



April 7<sup>th</sup>, 2022

# **City of Isle of Palms Comprehensive Plan Transportation Element Workshop #2**



- ❖ Identify current transportation-related issues in the City; and
- ❖ Suggest projects/programs for possible inclusion in the City's Comprehensive Plan.

# Summary of Workshop #1 (2/23/2022)



## Isle of Palms Connector

- ☐ Limited capacity, potential for striping to add capacity in one direction or in both with a reversible lane/transit lane, etc.

## Egress Capacity

- ☐ IOP Connector
- ☐ IOP Connector & Palm Boulevard Intersection
- ☐ "S" Curve along Palm Boulevard

## Traversing Island North/South

- ☐ IOP Connector & Palm Boulevard Intersection problematic as only gateway between north and south "halves" of island.

## Palm Boulevard

- ☐ Traffic safety (vehicular speeding, pedestrian crossings, bicycle and pedestrian facilities)
- ☐ Formal corridor plan needed

## County Park

- ☐ Wayfinding (best access route(s)?)
- ☐ Ticketing (current method creates chokepoint, alternative ticketing available?)
- ☐ Peak loading (surge pricing, peak season pricing, etc. to spread peak traffic) – County Park does plan to increase costs on weekends in summer 2022

## City Parking (Ocean Blvd/Pavilion Dr)

- ☐ Wayfinding (best access route(s)?)
- ☐ Payments handled at kiosks

## Parking

- ☐ Desire to maintain current plan
- ☐ Pay-to-park along Palm Boulevard is not short-term option but could be revisited in the future
- ☐ Desire to inform visitors of "live", "real-time" parking availability, via mobile apps and/or other form of communication

## Transit

- ☐ Utilization of IOP Connector Bus has been low (issues with pickup/drop-off location, frequency, equipment spaces, sitting in congestion same as passenger vehicles).
- ☐ Should not be abandoned, but needs improvement to become more utilized

## Multi-modal connectivity

- ☐ Pedestrian, bicycle, golf-cart, shuttle/transit currently lack ample formal facilities, particularly to traverse the north/south divide of the island at the IOP Connector & Palm Boulevard intersection and along Palm Boulevard.

## Think Big Picture

- ☐ Provide long-term, large-scale options, not only short-term "Band-Aids"

Potential Improvement Project Categories	
1	IOP Connector Capacity Considerations
2	IOP Connector & Palm Boulevard Intersection
3	County Park & City Parking Ingress/Egress
4	Improve Transit Access to/from Beach
5	North/South Grid Solutions
6	Ingress Parking Wayfinding
7	“S” Curve at Palm Boulevard & 21st Avenue
8	Palm Boulevard Visioning
9	Additional Connection to Isle of Palms Connector
10	Consolidate Parking Supply
11	Circulation along Palm Blvd and Waterway Blvd
12	Alternatives to IOP Connector

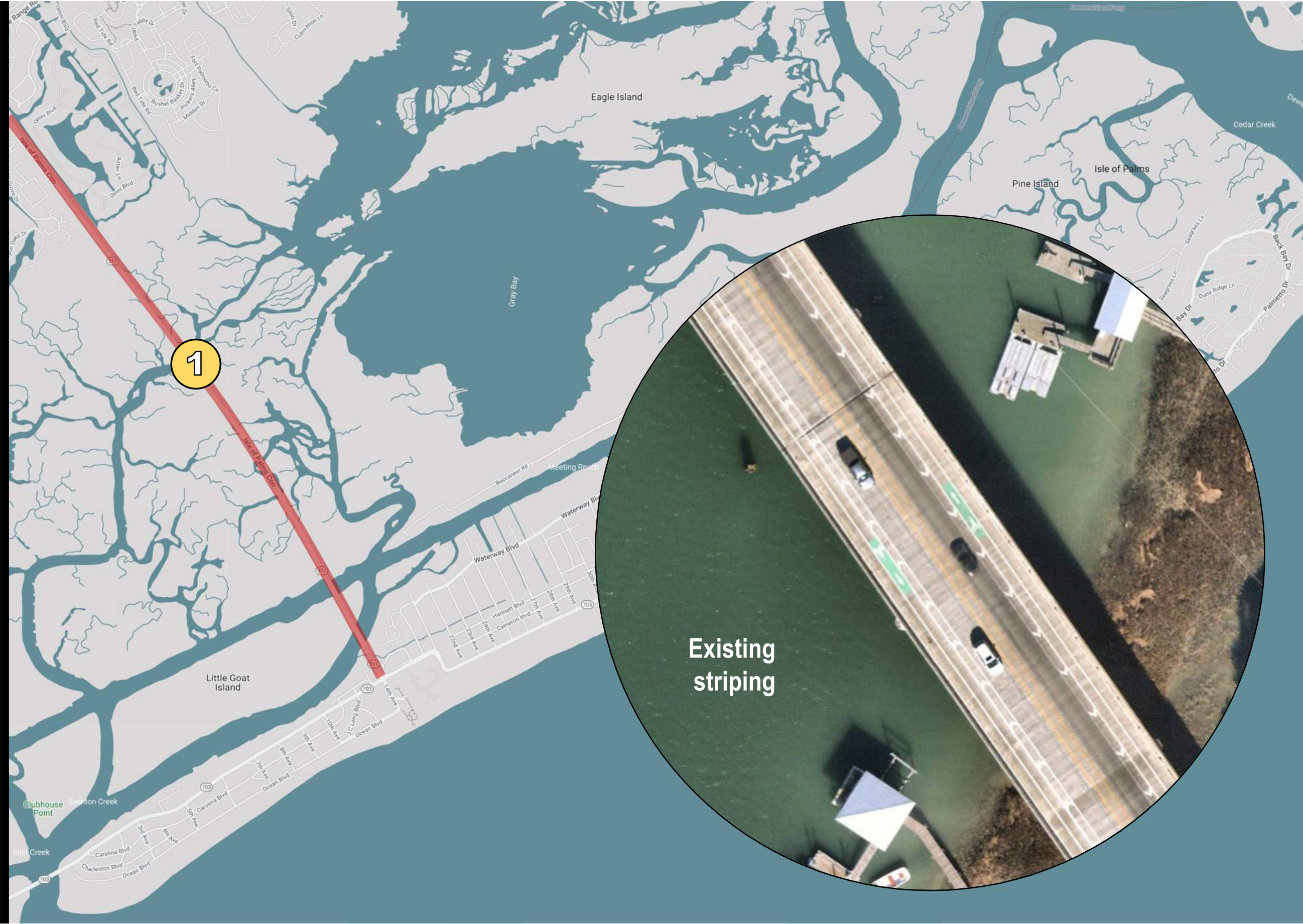
**No Traffic Analysis Conducted**  
**No Detailed Engineering Evaluations Conducted**  
**No Cost Estimates Conducted**  
**For Consideration Only**  
**Further Study Needed**



**1 IOP Connector  
Capacity  
Considerations**

Evaluate cross-section for  
alternatives (approximately 55  
feet of pavement available).

*\*by others*





## 2 IOP Connector & Palm Boulevard Intersection

Evaluate alternative intersection phasing and/or alternative intersection designs to increase operational efficiency.

Example(s):

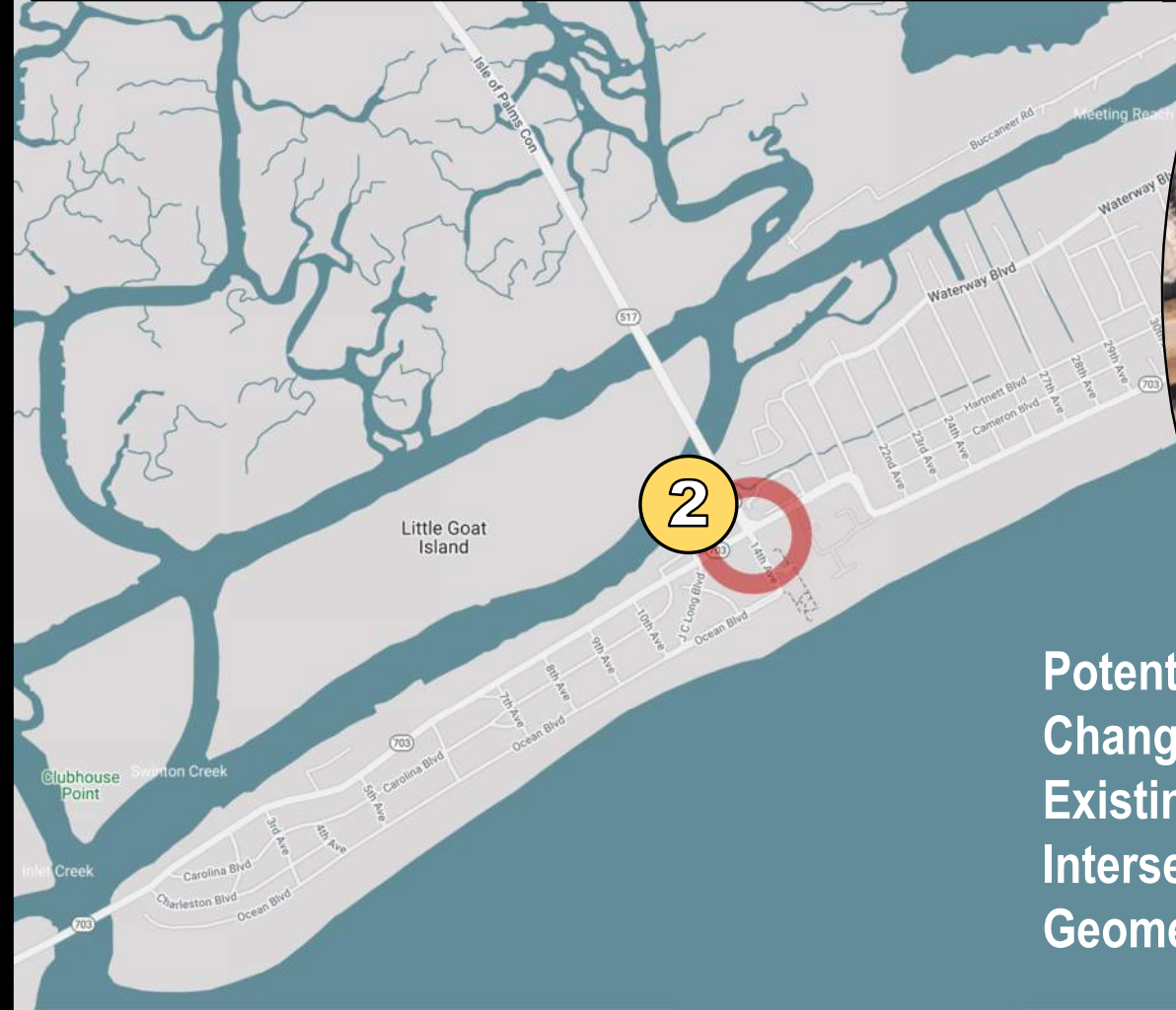
- ☐ Extend right-turn lane storage length for Palm Blvd. to IOP Conn.
- ☐ Restrict throughs from IOP Conn. to 14<sup>th</sup> Ave.
- ☐ Restrict lefts from Palm Blvd. to IOP Conn.
- ☐ Consider grade separation (e.g. “echelon” intersection to separate major movements).

Benefit(s):

- ☐ Increase capacity of intersection.



Rendering of “Echelon” Intersection in Florida



Potential Changes to Existing Intersection Geometry



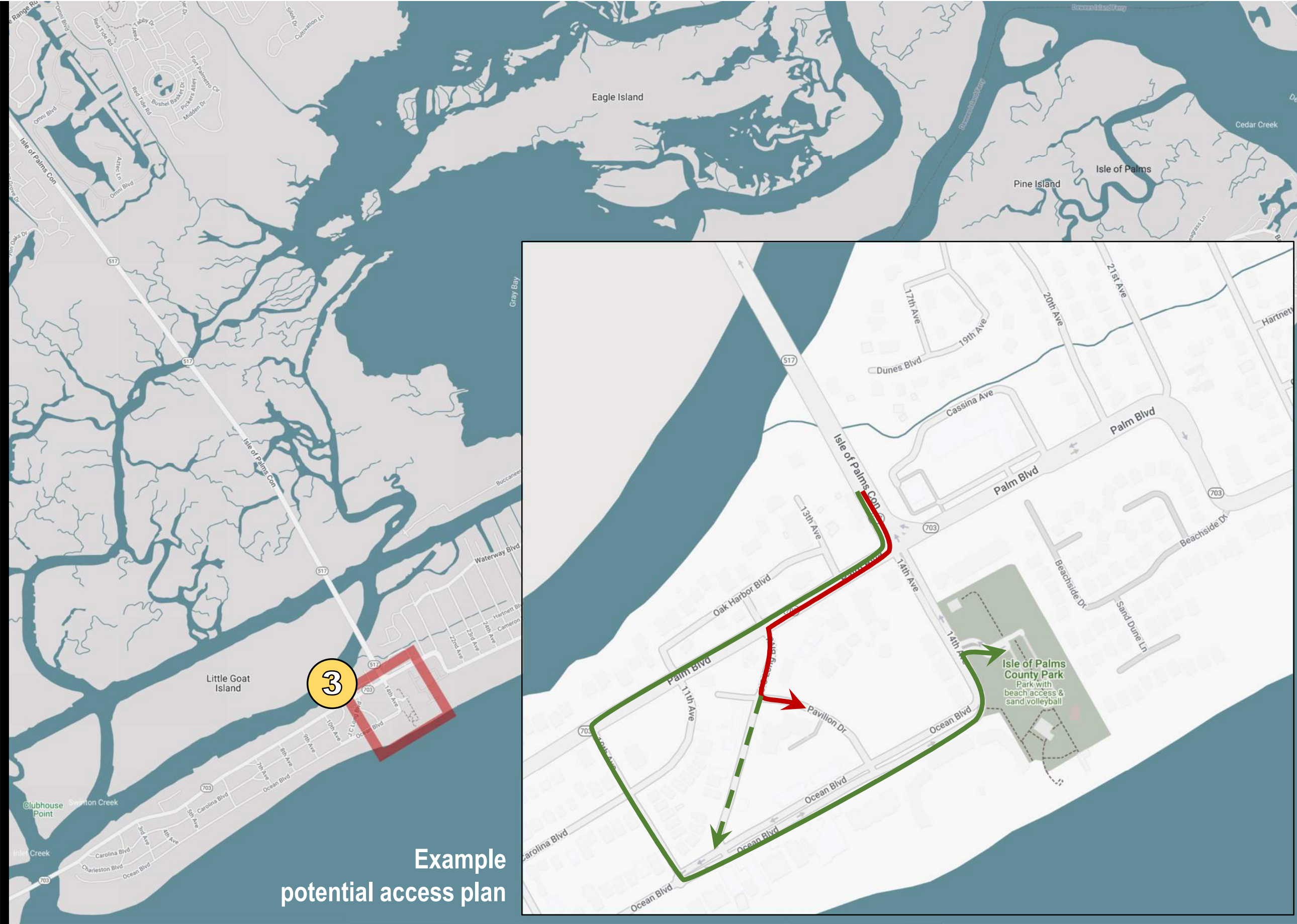


### 3 County Park & City Parking Ingress/Egress

Evaluate City of Isle of Palms and Isle of Palms County Park traffic routing, payment, and ticketing

Example(s):

- ❑ Direct County Park/City Parking via wayfinding and lane designations to distinct routing path(s).
- ❑ Implement “surge pricing” during peak seasons and peak periods to encourage wider distribution of parking locations and visit times.
- ❑ Consider alternative ticketing methods for County Park to expedite ingress payment process.





## 4 Improve Transit Access to/from Beach

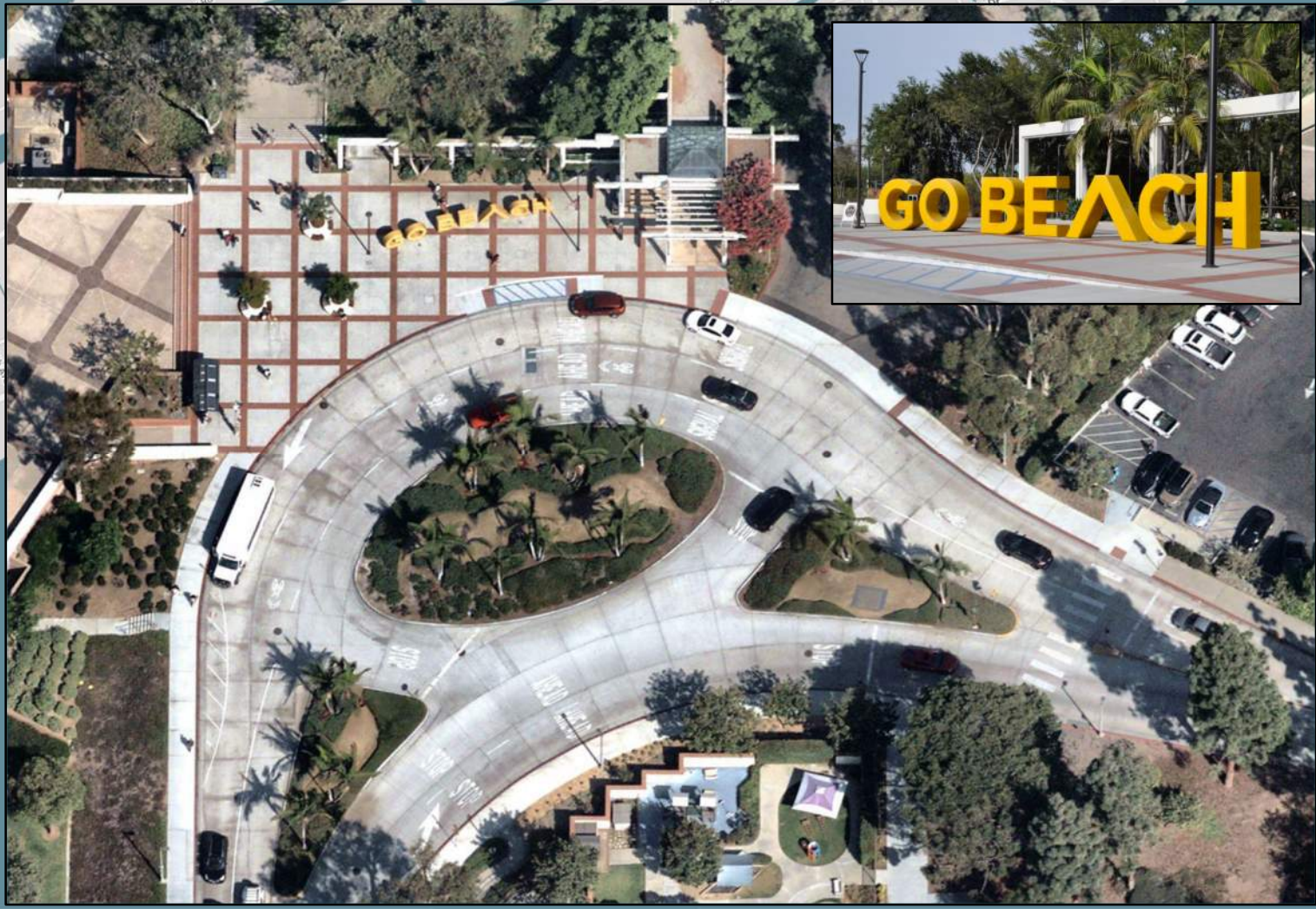
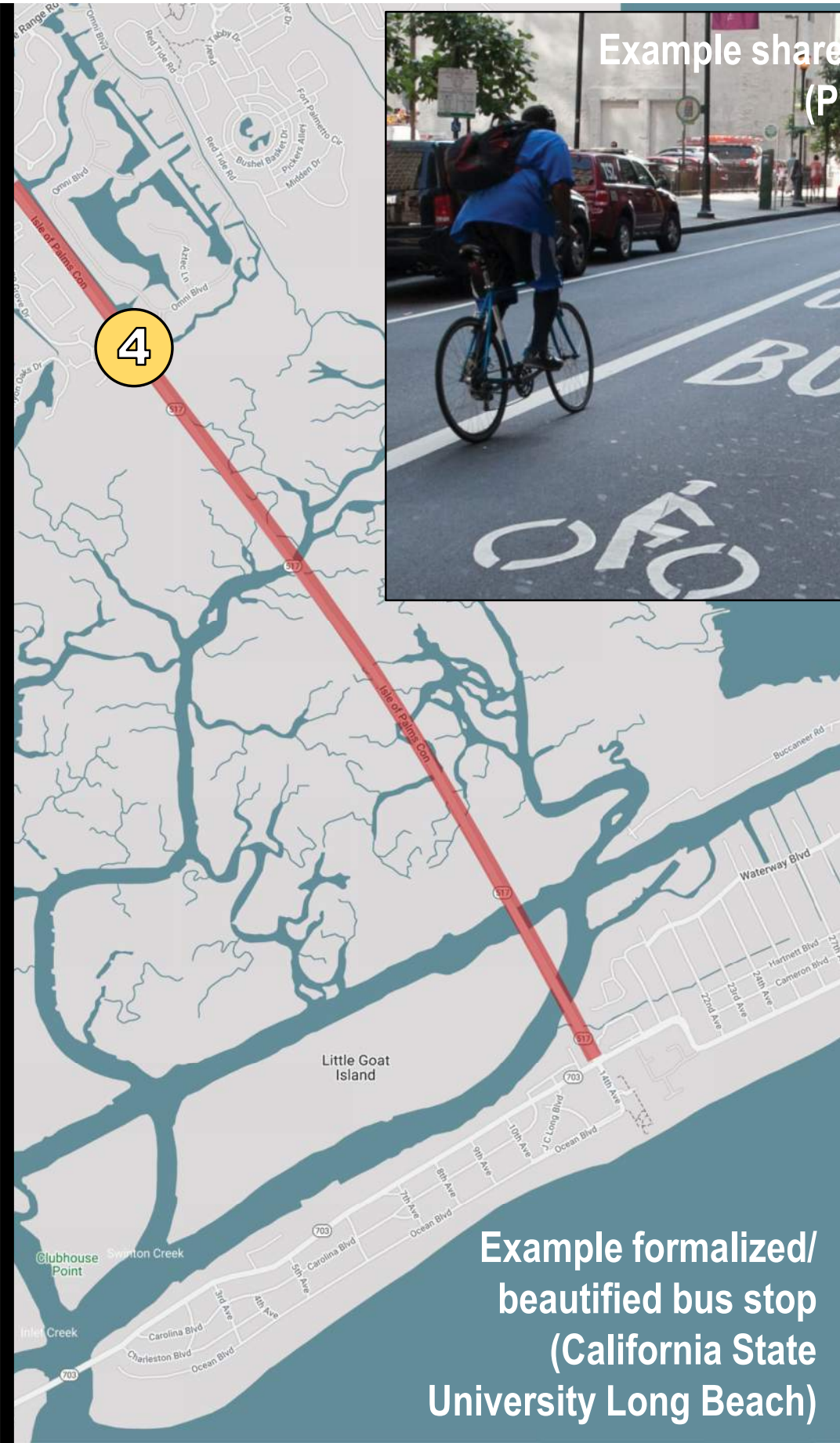
Consider improving transit frequency, drop-off/pick up, accommodations, capacity along IOP Conn., etc.

Example(s):

- ☐ Provide 15- to 30-minute frequencies.
- ☐ Formalize/beautify drop-off/pick up locations.
- ☐ Provide dedicated space for beach supplies (chairs/umbrellas/bags, etc.)
- ☐ Provide dedicated bus-lane along IOP Conn.

Benefit(s):

- ☐ Remove vehicular traffic from IOP Conn.





**5 North/South  
Grid Solutions**

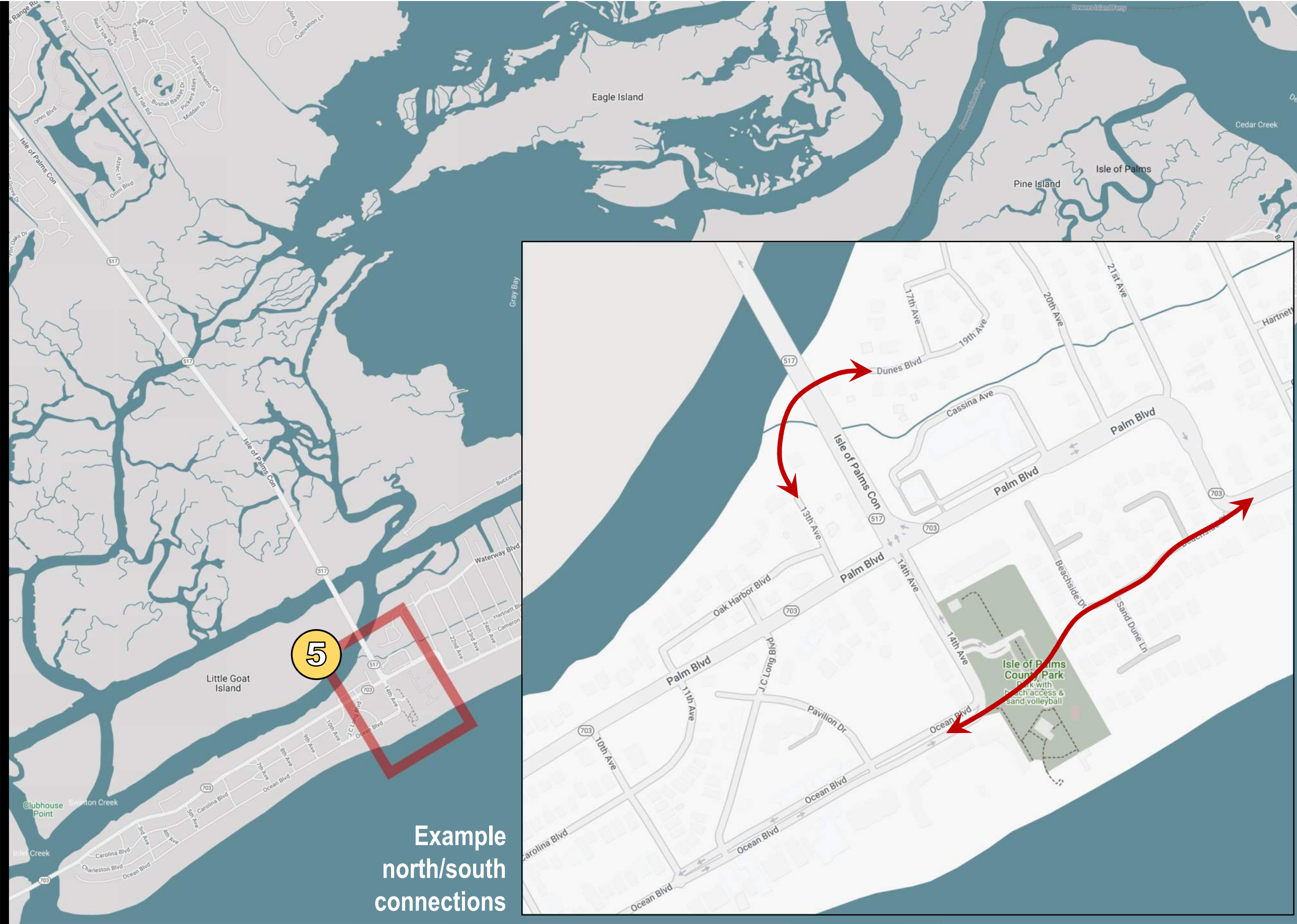
**Consider additional north/south  
connections to bypass IOP  
Connector & Palm Boulevard  
intersection**

Example(s):

- ☐ Provide connection between Dunes Boulevard and 13<sup>th</sup> Avenue under IOP Connector bridge for vehicular and/or multi-use.
- ☐ Provide connection between Beachside Drive and Ocean Boulevard through County Park – would require reconfiguration of County Park site/parking.

Benefit(s):

- ☐ Alternatives to traveling through Palm Blvd & IOP Conn. intersection.



**Example  
north/south  
connections**





# 6 Ingress Parking Wayfinding

Provide visitors with real-time parking availability and wayfinding

## Example(s):

- ❑ Dynamic message signs to indicate number of parking spaces available.
- ❑ Mobile application (“Beach Reach”) providing users with parking/traffic information.
- ❑ Radio station providing users with parking/traffic information.

## Benefit(s):

- ❑ Provide visitors with wayfinding prior to decision point, to direct them to points of least congestion.



Example real-time parking signage



Example potential parking wayfinding signage

PARKING LOT		SPACES
➔	County Park (\$)	FULL
➔	Pavilion (\$)	10
➔	Ocean Blvd (\$)	FULL
➔	Palm Blvd – 22 <sup>nd</sup> to 41 <sup>st</sup> (Free)	55
➔	Palm Blvd – 41 <sup>st</sup> to 57 <sup>th</sup> (Free)	200





**7 “S” Curve at  
Palm Boulevard  
& 21<sup>st</sup> Avenue**

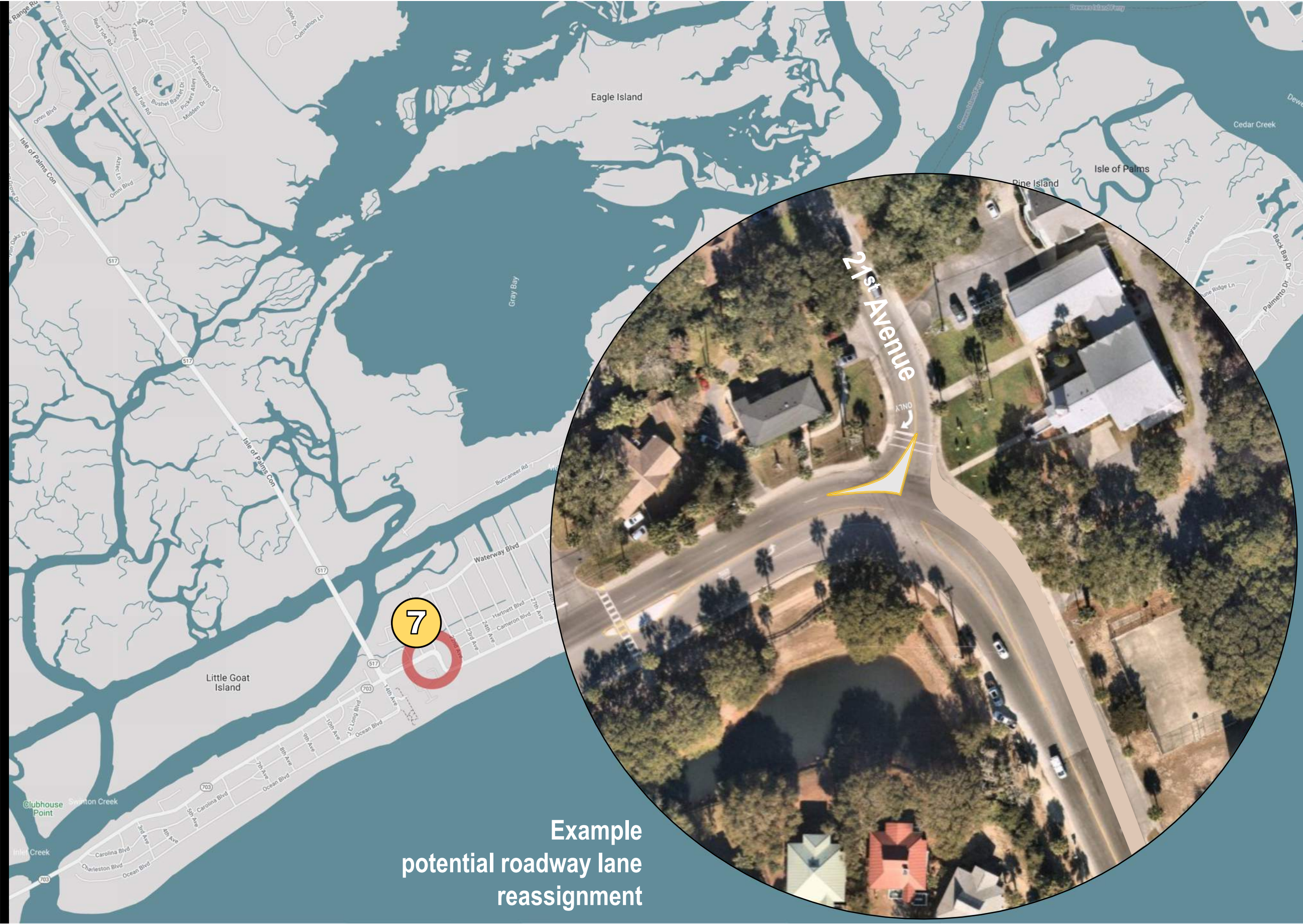
Evaluate alternative lane  
designations at the “S” curve  
to incentivize use of Waterway  
Boulevard.

Example(s):

- ❑ Convert intersection of Palm  
Blvd & 21st Avenue to  $\frac{3}{4}$   
access restricting left-out.  
Reassign northbound Palm  
Blvd leg to feed into inside  
(left-most) lane, allowing for a  
channelized right-turn from  
21st Avenue.

Benefit(s):

- ❑ Simplify intersection,  
incentivizing use of Waterway  
Blvd, to reduce congestion  
along Palm Blvd.



Example  
potential roadway lane  
reassignment





**8 Palm Boulevard Visioning**

Reevaluate Palm Boulevard master plan, to provide complete street along Palm Boulevard between 21<sup>st</sup> and 41<sup>st</sup> Ave.

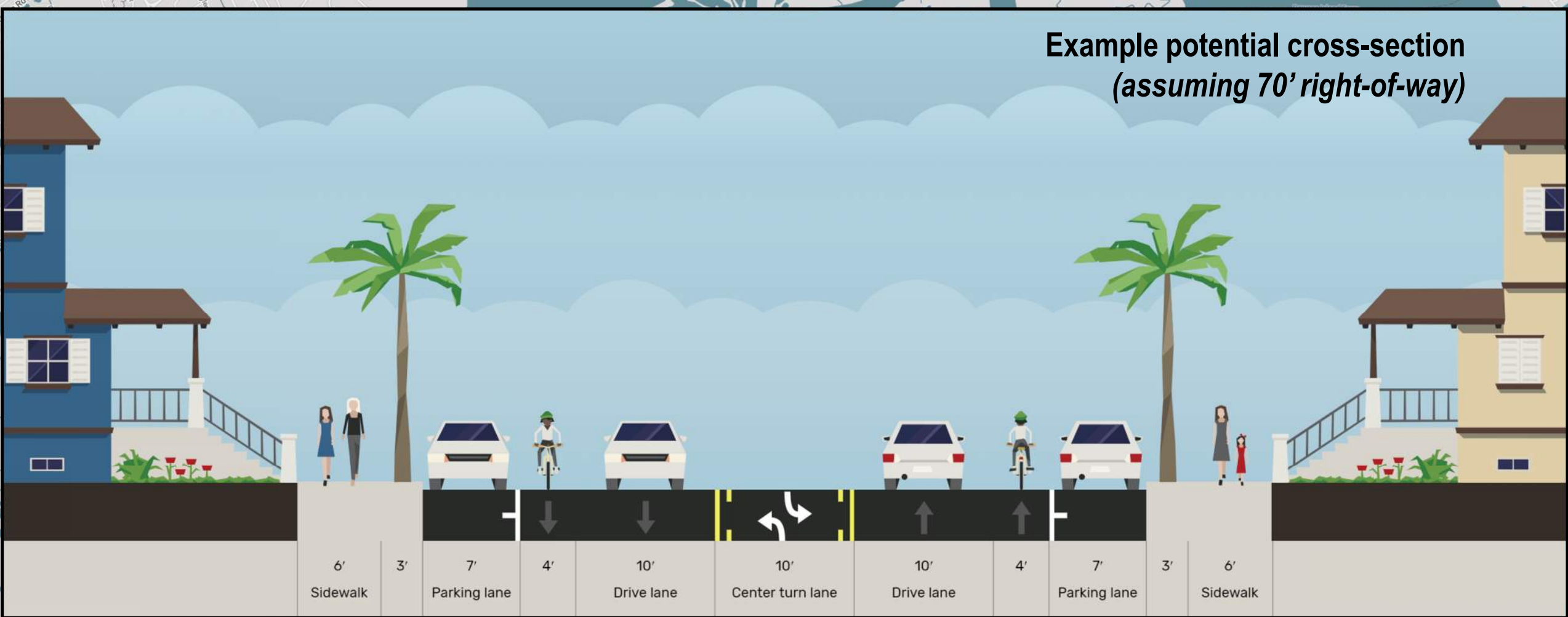
Example(s):

- ❑ Reassess available right-of-way to provide a “complete street” along Palm Boulevard, with pedestrian and bicycle facilities, multiuse path/golf cart path, lighting, parking, traffic calming, etc.

Benefit(s):

- ❑ Make better use of available right-of-way, providing formal facilities for all modes.

Example potential cross-section (assuming 70’ right-of-way)



Existing geometry





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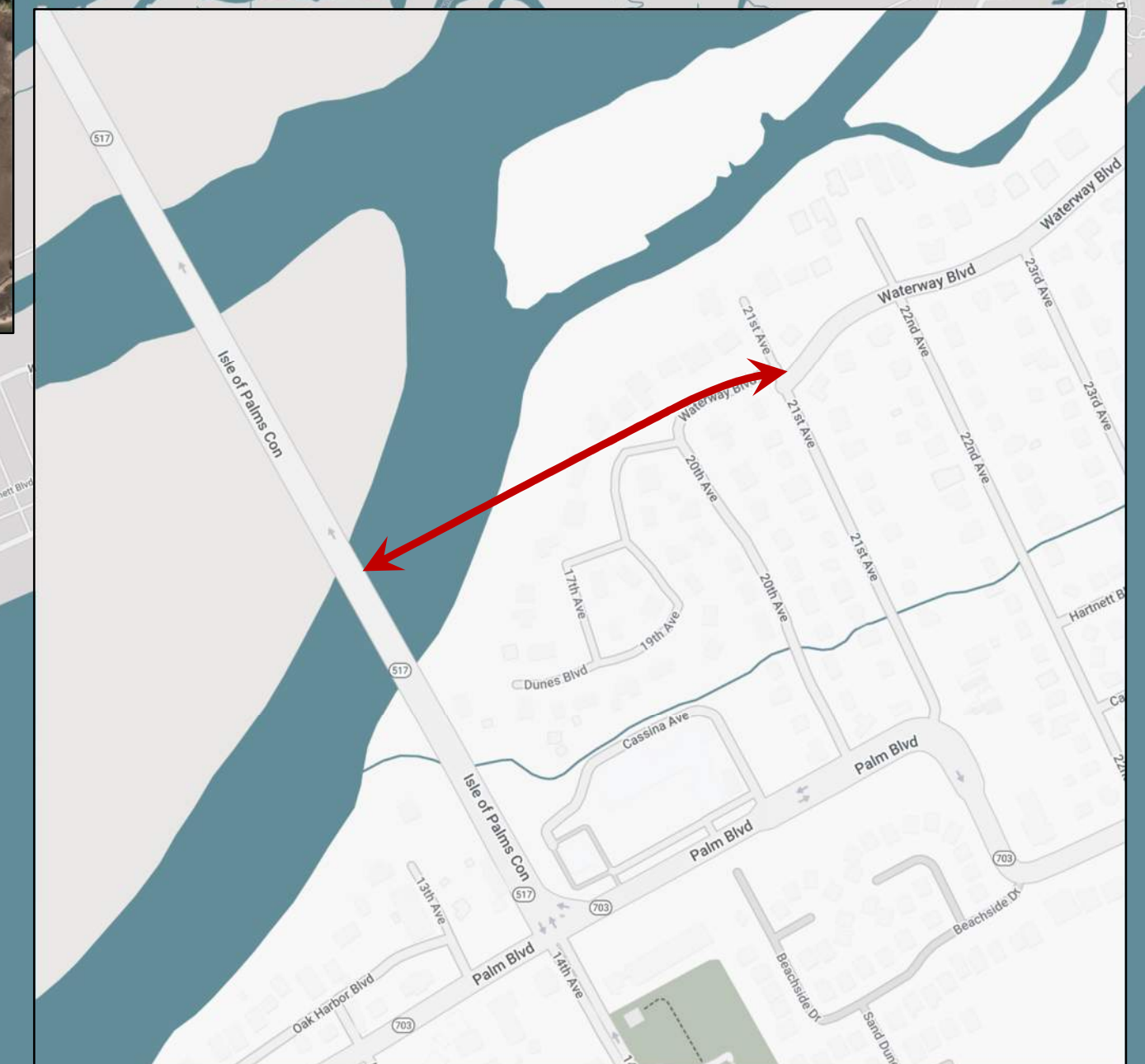
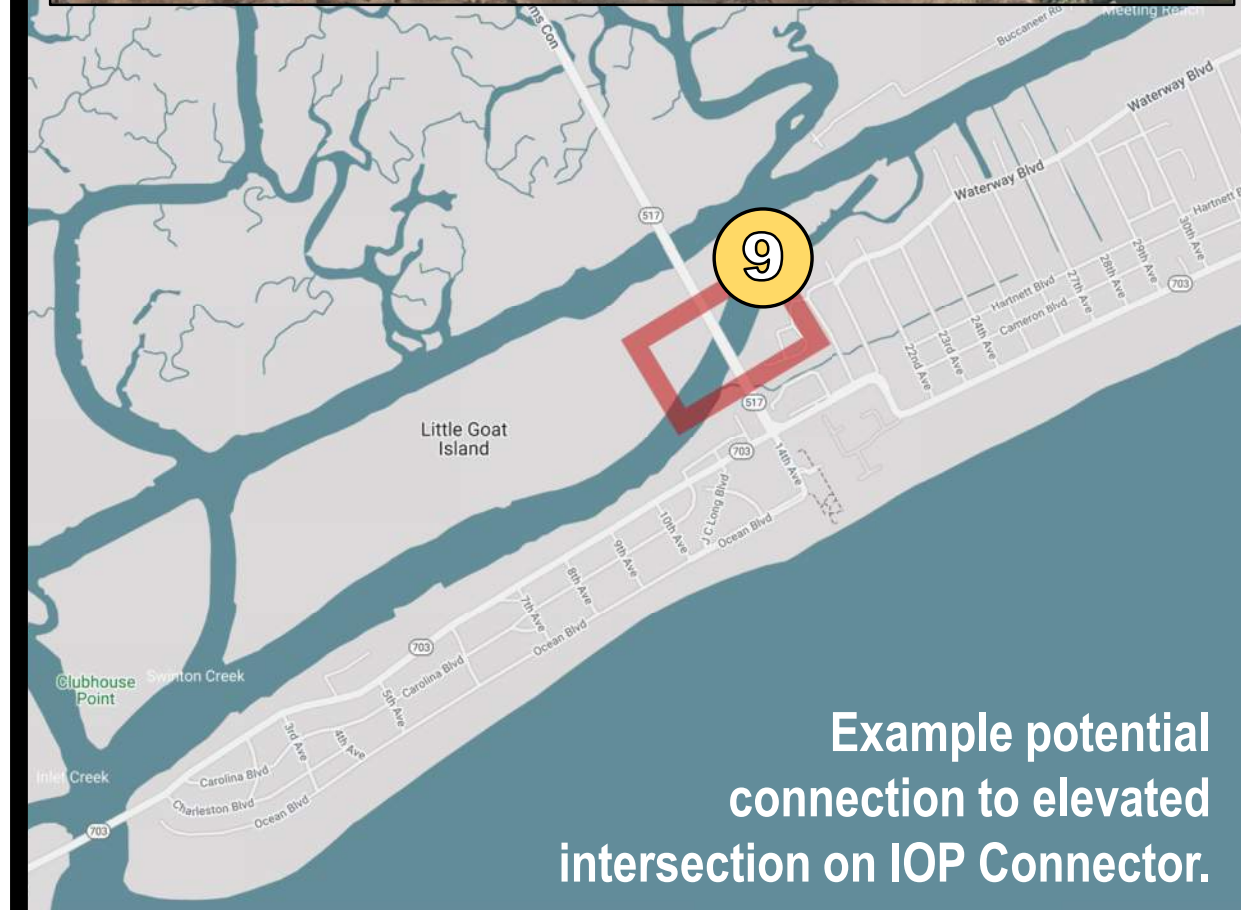
**Consider additional connection to IOP Connector, in form of elevated intersection or on/off ramp(s) to allow addition access**

Example(s):

- ❑ *Provide elevated intersection along IOP Connector which connects to Waterway Blvd (would have residential/right-of-way impacts).*

Benefit(s):

- ❑ *Provides alternative access to IOP Conn. primarily for residents.*





**10 Consolidate parking supply**

Consider providing structured parking to consolidate visitor traffic and parking.

Example(s):

- ☐ Parking structure on IOP County Park site.
- ☐ Parking structure on Pavilion parking site.

Benefit(s):

- ☐ Enable visitors to access main primary locations, removing visitors from residential areas of island.



Example potential deck placements on IOP



Miami, FL





# 11 Circulation along Palm Blvd and Waterway Blvd

Consider one-way pairs/loop between Palm Blvd and Waterway Blvd

Example(s):

- ☐ Palm Blvd one-way northbound.
- ☐ Waterway Blvd one-way southbound.
- ☐ Avenues remain two way.

Benefit(s):

- ☐ Simplify traffic pattern, minimize conflicts and decisions.
- ☐ Simplify pedestrian crossings – only look one way.



Example potential one-way loop





# 12 Alternatives to IOP Connector

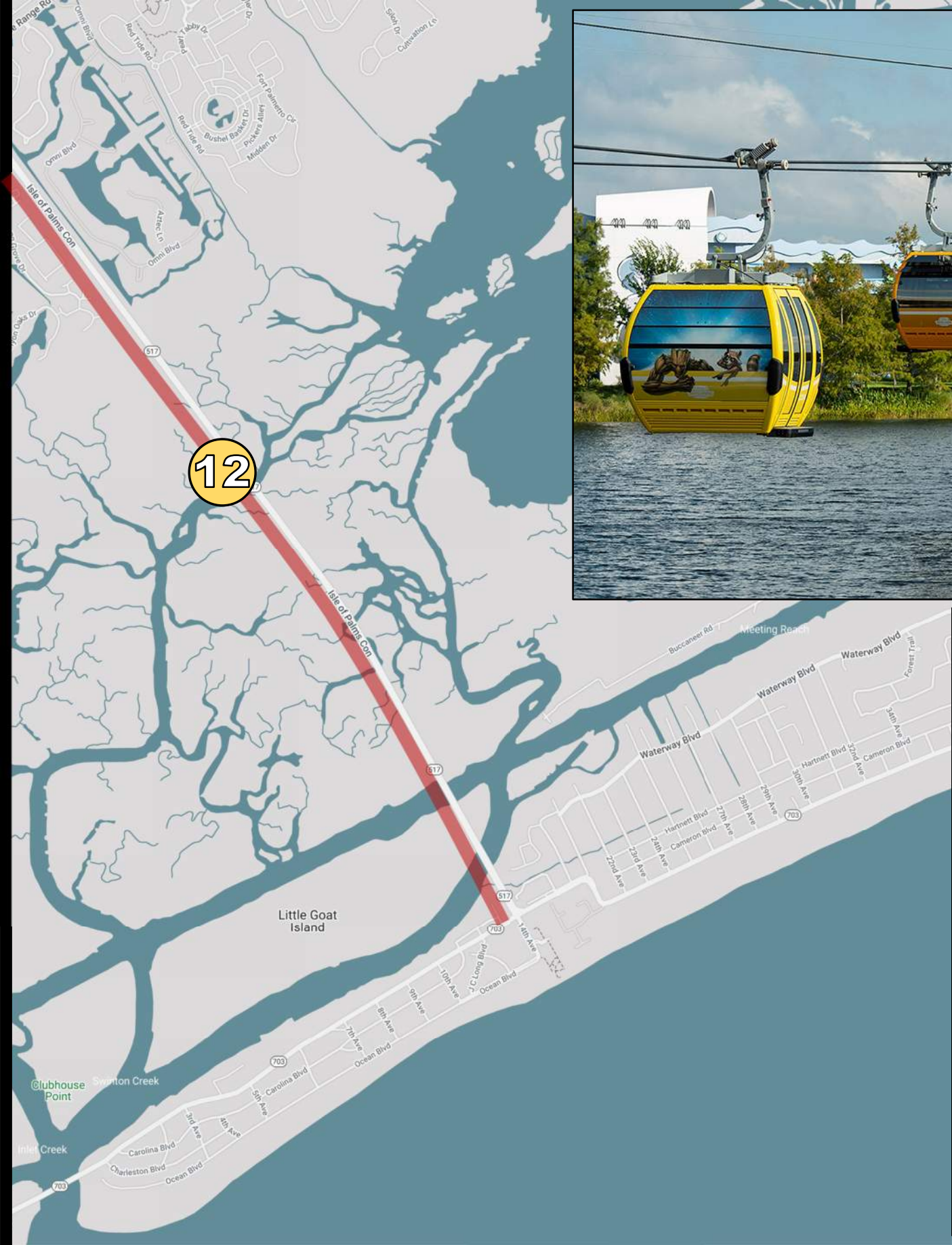
Consider providing gondola/sky lift transit as alternative to vehicular access via IOP Connector

Example(s):

- Family-sized gondola with space for beach equipment, etc.

Benefit(s):

- Remove vehicular traffic from IOP Conn.
- Provide attractive mode of visiting IOP.





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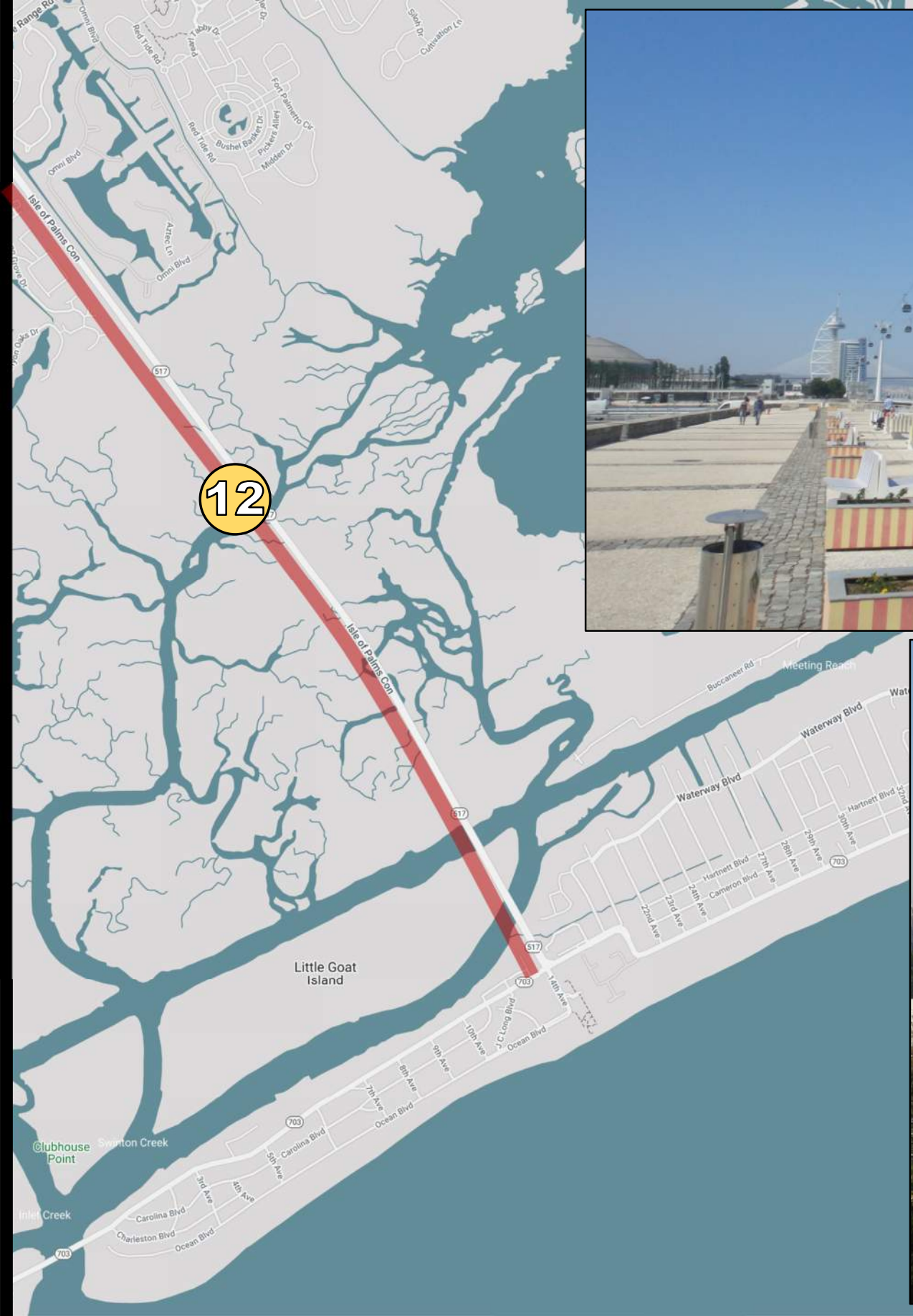
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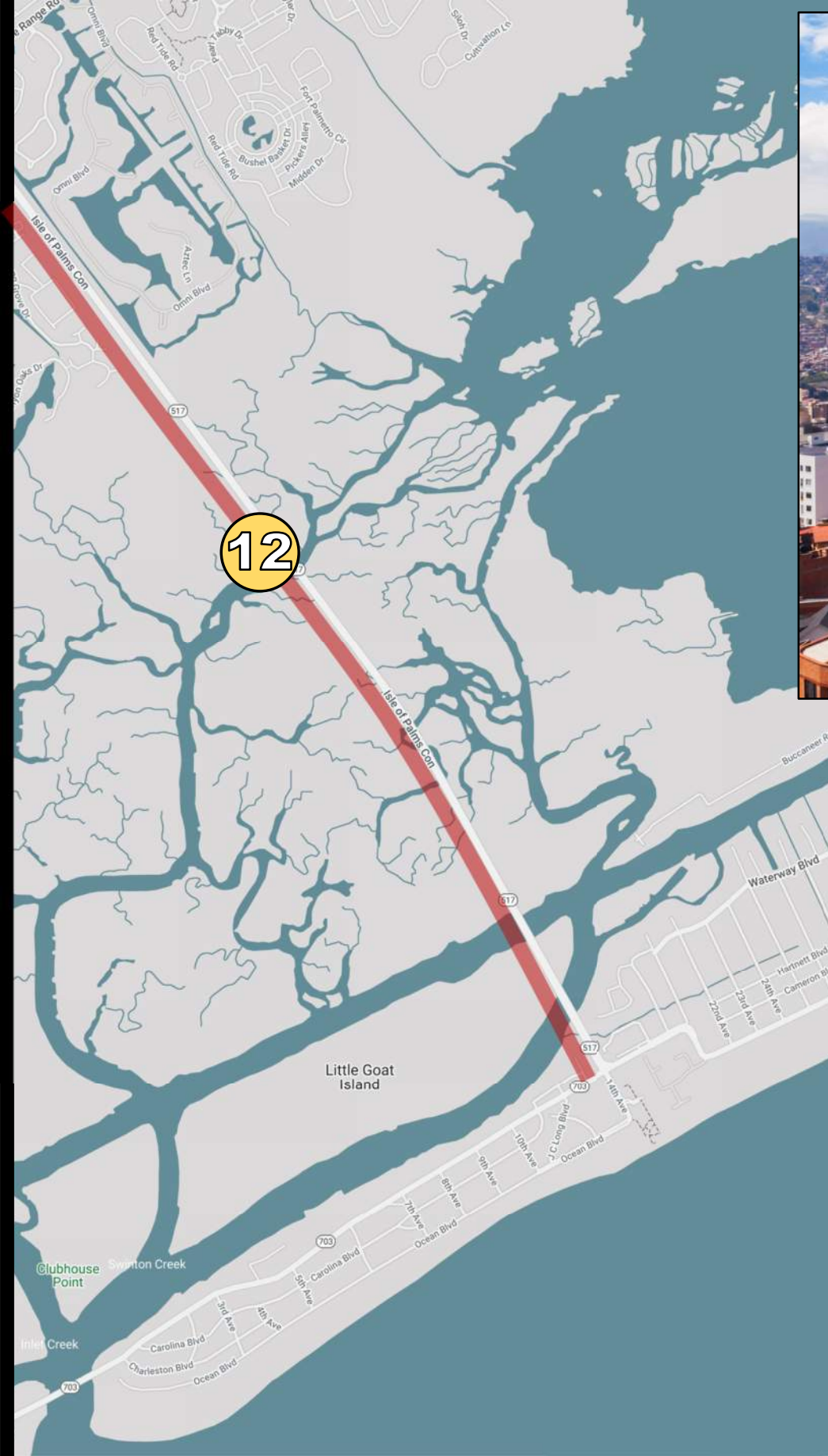
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12

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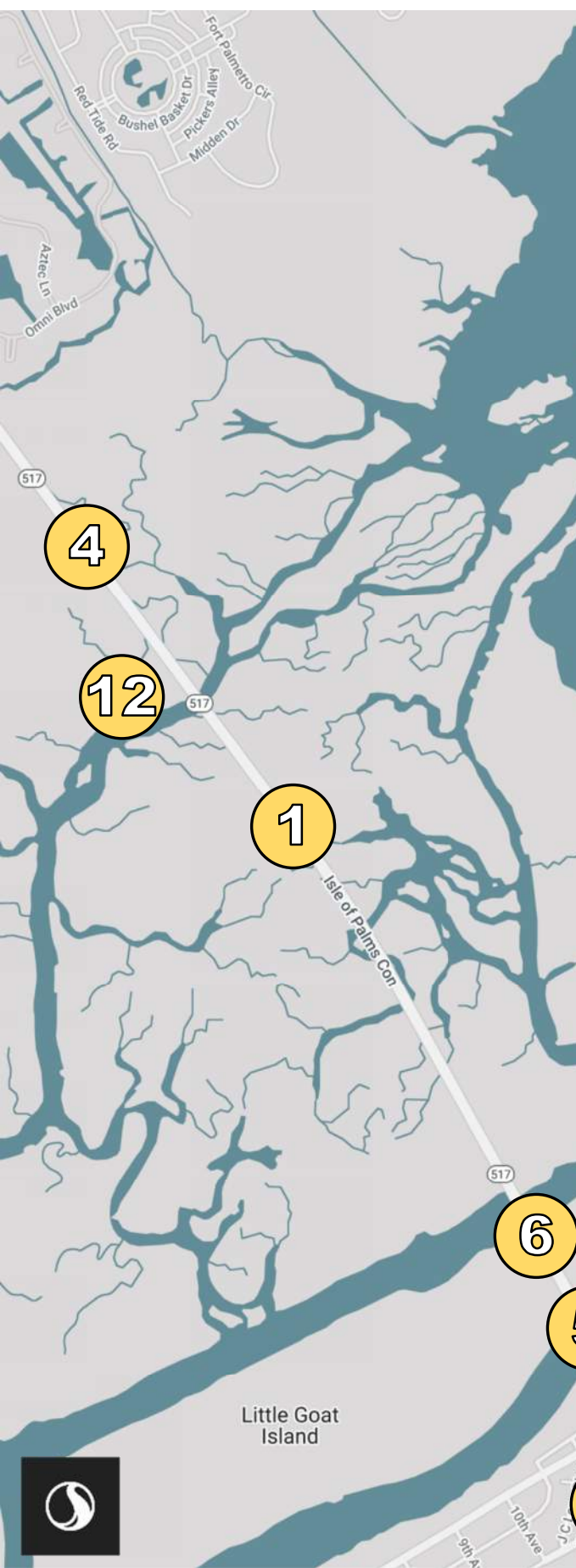
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*Benefit(s):*

- ❑ *Remove vehicular traffic from IOP Conn.*
- ❑ *Provide attractive mode of visiting IOP.*







Improvement		Cost		Term			Ease		
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