

What's Been Happening: Tier 1 Alternative Analysis

Since the last update, the project team has been working on the Tier 1 Alternative Analysis, conducting field studies on traffic performance, cultural resources, wetlands, and noise to analyze the preliminary alternatives. This is the first step of the Alternative Analysis process where we are re-evaluating the 39 preliminary alternatives identified in the 2010 Draft Environmental Impact Statement (DEIS). The goal is to screen those 39 alternatives to a smaller set of Reasonable Alternatives. We are using the evaluation criteria developed for the 2010 DEIS with current data from 2019.

Project Purpose

- Increase the capacity of the regional transportation system
- Improve safety
- Enhance mobility to and from the West Ashley, Johns Island, and James Island areas of Charleston

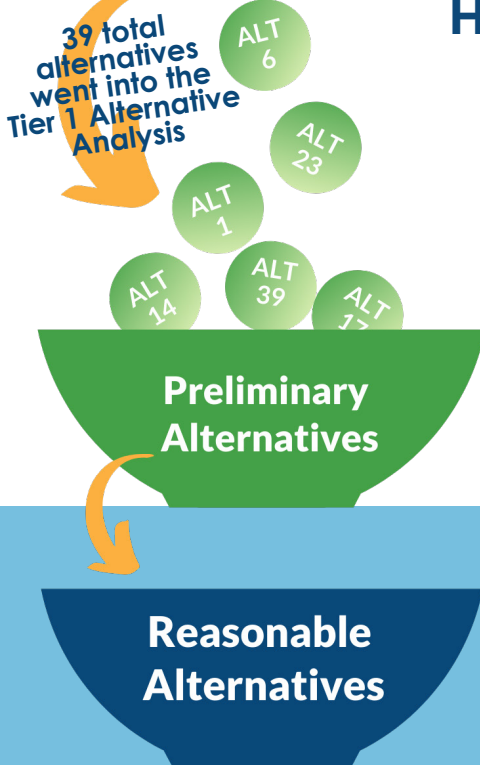


Who Contributed Ideas? YOU!

- The Public
- Project Team
- Elected Officials
- Planning Agencies
- Federal/ State Agencies
- Local Governments
- Stakeholders

Ideas from previous studies for this corridor and comments received during the 2010 DEIS project development process are included in the Universe of Alternatives.

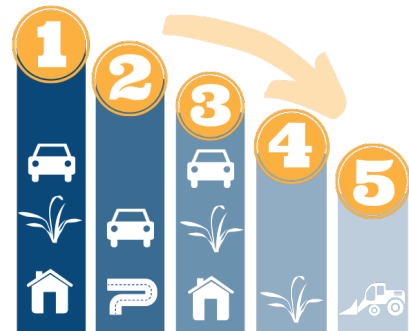
How did we do the Tier 1 Alternative Analysis?



Evaluation Criteria



Elimination Steps



Going Forward

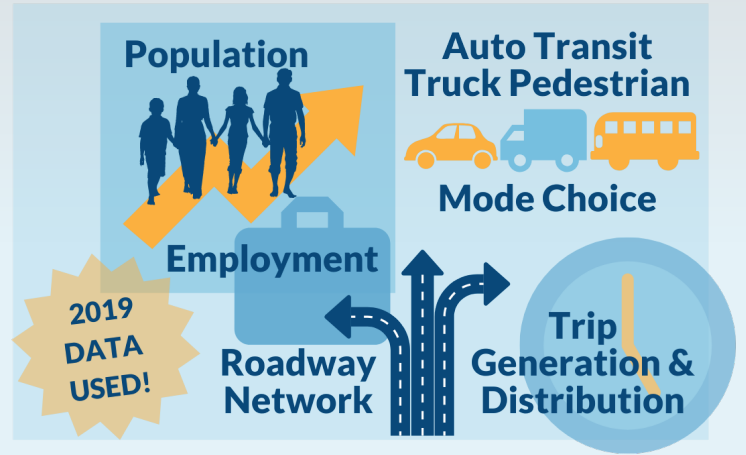
Going forward, the Reasonable Alternatives that come out of the Tier 1 Alternative Analysis will be evaluated in more detail, along with the No-Build, Transportation Systems Management, and Mass Transit Alternatives. This analysis will determine the preferred alternative, which will be presented at the public hearing in late 2020.



Understanding the Traffic Performance Model

The Tier 1 Alternative Analysis evaluation criteria include both traffic performance and environmental impacts. To measure traffic performance, the project team used the 2019 Charleston Area Transportation Study (CHATS) regional travel demand model. This model takes into consideration current and future land use, population and employment growth, and other factors that impact traffic in a region such as future roadway improvements. Using the same units of measurement identified in the 2010 DEIS, each alternative was assessed on its ability to fulfill the project's specified purpose and need and was compared to the No-Build Alternative.

Traffic Model Inputs:



How Traffic Performance was Measured:

Vehicle Miles Traveled



How far (miles) travelers would have to drive

Vehicle Hours Traveled



How long (hours) travelers would sit in their car during a trip

Trip Length



Time (minutes) travelers would save traveling between areas within the region

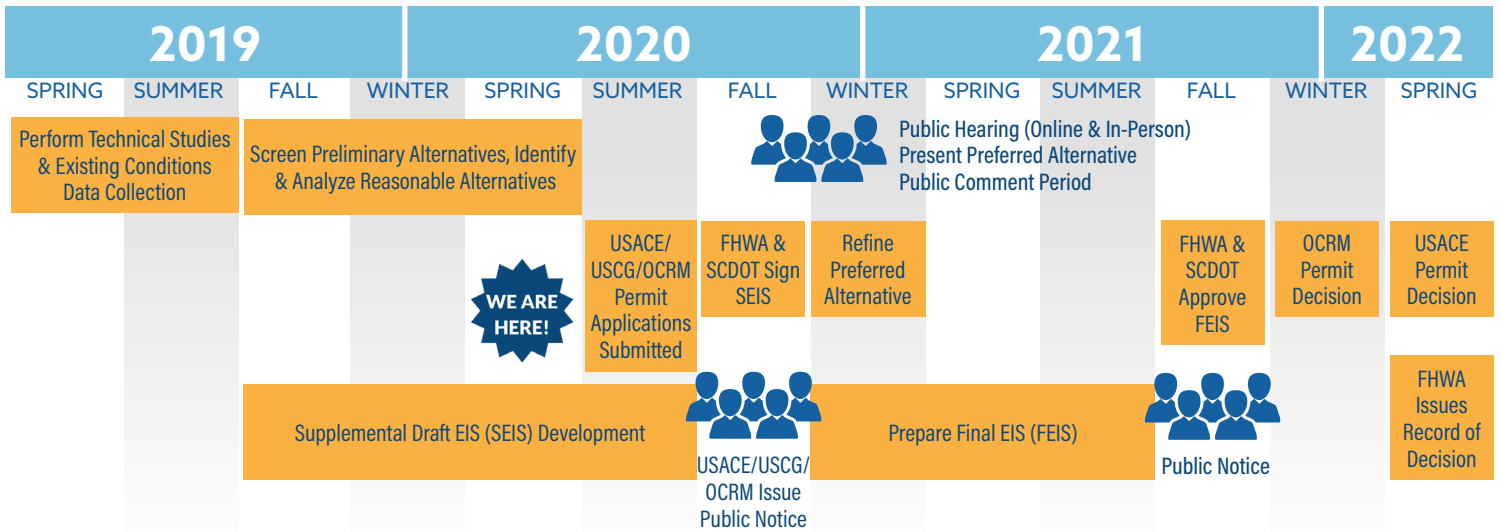
Delay



Additional time (hours) travelers would spend in congested conditions compared to free-flow



Current Project Schedule



Contact & Comment

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