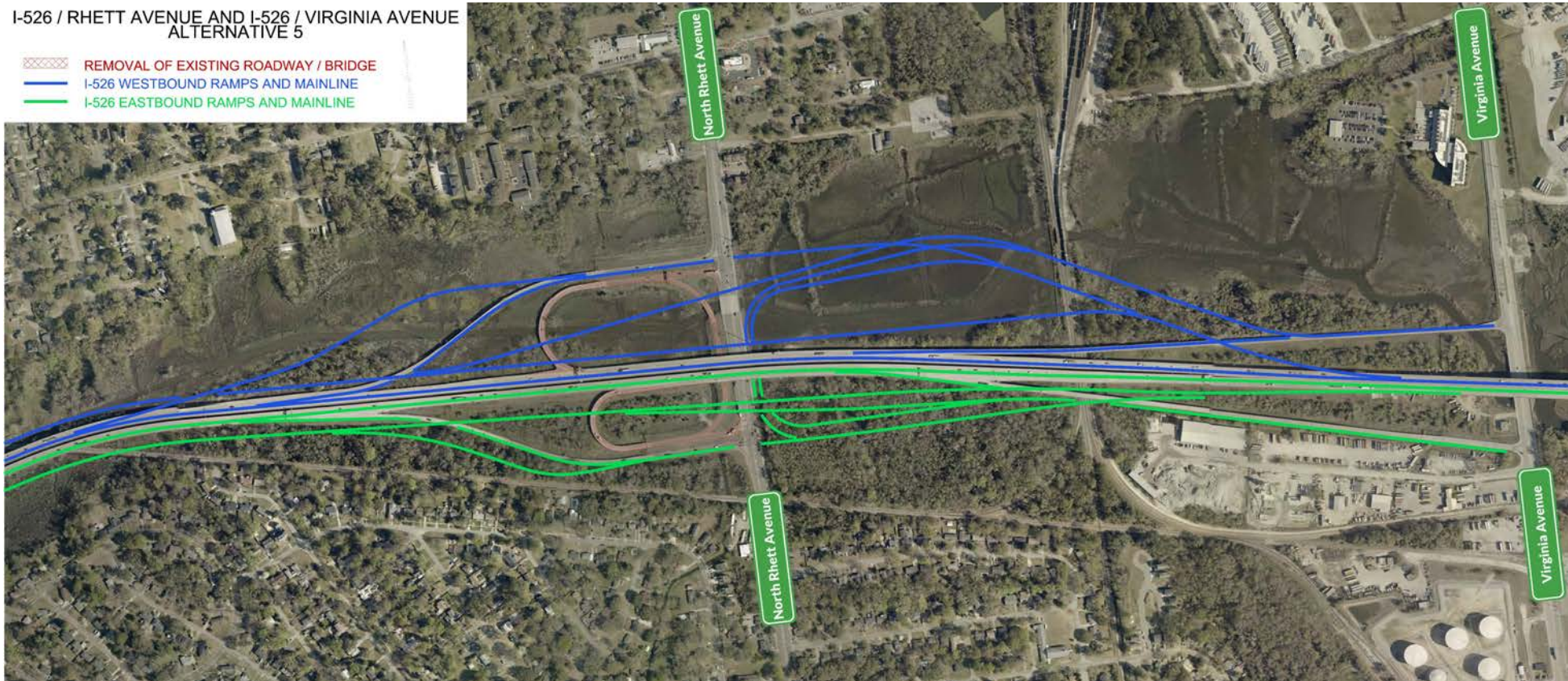


North Rhett Ave Alternative 2A

- 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



North Rhett Ave Alternative 5

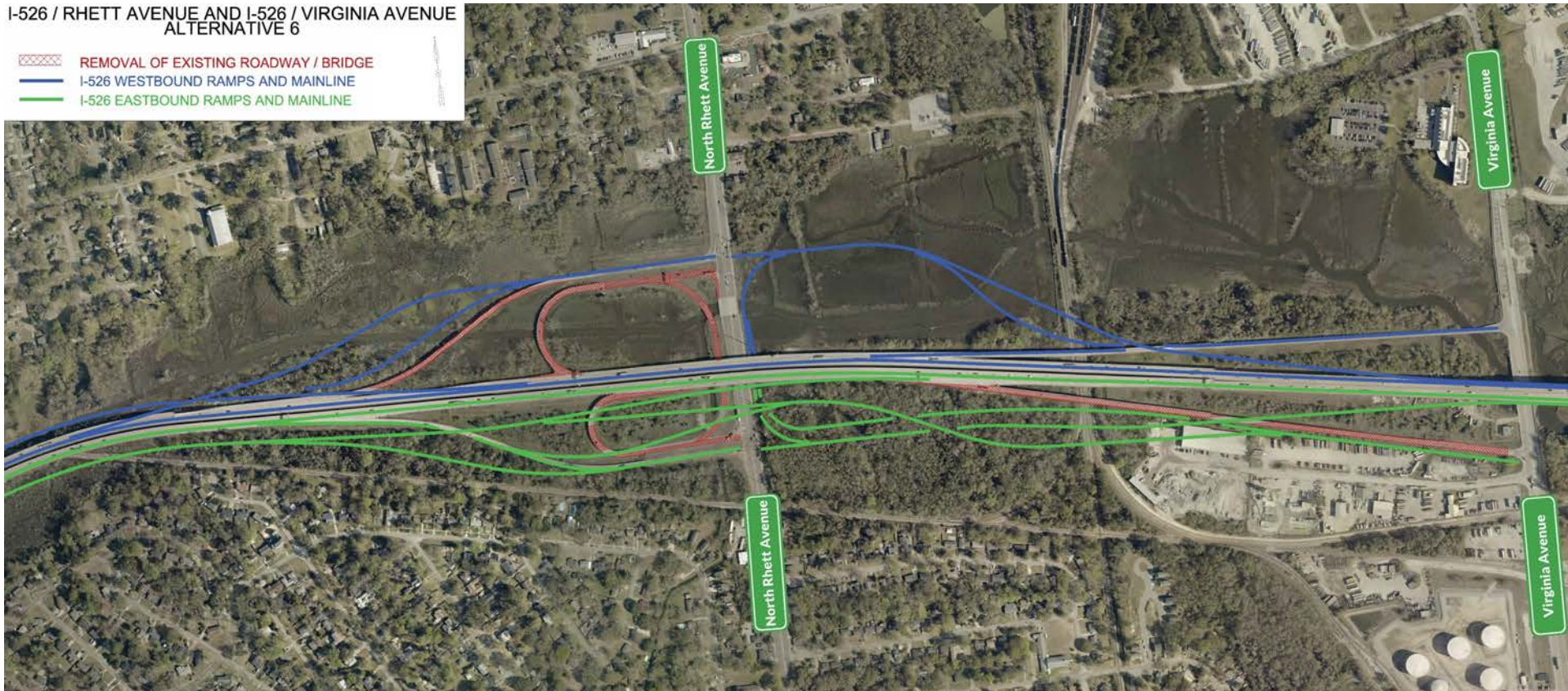
- Direct access ramps provided from/to I-526 & I-26 provided to/from N Rhett Ave and Virginia Ave
- Merge from I-26 EB C-D and diverge to I-26 WB C-D both occur just west of Virginia Ave
- Traffic from Virginia Ave to I-526 EB and from I-526 WB to Virginia Ave do not mix on U-turn under I-526

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 RAMP AND MAINLINE
I-526 EASTBOUND RAMP 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

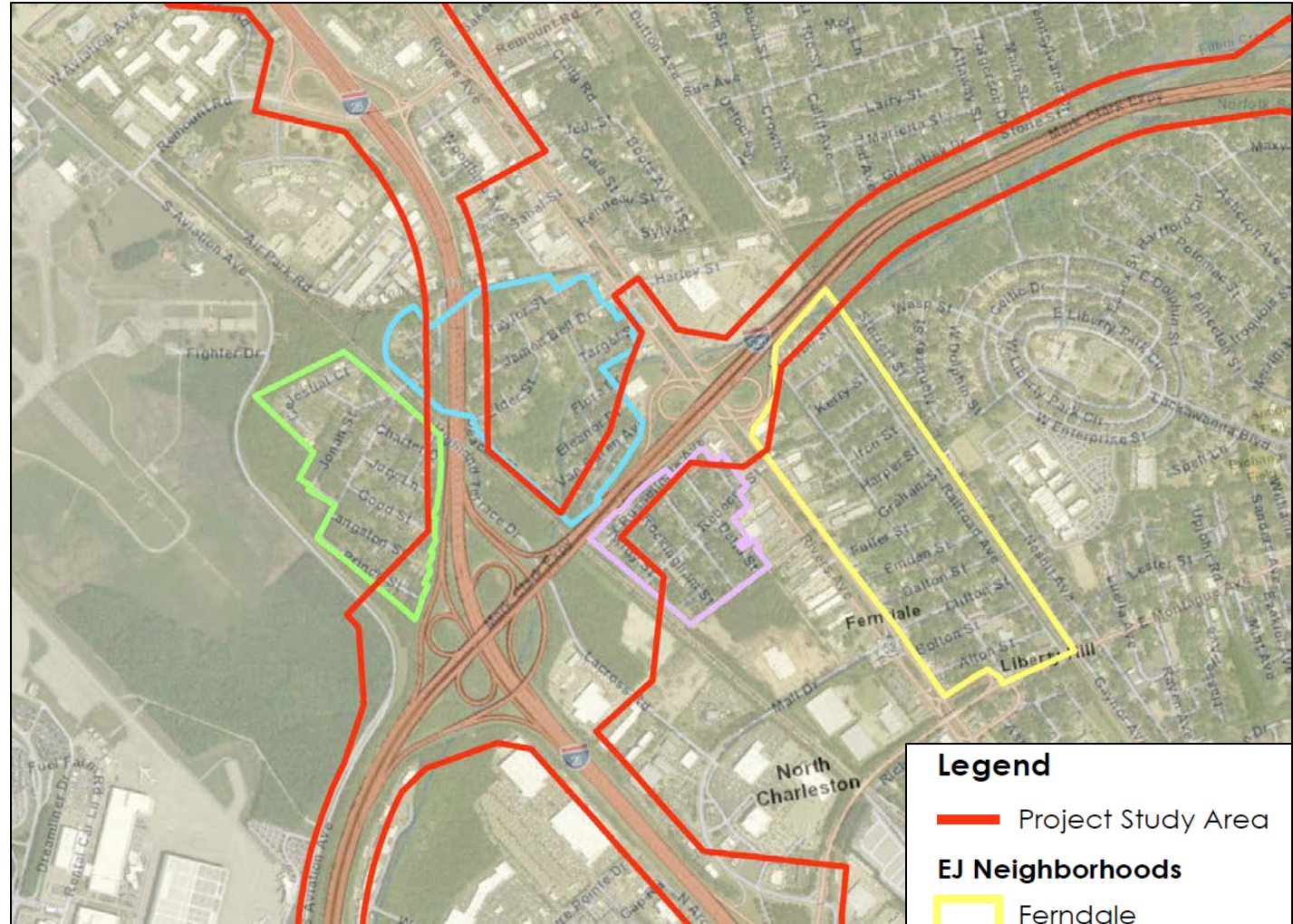
Contacted candidates individually through phone calls to gauge interest & availability

Who is on the CAC?

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

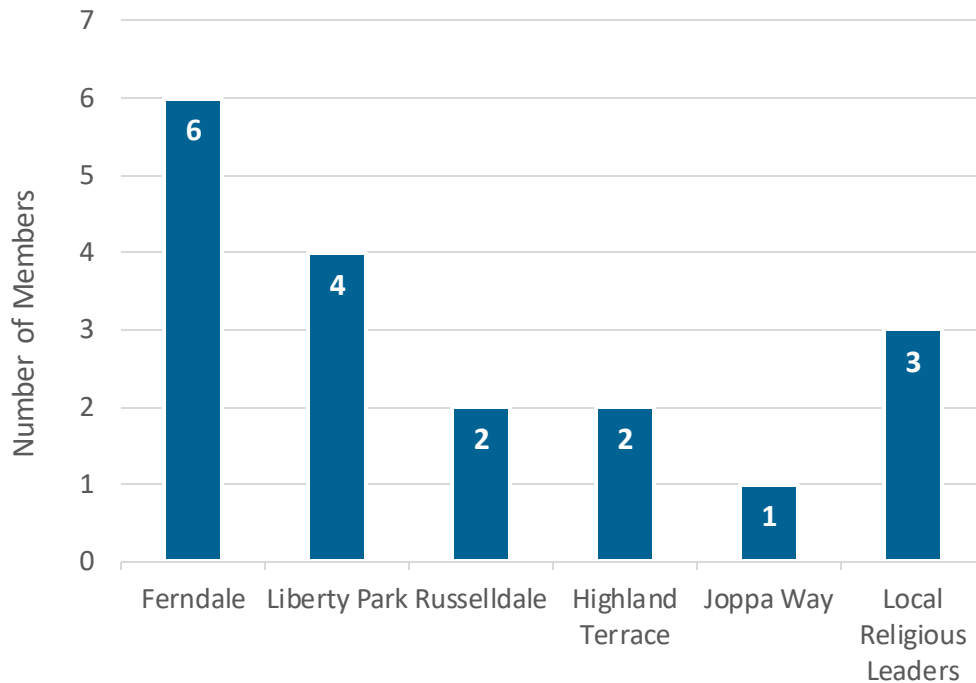
- **Russelldale**
- **Liberty Park**
- **Highland Terrance**
- **Ferndale**

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

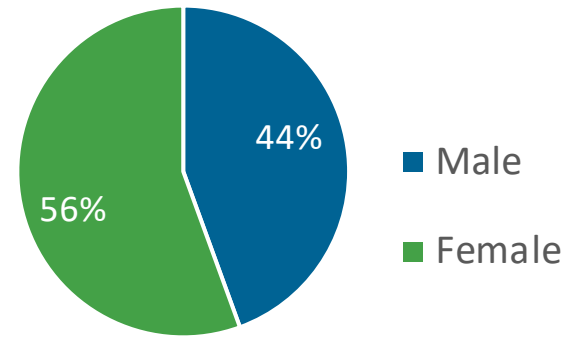


CAC Demographics as of June 2020

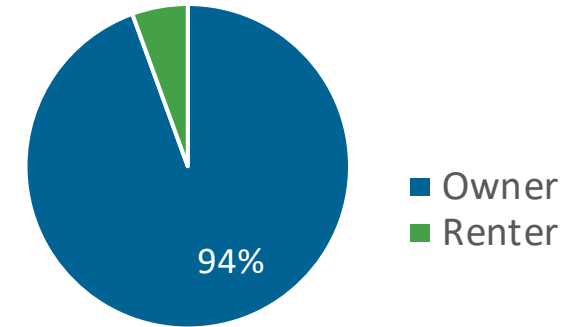
Area Representation



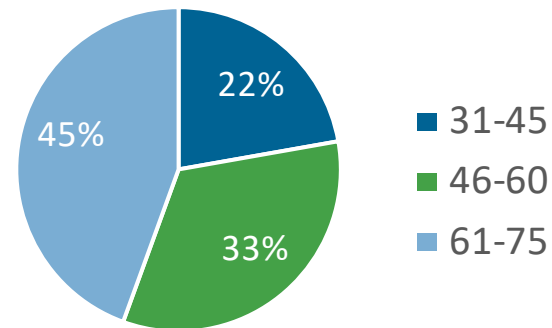
Gender



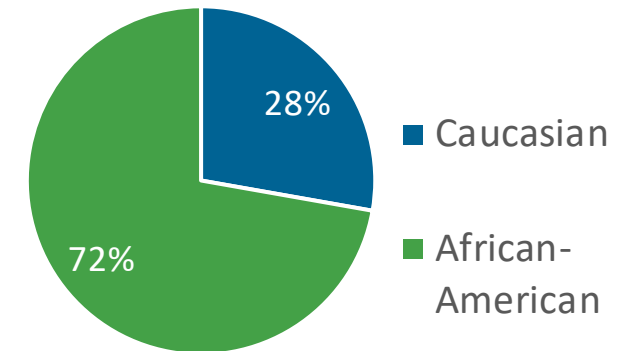
Residential Status



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

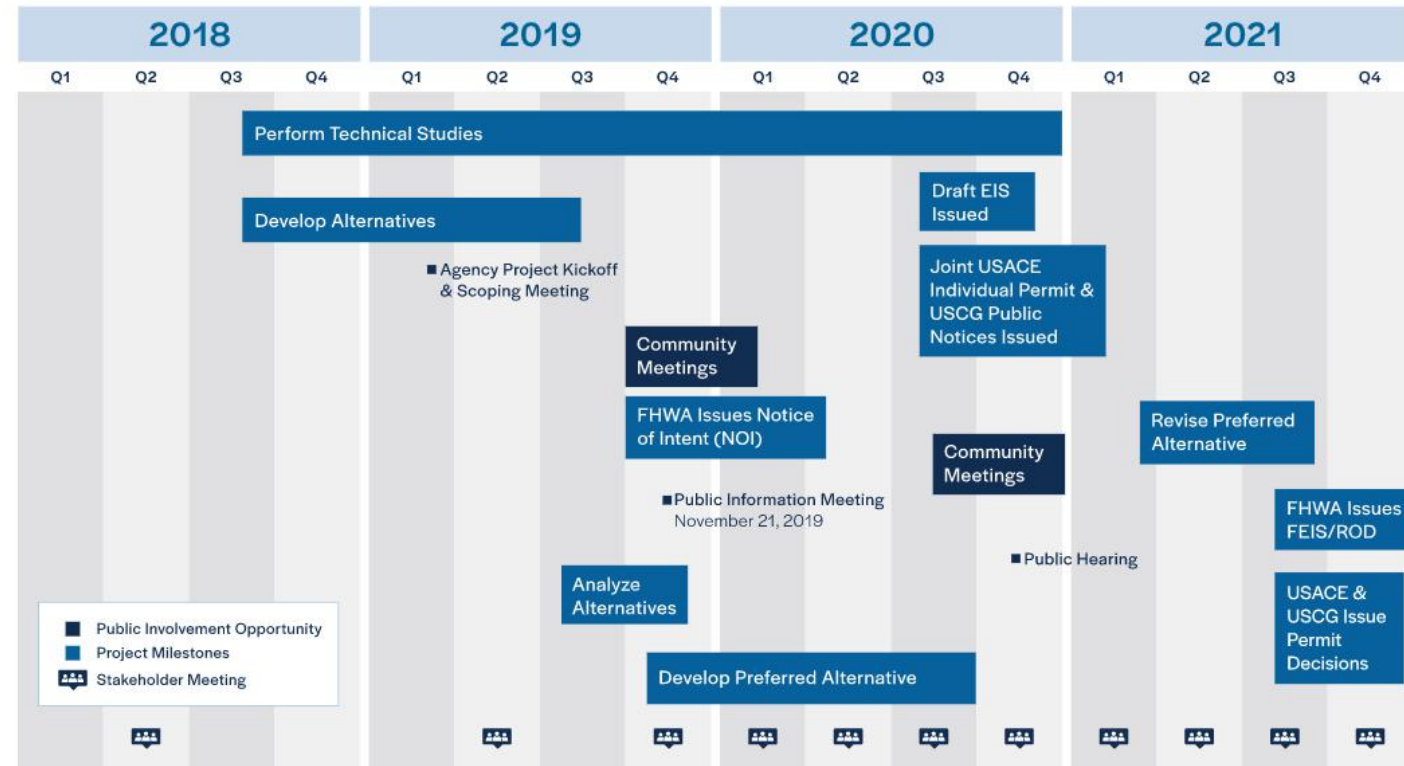
Report on FHWA Peer Exchange and meeting with the City

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: _____

WEST 526 LOWCOUNTRY CORRIDOR

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, **note 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 ("eyes" on the street) 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 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 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?

YOUR THOUGHTS:

I-526 LOWCOUNTRY CORRIDOR WEST

Section 7a (Session 1): Community Cohesion Activity

Section 7b (Session 2): Community Enhancement

What does community enhancement look like?

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

Calisthenic Park Port Angeles

FREE Wellness Check!

I-526 LOWCOUNTRY CORRIDOR WEST

Brainstorming Activity: Community Enhancement

The proposed project would relocate the **Avondale 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 as ways 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:

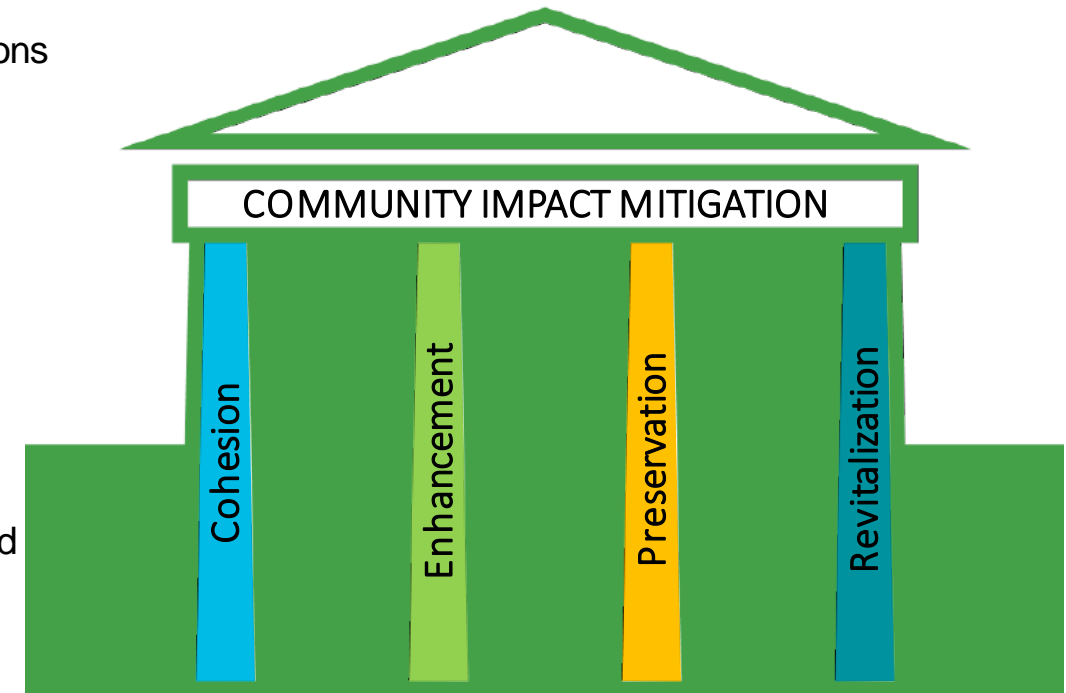
What are your thoughts on having a single, larger, centrally-located replacement facility versus two smaller facilities? How would the location of the replacement facility, or facilities, affect your thoughts on this idea?

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

Update

HOURS UPDATE

**YOUR Community Office
will be open by
APPOINTMENT ONLY**

Starting March 17, 2020



Visitors

As of March 17, 2020

240 People



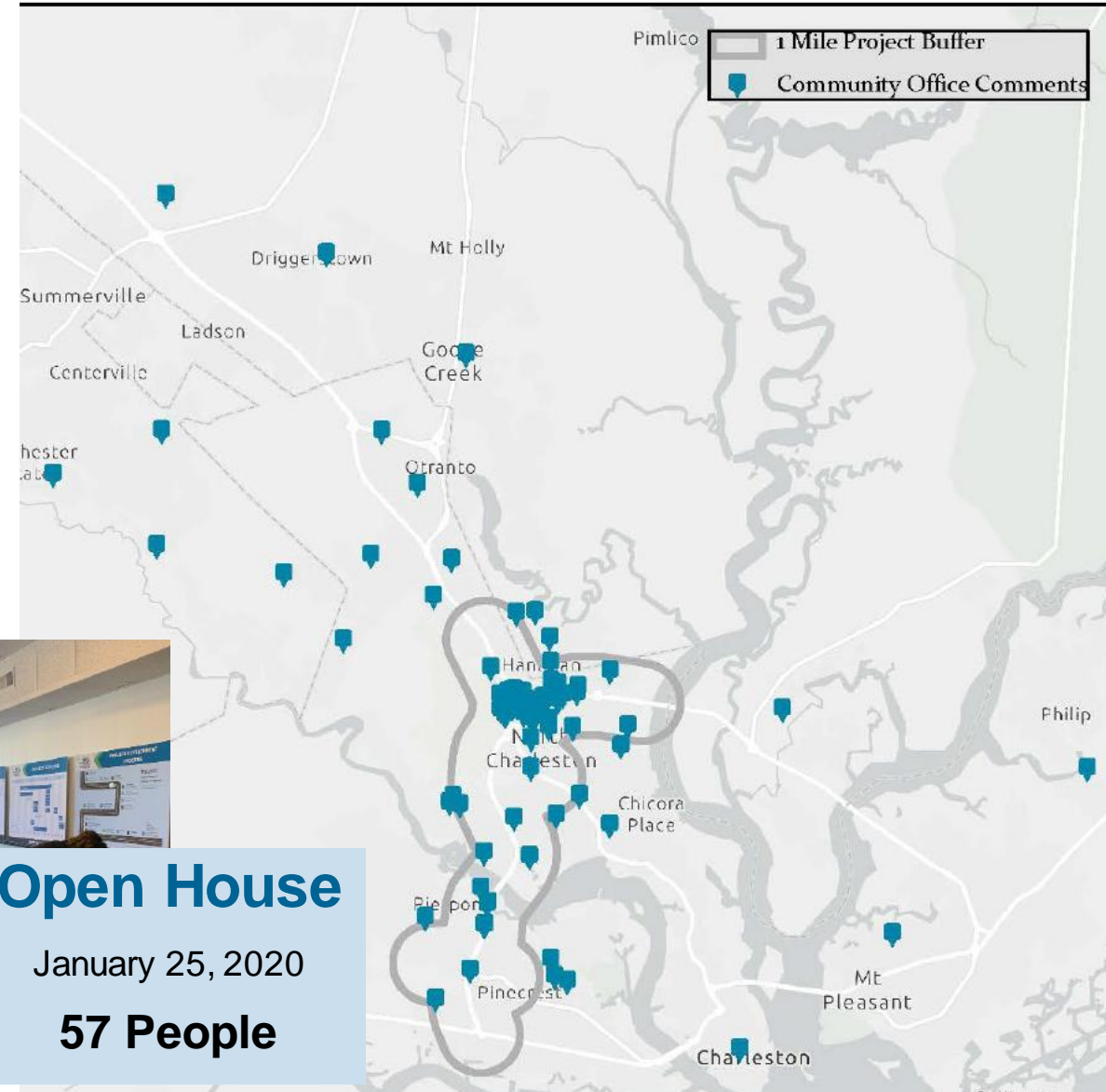
Open House

January 25, 2020

57 People

I-526 LCC WEST Community Office Comments

November 7, 2019 - January 31, 2020



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**

526 LOWCOUNTRY
CORRIDOR



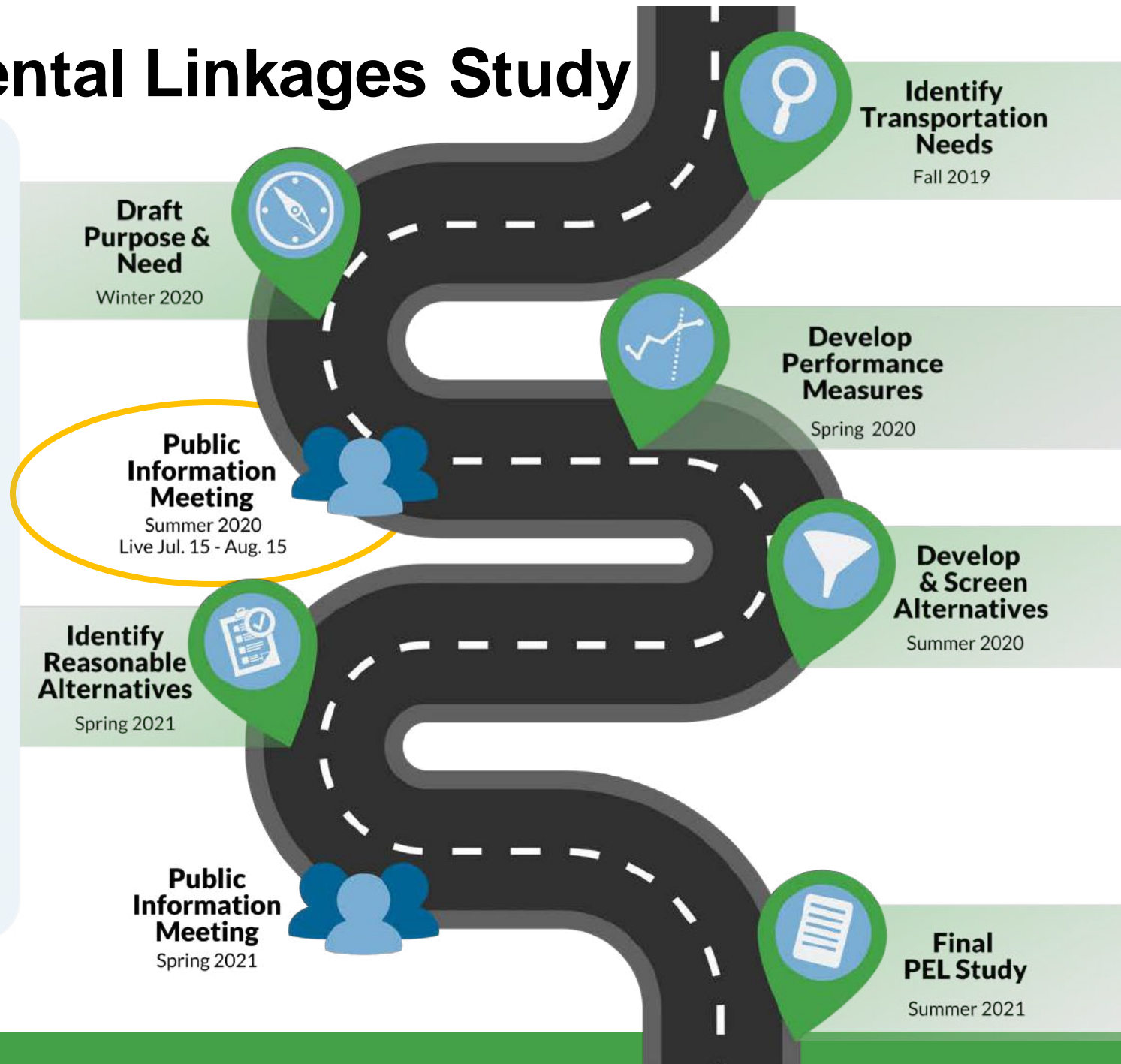
Planning & Environmental Linkages Study

- 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

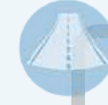
- Coordinate with local plans & projects
- Accommodate increased traffic volumes
- Enhance mobility for people & goods

Draft Need

Roadway Deficiencies



Over Capacity



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps



Traffic congestion from high traffic volumes & incidents

Mobility

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

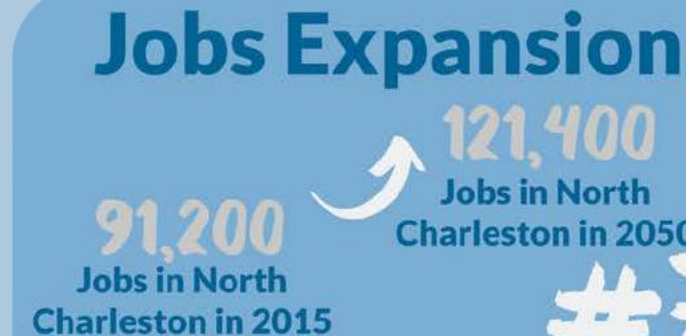
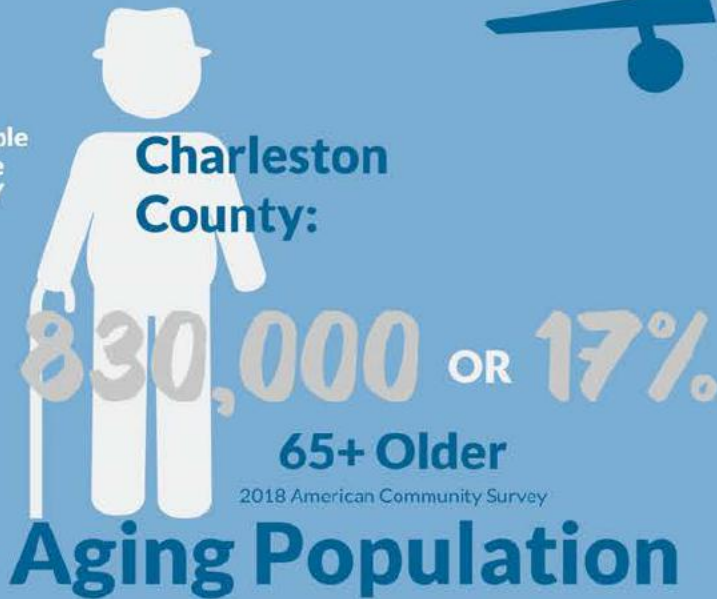
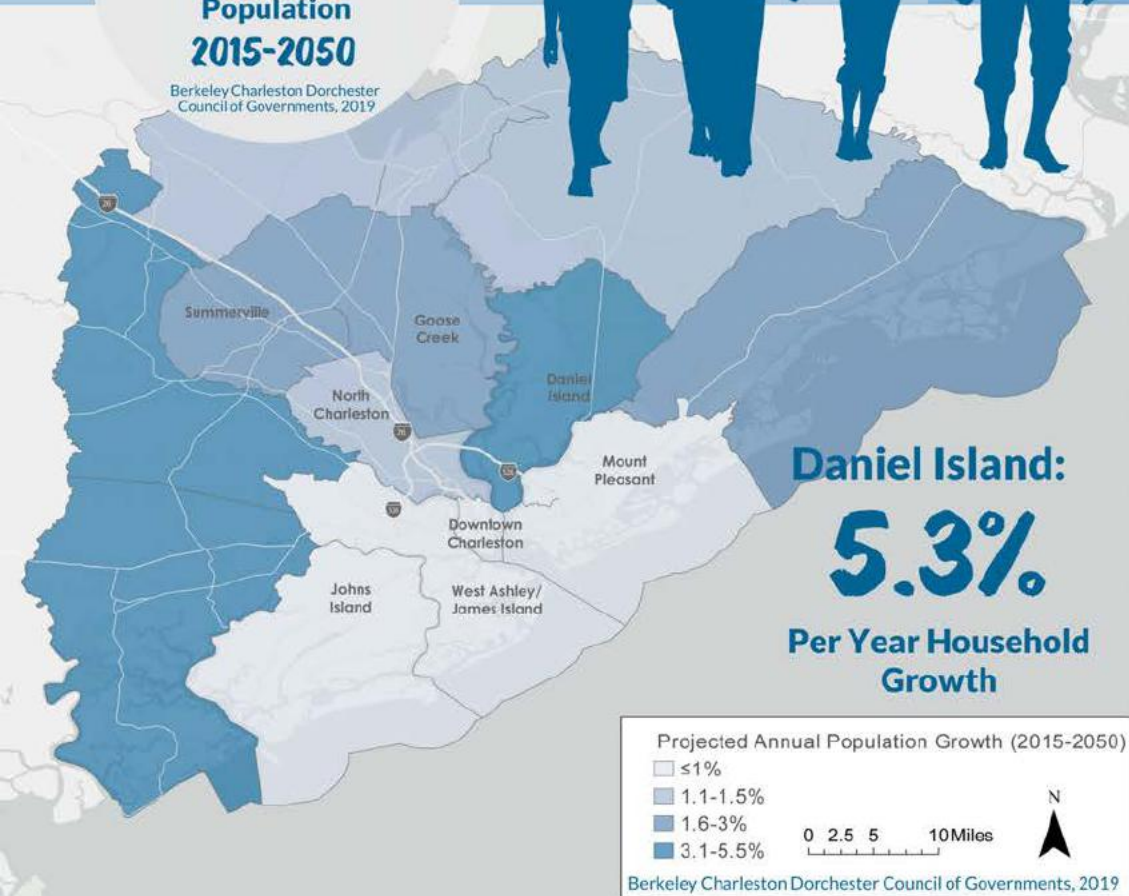
How is our region changing?

Population Growth

77%

Increase in
Regional
Population
2015-2050

Berkeley Charleston Dorchester
Council of Governments, 2019



Traffic Analysis

Traffic Growth

2017 and 2050 Annual Average Daily Traffic



68%
increase in truck
volume expected in
2050

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



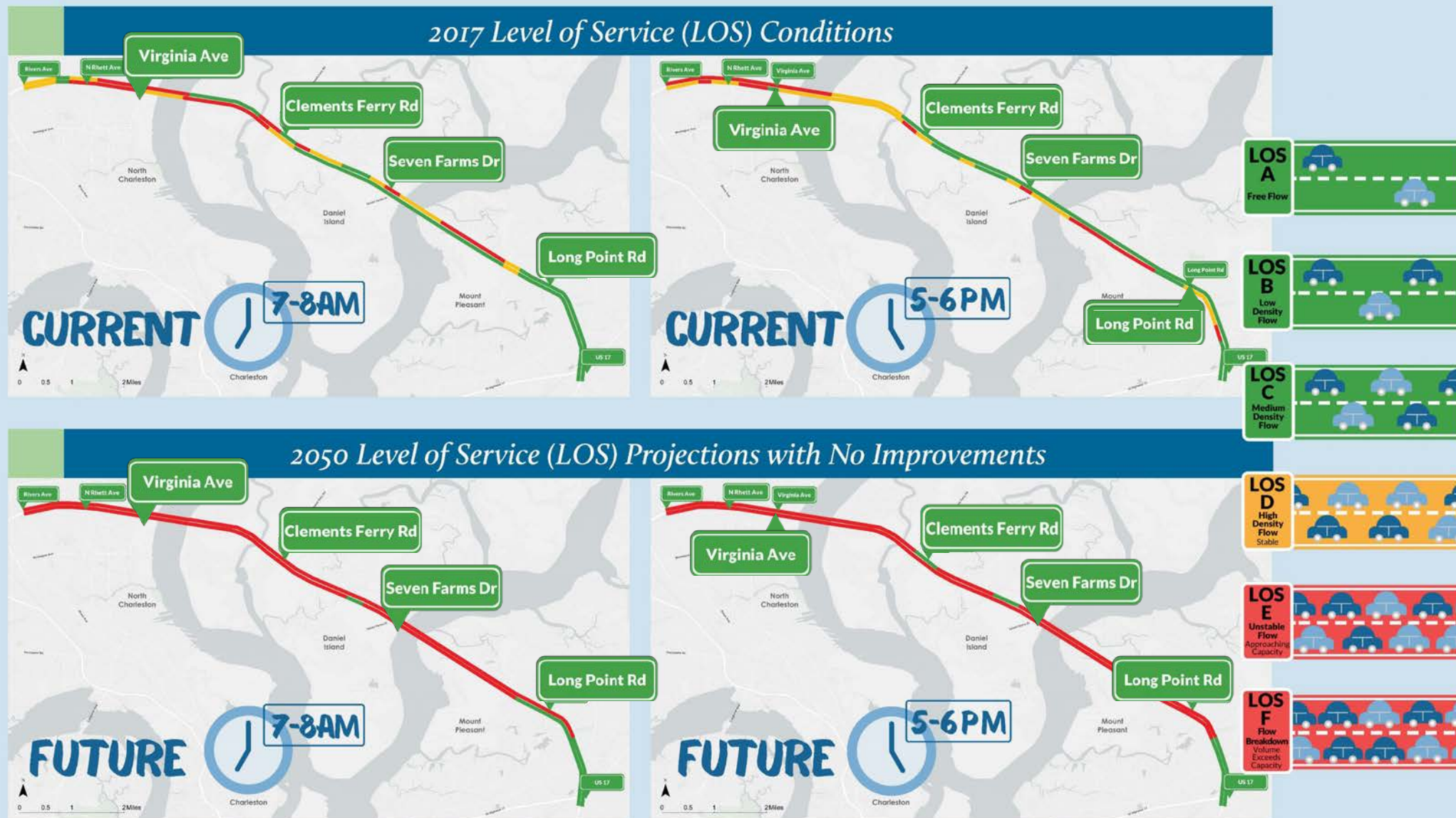
2017 and 2050 Average Daily Truck Volume



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

Traffic Analysis

Level of Service



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

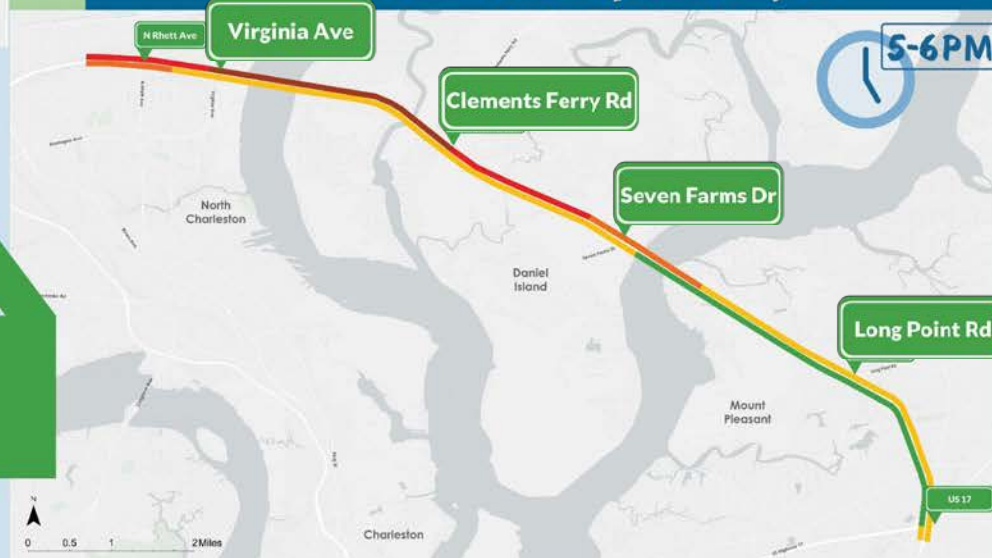
Traffic Analysis

Speed Analysis

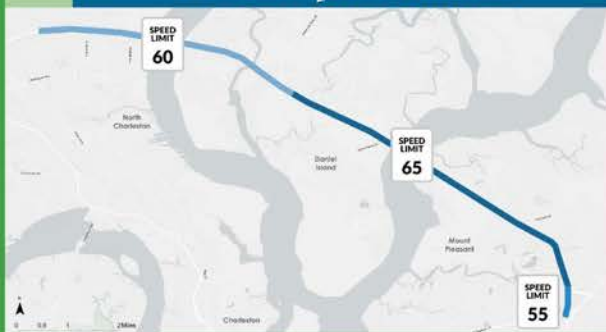
2017 AM Rush Hour Speed Analysis



2017 PM Rush Hour Speed Analysis



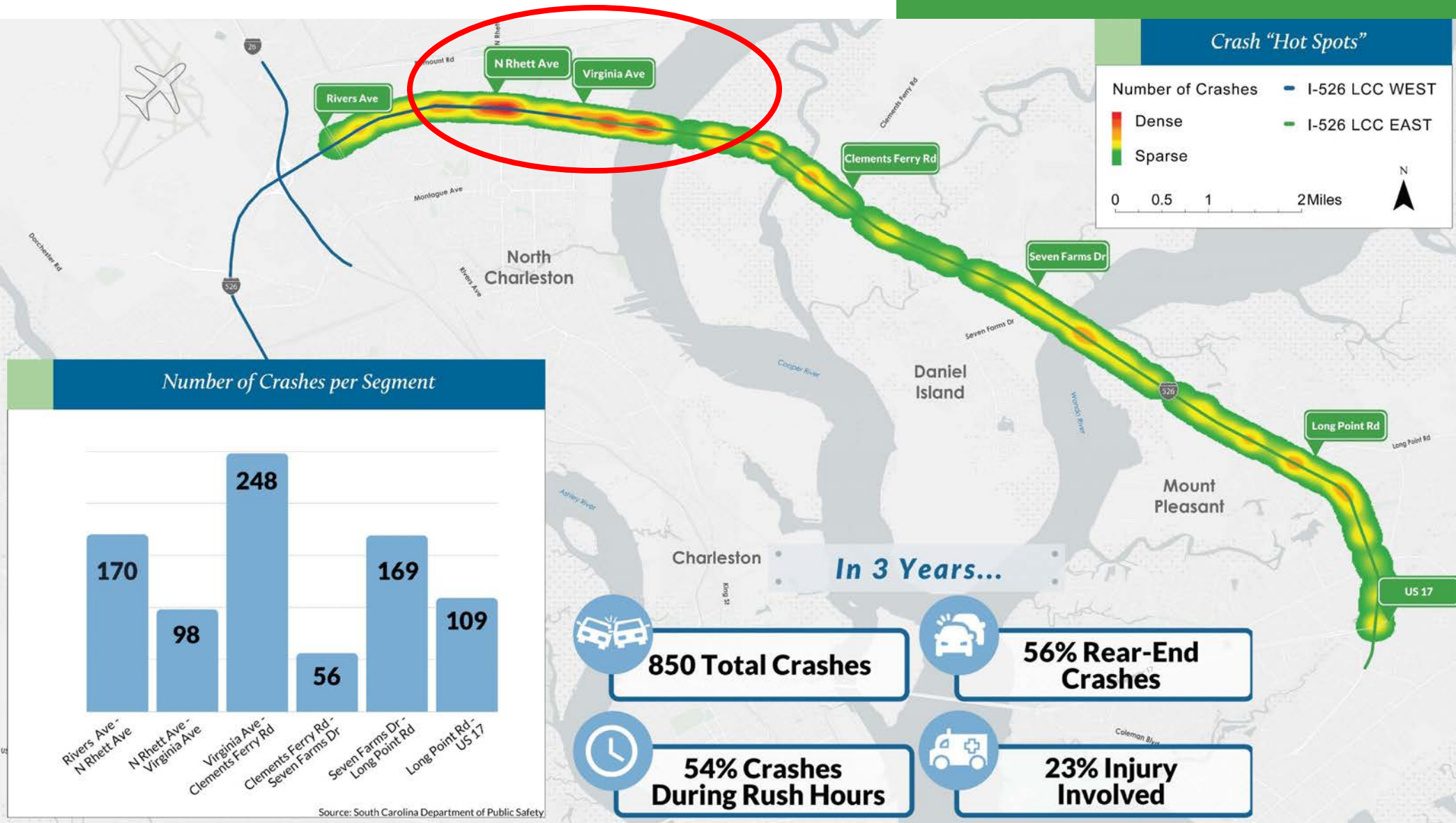
Posted Speed Limits



What are current travel speeds like on I-526?

Safety Analysis

Crash Data

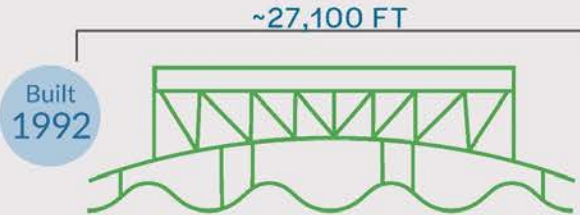


Where are the current safety concerns?

Existing Conditions: Bridges

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

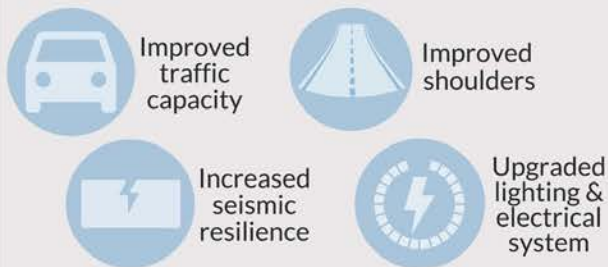
Don H. Holt Bridge Cooper River



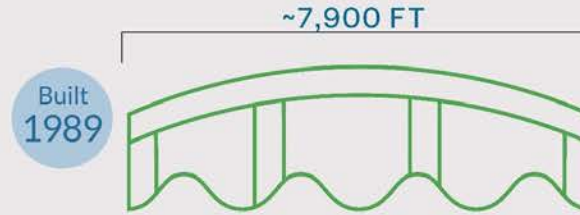
Current Conditions

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

Needs



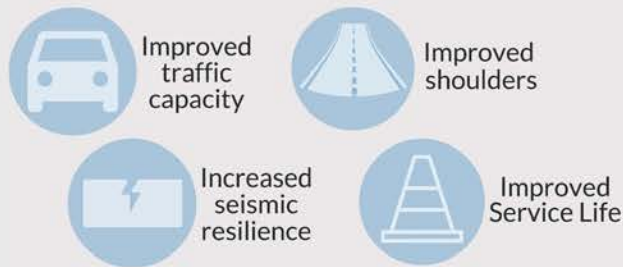
James B. Edwards Bridge Wando River



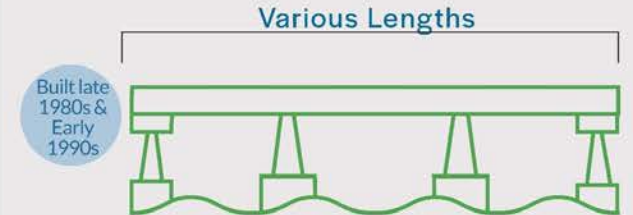
Current Conditions

- 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



Other Typical Bridges



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



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



Virtual Meeting

All materials available online

**July 15 –
August 15, 2020**

526lowcountrycorridor.com

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

Most people are using the corridor daily for:

work, shopping,
entertainment, & recreation



Travelers are experiencing congestion during morning & afternoon/evening commutes



Most people travel the corridor using their personal vehicle



Travelers are experiencing these top safety-related issues:



Congestion



Truck Merging



Aggressive/
Distracted
Drivers

Speeding



Most people want to see these improvements along the corridor:



Truck-only Lanes

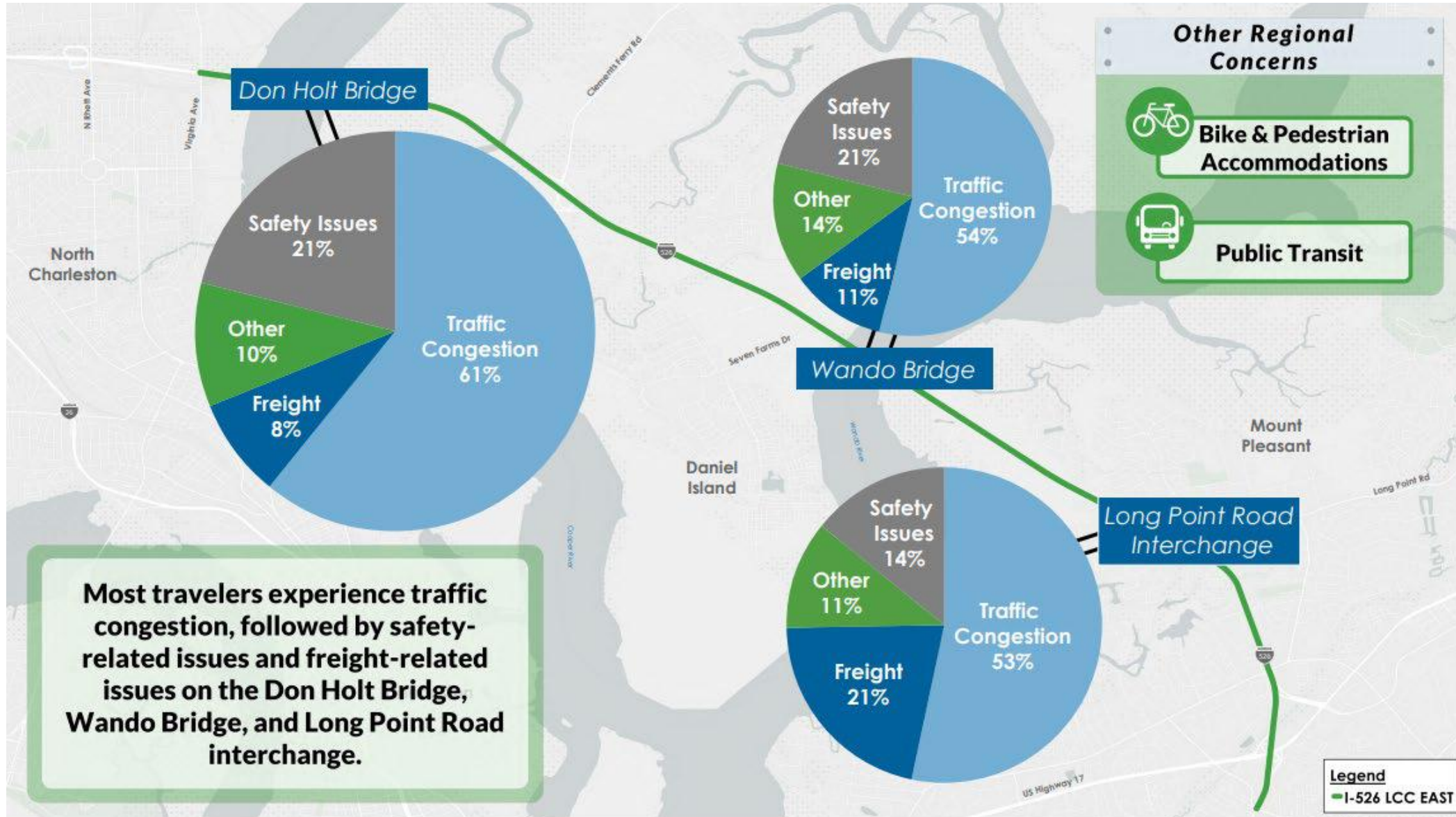
High Occupancy
Vehicle (HOV)



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.

Appendix Y.1I

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (November 2020)



526 LOWCOUNTRY CORRIDOR

November 10, 2020 Stakeholder Meeting

Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





Project Background

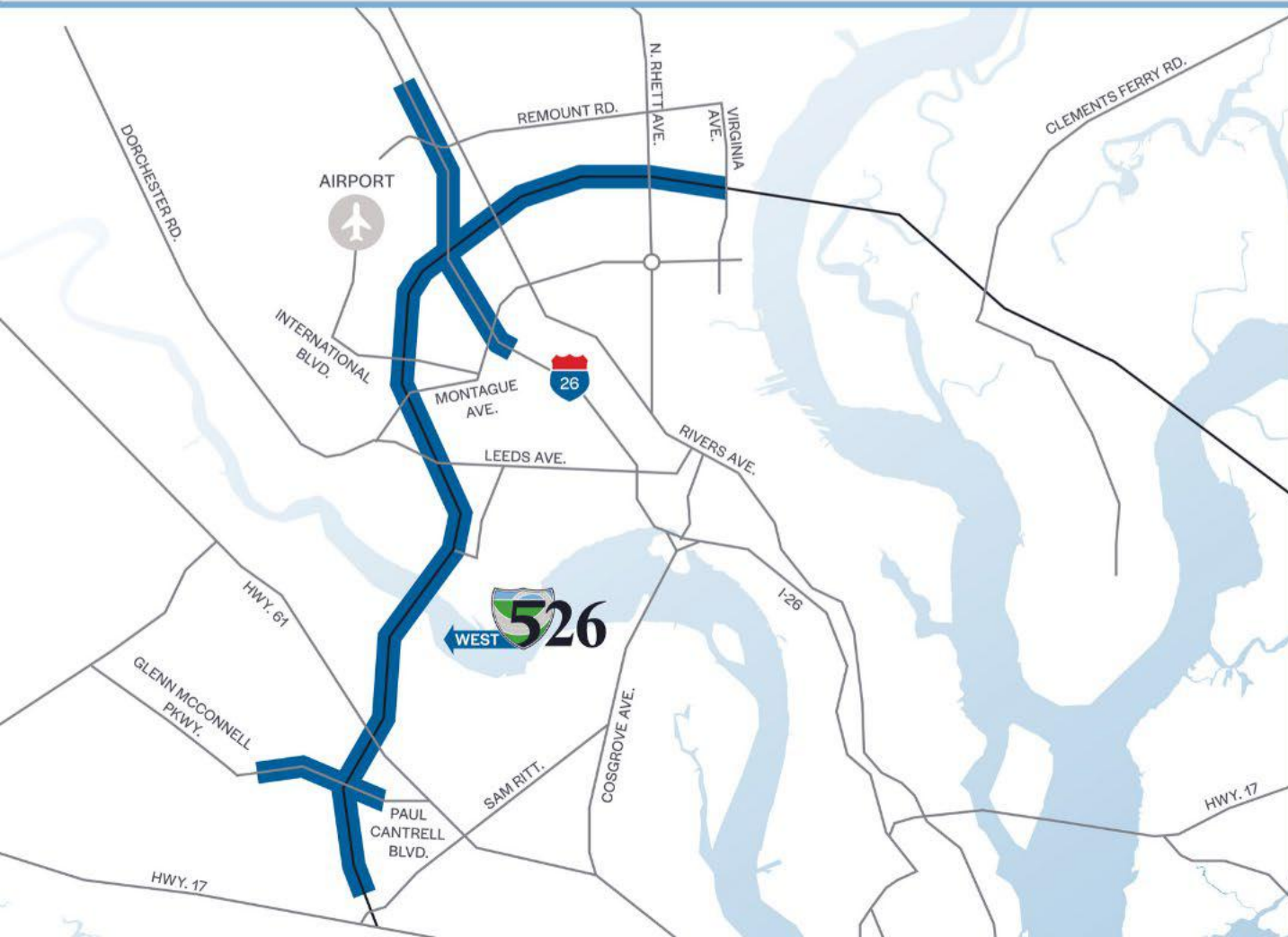
An Environmental Impact Statement



WEST 526 LOWCOUNTRY CORRIDOR



WEST PROJECT



I-526 Lowcountry Corridor WEST

Project Termini

**Virginia Avenue
North Charleston**

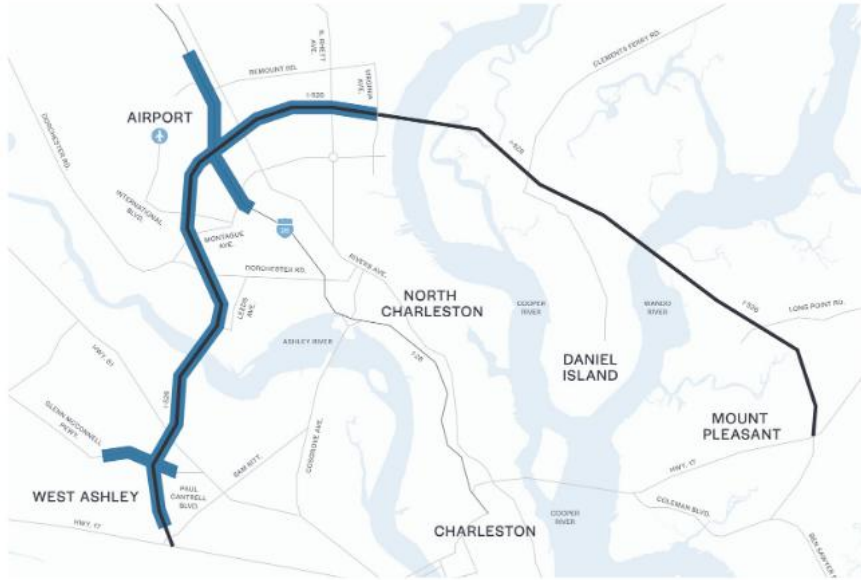


**Paul Cantrell Boulevard
West Ashley**

526 LOWCOUNTRY
CORRIDOR

SCDOT

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?

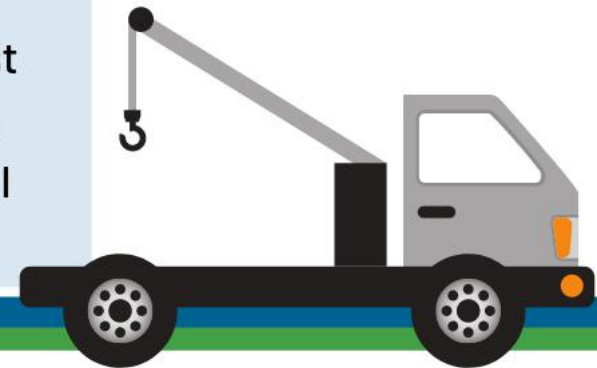


I-526 is one of South Carolina's most congested interstate segments

Congestion

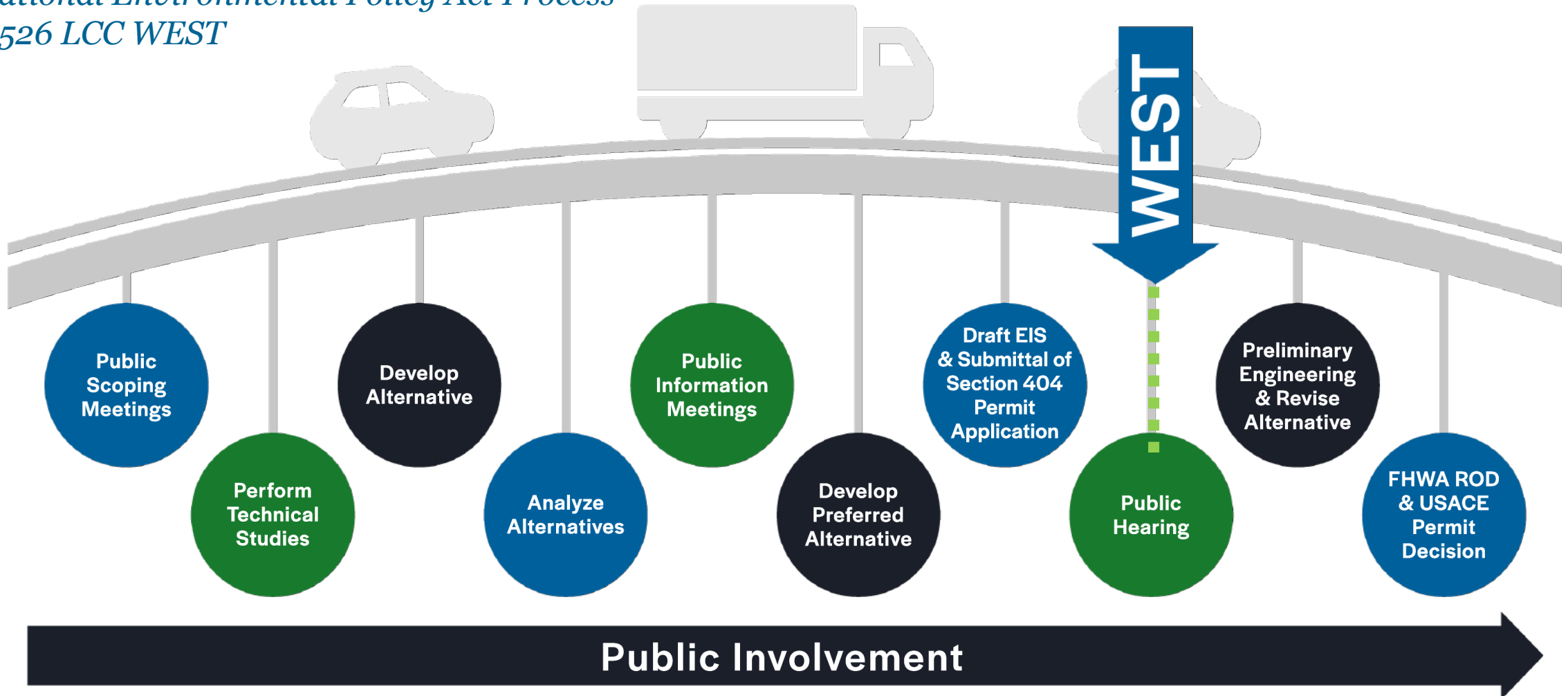
#2: 2035 CHATS LRTP

#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





Public Hearing

Ways to Engage



Public Involvement Opportunities

Participate in the I-526 Lowcountry Corridor WEST Public Hearing

**Public Comment
Period runs through
January 15, 2021!**

In-Person
Appointments at
Community Office

On-Demand Verbal
Comments
on the Project Hotline

On-Demand Online
Public Hearing webpage
(You're here!)

Live Online
Verbal Comment Session

*Meaningful
Input*

On-Demand Questions
Answered
on the Project Hotline & Email

Live Chat
Here During Set Times

In the Mail
Information Packets
mailed by request

Text
the Project Hotline

How to View Public Hearing Information

Public Hearing 2020

Project Website

526LowcountryCorridor.com/WESTPH

LIVE THURSDAY! November 12th

Community Office

5627 Rivers Avenue, Gas Lite Square

Anytime on your schedule!



Schedule an appointment to visit the community office by visiting the website or calling/texting us!

Official Public Hearing appointments will take place on:

Thurs., November 19 | 10 am -7 pm

Sat., December 5 | 9 am - 4 pm

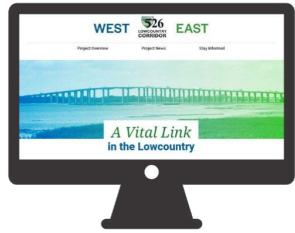
Tues., December 8 | 9 am - 6 pm

Wed., December 9 | 10 am - 7 pm



How to Comment

Public Hearing 2020



Official Comment Period:
November 4, 2020 – January 15, 2020

Project Website

526lowcountrycorridor.com

Fill out a comment form on the project website.

Project Hotline

843.258.1135 (Call Us)

Verbal Comments will be played at the Live Virtual Comment Session

Live Virtual Comment Session

526LowcountryCorridor.com/WESTPH

Tuesday, December 15, 2020 | 6:00 – 8:00 PM

There will be a short presentation followed by a listening session. To provide a 2-minute verbal comment, register in advance by visiting the webpage or by calling the Community Office. No registration is needed to listen.

Email

info@526LowcountryCorridor.com

Mail

Attention: Joy Riley
SC Department of Transportation
Post Office Box 191
955 Park Street, Room 401
Columbia, SC 29202-0191

Stop & Pause for Questions

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





Public Hearing

Materials You Will See



View the 360-degree Public Hearing Room!



Project Website

526LowcountryCorridor.com/WESTPH

LIVE THURSDAY, November 12th

Alternatives Evaluation Process

- Signal Timing Improvements at 6 Interchanges
- Lowcountry GO Program & Mobile App



Virtual Public Meeting
November 2016

I-526 Corridor Analysis Planning Study

2013

- Telecommuting
- Flex Hours
- Compressed Work Week
- Stagger Start/End Time at Major Employers

Preliminary Range of Alternatives

2016

Evaluation on Purpose & Need and Traffic Analysis

2016 - 2019

Alternatives
Eliminated

Proposed Reasonable Alternatives

2019

Public Information Meeting
November 21, 2019



New Alternatives Developed
for N. Rhett/ Virginia Ave.
interchange: Alternative 2A,
Alternative 5, & Alternative 6

Detailed Impact Evaluation

2020

Alternatives
Eliminated

Recommended Preferred Alternative

- Alternative 1 at Paul Cantrell Boulevard to International
- Alternative 2 from International Boulevard to Rivers Avenue
- Alternative 2A from Rivers Avenue to Virginia Avenue

Public Hearing
2020



Detailed Impact Evaluation

Recommended Preferred Alternative:
All Segments Combined



	NO BUILD	RECOMMENDED PREFERRED ALTERNATIVE*
What is the Weighted Volume/Capacity Ratio?	Greater than 1.0	Less than 1.0
What would be the Mainline Level of Service in 2050?	F	Paul Cantrell Blvd to Leeds Ave: D Leeds Ave to Dorchester Rd: D Dorchester Rd to Montague Ave: C Montague Ave to International Blvd: C International Blvd to I-26: C I-26 to Rivers Ave: C Rivers Ave to North Rhett Blvd: C North Rhett Ave to Virginia Ave: D East of Virginia Ave: C
Number of Freshwater Wetland Impacts	0 acres	97.7 acres
Number of Stream Impacts	0 feet	18,631.7 feet
Number of Critical Area Impacts	0 acres	22 acres
Number of Relocations Proposed	0	113
Number of Environmental Justice Relocations	0	92
Are Cultural Resources present?	No	Yes
Are Section 4f/6f Impacts present?	No	Yes
Cost of Utility Impacts	\$0	\$53.5 Million
Cost of Construction	\$0	\$1.428 Billion

*Recommended Preferred Alternative



The Recommended Preferred Alternative

Full Fly-Through Video

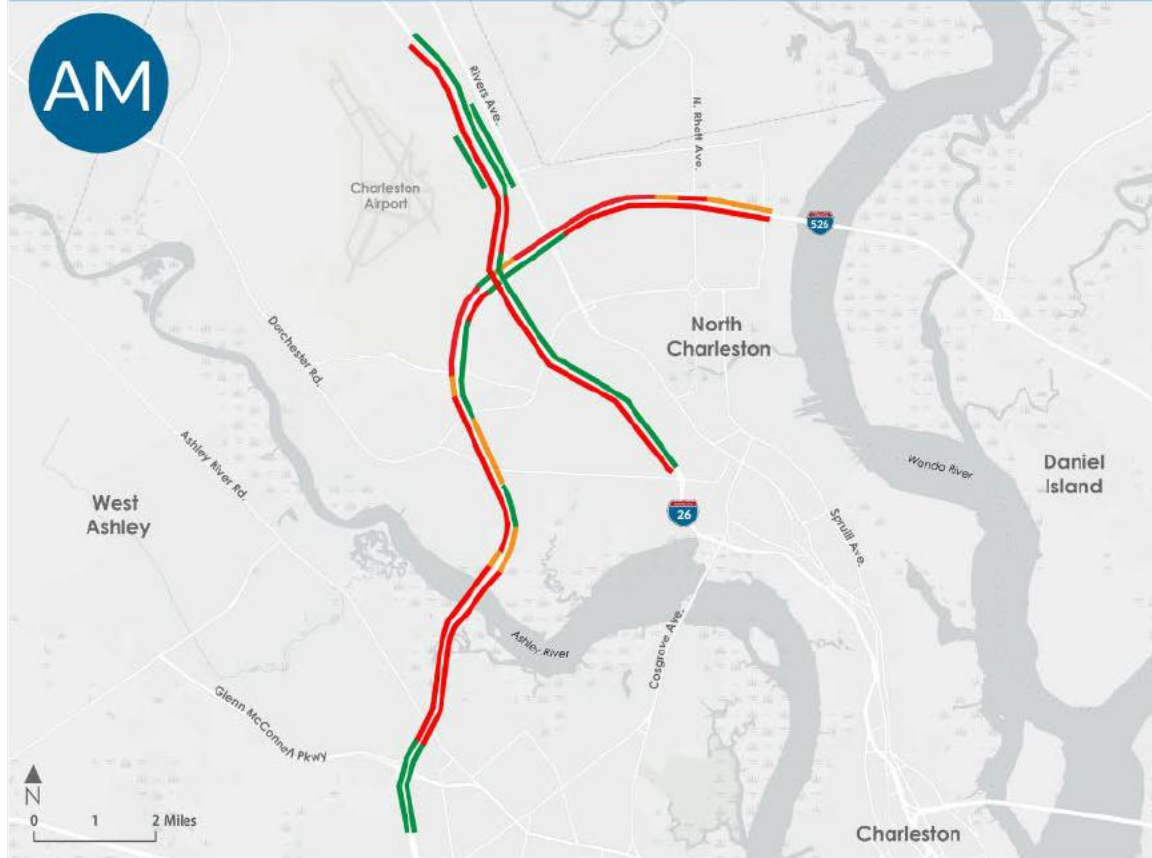


**View the
Recommended
Preferred Alternative
in Action!**

www.youtube.com/watch?v=Z3CUxl-odgY

What Would AM Traffic Look Like in 2050?

2050 Level of Service (LOS) Projections with No Improvements Completed



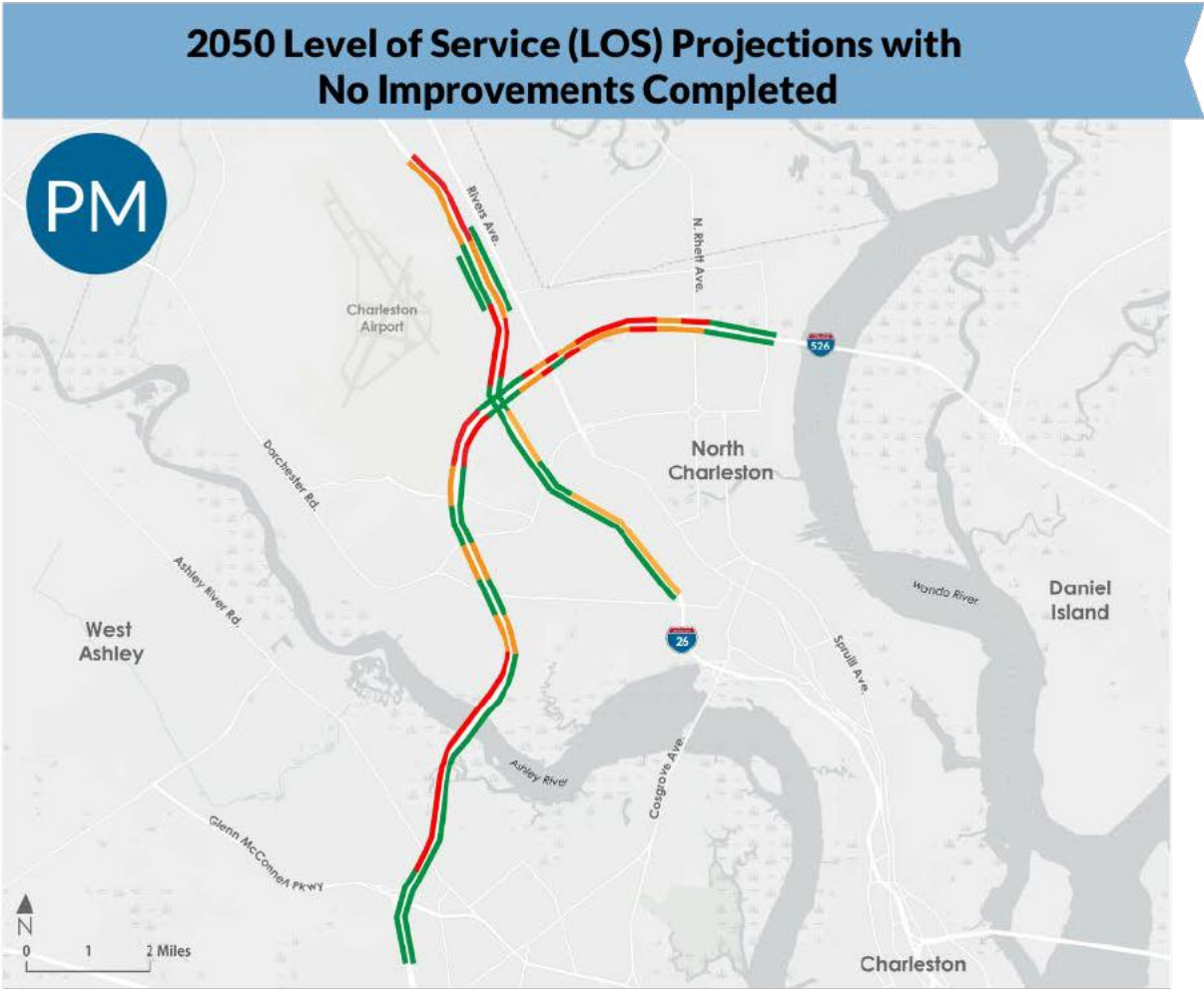
2050 Level of Service (LOS) Projections with Improvements Completed



WHAT IS LEVEL OF SERVICE (LOS)?



What Would PM Traffic Look Like in 2050?



Stop & Pause for Questions

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

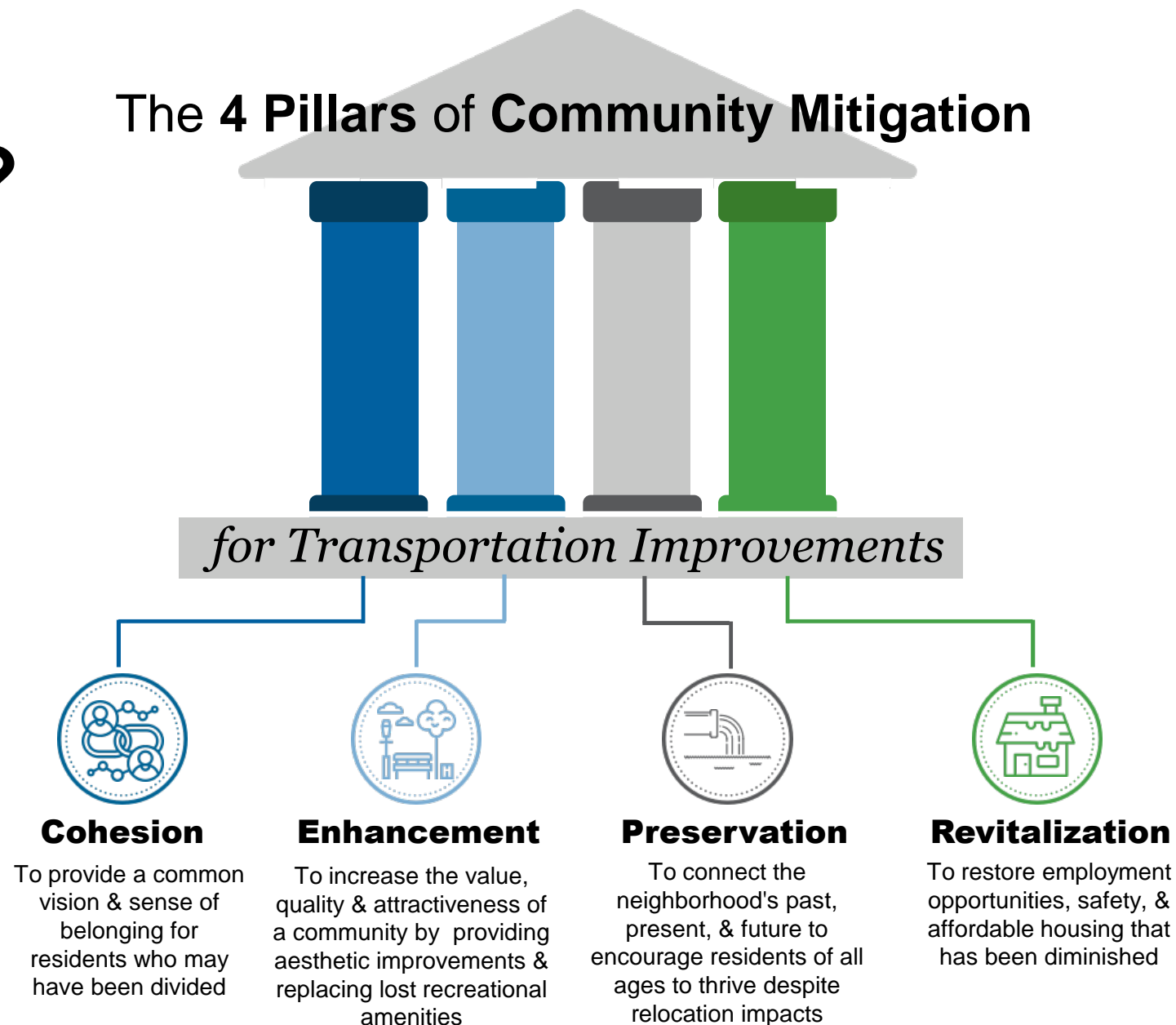




Community Mitigation



What is Mitigation?



What is a Community Mitigation Plan?

The overarching goal of the I-526 Lowcountry Corridor WEST Community Mitigation Plan is to effectively mitigate project impacts in partnership with residents of the Ferndale, Russelldale, Highland Terrace, Liberty Park neighborhoods.

How is the I-526 LCC WEST Community Mitigation Plan Developed?

By identifying & considering the social needs & priorities of neighborhood residents.

Community Office

In November 2019, a Community Office was opened in close proximity to the potentially impacted communities. Located in Gas Light Square at 5627 Rivers Avenue (CARTA Route 10), the Community Office is where you can meet one-on-one with the project team and connect with resource specialists such as right-of-way relocation experts.



Community Advisory Council (CAC)

A Community Advisory Council (CAC) was formed as a resident-led group to facilitate meaningful engagement between residents and SCDOT.



Social Needs Assessment

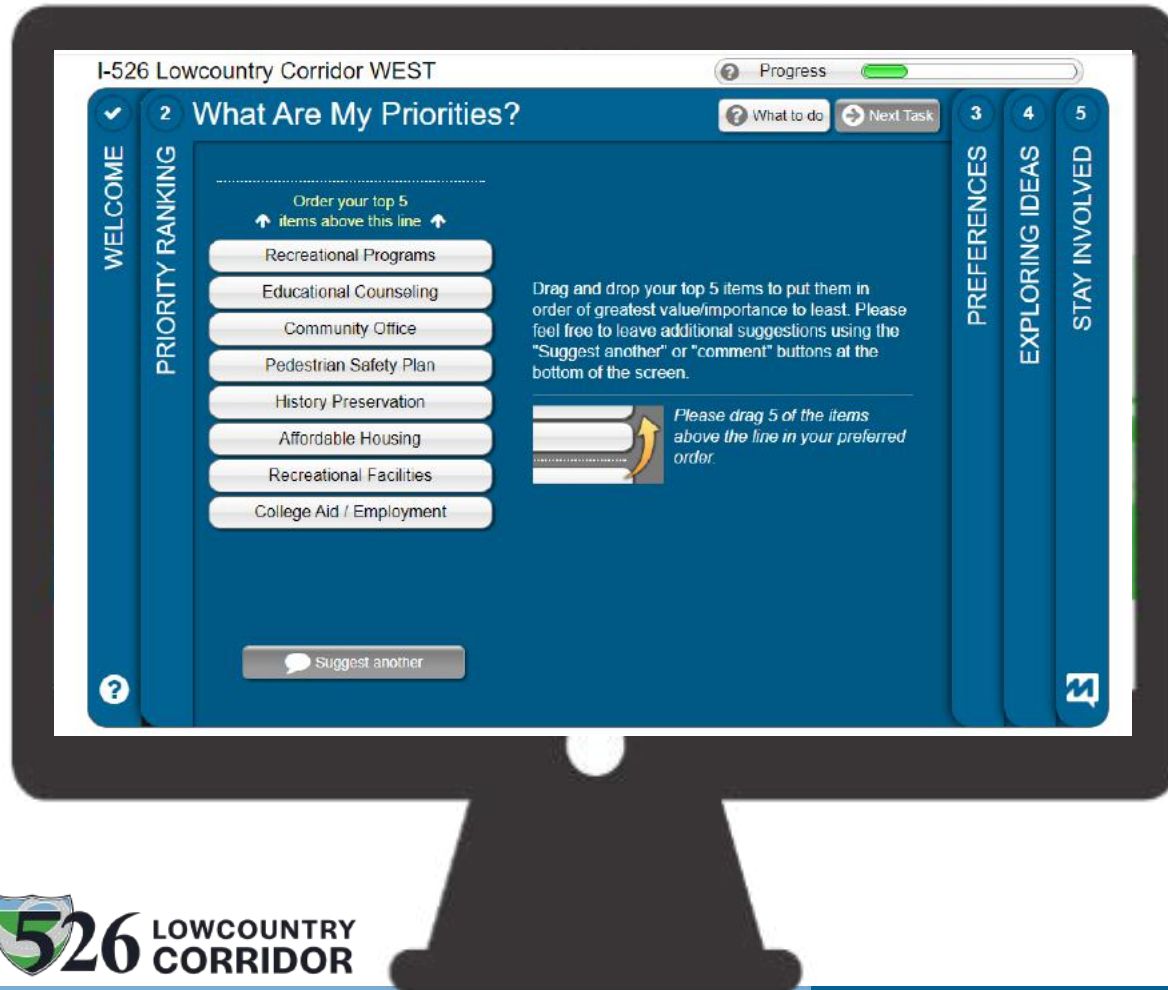
The CAC and residents of the potentially impacted neighborhoods completed a Social Needs Assessment survey to provide insight into the daily operations, needs, and desires of the community.



Input from the Community

Survey Highlights

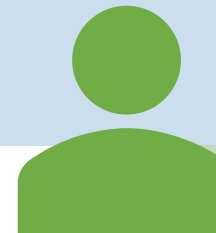
Information presented represents the online data received as of 11/5/20



What Are the Priorities?

Each of the following items were ranked in the top 5 priorities the most frequently:

- Affordable Housing (48/48)
- Recreational Facilities (45/48)
- Recreational Programs (44/48)
- Educational Counseling (33/48)
- Pedestrian Safety Plan (32/48)

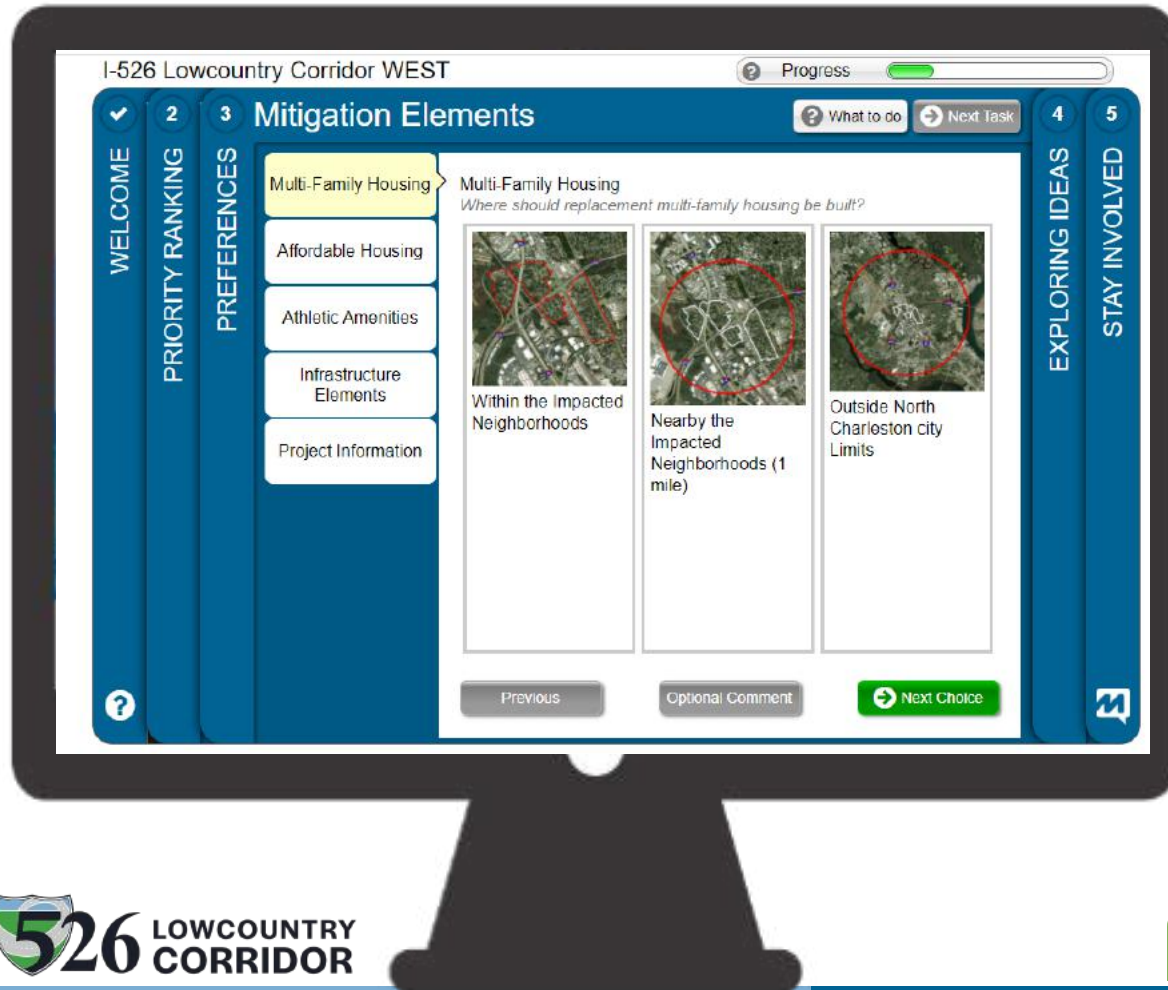


48 Respondents

Input from the Community

Survey Highlights

Information presented represents the online data received as of 11/5/20



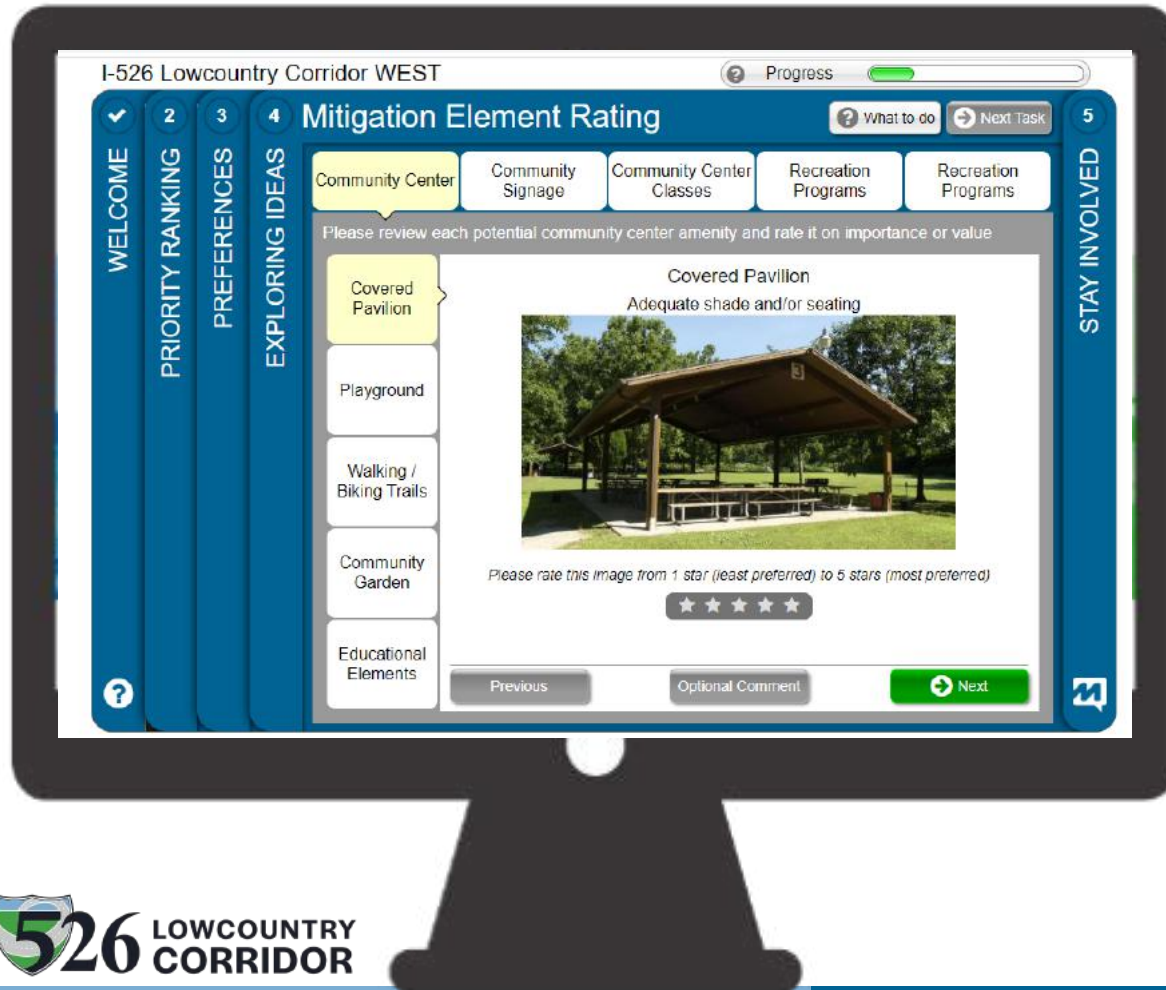
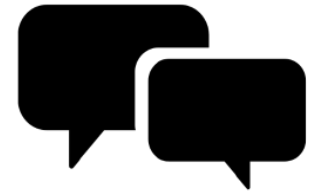
Preferences on Mitigation

- 83% prefer affordable housing to be nearby or within the impacted neighborhoods
- 52% prefer a single-family type of affordable housing
- 55% prefer a baseball field for recreation
- 33% prefer improvements to sidewalk curb and gutter
- 65% prefer to receive project updates via email

Input from the Community

Survey Highlights

Information presented represents the online data received as of 11/5/20



Mitigation Ideas with the Highest Rating in each Category

- **Community Center Amenity:**
Walking/Biking Trails
- **Community Center Class (tie):**
Financial Literacy Class
Health and Wellness Class
- **Community Signage:**
Path Finding Signs
- **Community Center Program:**
Afterschool Program



61-65 Respondents

Input from the Community

Survey Highlights

Information presented represents the online data received as of 11/5/20



I-526 Lowcountry Corridor WEST

Progress

1 WELCOME 2 PRIORITY RANKING 3 PREFERENCES 4 EXPLORING IDEAS 5 STAY INVOLVED

Thank you!

Final Questions

Which Neighborhood Do You Live In?
Select...

Will this Project Impact Your Home?
Select...

Please Specify your Ethnicity
Select...

Email Address
Type...

Phone Number if You Would Like Text Updates
Type...

How did you hear about this project?
☐ Newsletter or Mailer ☐ Social Media
☐ Texting ☐ Word of Mouth
☐ Community Project Office ☐ Other

Submit Final Questions Skip

Stay Involved

Thank you for your opinion; your feedback is greatly appreciated! For more information please visit the I-526 LCC WEST [project website](#). The official comment period ends 1/15/2021.

526 WEST LOWCOUNTRY CORRIDOR

SCDOT U.S. Department of Transportation Federal Highway Administration

Survey Demographics

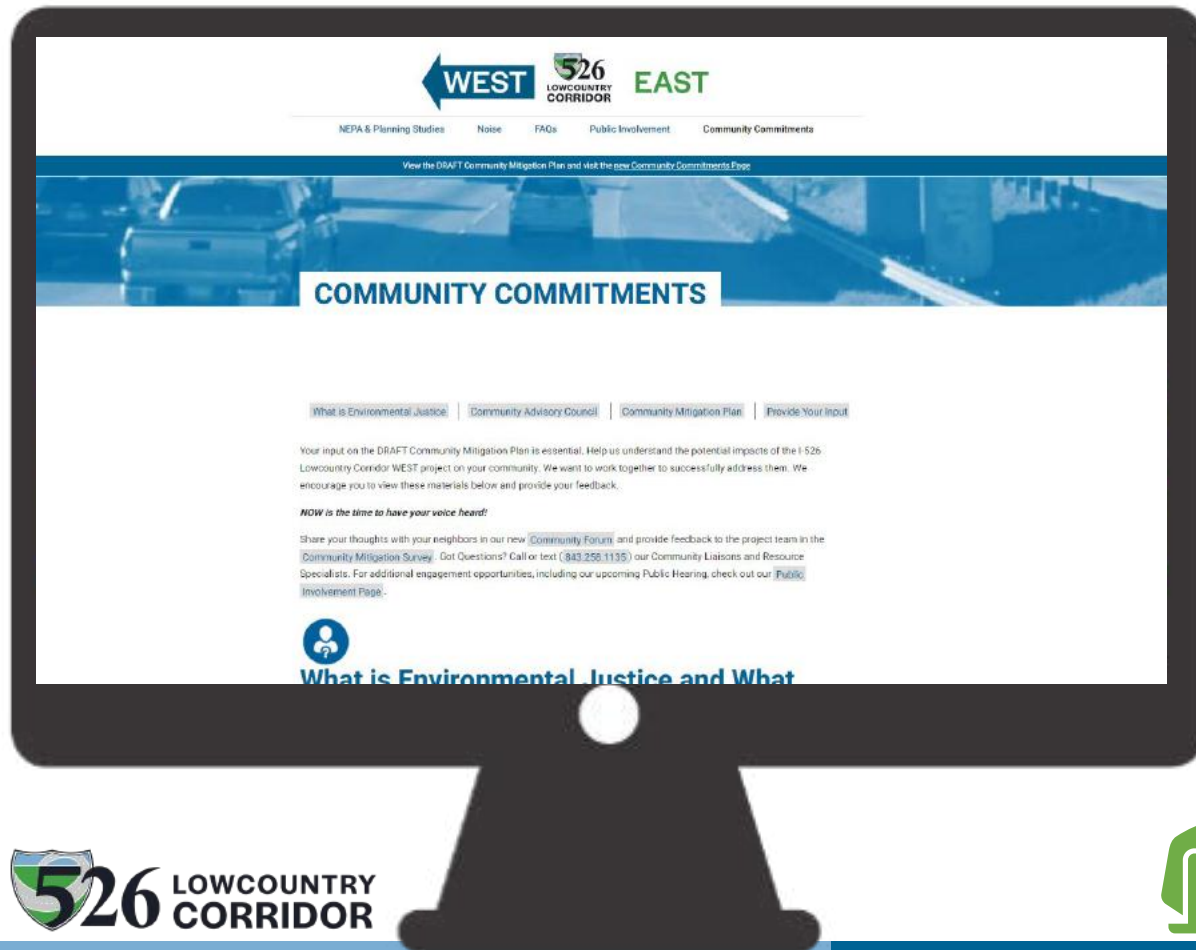
- 46% of respondents listed "Black or African American" as their ethnicity. 41% listed "White".
- 67% of respondents live within the impacted EJ communities.
- 51% of surveys were completed via the **mail-in paper option** and added to the online results by the project team.

Survey participation is anticipated to increase after the EJ Community Drop-In Meetings (Early November)

Input from the Community

Community Commitments

526LowcountryCorridor.com/Community-Commitments



Community Commitment Webpage & Community Forum

NOW LIVE! Learn more about:

- What is Environmental Justice
- Community Advisory Council (CAC)
- DRAFT Environmental Justice Community Mitigation Plan



Launched November 7, 2020

Community Drop-ins

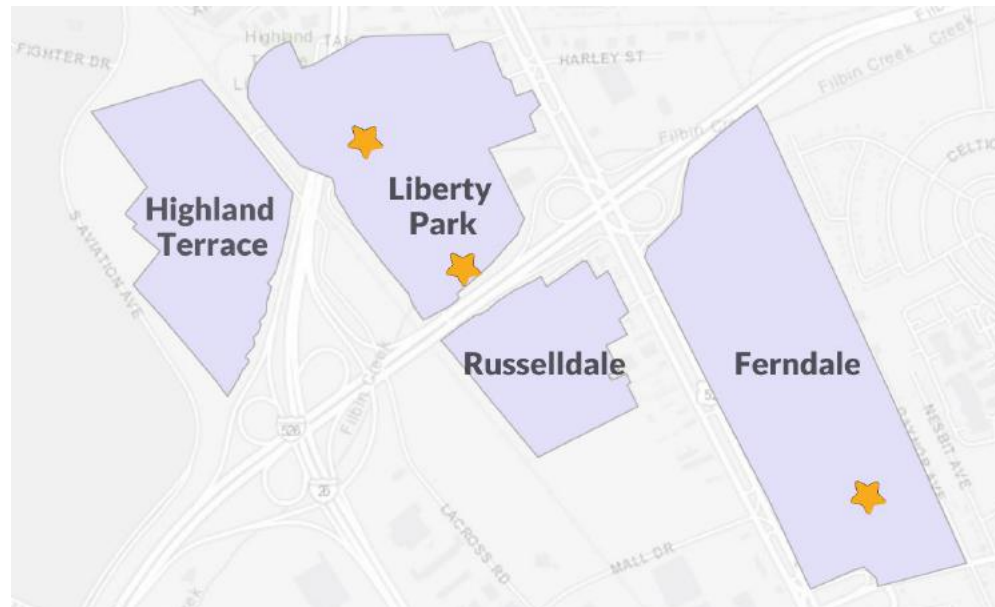
Meeting the community in the community

3 Days + Locations

Nov 6 | 3 - 6pm | Biblical House of God

Nov 7 | 2 - 5pm | Ferndale Community Center

Nov 14 | 2 - 5pm | Enoch Chapel UMC



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**

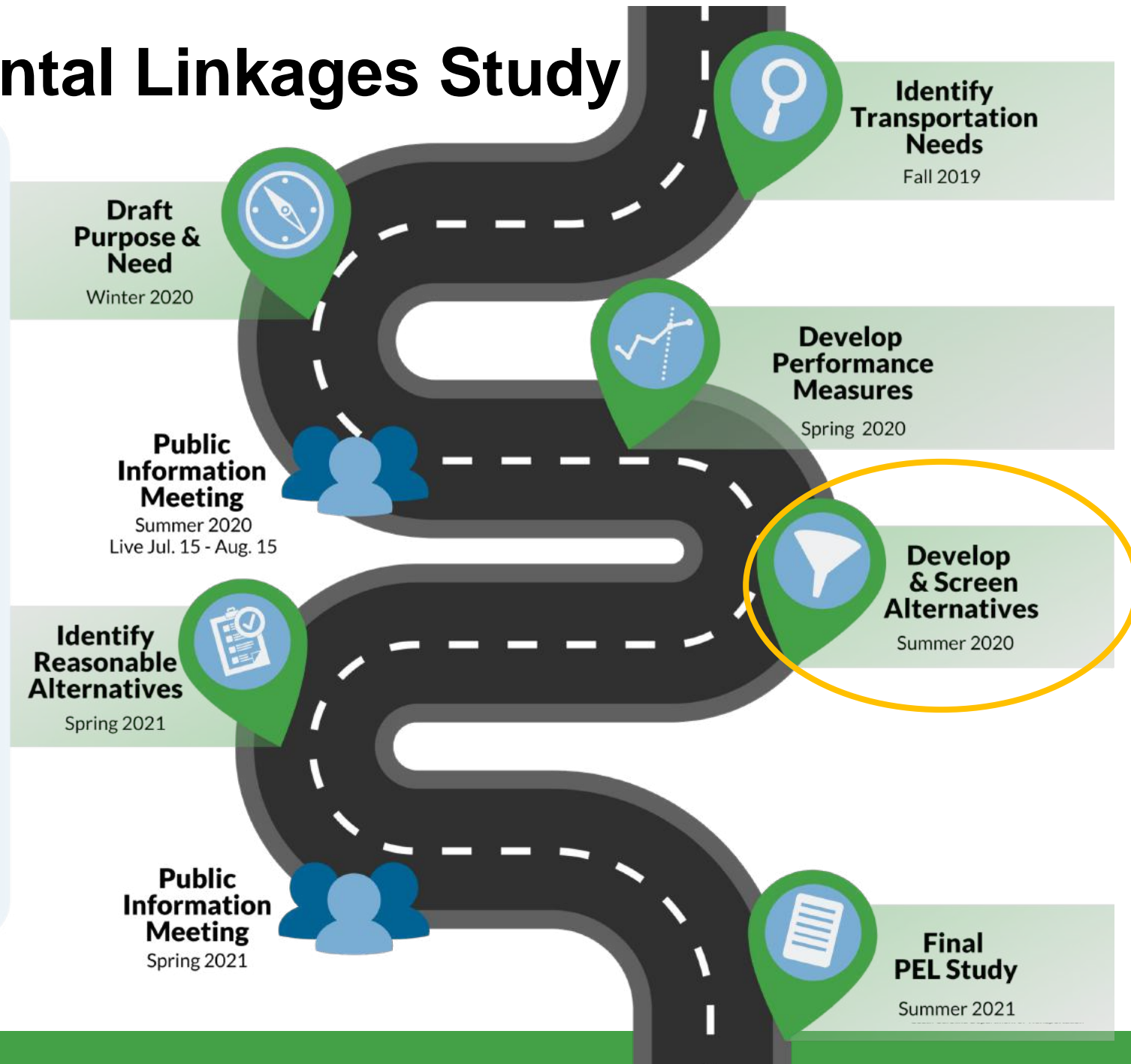
Planning & Environmental Linkages Study

- 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?



Planning & Environmental Linkages Study



Survey

Captured corridor usage, concerns
& priorities for the corridor

**May 14 –
August 15, 2020**

**Survey Live:
May 14 - August 15, 2020**

**3,103
Responses**

Top Comments & Concerns:

*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:*



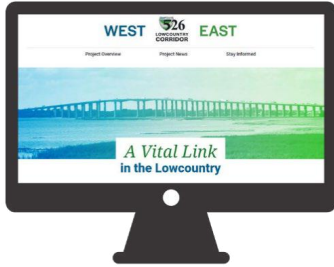
Truck-only Lanes

**High Occupancy
Vehicle (HOV) Lanes
or Carpool Lanes**



**High
Occupancy
Toll (HOT)
Lanes**

Planning & Environmental Linkages Study



Virtual Meeting

All materials available online

**July 15 –
August 15, 2020**

www.526lowcountrycorridor.com/vpim-east

**Meeting Live:
July 15 -
August 15, 2020**

526LowcountryCorridor.com

**84
Comments**

83 Online Comments
1 Emailed Comment

Top 5 Comments & Concerns:

21%

Concerned
with Noise
Impacts



13%

Concerned
with
Neighborhood
Impacts



10%

Wanted
Alternative
Truck/ Freight
Routes



6%

Wanted Trucks
in the Right
Lane/ Truck-
Only lanes

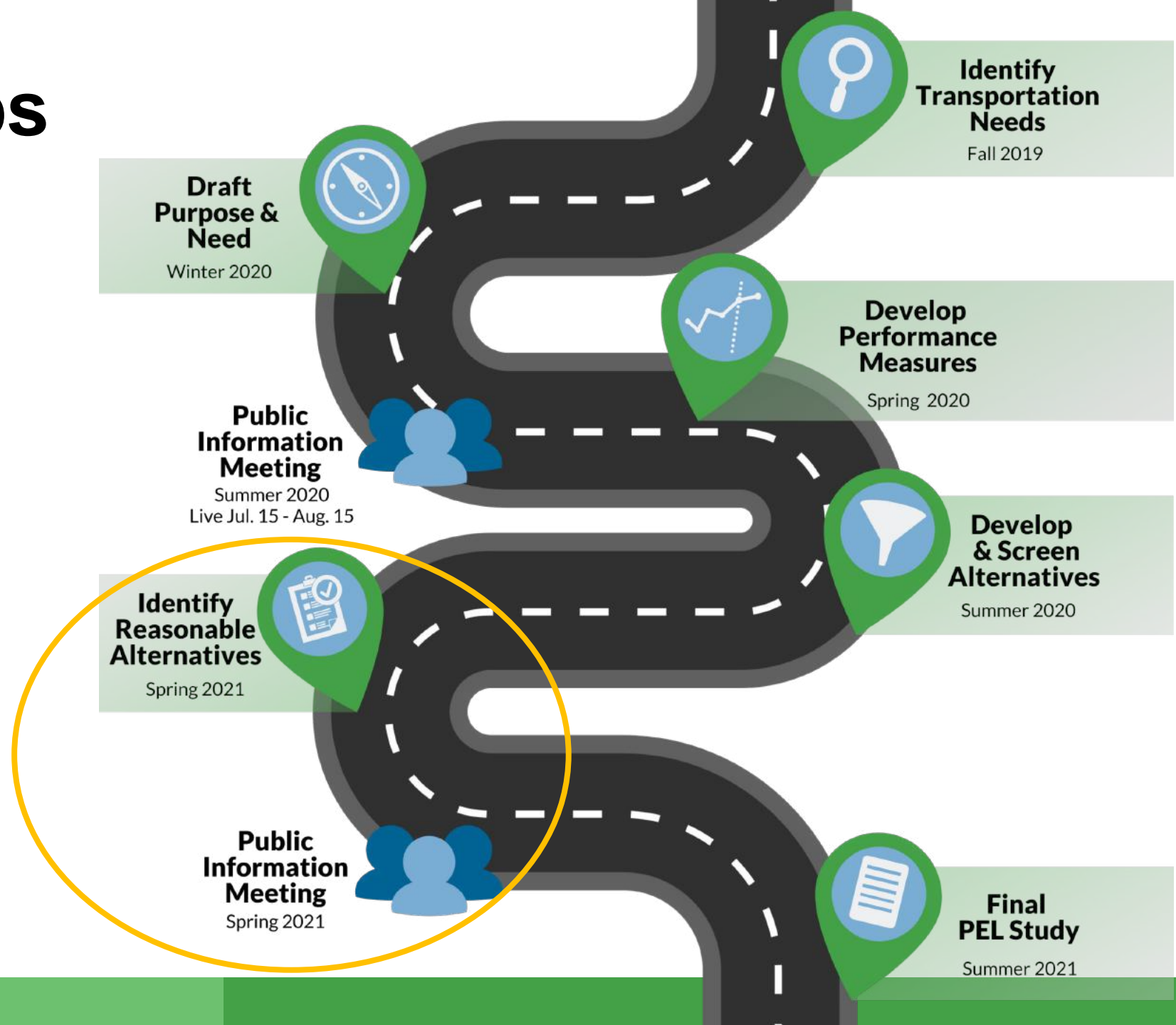


5%

Support
Widening



Next Steps



Stop & Pause for Questions

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



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: November 10, 2020

Time: 8:30 am – 10:00 am

Location: Virtual Teams Meeting

Attendees:

Name	Affiliation
Kevin Shealy	Charleston City Council District 2
Barbara Melvin	SC Ports Authority
Emily Lawton	FHWA
Steve Thigpen	Charleston County?
Pam Foster	FHWA
Brent Jonas	CRDA
D. Brice Urquhart	Davis & Floyd
Melvin Williams	S&ME/ Charleston Chamber of Commerce Executive Board
Scott Barhight	Charleston Metro Chamber of Commerce
Keith	Unknown
Katie Zimmerman	Charleston Moves
Brad Morrison	Town of Mount Pleasant
Yolanda Jordan	FHWA
George Ramsey	Charleston Metro Chamber of Commerce
Jonathan Dawley	Kion Group
Juergen Goehner	Zeltwanger

Meeting Objectives:

- *WEST Project Updates*
 - Preview of the Public Hearing materials and Recommended Preferred Alternative
 - DRAFT Community Mitigation Plan, new Community Commitments website, Introduction of the Community Forum
 - Ways to engage with the project team, view the Draft Environmental Impact Statement, submit comments
- *EAST Study Updates*
 - Overview of the responses from the public information meeting held this summer and next steps

Agenda:

1. Welcome
2. Presentation
 - a. Update on I-526 LCC WEST
 - i. Overview of Public Hearing engagement opportunities
 - ii. Full video was played of the fly through of the recommended preferred alternative and additional Public Hearing materials were shown, such as traffic analysis
 - iii. Community mitigation overview, including what we are hearing from the public through the community survey
 - b. Update on I-526 LCC EAST
 - i. What we heard from the public information meeting and virtual survey held this summer
 - ii. Next steps include identifying the reasonable alternatives and presenting those to the public at a public information meeting this spring
 - c. Questions/Contact
3. Closing

Questions:

1. What is the cost of the recommended preferred alternative?
 - a. Currently, the project is estimated to be 1.5 billion dollars. We will do an intense financial plan moving forward. Right-of-Way is the biggest constraint in doing that planning.
2. Please speak to managed lanes vs general use intent lanes
 - a. The current configuration shows all general use lanes. However, there are 12-foot shoulders on either side that would allow for the future deployment of ITS such as managed lanes. The regional managed lanes study that was conducted showed that in order for a managed lanes system to work, it would need to be regional – linking from I-26 and I-526 since those are the predominant movements.
3. Can you talk about the pedestrian river crossings?
 - a. The Secretary has committed to providing the width needed on the river crossings on both the WEST and EAST sides. SCDOT would provide the width needed on the bridges and local entities would be responsible for providing the connections.
4. Where can I find the most up to date schedule, considering delays in right of way?
 - a. The schedule will be included in all public hearing materials and shown later in this slideshow.
5. How do we know who is serving on the CAC?
 - a. There is a list of the members on the Community Commitments webpage: <https://www.526lowcountrycorridor.com/west/community-commitments/>

Appendix Y.1J

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (July 2021)



526

LOWCOUNTRY CORRIDOR

July 2021 Stakeholder Meeting

Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





Project Background

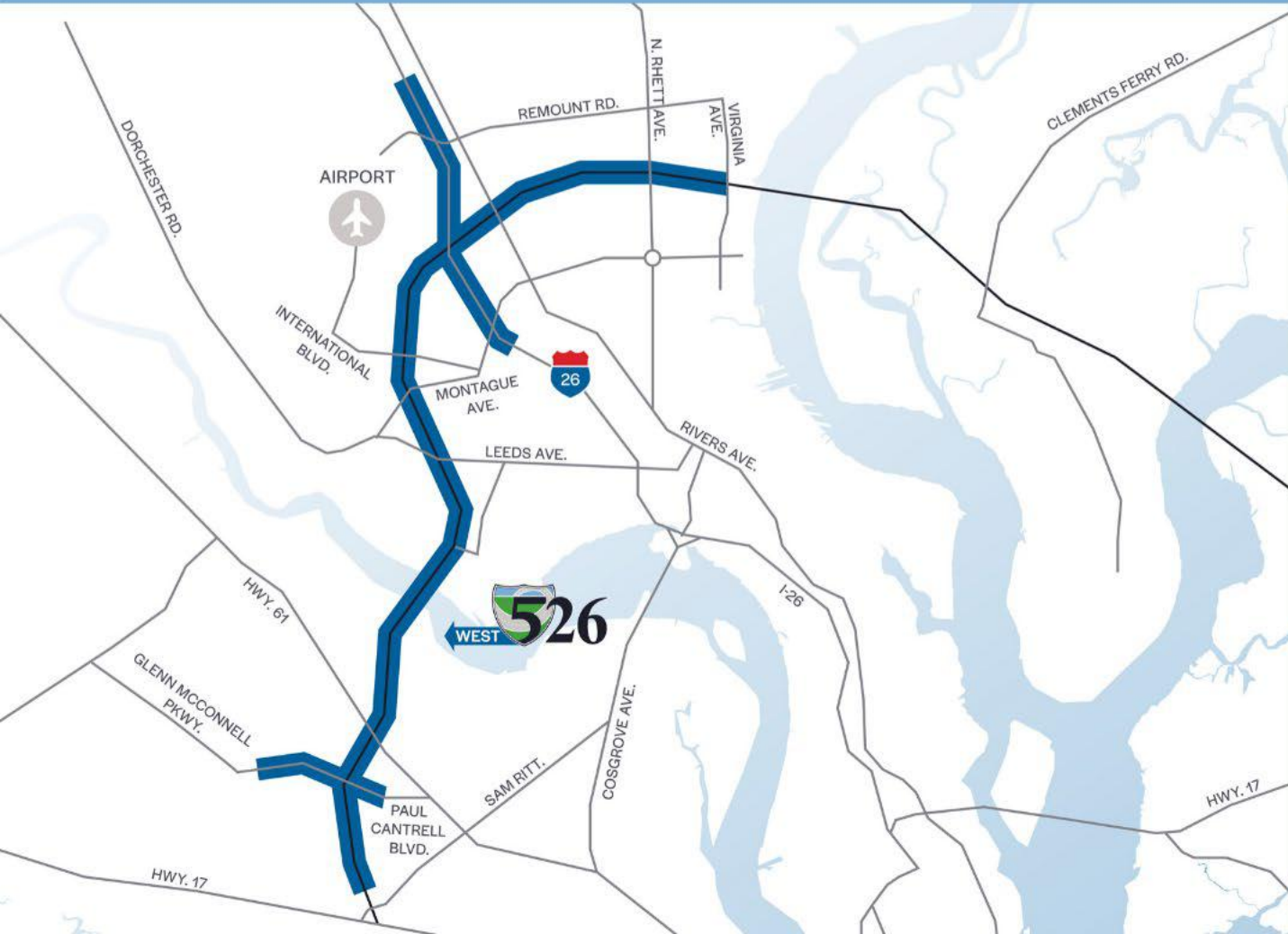
An Environmental Impact Statement



WEST 526 LOWCOUNTRY CORRIDOR



WEST PROJECT



I-526 Lowcountry Corridor WEST

Project Termini

**Virginia Avenue
North Charleston**

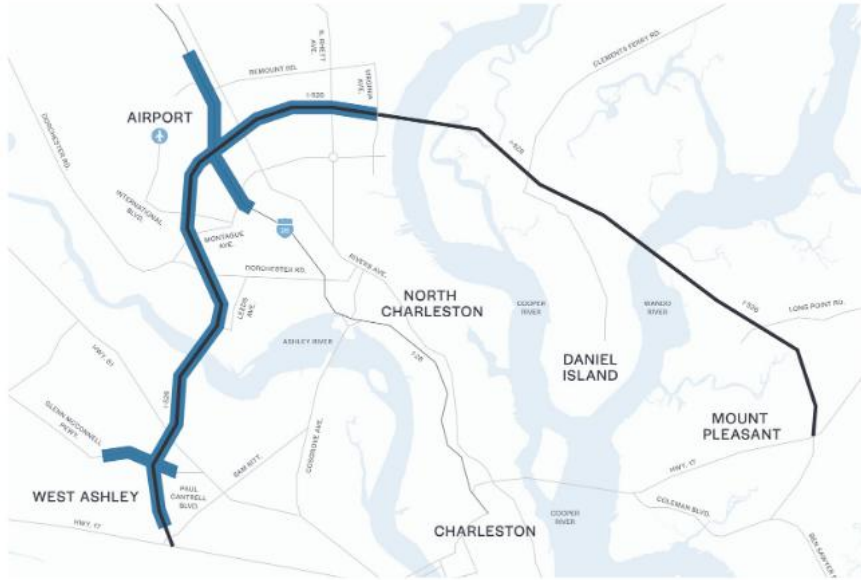


**Paul Cantrell Boulevard
West Ashley**

526 LOWCOUNTRY
CORRIDOR

SCDOT

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?

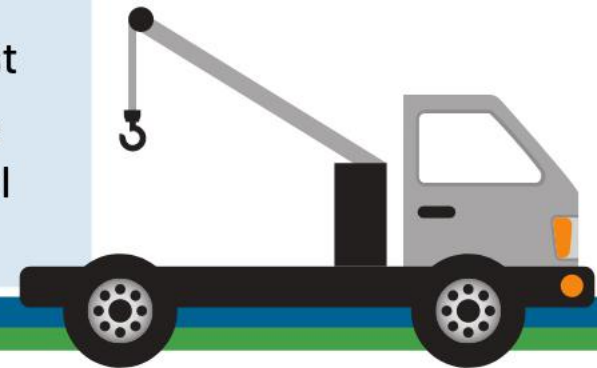


I-526 is one of South Carolina's most congested interstate segments

Congestion

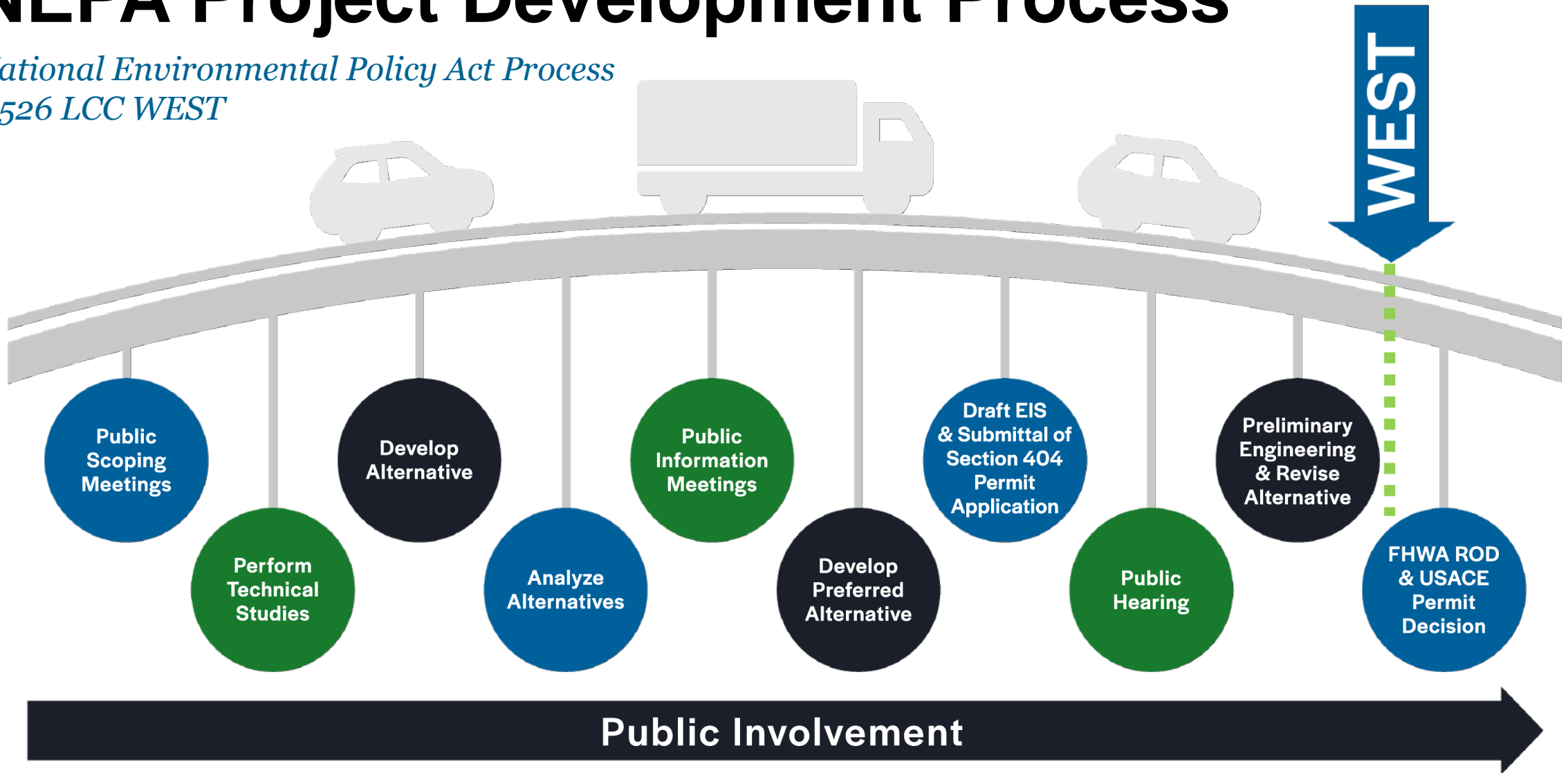
#2: 2035 CHATS LRTP

#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





Public Hearing Engagement



Public Involvement Opportunities

For the I-526 Lowcountry Corridor WEST Public Hearing 2020

In-Person
Appointments at
Community Office

**On-Demand Verbal
Comments**
on the Project Hotline

On-Demand Online
Public Hearing webpage

Live Online
Verbal Comment Session

*Meaningful
Input*

**On-Demand Questions
Answered**
on the Project Hotline & Email

Live Chat
Here During Set Times

In the Mail
Information Packets
mailed by request

Text
the Project Hotline

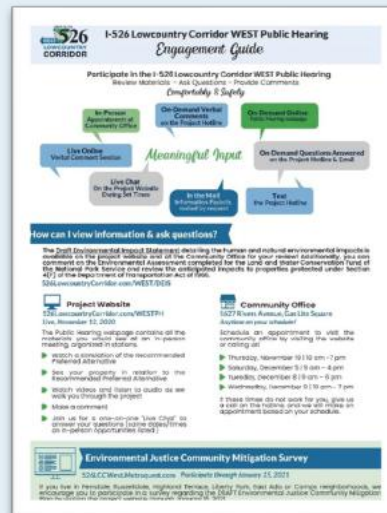
How did we inform the public?

- ✓ Paid, Geo-targeted Social Media
- ✓ Media Day
- ✓ Digital Display Ads
- ✓ Radio: Traditional & Streaming
- ✓ Flyer Boxes
- ✓ Newspaper Notices
- ✓ Physical Road Signs
- ✓ Email Blasts

Static & Digital Billboards



Postcards



Bus Inserts



Public Hearing Information

Public Hearing 2020

Project Website

9,000+ Pageviews; 24 Live Chats

526LowcountryCorridor.com/WESTPH

Community Office

13 Visits for Public Hearing Appts.

5627 Rivers Avenue, Gas Lite Square



Official Public Hearing one-on-one appointments took place on:

Thurs., November 19 | 10 am - 7 pm

Sat., December 5 | 9 am - 4 pm

Tues., December 8 | 9 am - 6 pm

Wed., December 9 | 10 am - 7 pm

Live Virtual Comment Session

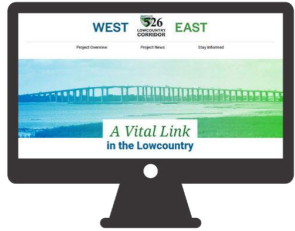
Tuesday, December 15, 2020 | 6:00 – 8:00 PM

40 Viewers



Comments Received

Public Hearing 2020



234 Total Comments

Official Comment Period:
November 4, 2020 – January 15, 2020

Project Website
104

Project Hotline
5

**Live Virtual Comment
Session**
2

Email
51

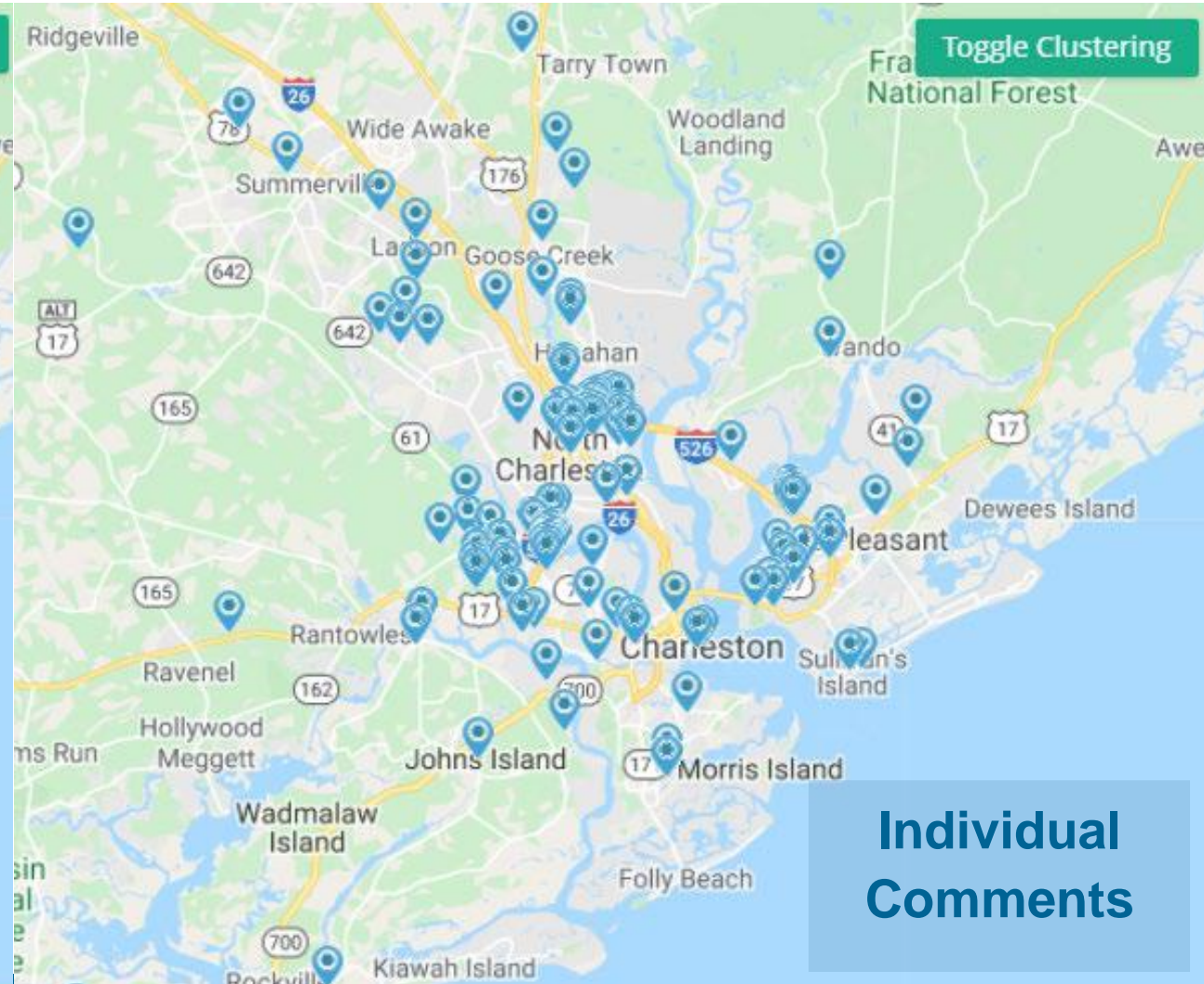
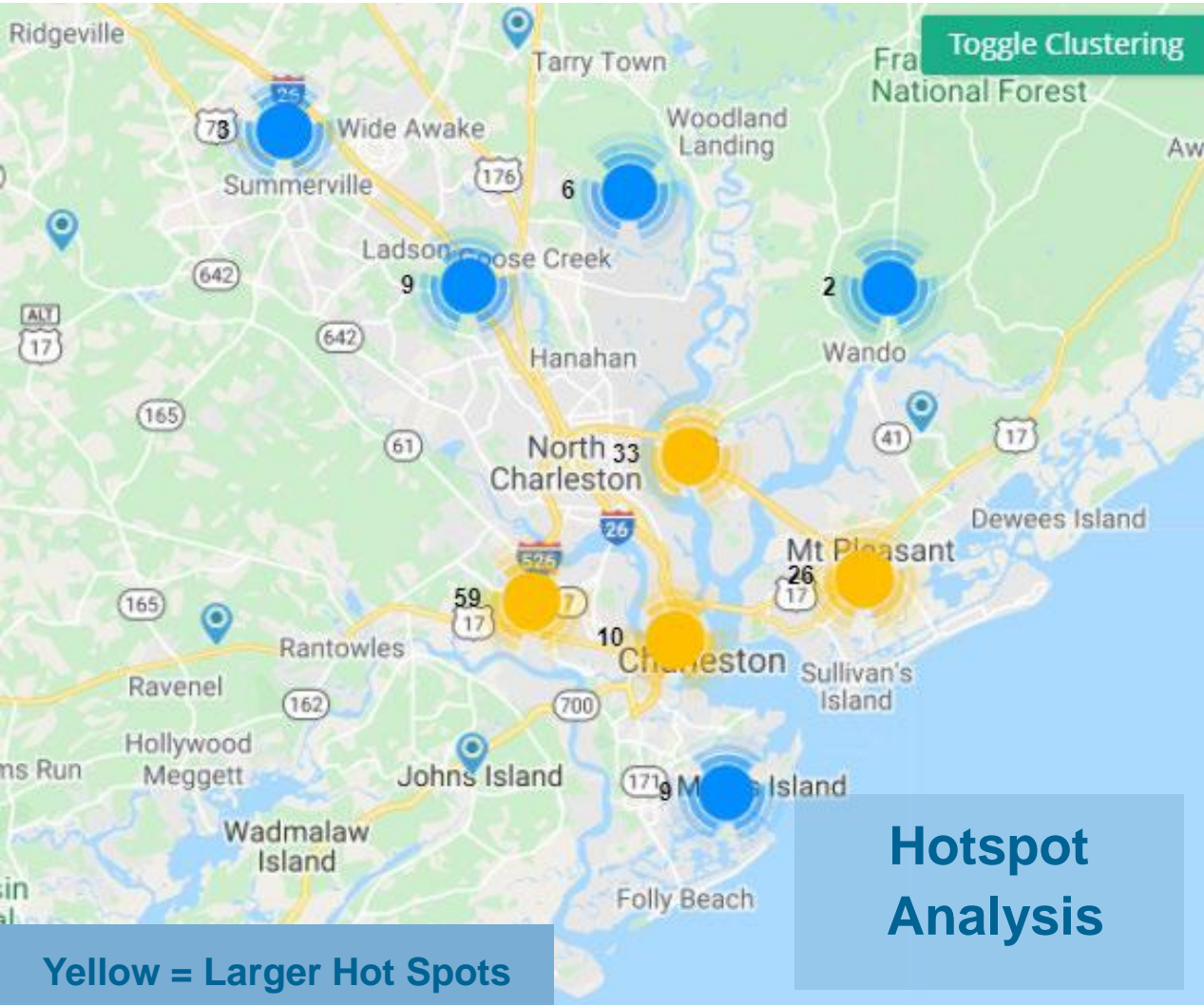
Mail/Paper
48
(Includes EJ Surveys)

Live Chat
24

Public Hearing Comments Mapped

Public Hearing 2020

Note: Not all comments are shown within map extent; map focus is on the Study Area



What We Heard!

Public Hearing 2020

234 Total Comments

Note: Numbers below will not equal 100%

26%

Concerned with
Right-of-Way



12%

Concerned with
Interchanges



11%

In Favor of
Transit/BRT



7%

Environmental
Concerns



17%

Mention Noise
Impacts



10%

In Favor of Bike/
Ped Lanes



24%

Concerned with
Affordable Housing/
Community Mitigation



14%

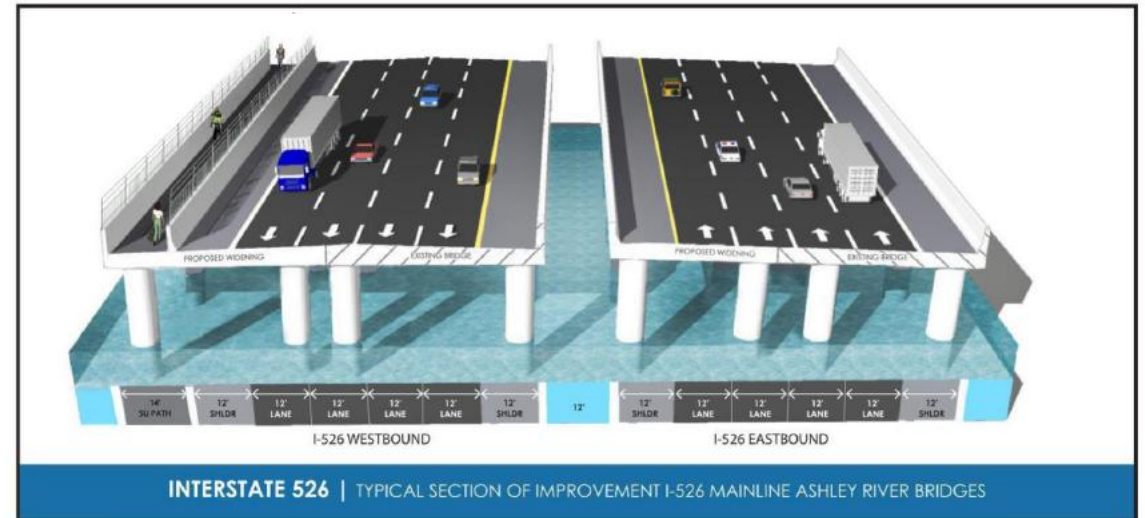
Supportive of the
Project



41% of the noise comments
were positive (Ashley Harbor)

Design Improvements Based on Input Received!

- ✓ Added Community Barriers to the I-26 section at the edge of roadway shoulders to shield the surrounding neighborhoods from Interstate 26
- ✓ Widened the Westmoreland Bridge design to accommodate a shared use path along the bridge to align with local planning initiatives



Design Improvements Based on Input Received!

- ✓ Shifted roadway widening design to the north to reduce impacts to Ashley Harbor's community's walking path and boat ramp
- ✓ Redesigned the N. Rhett and Virginia Ave. ramps based on comments from the City of North Charleston and local industry





Environmental Justice Specific Outreach



2020 Environmental Justice Meetings



Pop-Up Events

- Goal: Participate in local community events to raise awareness of the project, make the Community Liaisons easily accessible, and provide community support during the public health crisis
- 8 events from 9/3/2020 – 12/18/2020



EJ Community Meetings

- Goal: Encourage feedback from EJ Communities on DRAFT EJ Community Mitigation Plan
- Three meetings in EJ neighborhoods from November 6–14, 2020
- 110 total participants



Hispanic/Latino Monthly Outreach Activities



Radio

103.9 FM / 95.5 FM Charleston
¡Aquí estamos! Radio Show

Every Wednesday at 12:00pm
(Charleston, We are here!)



Online

Facebook.com/charlestonaquiestamos

Weekly Facebook Live events

- Website walk-through
- Promotion of Community Office



Community

Ferndale & Russelldale
Community Walks

- 5 Bilingual teams of 4-7 individuals
- City of North Charleston Police Officers (6-8 per event)
- Bilingual project literature

Support at 3rd Community Drop-in

Attended service at Vida Nueva Church (November 22)

Additional Outreach Activities

- Door Hangers delivered Door-to-Door
- Postcards/Mailers
 - Hard copies of draft mitigation plan materials
- Yard Signs
- Informational Flyer Box Program



Additional Outreach Activities

- CAC & Community Liaison Door-to-Door Canvassing
- 1,109 EJ homes “touched”
- Interaction with 202 EJ residents



Walk-In or Make an Appointment!

Community Office

5627 Rivers Avenue, Gas Lite Square
(CARTA Route 10)

866.632.5262 info@526LowcountryCorridor.com



YOUR Office for YOUR Community:

- ✓ Ferndale
- ✓ Highland Terrace
- ✓ Liberty Park
- ✓ Russelldale
- ✓ Surrounding areas

Visit **YOUR Community Office** for Information about:

Relocation <ul style="list-style-type: none"> • Do I have to move? • Expenses • Schedules • Right of Way 	Construction <ul style="list-style-type: none"> • Schedule • View Plans 	Impacts <ul style="list-style-type: none"> • Schools and Churches • Transportation Services
Renters, Homeowners, and Businesses <ul style="list-style-type: none"> • Rights and Responsibilities 		


For More Information:

Visit our Website: 526LowcountryCorridor.com

Call our Hotline: 866.632.5262 (Toll Free)

Check Facebook: @526LCCorridor

To request special accommodations, contact 866.632.5262



I-526 LCC WEST Outreach & Canvassing Log

Date of Contact _____ / _____ / 2021 Time _____

Name _____

Address _____
(Street, City, Zip)

Neighborhood ☐ Ferndale ☐ Liberty Park ☐ Highland Terrace ☐ Russelldale

☐ Property Owner ☐ Renter ☐ House ☐ Apartment ☐ Town Home ☐ Mobile Home ☐ Heirs' Property

What is the resident's preferred method of contact?
Phone _____

Email Address _____

Would the resident like to receive project updates? (Circle one.) Yes No

If so, how? ☐ Mail ☐ Phone Call ☐ Text Message ☐ E-Mail

Topics Discussed/Comments

☐ Invited resident to the Community Office

☐ Informed resident of the FREE summer self-improvement/professional training courses

☐ Informed resident of the Community History Preservation Project

Materials Left at this Address

☐ FREE Summer Courses Flyer (Eng/Span)

☐ Community Office Flyer (Eng/Span)

☐ Community History Preservation Project Flyer (Eng/Span)

Other Items/Concerns

☐ Resident was NOT home. Materials were left at the residence: (Specify location.) _____

☐ Resident WAS home.

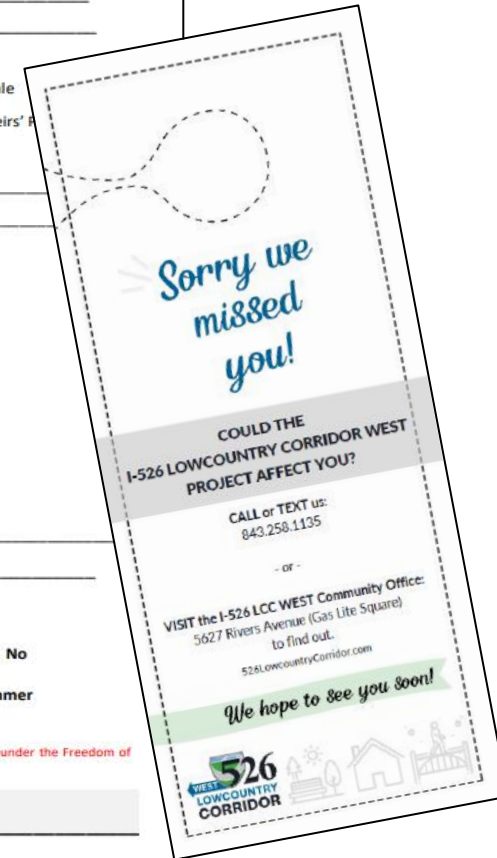
☐ I spoke with the resident for _____ minutes. (Provide time estimate.) _____

Will the resident require childcare to attend the FREE summer courses? (Circle one.) Yes No

Will the resident require special accommodations or transportation to attend the FREE summer courses? (Circle one.) Yes No

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

Community Liaison _____



526 WEST LOWCOUNTRY CORRIDOR

MAIL-IN MITIGATION SURVEY

WE WANT TO HEAR FROM YOU!
Please rate the following items by filling in the appropriate bubble associated with each potential mitigation item related to the replacement community center and community center programs.

	Strongly Disliked	Moderately Disliked	Neutral	Moderately Liked	Strongly Liked
Outdoor Recreational (Swallow)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessible Playground	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking/Biking Trails	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community Garden	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Education Programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Education Sign/Landscaping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Art at the Park/Community Center	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Play Sign with Name and Rules	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pathway Signs (i.e. directional or historical markers)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landscaped History Display	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Life Skills Classes (i.e. cooking, sewing)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Financial Literacy Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Family Wellness Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GED Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health/Wellness Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senior/Student Mentorship	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Youth After School Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Small Grade Library	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Art & Crafts Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-cultural Events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Computer Lab	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senior Walking Group	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parenting Class (for single or new parents)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health/Wellness Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Senior Chair Exercise Class	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

WHAT ARE YOUR MITIGATION PREFERENCES?
Please circle one (1) proper for each of the following questions.

1. Which potential athletic amenity would be most valuable in your neighborhood?
 a. Basketball Court b. Soccer Field
 c. Volleyball Court d. Baseball Field

2. Which potential infrastructure improvements should be prioritized by the project team?
 a. Additional Streetlights b. Stormwater Drainage
 c. Sidewalks with Curb and Gutter d. Traffic Calming Measures
 e. Crosswalks

3. Where is the best location for replacement multi-family housing in your community?
 a. Within the Impacted Neighborhoods
 b. Nearby the Impacted Neighborhoods (within 1 mile)
 c. Outside of North Charleston city limits

526 LOWCOUNTRY CORRIDOR WEST - Page 1

526 WEST LOWCOUNTRY CORRIDOR

Community Mitigation Plan Highlights

Background

Every effort was made to avoid and minimize impacts to your community during the development of the project alternatives. However, because of the close proximity of many communities to the existing interstate, significant community impacts were unavoidable in all reasonable alternatives and would require community mitigation.

Community Mitigation Plan

Developed by identifying & considering the social needs & priorities of neighborhood residents

Community Office

In November 2019, a Community Office was opened within walking distance of potentially impacted communities. Located in Gas Light Square at 5627 Rivers Avenue (CARTA Route 10), the project team and connect with resource specialists such as right-of-way relocation experts.

Community Advisory Council (CAC)

A Community Advisory Council (CAC) was formed as a resident-led group to facilitate meaningful engagement.

CAC's Role

- Advise
- Connect
- Represent
- Communicate

Survey

The CAC and residents of the potentially impacted neighborhoods completed a Social Needs Assessment (SNA) survey to provide a insight into the daily operations, needs, and desires of the community.

Your Input Matters!

Make an appointment at our Community Office (5627 Rivers Avenue, Gas Light Square) for assistance
 info@526LowcountryCorridor.com
 SCDOT Project Manager
 Jey Riley, PE, DBIA, PMP, CPM

NOW is the time to have your voice heard!
 Complete our survey & leave a comment by January 15, 2021:
 www.526LowcountryCorridor.com

843.258.1135
 (Call or Text)

526Corridor
 @526Corridor

"Provide input on the I-526 Lowcountry Corridor WEST project AND review the DRAFT EJ Community Mitigation Plan"

- ✓ 179 survey participants:
- ✓ 115 mailed-in
- ✓ 39 submitted by computer
- ✓ 25 submitted by mobile device

Purpose
 To facilitate full and fair participation by all potentially impacted EJ communities in the mitigation plan design

A reminder from your I-526 Lowcountry Corridor WEST Community Advisory Council

Don't forget to submit your comments on the DRAFT Environmental Justice Community Mitigation plan by 1/15/21.

YOUR VOICE MATTERS, and the project team needs to hear from you on potential improvements within these communities:

- Ferndale
- Highland Terrace
- Liberty Park
- Russelldale
- And neighboring areas

Scan the image to the right with your smart phone's camera, or visit the website below to learn more about the DRAFT EJ Community Mitigation Plan, take the survey, and access the Public Hearing materials.



www.526LowcountryCorridor.com/West/Community-Commitments



PSRT STD
 ECRWSS
 U.S. POSTAGE
 PAID
 EDM RETAIL

Local
 Postal Customer



Community Infrastructure Enhancement Plan Survey

Purpose

Identify community infrastructure needs related to:

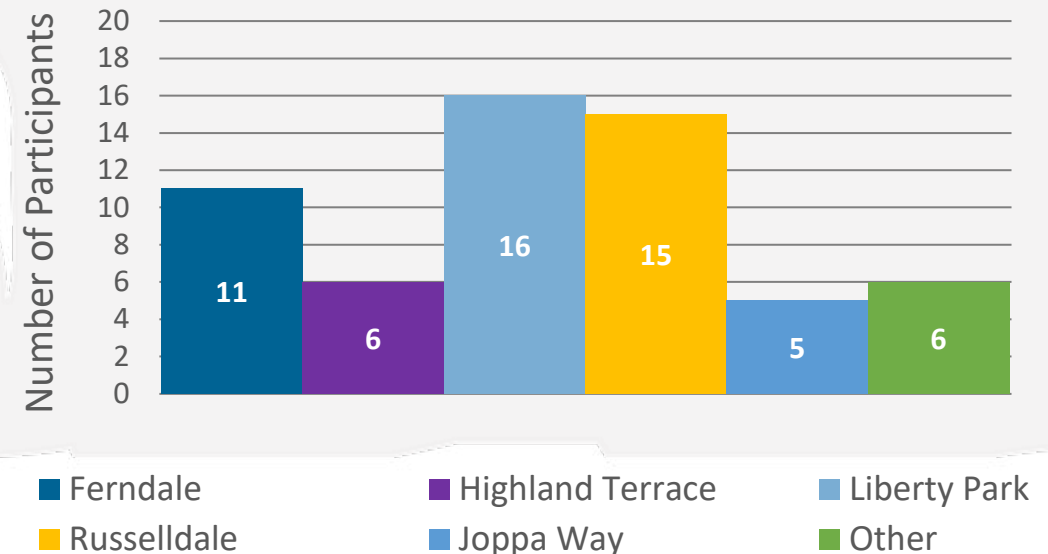
- Bicycle/Pedestrian Safety
- Landscaping and Aesthetics
- Pedestrian and Street Lighting
- Speeding Concerns
- Stormwater Management
 - Examples of Bus Shelters were also presented at the Open House on 3/6/2021

“Tell us about the improvements you would like to see in YOUR neighborhood!”

85 total survey participants:

- 49 paper submissions
- 9 computer submissions
- 27 mobile device submissions

89% of respondents live in EJ neighborhoods



Community Office & CAC



Community Office

- On Rivers Avenue just north of Liberty Park & on transit route
- Full-time Office Manager & 4 Community Liaisons, 2 part-time Right-of-Way Specialists

Community Liaison Activities

- Partner with community service agencies to distribute project information
- Canvassing in impacted communities

Community Advisory Council – *has met 18 times from 09/2019 - 05/2021*

- EJ Community Mitigation Plan development
- Canvassing & yard signs
- Mitigation subcommittees
- Organization after the project



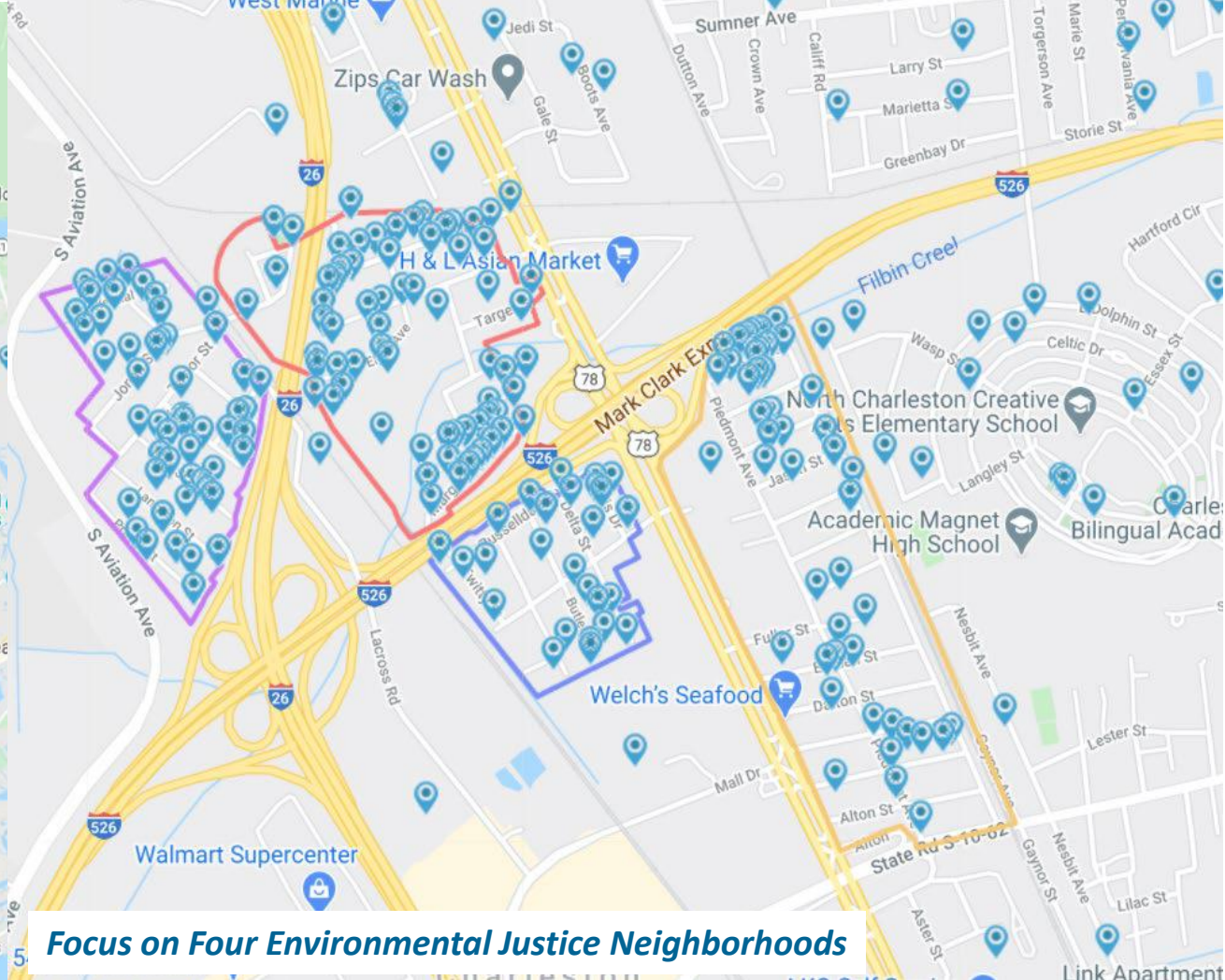
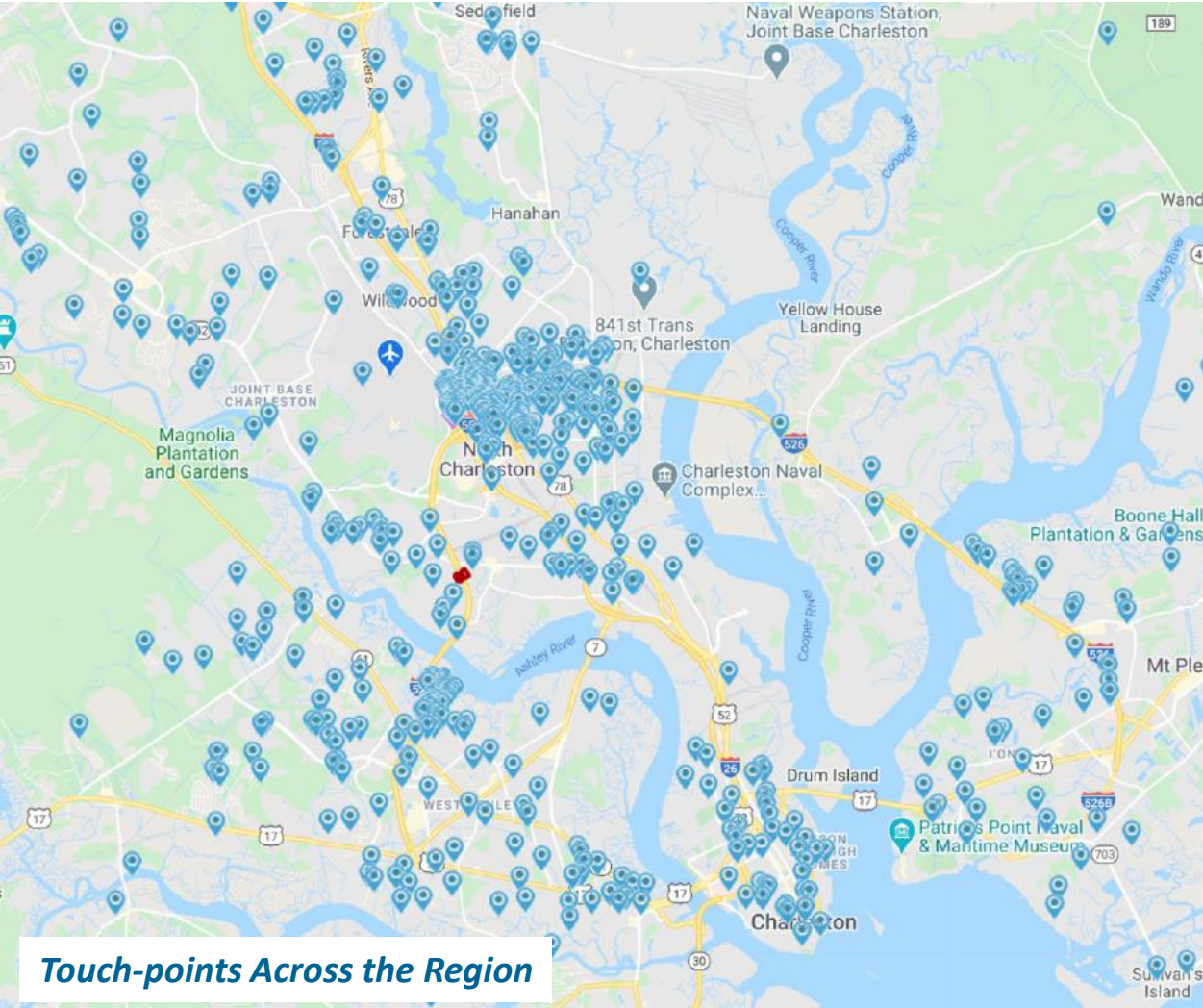
Public Engagement Touch-Points

Using Data-Driven Outreach Strategies



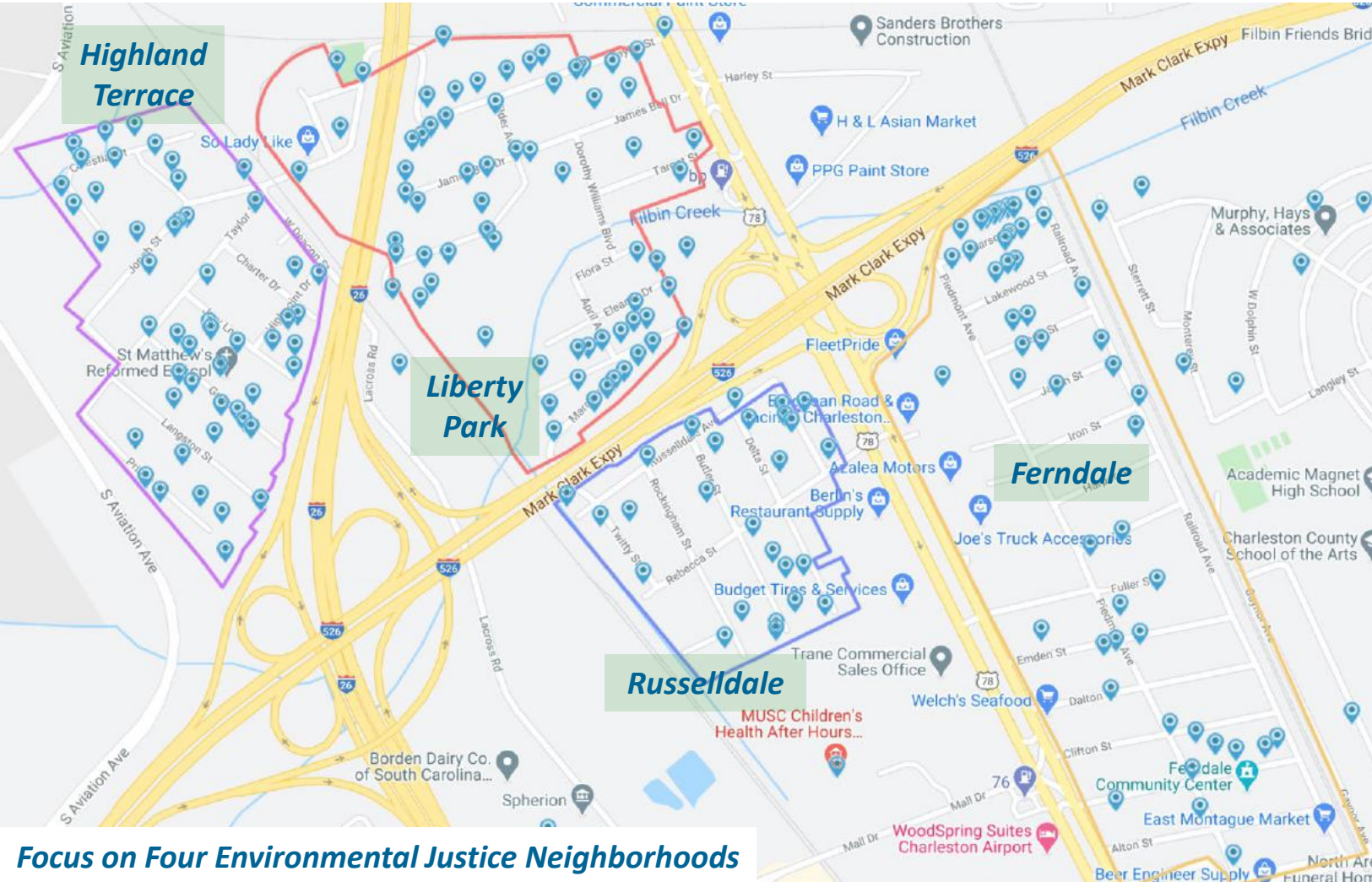
All Public Engagement Mapped

Fall 2019 – Winter 2021



Public Engagement Mapped

Fall 2019 – Winter 2021

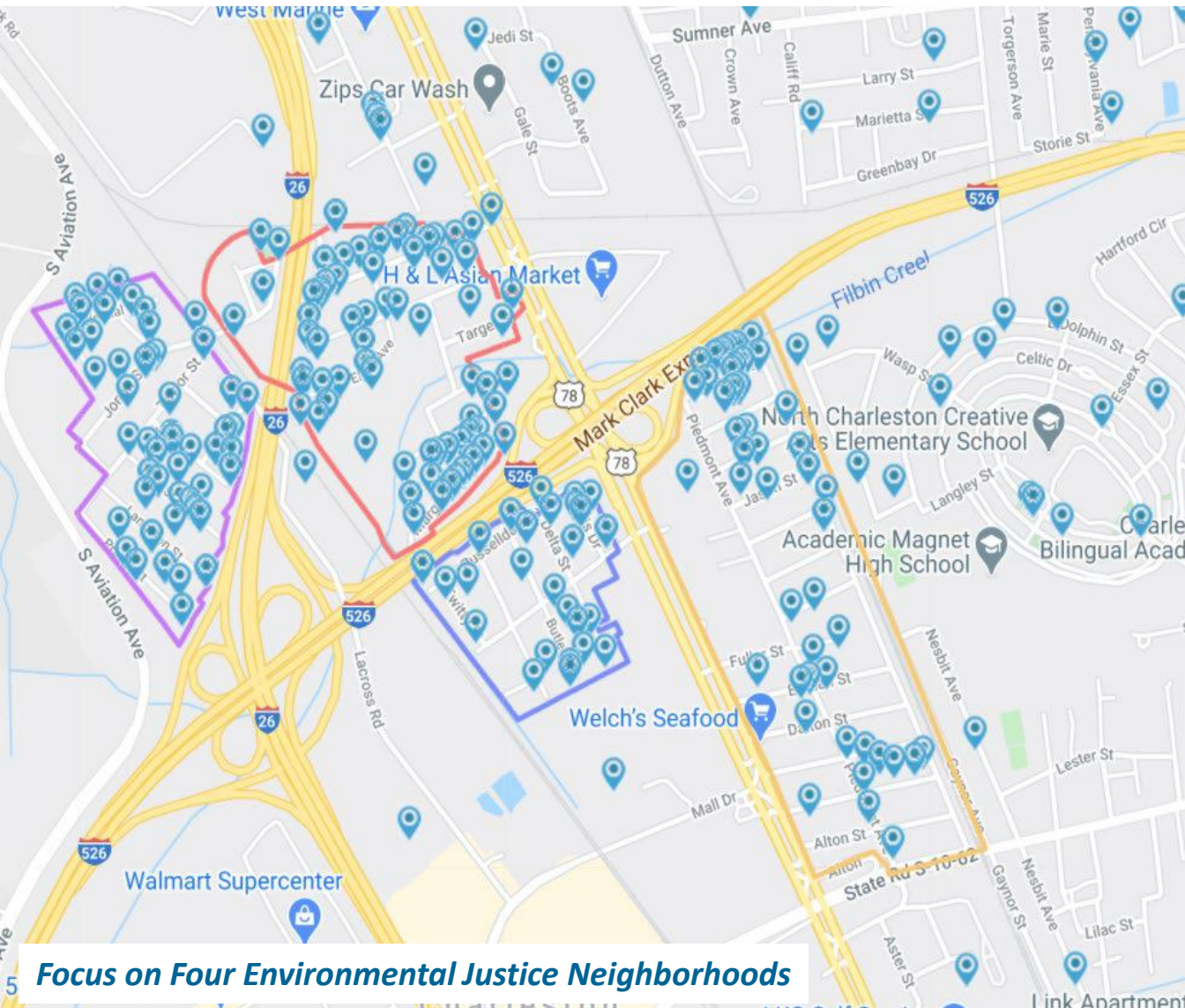


Within each of the Environmental Justice Neighborhoods, the team has touched:

- Highland Terrace: 51 houses (28.5%)
- Liberty Park: 64 houses (38%)
- Russelldale: 27 houses (20%)
- Ferndale: 48 houses (17%)

Focus on Four Environmental Justice Neighborhoods

Addressing Gaps



Focus on Four Environmental Justice Neighborhoods

What has been happening?

- Canvassing neighborhoods that have fewer engagements & capturing contact information while canvassing (**1,190 homes have been reached through canvassing**)

Additional Team Recommendations:

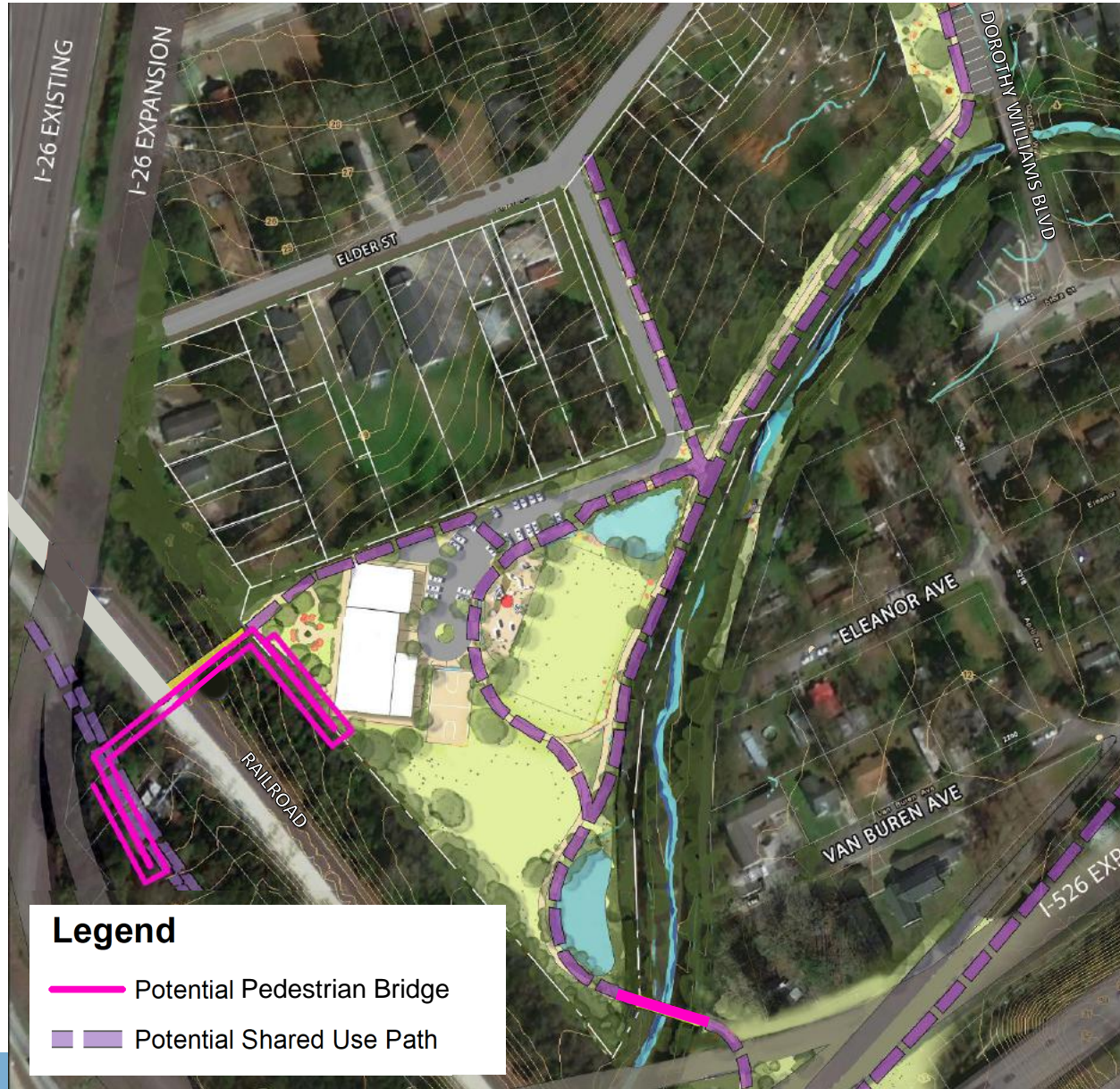
- Place yard signs in neighborhoods with specific calls to action (with or without flyer boxes)
- Send mailers to let people know specific calls to actions
- Set a “meet a neighbor day” – CAC members are tasked with bringing 3 neighbors to meet the team
- Open office to community groups



Updated EJ Community Mitigation Components



Updated Community Initiatives

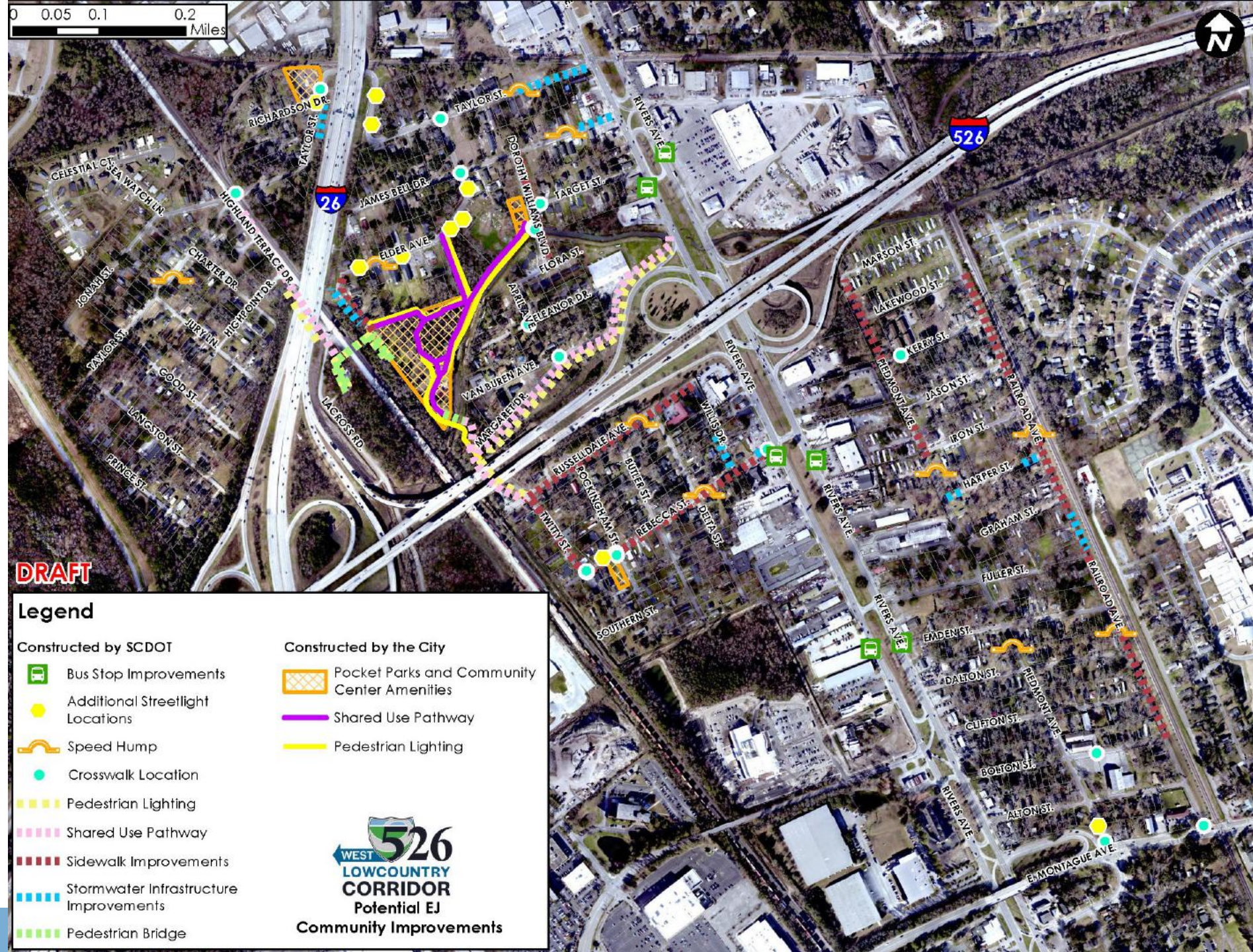


CIEP: Pedestrian Bridges

- Improved Highland Terrace & Joppa Way connectivity to replacement community center
- Small bridge over Filbin Creek for connectivity to Russelldale
- Located near existing footpaths across the railroad tracks to help prevent trespassing and provide safe crossing over the tracks
- Additional fencing may be required near the railroad tracks

CIEP: Summary of Potential Improvements

- Recommendations based on input received from the CIEP survey, EJ residents, and the CAC
- Potential improvements are preliminary & subject to change based on coordination with entities such as the Norfolk Southern Railroad & the City of North Charleston



Updated Community Initiatives

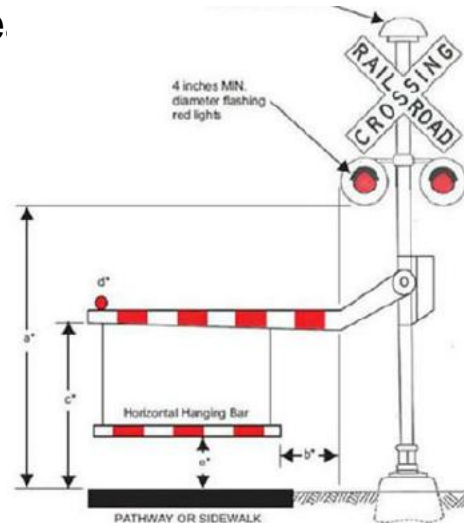
CIEP: Safer Railroad Crossing

Taylor Street at Jonah Street

- Primary route for Highland Terrace & Joppa Way residents to access Highland Terrace-Liberty Park pocket park
- Identified multiple times as a location needing pedestrian improvements in the CIEP survey
- CAC members noted safety concerns at the railroad crossing
- Rail traffic projected to increase in future ye



Opportunity to install pedestrian protection measures such as a crossing gate and upgraded signing



Updated Community Initiatives

Community Resource Guide

Help sustain livability within affected EJ neighborhoods by increasing residents' access to local organizations, resources, and other information on the following topics:

- Food Insecurities
- Health & Wellness
- Home Repair
- Financial Assistance
- Minority-owned Businesses
- Referral agencies

Mitigation Barriers

- To be built on either side of the I-26 corridor from south of Remount Rd to the southern end of the Highland Terrace neighborhood
- Options for reducing noise along I-526 near the EJ neighborhoods include structure mounted barriers, improved pavement surfaces, and/or technology to reduce noise from bridge deck joints.



Updated Community Initiatives

College Scholarships & Internships

Expanded scholarship programs from \$50,000 to \$100,000 and increased transportation internship programs in order to provide these opportunities for a longer time period during the project development and implementation.

Job Training Programs

- Expanded job training programs to be offered during project development and construction to provide more opportunities to impacted residents
- Initiated job training programs this summer to offer CDL permit preparation classes, CDL Full License Program, and a high school professional development program for residents and student residing within the impacted communities.





Community History Preservation Program



About the CHPP



Focus Neighborhoods

Highland Terrace

Liberty Park

Ferndale

Russelldale



Purpose

Document the history of the focus neighborhoods through the collection of oral interviews, photographs, maps, and other historical documentation.



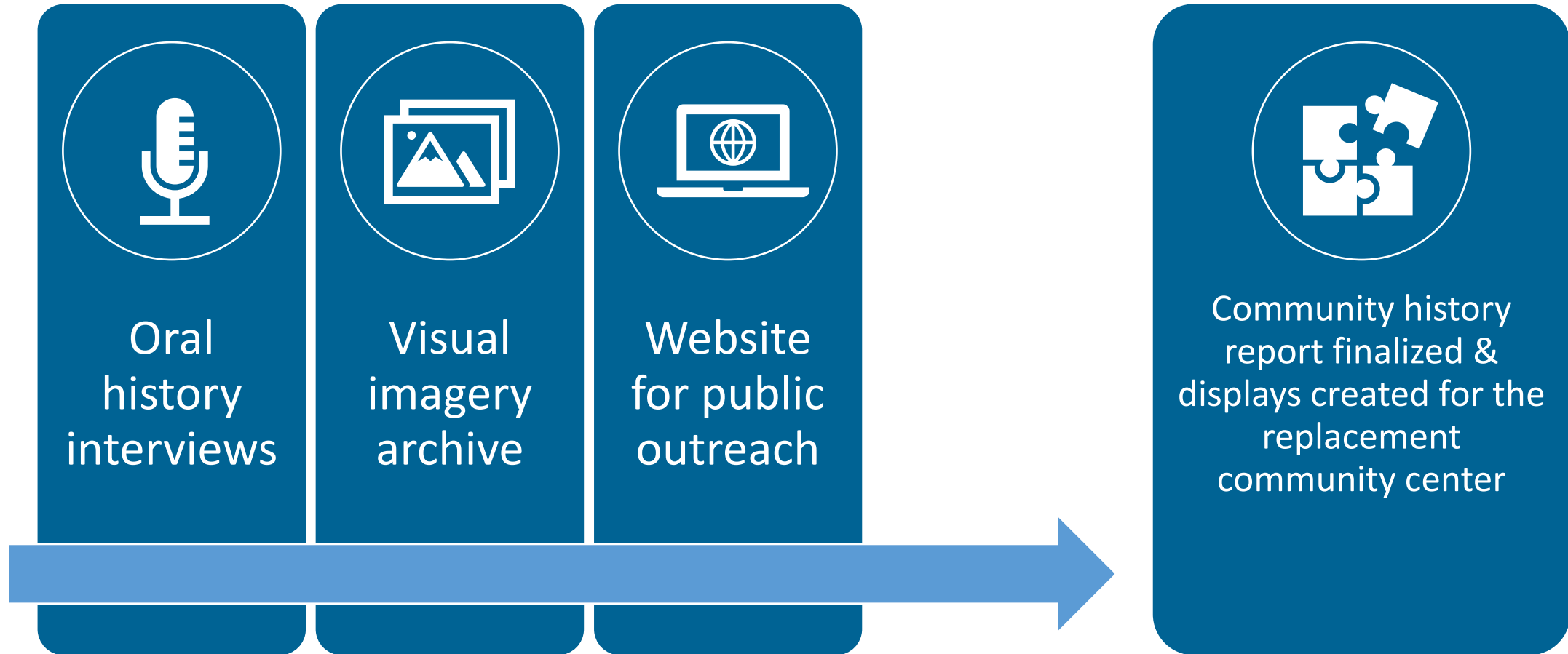
Goal

Final visual product will be integrated into the design of the centrally located replacement community center.

CHPP: Program Video



CHPP: The Process





EAST Updates

Planning & Environmental Linkages Study

I-526 LCC EAST Study Area

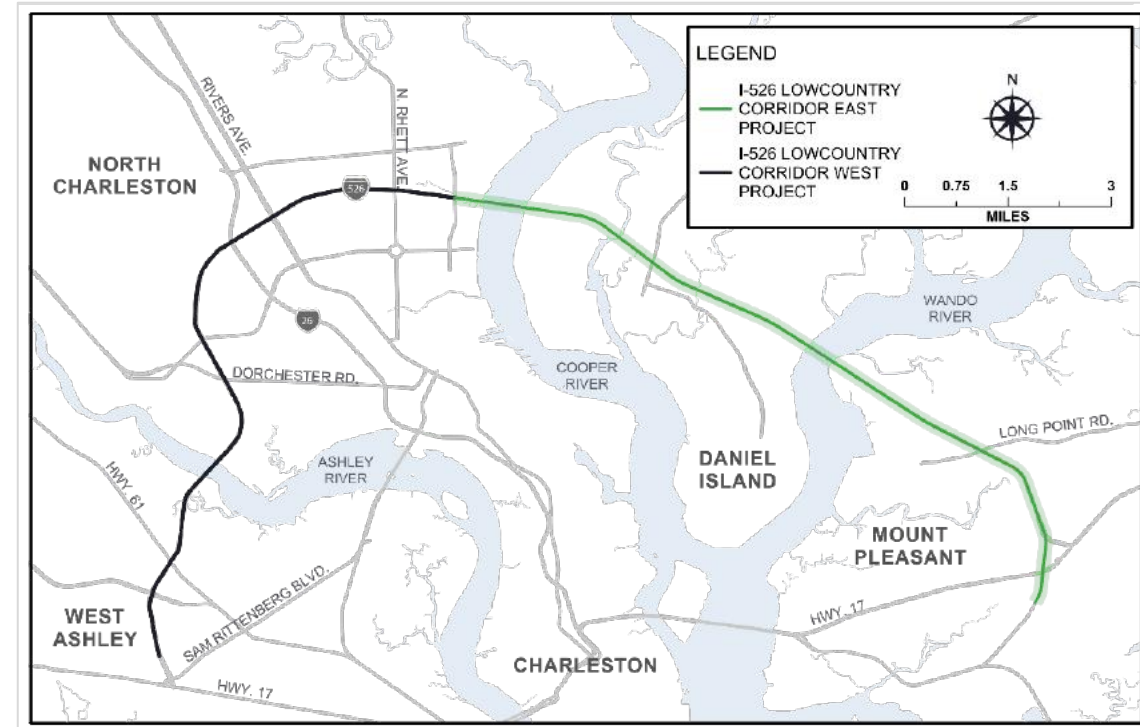
Virginia Avenue to US 17

10 
total miles

5 
interchanges

5 
miles elevated structure

2 
major bridges over
navigational channels
–Don Holt Bridge &
Wando River Bridges



What is a PEL?

1

Tool for **creating efficiency** in transportation development

2

Considers **environment, community & economy**

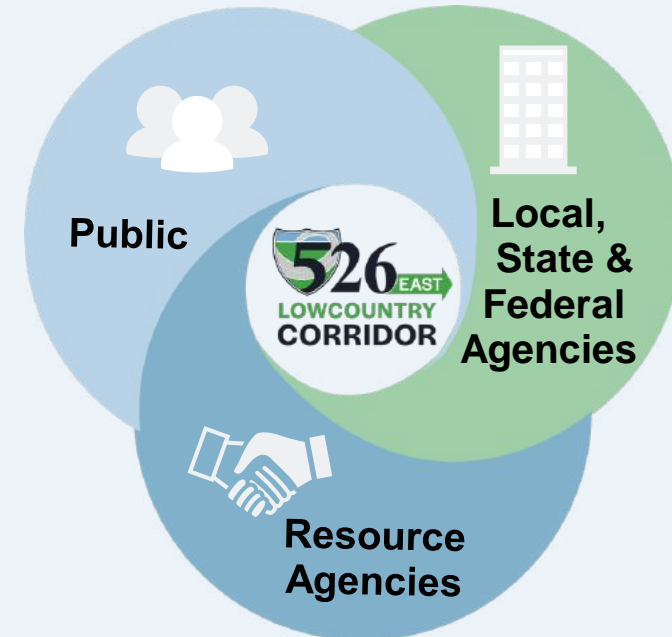
3

Collaborative & integrated approach to decision-making

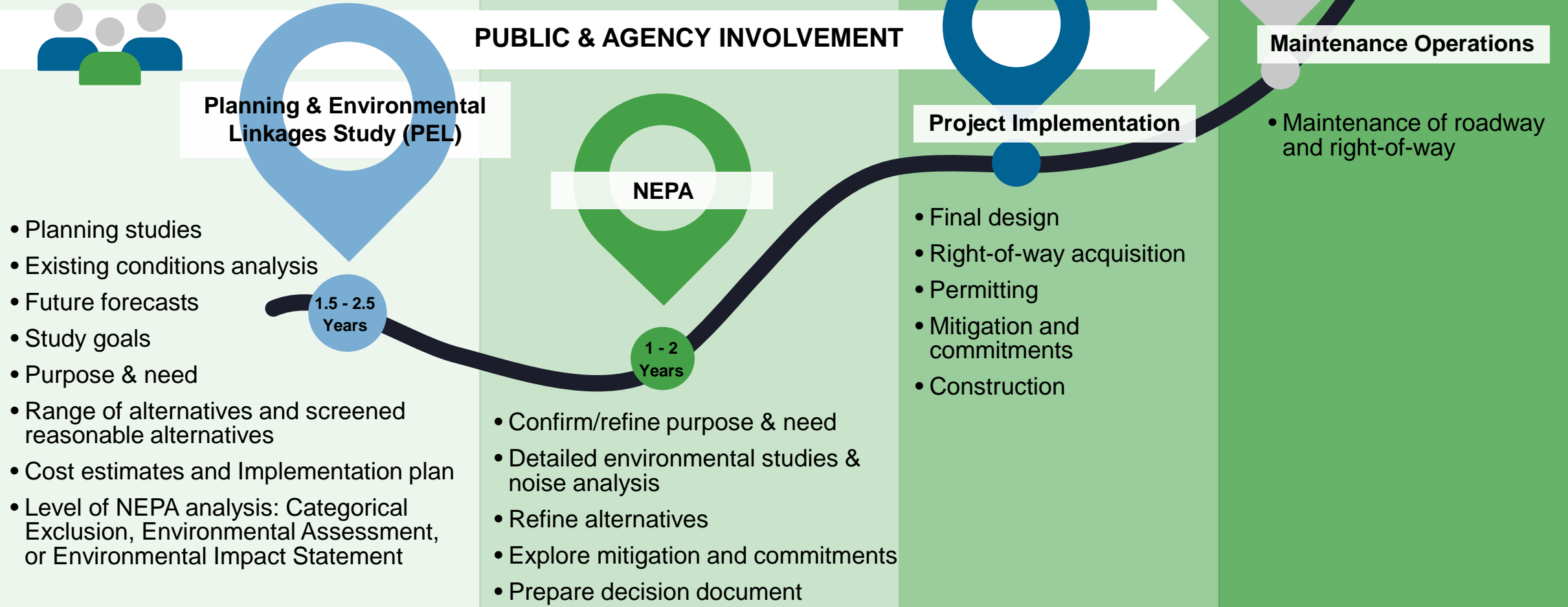
What are the Benefits of including a PEL Study in the project development process?



Who Participates?

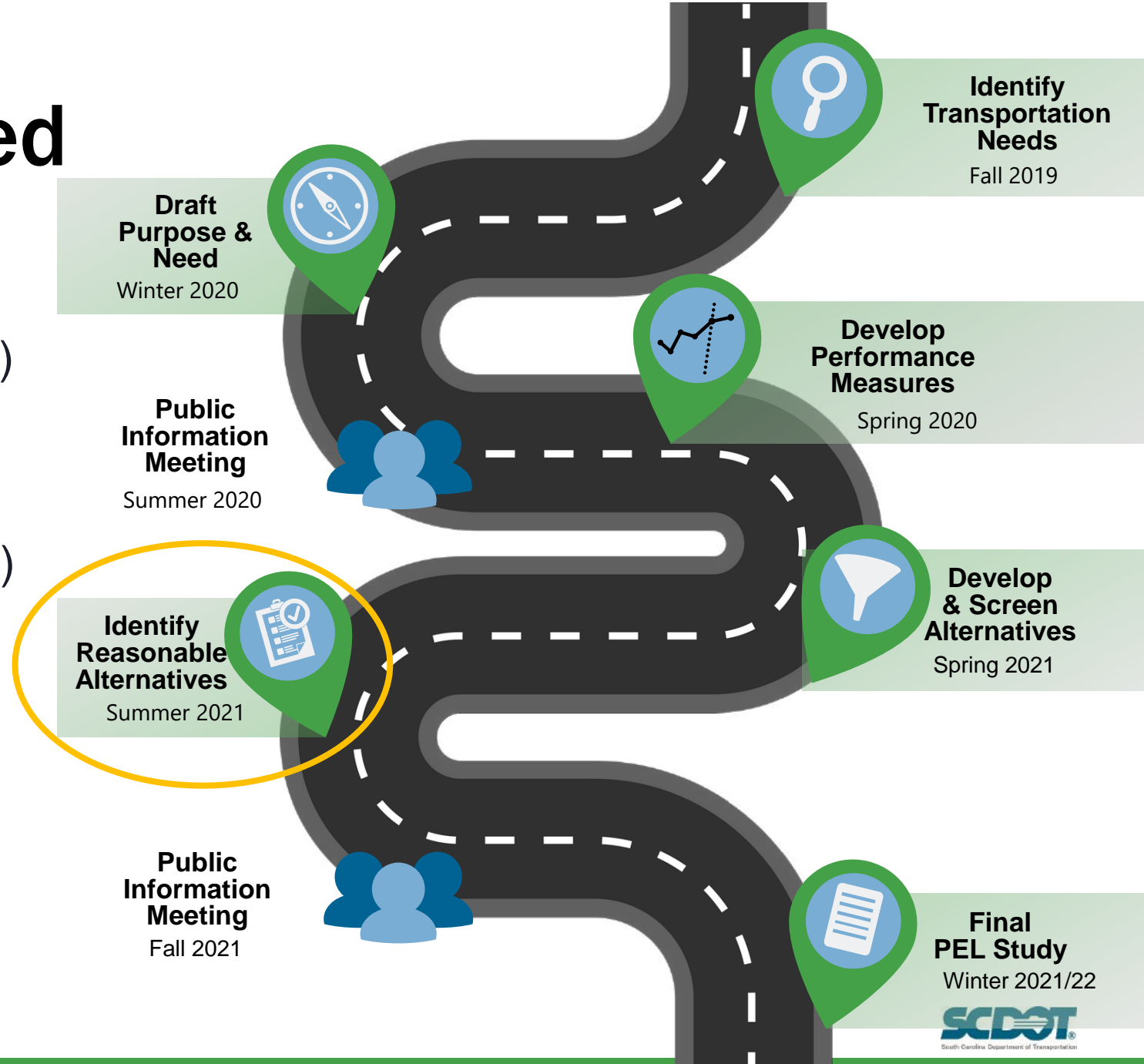


PEL & NEPA Process



PEL Study Completed Milestones

- PEL Initiation (FHWA Concurrence)
March 23, 2020
- MetroQuest Survey
May 14 - August 15, 2020
- Public Information Meeting (Online)
July 15 - August 15, 2020
- Purpose & Need (FHWA Concurrence)
February 18, 2021
- Concepts Development & Preliminary Screening
April/May 2021



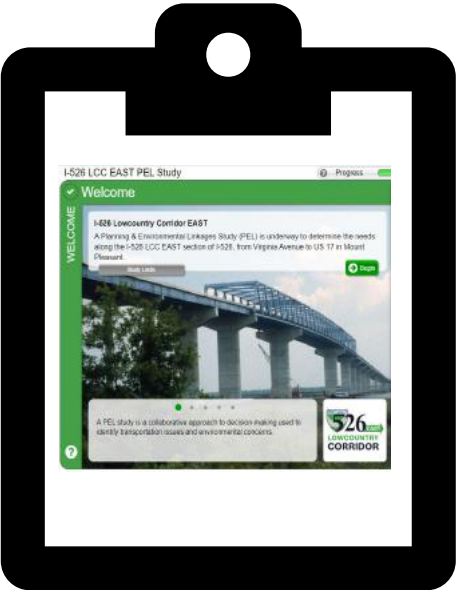


Summary of Summer 2020 Public Engagement

Survey Input

Survey

Captured corridor usage, concerns & priorities for the corridor
May 14 – August 15, 2020



3,103
Responses

Most Travelers
Experienced
Congestion both
AM & PM

Most people use the
corridor daily for:


work, shopping,
entertainment & recreation



Survey Live:
May 14 - August 15, 2020

Top multimodal improvements
desired along the corridor:

42%     
Truck-only Lanes

 High-Occupancy
Vehicle (HOV) Lanes
or Carpool Lanes
OR
\$ High-Occupancy
Toll (HOT) Lanes

Most people travel the corridor using their personal vehicle 85%



Travelers are experiencing these top safety-related issues:

 Congestion
25%

 Truck
Merging
22%

 Aggressive/
Distracted
Drivers
19%

 Speeding
16%

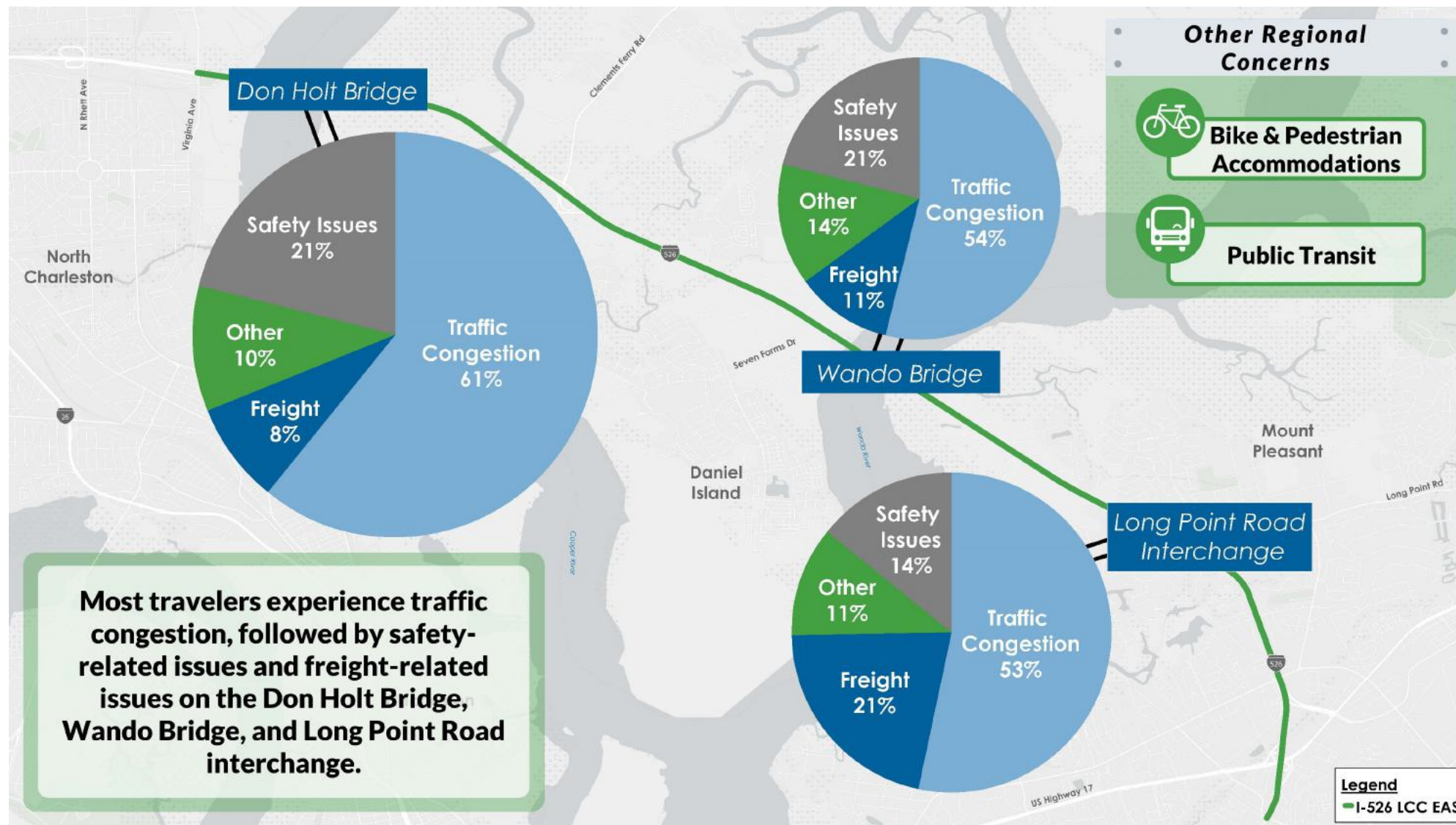
Survey Input Continued



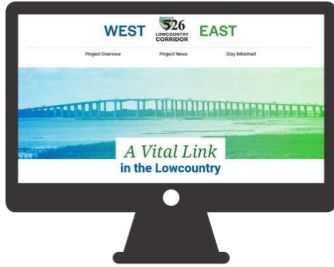
Survey

Captured
corridor usage,
concerns &
priorities for the
corridor

**May 14 –
August 15,
2020**



Public Information Meeting Input



Virtual Meeting

All materials available online

**July 15 –
August 15, 2020**

www.526lowcountrycorridor.com/vpim-east

**Meeting Live:
July 15 -
August 15, 2020**

526LowcountryCorridor.com

**84
Comments**

83 Online Comments
1 Emailed Comment

Top 5 Comments & Concerns:

21%

Concerned
with Noise
Impacts



13%

Concerned
with
Neighborhood
Impacts



10%

Wanted
Alternative
Truck/ Freight
Routes



6%

Wanted Trucks
in the Right
Lane/ Truck-
Only lanes



5%

Support
Widening





Concepts Development & Alternatives Analysis

Draft Purpose and Need

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.

Identified Needs

Mobility



Traffic congestion from high traffic volumes & limited capacity



Over Capacity Roadways



Unreliable Travel Times



Congestion-Related Crashes

Roadway Deficiencies



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps

Supplemental Project Goals



Compatibility: Align with local land use plans & projects



Demand: Accommodate increased numbers of vehicles



Seismic: Any new roads or bridges should be designed to new earthquake standards



Connectivity: Improve connections with local ports, railway facilities and transit



Safety: Reduce traffic-related crashes



Multimodal: Enhance movement through the corridor including through other modes such as carpool, transit, walk, bike or truck



Technology: Accommodate future transportation technologies such as vehicle technologies, system monitoring, driver information and traffic operations technologies

Initial Concept Development

- Intentionally broad
- Encompass all ideas and challenges using:
 - Existing and No Build conditions analyses
 - Stakeholder input
 - Public input
- Address purpose and need
- Address study goals

Preliminary Concepts

No-Build

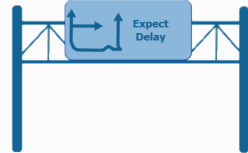


**The No-Build
Alternative**

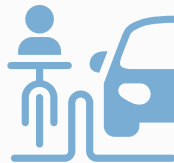
Transportation Systems Management & Operations (TSMO)



Managed Lanes



**Operational
Elements**



**Multimodal
Improvements**

Infrastructure Improvements



New Location Alignment



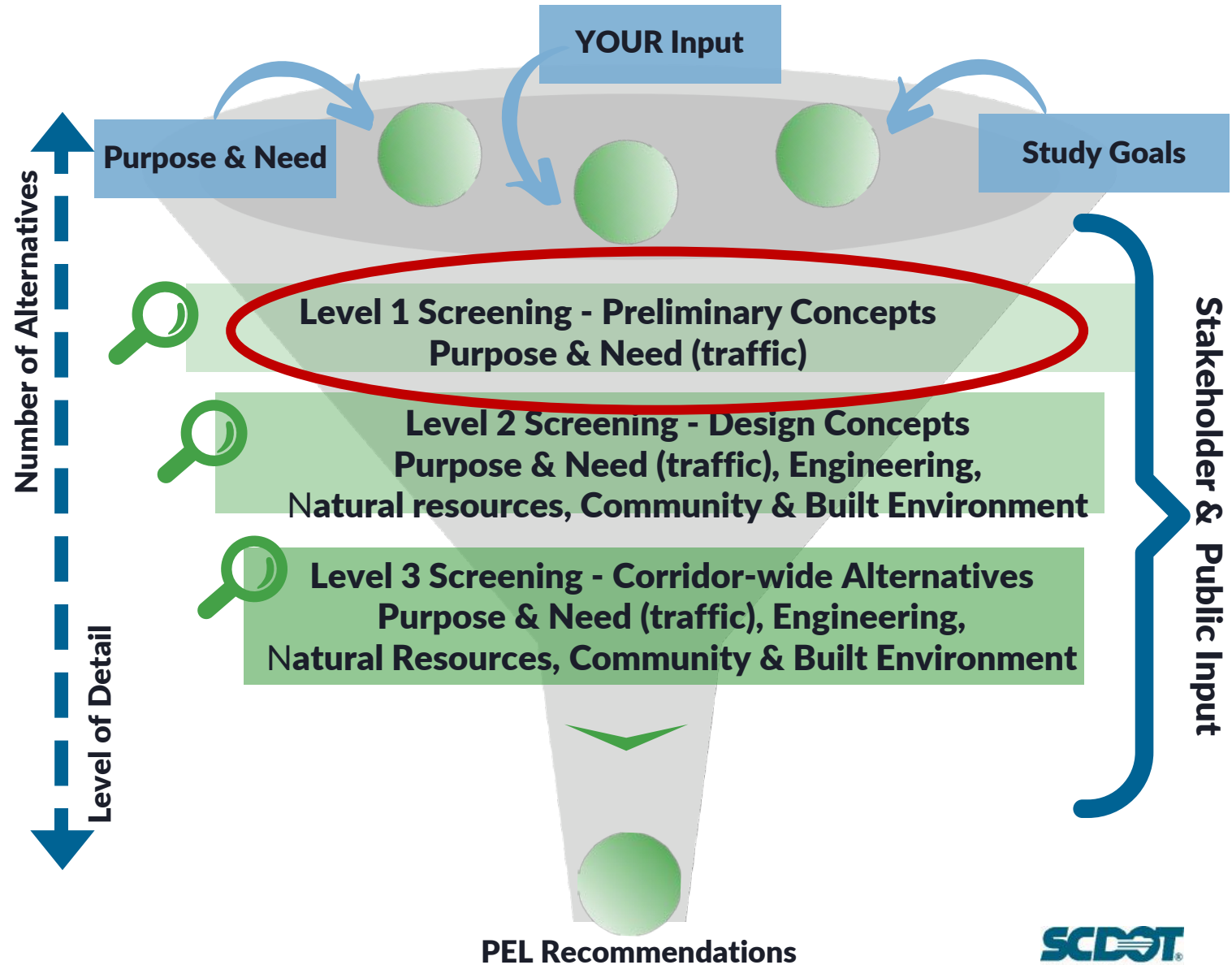
Mainline Improvements
1 or 2 additional lanes



**Interchange
Improvements**

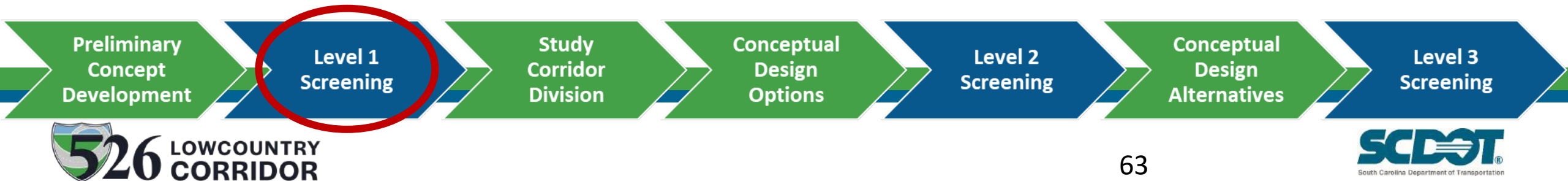
Level 1 Screening

- High-level
- Identify concepts that do not meet the purpose and need
- Improve congestion (Quantitative)
- Improve roadway deficiencies (Qualitative)



Level 1 Screening Criteria

- Improve congestion (Quantitative)
 - Performance Evaluation Methodology-CHATS Interim Regional TDM
 - Improved Level of Service and Volume to Capacity Ratio
 - Reduced Delay and Improved Travel Speed
- Improve roadway deficiencies (Qualitative)
 - Does the concept have the potential to meet SCDOT roadway design standards?

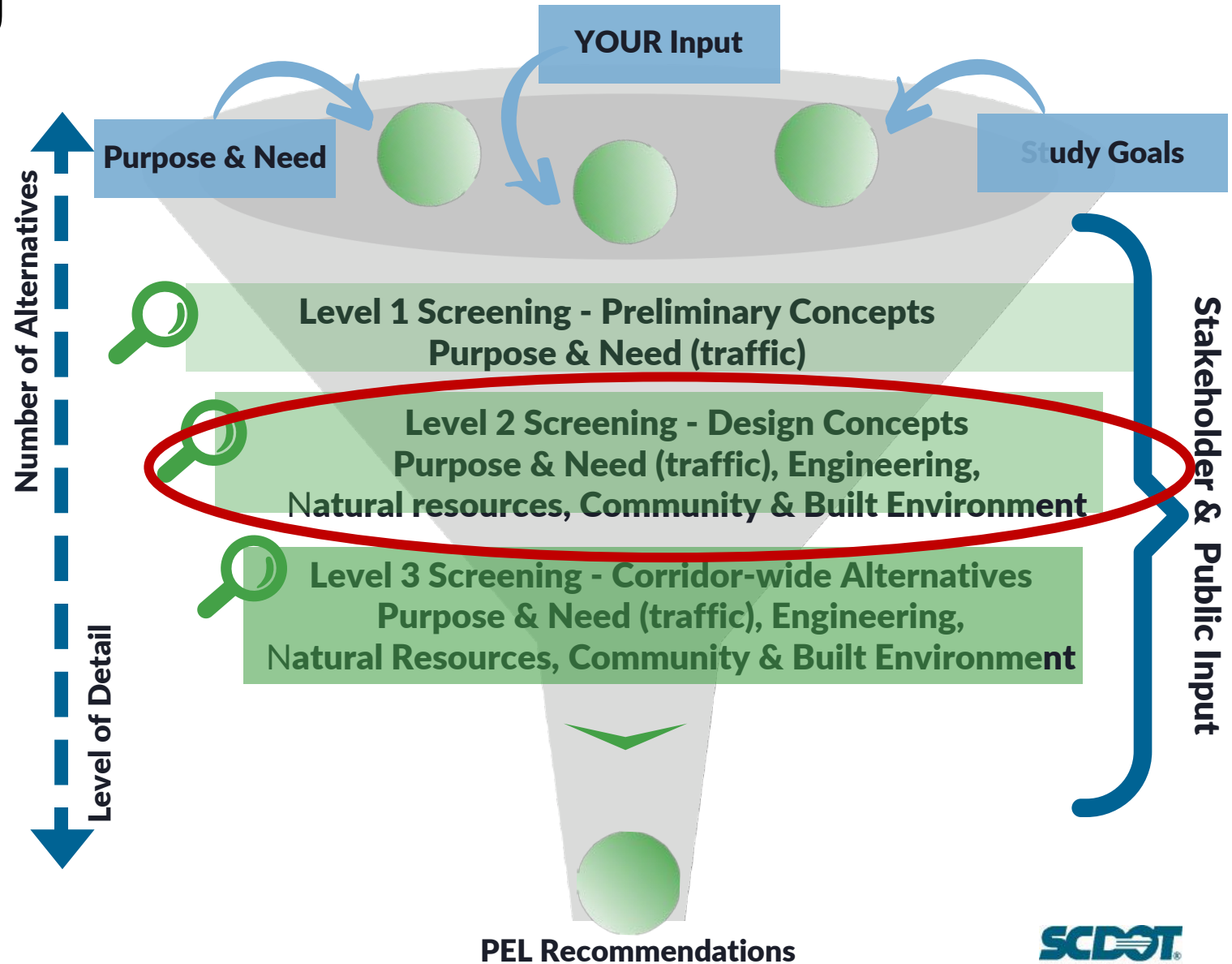


Level 1 Screening Results

- Concepts Carried Forward
 - No-Build
 - 2 additional lanes in each direction
- Supplemental Options Carried Forward
 - Interchange Improvements
 - Dedicated truck ramps to port (additional facility)
 - TSMO Concepts
- Eliminated
 - New location alignment route
 - 1 additional lane in each direction

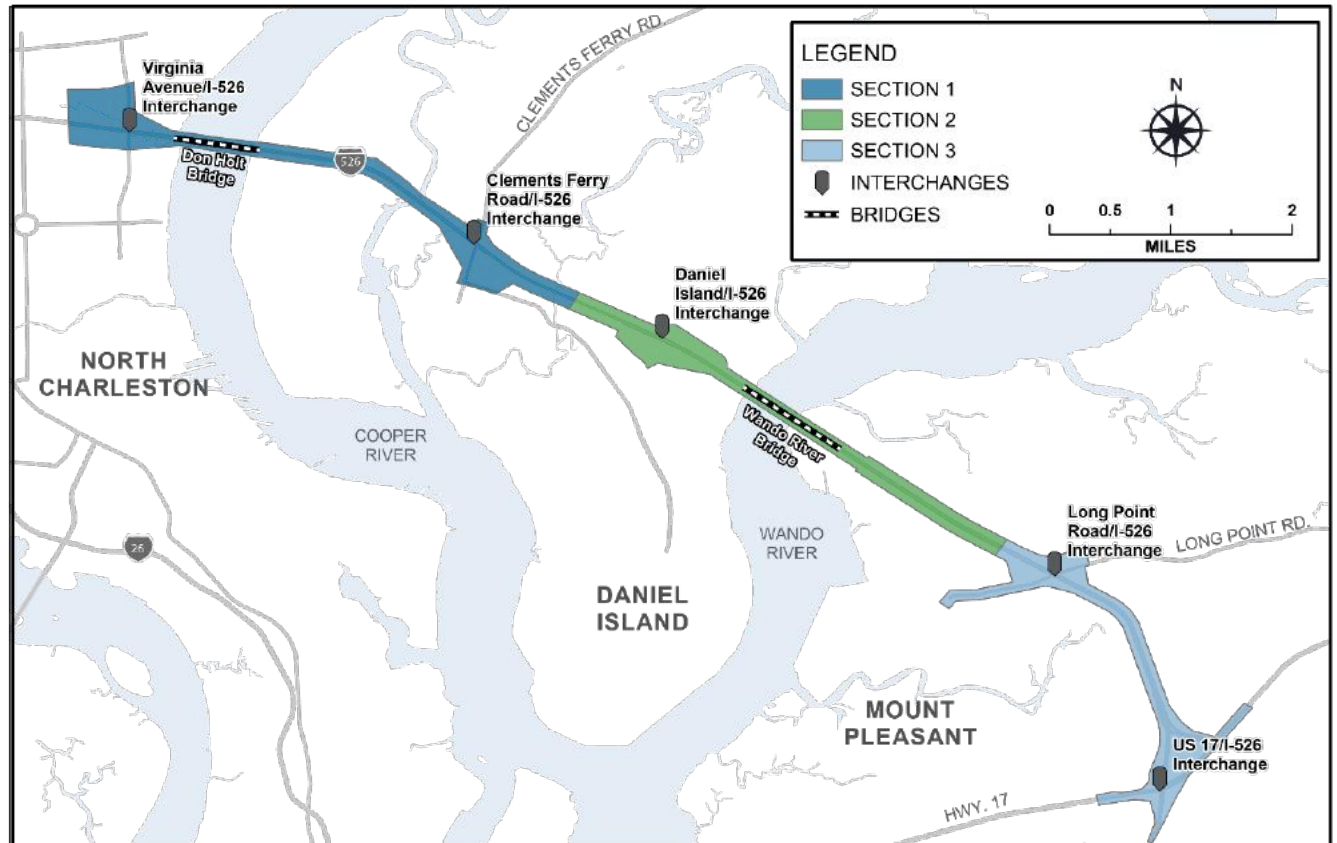
Level 2 Screening

- Evaluate conceptual design options against the No-Build
- Screening criteria:
 - Traffic performance (level of service)
 - Compatibility with local projects, seismic resiliency, ports & transit access, constructability
 - Natural resources (aquatic resources)
 - Community and built environment (relocations, parks, cultural sites)



Study Corridor Division

- Divide corridor into three sections
 - Based on engineering and environmental constraints
- Allows for localized design concepts to be evaluated



Conceptual Design Options

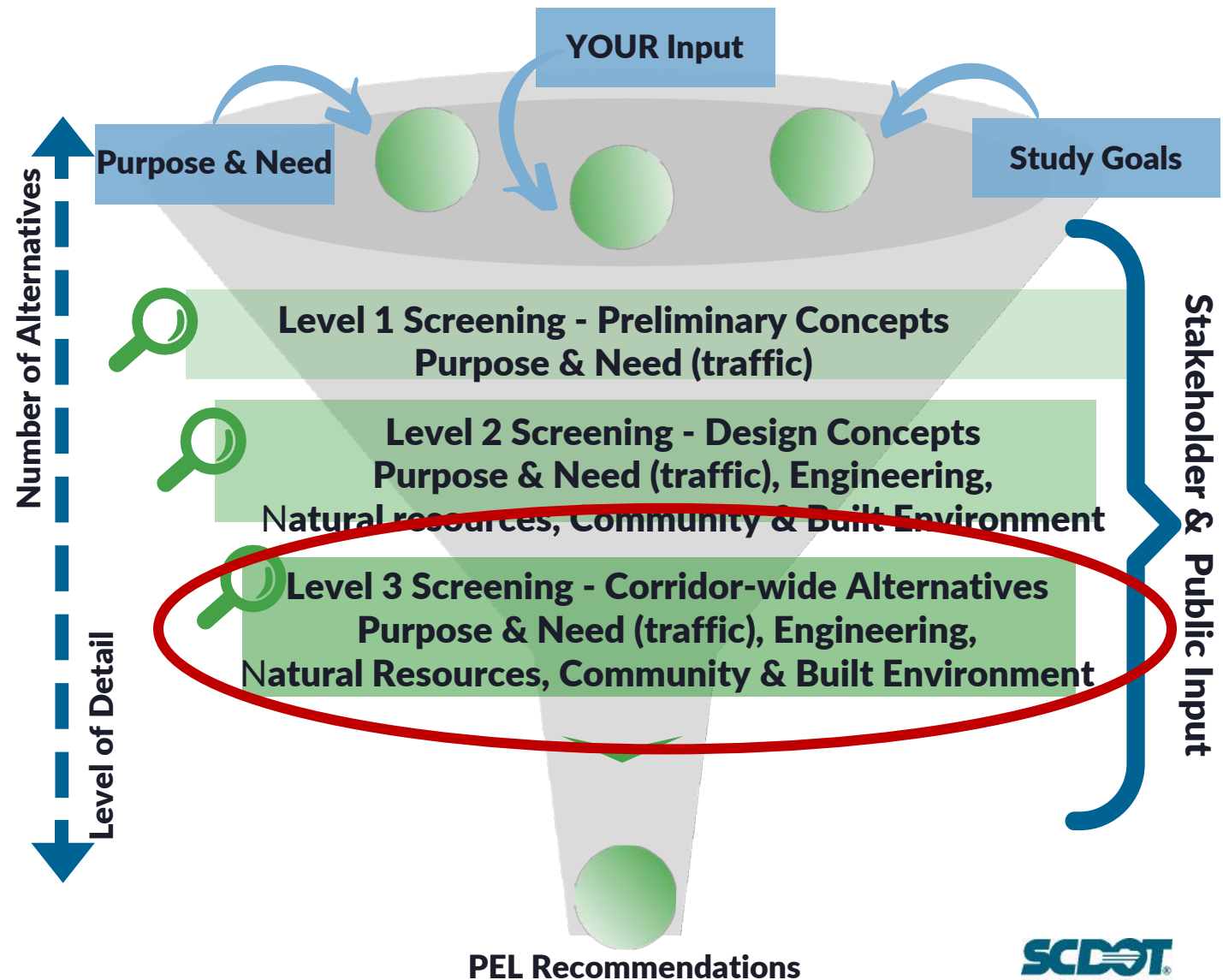
- Symmetrical – Add capacity symmetrically to each side of the existing alignment
- North – Add capacity to the north of the existing alignment
- South – Add capacity to the south of the existing alignment
- Retain – Retain the current bridge structure(s)
- Replace – Replace the current bridge structure(s)

Level 2 Screening Evaluation

- Conceptual Design Options eliminated for:
 - Failing to satisfy the purpose and need based on traffic performance (LOS F)
 - Significant impact(s) to natural or cultural resource(s)

Level 3 Screening

- Corridor-wide evaluation of conceptual alternatives
- Screening criteria:
 - Travel Time
 - Compatibility with local projects, seismic resiliency, ports & transit access, constructability
 - Natural resources (aquatic resources)
 - Community and built environment (relocations, parks, cultural sites)





PEL Study Next Steps and Milestones

PEL Study Next Steps

- FHWA coordination on concepts development and alternatives screening process
- Stakeholder and public input on reasonable alternatives
- Study recommendations – phasing, NEPA class of action, funding opportunities, unresolved issues
- FHWA coordination on PEL FHWA Questionnaire and PEL Study Report

PEL Study Upcoming Milestones

- Alternatives and Screening FHWA Concurrence – Summer 2021
- Stakeholder Meeting – October 2021
- Public Information Meeting – October 2021
- FHWA PEL Questionnaire – January 2022
- PEL Report – January 2022

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 29, 2021

Time: 10:00 am – 11:30 am

Location: Virtual Teams Meeting

Attendees:

Name	Affiliation
Joyce Kirkland	Ashley Harbor Homeowners Association
Ernest Muhammed	LAMC
Elizabeth W. Heatley	Code Lynx
Mark Lester	CDM Smith
Amy Livingston	CDM Smith
Miranda Smeck	CDM Smith
Joy Riley	SCDOT
Rick Day	Stantec
Danny Thrower	Berkeley County
Jim Morrill	Unidentified
Steve Thigpen	Charleston County
Emily Lawton	FHWA
Brent Jonas	CRDA
Sarah Cox	BCDCOG
Bailey Vincett	Charleston Metro Chamber of Commerce
George Ramsey	Charleston Metro Chamber of Commerce
Keith Stanley	Boeing
Mark Smith	SC State Representative
Hampton Lee	SCPA
Christie Rainwater	Mayor of Hanahan
Kyle James	BCDCOG
Pamela Foster	FHWA
Jenny Brennan	SELC
Jane Baker	City of Charleston Neighborhood Services
Mary Eaddy	Unidentified
Shane Belcher	FHWA
Juergen Goehner	Zeltwanger
Jason Crowley	Coastal Conservation League
Yolonda Jordan	FHWA
Katie Zimmerman	Charleston Moves
Gwendolyn Moultrie	City of North Charleston Planning and Zoning Department

8033516561	Unidentified
Kathryn Basha	BCDCOG
Franny (Last name unknown)	<i>Not stakeholder</i>

Meeting Objectives:

- *WEST Project Updates*
 - Review of public engagement and how public and stakeholder input was used to influence the project
 - Updates to EJ Community Mitigation Plan and associated outreach
 - Introduction and next steps with Community History Preservation Program (CHPP)
- *EAST Study Updates*
 - Overview of the alternatives analysis process
 - Identification of next steps, including public engagement and how this would translate into the NEPA process

Agenda:

1. Welcome
2. Presentation
 - a. Update on I-526 LCC WEST
 - i. Project Background
 - ii. A Review of the results of the Public Hearing engagement opportunities, the comments received and how Public and Stakeholder input was incorporated into the project
 - iii. A review of Environmental Justice Specific Outreach since the beginning of the Public Hearing comment period, including pop-up events, neighborhood-level meetings, canvassing and Community Office activities. An update was provided on the Community Advisory Council.
 - iv. Public Engagement Touch-Points/Data Driven Strategies – A review of the geographical analysis of all outreach conducted to date and how any gaps were being addressed
 - v. Updated EJ Community Mitigation Components
 - vi. Community History Preservation Program – Introduction and Path Forward
 - b. Update on I-526 LCC EAST
 - i. Project Overview
 - ii. Summary of Summer 2020 Public Engagement and overall analysis of comments received
 - iii. Concepts Development & Alternatives Analysis – Discussion of how concepts were created and analyzed
 - iv. PEL Study Next Steps and Milestones including the next set of public and stakeholder meetings in October 2021
 - c. Questions/Contact
 - d. Final Note(s)

- i. SCDOT should have a much better idea of the schedule going forward by next summer
- 3. Closing

Questions:

1. What is the structure of the proposed noise walls- how are they built, what are they comprised of, what else can you tell us about them? (Mary Eaddy)
 - a. Noise wall technology is evolving. DOT has done very few noise walls in the past- there are some going in on I-20 now. They are typically made of concrete for maintenance and safety. They are sturdy enough to not be re-constructing constantly.
 - b. It will probably be at least 5 years before construction begins in these phases [with noise walls], so SCDOT will look at technology again at that time. Of upmost importance is meeting the noise reduction criteria.
2. What work is being done to prepare the CAC to transition to an oversight committee? (Ernest "Omar" Muhammad)
 - a. The CAC work is ongoing right now, and the SCDOT team is trying to coordinate the transition to the oversight committee. The role of the CAC vs. the oversight committee role was explained, noting that the CAC is driving the oversight process and "we are learning as we go." Joy hopes that 1 or 2 members of the CAC will carry forward into the oversight committee. SCDOT will try to recruit and include more folks from outside of the CAC who want to get involved, including more agency involvement.
 - b. Joy noted most of the mitigation items will happen prior to the construction of the actual roadway pieces.
3. What are the current constraints to bus access on 526? There was an article in the paper that referenced it. (Katie Zimmerman)
 - a. Joy had seen the article Katie was referring to, and she noted that this is an area where SCDOT is focusing their intention. Leadership is aware of the constraints and those will be driving the design. There are currently 12' shoulders proposed as part of the project, but SCDOT knows this might change in the design/build phase with shoulder-use proposed in the future for HOV/bus lanes/etc.
 - b. SCDOT is very aware of the issue, but they do not yet have an answer to it beyond being intentional in design to leave options in the future.

Appendix Y.1K

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (October 2021)



526 LOWCOUNTRY CORRIDOR

October 2021 Stakeholder Meeting
Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





Project Background

Planning & Environmental Linkages Study

I-526 LCC EAST Study Area

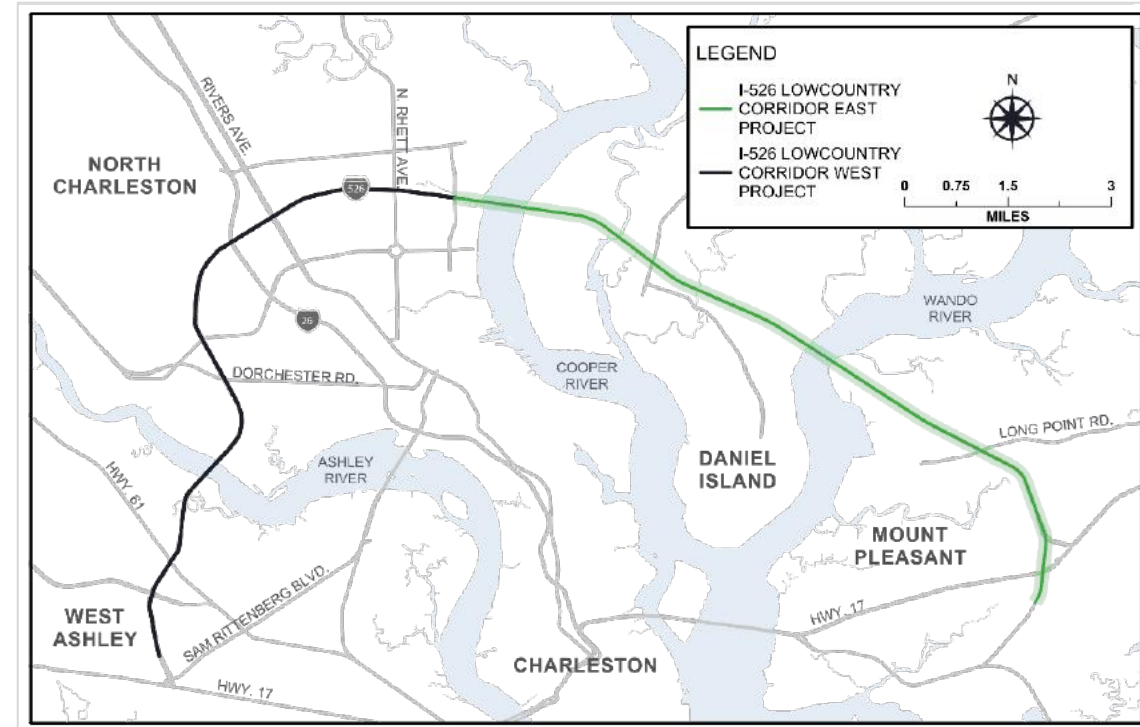
Virginia Avenue to US 17

10 
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What is a PEL?

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Tool for **creating efficiency** in transportation development

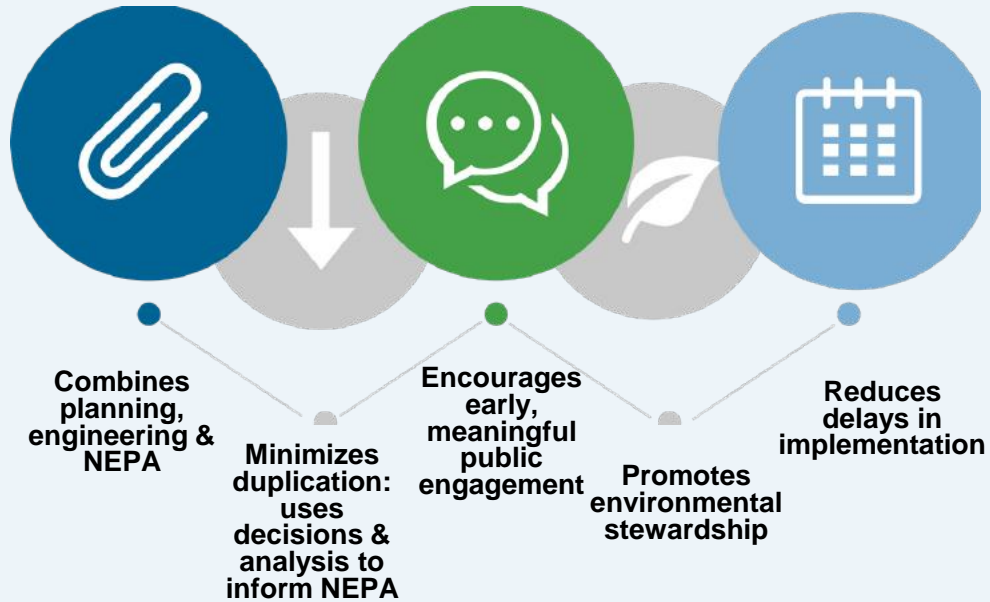
2

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?

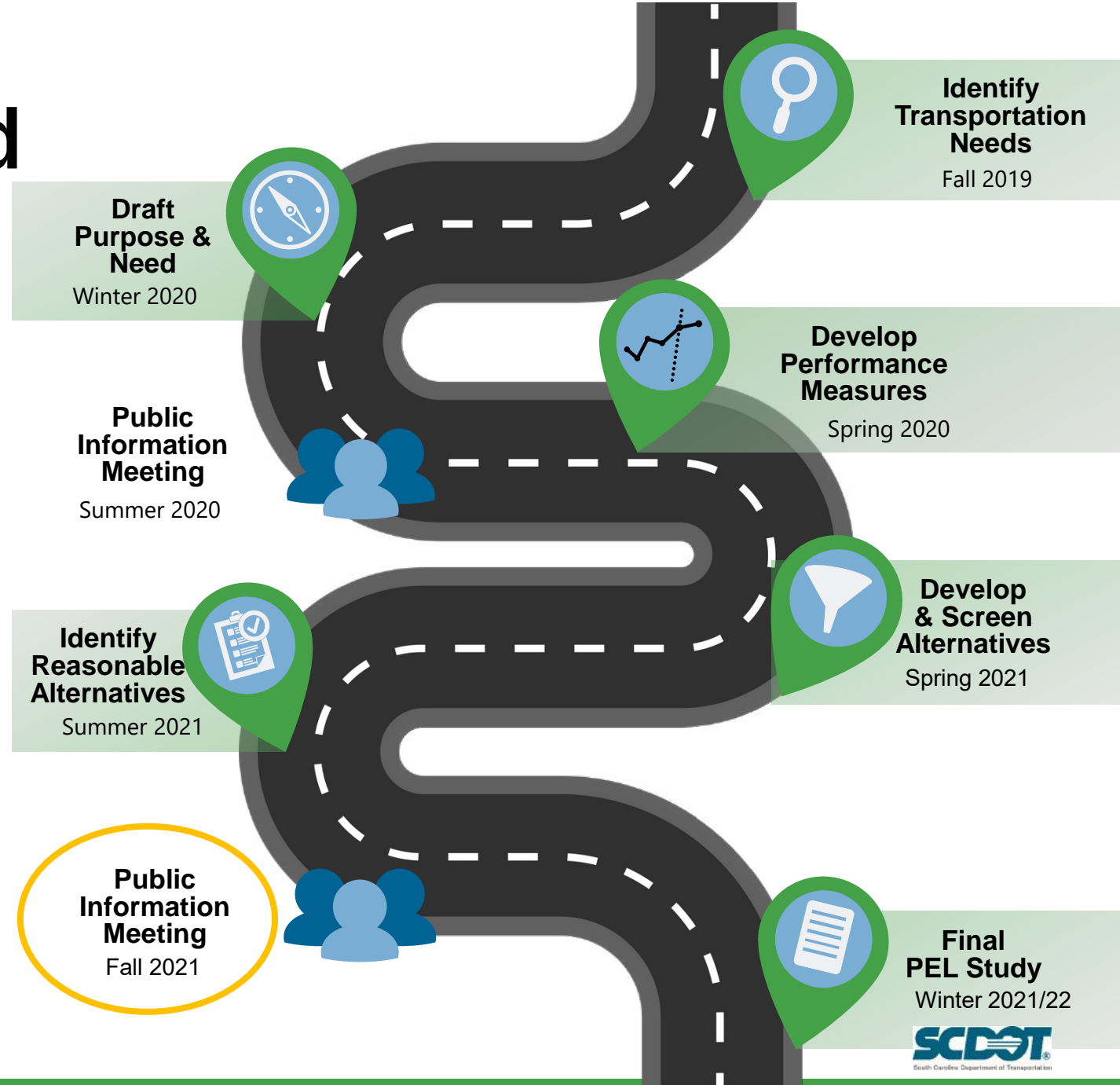


Who Participates?



PEL Study Completed Milestones

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March 23, 2020
- MetroQuest Survey
May 14 - August 15, 2020
- Public Information Meeting (Online)
July 15 - August 15, 2020
- Purpose & Need (FHWA Concurrence)
February 18, 2021
- Concepts Development & Preliminary Screening
April/May 2021





Preview of Public Meeting Materials

Draft Purpose & Need

Project 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.

Project Goals

-  **Compatibility:** Align with local land use plans & projects
-  **Demand:** Accommodate increased numbers of vehicles
-  **Seismic:** Design any new roads or bridges with new earthquake standards
-  **Connectivity:** Improve connections with local ports, railway facilities, and transit
-  **Safety:** Reduce traffic-related crashes
-  **Multimodal:** Enhance movement through the corridor including other modes such as carpool, transit, walk, or bike
-  **Technology:** Accommodate future transportation technologies for vehicles, system monitoring, driver information, and traffic operations

Identified Needs

Mobility

This is a busy corridor supporting a large number of people, goods, and services. The key issues are:



Traffic congestion from high traffic volumes & limited capacity



Over Capacity Roadways



Unreliable Travel Times



Congestion-Related Crashes

Roadway Deficiencies

The current roads, bridges and interchange ramps are not designed to handle the current or future traffic demands. The key issues are:



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps

What did we hear & how did we use YOUR input?

What We Heard: Public Information Meeting #1

Meeting Live:
July 15 -
August 15, 2020

**84
Comments**

83 Online Comments
1 Emailed Comment

Top 5 Comments & Concerns:

21% 

Concerned
with Noise
Impacts

10% 

Wanted Alternative
Truck/ Freight Routes

5% 

Support
Widening

13% 

Concerned with
Neighborhood
Impacts

6% 

Wanted Trucks in
the Right Lane/
Truck-Only lanes

How was YOUR Input Used?



To validate the purpose & need for transportation improvements in the corridor.



To refine project goals.



To develop alternatives concepts.



Noise was the #1 concern of the community. When will noise be studied?

More refined designs are needed to conduct a proper noise study; the current designs are high-level concepts.

This is determined during the next phase in the environmental analysis associated with the National Environmental Policy Act (NEPA). Then, multiple types of noise reduction strategies can be explored.

More information on the SCDOT noise policy can be found on the SCDOT environmental toolkit webpage

What We Heard: Public Survey

Survey Live:
May 14 -
August 15, 2020

Most Travelers
Experienced
Congestion
both
AM & PM

Top multimodal improvements
desired along the corridor:

42%    

Truck-only Lanes



18%



High-Occupancy
Vehicle (HOV) Lanes or
Carpool Lanes

OR

High- Occupancy
Toll (HOT) Lanes

85%

Most people travel the corridor using their personal vehicle



Travelers are experiencing these top safety-related issues:



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25%



Truck
Merging
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Aggressive/
Distracted
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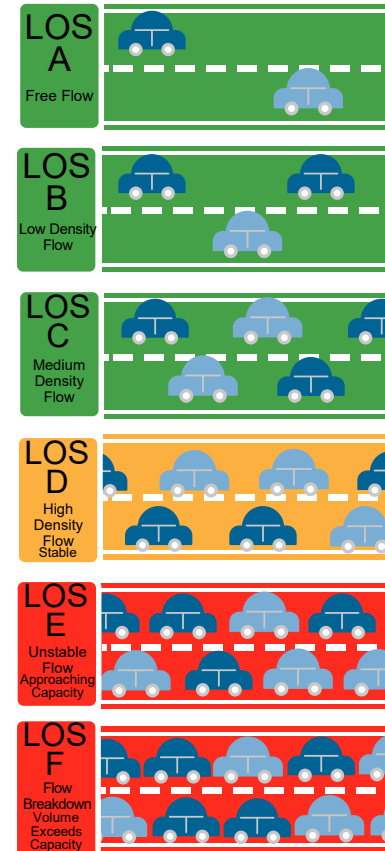
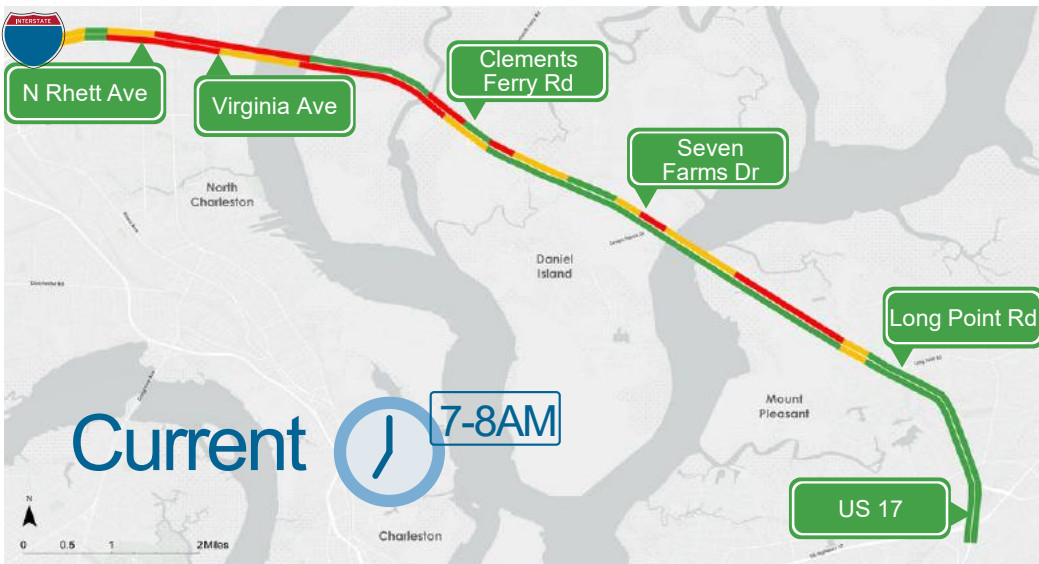


3,103
Responses

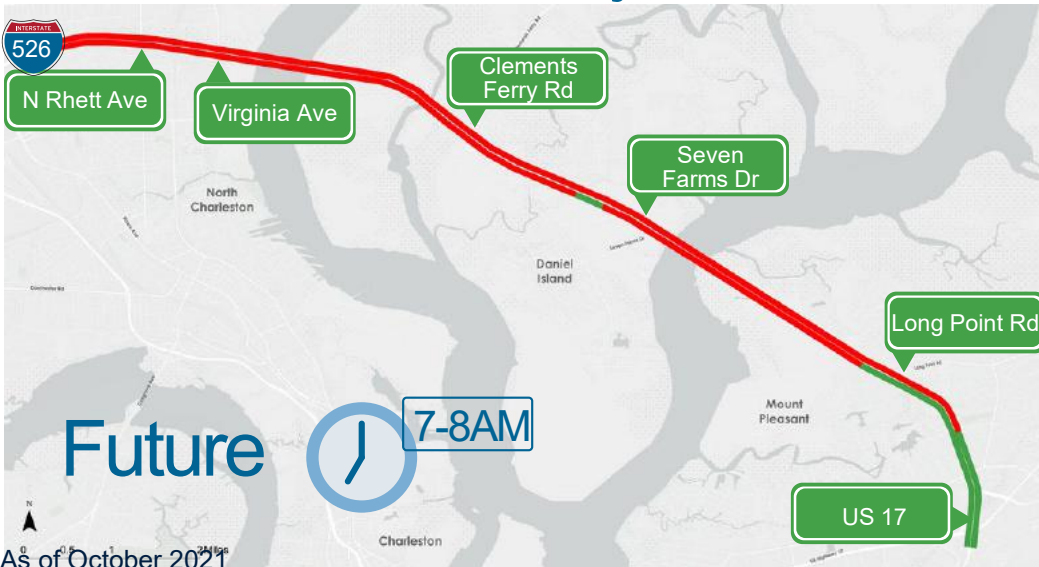
How much is traffic expected to grow by 2050?

2017 Level of Service (LOS) Conditions during Rush Hour

72% increase in Annual Average Daily Traffic & 68% increase in truck volumes expected in 2050



2050 LOS Projections with No Improvements during Rush Hour



How & why do we measure Travel Time Reliability?



Travel Time Index (TTI) =

$$\frac{\text{Time it takes to get somewhere}}{\text{How long it would take to get there if you could go the speed limit}}$$



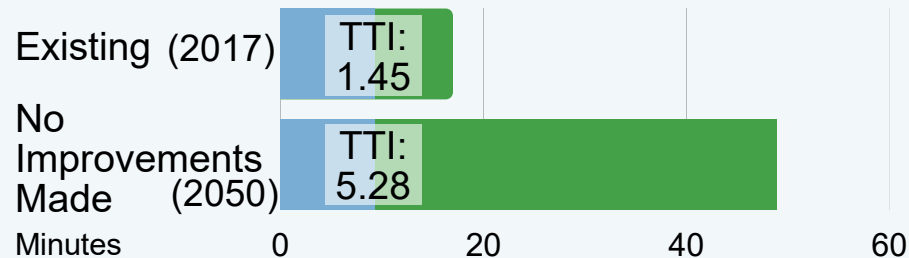
Why use this measure? If roads have a lot of traffic, even a slight disturbance can cause: Excessive Delays, have a Greater Impact, and Take longer to Recover than in a non-congested area.

The Travel Time Index represents the additional time required to drive a certain route during rush hour (as opposed to when there is no traffic)

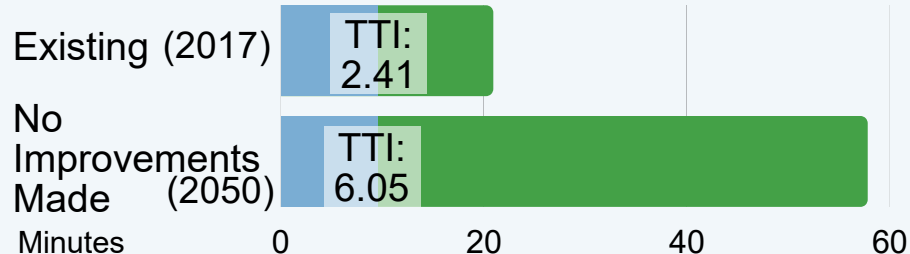
What would this tell me?

How long would it take to go from Virginia Avenue to US 17 in Mount Pleasant in 2050 when there is no traffic (blue) vs rush hour (green)

Eastbound - Going to Mount Pleasant



Westbound - Going to North Charleston



Middle of the Night



Rush Hour

These graphs explain the Travel Time Index. Blue represents how long it would take to drive the corridor if there were no traffic, like in the middle of the night (2050). Green represents the additional time it would take to travel the corridor during rush hour. **The green bars are substantially longer under the no improvement scenario - meaning it would take that much longer to drive the corridor during rush hour in 2050 if no improvements are made.**

What does this mean?

If no improvements were made, travel times are expected to increase by 193% traveling Eastbound and 104% traveling Westbound in 2050.

What else could be done to reduce these times?

Learn more about Transportation Systems & Management Solutions in the next stations.



Stop & Pause for Questions

What types of concepts did we look at?

1 The "No Build" Alternative

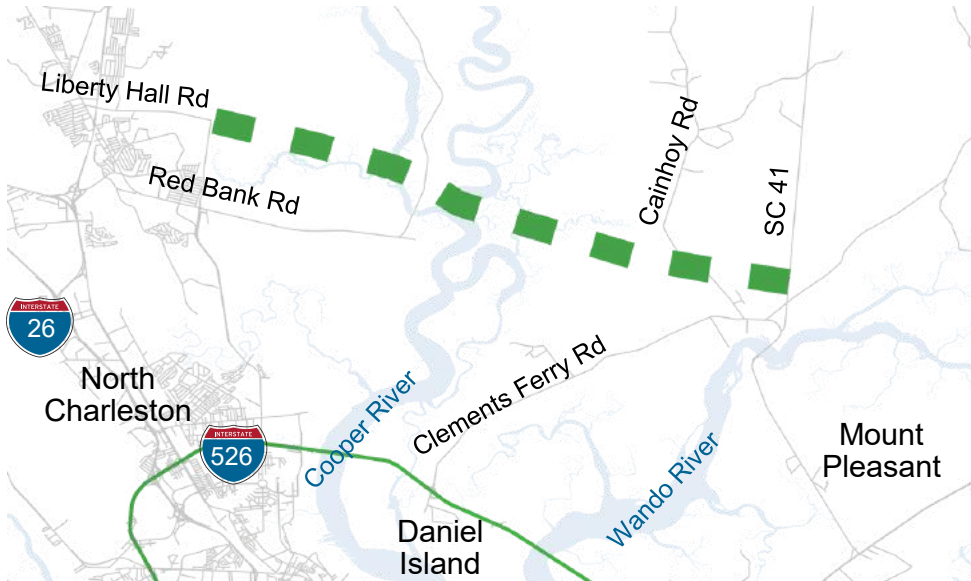
What would happen if no improvements were made?

Increased travel times and congestion. Additionally, as congestion increases, congestion-related crashes typically increase.

3 Parallel Routes

Why not build a new parallel road reduce traffic?

A new alternative route would only provide minimal improvements in congestion and travel speed. It also would not improve the roadway deficiencies of the existing I-526 corridor.



2 Transportation Systems Management & Operations (TSMO)

What other options could help extend the life of I-526 and/or prevent the need for us to build anything?

TSMO strategies are used to extend the life of a highway and avoid or delay the construction of new lanes. The existing infrastructure may not always support these options without additional construction. In this case, TSMO strategies alone would not provide the level of improvement needed. *Examples:*



Accommodation of Connected & Autonomous Vehicles



Park and Ride



Variable Speed Limit



Shoulder Lane Use

4 Adding Lanes

If we widen the existing road, how many lanes would we need in each direction? 1 lane in each direction would not improve congestion or travel time enough in 2050. Adding 2 lanes in each direction would improve both congestion and the roadway deficiencies on I-526.

+ 1



+ 2 ✓

Which transportation system management & operations options were analyzed?

Proposed to be carried forward into NEPA



Shoulder Lane Use i.e. "Bus" or "Car on Shoulder"

Shoulders are used as flexible travel lanes during rush hours



Traveler Information Incident Management Road Weather Management Work Zone Management



Park and Ride

Provides parking for ride sharing and bus use



Enhance Lane Markings Improves driver experience



Variable Speed Limit

Speeds adjusted to optimize traffic flow



Accommodate Connected & Autonomous Vehicles Uses technology to improve safety and operations

Not reasonable for this project

Why not? These managed lanes options (below) do not meet the Purpose & Need of the project without regional implementation. HOWEVER, any project constructed would be done in a manner not to preclude the implementation of a regional plan.



High Occupancy Vehicle Lanes i.e. Carpool Lanes

High Occupancy Toll Lanes
Adds a lane for vehicles with more than 1 passenger or those willing to pay
Dedicated Truck Lanes



Congestion Pricing Includes a toll that increases or decreases to control the number of vehicles



Ramp Metering

Controls the number and pace of cars entering the freeway

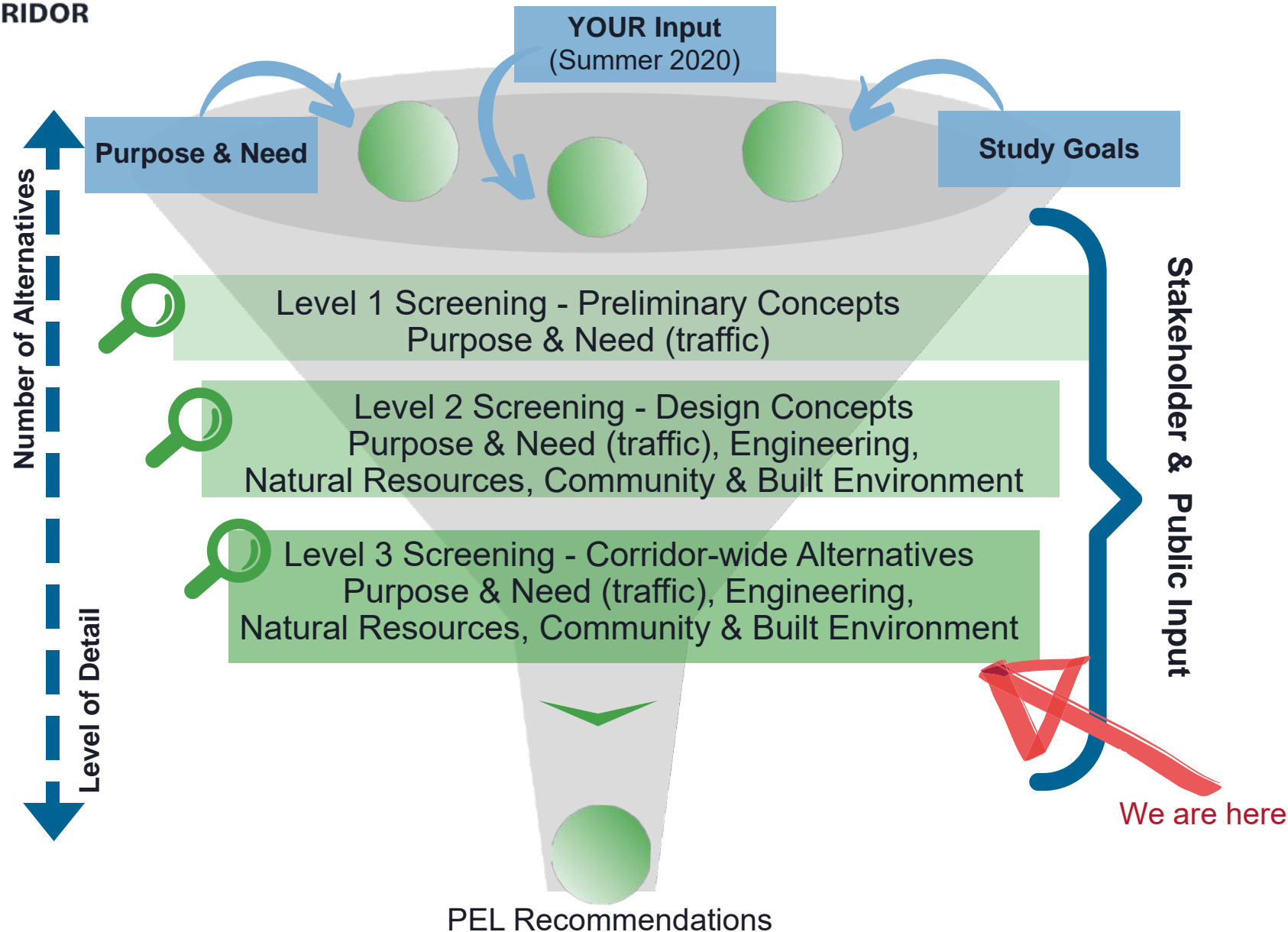
Why not? Some simulation models showed merging issues for general traffic.



Truck Platooning

Uses technology to allow multiple trucks to travel in a very tight formation

Alternatives Concepts Screening Process



How were the alternative concepts evaluated?





























The project team evaluated the alternatives through a three-step screening process to identify the reasonable alternatives that are presented today.

Each level of screening included a more detailed analysis of the alternatives. As the process progressed, poorly performing alternatives were removed from further review.

The resulting alternatives are proposed to be carried forward into the NEPA process.

Reasonable Alternatives Matrix

How do each of the reasonable alternatives compare based on the identified criteria?

	No Build	Alternative 1	Alternative 2	Alternative 4	Alternative 5	Alternative 7
 Replace Don Holt Bridge?	 Keep	 Keep	 Keep	 Replace + Raise	 Replace + Raise	 Replace + Raise
 Replace Wando Bridge?	 Keep	 Replace + Lower	 Replace + Lower	 Replace + Lower	 Replace + Lower	 Replace + Lower
 Impacts to Aquatic Resources (acres)	0 Acres	179 Acres	177 Acres	167 Acres	174 Acres	178 Acres
 Relocations	0 	73 	73 	80 	64 	72 
	0 	25 	27 	12 	15 	26 

Reasonable Alternatives Matrix - Continued

How do each of the reasonable alternatives compare based on the identified criteria?

	No Build	Alternative 1	Alternative 2	Alternative 4	Alternative 5	Alternative 7
 <p>Impacts to Parks & Recreational Facilities?</p>	0	3 Ralph M. Hendricks Park, Governors Park, Kearns Trail	3 Ralph M. Hendricks Park, Governors Park, Kearns Trail	2 Ralph M. Hendricks Park, Governors Park	3 Ralph M. Hendricks Park, Governors Park, Kearns Trail	3 Ralph M. Hendricks Park, Governors Park, Kearns Trail
 <p>Impacts to Threatened & Endangered Species?</p>	No	No	No	No	No	No



Bike & Pedestrian Access

All reasonable alternatives, except the No Build, include a 14 ft. shared-use path along the river crossings to provide access for bicycles and pedestrians. The shared-use path along these river crossings would connect with planned and existing facilities and support regional multi-modal goals.

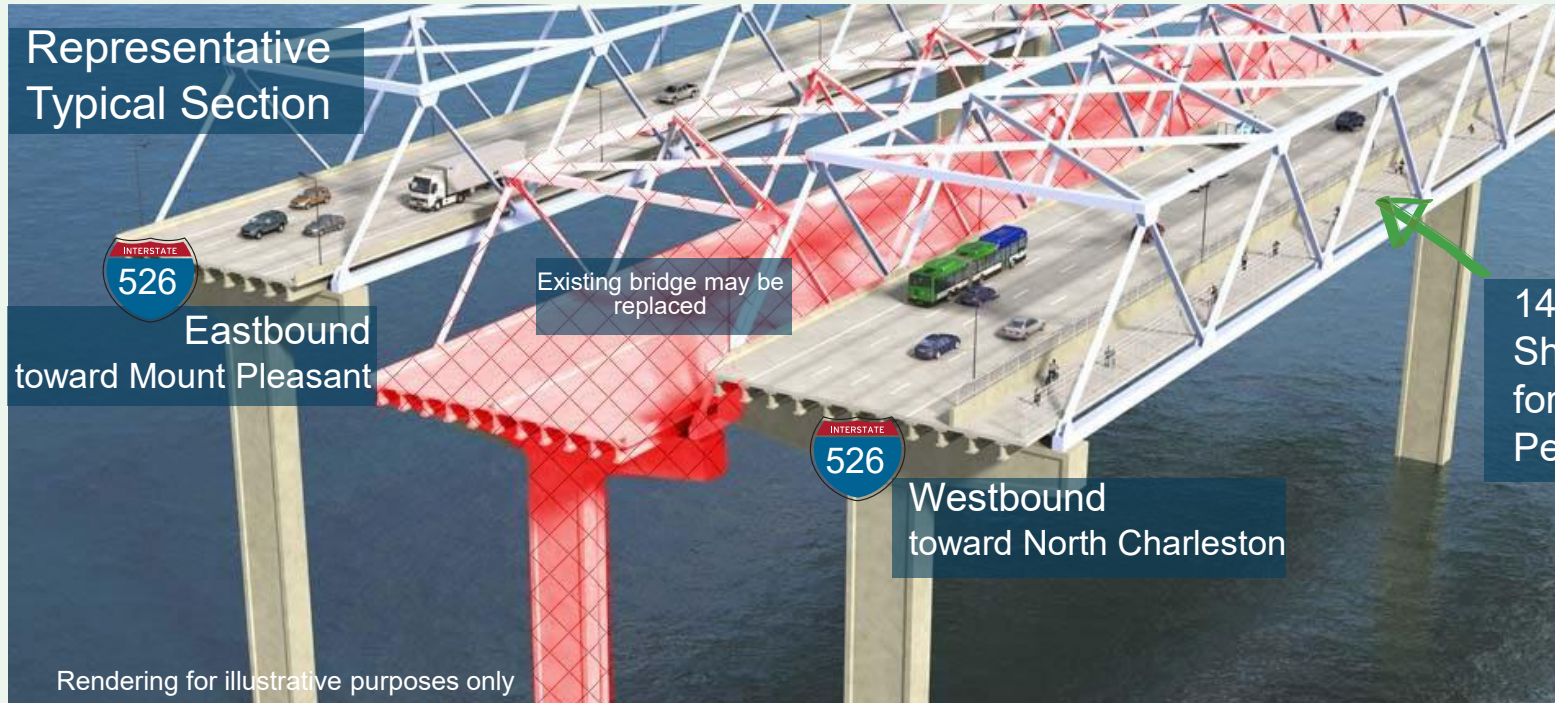


Costs

Cost is not a determining factor at this stage. However, variables influencing costs include whether or not a bridge would be replaced, the right-of-way needed, having to move any utilities, and any costs associated with mitigating impacts to the environment or communities.

Don Holt Bridge Features

How tall should the Don Holt Bridge be?

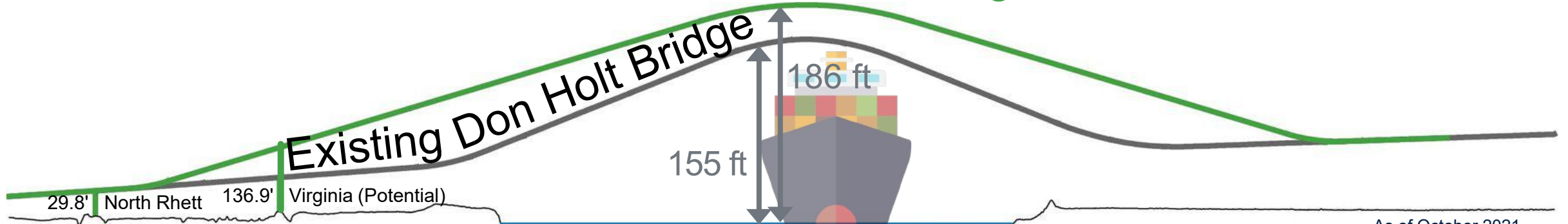


How do we determine the proposed bridge height?

Navigation studies and coordination with US Coast Guard are required to establish new bridge height



Potential Don Holt Bridges



Wando Bridge Features

How tall should the Wando Bridges be?



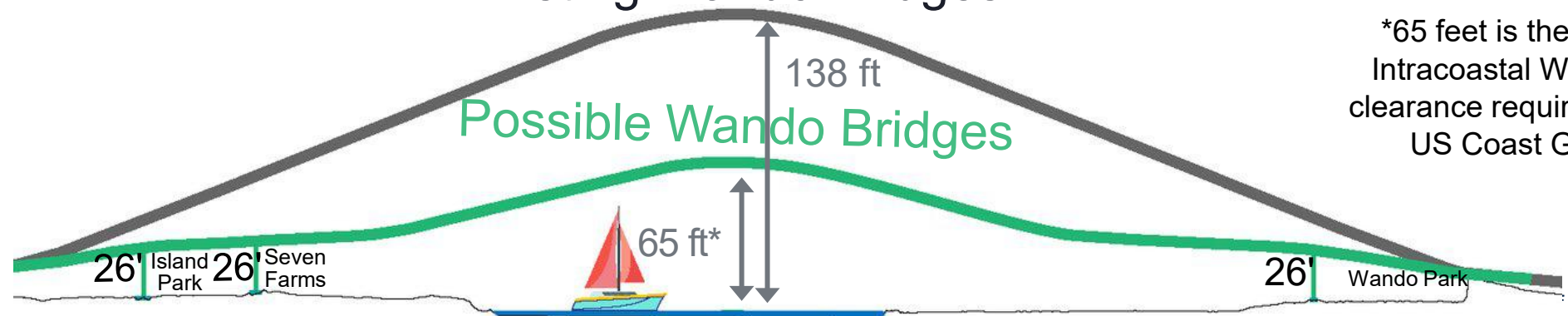
How do we determine the proposed bridge height?

Navigation studies and coordination with US Coast Guard are required to establish new bridge height

14-foot, Shared-use Path for Bikes & Pedestrians



Existing Wando Bridges



*65 feet is the typical Intracoastal Waterway clearance required by the US Coast Guard

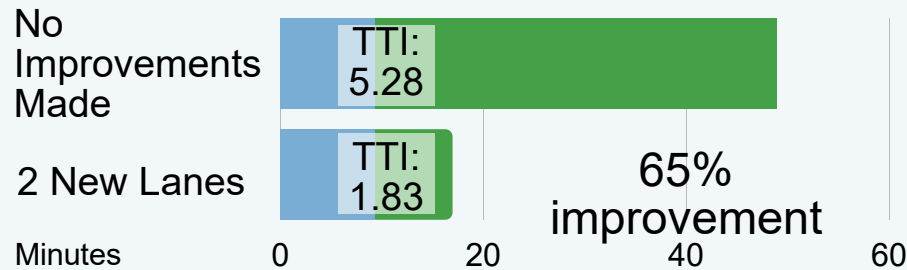
Traffic Performance of Reasonable Alternatives

How do the reasonable alternatives improve the Travel Time Reliability?

All reasonable alternatives have the same lane configurations and therefore would provide similar improvements

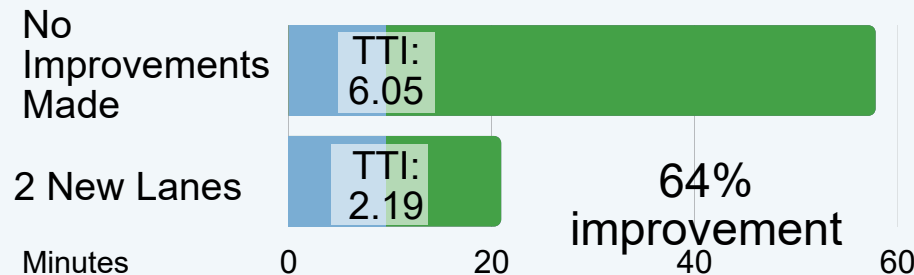
Comparing the No-Build vs. Build in 2050

Eastbound - Going to Mount Pleasant



No Traffic
(Like Middle
of the Night)

Westbound - Going to North Charleston



Rush Hour
(Such as
5-6pm)

These graphs help explain the Travel Time Index. The blue shows how long it would take to drive the corridor if there were no traffic in 2050 (AKA how long it takes to drive it going the speed limit) and the green shows the additional time it takes to travel the corridor during rush hour. Note, the green bars are substantially longer if no improvements are made - meaning it would take that much longer to drive the corridor.

What does this mean?

The Travel Time Index indicates it would take less time to drive from North Charleston to Mount Pleasant (and the reverse) if any of the reasonable alternatives were constructed



Estimated Drive Times During Rush Hour in 2050

	No Improvements Made	Reasonable Alternative Constructed
Eastbound Going to Mount Pleasant	49 Minutes	17 Minutes
Westbound Going to North Charleston	58 Minutes	21 Minutes



Stop & Pause for Questions



PEL Study Next Steps and Milestones

Next Steps

How does a PEL Study transition to NEPA and what happens after?

PUBLIC & AGENCY INVOLVEMENT

Planning & Environmental Linkages Study (PEL)

1.5 - 2.5 Years

- Planning studies
- Existing conditions analysis
- Future forecasts
- Study goals
- Purpose & need
- Range of alternatives and screened reasonable alternatives
- Cost estimates and Implementation Plan
- Level of NEPA analysis: Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement

NEPA

1 - 2 Years

- Confirm/refine purpose & need
- Detailed environmental studies & noise analysis
- Refine alternatives
- Explore mitigation & commitments
- Prepare decision document

Project Implementation

- Final design
- Right-of-way acquisition
- Permitting
- Mitigation commitments
- Construction

Maintenance Operations

- Maintenance of roadway and right-of-way

- ✓ The PEL provides SCDOT leadership the estimated project costs to better plan the schedule for future improvements
- ✓ Schedules for construction will be established in the next phase based on:
 - Priorities
 - Estimated Costs
 - Available Funding
 - Design details
- ✓ Detailed noise and environmental analysis will be done in NEPA

How can I participate?

Official Comment Period
October 11 - December 1, 2021

How to Participate



Project Website

526LowcountryCorridor.com/eastvpim2021
Live, October 11, 2021

The Public Information Meeting webpage contains all the materials you would see at an in-person meeting.

A mailed public information meeting packet may be requested by calling 843.258.1135 or emailing info@526LowcountryCorridor.com.



In-person Public Meetings

Tuesday, October 26, 2021 5-7 PM

R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC

Wednesday, October 27, 2021 5-7 PM

Felix C. Davis Community Center
4800 Park Circle, North Charleston, SC
CARTA Routes 13 & 104

Spanish translation services available at all meetings.

How to Comment

Meaningful input is our number one priority. Below are the ways to make your voice heard in the official project records.



Project Website

526LowcountryCorridor.com
Fill out a comment form on the project website.



Project Hotline

843.258.1135 (Call Us)
Press "2" to leave a verbal comment. Comments will be limited to 2 minutes.



Project Email

info@526LowcountryCorridor.com



Mail

Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street, Room 401
Columbia, SC 29202-0191



Stop & Pause for Questions



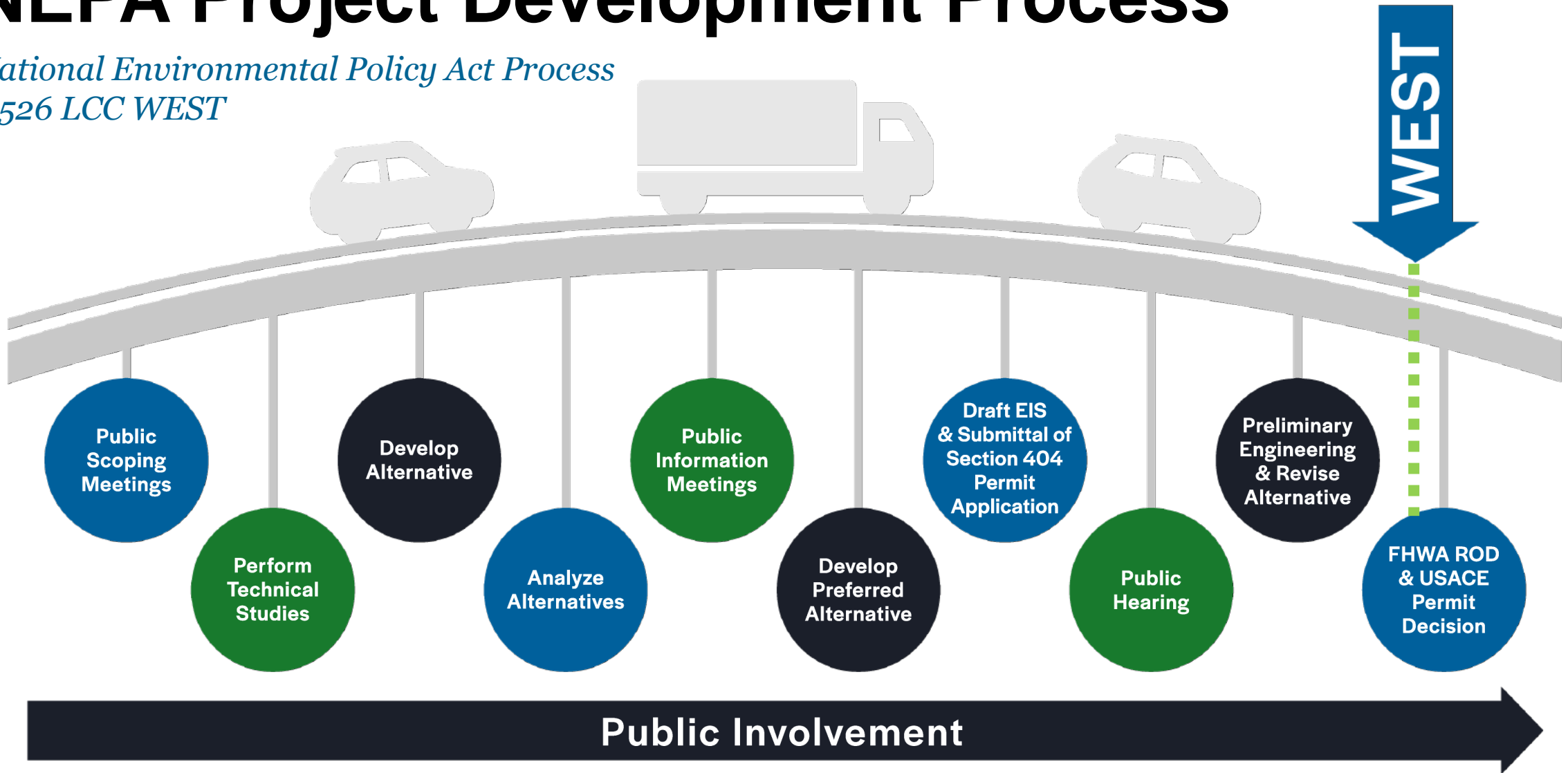
WEST Updates

An Environmental Impact Statement



NEPA Project Development Process

National Environmental Policy Act Process
I-526 LCC WEST



What is missing from this story?



The Washington Post
@washingtonpost

...

The dismantling of Black communities for highways is not just a thing of the past.

In a planned highway widening project a few miles north of Charleston, 94 percent of displaced residents live in communities mostly consisting of Black and Brown people.



Black people are about to be swept aside for a South Carolina freeway — again South Carolina destroyed Black homes to build I-26 and I-526 without much engagement. The state vowed to engage residents for a new project, but it still ...
[washingtonpost.com](https://www.washingtonpost.com)

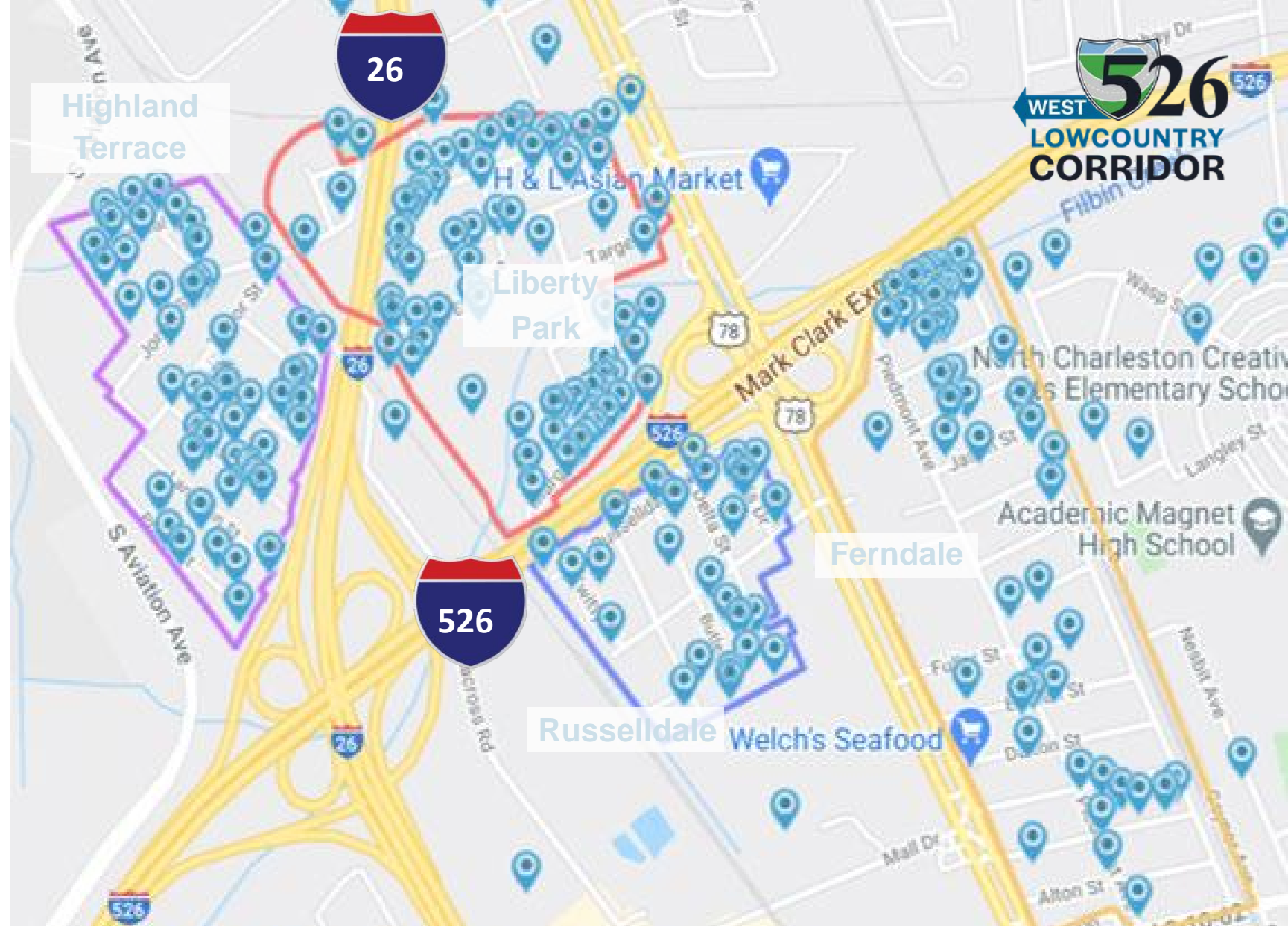
12:21 PM · Sep 19, 2021 · Twitter Web App

3,420 Retweets 545 Quote Tweets 3,833 Likes

We reached out, but how many engaged back?



By the end of the public hearing in Winter 2021, each of these addresses had "touched" us back!



IN THE COMMUNITY, FOR THE COMMUNITY



LOWCOUNTRY
CORRIDOR

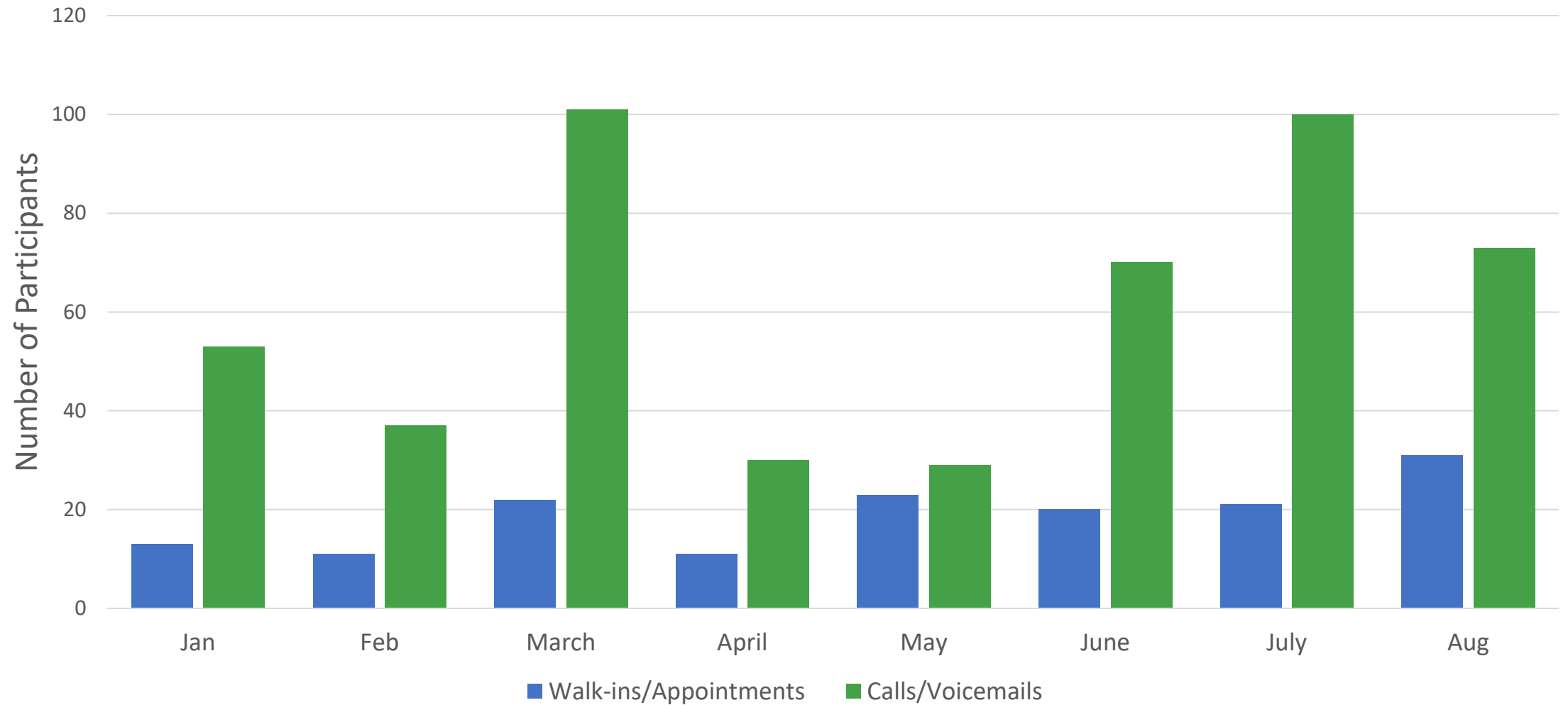
YOUR COMMUNITY OFFICE

152 VISITS THIS YEAR!

431 SINCE OPENING
NOVEMBER 2019



2021 Community Office Engagement



COMMUNITY RESOURCE INFORMATION SESSIONS

- Monthly, August - December 2021
- 2 Sessions per Topic (Lunchtime & Evening)
- In-person & Online
- Topics handpicked



Monday, September 27, 2021

Let's Put Your Financial House in Order!

Learn how to manage your finances, save for unexpected expenses, and plan to buy a home.

Monday, October 25, 2021

White Coat Fright

Are you afraid to visit a doctor? Don't be! Learn more about white coat fright and how to prioritize your healthcare.

Monday, November 8, 2021

What's the Difference in Trusts Versus Wills?

Learn the difference between a trust and a will and how you can begin planning for your family after your death.

Monday, December 6, 2021

What is PTSD (Personal Traumatic Stress Disorder)?

Learn more about PTSD and how to handle stress during difficult times.

2021 Community Advisory Council Activities

The project team has worked with the CAC to:

- Formed subcommittees to further develop mitigation commitments
- Shared project information with neighbors
- Advise the project team on adjusting and finalizing mitigation components
- Develop and improve tools to engage with residents
- Serve as a voice for the EJ neighborhoods
- Begin preparing for the Project Oversight Committee

Stay tuned - the Project Oversight Committee is coming soon.

Proposed Community Mitigation Schedule

**PUBLIC
HEARING**

**FINAL DESIGN
2021-2023**

**RIGHT-OF-WAY
ACQUISITION 2023-2027**

**CONSTRUCTION
2027-2032**

*Mitigation Schedule is
based on approval of
environmental
documentation without
legal challenge;
subject to change*



Community History Preservation Study



Community Infrastructure Enhancement Plan



**Community Centers &
Parks**



Community Programs & Activities



Affordable Housing



**Financial Literacy/First-time Home Buyer
Counseling (2022-2027)**



School-to-Work Program (2023 - 2032)



Pre-Employment Training (2023 - 2032)



College Aid Initiative (2023 - 2032)



**Organizational Training
(2022-2024)**



Summer Transportation Institute (2023 - 2032)

COMMUNITY HISTORY PRESERVATION PROGRAM



Get involved and help document the rich historic and cultural aspects of your community!



**Interviews with
past and current
residents**



**Historic
photographs of
communities**



**Information
documenting cultural
and historic elements**

526LOWCOUNTRYCORRIDOR.COM



Stop & Pause for Questions

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



[@526Corridor](https://twitter.com/526Corridor)



info@526LowcountryCorridor.com



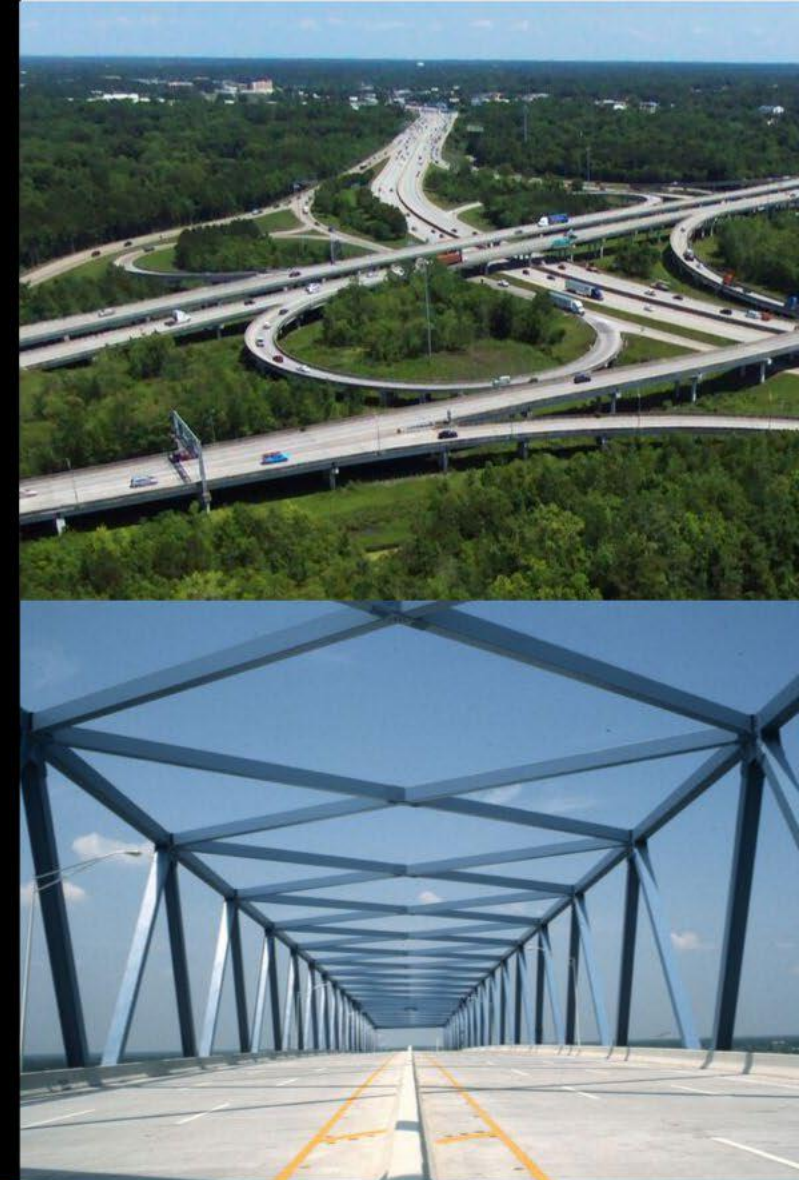
Community Office:
5627 Rivers Avenue | North Charleston, SC 29406



843.258.1135 (call or text)



Joy Riley, PE, PMP, DBIA
SCDOT
Project Manager



Appendix Y.1L

Stakeholder Meeting Plans and Summaries

Stakeholder Meeting (June 2022)



526 LOWCOUNTRY CORRIDOR

June 2022 Stakeholder Meeting
Joy Riley, PE, PMP, DBIA SCDOT



U.S. Department of Transportation
Federal Highway Administration





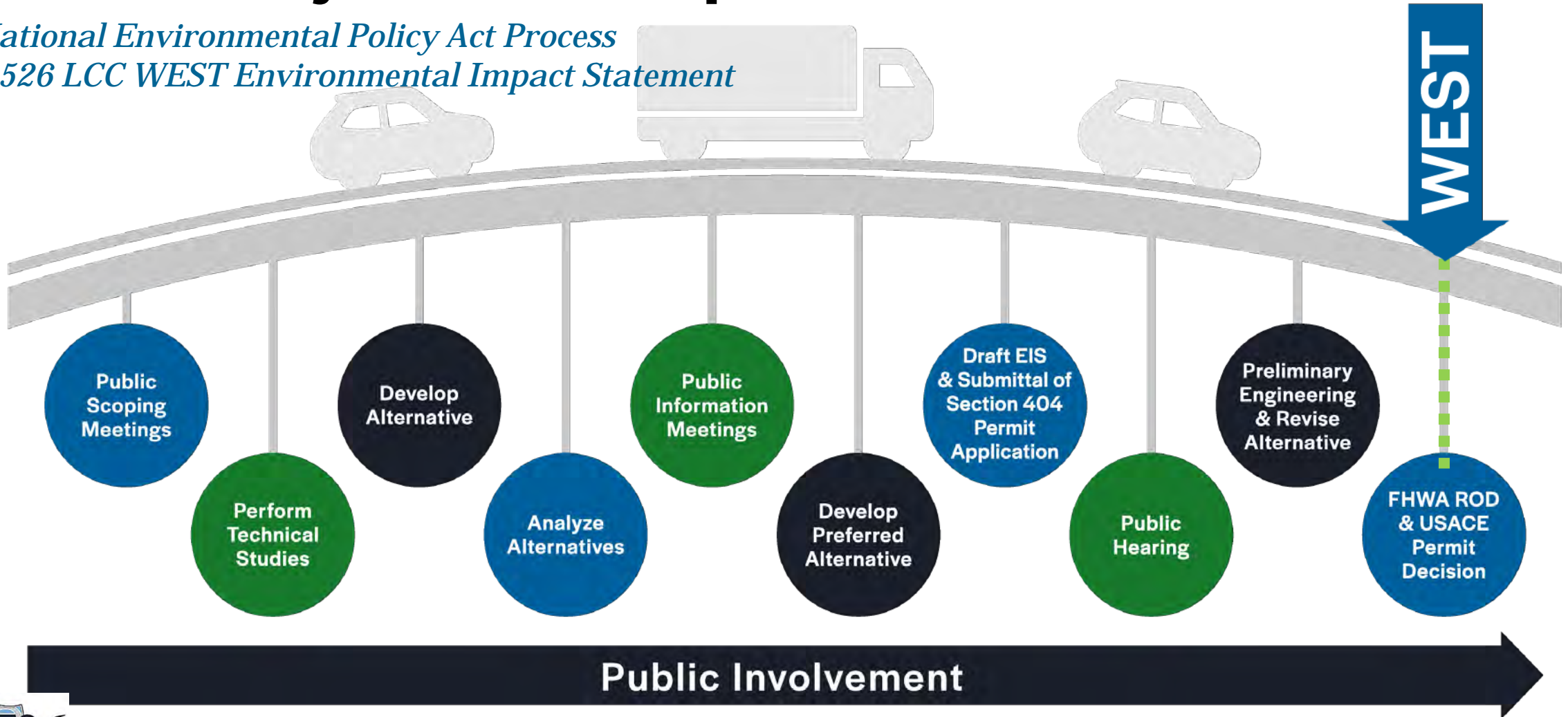
WEST Updates

An Environmental Impact Statement



NEPA Project Development Process

National Environmental Policy Act Process
I-526 LCC WEST Environmental Impact Statement



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



Additional Changes Coming Soon

- Coordination ongoing with FHWA
- Additional items being considered to increase benefits
- Geared towards increasing the **quality of life** of the community residents and providing opportunities to increase their **generational wealth**
- Community Meetings this Summer to reveal revised mitigation plan

YOUR
comments
made a
difference!

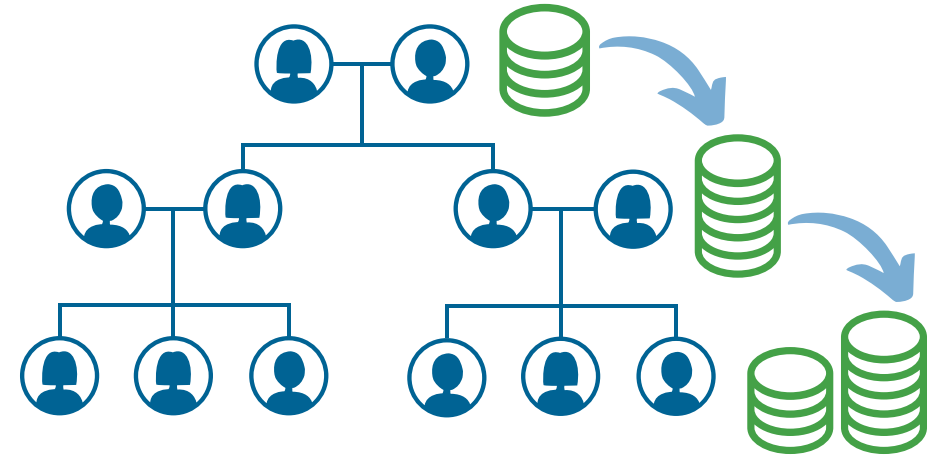
What is Generational Wealth?

Generational wealth allows parents to give their children more options in life by passing down assets like cash, stocks, and property.

Generational wealth also includes the passing down of:



Passing wealth from a previous generation to the next, benefitting the next generation



ADVANCE MITIGATION IMPLEMENTATION SCHEDULE

PROPOSED
SCHEDULE

Mitigation Schedule is based on approval of environmental documentation without legal challenge; subject to change

DESIGN 2021-2027

RIGHT-OF-WAY 2023-2027

CONSTRUCTION 2028-2038



Community History Preservation Study (2021 - 2027)



Focused Community Outreach (2019 - 2038)



Affordable Housing (2022 - 2027)



Enhanced Right-of-Way Services (2022 - 2027)



Education, Employment & Economic Opportunities (2023 - 2038)



Community Infrastructure Improvements (2023 - 2038)

Subject to Change

Community Mitigation Implementation Schedule

NEW

Community Mitigation Schedule Commitment

Will implement all community mitigation **PRIOR** to interstate construction, except:

- Mitigation Barriers – *would expand the footprint of the project and result in additional ROW impacts*
- Railroad Crossing Upgrades in Highland Terrace
- Pedestrian Bridge over Railroad – requires railroad approval and flagging operations; may not be feasible prior to interstate construction



Subject to Change

Focused Community Outreach

Community Advisory Council (CAC)

Continue to support CAC through publishing of the FEIS/ROD:

- Facilitating regularly scheduled monthly meetings
- Providing logistical and administrative support, as needed.

Project Oversight Committee (POC)

Assist in creating a POC to ensure adherence to commitments in the Final Mitigation Plan:

- Coordinate with technical staff
- Serve as a liaison between the communities and project staff

Organizational Training

Provide organizational training for CAC & community members interested in creating a community advocacy organization



Subject to Change

Focused Community Outreach

Community Office

- Maintained through project development, final design & right-of-way phases
- Office Manager, Community Liaisons/Outreach Specialists & Right-of-Way Specialists
- Meeting space for CAC, POC & other stakeholders



Community Resource Guide & Community Workshops

Help sustain livability within affected EJ neighborhoods by increasing residents' access to resources:

- Food Insecurities
- Health & Wellness
- Home Repair
- Financial Assistance
- Minority-owned Businesses
- Referral agencies

Subject to Change

Enhanced Right-of-Way Services

Enhanced Advisory Services

- SCDOT ROW Liaison
- Provide advisory services to resident
- Home Buyer Assistance
- Section 8 Coordination
- Affordable Housing Coordination
- Transportation for viewing replacement properties
- Conflict Resolution

NEW

Acquisition Fairness Program

- Independent Appraisals Paid by SCDOT for second opinion of value
- Owners may be eligible for additional Mitigation Payments to address property values impacted by previous public acquisitions or zoning changes.

Subject to Change

Enhanced Relocation Mitigation Assistance

NEW

Enhanced Relocation Mitigation Assistance

SCDOT will offer **additional supplemental rental mitigation payments** based on income and rent for up to **an additional 18 months** (in addition to 42 months provided under the Uniform Act)

Example Scenario to demonstrate this change:

Average Rent (2 BR apartment) w/ Utilities = \$1967 /month

Average incomes in EJ Communities (per census data) = \$20,695 per year

30% of income for affordable housing costs for this individual = **\$517**

Calculation of monthly rent supplement = \$1967 - \$517 = **\$1450**

42 months of supplemental rents = \$60,884

60 months of supplemental rents = \$86,977

**Actual rent supplements based on
each individual's specific income & rent*

Subject to Change

Affordable Housing for Residential Displacements

UPDATE

Affordable Housing

- Partner with the SC State Housing, Finance & Development Authority to **BUILD** 100 new affordable housing units as close to the impacted communities as possible
- Partner with a local non-profit to implement a Single-Family Affordable Replacement Housing Program on 20 **45 residential lots**
- **Have direct access to transit & convenient access to the proposed Lowcountry Bus Rapid Transit System**
- **Developments in compliance with LCRT Transit-Oriented development given priority**
- **Relocated residents will get priority, remaining units available to other residents in the EJ Communities**



Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements

First-Time Homebuyer Program

Financial Literacy & First-Time Homebuyer Counseling

- Financial literacy & first-time homebuyer counseling to displaced residents
- Partnerships with local organizations like Trident Urban League
- Assist residents in securing residential loans & transitioning from renters to homeowners
- ***Counseling will occur in group & individual classes; start in 2022***

NEW

First-Time Homebuyer Grant Program

SCDOT will partner with an agency to administer financial grants for down payment assistance for first time homebuyers



Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements

Community Recreational Amenities

Community Center Facilities and Amenities

Partner with the City of North Charleston to fund the construction of **one replacement community center, two pocket parks**, and associated infrastructure that could potentially include:

- Flexible space/classrooms
- Basketball courts
- Wi-Fi & internet access
- Audio/visual equipment
- **Emergency generators & refrigerators (NEW)**
- **Solar Power (NEW)**
- Well-lit facility access
- Shared-use path
- Multiple pedestrian access points
- Crosswalks/traffic calming
- Walkways, user-friendly common space
- Directional signs
- Community garden
- Educational wetland
- Covered shelters/grills
- Mural in the community center
- Parking for the community center near trail entrances

Subject to Change



To be completed prior to the start of construction of the I-526 LCC WEST improvements

Community Recreational Amenities



Programs and Activities

Partner with North Charleston: develop programs, services, & arrangements for long-term operation/maintenance of replacement community center & amenities

- Priority given to the 4 EJ communities
- City will encourage 4 EJ communities to apply for jobs at replacement community center
- Potential programs and activities could include:
 - Senior/youth-focused programs & activities
 - Yearly calendar of community center events focusing on community cohesion
 - Access to educational and financial resources for community advocacy and self-advocacy
 - A community garden as educational program & mitigation for the food desert
 - Maintenance of stormwater detention for educational purposes during summer programs

Subject to Change

To be completed prior to the start of construction of the I-526 LCC WEST improvements



Stop & Pause for Questions

Educational & Employment Opportunities

Expanded all programs to be available throughout right-of-way & construction phases!

UPDATE

College Aid Initiative

- Increased fund to **\$500,000** (from \$100,000)
- CAC will develop the criteria for eligibility
- SCDOT will distribute the funds

UPDATE

Summer Transportation Institute Program

- Skill-building program to create awareness & expose high school students to transportation careers
- **Priority to students from Impacted Communities for up to 50% of the slots/year**

Pre-Employment Training

- Provide training & job readiness skills to individuals from impacted EJ communities

UPDATE

School-to-Work Program

- Partner with organizations to develop school-to-work employment programs in construction, engineering & transportation
- Internship program funded by SCDOT for **20 internships** (increased from 10) to high school students, college students and young adults up to age 25 from the impacted EJ neighborhoods (during ROW) *Subject to Change*

Internships start this summer!

UPDATE

Summer 2022 School to Work Opportunities

- Intern at Community Office & assist with outreach
- Internship at SCDOT Charleston office to learn about construction & maintenance careers
- Summer Transportation Institute held at Benedict College; EJ community residents will be prioritized but program open to all students
- CDL Training continues to be available for those 18+

Priority will be given to residents of Ferndale, Highland Terrace, Joppa Way, Liberty Park, and Russelldale. However, residents from all neighborhoods identified in the I-526 Environmental Justice (EJ) analysis report are eligible to participate.

Subject to Change



ATTENTION Students!

Contact the
I-526 LCC Community Office
Today to Learn More!
843.258.1135
info@526LowcountryCorridor.com

INTERESTED IN A SUMMER INTERNSHIP?

The following **PAID** transportation-focused internships are available through the South Carolina Department of Transportation (SCDOT) in Charleston, SC for those 16+:

- **I-526 Lowcountry Corridor Community Office Internship**
- **SCDOT Charleston Office Internship**

OTHER TRAINING OPPORTUNITIES:

- **Summer Transportation Institute (STI)**
A 4-week program this summer to introduce high school students to careers in the transportation industry. Learn how to apply today (843.258.1135)! Must have a minimum 2.5 grade point average on a 4.0 scale.
- **CDL Training (18+)**
Both a CDL Permit Preparation Class and CDL Full License Program will be offered.

Training and internships sponsored by the South Carolina Department of Transportation and the Federal Highway Administration.

Apply Today!

Educational & Employment Opportunities

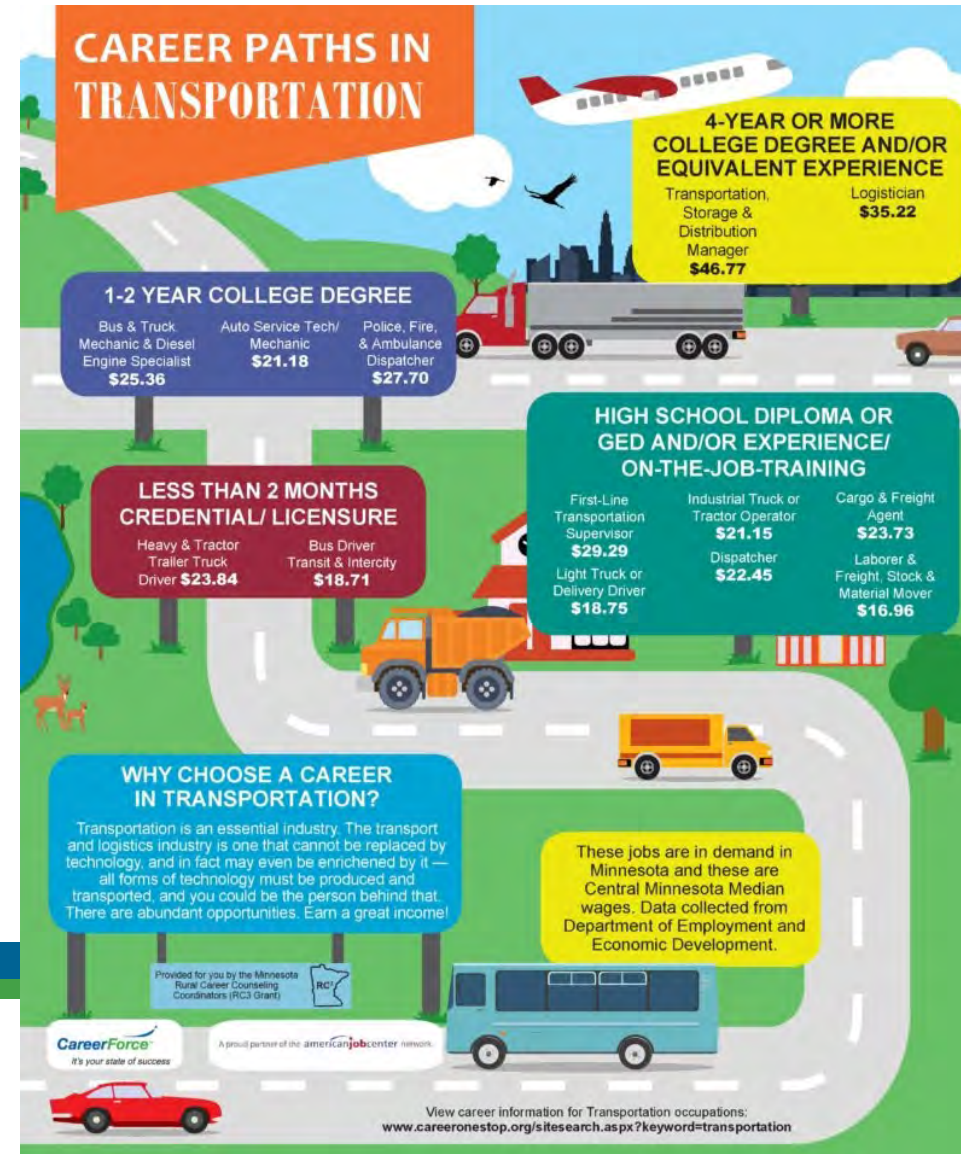
Expanded all programs to be available throughout the right of way and construction phases!

NEW

Careers in Transportation Education Program

- Provide awareness, skill building & expose students & young adults to transportation careers
- Transportation Technology Education

Priority will be given to residents of Ferndale, Highland Terrace, Joppa Way, Liberty Park, and Russelldale. However, residents from all neighborhoods identified in the I-526 Environmental Justice (EJ) analysis report are eligible to participate.



Subject to Change

Small Business Development Program

NEW

Small Business Development Program

- Bring awareness to generational wealth benefits of entrepreneurship
- Partner with organizations and other disadvantaged business enterprises to develop and deliver an educational program that empowers those interested in learning more about starting a small business enterprise
- Awareness to small business resources and orientation to the benefits and programs offered
- Information sessions & recruitment opportunities to work on the I-526 LCC projects



Disadvantaged Business Enterprise (DBE) Certification

Our DBE Certification is recognized by 27 partners in SC!



Small Business Enterprise (SBE) Certification

Our SBE Certification increases your opportunities for contracts in the transportation industry in SC.

Subject to Change

Mitigation Barriers

UPDATE

Mitigation Barriers

- Highland Terrace and Liberty Park: Along the eastbound and westbound sides of I-26 and I-526 and Remount Road interchanges
- Liberty Park: Along westbound side of I-526 between the Rivers Avenue and I-26 interchanges
- **Russelldale and Ferndale: Along eastbound side of I-526 from I-26 interchange to east of CSX railroad tracks**
- **Camps: Along the eastbound side of I-526 and the eastbound exit ramp at the Montague Interchange**

Subject to Change



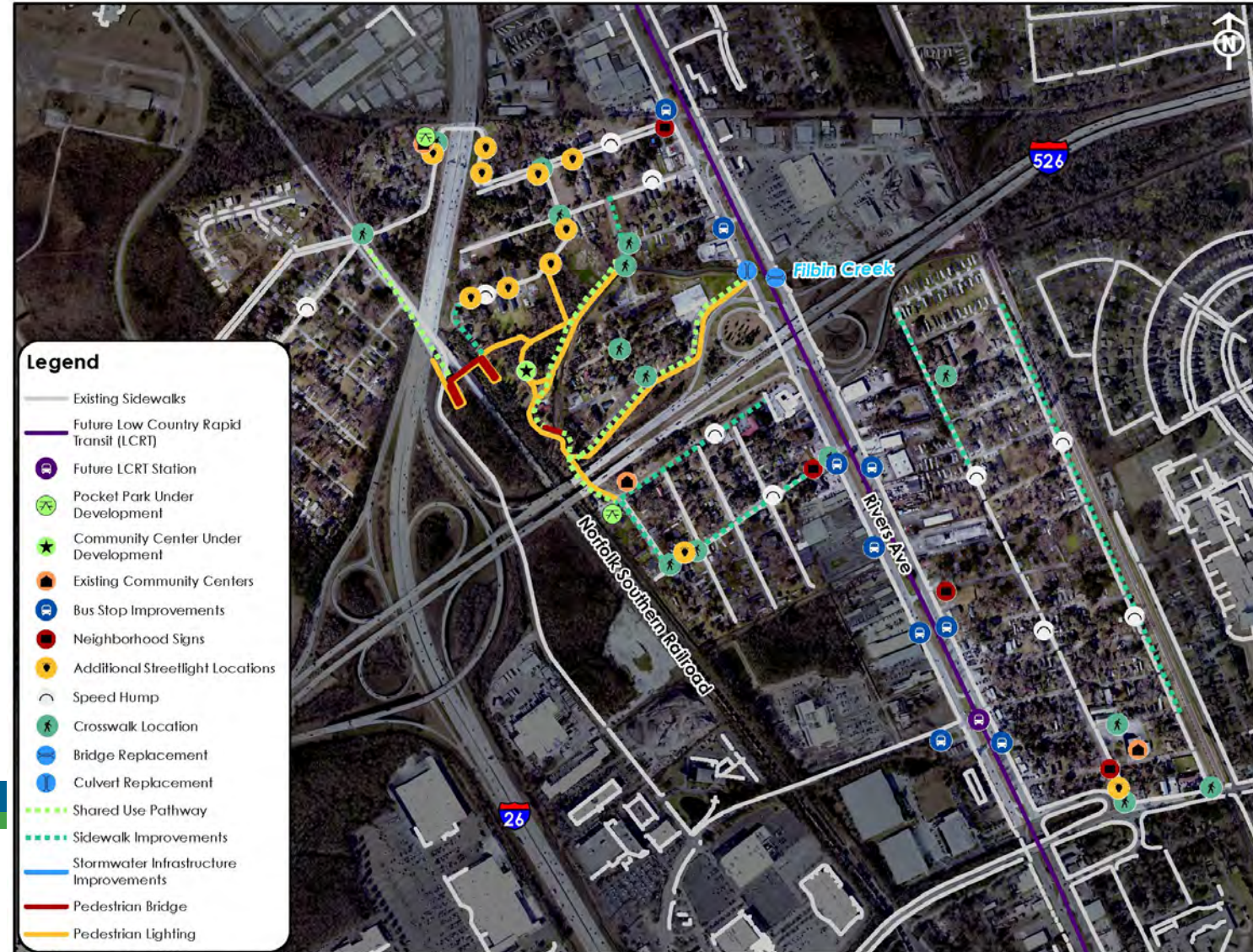
Community Enhancement Initiatives

Community Infrastructure Enhancement Plan (CIEP)

Improvements to:

- Bike/Pedestrian Connectivity & Safety
- Bus Shelter Amenities
- Pedestrian Lighting
- Traffic Calming Measures
- Stormwater Infrastructure
- Landscaping and Aesthetics
- Railroad Crossing Upgrades
- Pedestrian Bridges

Subject to Change

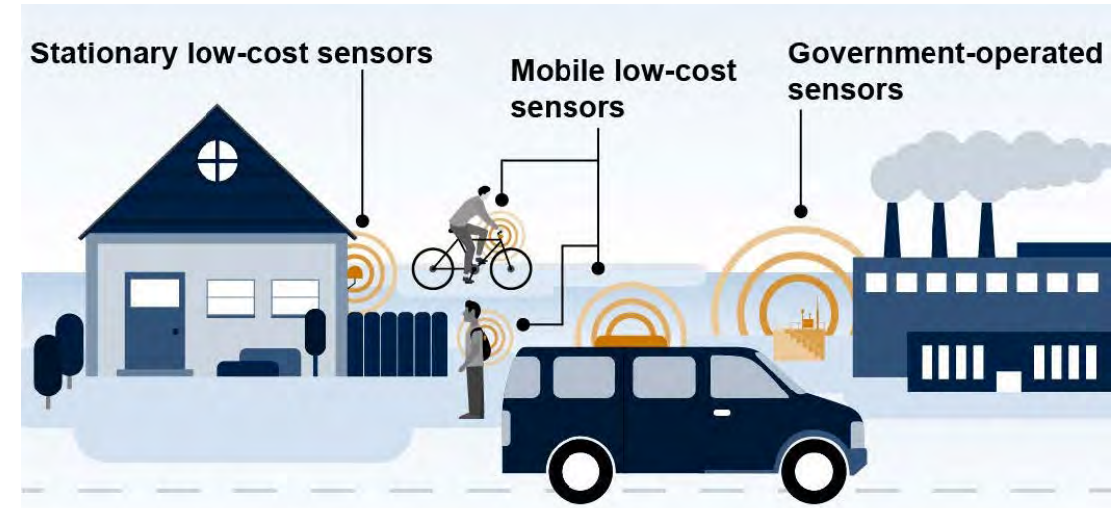


Community Air Quality Monitoring Program

NEW

Community Air Quality Monitoring Program

- Fund the purchase/installation of Particulate Matter 2.5 Sensors
- Sensors placed in all 4 impacted EJ communities
- Sensors provide real-time data online
- Sensors in place during construction
- SCDOT will develop an implementation plan and a response plan for elevated levels



Subject to Change

Larger Community Office?

Gas Lite Square
5605 Rivers Avenue
North Charleston

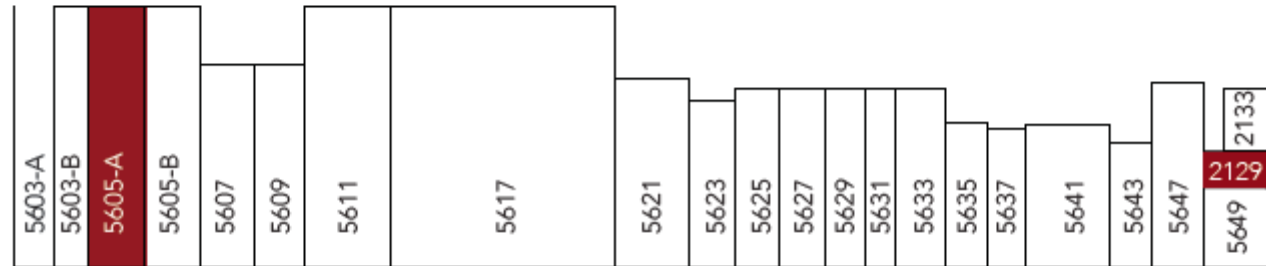
NEW

- Larger Space
- Same Convenient Location
- 2-3 Bathrooms
- More Offices
- Larger Meeting Space

Gas Lite Square Shopping Center

5601 Rivers Avenue, North Charleston, SC 29406

**RETAIL SPACE
FOR LEASE**



SUITE TENANTS

5603-A Charleston Imaging
5603-B Kasada Beauty Supply
5605-A AVAILABLE - 4,130 SF
5605-B LaundroLab
5607 Salon Zoë
5609 Geico
5611 Alamo
5617 Home Decor Outlets

5621 Dolphin Dental Group
5623 Oriental Cuisine
5625 Cora Physical Therapy
5627 SCDOT
5629 Seafood Pot
5631 Blades
5633 Spine Pain Center
5635 Americash Cash Loans

5637 All Nails
5641 West Marine
5643 Gas Lite Liquors
5647 Ginza Sushi
5649 Boost
2129 AVAILABLE - 570 SF
2133 Enterprise



Stop & Pause for Questions



EAST Updates

A Planning & Environmental Linkages Study

I-526 LCC EAST Study Area

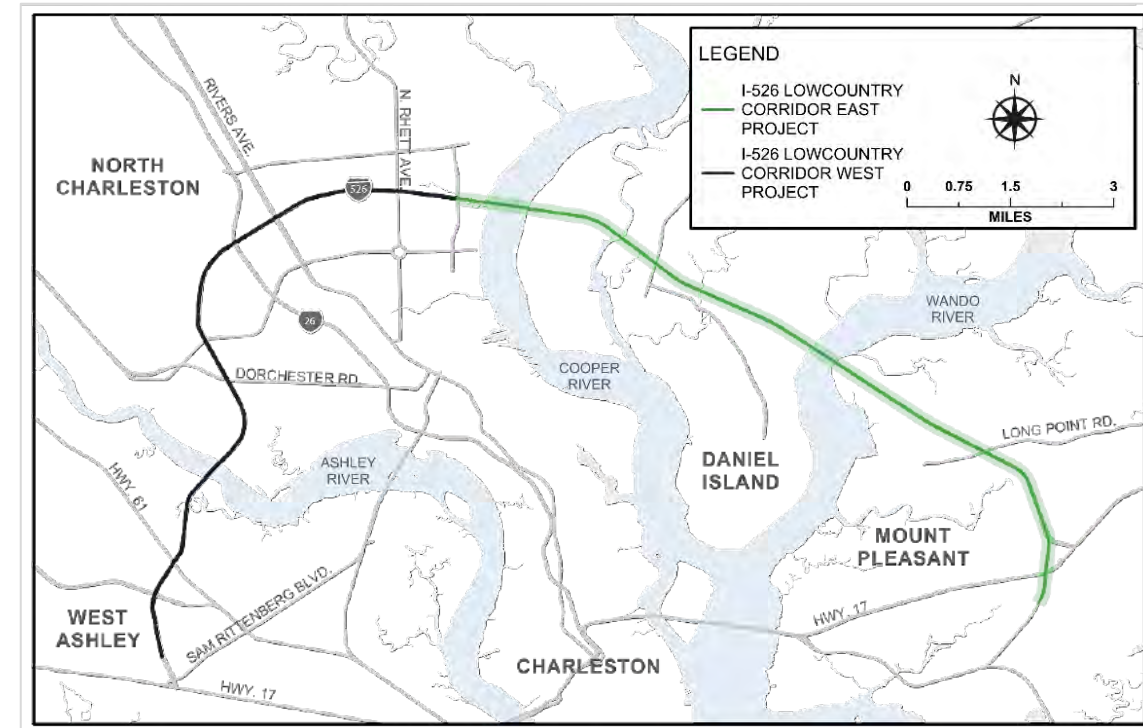
Virginia Avenue to US 17

10 
total miles

5 
interchanges

5 
miles elevated structure

2 
major bridges over
navigational channels
–Don Holt Bridge &
Wando River Bridges



What is a PEL?

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?

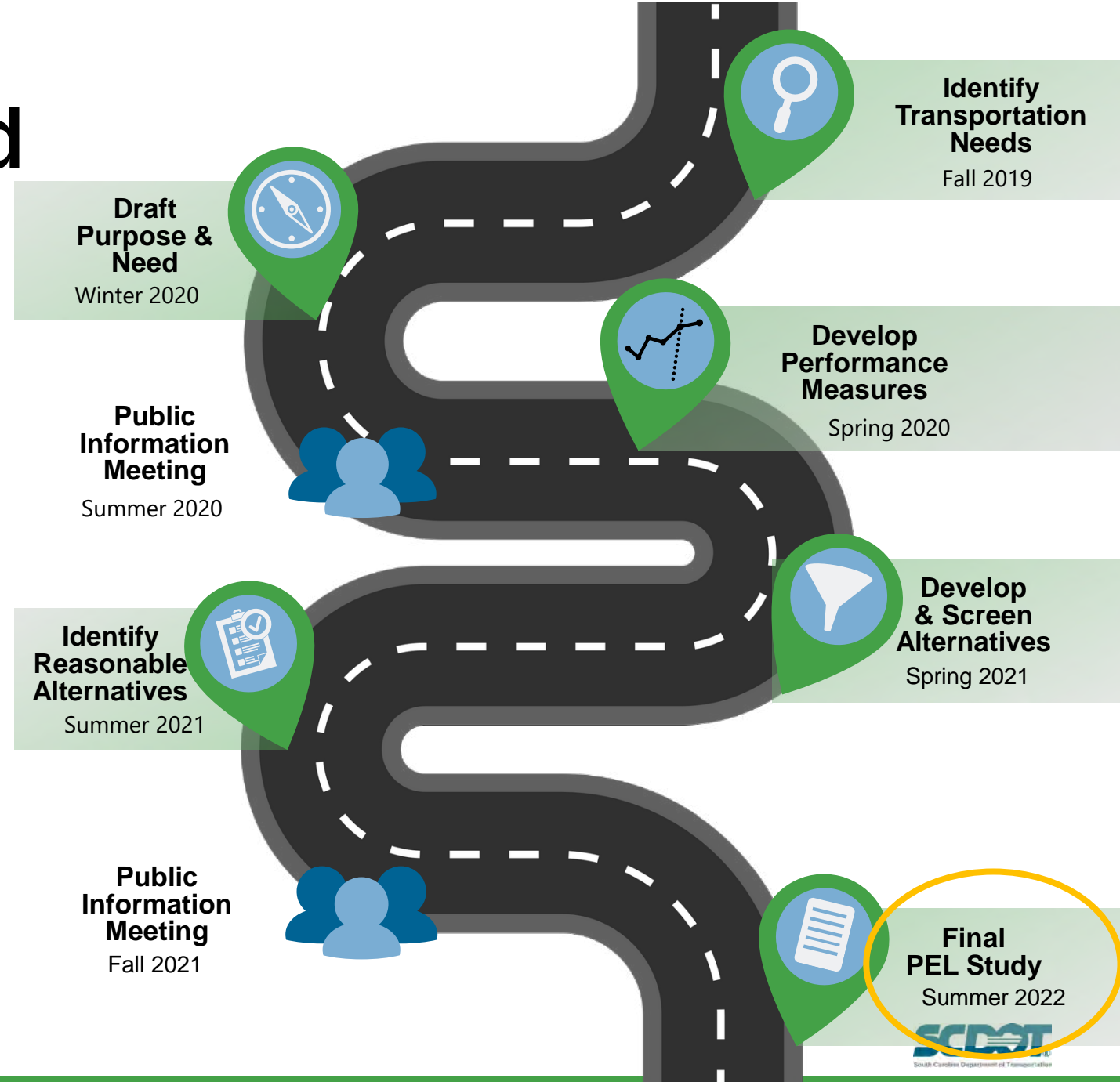


Who Participates?



PEL Study Completed Milestones

- PEL Initiation (FHWA Concurrence)
March 23, 2020
- MetroQuest Survey
May 14 - August 15, 2020
- Public Information Meeting (Online)
July 15 - August 15, 2020
- Purpose & Need (FHWA Concurrence)
February 18, 2021
- Concepts Development & Preliminary Screening
April/May 2021
- Public Information Meeting
October 26 & 27, 2021



Purpose & Need

Project 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.

Project Goals

-  **Compatibility:** Align with local land use plans & projects
-  **Demand:** Accommodate increased numbers of vehicles
-  **Seismic:** Design any new roads or bridges with new earthquake standards
-  **Connectivity:** Improve connections with local ports, railway facilities, and transit
-  **Safety:** Reduce traffic-related crashes
-  **Multimodal:** Enhance movement through the corridor including other modes such as carpool, transit, walk, or bike
-  **Technology:** Accommodate future transportation technologies for vehicles, system monitoring, driver information, and traffic operations

Identified Needs

Mobility

This is a busy corridor supporting a large number of people, goods, and services. The key issues are:



Traffic congestion from high traffic volumes & limited capacity



Over Capacity Roadways



Unreliable Travel Times



Congestion-Related Crashes

Roadway Deficiencies

The current roads, bridges and interchange ramps are not designed to handle the current or future traffic demands. The key issues are:



Shoulder Widths



On & Off Ramp Lengths



Tightly Curved Ramps



Public Meeting Summary

How People Participated



Project Website

526LowcountryCorridor.com/eastvpim2021
Live, October 11, 2021

The Public Information Meeting webpage contained all the materials you would have seen at the in-person meeting.

A mailed public information meeting packet was available by request by calling 843.258.1135 or emailing info@526LowcountryCorridor.com.



In-person Public Meetings

Tuesday, October 26, 2021 5-7 PM

R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC

Wednesday, October 27, 2021 5-7 PM

Felix C. Davis Community Center
4800 Park Circle, North Charleston, SC
CARTA Routes 13 & 104

Spanish translation services were available at all meetings.

Official Comment Period
October 11 - December 1, 2021

How People Commented



Project Website

526LowcountryCorridor.com
Fill out a comment form on the project website.



Project Hotline

843.258.1135 (Call Us)
Press "2" to leave a verbal comment. Comments will be limited to 2 minutes.



Project Email

info@526LowcountryCorridor.com



Mail

Joy Riley, PE, PMP, CPM, DBIA
SC Department of Transportation
Post Office Box 191
955 Park Street, Room 401
Columbia, SC 29202-0191

Comments Received

Public Information Meeting 2: Fall 2021

234 In-person Attendees

6,939 Web Visitors

558 Total Comments

Official Comment Period:
October 11 – December 1, 2021



Project Website
404



Emails &
Letters
87



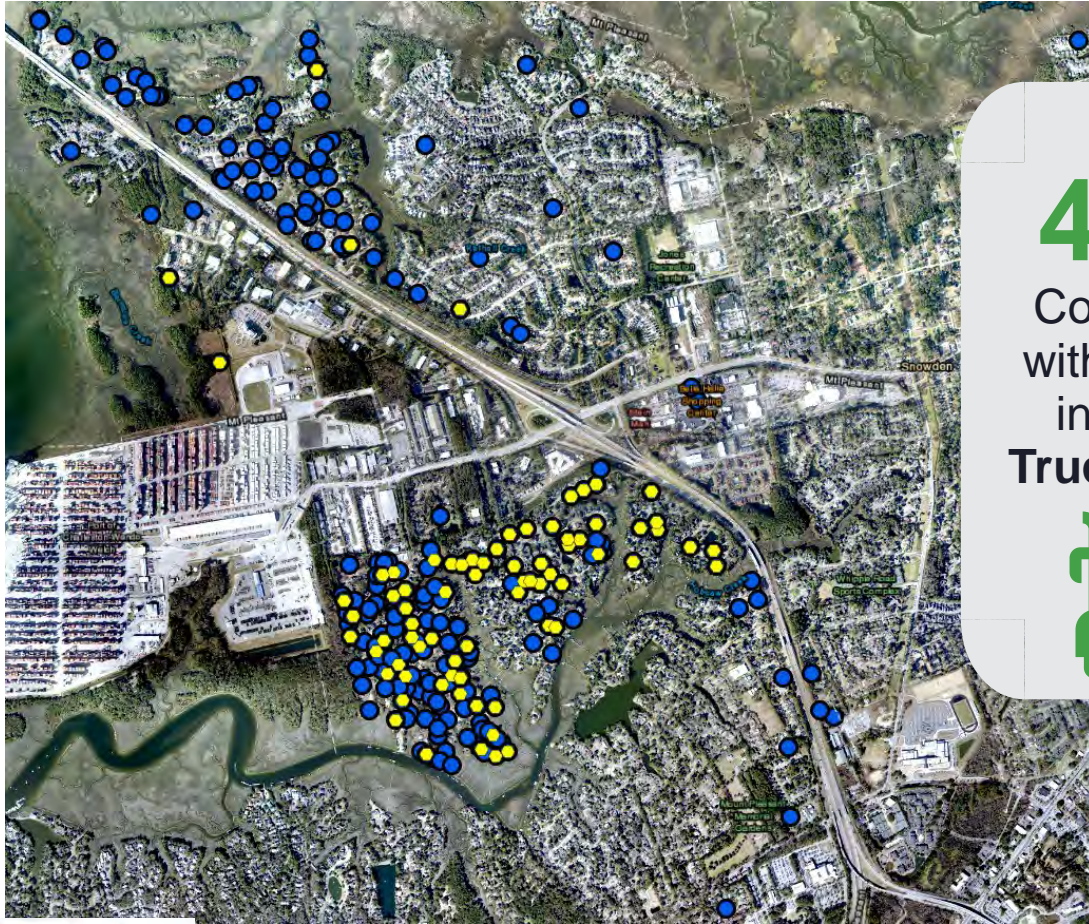
Written
Comments
5



Voicemails
15

Public Information Meeting 2: Public Input

Public Information Meeting: Fall 2021



Top comments and concerns:

45%

Concerned with **Traffic**, including **Truck Traffic**



23%

Support **Separate Truck Access** to the Wando Port



22%

Concerned with **Safety**



20%

Concerned with **Neighborhood Impacts**



I-526 EAST PEL Public Comments



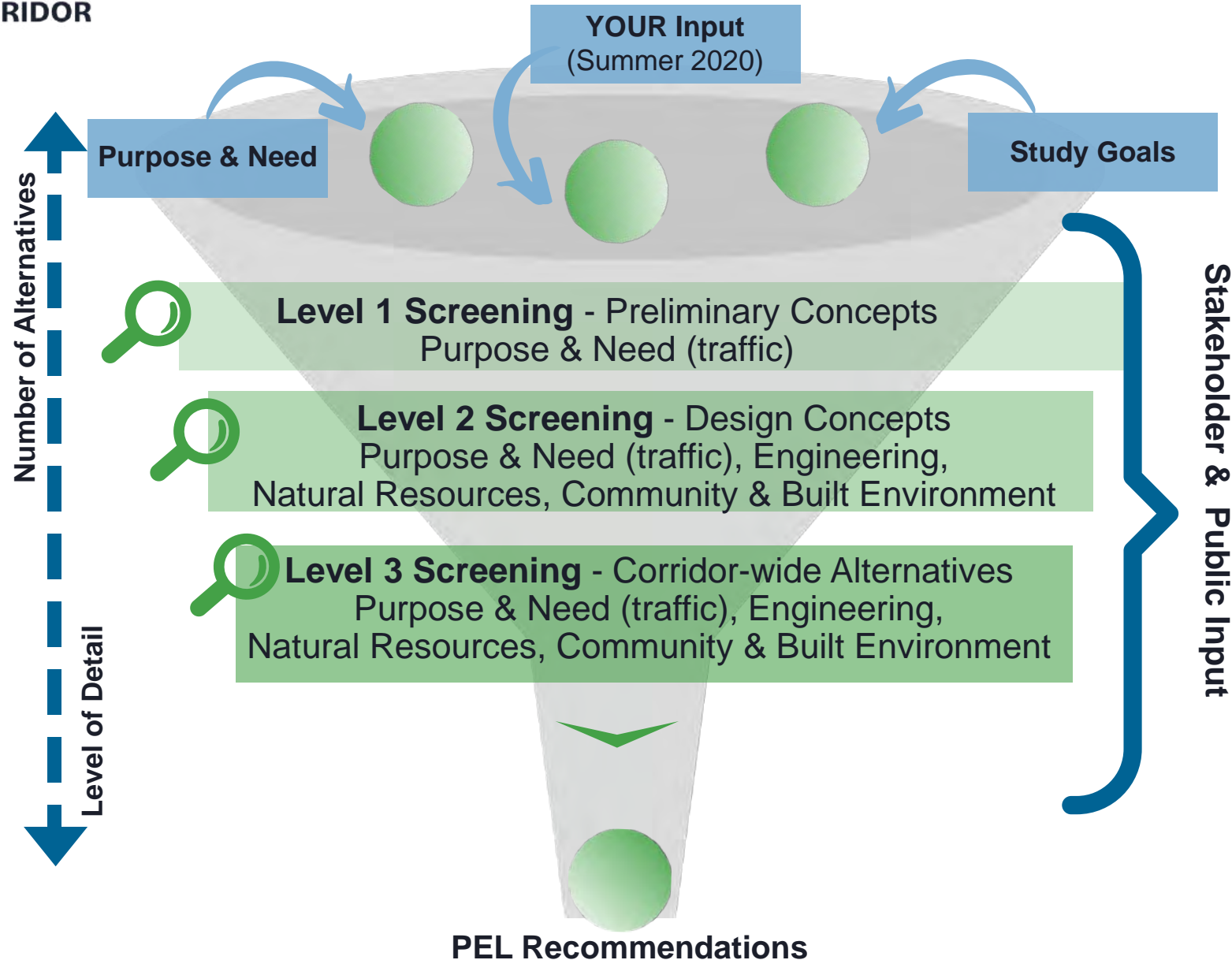
Specifically Support Separate Truck Access



Where are we now?



Alternatives Concepts Screening Process



How were the alternative concepts evaluated?

The project team evaluated the alternatives through a three-step screening process to identify the reasonable alternatives that are presented today.

Each level of screening included a more detailed analysis of the alternatives. As the process progressed, poorly performing alternatives were removed from further review.

The resulting alternatives are proposed to be carried forward into the NEPA process.

Your comments made a difference!

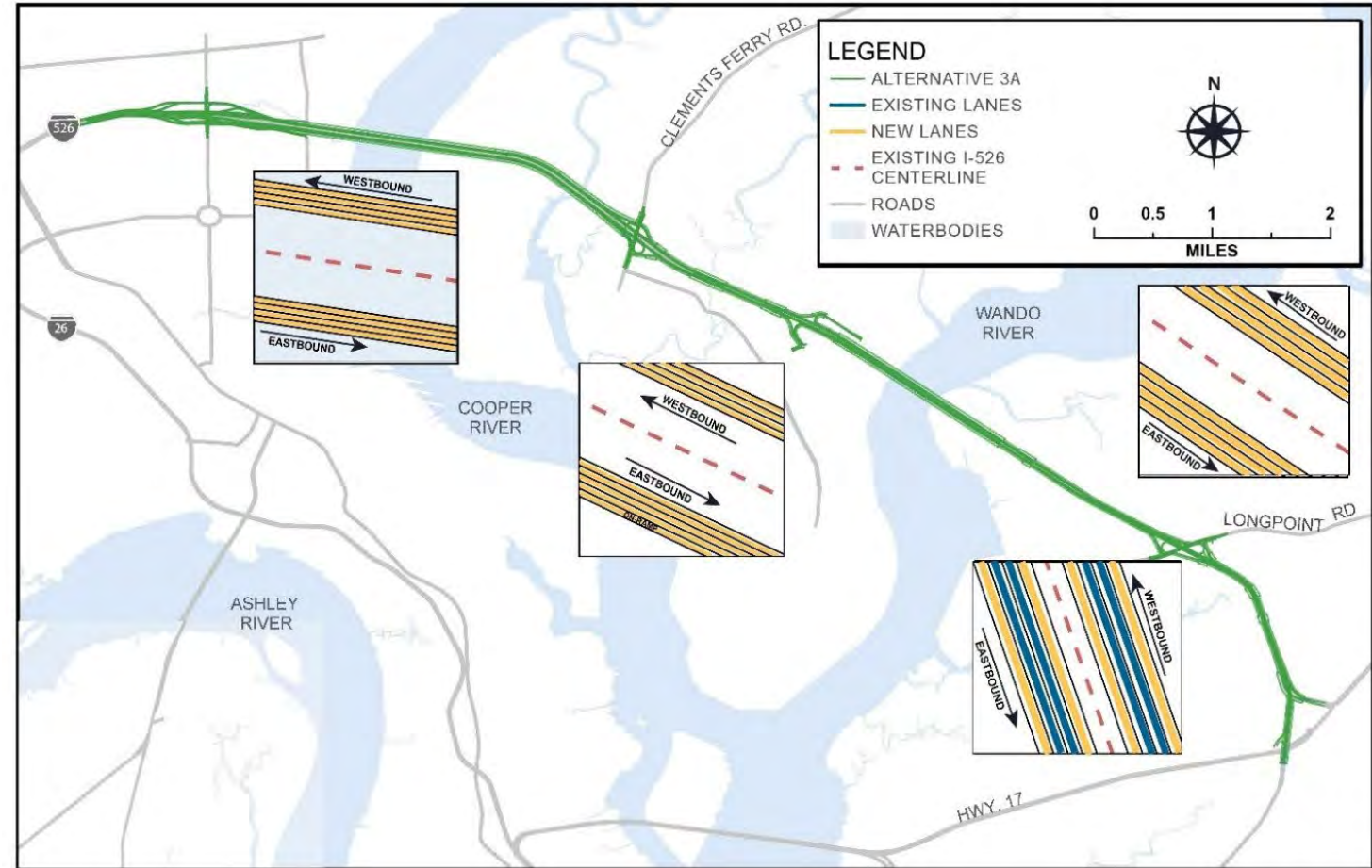
We heard your concerns!

After the public information meeting, the project team evaluated additional options to improve the operational issues and reduce environmental and community impacts between the Wando River and Long Point Road.

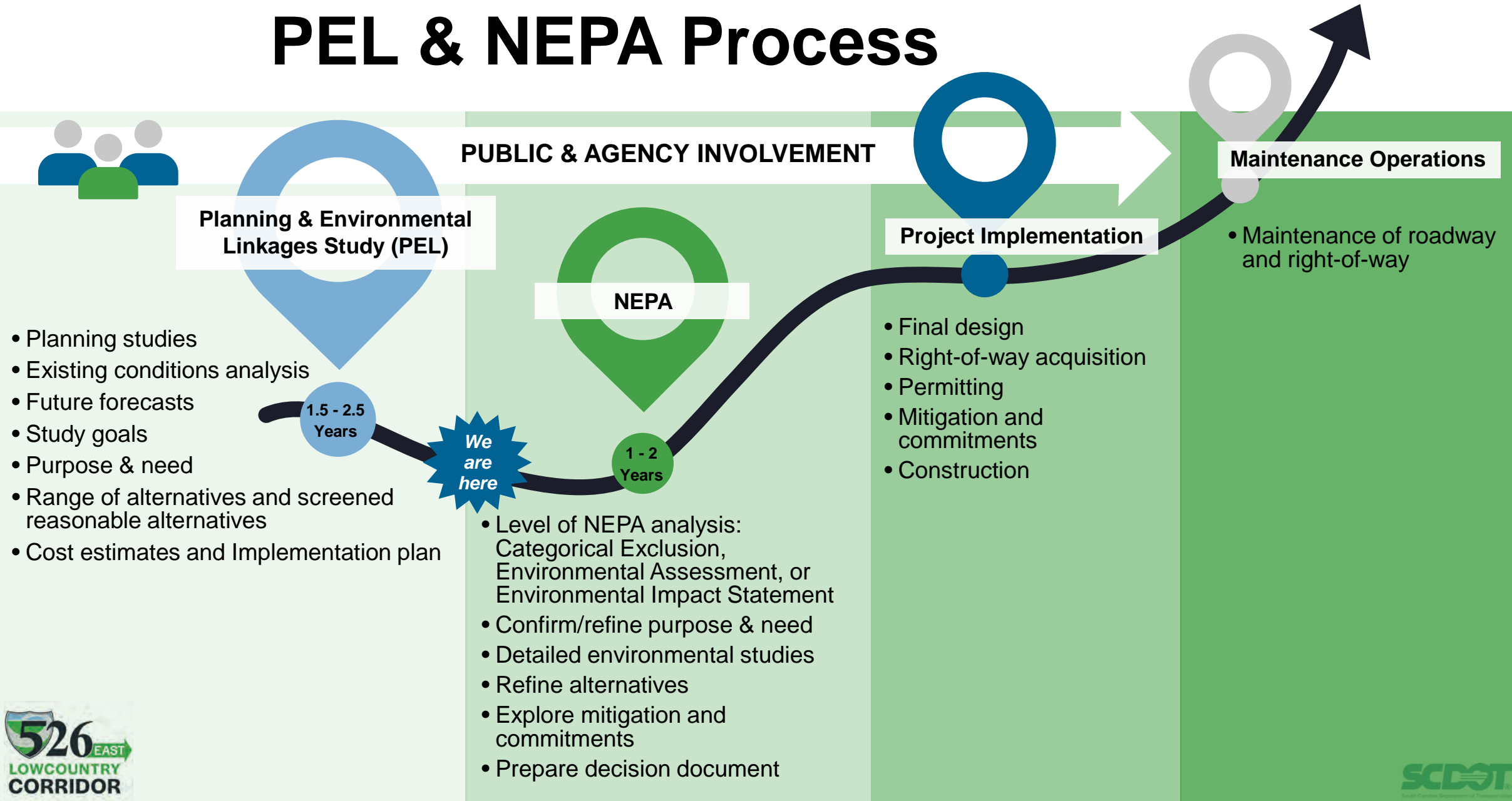
As a result, the team developed an additional alternative.

New Alternative: Alternative 3A

- Replace Don Holt bridge with 2 new 4-lane bridges on either side of the existing bridge
- Replace Wando bridges with 2 new parallel 2-lane bridges, remove existing bridges, then widen newly built bridges to 4 lanes



PEL & NEPA Process





Stop & Pause for Questions



I-526/Long Point Road Interchange Project

An Environmental Assessment (EA)

Why are improvements needed?



Traffic-related congestion on I-526



Population & economic growth

- Residential & Commercial expansions, Port growth



Interchange deficiencies



Public comment & concerns

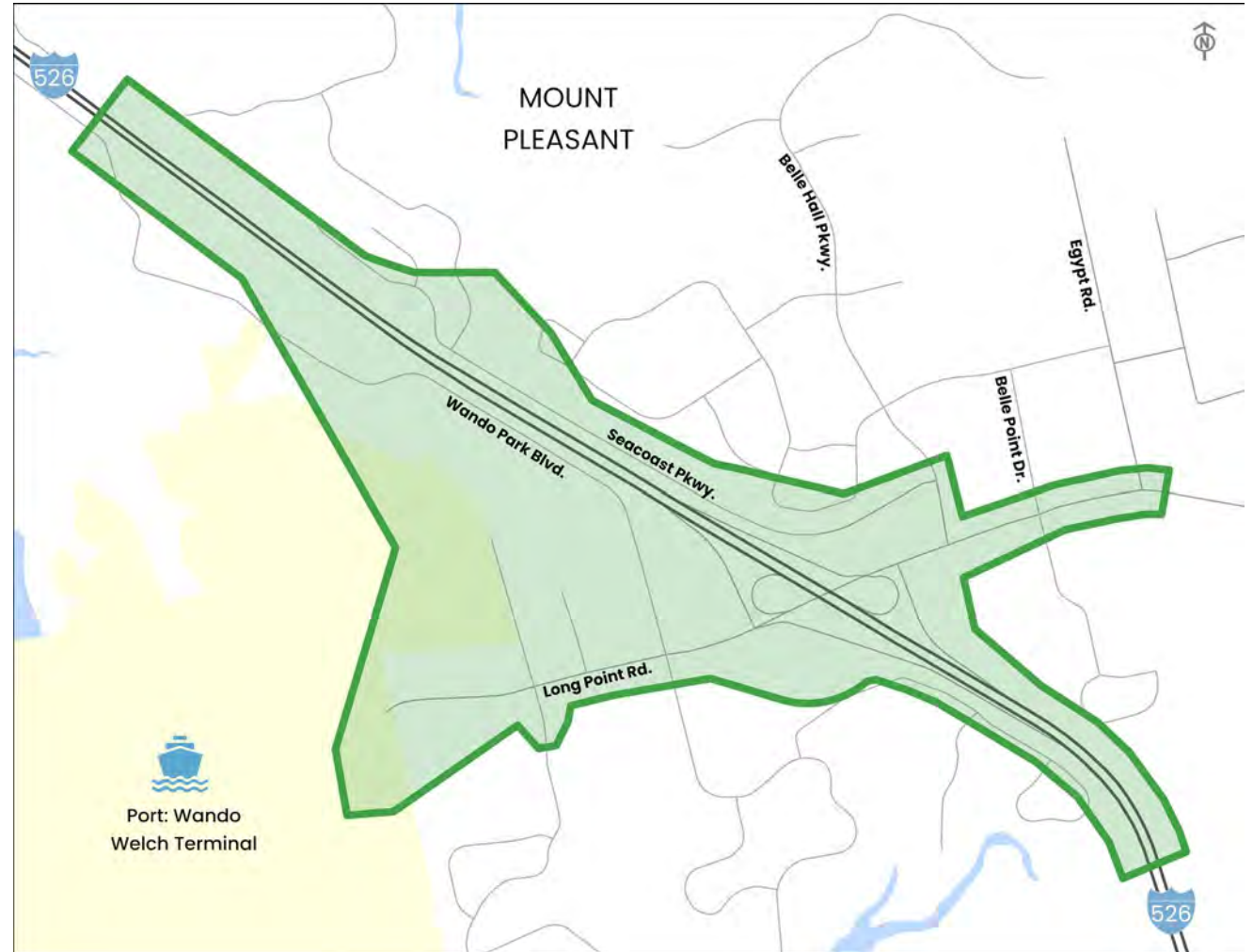
Long Point Road Interchange Deficiencies

Existing interchange ramps have geometric deficiencies that do not accommodate existing & future traffic volumes & contribute to inadequate mobility and travel times.

- Inadequate shoulder widths
- Insufficient acceleration/deceleration ramp lengths
- Tightly curved ramps

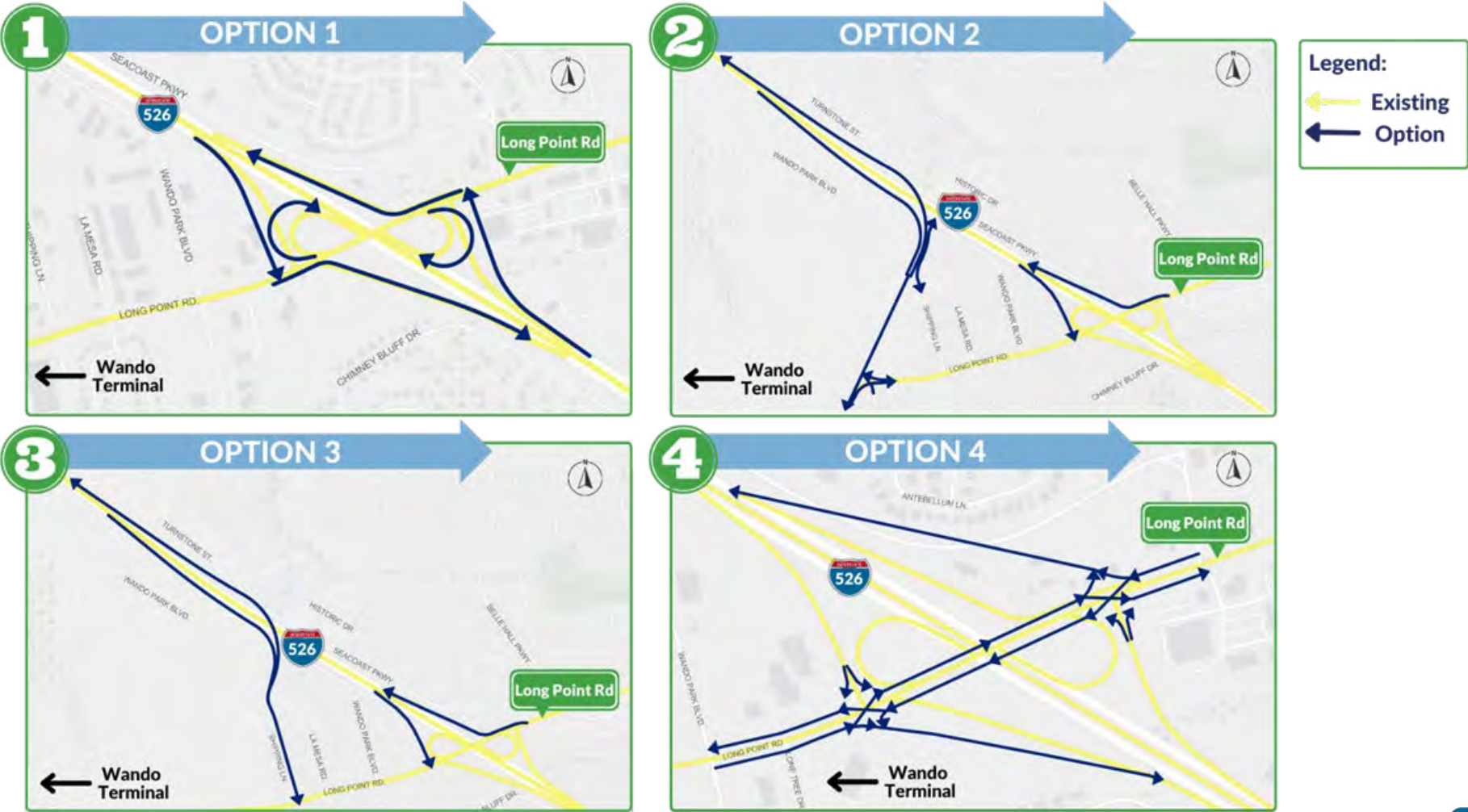
Long Point Road Interchange Study Area

- 2 miles along I-526
- 1.5 miles along Long Point Road
- Existing interchange: Partial cloverleaf
- 3 water crossings
 - Tributary to Rathall Creek
 - Tributary to Hobcaw Creek
 - Hobcaw Creek
- SCPA Wando Welch Terminal



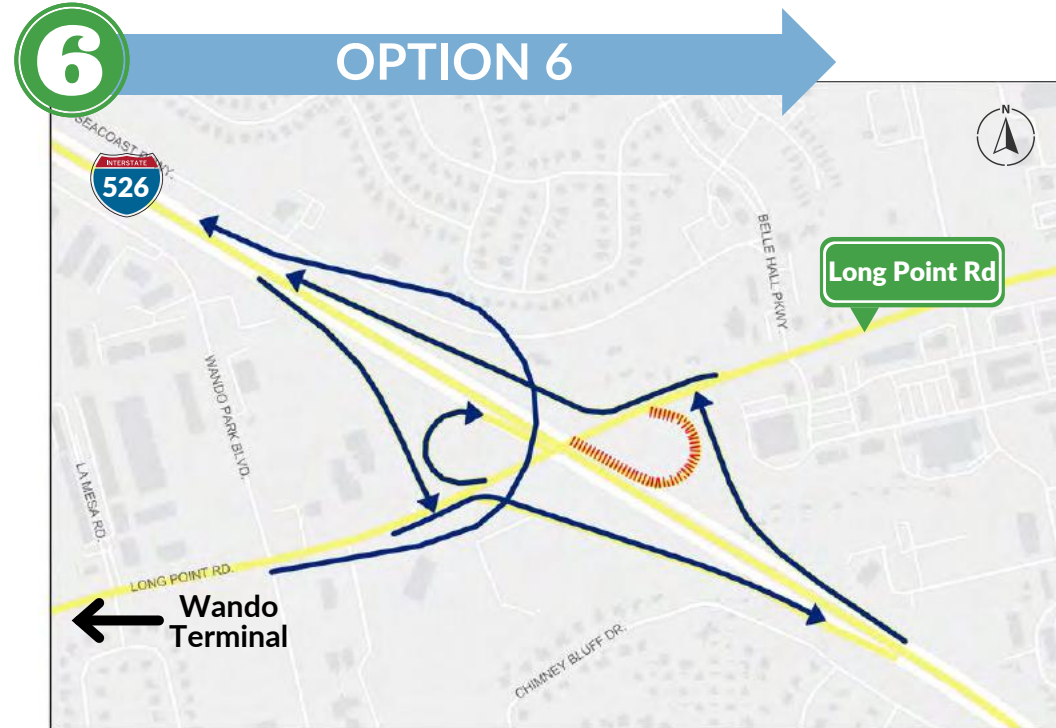
Preliminary Interchange Concepts

Shown at the Public Information Meeting 2: Fall 2021



Two New Interchange Concepts

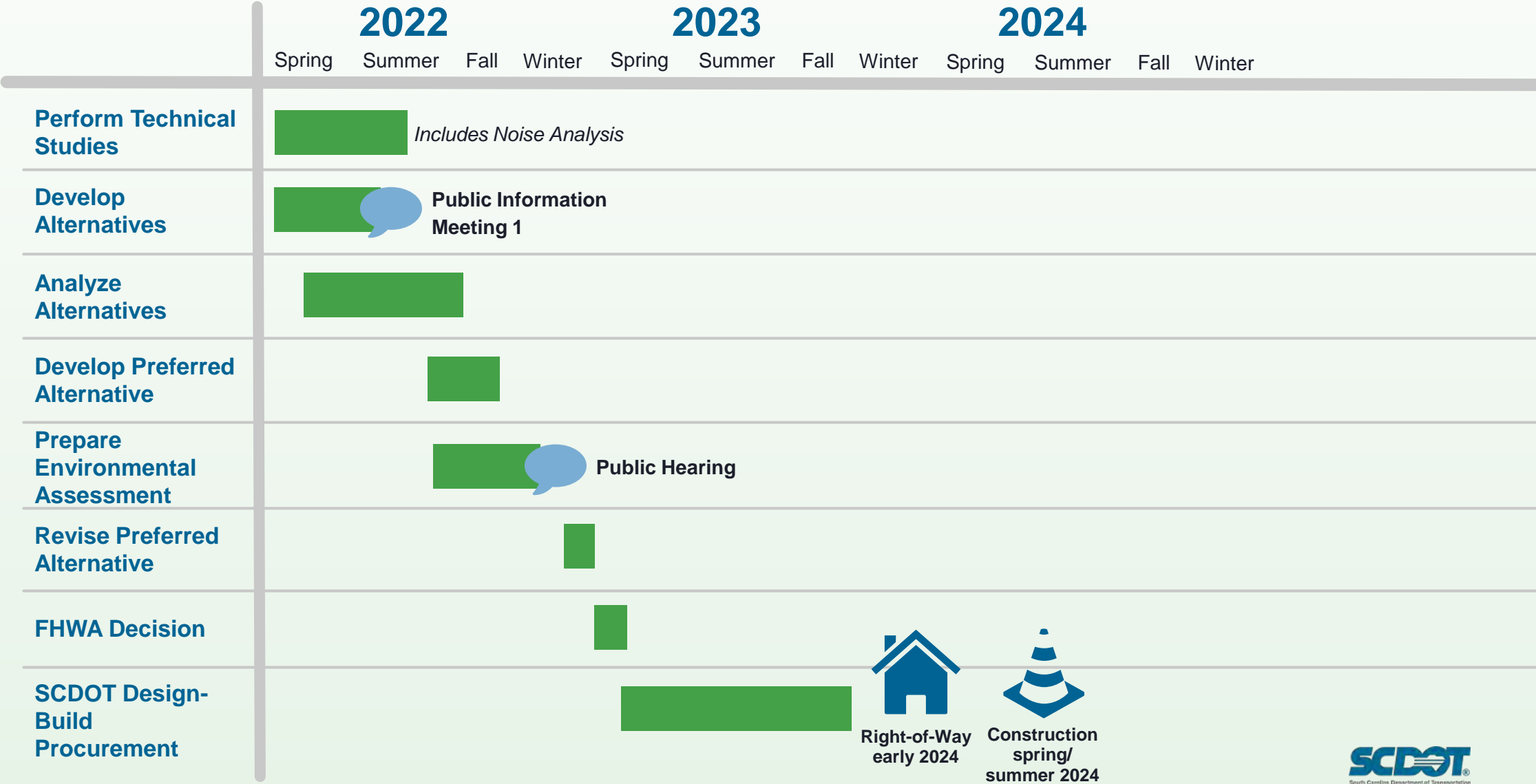
As of June 2022



Legend:

- Existing
- Option
- Removal

Proposed Project Schedule



Anticipated Public Information Meeting



In-person Public Meeting Thursday, August 2, 2022

R. L. Jones Center
391 Egypt Road, Mount Pleasant, SC



What can you expect to see?

- How the PEL is transitioning to NEPA
- Traffic/truck growth in the study area
- Range of alternatives and screening process
- Where we are in the right-of-way and noise processes



Stop & Pause for Questions

Contact Information



www.526LowcountryCorridor.com



www.facebook.com/526Corridor



@526Corridor



info@526LowcountryCorridor.com



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



843.258.1135 (call or text)



Joy Riley, PE, PMP, DBIA
SCDOT
Project Manager



STAKEHOLDER MEETING

Date: June 14, 2022

Time: 10:00 am – 11:30 am

Location: Hybrid Meeting - Virtual Teams Meeting and in-person at the Charleston Metro Chamber of Commerce

Attendees:

Name	Affiliation	In Person/ Virtual
Chris Fraser	Avison Young	Virtual
Kathryn Basha	BCDCOG	Virtual
Keith Stanley	The Boeing Company	Virtual
James Lynch	Charleston County School District	Virtual
Steve L. Thigpen	Charleston County	Virtual
Scott Barhight	Charleston Metro Chamber of Commerce	Virtual
Katie Zimmerman	Charleston Moves	In-Person
Andrew Powell	C. H. Powell Company	Virtual
Bradley Punch	Cooper's Landing HOA	Virtual
Hubner Team	Hubner Manufacturing Cooperation	Virtual
Jamie DuMont	IFFGD at Riverside Center	Virtual
Tony Poston	Palmetto Christian Academy	Virtual
Stuart Whiteside	Seamon Whiteside	In-Person
SCW	<i>Unknown</i>	Virtual
Shane Belcher	FHWA	Virtual
Yolanda Morris	FHWA	Virtual
Joy Riley	SCDOT	In-Person
Syrees Oliver	SCDOT	In-Person

Katelyn Lisznyai	SCDOT	In-Person
Silas Christie	SCDOT	In-Person
Grayson Murray	SCDOT	In-Person
Rick Day	Stantec	In-Person
Hannah Clements	Stantec	Virtual
Mattese Lecque	Maximum Consulting	Virtual
Amy Livingston	CDM Smith	In-Person
Jenny Humphreys	CDM Smith	In-Person
Mark Lester	CDM Smith	In-Person
Victoria Wornom	CDM Smith	In-Person

Meeting Objectives:

- *WEST Project Updates*
 - *What has changed in the Environmental Justice Community Mitigation Plan?*
- *EAST Study Updates*
 - *Finalization of the PEL Study*
 - *Introduce the I-526/Long Point Road Interchange Project*

Agenda:

1. Welcome
2. Presentation
 - a. I-526 LCC WEST Overview
 - b. Updates to the Environmental Justice Community Mitigation Plan
 - i. Mitigation Implementation Schedule
 - ii. Focused Community Outreach
 - iii. Enhanced Right-of-Way Services
 - iv. Enhanced Relocation Mitigation Assistance
 - v. Affordable Housing for Residential Displacements
 - vi. First-Time Homebuyer Program
 - vii. Community Recreational Amenities
 - viii. Educational and Employment Opportunities
 - ix. Small Business Development Program
 - x. Mitigation Barriers
 - xi. Community Enhancement Initiatives
 - xii. Community Air Quality Monitoring Program

- c. I-526 LCC EAST Overview
 - i. Fall 2021 Public Information Meeting Summary
 - ii. Alternative Screening/New Alternative: 3A
 - iii. PEL and NEPA Process Schedule
- d. I-526/Long Point Road Interchange Project Overview
 - i. I-526/Long Point Road Interchange Project Schedule
 - ii. Anticipated Public Information Meeting
- 3. Wrap-up

WEST Questions:

1. Bradley Punch - Are mitigation barriers installed before the project or does SCDOT wait until after the project is complete?
 - a. Joy Riley – Installing mitigation barriers before construction is not a possibility in every area. In this particular area, SCDOT is not building them before construction due to right-of-way. There are apartments and homes 20-30 feet from the interstate bridge, so if mitigation walls were installed early, we would have to take *more* homes in order to have enough space to do mobilization activities during construction. Instead of constructing the walls early, we opted to do air quality monitoring.
 - b. Bradley Punch – It sounds like timing is determined case-by-case. Could there be an opportunity to install barriers in areas where it would not affect construction?
 - c. Joy Riley – For the I-526/Long Point Road Interchange project, there could be an opportunity to construct the walls first. However, that would not be our preference anywhere where we would need to take additional homes first.
2. Katie Zimmerman – How will the CIEP happen? What is the process?
 - a. Joy Riley – It is basically an enhancement project on steroids and will have to go through the NEPA process. SCDOT will begin NEPA next year if we do not have litigation on the project, and it will be finished in the next 5 years. As part of the process, we also have to make sure everything connects to the LCRT and has appropriate connections and crosswalks. NEPA will include public input.
 - b. Katie Zimmerman – Can that effort be coordinated with the conversations we have been having about the river crossings?
 - c. Joy Riley – Absolutely, that will be incorporated as part of the plan and coordinated with local municipalities and the BCDCOG.

EAST Questions:

3. Bradley Punch – Regarding Alternative 3A, are other alternatives still being evaluated? Or is Alternative 3A the confirmed solution?
 - a. Joy Riley – This is a planning study, so we are looking at a very high level. None of these alternatives are the preferred solution yet. We need to do further studies and

refinement. This is the starting point, but there is a lot of work to be done as we look for the best solution.

I-526/Long Point Road Interchange Questions:

4. Andrew Powell – What is the timing for breaking ground on the Long Point Road Interchange project?
 - a. Joy Riley – SCDOT anticipates going to construction in 2024.
5. Scott Barhight – It looks like the General Assembly will approve dollars for the Port's Barge Program. Will this study consider the Barge Program?
 - a. Jenny Humphreys – Yes, we have been in conversation with the Ports Authority. In addition to the Barge Program, we have talked to them about operations and terminal improvements.
6. Andrew Powell – There are many businesses that will be affected by eminent domain, especially if you are adding truck access on the east side of I-526 going directly into the Wando Welch Terminal. How soon will you be making those decisions and talking with companies to discuss the future and the right-of-way/relocation process?
 - a. Joy Riley – We are currently in the middle of the traffic analysis for each alternative. In August we will be showing the Range of Alternatives. We are evaluating how each performs while looking at the relocations of homes and businesses. There will be further minimization of right-of-way. This December, [at the public hearing] we will be showing the Recommended Preferred Alternative that we intend to advance forward. At that time, I think it is appropriate to start talking. If we meet now, we will have to tell you that we really do not know which alternative will rise to the top. There are drastic differences between the alternatives, so December makes sense to start discussing. The initial footprint is always larger because we have not designed embankments, drainage, etc., but as we move through the process, we minimize the number of homes and businesses affected. We also must consider other impacts, such as quality of life, and invite you to comment on that. Our Community Office at Gas Light Square will have information on the I-526/Long Point Road Interchange project, and I am in the office multiple days a week, if you would like to discuss. We are anticipating design-build procurement in 2023 and hope to enter into a design-build contract by the end of December 2023.
 - b. Andrew Powell – I am the owner of the company and building. We were the second building built on this road. The exit for the truck interchange is coming through our parking lot. On the other side of me is Hubner Manufacturing. This is a huge concern for us from a business perspective. It is not as simple as giving us six months to move, as breaking ground can take a very long time.
 - c. Joy Riley – Right now, lines are still moving rapidly, but I am happy to talk with you about the relocation process and benefits. We are trying to figure out ways to impact as few businesses as possible.

Appendix Y.2

Stakeholder List

x	First Name / Middle Initial	Last Name	Title	Organization	Street Address	City, State	Zip Code	Phone	Salutation	Email Address	Notes	Unsubscribe+Unsubc	Stakeholder Meeting 4-19-19 Attended	Stakeholder Meeting 4-24-19 Invited	Stakeholder Meeting 4-24-19 Attended	Newsletter Issue Vt Sent	Stakeholder Meeting 11-19 Invited	Stakeholder Meeting 11-19 Attendees
Mr.	Patrick	Russell	Executive VP- Retail Leasing	Shopping Center	600 Long Point Rd	Mount Pleasant, SC	29464	704.295.4000	Mr. Russell	prussell@aascusa.com			N	Y		Y		
Mr.	Marvin	Kirkland		Ashley Harbor Homeowners Association	1701 Seignious Drive	Charleston, SC	29407		Mr. Kirkland	marvinkirkland17@gmail.com			N	Y		Y		
Dr.	Kirby	Smith	President	Ashley Harbor Subdivision	2203 Wessell Trail	Charleston, SC	29407		Dr. Smith	dkirbyjs@gmail.com			N	Y		Y		
Mr.	Rusty	Nealis	Program Manager	Administration	1701 Columbia Avenue	College Park, GA	30337		Mr. Nealis	rusty.nealis@faa.gov			N	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		
Ms.	Vonie	Gilreath	Mobility Manager	BCDCOG	5789 Casper Padgett Way	North Charleston, SC	29405		Ms. Gilreath	vonieg@bcdco.com			N	Y		Y		
Ms.	Kathryn	Basha	Planning Director	BCDCOG	5790 Casper Padgett Way	North Charleston, SC	29405		Ms. Basha	kathryn@bcdco.com			N	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		
Mr.	Johnny	Cribb	County Supervisor	Berkeley County	1003 US Highway 52	Moncks Corner, SC	29461		Mr. Cribb	johanny.cribb@berkeleycountysc.gov			N	Y		Y		
Mr.	David	Kornahrens	Assistant to the Supervisor	Berkeley County	Berkeley County	Moncks Corner, SC	29461		Mr. Kornahrens				N	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		
Mr.	Ronald E.	Mitchum	Executive Director	Governments	1362 McMillan Avenue # 100	North Charleston, SC	29405		Mr. Mitchum	ronnm@bcdco.com			N	Y		Y		
Mr.	Patrick	Finneran	Principal	Bishop England High School	363 Seven Farms Drive	Charleston, SC	29492		Mr. Finneran	pfinneran@bells.com			N	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		
Ms.	Jessica	Jackson	Southeast	Boeing	3455 Airframe Drive	North Charleston, SC	29418		Ms. Jackson	jessica.j.jackson@boeing.com			N	Y		Y		
Mr.	J. Perrin	Lawson, III	Development	Bureau	423 King Street	Charleston, SC	29403		Mr. Lawson	plawson@explorecharleston.com			N	Y		Y		
Mr.	Jeff	Burns	Manager	Authority	36 John Street	Charleston, SC	29403		Mr. Burns	jburns@ridecarta.com			N	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		
Ms.	Jennifer	Miller	County Administrator	Charleston County	4045 Bridge View Drive	North Charleston, SC	29405		Ms. Miller	jmiller@charlestoncounty.org			N	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@chs-airport.com			N	Y		Y		
Mr.	Steven	Dykes	Executive Director	Department	4045 Bridge View Drive	North Charleston, SC	29405		Mr. Dykes	sdynes@charlestoncounty.org			N	Y		Y		
Mr.	David	Abrams	Director	Services	4045 Bridge View Drive	North Charleston, SC	29405		Mr. Abrams	dabrams@charlestoncounty.org			N	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		
Mr.	David	Bennett	Executive Director	Charleston County Parks and Recreation	861 Riverland Drive	Charleston, SC	29412		Mr. Bennett	dbennett@ccprc.com			N	Y		Y		
Mr.	Sean	Hughes	Planning	Charleston County School District	75 Calhoun Street	Charleston, SC	29403		Mr. Hughes	sean.hughes@ccsdschools.com			N	Y		Y		
Mr.	t	Gerrita	Superintendent	Charleston County School District	75 Calhoun Street	Charleston, SC	29403		Postlewait	superintendent@charleston.k12.sc.us			N	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		
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		
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		
Mr.	Jon	Scott	SVP Government Relations	Charleston Metro Chamber of Commerce	4500 Leeds Avenue	North Charleston, SC	29405		Mr. Scott	jscott@charlestonchamber.org			N	Y		Y		
Mr.	George	Ramsey	Staff Lobbyist	Charleston Metro Chamber of Commerce	4500 Leeds Ave	North Charleston, SC	29405		Mr. Ramsey	gramsey@charlestonchamber.org			N	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		
Ms.	Katie	Zimmerman	Executive Director	Charleston Moves	1630 Meeting Street, Suite 105	Charleston, SC	29405		Ms. Zimmerman	katie@charlestonmoves.org			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@arda.org			N	Y		Y		
Mr.	Brent	Jonas	Relations	Charleston Regional Development Alliance	4401 Belle Oaks Drive, Suite 420	North Charleston, SC	29405		Mr. Jonas	bjonas@arda.org			N	Y		Y		Y
Answered (Comment Response)																		
Ms.	Kristi	Tolley	Marketing Manager	Citadel Mall	8200	Charleston, SC	29407		Ms. Tolley	kristi.tolley@am.jl.com	United		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		
Mr.	Harry	Griffin	City Council Member	City of Charleston	80 Broad Street	Charleston, SC	29401		Mr. Griffin	griffin@charleston-sc.gov			N	Y		Y		
Mr.	Randall "Keith"	Benjamin II	Transportation	City of Charleston	80 Broad Street	Charleston, SC	29401		Mr. Benjamin II	benjamins@charleston-sc.gov			N	Y		Y		
Mr.	Jason	Kronberg	Director	City of Charleston (Department of Parks)	823 Meeting Street	Charleston, SC	29403		Mr. Kronberg	kronberg@charleston-sc.gov			N	Y		Y		
Mr.	Mike	Cochran	City Administrator	City of Hanahan	1255 Yeamans Hall Road	Hanahan, SC	29410		Mr. Cribb	mcochran@cityofhanahan.com			N	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		
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		
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		
Mr.	Sam	Hart	Council Member District 7	City of North Charleston	4788 Hassell Street	North Charleston, SC	29405		Mr. Hart	sam.hart@northcharleston.org			N	Y		Y		
Mr.	Bob	King	Council Member District 8	City of North Charleston	1408 Hartford Circle	North Charleston, SC	29405		Mr. King	king1408@comcast.net			Y	Y				
Mr.	Todd	Olds	Council Member District 5	City of North Charleston	4381 Stoney Poynt Court	North Charleston, SC	29405		Mr. Olds	oldstodd@gmail.com			N	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		
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		
Mr.	Ed	Barfield	Recreation Director	Recreation	P.O. Box 190016	North Charleston, SC	9016		Mr. Barfield	edbarfield@northcharleston.org			N	Y		Y		
Mr.	Bruce	Snyder	President	Coastal Cyclists	108 Athan Circle	Charleston, SC	29445		Mr. Snyder	info@coastalcyclists.com			N	Y		Y		
Mr.	Chris	Phillips	Manager	CSX Transportation	1660 Priceville Road	Gilbert, SC	29054		Mr. Phillips	cphillips@csx.com			N	Y		Y		
Mr.	Greg	Keating	VP, COO	Daniel Island Club	600 Island Park Dr	Charleston, SC	29492		Mr. Keating	greg.keating@diclub.com			N	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		
Mr.	Matthew	Sloan	President	Daniel Island Company	230 Seven Farms Drive	Charleston, SC	29492		Mr. Sloan	matt.sloan@danielisland.com			N	Y		Y		
Ms.	Jane	VP of Community Services	VP of Community Services	Daniel Island Property Owners Association	130 River Landing Drive	Charleston, SC	29492		Ms. Baker	jane.baker@community.org			N	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		
Ms.	Felicia K.	Johnson	Office	Office	1701 Columbia Avenue, Room 220	College Park, GA	30337		Ms. Johnson	felicia.johnson@faa.gov			N	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		
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		
Mr.	Jose	Ruiz	Specialist	Federal Aviation Administration	577 South Aviation Avenue	North Charleston, SC	29418		Mr. Ruiz	jose.ruiz@faa.gov			N	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		
Mr.	Keith	Johnson	Owner	H&J Trucking, Inc.	4278 Wilbur Street	Charleston, SC	29405		Mr. Johnson	Keith@handtrucking.com			N	Y		Y		
Mr.	John	Hess	CEO	Hess	5150 Virginia Ave	North Charleston, SC	29405		Mr. Hess	x	Currently N/A		N	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			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		
Mr.	William	Dean	628 CES/CEM	Joint Base Charleston	720 West Stewart Avenue	Charleston, SC	29404		Mr. Dean	william.dean@us.af.mil			N	Y		Y		
Colonel	Terrence	Adams	Commander	Joint Base Charleston	720 West Stewart Avenue	Charleston, SC	29404		Colonel Adams	terrence.adams@us.af.mil			N	Y		Y		
Mr.	William	Werrell	628 CES/CEAO	Joint Base Charleston	210 West Stewart Avenue	Charleston, SC	29404		Mr. Werrell	william.werrell@us.af.mil			N	Y		Y		
Mr.	Omar	Muhammad	President	(LAMC)	2125 Dorchester Road	North Charleston, SC	29405		Mr. Muhammad	ccrabi@gmail.com			N	Y		Y		Y
Ms.	Anna	Dassing	Principal	Lucy G. Beckham High School "FUTURE"	1560 Mathis Ferry Rd.	Mt Pleasant, SC	29464		Ms. Dassing	anna_dassing@charleston.k12.sc.us			N	Y		Y		
Dr.	Patrick	Cawley	CEO	Health East Cooper	1600 Midtown Avenue	Mt Pleasant, SC	29464		Dr. Cawley	cawley@hmcsc.edu			N	Y		Y		
Mr.	Shane	Griffin	President-Elect	Mount Pleasant Chamber of Commerce	P.O. Box 1615	Mt Pleasant, SC	29465		Mr. Griffin	shane.griffin@heartmedia.com			N	Y		Y		
Capt.	Glory	Gooding	Captain	Mount Pleasant Fire Department, Station 7	926 Bowman Road	Mt Pleasant, SC	29464		Capt. Gooding	gooding@tompac.com			N	Y		Y		
Mr.	Brian	Gwin	Manager	Norfolk Southern	1201 Main Street, Suite 1980	Columbia, SC	29201		Mr. Gwin	brian.gwin@nscorp.com			N	Y		Y		
Mr.	Rick	Comps	Building Services Manager	North Charleston Coliseum	5001 Coliseum Drive	SC	29418		Mr. Comps	m			N	Y		Y		
Mr.	Wes	Dickerson	Director of Operations	North Charleston Coliseum	5001 Coliseum Drive	North Charleston, SC	29418		Mr. Dickerson	wcdickerson@nccom.com	Unsubscribed 2020-05-12 11:11:36		N	Y		Y		
Mr.	Wes	Dickerson	Director of Operations															

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	Y	
Mr. Mark	Robertson	Executive Director	The Nature Conservancy	2231 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	bustos@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	Cunane	Council Member	Town of Mount Pleasant	103 Ann Edwards Lane	Mt Pleasant, SC	29464	Mr. Cunane	kcunane@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. Christiane	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	Jeresty	President	Trident Academy	1455 Wakendaw Rd	Mt Pleasant, SC	29464	Mr. Jeresty	mjeresty@ralstonhealthgroup.com		N	Y	Y	
Dr. Adam Michael	Silbiger, MD	Chief of Staff	Vibra Hospital of Charleston	1200 Hospital Dr.	Mt Pleasant, SC	29464	Dr. Silbiger	info@vibrahealthcare.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	Ballas	Property Manager	Wando Crossing	1500 N Hwy 17	Mt Pleasant, SC	29464	Mr. Ballas	tballas@bsccenters.com	(704) 714-3025	N	Y	Y	
Ms. Cordella	Snyder	Facilities Manager	Wando Crossing	2243 Ashley Crossing Dr Unit A	Charleston, SC	29414	Ms. Snyder	csnyder@bsccenters.com		N	Y	Y	
Mr. Michael L.	Watt	President and CEO	Scientific Research Corporation	1101 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@portsamerica.com		N	Y	Y	
Mr. Dennis	Madden	Sr VP Sales and Marketing)	Amalie Oil Company - Charleston	4950 Virginia Ave	North Charleston, SC	29405	Mr. Barkett	djm@amalie.com		N	Y	Y	
Ms. Megan	Moody	Store Manager	Nordstrom Rack Bowman Place	1110 Bowman Rd.	Mt Pleasant, SC	29464	Ms. Moody	megan.e.moody@nordstrom.com		N	Y	Y	
Ms. Nicole	Rana	Store Manager	Walmart Supercenter	1481 N Hwy 17	Mt Pleasant, SC	29464	Concern	rmrana-008321@walmart.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	ingram@bcscdschools.net		N	Y	Y	
Mr. Deon	Jackson	Senior Associate	Berkeley County School District	229 East Main Street	Moncks Corner, SC	29461	Dr. Ingram	jackson@bcscdschools.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@bidlan.com	... NCHS City Council	N	Y	Y	
Ms. Louise	Schmidt						Ms. Schmidt	lis@boatlife.com	Attended 1st S2 Mtg	N	Y	Y	
Mr. Michael	Quinn						Mr. Quinn	qquinn@themasignatgroup.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	ticlayton01@comcast.net	Attended 2nd S2 Mtg	N	Y	Y	
Mr. Scott	Benedict						Mr. Benedict	scott.benedict@chscrc.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	Dhooze						Ms. Dhooze	kdhooze@absolutelycharleston.com	Attended 2nd S2 Mtg	N	Y	Y	
Ms. Terri	Robinson						Ms. Robinson	trobinson@brookdale.com	Interested in S2 Group	N	Y	Y	
Ms. Sonja	Jenkins						Ms. Jenkins	sonya.jenkins@scdmh.org	Interested in S2 Group	N	Y	Y	
Ms. Deborah	Blalock						Ms. Blalock	deborah.blalock@scdmh.org	Interested in S2 Group	N	Y	Y	
								info@networkneurology.com	Interested in S2 Group	Bounced 2020-03-13 15:00:36	N	Y	Y
Mr. Rich	Novak						Mr. Novak	novak2@bankofamerica.com	Interested in S2 Group	N	Y	Y	
Mr. Dwayne	Stoneroad						Mr. Stoneroad	322.stone@ocharleys.com	Interested in S2 Group	N	Y	Y	
Mr. Keith	Barnette						Mr. Barnette	keith.barnette@ncr.com	Interested in S2 Group	N	Y	Y	
Mr. Stefan	Gortat						Mr. Gortat	stefan.pakmail@yahoo.com	Interested in S2 Group	N	Y	Y	
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Mr. Tim	Fraylick						Mr. Fraylick	tfaylick@carolinasp.com	Interested in S2 Group	N	Y	Y	
Dr. Robert	Pernell						Dr. Pernell	rpennell@yahoo.com	Interested in S2 Group	N	Y	Y	
Mr. Jay	Vane						Mr. Vane	jay@park-go.com	Interested in S2 Group	N	Y	Y	
Mr. Juergen	Goehner						Mr. Goehner	j.goehner@zeltwanger.com	Interested in S2 Group	N	Y	Y	
Mr. Anthony								rcwasite@gmail.com	Interested in S2 Group	N	Y	Y	
Ms. Barbara	Tuttle						Ms. Tuttle	buttutle@tandtsports.net	Interested in S2 Group	N	Y	Y	
Ms. Joanna	Jackis						Ms. Jackis	joanna@eastbaydel.net	say "Don't Invite"	N	Y	Y	
Ms. Anne	Collinson						Ms. Collinson	collinso@music.edu	say "Don't Invite"	N	Y	Y	
Mr. Mike	Wise						Mr. Wise	mike@heroldspharmacy.com	say "Don't Invite"	N	Y	Y	
Ms. Shannon R.	McCoin						Ms. McCoin	smccoin@kicds.com	say "Don't Invite"	N	Y	Y	
Ms. Keisha	Smalls						Ms. Smalls	coastalcarolinanephrology@gmail.com	say "Don't Invite"	N	Y	Y	
Mr. Alan	Nguyen						Mr. Nguyen	alann1080@aol.com	say "Don't Invite"	N	Y	Y	
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Ms. Sonya	Williams						Ms. Williams	sonya.williams02@us.stores.mcd.com	say "Don't Invite"	N	Y	Y	
Ms. Amy	Dooley						Ms. Dooley	amy.dooley@lennar.com	say "Don't Invite"	N	Y	Y	
Ms. Adrian	Clark						Ms. Clark	adrian.clark@titleboxingclub.com	say "Don't Invite"	N	Y	Y	
Ms. Erika	Peterson						Ms. Peterson	frontdesk@kristinasavilleds.com	say "Don't Invite"	N	Y	Y	
Mr. R.C.	Foster						Mr. Foster	sc112@postnet.com	say "Don't Invite"	N	Y	Y	
Mr. David	Adams						Mr. Adams	dadams@hangar.com	say "Don't Invite"	N	Y	Y	
Ms. Alana	Armstrong						Ms. Armstrong	aarmstrong@tricityradiology.com	say "Don't Invite"	N	Y	Y	
Ms. Kim	Waters						Ms. Waters	kimw@medicaresearchouth.com	say "Don't Invite"	N	Y	Y	
Ms. Linda	Fryar						Ms. Fryar	linda.fryar@fmc-na.com	say "Don't Invite"	N	Y	Y	
Ms. Misty	Galloway						Mr. Galloway	om@charlestonperiodontics.com	say "Don't Invite"	N	Y	Y	
Mr. Galloway, DMD	Freeman						Mr. Galloway	info@cccd4ids.com	say "Don't Invite"	N	Y	Y	
Ms. Lisa							Ms. Freeman	freemanl@music.edu	say "Don't Invite"	N	Y	Y	
Mr. J. Reese	McClveen	DMD, MS					Mr. McClveen	dreese@reesebraces.com	Unsubscribed 2020-05-14 14:35:01	N	Y	Y	
Ms. Sonja	Heaton						Ms. Heaton	signarama@sc.rr.com	say "Don't Invite"	N	Y	Y	
Ms. Ashley	Carradono						Ms. Carradono	ashley.hill@carolinaeyecare.com	say "Don't Invite"	N	Y	Y	
Ms. Jane E.	Norrgard						Ms. Norrgard	jane.norrgard@edwardjones.com	say "Don't Invite"	Unsubscribed 2019-11-14 14:31:42	N	Y	Y
Ms. Stephanie	Moore						Ms. Moore	stephanie.moore@atopt.com	say "Don't Invite"	N	Y	Y	
Ms. Elaine	Stack						Ms. Stack	elaine@rmsbeauty.com	say "Don't Invite"	N	Y	Y	
Ms. Peggy	Hunt						Ms. Hunt	phunt@brohoho.com	say "Don't Invite"	N	Y	Y	
Ms. Tara	Shirey						Ms. Shirey	Tara.Shirey@adiglobal.com	say "Don't Invite"	N	Y	Y	
Ms. Lora	Sellers						Ms. Sellers	lora.sellers@alcaninow.com	say "Don't Invite"	N	Y	Y	
Ms. Casey	Bert						Ms. Bert	casey@appliedateco.net	say "Don't Invite"	N	Y	Y	
Mr. Tony	Price						Mr. Price	tony.briossolarenergy@gmail.com	say "Don't Invite"	N	Y	Y	
Mr. Stephen	Gallagher						Mr. Gallagher	sgallagher@brph.com	say "Don't Invite"	N	Y	Y	
							Mr. Gallagher	sjohnsilbertQHD@gmail.com	say "Don't Invite"	N	Y	Y	
								ifloyd@charlestonnephrology.com	say "Don't Invite"	N	Y	Y	
Ms. Ginger	Finneseth						Ms. Finnese	ginger_finnese@cable.comcast.com	say "Don't Invite"	N	Y	Y	
Ms. Krista	Kozak						Ms. Kozak	krista@davidtaylor.com	say "Don't Invite"	N	Y	Y	
Mr. Matt	Berry						Mr. Berry	mlberry@decksupply.com	say "Don't Invite"	N	Y	Y	
Mr. Adam	Giles						Mr. Giles	agiles@finkellaw.com	say "Don't Invite"	N	Y	Y	
Ms. Becky	Osmond						Ms. Osmond	bosmond@heraldoffice.com	say "Don't Invite"	N	Y	Y	
Mr. Adam	Bolinger						Mr. Bolinger	abolinger@jmwilson.com	say "Don't Invite"	N	Y	Y	
								clafayette@meredithlawfirm.com	say "Don't Invite"	N	Y	Y	
								jcherling@modulart.com	say "Don't Invite"	N	Y	Y	
Ms. Ellen	Frazier						Ms. Frazier	ellen.frazier@movement.com	say "Don't Invite"	N	Y	Y	
Mr. Lee	McCloud						Mr. McCloud	lmccloud@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	
							Updated to correct email	Y	N	Y
Hampton	Lee	SCPA	8433672502			hlee@scspa.com	address 1/10/20	Y	N	Y
Phillip	Macchia	Charleston County Park & Recreation Commission				pmacchia@ccprc.com		Y	N	
Karen	Shooge	Absolutely Charleston				karen@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				