

An aerial photograph showing the intersection of Central Park Road and Riverland Drive. The image includes a parking lot with several cars, a building with a white roof, and various trees and vegetation. The text 'CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT' is overlaid in large white letters across the top half of the image.

CENTRAL PARK ROAD AND RIVERLAND DRIVE INTERSECTION IMPROVEMENTS PROJECT

Project Manager: Devri DeToma, P.E.

PURPOSE

To improve safety and traffic flow for all modes of transportation at the intersection of Central Park Road and Riverland Drive while minimizing impacts to grand trees.

The South Carolina Department of Transportation (SCDOT) deemed this intersection a high priority due to the 23 crashes and 1 fatality in a 3-year period.

COMMENT FORM

Comment Forms are available at Sign-In Table and online at

<https://roads.charlestoncounty.org/projects/james-island/centralpark.php>

Comments Must be Submitted by March 20, 2019

CENTRAL PARK ROAD & RIVERLAND DRIVE

INTERSECTION IMPROVEMENTS



Charleston County
Transportation Development

How to Submit Comments

Comment Form: Complete and submit this form during the Public Comment Meeting or take it home and send by mail to Charleston County Transportation Development, 4045 Bridge View Drive, Suite C204, North Charleston, SC 29405.

Online: Visit the project website at <https://roads.charlestoncounty.org/projects/james-island/centralpark.php>

Please Note: Information provided including name and address is subject to disclosure under the S.C. Freedom of Information Act.

Name (Required) _____

Residential Mailing Address (Required) _____

Property Address - if different from above (Required) _____

How many times per day on average do you travel through the Riverland/Central Park corridor?

Please select your preferred alternative and tell us why. (Check one box)

Alternative 1 Alternative 3 No Build

Please rank the below factors in order of importance to you for this project (1-Most Important, 6 Least Important)

- ____ Improved safety
- ____ Improved traffic flow
- ____ Minimize tree impacts
- ____ Bike & pedestrian options
- ____ Anti-traffic light
- ____ Minimized property impacts

General Comments:

Email _____ Contact Preference Email Mail Do not contact

7-DAY COMMENT PERIOD | MUST BE POSTMARKED BY MARCH 20, 2019

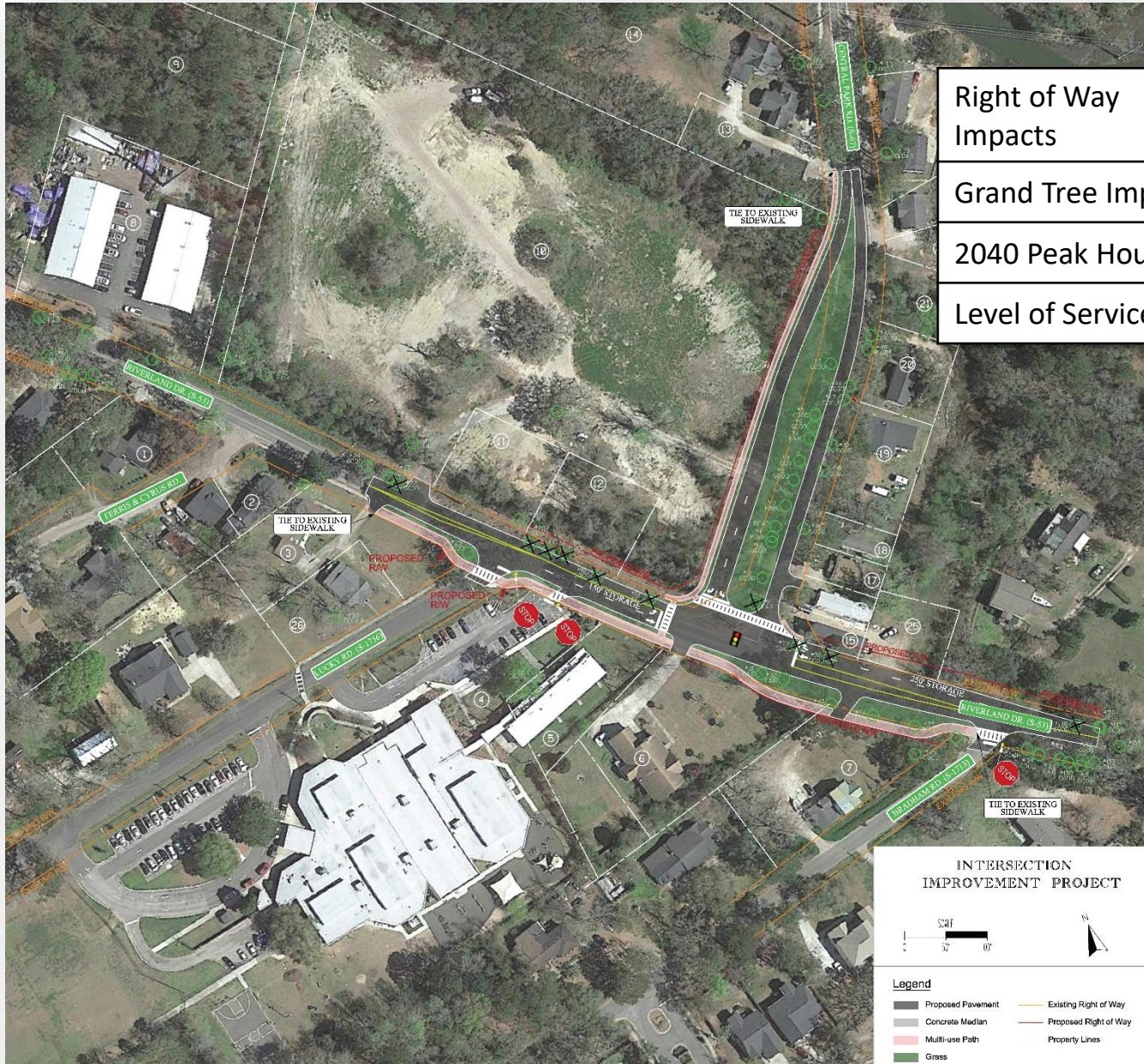
EVALUATION OF ALTERNATIVES

The Transportation Development Department **studied 8 alternatives**. The project team **eliminated 5 alternatives** that either failed to improve traffic flow or impacted more than 10 grand trees.

Staff held a Public Meeting on October 24, 2018 to present the **3 reasonable alternatives** and to receive the public's feed back.

The Purpose of this Public Comment Meeting is to gather comments on Alternatives 1 & 3 and to discuss recommendations moving forward.

ALTERNATIVE 1 – Signalized Intersection



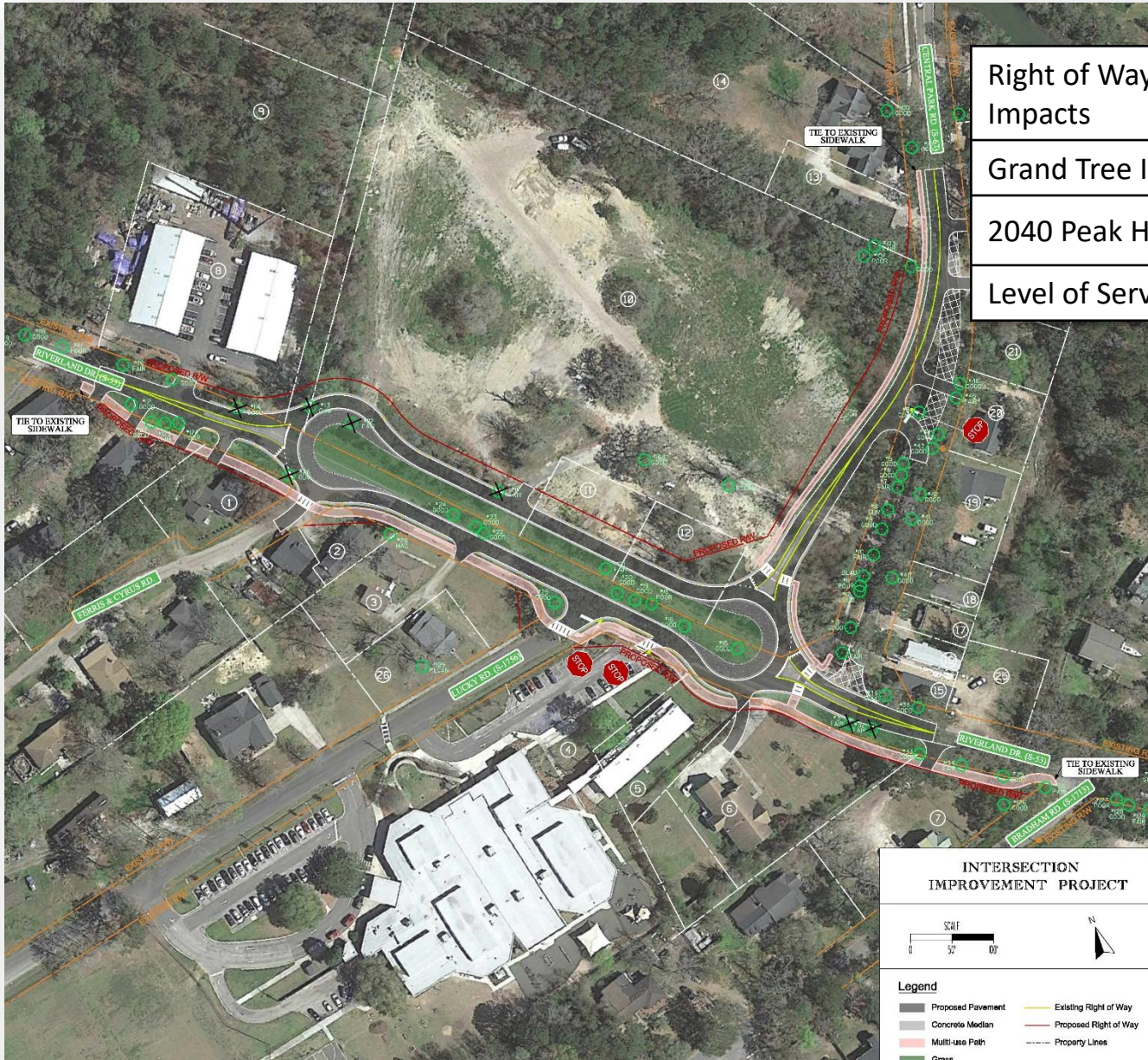
Right of Way Impacts	0.77 Acres		
Grand Tree Impacts*	10 (10)		
2040 Peak Hours	AM	School	PM
Level of Service	B	B	B

*The first number represents the total number of grand trees impacted and the number in parenthesis indicates how many of those are Grand Oaks.

ALTERNATIVE 1 – Signalized Intersection



ALTERNATIVE 3 – Elongated Roundabout (RAB)



Right of Way Impacts	2.16 Acres		
Grand Tree Impacts*	7 (3)		
2040 Peak Hours	AM	School	PM
Level of Service	C	B	B

*The first number represents the total number of grand trees impacted and the number in parenthesis indicates how many of those are Grand Oaks.

ALTERNATIVE 3 – Elongated Roundabout (RAB)



SAFER ALTERNATIVE

Safer Design

Alternative 1 Signalized Intersection



Has a Crash Reduction Factor (CRF) of **46%** for all Crashes



Has a CRF of **54%** for Crashes with Injuries

Alternative 3 Elongated Roundabout (RAB)









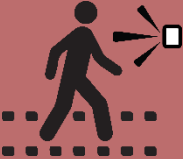

Has a Crash Reduction Factor (CRF) of **72%** for all Crashes



Has a CRF of **88%** for Crashes with Injuries

SAFETY FEATURES

Safer Alternative

Alternative 1 Signalized Intersection	Alternative 3 Elongated Roundabout (RAB)
 <p>Higher Speeds/Relies on Driver Obedience</p>	 <p>Slower Speeds/ Physical Separation</p>
 <p><u>Reduces</u> Overall Crashes, particularly Angle Crashes</p>	 <p>Potential for Right Angle and Head-On Crashes is <u>Eliminated</u></p>
 <p>May <u>increase</u> rear-end crashes</p>	 <p>May <u>increase</u> sideswipe Crashes</p>
 <p>Pedestrians will Cross at Signal</p>	 <p>Pedestrians will have a refuge across Riverland Dr</p>

ADVANCING DESIGN

Alternative 1 Signalized Intersection	Alternative 3 Elongated Roundabout (RAB)
<ul style="list-style-type: none">• Determine Construction Limits• Review Drainage• Identify Signal Pole Locations• Coordinate with Utilities – <u>5 or more Overhead Utility Poles</u>• Refine Shared Use Path Design• Refine Right of Way Needed• Coordination with SCDOT	<ul style="list-style-type: none">• Determine Construction Limits• Minimize Median/Impacts• Review Drainage• Coordinate with Utilities - <u>3 or more Overhead Utility Poles</u>• Refine Shared Use Path Design• Refine Right of Way Needed• Coordinate with SCDOT

PATH FORWARD

- **Review Public Meeting Feedback**
- **Staff Recommendation**
 - **Advance Design for Alternatives 1 and 3 to 30% Plans in an effort to reduce unknowns and refine right of way needs**

Thank You

