



RETHINK FOLLY

Segment 1 Update

Ellis Creek to Prescott Street



CONTENTS

- Where We've Been
- Dominion Energy Overhead Power Lines
- Design Alternatives & Opportunities
- Cost Comparison
- Recommendation
- Budget Considerations



WHERE WE'VE BEEN

Budget, Segmentation, Approved Alternative



Available Funding: \$2.675M



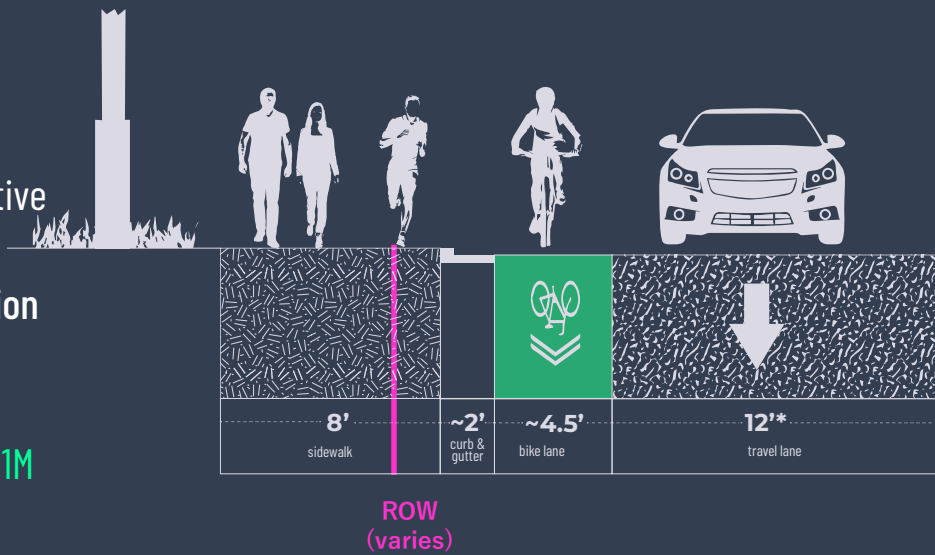
RECOMMENDED ALTERNATIVE 2

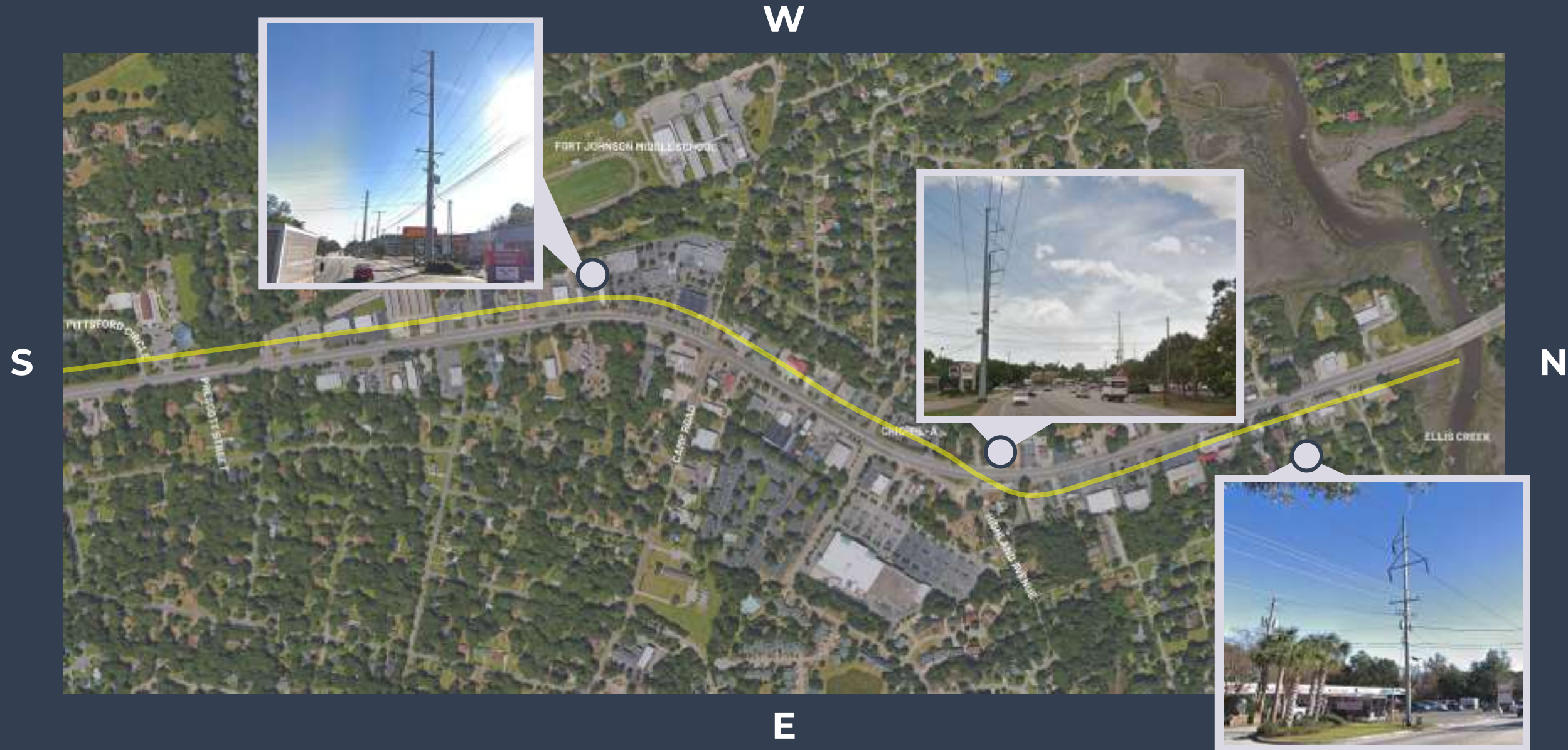
REVISED RECOMMENDED ALTERNATIVE 2b

Segment 1 Approved Alternative

8' Sidewalk + Utility Relocation + *Future Bike Improv.*

2.1 M + *approx. \$400,000 - 1.1M bike improvements*





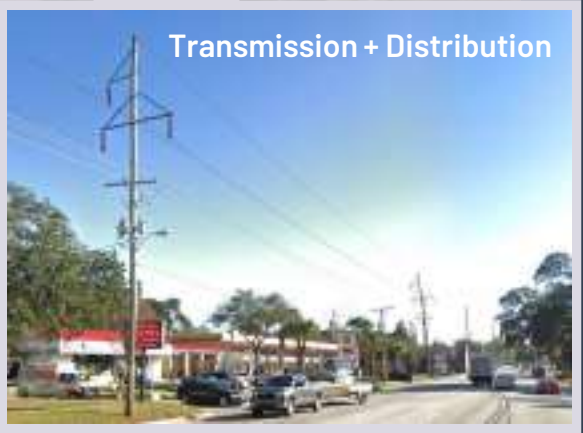
W



S



N



E

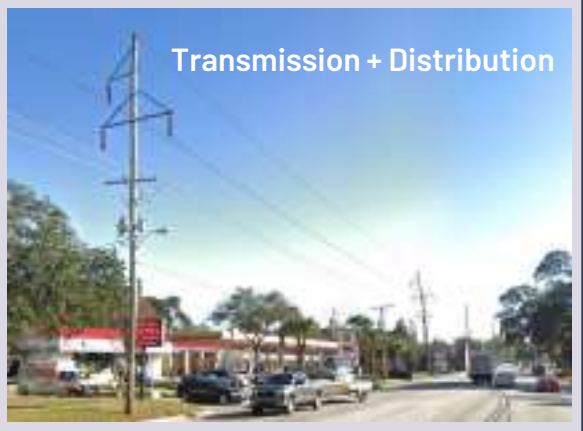


W



S

N



E



WEST SIDE DESIGN ALTERNATIVES

Dialysis Clinic / Lowdown



WEST SIDE DESIGN ALTERNATIVES

Lowdown / CubeSmart



WEST SIDE DESIGN ALTERNATIVES

Sumter's Landing



WEST SIDE VS. EAST SIDE DESIGN ALTERNATIVES

Dialysis Clinic / Lowdown



WEST SIDE VS. EAST SIDE DESIGN ALTERNATIVES

Lowdown / CubeSmart



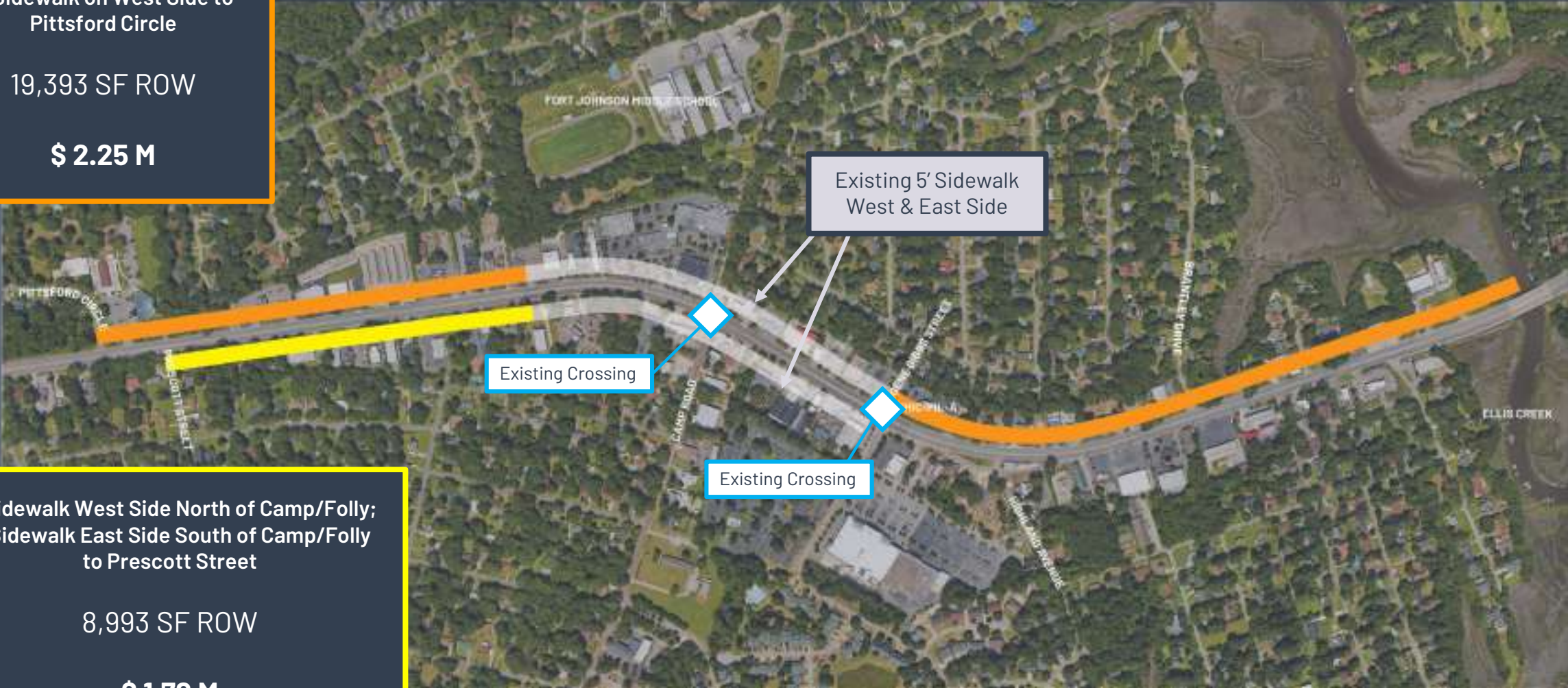
WEST SIDE VS. EAST SIDE DESIGN ALTERNATIVES

Sumter's Landing



COST ESTIMATE COMPARISON

8' Sidewalk on West Side to
Pittsford Circle
19,393 SF ROW
\$ 2.25 M



8' Sidewalk West Side North of Camp/Folly;
8' Sidewalk East Side South of Camp/Folly
to Prescott Street
8,993 SF ROW
\$ 1.72 M

RECOMMENDATION

PHASE 1:
8' Sidewalk East Side South of Camp/Folly to
Wilton Street + Crossing at George Griffith

PHASE 2:
8' Sidewalk West Side North of Camp/Folly

\$2.2M

**Future 12' Multi-Use
Path; West Side**

Proposed Crossing

Existing 5' Sidewalk;
West & East Side

PHASE 2
8' Sidewalk; West Side

Existing Crossing

S

N

Existing 5'
Sidewalk

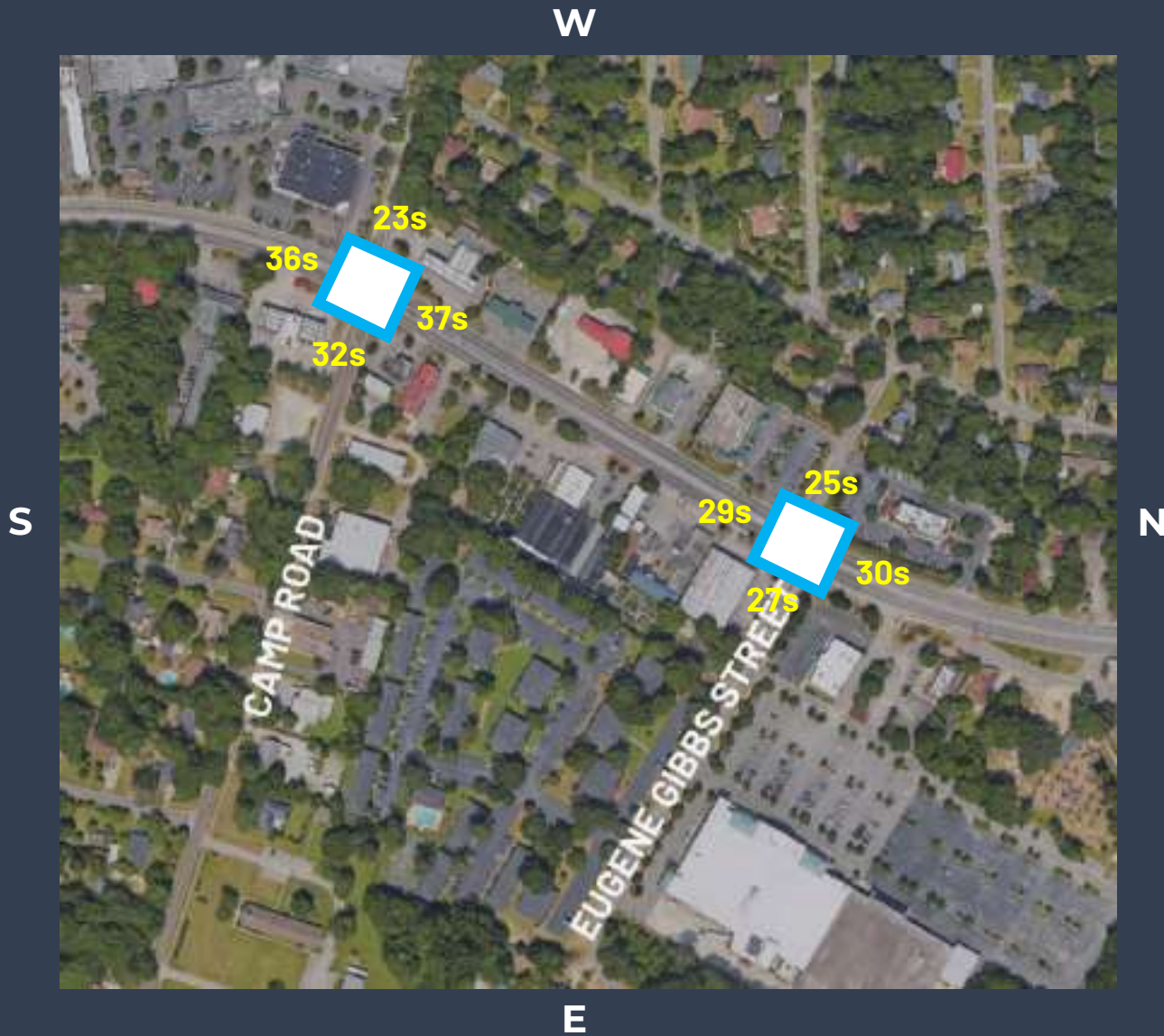
PHASE 1
8' Sidewalk; East Side

Existing Crossing

E



CROSSWALKS



- Protected pedestrian crossing phases incorporated into signal phasing plan
- Crossing times based on width of road, pedestrians traveling at 3mph



RECOMMENDED ALTERNATIVE BENEFITS

- Improved safety
- Project budget extended
 - More funds available for wider green bike path
 - Completes Segments 1 & 2
 - Accelerates MUP & pedestrian crossing at George Griffith
- Restriping lanes creates opportunity for a speed study (potential lower speed limits)
- Less ROW impacts
- Less utility impacts
 - Avoids Dominion substation
- Adds facilities to East side which has less potential for redevelopment in the future
- More functional & aesthetically pleasing sidewalk



FOLLY ROAD CAN BE MADE SAFER BY:

- BUILDING CONTINUOUS SIDEWALKS, FREQUENT CROSSWALKS, AND PROTECTED BIKEWAYS
- USING SLOWER, SAFER "DESIGN SPEEDS"



BUDGET CONSIDERATIONS



\$ 400,000
City of Charleston



\$ 400,000
Town of James Island



\$ 1,500,000
BCDCOG



\$ 375,000
Charleston County

TOTAL AVAILABLE FUNDS
\$ 2.675M

PROJECT CONSTRUCTION

City of Charleston + Town of James Island +
BCDCOG + Charleston County

8' Sidewalk West Side North of Camp/Folly
8' Sidewalk East Side South of Camp/Folly to
Wilton Street + Crossing at George Griffith

\$ 2.2M

GREEN BIKE FACILITIES

\$ 500,000 available

6' Green Bike Lanes on East & West Sides
of Folly Road from Ellis Creek to George
Griffith Boulevard

\$ 400,000 – 1.1M

UNDERGROUND DISTRIBUTION

Town of James Island + Charleston County

Underground Distribution on West Side
of Folly Road from Ellis Creek to
Camp/Folly at Eugene Gibbs Street

\$ 700,000 +

*Charleston County would contribute the value of relocating poles replaced by underground distribution