

# James Island Connector Loop (Questions & Responses)

September 6, 2007

**Question:** When will the Camp Road and Folly Road intersection be improved and why isn't that given top priority over all the other projects on James Island? I think if you improve Camp Road and Folly Road and the other problems beyond Folly Road before the clover leaf, this will help the flow of traffic.

**Response:** Improvements for the Folly/Camp Road intersection is ongoing. The consultant is developing alternatives at this time and a public meeting will be held in the near future to discuss these alternatives. The James Island Connector Loop Ramp project was part of the first referendum approved by the citizens of Charleston County in November of 2005 and the Folly/Camp Road Intersection Improvements project was part of a second referendum approved by the citizens of Charleston County in November of 2006. Improvements to both these areas along Folly Road will benefit the traffic flow along Folly Road on James Island.

**Question:** My second question or comment is there's a lot of traffic right-of-way in this area for people who are going to Lowe's and is there anyway to have a back entrance or a way for people to get into that area without using that intersection?

**Response:** This entire area is surrounded by SC 30 which has controlled access, wetlands and James Island Creek. These existing features limit the areas where access maybe granted.

**Comment:** As a person who has to sit on the James Island Connector every night for about 15-20 minutes, is there anything that can be done in the next three weeks or three months? Is it at all possible, and you probably are not the right people to be asking, but can we have a policeman during rush hours to prevent people on Folly Road from blocking that intersection that would probably save us all 5 minutes?

**Response:** In the short term (three weeks to three months), request for increased enforcement can be made to the appropriate government law enforcement entity (City of Charleston or Charleston County). The agency maintaining the traffic signals could verify that the signals, especially the vehicle detection, are operating as intended. Another short term solution that would require more time and analysis is retiming the signal system along Folly Road.

With regard to a policeman preventing the Folly Road – James Island Connector intersection (or any other intersection) from being blocked by traffic, this is a request that would need to be made to the appropriate law enforcement agency. Another possible alternative would be to install pavement markings

# James Island Connector Loop (Questions & Responses)

September 6, 2007

and signs reading "Do Not Block Intersection", but these would tend to be more useful with strict enforcement – which would require a police presence.

**Question:** If we are going to start doing this project possibly in May, this is already a busy summertime that we have, how is this going to impact the traffic that we have already on Folly Road with the beach comers? We also have a bridge that is being built right now and is the bridge going to be finished before we start this project? That is my main concern by already having the bridge being built now and then having this extra, how much more is that going to impact the highway?

**Response:** This project will start before the James Island Creek Bridge Replacement project is complete but impacts to the traveling public will be minimized as much as possible during this period of time. Most of the construction of this project will be outside of the existing traffic, so it will have minimal impacts to the existing travel lanes.

**Question:** Is there a site where we can make comments on other improvements for James Island?

**Response:** The only site that we are aware of is sponsored by Charleston County Roadwise. It is: [http://www.ccradwise.org/charleston\\_county\\_roadwise.html](http://www.ccradwise.org/charleston_county_roadwise.html) Contacting your local, county and state officials is another method to let them know of your ideas and concerns.

**Question:** Please explain if you make a loop how you expect a 4' semi with a 15' cab to merge onto Folly Road and move over two other lanes before he gets to Ellis Oak if he wants to turn left. Semi's are always turning for delivery to Lowes. Chances are he will end up blocking two lanes.

**Response:** We agree that trucks would have difficulty making this movement with the loop ramp merging onto southbound Folly Road. One alternative being considered, in part to help avoid this problem, is bringing the loop ramp perpendicular into Folly Road and controlling the intersection with a traffic signal.

**Question:** Why don't you leave the light in at the end of the connector so vehicles wanting to turn left at Ellis Oak can go through the light as they do now?

**Response:** This question can be interpreted in two ways. The first is leaving the existing ramp and signal in place and maintaining the current movement. The second is construction the loop ramp so that it connects to Folly Road at the existing signal opposite the existing exit ramp, which would be removed. The former interpretation would essentially be the no-build alternative, which is one

of the alternatives under consideration at this location. The latter interpretation is addressed in the previous response.

**Question:** Hi, I have read the recent comments in the newspaper from the Sept 6th public meeting. I thought people had raised some good points; particularly being able to access Central Park Road. My thoughts/comments have to do with the type of impact that the James Island Loop project may have in relation to the proposal being pushed by James Island Mayor Mary Clark. She wants to reverse a lane of traffic in the mornings and afternoons to help alleviate traffic. How will this link up with the Loop Project? If her proposal is passed I wonder how things will work?

**Response:** We have not explicitly examined installing reversible lanes on Folly Road. This is something that could be considered, however, it would require widening Folly Road to add at least one lane to be able to maintain the minimum of two through lanes in each direction. Additional complex pavement markings and overhead changeable message signs would also be needed.

**Question:** Can Folly Road handle the volume of traffic in the direction of the free flowing acceleration lane towards Folly Beach?

**Response:** The traffic analysis indicates a single lane merging onto southbound Folly Road would likely have difficulty handling the existing and future volume of traffic. This is due to the combination of the high volume of ramp traffic and traffic on southbound Folly Road. For this reason, we examined another loop ramp alternative which provides two right turn lanes controlled by a traffic signal at Folly Road.

**Question:** Where does the bike path transition to multiuse path from Ellis Oak Ave.?

**Response:** At this time the bike path ends at Ellis Oak Drive and the multi-use path begins at the onramp to SC 30. An existing sidewalk may be widened from Ellis Oak Drive to the SC 30 on ramp to provide connectivity through this area.

**Question:** How do you convince bike riders to use the multi-use path and not stay on the road?

**Response:** Final design has just started for this project, and this will be thoroughly investigated in the very near future.

## James Island Connector Loop (Questions & Responses)

---

September 6, 2007

**Question:** Traffic especially during the summer months is very busy – and there is no traffic light after Food Lion until you reach Folly Beach/Sol Lagare Road. Has a traffic study been done of Folly Road from this area?

**Response:** To our knowledge, a recent traffic study of Folly Road between Fort Johnson Road (near the Food Lion) and Sol Lagare Road has not been completed.