

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







Safety Analysis

Crashes by Interchange





NEPA Process







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

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

Issues raised included: Congestion + Safety + Project Timeline + Increased Traffic in Neighborhoods + Air Quality + Noise + Quality of Life Impacts + Poor Drainage + Traffic Flow + Lighting on I-526 + Right-of-Way Acquisition + Truck Traffic + Train Traffic + Improved Transit + I-526 Speed Limit + EMS Access + Merging on I-526/I-26 + Local Road Maintenance + Wetlands + Creek Impacts

Public Engagement

We value your input!



Initial Traffic Analysis

- \checkmark 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







Getting it Right!

- ✓ Long Term Congestion Management is a regional issue
- ✓ Additional Traffic & Environmental studies required
- $\checkmark\,$ 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
- $\checkmark~$ **KEY** is convenience and reliability
- Evolution of Ridesharing makes getting back to vehicle in unexpected schedule disruptions more convenient







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



VANPOOL TO WORK

It's only weird if you make it weird.

NO DRESS CODE REQUIRED

WORK FROM HOME

It's only weird if you make it weird.







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
- \checkmark 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









Technology





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





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Expect More. Experience Better.



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



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Engineering Consultant Partners



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Questions & Comments





