

William S. Cogswell, Jr
Mayor



Robert Somerville
Section Chief of Public Works

City of Charleston
South Carolina
Department of Traffic & Transportation

Traffic & Transportation Committee
80 Broad Street
Council Chamber

<https://www.youtube.com/@CityofCharlestonSCgov/streams>

December 16, 2025, Time 3:30 p.m.

Chair, Councilmember Michael Seekings
Vice-Chair, Councilmember Karl L. Brady, Jr
Councilmember Boyd Gregg
Councilmember William Dudley Gregorie
Councilmember Jim McBride
Mayor William S. Cogswell, Jr

AGENDA

- | | |
|--|--|
| 1. Invocation | |
| 2. Approval of Minutes | November 18, 2025 |
| 3. Presentation and Adoption of Safe Streets for All Safety Action Plan | James Wallace, T & T
Nick Jehn, Kimley-Horn & Assoc's |
| 4. Folly Road, Maybank Highway, and Harborview Road Traffic Signal Timing Project Update | Richard Turner
A. Morton Thomas and Assoc's |
| 5. Sam Rittenberg Blvd Redesign Plan Update | Eric Pohlman
Department of Planning and Preservation |
| 6. Old Towne Road/Sam Rittenberg Maintenance Agreement Approval | Michael Mathis
Traffic and Transportation Director |

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation, or other accommodations, please contact Janet Schumacher at (843) 577-1389 or email to schumacherj@charleston-sc.gov three business days before the meeting.



DECEMBER 2025



INTRODUCTION

Founded in 1670, the City of Charleston is among the oldest cities in America and maintains this historic character through its nationally renowned landmarks and attractions; charming neighborhoods and parks; and thoughtful architecture and design. Though the City's core identity remains unchanged, the region continues to experience rapid population growth and an expansive tourism industry that strains the broader transportation network and introduces increased safety risks. From January 2018 through December 2023, Charleston County experienced the most fatal and serious injury crashes statewide and ranked second among South Carolina's 46 counties in terms of non-motorist-involved fatal and serious injury crash rate based on data from the South Carolina Department of Transportation (SCDOT).

STUDY AREA

The City of Charleston is located in Charleston County, South Carolina and is centered on the eight-square-mile peninsula formed by the confluence of the Ashley and Cooper rivers at the Charleston Harbor. Since its founding more than 350 years ago, the City has expanded outward to encompass a total area of approximately 120 square miles across five distinct context areas:

- **The Charleston Peninsula**, which includes the historic neighborhoods near its southern terminus and "the Neck" area that connects the City to the mainland via the City of North Charleston
- **West Ashley**, located west of the Charleston Peninsula and flanked by the Stono River and Ashley River
- **Daniel Island**, located north of the Charleston Peninsula and bound by the Cooper and Wando rivers
- **James Island**, located south of the Charleston Peninsula and bound by the Stono River, Charleston Harbor, and Atlantic Ocean marshlands
- **Johns Island**, which is South Carolina's largest island, located west of James Island and south of West Ashley

Each context area offers their own set of constraints and opportunities. This plan was developed to serve the needs of each community in Charleston. As shown in the vicinity map in **Figure 1**, the City shares its borders with the municipalities of the City of North Charleston, Town of James Island, and Town of Mount Pleasant along with unincorporated areas of Charleston and Berkeley counties.

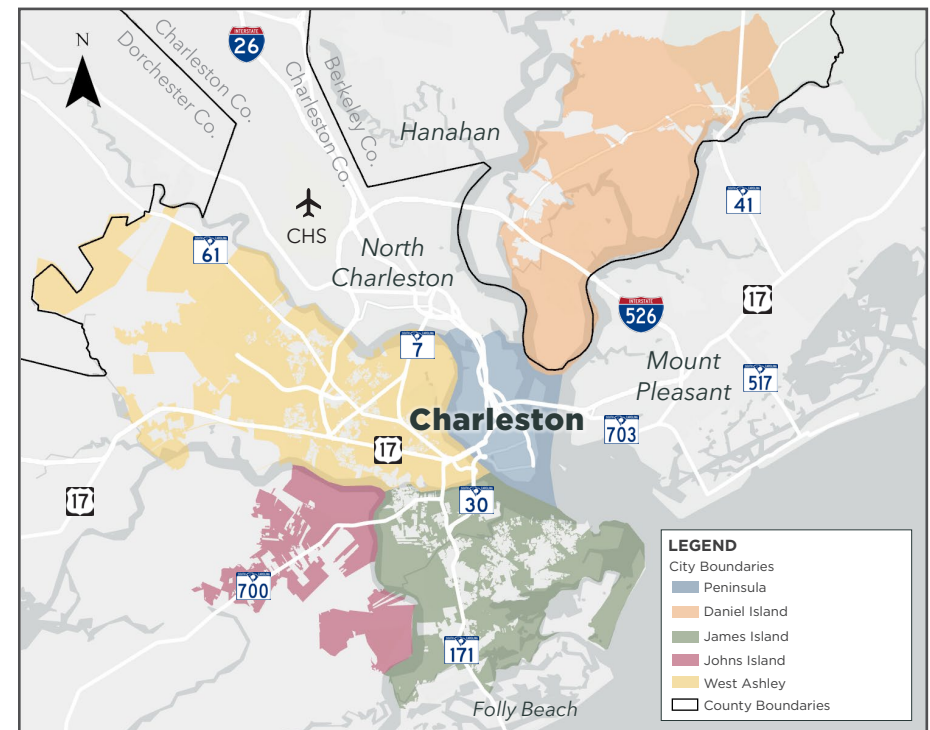


Figure 1: Study Area Map

BACKGROUND

Safety in Charleston

Between January 2018 and December 2023, more than 100 fatal and 450 serious injury crashes occurred within Charleston's city limits, approximately 30% of which involved non-motorists. Though crash frequency varies year-to-year, as shown in **Figure 2**, the number of crashes resulting in fatalities or injuries has remained largely consistent, declining by just 1% over this period. The City of Charleston faces special challenges in addressing these trends, as the area is home to a growing number of young families but also serves as a year-round destination for tourists, a place for retirees, and a major Atlantic port city—all while the City grapples with the conflicting demands of maintaining its historic character, managing growth, and building resiliency against climate change. These factors combine to create an ideal opportunity for the City to develop a comprehensive Safety Action Plan (SAP) to guide investments in citywide safety.

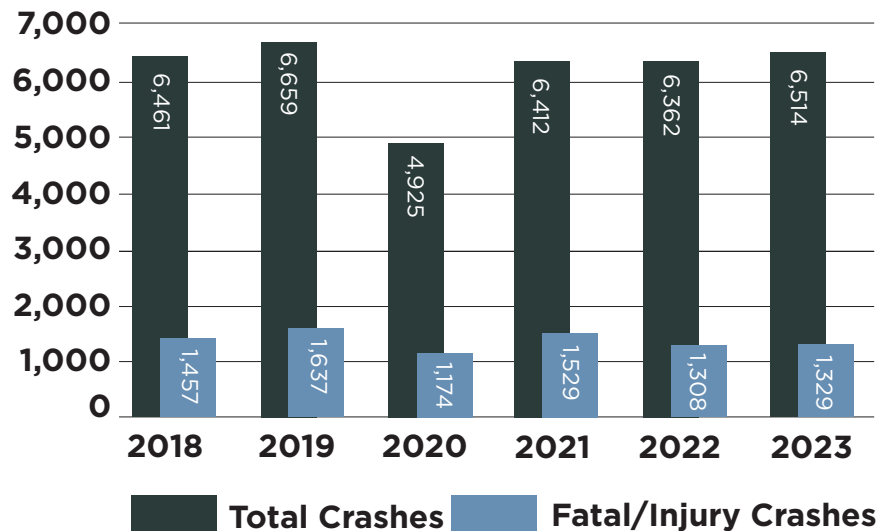


Figure 2: City of Charleston Crash History (2018-2023)

Safety Across the Region

This plan strives to develop a comprehensive set of strategies and projects geared towards substantially eliminating fatalities and serious injuries for all road users who live in, work in, and visit the City of Charleston daily. Along with previous and parallel efforts, including the 2018 *Citywide Transportation Plan* (CTP); 2022 *SCDOT Pedestrian and Bicycle Safety Action Plan* (PBSAP); 2023 *Mount Pleasant Safety Action Plan*; ongoing SCDOT Road Safety Audits (RSAs); and forthcoming plans by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) and adjacent municipalities; the City's SAP represents a critical contribution to the growing body of safety work occurring across the region. These parallel efforts are shown in **Figure 3** alongside existing fatal and serious injury crash history to underscore that safety gaps still exist across the City's network of streets. The success of this plan hinges on learning from and building upon this previous work while collaborating with neighboring jurisdictions to create a roadmap for the City that fits cohesively within the region.

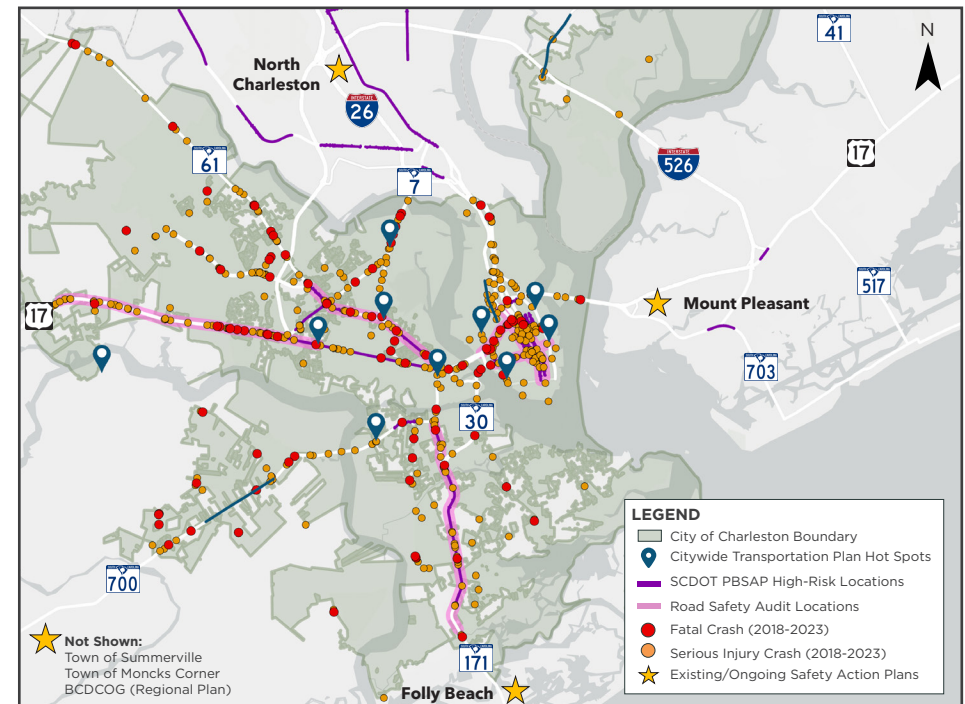


Figure 3: Existing Crash History, Studies, and Plans

Charleston's Safety Challenges: By the Numbers

The City of Charleston faces challenges in addressing issues, needs, and opportunities related to transportation safety, particularly for the system's most vulnerable road users. This group includes non-motorists, as well as road users who are tourists, older individuals, younger individuals, and those living in underserved communities. These populations face the greatest obstacles, and each are overrepresented locally. The statistics below underscore the need for targeted investments that align with the goals and objectives of funding opportunities provided through United States Department of Transportation's (USDOT's) Safe Streets and Roads for All (SS4A) program. **Between January 2018 and December 2023, there were...**

100+

FATAL CRASHES

2,700+

INJURY CRASHES

37,000+

TOTAL CRASHES



Vulnerable Road Users. Pedestrians, cyclists, and motorcyclists are up to **20** times more likely to be injured or killed than those traveling in motor vehicles when involved in a crash.



Underserved Communities. Approximately **51,000** individuals live in a Census Tract classified as underserved per the USDOT.



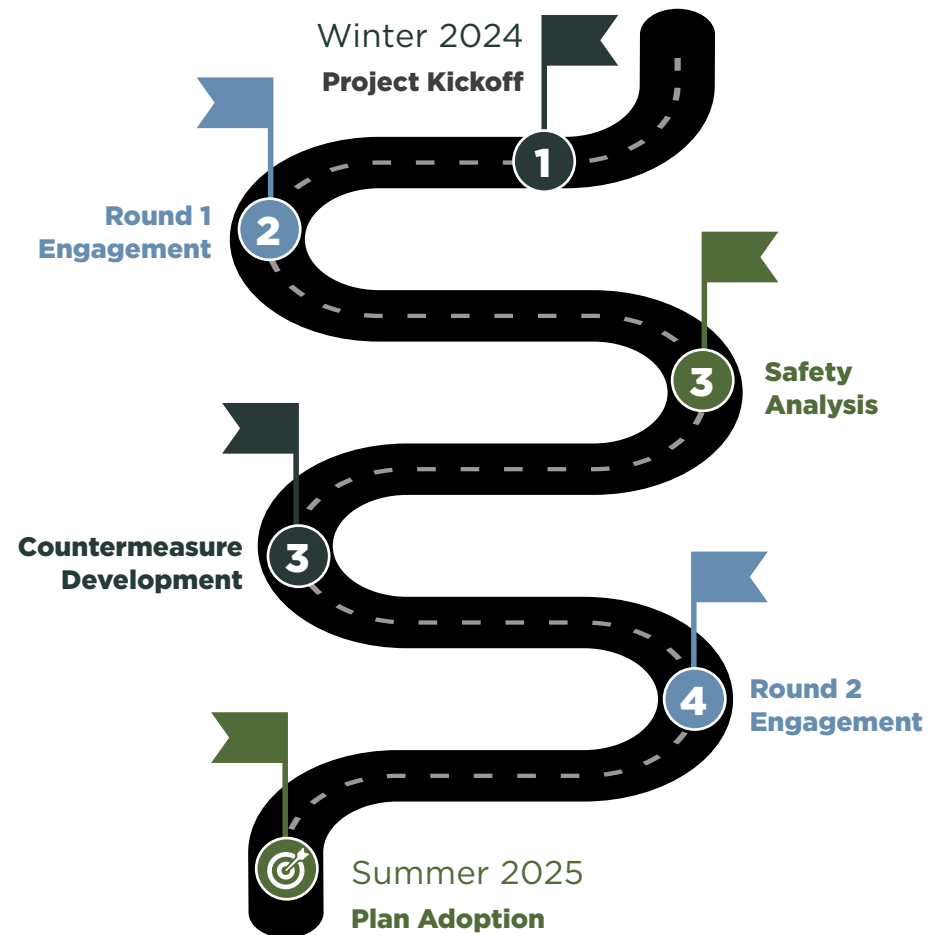
Aging Population. The proportion of the City's population aged 55 and older has increased at three times the rate of other age groups since 2013, comprising **30%** of the City's population based on recent data from the Census Bureau.



Non-Residents. Mobile location data from spring 2023 indicates that up to **140,000** trips are made daily within the City of Charleston by non-residents.

THE SAFETY ACTION PLAN PROCESS

Charleston's plan for addressing critical safety needs was developed and will be implemented based on the guiding principles of the USDOT SS4A program. These principles include comprehensive crash analysis, system monitoring, consultation with a multidisciplinary team of technical and non-technical stakeholders, and engagement with the public. The SAP process is outlined below along with key milestones.



TARGET ZERO COMMITMENT

This plan is the first step in advancing a broader vision for safety within the City of Charleston. The City aligned this vision with the SCDOT's *Strategic Highway Safety Plan* (SHSP) and SAPs already adopted by other communities in the tri-county region. Adopted in October 2025, the Target Zero resolution commits to reducing traffic-related fatalities and serious injuries on public roadways by 20% by 2035 and substantially eliminate all such crashes by 2050. Benchmarked against the City's observed crash history between January 2018 and December 2023—averaging nearly 20 fatal crashes and 80 serious injury crashes per year—these targets aim to save at least 4 lives and eliminate at least 16 serious injuries annually within the next 10 years.

A Safety Technical Advisory Committee (STAC) comprised of planners, engineers, first responders, policy makers, and community advocates was formed to develop and implement this plan and will serve as the basis for a Target Zero Task Force (TZTF) responsible for progressing the objectives of the City's resolution. However, the City's ambitions for sustained improvements in traffic safety extend beyond the TZTF and the proposed countermeasures included in **Appendix A** and will only be realized if a "target zero" mindset is broadly adopted by community leaders and citizens alike.

USDOT's 7 Components of an Action Plan

The City's SAP is rooted in USDOT's 7 Components of an Action Plan, which aims to define a consistent, holistic strategy for addressing roadway fatalities and serious injuries nationwide. These guiding components are listed below, and applicable components are highlighted at the beginning of each chapter in this document. A checklist is also included in **Appendix B**, highlighting how the City's plan addresses each item.

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Policy and Process Changes
6. Strategy and Project Selections
7. Progress and Transparency



City of Charleston

WILLIAM S. COGSWELL, JR.
MAYOR

Fellow Charlestonians,

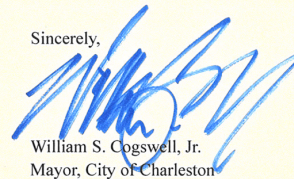
On average, nearly 100 people are killed or seriously injured on the City's roadways each year. City leadership understands our responsibility to provide safe transportation in all transit modes and recognizes that even one deadly crash is too many.

To address this responsibility, we have joined cities across the world in adopting a Target Zero resolution to substantially eliminate all traffic fatalities and serious injuries by the year 2050. Within this Safety Action Plan, you will find an evidence-based, systematic approach to advancing Target Zero that prioritizes areas with the highest incident rates of severe crashes. Together, with a robust stakeholder and public engagement strategy, a series of near-term, lower-cost, high-benefit projects were identified in this plan to address the City's most pressing safety needs. These projects represent an inflection point in how we plan for safety across the City and the surrounding region.

Our commitment to safety does not stop when this list of projects is complete. At the core of Target Zero is the Safe System Approach, a change in the way we plan and design our transportation system that builds in resilience through safer people, roads, vehicles, speeds, and improved post-crash care. This Action Plan integrates the pillars of the Safe System Approach and focuses on the continuous engineering (safer roads), education (safer people), enforcement (safer speeds), and evaluation (improved post-crash care) policies and processes that we will implement and refine into our future.

City, regional, and state agencies, organizations, advocacy groups, and citizens like you played a part in the creation of this Action Plan, but our work does not stop here. Together, we can guide future decisions to reach our Target Zero goals.

Sincerely,



William S. Cogswell, Jr.
Mayor, City of Charleston

P.O. Box 652, CHARLESTON, SOUTH CAROLINA 29402
843-724-3737 COGSWELL@CHARLESTON-SC.GOV

USDOT ACTION PLAN KEY COMPONENT:
1. Leadership Commitment and Goal Setting



Maintenance Agreement & Contract
Between the
South Carolina Department of Transportation,
the City of Charleston,
And the Charleston Area Regional Transportation Authority

THIS AGREEMENT is made this _____ day of _____, 20____, by and between the South Carolina Department of Transportation (hereinafter referred to as "SCDOT"), the City of Charleston (hereinafter referred to as "City"), and the Charleston Area Regional Transportation Authority (hereinafter referred to as "CARTA") (collectively "the Parties") for the below described Project.

WITNESSETH THAT:

WHEREAS, Charleston County has undertaken the Old Town District Improvements Project (hereinafter referred to as "Project"); and

WHEREAS, the Project will incorporate improvements and enhancements that do not fall within SCDOT's normal maintenance standards; and

WHEREAS, SCDOT, City, and CARTA want to enter into this Agreement to grant a continuous license to City and CARTA to enter SCDOT's right-of-way to conduct maintenance of the non-standard improvements and enhancements associated with the Project in Charleston County; and

WHEREAS, SCDOT is an agency of the State of South Carolina with the authority to enter into contracts necessary for the proper discharge of its functions and duties; and

WHEREAS, City is a body corporate and political with all the rights and privileges of such including the power to contract as a necessary and incidental power to carry out their respective functions covered under this Agreement; and

WHEREAS, CARTA is an authority created pursuant to S.C. Code Section 58-25-30, *et seq.*, and has all the powers and duties of such including the power to contract as a necessary and incidental power to carry out its respective functions covered under this Agreement; and

WHEREAS, City and CARTA have agreed to undertake maintenance responsibilities for the non-standard improvements and enhancements described herein;

NOW THEREFORE, in consideration of the several promises to be faithfully performed by the Parties hereto as set forth herein, SCDOT, City, and CARTA do hereby agree as follows:

I. PROJECT DESCRIPTION:

This Agreement is for the maintenance of enhancements and special features incorporated into Old Towne District Improvements Project to include: landscaping, irrigation, mast arms, brick stamped crosswalks, the shared-use path within the new right-of-way, and bus stop shelters and items naturally associated with the bus shelters. The scope of this Agreement covers Sam Rittenberg Blvd. (SC 7) from Dickens Street to Gamecock Avenue, Old Towne Road (SC 171) from Donahue Drive to Sam Rittenberg Blvd., and the new right-of-way obtained between Sam Rittenberg Blvd. and Orange Grove Road (S 726).

Mast arm maintenance includes maintaining the cross arm, signal support, and related equipment. Mast arm maintenance will follow SCDOT's "Engineering Directive Memorandum Number 33," SCDOT's "Mast Arm Specifications," and any amendments or modifications thereto, all incorporated herein by reference. This memorandum may be found at: <http://info2.scdot.org/ED/ED/ED-33.pdf>.

This Agreement shall not impose any additional signal maintenance responsibilities on City, nor shall it modify any existing signal maintenance agreements between the Parties.

Maintenance is defined as the preservation of the functionality and appearance of the improvements and enhancements.

EXHIBIT "A," attached hereto and specifically made a part of this Agreement, represents additional Project details and a map depicting the Project area.

II. PERIOD OF PERFORMANCE:

The effective date of this Agreement is the date of execution by the Parties hereto. This Agreement will remain in effect unless terminated pursuant to Section VIII. f.: Termination.

III. SCDOT WILL:

- a. Assign an SCDOT employee to serve as liaison and contact between the Parties hereto.
- b. Assist City and CARTA in the preparation and securing of appropriate Encroachment Permits.
- c. Grant to City and CARTA licenses to enter onto SCDOT right-of-way at the areas identified by the Encroachment Permits. The purpose of these licenses to enter is limited to routine maintenance to the improvements and enhancements identified herein. Such entry will be limited to the scope of work identified in the Encroachment Permits. No additional encroachment beyond that contemplated by the original Encroachment Permits is allowed. If additional maintenance, enhancement, or beautification efforts, different from the original scope of work identified in the Encroachment Permits, is requested, the requestor will be required to submit a new

Encroachment Permit identifying the new scope of work. Entry onto SCDOT right-of-way pursuant to this Agreement requires notice to SCDOT.

IV. CITY WILL:

- a. Accept responsibility for the maintenance of the mast arms, landscaping, irrigation, brick stamped crosswalks, and the shared use path installed as part of the Project.
- b. Secure appropriate Encroachment Permits outlining any maintenance efforts on SCDOT rights-of-way that may include any special or non-standard features, such as the above identified improvements and enhancements, which may be incorporated into the Project. Encroachment Permits shall be obtained after the Project is complete and before incorporation into the state system, if not already included in the state system.
- c. Post all necessary traffic control devices and take all necessary precautions in conformance with SCDOT traffic control standards and as required by SCDOT along SCDOT right-of-way prior to and during the performance of any maintenance efforts.
- d. Within the limitations of the South Carolina Tort Claims Act (S.C. Code Sections 15-78-10 *et seq.* (as amended)), City will be responsible for any loss resulting from bodily injuries (including death) or damages to property, arising out of any negligent act or negligent failure to act on City's part, or the part of any employee or agent of City in performance of the work undertaken under this Agreement.
 1. Pursuant to S.C. Code Section 57-5-140 (2006), SCDOT shall not be liable for damages to property or injury to persons, as otherwise provided for in the South Carolina Tort Claims Act, as a consequence of any negligence by City in performance of maintenance work by City.
- e. Insert an indemnification clause into all contracts with contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold harmless City, CARTA, the State of South Carolina, and SCDOT from any liability, claims, or damages which may arise from the performance of work on or within SCDOT right-of-way.

V. CARTA WILL:

- a. Accept maintenance responsibilities for all bus stop shelters and associated appurtenances installed as part of the Project.
- b. Secure appropriate Encroachment Permits outlining any maintenance efforts on SCDOT rights-of-way that may include any special or non-standard features, such as the above identified improvements and enhancements, which may be incorporated into the Project. Encroachment Permits shall be obtained after the Project is complete and before incorporation into the state system, if not already included in the state system.

- c. Post all necessary traffic control devices and take all necessary precautions in conformance with SCDOT traffic control standards and as required by SCDOT along SCDOT right-of-way prior to and during the performance of any maintenance efforts.
- d. Within the limitations of the South Carolina Tort Claims Act (S.C. Code Sections 15-78-10 *et seq.* (as amended)), CARTA will be responsible for any loss resulting from bodily injuries (including death) or damages to property, arising out of any negligent act or negligent failure to act on CARTA's part, or the part of any employee or agent of CARTA in performance of the work undertaken under this Agreement.
- e. Insert an indemnification clause into all contracts with contractors and subcontractors which requires the contractor and subcontractor to indemnify and hold harmless CARTA, City, the State of South Carolina, and SCDOT from any liability, claims, or damages which may arise from the performance of work on or within SCDOT right-of-way.

VI. FUNDING:

- a. City and CARTA are responsible for funding their respective maintenance obligations imposed on them by this Agreement. SCDOT will not fund these maintenance activities.

VII. GENERAL:

- a. DISPUTES. All claims or disputes shall be filed with the SCDOT District Engineering Administrator. All Parties will meet to attempt to resolve the dispute or claim. If unable to resolve the dispute with the District Engineering Administrator, the Parties may appeal the claim or dispute to the appropriate SCDOT Deputy Secretary. The Deputy Secretary's decision in the matter shall be final and conclusive for all Parties.
- b. NOTICES. All notices and other correspondence will be officially delivered as follows:
 - 1. As to SCDOT:
South Carolina Department of Transportation
SCDOT – District 6
Charleston County Resident Maintenance Engineer
2401 Maintenance Way
North Charleston, SC 29406
 - 2. As to City of Charleston:
City of Charleston
Traffic and Transportation
180 Lockwood Blvd, Suite C
Charleston, SC 29403

Mayor
80 Broad Street
Charleston, SC 29401

Office of Corporation Counsel
50 Broad Street
Charleston, SC 29401

3. As to CARTA:

Ronald E. Mitchum, Executive Director
5790 Casper Padgett Way
North Charleston, SC 29406

- c. COMPLIANCE WITH LAWS. The Parties hereto agree to conform to all of the SCDOT, State, Federal, and local laws, rules, regulations, and ordinances governing agreements or contracts relative to the acquisition, design, construction, maintenance and repair of roads and bridges, and other services covered under this Agreement.
- d. AMENDMENTS. City and CARTA, or their authorized agents, shall agree to hold consultations with SCDOT as may be necessary with regard to the execution of supplements, modifications, or amendments to this Agreement during the course of this Project for the purpose of resolving any items that may have been unintentionally omitted from this Agreement. Such supplements, modifications, and amendments shall be subject to the approval and proper execution of the Parties hereto. No supplement, modification, or amendment to this Agreement shall be effective or binding on any Party hereto unless such supplement, modification, or amendment has been agreed to in writing by all Parties hereto.
- e. REVIEWS/APPROVALS. Any and all reviews and approvals required of the Parties herein shall not be unreasonably denied, delayed, or withheld.
- f. TERMINATION. This Agreement may be terminated with regards to the defaulting Party in the event of substantial failure by any Party. In the event of Termination by SCDOT for failure to properly maintain the improvements and enhancements incorporated into this Project, the defaulting Party shall be responsible for any cost associated with SCDOT performing the required maintenance or removing the special features of nonstandard improvements and enhancements from SCDOT's right-of-way.

Maintenance obligations for an identified item will cease upon that item's removal upon mutual agreement of the Parties.
- g. FUTURE CONSTRUCTION PROJECTS. City and CARTA acknowledge SCDOT's resurfacing program and other construction programs do not account for the cost of protecting or replacing improvements and enhancements. These costs are the sole responsibility of City and CARTA. SCDOT will notify City and CARTA, as may be

needed, prior to resurfacing or construction and provide a time period for the respective Party to provide the additional funding for one of the following:

1. The additional cost to protect the improvements and enhancements; or
2. The cost for SCDOT to replace the improvements and enhancements.

Failure of City or CARTA to provide the additional funding within the time period specified by SCDOT will result in SCDOT's milling and resurfacing the improvements and enhancements or removing the improvements and enhancements. City and CARTA may replace the improvements and enhancements at their own expense after resurfacing or construction by obtaining necessary Encroachment Permits from SCDOT after resurfacing is complete.

VII. SUCCESSORS AND ASSIGNS.

- a. SCDOT, City, and CARTA each bind themselves, their respective successors, executors, administrators, and assigns to the others with respect to these requirements, and also agree that no Party shall assign, sublet, or transfer their respective interest in the Agreement without the written consent of the other Parties.
- b. This Agreement is made and entered into for the sole protection and benefit of SCDOT, City, CARTA, and their respective successors and assigns. No other persons, firms, entities, or parties shall have any rights, or standing to assert any rights, under this Agreement.

VIII. EXECUTION IN COUNTERPARTS.

- a. This Agreement may be executed and delivered in counterparts, and if so executed, shall become effective when a counterpart has been executed and delivered by all Parties hereto. All counterparts taken together shall constitute one and the same Agreement and shall be fully enforceable as such. Delivery of counterparts via facsimile transmission or via email with scanned attachment shall be effective as if originals thereof were delivered.

IX. ENTIRE AGREEMENT.

- a. This Agreement with attached Exhibit(s) and/or Certification constitutes the entire Agreement between the Parties. The Agreement is to be interpreted under the laws of the State of South Carolina.

[Signature Blocks on Next Page]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed on their behalf

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

CITY OF CHARLESTON

Witness

By: _____
(Signature)

Title: _____

CHARLESTON AREA REGIONAL
TRANSPORTATION AUTHORITY

Witness

By: _____
(Signature)

Title: _____



Witness

SOUTH CAROLINA DEPARTMENT OF
TRANSPORTATION



By: 

Deputy Secretary for Engineering or
Designee

RECOMMENDED:

By: _____
Deputy Secretary for Finance & Administration or
Designee

REVIEWED

 By: 

MICHAEL FULMER

Title: RPG-1 PROJECT MAWASEK

EXHIBIT A

LEGEND

	EXISTING RIGHT-OF-WAY		PROPOSED GREEN SPACE
	EXISTING PROPERTY		PROPOSED SIDEWALK
	NEW RIGHT-OF-WAY		DECORATIVE CROSSWALK
			PROPOSED CONCRETE MEDIAN

