

From: remoat@aol.com <remoat@aol.com>  
To: Lt. Governor's OfficeLtGov@scstatehouse.gov  
Date: 7/12/2018 9:11:24 PM  
Subject: TO THE HON. KEVIN BRYANT, S.C. LT. GOV.

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DEAR LT. GOV. BRYANT:

I AM SENDING THIS MESSAGE TO YOU AS I CANNOT FIND A SUITABLE EMAIL FORMAT TO WRITE TO GOV. MCMASTER.. I WANT TO SEND THE GOV. PHOTOGRAPHS, BUT THEY ARE INCOMPATIBLE WITH "PRIVATE" EMAIL SERVERS.. I MUST SEND THE MATERIAL IN AN "ORDINARY" EMAIL MESSAGE FORMAT, AS IS USED WITH YOUR EMAIL ADDRESS.. THE TEXT APPEARS BELOW.. I WOULD APPRECIATE YOUR FORWARDING THIS MESSAGE TO GOV. MCMASTER, OR PROVIDING ME WITH AN "ORDINARY" EMAIL I CAN USE AS I AM SENDING THIS MESSAGE TO YOU.. IF YOU COULD SUGGEST OTHER AGENCIES OR INDIVIDUALS I MIGHT CONTACT FOR SUPPORT IN THE SUBJECT OF MY MESSAGE, I WOULD APPRECIATE IT.. THANK YOU FOR YOUR ASSISTANCE.

## **A COMMUTER RAIL SOLUTION FOR THE CHARLESTON TRI-COUNTY REGION**

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*How was your commute today?*



**Traffic flow in Charleston is at the gridlock stage.**

I-26, I-526 and other intersections are parking lots every day.

Accidents, construction and bad weather make driving a nightmare.

**February 4, 2018**

*A commuter rail system is needed.* It would run from Charleston through N. Charleston and Summerville to St. George. A second branch would run from N. Charleston through Goose Creek to Moncks Corner. It will likely cost between \$600 million and \$1 billion and require 15 to years to finish. What is the alternative? Bus relief is temporary. Buses couldn't satisfy rider needs if they were lined up all the way to Summerville. A rail car carries 80 passengers. A bus carries 40 passengers. Ten rail cars carry as many passengers as 20 buses, and cheaper, using economy of scale. More buses mean more drivers, more maintenance, more storage; commuter trains use the same crew and fuel no matter how many cars they pull. Commuter rail avoids gridlock. Passengers enjoy their ride as they are not concerned with driving or arriving late.

There has been much talk about the conditions of S.C. highways: their deterioration, lack of funds to repair or improve, etc. Commuter rail can solve this problem. The more drivers and passengers that ride commuter rail, the fewer cars that remain on roads in the area of Charleston's area commuter rail system. The fewer cars that drive on these roads, the less wear and tear on the road's condition; the less wear and tear, the less money needed to make repairs; the less money needed for repairs, the more money that is saved. Does any of this make sense? It makes sense to me; it makes enormous sense. Unfortunately, CARTA's express bus cannot be a part of the equation to reduce damage to our highways; if anything, those buses will make it worse. CARTA buses carrying heavier loads will cause greater stress on the road surface; they will exacerbate the damage that already exists. Only commuter rail can move greater numbers of people cheaper, safer, more economically and also reduce cracks, holes and large pieces of asphalt from coming loose and flying into the windows of cars or laying in the road, waiting for cars to strike these fragments, and cause drivers of cars to lose control, causing accidents, injury, even death.

What will happen to the Charleston area without improvements in traffic flow? Companies won't locate here if their employees cannot move between home and work easily; tourists won't visit here

if they cannot move between their hotels and tourist stops. Our reputation with travel booking agencies will suffer because tourists will leave negative comments with booking agents, Facebook pages, local govt. offices, etc. Retirees won't locate here if they cannot drive between home, doctors' offices and hospitals. What is the first question people ask each other after arrival? "How was the traffic?" No other form of transportation can handle large numbers of people as safely, cheaply and efficiently as commuter rail.

Commuter rail can serve as a means of removing large numbers of people from our region in the event of natural or man-made disasters. In an emergency, commuter rail would perform as well or better than means we traditionally have available: cars, buses and aircraft. Under routine conditions, commuter rail can move hundreds of riders in a brief, economical, feasible manner; under emergency situations, re-location becomes even more vital and speed is essential..

This is where commuter rail can be an integral element in evacuating a local population to distant and safer locations; the plan would offer transit to riders from Charleston to N. Charleston, Summerville and terminate in St. George; a branch line would terminate in Moncks Corner; but, when emergency conditions dictate, special permission could be sought and granted from the local railroads to re-locate riders beyond the limits of the commuter rail system as originally planned. From St. George, commuter rail would be granted the right-of-way to transport riders to Columbia; they could be transported to local motels, schools, etc., for temporary shelter. During emergency conditions, fares would be waived for transportation of all riders to and from emergency evacuation points. Beyond Moncks Corner, riders could be transported to the first available locale that could accept a large number of persons requiring emergency shelter. As commuter rail resources are maintained here in the Charleston area, it would be easier to gather and schedule elements and personnel in this system to support evacuees than for the railroads to do it themselves, as they must re-route trains to this area, whereas our commuter rail units are already positioned locally and are always in readiness to support emergency needs. Charleston has experienced extreme weather this winter. How would commuter rail be better than driving on roads in this weather? Commuter rail: Would not lose control on "black ice"; would not "jackknife" in the midst of heavy traffic; would carry more riders than buses or cars; would not be delayed due to rain, ice or snow; would reduce accidents, as more people would be riding, not driving.

The more situations in which commuter rail can serve the communities in the Charleston area, the more apparent it becomes that commuter rail is the one viable, durable means of moving people that is available and ready to move large numbers of people, whether under routine or emergency conditions. Commuter rail can transport riders to the airport, to the N Charleston convention center; it would reduce parking congestion and expedite travel time for concerts, airline travel, etc...

The issue of traffic flow in Charleston is not a concern for just one area of the Lowcountry. What affects one part of our region affects all of us. Our economy is interwoven among every home, every business, every aspect of the Tri-county region. Traffic concerns everyone, and not merely those who drive to work in a car or work on a delivery truck. We are all part of what makes the Lowcountry our home. We must all realize our vested interests in making our homes and offices easy to access, whether to work in, recreate, travel as tourists, or just pass through on the way to somewhere else. We face not only a challenge but an obligation to insure our roadways are free to drive through. Clogged roads are as fatal to communities as clogged arteries are fatal to humans. The sure cure is a commuter rail system. It will improve traffic flow and reduce gridlock. It will expedite riders to destinations faster, cheaper and safer than any other mode. Building it will be expensive, long in completion and fraught with obstacles, but it is the only system that will endure

over the long-term after it is inaugurated. Commuter trains are flexible in scheduling, highest in passenger capacity and much cheaper on a cost-per-mile basis. No other mode of transit approaches the effectiveness of commuter rail by any comparison.

## **IF YOU THINK IMPROVEMENTS ARE EXPENSIVE, TRY INDIFFERENCE!**

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Chas 29401

NOTE: This message has been sent to the following govt. agencies (There have been few lackluster replies):

### **County Councils:**

Berkeley  
Charleston  
Dorchester

### **City Councils:**

Charleston  
N Charleston  
Summerville  
St. George  
Goose Creek  
Moncks Corner

### **Other Agencies:**

\*S.C. Senate:

Committee on Labor, Industry and Commerce  
Committee on Transportation

\*S.C. House:

Committee on Labor, Industry and Commerce

\*Senators and Representatives within the Charleston Tri-County Region

\*CARTA

\*BCD-COG

**\*\* IN THE VERY NEAR FUTURE, THE TRI-COUNTY AREA MAY WELL DROWN IN AN OVERWHELMING FLOW OF ECONOMIC SUCCESS. THE LACK OF INTEREST IN A COMPREHENSIVE AND ALL-ENCOMPASSING MASS TRANSIT REMEDY IS STUNNING AND DISAPPOINTING. WHY THIS IS SO BOGGLES THE MIND. THIS REGION NEEDS HELP AND NEEDS IT NOW. IF THE SOLUTION ISN'T A COMMUTER RAIL SYSTEM, IT MUST BE SOMETHING ELSE, BUT TIME IS NOT ON OUR SIDE. AS THE TRI-COUNTY REGION GOES, SO GOES THE STATE. WHOMEVER IS SUCCESSFUL IN SUCH AN UNDERTAKING CAN RIGHTFULLY TAKE CREDIT, BUT IF WE FAIL, THE FLAW AND THE FAULT WILL FALL ON ALL OF US. WE WILL ALL HAVE BLOOD ON OUR HANDS, FOR WE HAD THE RESOURCES AND THE CLEAR OPPORTUNITY TO RIGHT THIS SHORTCOMING; INSTEAD WE WALKED AWAY FROM IT, WITH EXCUSES LIKE, "WELL, IT'S NOT MY PROBLEM, SEND IT DOWN THE HALL TO 'WHAT'S-HIS-NAME'S OFFICE' " WHO MIGHT OFFER SUCH AN EXCUSE? WHO WILL HEAR IT? COULD IT BE SOMEONE YOU KNOW?**