

WHAT'S A ROAD DIET?

Road diets improve traffic safety by reconfiguring the right-of-way, typically by converting and/or narrowing vehicle lane(s) to expand bike or pedestrian space.

According to the FHWA (Federal Highway Administration)...

- Four-lane roads with ADT (average daily traffic) under 20,000 vehicles are good candidates for road diets
- Converting a road from four to two through lanes with a center two-way left turn lane (TWLTL) **can reduce overall crashes by 19-47%**
- A road diet can improve economic vitality by **changing the corridor from a place people “drive through” to one that they “drive to.”**

TYPES OF ROAD DIETS

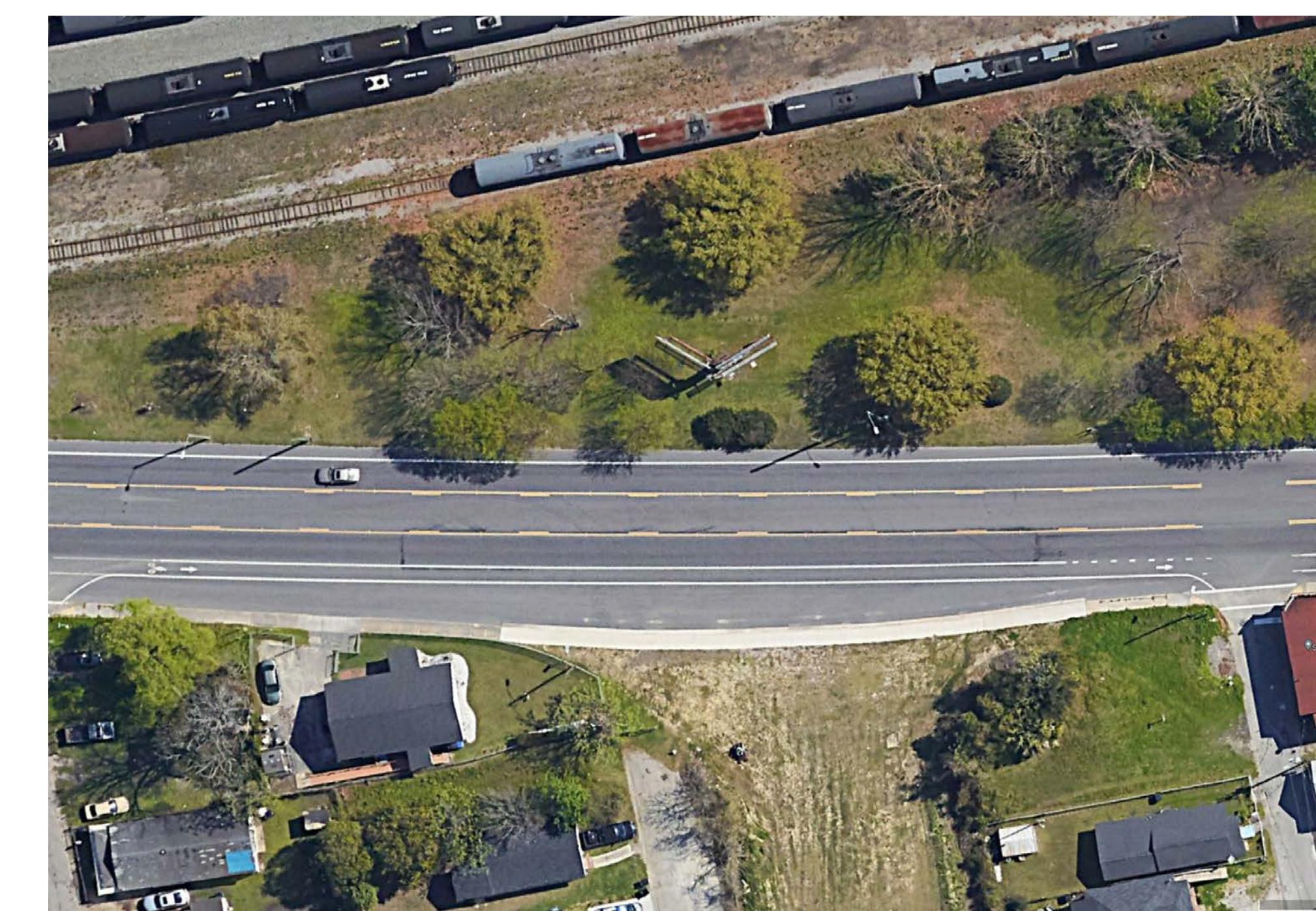


ROAD DIET EXAMPLES



INDIANAPOLIS CULTURAL TRAIL INDIANAPOLIS, IN

- Significantly increased bike and pedestrian traffic
- Led to \$300 million of new development along corridor



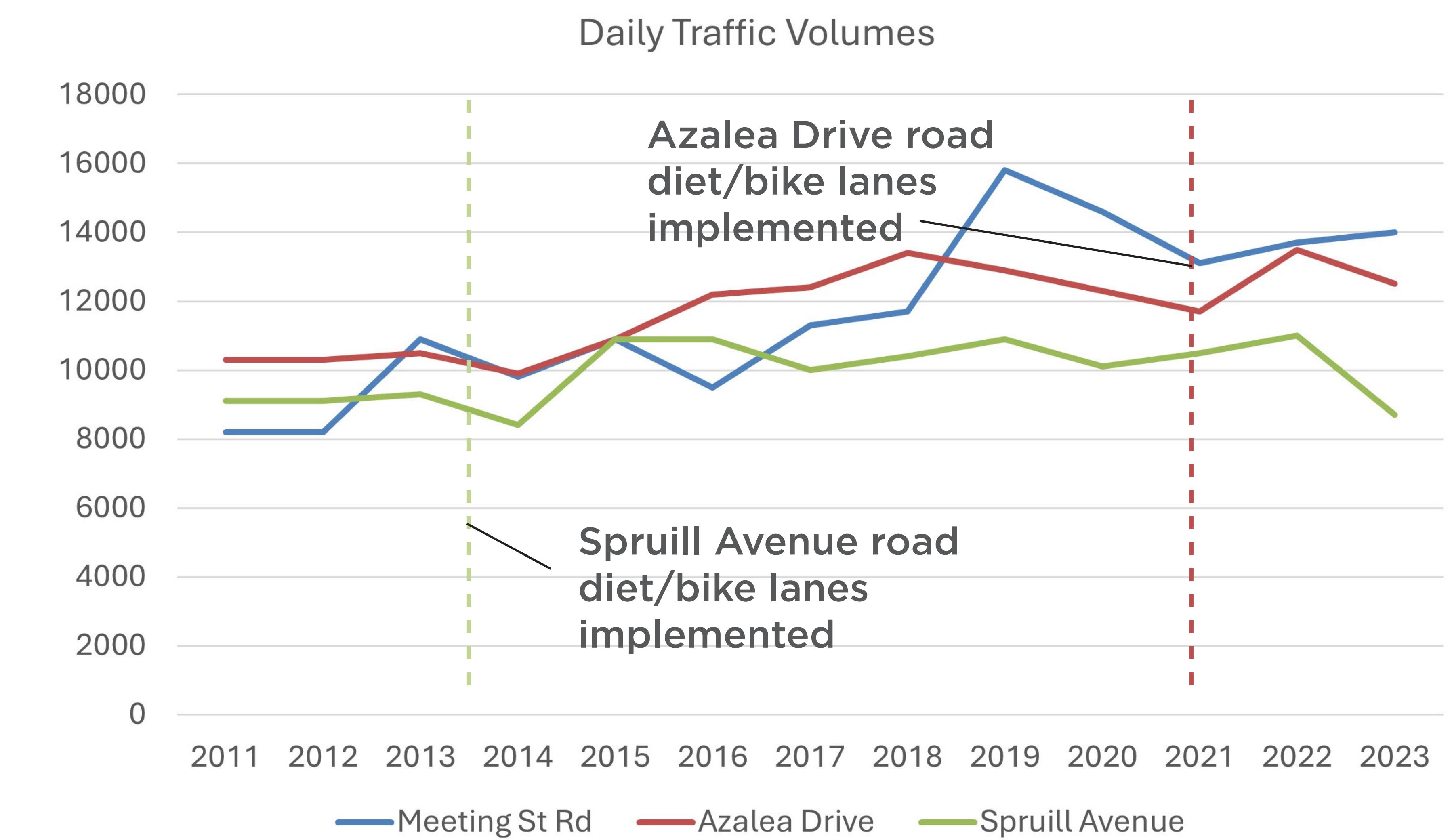
AZALEA DRIVE BIKE LANES SPRUILL AVENUE BIKE LANES

NORTH CHARLESTON, SC

- 0 crashes involving bikes or pedestrians since Azalea Drive bike lanes were implemented in 2021
- Spruill Ave bikes lanes (pictured) would connect to Upper Meeting St bike lanes

WHY IS A ROAD DIET APPROPRIATE FOR UPPER MEETING STREET?

- This corridor averaged 2.8 crashes a month from 2018-2023, 34% of which involved injury
- Upper Meeting Street's ADT (average daily traffic) was 14,000 vehicles in 2023 (within the ADT range that FHWA considers appropriate for a road diet) and is lower than it was in 2020
- Land use along Upper Meeting Street is changing from industrial to commercial. The corridor needs infrastructure to support increased bike and pedestrian traffic and parking demand



ABOUT UPPER MEETING STREET

- SCDOT is resurfacing Meeting Street Road (US-52) from the Port Access Road overpass south to Mount Pleasant St (1.5 miles)
- The corridor is maintained by SCDOT – the City's road diet plan needs their approval and support in order to be implemented
- US-52 is part of the National Highway System
- Meeting Street Road is operating at an A/B level of service – this means that traffic is generally “free flowing,” moving at or above the speed limit.
- 9% of traffic on Meeting Street Road is truck traffic

PROJECT GOALS

- Increase visibility for crossing pedestrians
- Reduce vehicle conflicts and crashes
- Add bike lanes for cyclists
- Lower vehicle speeds
- Add center turn lane to help with left turns
- Safer driveway exiting
- Use paint to mark on-street parking

We can assess the outcomes of the road diet by monitoring bike and pedestrian counts, crash frequency, and changes in vehicle delay/level of service

COLLISION HOT SPOTS
(2018-2023)

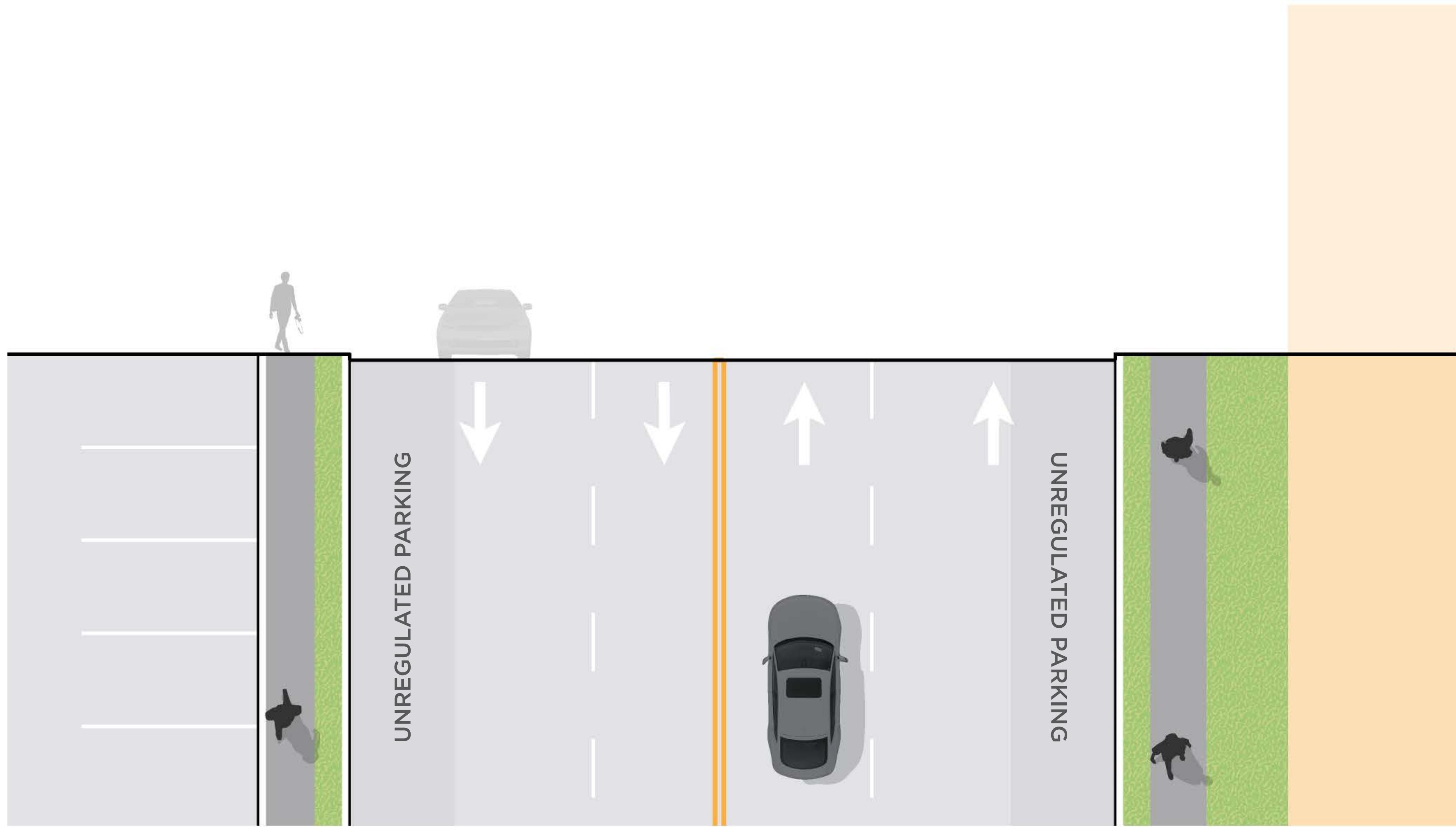


BIKE/PED COLLISION LOCATIONS
(2018-2023)

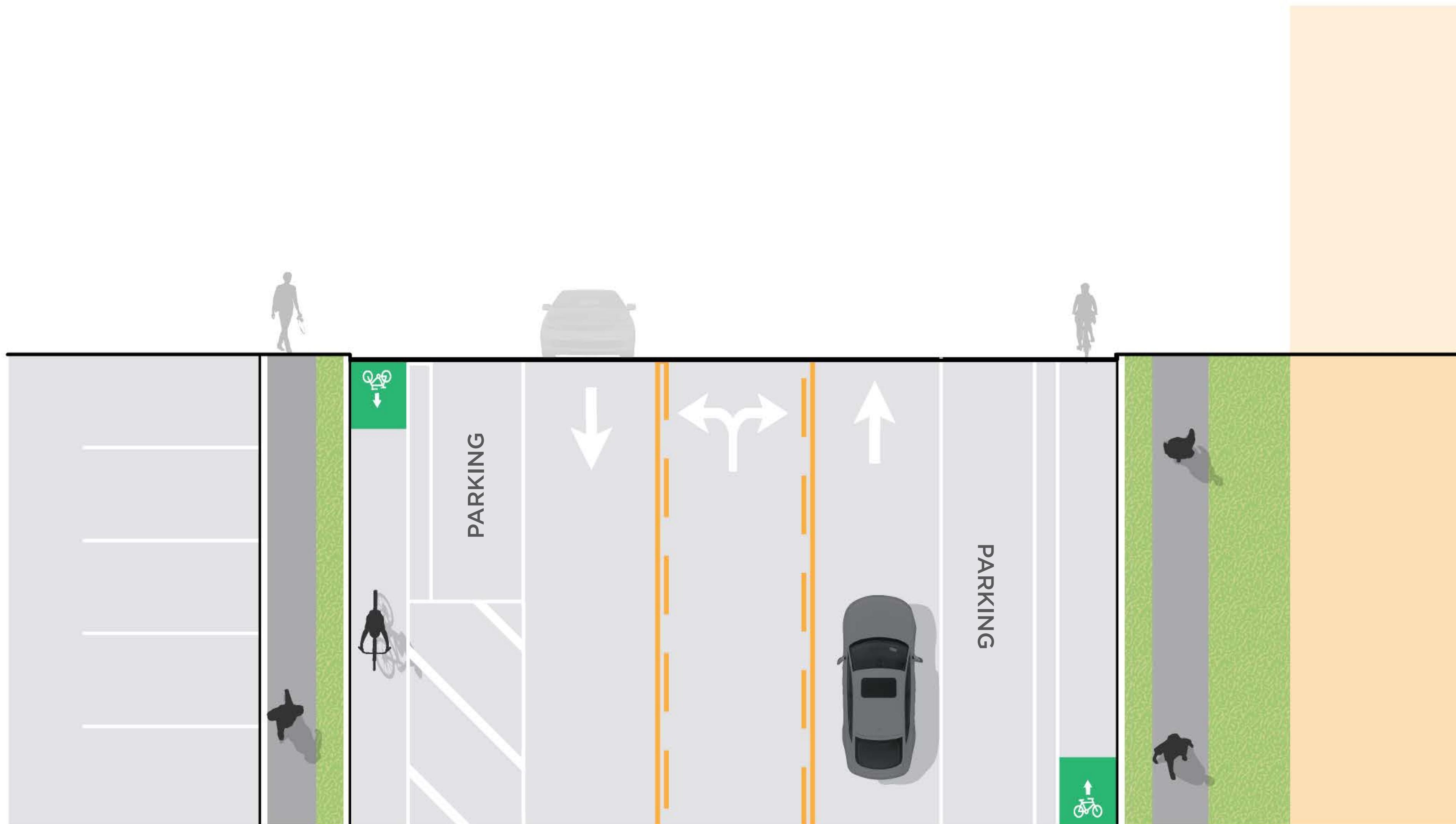


UPPER MEETING STREET SECTIONS

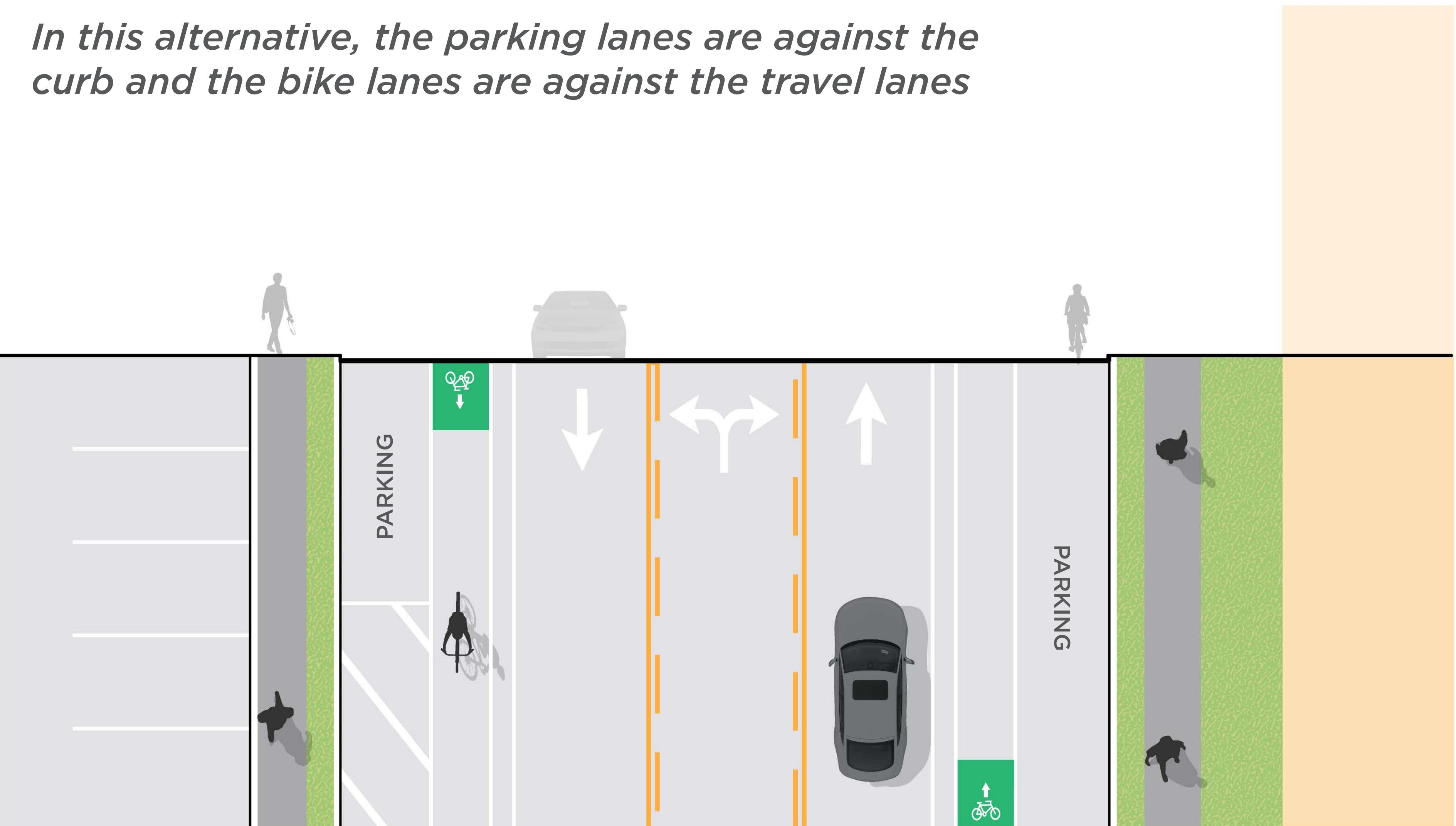
EXISTING



PROPOSED (CITY PREFERENCE)



PROPOSED (POSSIBLE OUTCOME)




UPPER MEETING STREET RESTRIPIING

MT PLEASANT STREET TO ALGONQUIN ROAD



UPPER MEETING STREET RESTRIPIING

ALGONQUIN ROAD TO THE WONDERER



NORTH

200 FEET

UPPER MEETING STREET RESTRIPIING

THE WONDERER TO CHERRY HILL LANE



NORTH

200 FEET

UPPER MEETING STREET RESTRIPIING

PORT ACCESS ROAD TO CHERRY HILL LANE



NORTH

200 FEET

ADD DOTS TO SHARE YOUR FEEDBACK

UPPER MEETING ST SHOULD HAVE BIKE LANES

Bike lanes on Upper Meeting Street would connect the Spruill Avenue bike lanes with the Morrison Drive bike lanes

I DISAGREE

I AGREE



UPPER MEETING ST SHOULD HAVE STREET PARKING

In addition to providing parking for businesses, street parking help to calm traffic (lower vehicle speeds)

I DISAGREE

I AGREE



UPPER MEETING ST SHOULD HAVE A CENTER TURN LANE

Center turn lanes give vehicles a space where they can wait to turn left

I DISAGREE

I AGREE



ADD DOTS TO SHARE YOUR FEEDBACK

I FEEL SAFE BIKING ON UPPER MEETING STREET NOW

There is no bike infrastructure on Upper Meeting Street now

I DISAGREE

I AGREE



STREET PARKING ON UPPER MEETING STREET IS EASY NOW

South of Milford Street, the outside lanes are 21' wide and can accommodate some parking

I DISAGREE

I AGREE



I VISIT UPPER MEETING STREET OFTEN

I DISAGREE

I AGREE

