

**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**  
**Conference Call #1-929-205-6099**  
**Access ID: 556 524 367**  
**July 15, 2025, Time 3:00 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

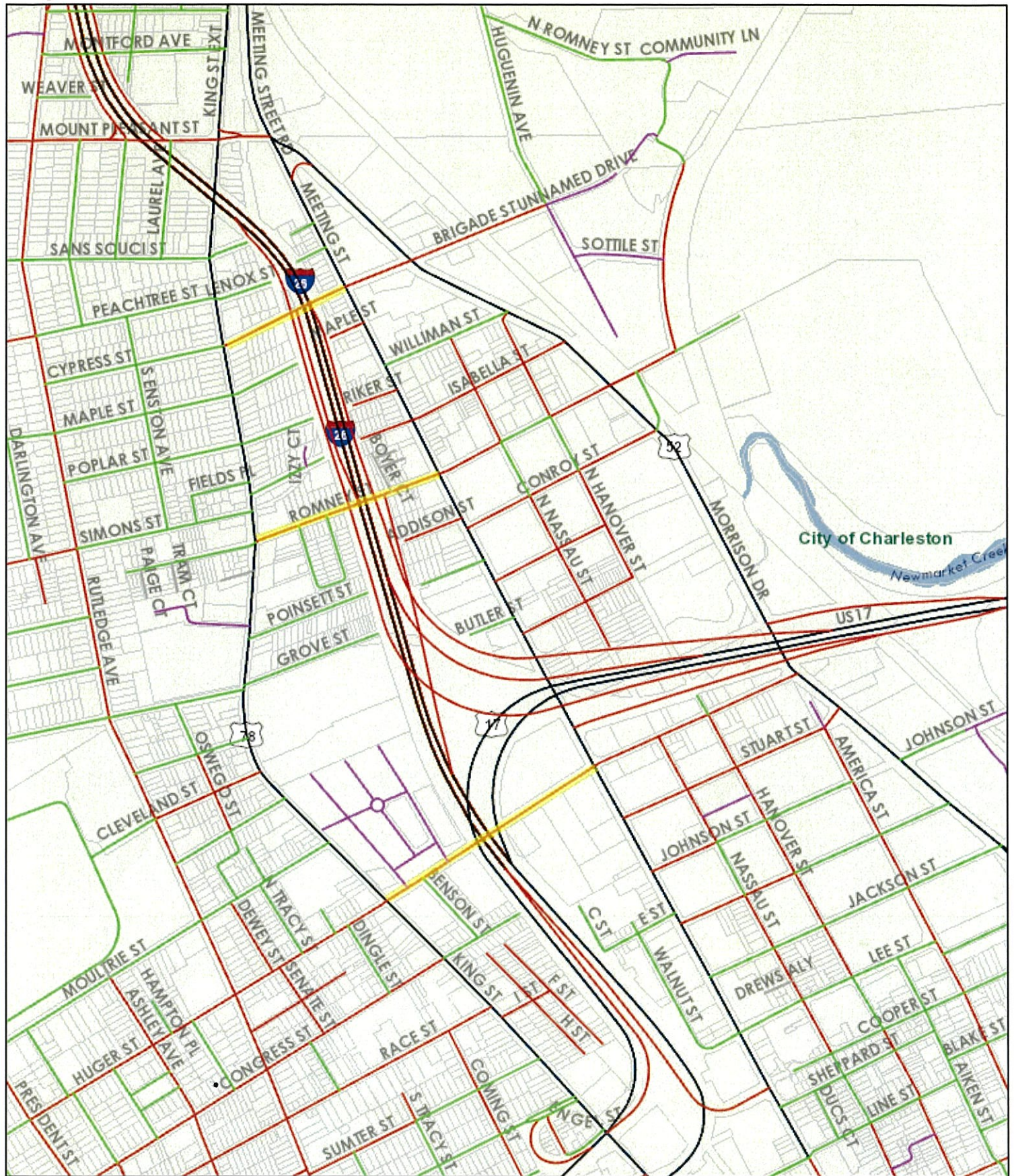
**AGENDA**

1. Invocation
2. Approval of Minutes May 27, 2025
3. Ashley River Crossing Update Mayor Cogswell
4. Lowline Phase I Project Update Josh Martin
5. Lowline Construction - Request to accept transfer of ownership and maintenance of streets from SCDOT Josh Martin
  - Romney Street (S-126) – King Street to Meeting Street
  - Cypress Street (S-114) – King Street to Meeting Street
  - Huger Street (S-99) – King Street to Meeting Street
6. Lowline Parking Lots - Management & Enforcement Josh Martin
7. Chauffer License Appeal Steve Ruemelin
  - Terrell Simmons Charleston Police Department
8. Safe Streets and Roads for All (SS4A) James Wallace &  
USDOT Grant Update Kimley-Horn Consulting
9. Certificates of Public Convenience and Necessity Michael Mathis
  - MGM Grand II (Taxi)
  - Lowcountry Limousine

10. Maybank Highway/Riverland Road Intersection Safety  
Improvement Discussion

Councilmember Jim McBride

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](mailto:schumacherj@charleston-sc.gov) three business days before the meeting.



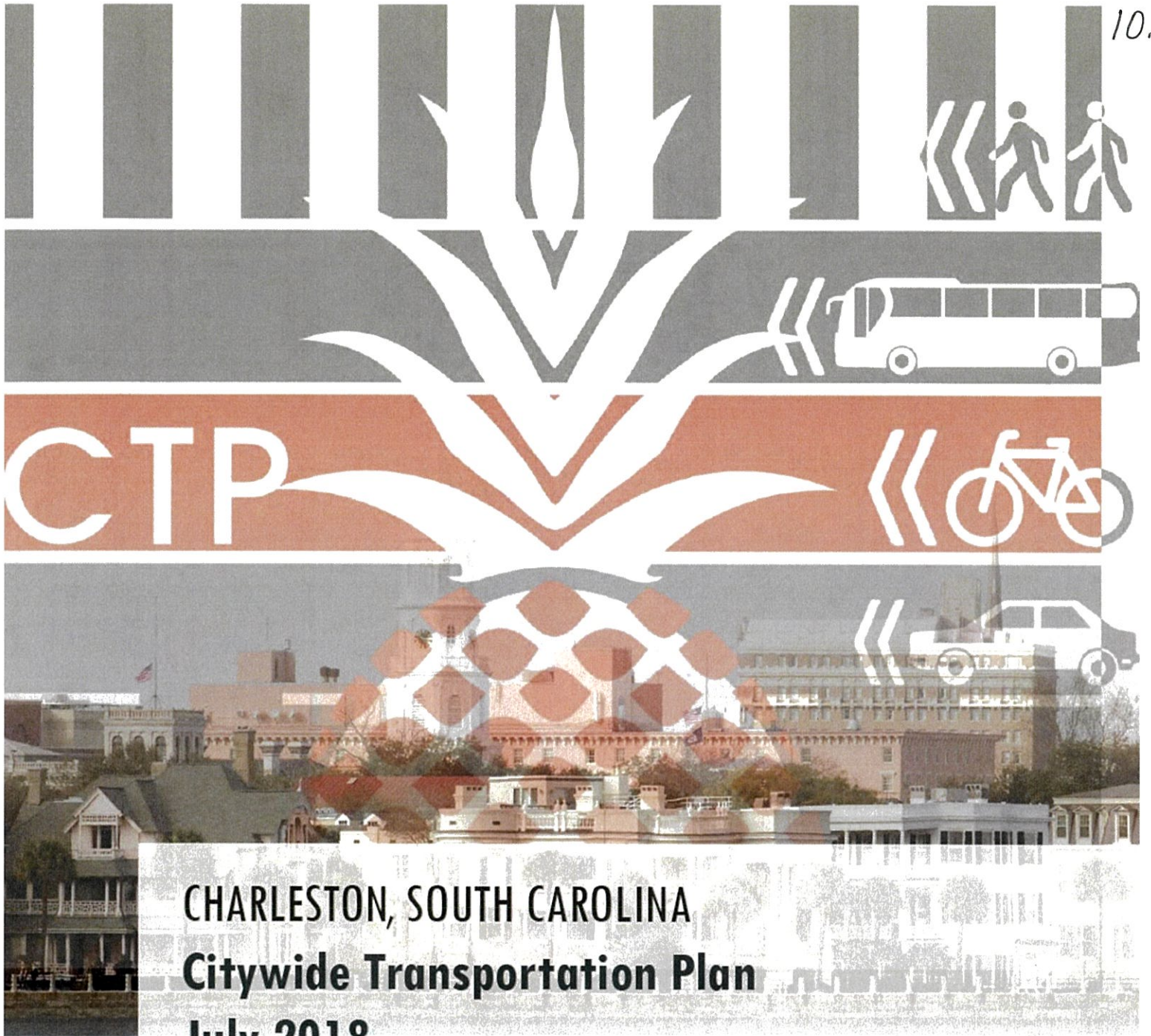
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Date: 7/3/2025

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CHARLESTON, SOUTH CAROLINA  
**Citywide Transportation Plan**  
July 2018



BCDC  G



**Stantec**



## Maybank Highway & Riverland Drive

JAMES ISLAND

**Problem Statement:** Maybank Highway is the connecting thread between Johns Island, James Island, and West Ashley. Maybank and Riverland Drive meet in a large golf course and provide a direct connection to residential neighborhoods. Residents in this area have no safe way to travel as pedestrians or cyclists.

**Design Considerations:**

- Providing pedestrian amenities to promote active transportation
- Creating gateways into adjacent neighborhoods
- Significant and healthy trees along Maybank Highway
- Stormwater drainage at the intersection

**Recommendations:**

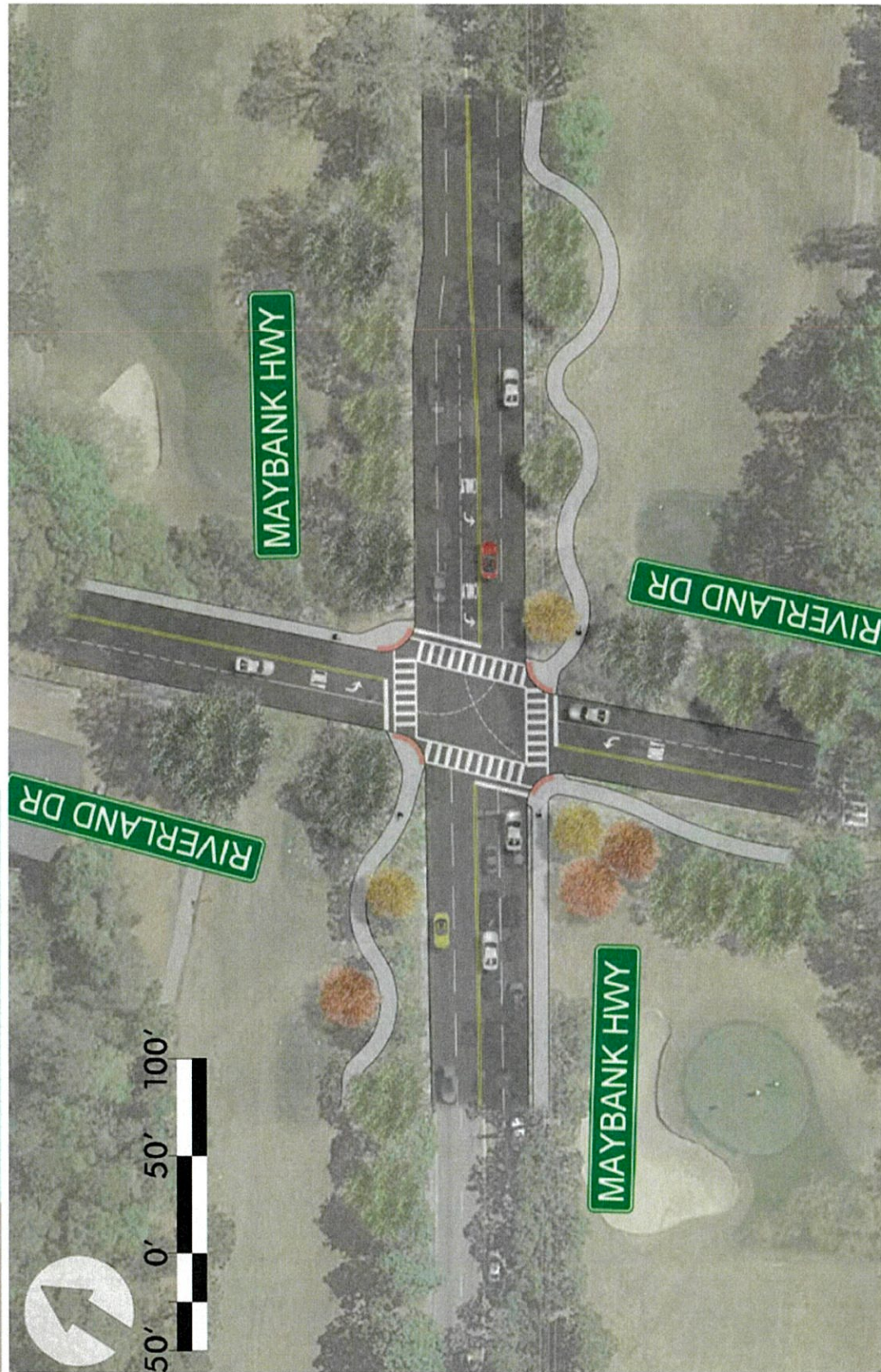
- Assumes 10'/11' lane widths.
- Left turn lane on westbound approach requires 150' - 200' length of widening to the north side of Maybank Hwy approximately 6'-7' of additional width
- Context sensitive widening to avoid impacts to mature trees, avoiding the need for additional ROW High-visibility crosswalks with pedestrian countdowns
- Adding a meandering multiuse path behind the treeline and sidewalks to connect the neighborhoods
- Improved pedestrian level lighting

**Probable Construction Cost:** \$350K





## Maybank Highway & Riverland Drive



Suggestions for improved safety around the Maybank / Riverland intersection, from the President of the Riverland Terrace Neighborhood Association, Mr. Neil Sneath (also a 17-year officer with the Charleston Police Department):

"This is my 4th year as President of the RTNA, so I've had the pleasure of answering a lot of questions as it relates to traffic issues....[M]ost resident's concerns are pretty reasonable and they (along with I) would love to see some low cost and seemingly easy to implement efforts be put into place before any large scale/and irreversible redevelopment is done.

Without respect to jurisdictions and responsibilities, the safety measures that residents have asked me about installing are the following (in no order of priority):

- A.) Warning lights as you approach the intersection from the East and West (similar to the 'prepare to stop' flashing sign on the crosstown northbound as you approach coming street, which is synced with the light cycle)
- B.) Rumble strips horizontal to roadway at a reasonable distance from intersection. (There is precedent for this on I-26 EB somewhere near Ridgeville to bring attention to a construction zone.)
- C.) Radar speed signs (there are some in the area, just not on Maybank). Perhaps rumble strips could be placed near these to call attention to speed.
- D.) Speed limit reduction (Investigate if speed limit will change with the future mid-block crossing on Maybank – the "HAWK light". This would be a good chance to just extend that speed zone.)
- E.) 5-headed lights with turn arrows (For E/W Maybank traffic, to turn N/S on Riverland at the beginning of a cycle).

The issue with the left turns is that motorists turning South on Riverland from westbound Maybank do one of 3 things: 1.) Wait until the light turns red and just turn on red, which causes collisions; 2.) Sit at the same light cycle multiple times if they are strict rule followers, causing backups; 3.) Use Golfview Dr, which is a big issue with those residents, and the notion of that becoming a frontage road is a huge and unanimous NO for all who live here.

In closing...speed on Maybank (without respect to turns) is the primary factor in collisions. That being said, CPD and CCSO are very visible and do a great job with enforcement, but that's not the answer to this issue; and I'm sure each respective agency would love to not wipe out a patrol squad's manpower every time there is an accident with injuries at this intersection."