

# **Town of Summerville Comprehensive Traffic Plan**

## *Meeting Notes*

### Public Involvement Meeting #1:

- Date: June 12, 2006 from 6:00 PM to 8:00 PM
- Location: Town of Summerville City Council Chambers

Meeting Format: Presentation followed by questions and answers

### Meeting Handouts:

- CTP Fact Sheet with attached transportation goals and implementation from the 2004 Comprehensive Plan
- Copy of the Power Point presentation
- List of Planned and Programmed Summerville Area Transportation Projects from the 1998 Plan / CHATS Plan / SPLOST
- Comment Form

Number in attendance: 9 citizens

Town of Summerville:

Russ Cornette PE, Town of Summerville Engineer  
Charlie Miller, Town of Summerville Operations Director

Day Wilburn Associates:

Rod Wilburn, AICP  
Marta Rosen

### Comments:

- A representative from the Town Awareness Committee (TAC) stated that they would fill in the comment forms and respond to questions. They would like to have the consultants discuss with them their views at that time.
  - Rod Wilburn asked the TAC to send their comments in and that a meeting would be scheduled.
- Comment was made regarding the congestion on the US 17 Alt / Exit 199 of I-26. Will the study look at these difficult problems and address possible solutions? In response
  - Rod Wilburn stated that the study will use the CHATS travel demand model and would be able to identify congested areas and test possible solutions.
  - It is important to keep in mind that the Town of Summerville is part of a growing region and projects are influenced by regional developments. Improving traffic mobility will have to consider the regional land use and development activities surrounding the Town.
- There are rumors about expansion of the Port. Some have said that in lieu of expanding the Port, Jasper may be developed. This would lead to the need for rail connectivity and to additional truck traffic. Will the study consider the Ports?
  - The Ports is not part of the study scope. The study is focused on the Summerville Area and would look at transportation within the area.

# Town of Summerville Comprehensive Traffic Plan

## *Meeting Notes*

- The question was raised about Glen McConnell Expressway extension. Could the proposed extension be looked at in the model to see if it would be more effective if it was located further to the west? This re-location could be an alternative to widening SC-165.
  - The study can test a new alignment in the model and analyze the impacts to the transportation system.
  - This road has been discussed for a long time and continues to be a priority.
- The Town of Summerville's west end includes historic neighborhoods. The traffic and noise has been a growing problem, degrading the quality of the historic resource and impacting residents. Something needs to be done to reduce the truck traffic, the auto traffic and the speed of travel. This is a danger to bicycle and pedestrian traffic.
  - The study will look at truck routing to see what can be done to improve the transit of trucks and minimize the impacts on neighborhoods. These improvements can include signage, improved turning movements, and other traffic operations recommendations to accomplish that goal.
- Will the study consider bicycle and pedestrian facilities; will such facilities be recommended as part of road widening projects?
  - The study will look at existing plans for bicycle and pedestrian facilities and look at where those facilities can be implemented. Where road widening and bicycle facilities plans coincide, usually the two are coordinated for implementation.
  - DWA will be coordinating with SCDOT concerning the status of programmed projects. Where a project has advanced to concept design, we will check if bicycle and/or pedestrian facilities are included.
  - SCDOT policy, like CHATS policies, favor including bicycle and pedestrian facilities on widening projects.
  - It is important for bicycle and pedestrian networks that the study review connectivity and identify gaps that interrupt connections.
- What is the status of the Berlin Meyer extension? The study will consult with SCDOT and with the CHATS MPO about the project. Some residents fear that the implementation of this project will impact residential quality of life and increase noise and degrade the quality of life.
- One commenter made the following statements:
  - Town of Summerville should be a village with those types of amenities. Congestion on streets makes that concept difficult to achieve. There should be a bypass around the whole town to protect the "village" context.
  - The Arch at Central Avenue floods (this Arch is scheduled for replacement).
  - Growth has resulted in truck traffic through the town in route to commercial areas. That needs to be addressed to minimize the truck traffic through town.
  - Getting on the I-26 headed east to Charleston gets more difficult with time. The access needs to be widened to 2 lanes.
  - Making left hand turns on Richardson and Cedar is difficult and need to be improved.

## **Town of Summerville Comprehensive Traffic Plan**

### *Meeting Notes*

- Pedestrians are not respected by cars. Cars will not stop for them.
- Comment was raised regarding cost v. affordability of transportation programs. How will we address the financial requirements for recommended improvements? The County recently passed a referendum to fund regional projects, however, it is already apparent that the amount of money collected will not be sufficient to cover the cost of projects they had hoped to implement.
  - Projects are getting more expensive. Delays cause projects to absorb the cost of inflation over time and most recently the cost of oil has made the price of asphalt and related construction materials to increase.
  - It will be important for the study to document the cost of “no build” v. “build”. This should quantify the cost of deferring implementation of needed projects.
  - One of the impact quantifications should address the implementation of the Berlin Meyer project. This project is expected to provide relief to traffic congestion. If Berlin Meyers is not implemented, are there any relievers that could alternates? What would be the consequences on to other parts of the system?
- The comment was made that the Town of Summerville has been “short changed” in the CHATS process. Other areas have gotten more projects in the MPO program than Summerville.
- Another participant offered up the view that the City and the County needs to coordinate closely the zoning and land use with transportation improvements. This will protect the public investment in the transportation facility and secure its operations are not compromised because it has to serve incompatible uses.