

October 13, 2020

Ms. Michelle A. McClellan
Town Administrator
mcclellanville@tds.net

RE: S-9 (North Pinckney Street) & S-1189 (South Pinckney Street) - Speed Studies

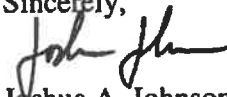
Dear Ms. McClellan:

Thank you for your email requesting speed studies on North Pinckney Street and South Pinckney Street. We have completed our review, and a copy of the reports are enclosed for your information.

Based on the results of our analysis, no change is recommended to the existing 30 mph speed limits. We understand your concerns; however, setting speed limits below what has been determined to be the appropriate speed tends to result in a greater level of noncompliance with little to no effect on actual travel speeds. Our study found that 75 percent of vehicles sampled exceeded the posted speed limit on North Pinckney Street. On South Pinckney Street, 33 percent of vehicles sampled exceeded the posted speed limit. By copy of this letter, we are notifying the Charleston County Sheriff's Office of our findings. During the field review, it was noted there are no existing 30 mph signs located in the westbound direction on North Pinckney Street nor South Pinckney Street. The 30 mph signs will be installed on each road immediately after the North Pinckney Street and South Pinckney Street intersection in the westbound direction. Our maintenance forces will have the new speed limit signs installed as soon as their workload permits.

We regret that we are unable to comply with your request to lower the existing speed limits at this time. If you have any questions concerning this matter, please contact our Traffic Engineering office at 843-740-1665.

Sincerely,



Joshua A. Johnson, PE, PTOE
District Traffic Engineer

JAJ: aaa

Enclosure

cc: Timothy R. Henderson, P.E., P.L.S., District Engineering Administrator
Arnold Blanding, Resident Maintenance Engineer

cc: J. Al Cannon Jr., Charleston County Sheriff

File: D6/Charleston/AAA



S-9 (North Pinckney Street) - Speed Study

A speed study was conducted on North Pinckney Street to determine if the existing speed limit should be lowered. This study consisted of a review of land use and development, a collision history analysis, and a vehicle radar sample to collect speed data. These elements were reviewed and used in combination with guidance from the Federal Highway Administration (FHWA) analysis program, USLIMITS2 to provide a comprehensive overview to determine the appropriate speed limit.

The area studied along North Pinckney Street extends approximately 0.55 miles from US 17 to the intersection with South Pinckney Street. This section of North Pinckney Street is classified as a rural-local roadway. This section of roadway intersects with 10 residential/commercial driveways and one local road. The roadway consists of one 10-foot travel lane in each direction. The shoulders of the roadway are primarily grass, approximately 2 to 6-feet wide.

The radar speed survey included a total of 100 vehicles. The speeds ranged from 19 mph to 56 mph. The 85th percentile speed, a statistical measure employed by engineers to determine what most prudent drivers find to be an appropriate and comfortable speed, was calculated to be 39 mph. The 50th percentile speed was calculated to be 34 mph. Our study found that 75 percent of vehicles sampled exceeded the posted speed limit.

An analysis of the collision history was performed using information from the Department of Public Safety database. The review period was from January 2017 to December 2019. During this time period, one collision was reported within the study section. The collision was a run off the road collision while the driver was under the influence.

Recommendations:

Based on our speed analysis, the existing 30 mph speed limit is appropriate for this section of roadway. As a result, a reduction in speed limit is not recommended at this time. During the field review, it was noted there is not an existing 30 mph sign located at the beginning of the 30 mph speed zone in the westbound direction. It is recommended a 30 mph sign be installed immediately after the North Pinckney Street and South Pinckney Street intersection in the westbound direction on North Pinckney Street.

Anastopoulos

Traffic Engineering

Reviewed By: AP 10/13/2020

Checked By: JF 10/13/2020

S-1189 (South Pinckney Street) - Speed Study

A speed study was conducted on South Pinckney Street to determine if the existing speed limit should be lowered. This study consisted of a review of land use and development, a collision history analysis, and a vehicle radar sample to collect speed data. These elements were reviewed and used in combination with guidance from the Federal Highway Administration (FHWA) analysis program, USLIMITS2 to provide a comprehensive overview to determine the appropriate speed limit.

The area studied along South Pinckney Street extends approximately 0.81 miles from US 17 to the intersection with North Pinckney Street. This section of South Pinckney Street is classified as a rural-local roadway. This section of roadway intersects with 13 residential/commercial driveways and six local roads. The roadway consists of one 10-foot travel lane in each direction. The shoulders of the roadway are primarily grass, approximately 2 to 6-feet wide.

The radar speed survey included a total of 100 vehicles. The speeds ranged from 17 mph to 40 mph. The 85th percentile speed, a statistical measure employed by engineers to determine what most prudent drivers find to be an appropriate and comfortable speed, was calculated to be 33 mph. The 50th percentile speed was calculated to be 28 mph. Our study found that 33 percent of vehicles sampled exceeded the posted speed limit.

An analysis of the collision history was performed using information from the Department of Public Safety database. The review period was from January 2017 to December 2019. During this time period, three collisions were reported within the study section. All three collisions were run off the road collisions. The contributing factors cited were driving too fast for conditions, inattention, and driving under the influence.

Recommendations:

Based on our speed analysis, the existing 30 mph speed limit is appropriate for this section of roadway. As a result, a reduction in speed limit is not recommended at this time. During the field review, it was noted there is not an existing 30 mph sign located at the beginning of the 30 mph speed zone in the westbound direction. It is recommended a 30 mph sign be installed immediately after the North Pinckney Street and South Pinckney Street intersection in the westbound direction on South Pinckney Street.

Anastopoulos

Traffic Engineering

Reviewed By: AP 10/13/2020

Checked By: JJ 10/13/2020