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Appendix A

Previous and Existing Plans



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A. Previous and Existing Planning Documents

Study	Year	Major findings or recommendations
Dorchester County Comprehensive Plan	2008	<p>2008 Dorchester County Comprehensive Plan</p> <p>The Dorchester County Comprehensive Plan provides a vision for Dorchester County through the year 2030. This plan established four long-range planning principles for the county:</p> <ul style="list-style-type: none"> ▪ Preserve and protect the rural communities and natural resources of Dorchester County for current residents and future generations ▪ Plan for growth in appropriate areas ▪ Ensure infrastructure concurrency in planned growth areas <p>In regards to transportation, Dorchester County's goals are:</p> <ul style="list-style-type: none"> ▪ Citizens will have efficient commutes to all employment centers outside Dorchester County, with a variety of travel options, including single-occupancy vehicles on new or improved roadways, express busses, and commuter rail ▪ To offer transportation mobility within the county for all users, by ensuring road capacity improvement projects where needed with careful attention given to associated operational improvements ▪ To have an efficient transportation network, including a well-connected system of roadways, taking pressure off major arterial and collector roads ▪ To take an integrated land-use/transportation planning approach where new developments are located and designed so as not to create additional pressure on the roadway system ▪ To focus transportation improvements in areas identified for economic development and planned such that the County reaps high returns on its investments in transportation infrastructure <p>The plan identified a few high priority action items to help improve transportation in the county. They are:</p> <ul style="list-style-type: none"> ▪ Complete Berlin G. Myers parkway ▪ Develop public road standards and an official transportation improvement map ▪ Ensure coordination between land-use and transportation planning
Berkeley County Comprehensive Plan	2010	<p>2010 Berkeley County Comprehensive Plan</p> <p>The Berkeley County Comprehensive Plan is a plan to help guide the growth and development of Berkeley County for the Next fifteen to twenty years. The guiding principles of this plan are:</p> <ul style="list-style-type: none"> ▪ Protect and promote distinctive, diverse communities ▪ Manage infrastructure systems effectively and expand them efficiently ▪ Respect and enhance historical and natural resources and expand their public accessibility ▪ Make recreational opportunities – both active and passive – available county-wide ▪ Draft a clear, fair plan to be implemented through simplified costs and streamlined processes <p>The report outlines proposed projects that are included in the CHATS MPO 2030 Plan. Projects of interest include:</p> <ul style="list-style-type: none"> ▪ Tri-County Link 5311 fundraising ▪ Commuter rail study – US 52 corridor ▪ CARTA express bus vehicle acquisition

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OurRegion OurPlan	2012	<p>OurRegion OurPlan (OROP) is a comprehensive plan that provides a vision for future growth, development, and infrastructure improvements in the Berkeley-Charleston-Dorchester (BCD) region. The Plan utilized a scenario planning process and was developed through extensive public outreach efforts. The Plan includes a Mobility and Transportation Infrastructure element that calls for the development of a truly multi-modal system with a range of transit services and technologies. Specifically, the Plan states the need to “establish a comprehensive transit system that attracts new riders; connects major centers identified in the Plan; reduces congestion on major arterials; enhances affordability, protects the natural environment, provides for sustainability of the region and provides a viable alternative to personal automobile travel.” OROP identified several indicators of success for this goal including:</p> <ul style="list-style-type: none"> ▪ Strategic planning for commuter/light rail between Charleston and Ridgeville ▪ Strategic planning for express/BRT service between Charleston and Folly Beach, Ravenel, Mt. Pleasant, and Moncks Corner; along Interstate 526 between Mt Pleasant and Savannah Highway; and between Moncks Corner and East Edisto <p>Finally, OROP also stressed that transportation facilities must be context-sensitive with the natural and constructed environment.</p>
Partnership for Prosperity: A Master Plan for the Neck Area of Charleston and North Charleston	2013	<p>The Neck Area Master Plan was a study that developed a transportation and development planning framework to guide public and private development in a nearly 30 square mile area in the cities of Charleston and North Charleston. The study identified four “transit emphasis corridors” in which to focus transit service investments. These include the Spine corridor, Dorchester Road corridor, I-26 corridor, and the Freight Rail corridor. The plan recommended implementing a variety of transit technologies (including enhanced bus service, BRT, light rail, and commuter rail) using a phased process. For example, the initial recommendation in the Spine corridor was identified as enhanced bus service, which would advance to BRT with dedicated lanes when development and conditions warranted, eventually converting to light rail once sufficient demand is established. The study also recommended implementing commuter rail in the existing freight rail corridors to Summerville and/or Moncks Corner, and a combination of enhanced bus and express bus service in the Dorchester Road and I-26 corridors.</p>
TriCounty Link Comprehensive Operational Analysis	2014	<p>The TriCounty Link (TCL) Comprehensive Operational Analysis (COA) was conducted to analyze existing transit services and identify opportunities to reduce inefficiencies and optimize performance. The COA identified a number of near-term service changes to existing routes including:</p> <ul style="list-style-type: none"> ▪ Eliminate Route CS2 Dorchester, Dorchester Connector Shuttle/CS6 Shuttle, and D305 Monck Corner-Sangaree-Summerville-Lincolville-Ladson-N. Charleston. ▪ Routing modifications on Routes CS3 Dorchester-Santee-Cooper, C201 Edisto Island-Charleston, C203 McClellanville-Awendaw-Mt. Pleasant, and C204 Blue & Green. <p>Additionally, the COA recommended implementing the following new routes:</p> <ul style="list-style-type: none"> ▪ Link to Employment: peak hour employment shuttle to replace CS2 serving SC Works and Jedburg/Hwy 78 areas ▪ CS7 Ladson Area Shuttle: provides service to coast center and downtown Lincolville ▪ Summerville Connector: limited service (1 AM trip, 1 PM trip) ▪ Naval Nuclear Power School Route: weekend only route with connections to CARTA service <p>Finally, the COA also stressed the need to incorporate advanced technologies such as Automatic Vehicle Location (AVL) to improve the effectiveness of transit services for both operators (e.g. improved on-time performance) and passengers (e.g. real time information).</p>

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One Region	2016	One Region was strategic planning effort that evaluated the region's economic competitiveness and developed an action plan to achieve goals and address challenges. A joint effort by the Charleston Regional Development Alliance and the Charleston Metro Chamber of Commerce, the planning process was guided by an advisory group that consisted of leaders from public sector, private sector, nonprofit, and educational organizations. One of the Plan's core recommendations was to "invest in infrastructure that connects the region in a balanced and efficient manner." Furthermore it encouraged the region's business to incentivize employees who carpool, ride share, and use transit. Understanding that multimodal transportation networks are a vital component in a region's competitiveness, the Plan stressed the need for a more robust transit network.
I-26 Regional Fixed Guideway Transit Alternatives Analysis	2016	The I-26 Alternatives Analysis was a study that evaluated transit alternatives along the 22-mile I-26 corridor between Summerville and Charleston. Using a three-tiered screening process, the study evaluated a variety of transit modes and potential alignments before selecting BRT Alternative B-1 as the preferred alternative. The alignment for this alternative begins in Downtown Summerville and travels along Richardson Street, Cedar Street, Doty Street, and Main Street before turning southeast on US 78 to North Charleston. The alignment then merges onto US 52 and continues southbound on Rivers Avenue, Carter Avenue, and Meeting Street into Downtown Charleston to its terminus at Line Street. The study also identified 18 proposed station locations. An operating plan was also developed for the BRT service which featured 10-minute peak frequency, 20-minute base frequency and 30-minute early morning/late evening frequency. The capital cost for the preferred alternative was estimated at \$359,061,298 (FY 2015 dollars), with annual operating costs estimated at \$5,850,240.
CARTA Comprehensive Operational Analysis	2016	<p>The CARTA Comprehensive Operational Analysis (COA) was conducted to identify strategies to improve transit travel time and increase reliability, reduce inefficiencies, and optimize service along major transit corridors. The short-term recommendations included modifications to nearly every route, ranging from consolidation of stops to route extensions/reductions to frequency adjustments. The COA identified Route 10 (Rivers Avenue) as a candidate corridor for premium transit service in the future. The short-term recommendations for Route 10 included consolidating stops and increasing peak frequency to 20 minutes. The mid-term recommendations for Rivers Avenue include BRT service from Main & Richardson to Meeting & Line operating at 10-minute peak frequencies, 20-minute midday frequencies, and 30-minute early morning/late night frequencies. Route 10 would also be maintained but split into the following two routes:</p> <ul style="list-style-type: none"> ▪ 10A Rivers Avenue Local North: connecting Trident Health and CSU to the Rivers/McMillan BRT station at 30-minute frequencies. ▪ 10B Rivers Avenue Local South: connecting Rivers/McMillan BRT station to the Downtown Charleston Visitors Center at 60-minute frequencies.

Study	Year	Major findings or recommendations
WalkBikeBCD	2016	<p data-bbox="703 250 957 277">WalkBikeBCD_MASTER.pdf</p> <p data-bbox="703 280 1890 415">The Walk Bike BCD is a regional plan that guides short and long-term land-use and transportation planning decisions to create a more accessible region for people on foot and bike. Its goal is to develop a regional network of walking and biking routes that link both residents and visitors to destinations, while also positively impacting the local economy and creating bike and pedestrian friendly policies that impact future transportation and recreation projects. The network recommendations for this plan contain various infrastructure improvements. Maps displaying the location of each proposed improvement are provided.</p> <p data-bbox="703 418 1052 446">There are five main goals of the project:</p> <ul data-bbox="751 449 1890 743" style="list-style-type: none"> <li data-bbox="751 449 1848 500">▪ Connectivity and Design – Create a regional network of on- and off-street walkways, bikeways, and trails designed for all ages, abilities, and user groups <li data-bbox="751 503 1885 581">▪ Community and Economic Development – Utilize existing and future walking and bicycling infrastructure as a tool for community revitalization and economic growth, including residential recruitment, business development, community wellness, and regional tourism initiatives <li data-bbox="751 584 1818 634">▪ Education, Outreach, Enforcement, and Evaluation – Enhance engineering investments for walking and bicycling with encouragement, education, enforcement, and evaluation programs <li data-bbox="751 638 1890 688">▪ Policies and Programs – Institutionalize bicycle- and pedestrian-friendliness in transportation and recreation projects as a core value of regional projects, policies, and programs <li data-bbox="751 691 1864 743">▪ Implementation – A collaborative approach to funding and implementation of projects among regional leaders and stakeholders will ensure the incremental and strategic growth of the pedestrian and bicycle network across the BCD region <p data-bbox="703 747 1272 774">A variety of programs and policies were proposed. These include:</p> <ul data-bbox="751 777 1291 1234" style="list-style-type: none"> <li data-bbox="751 777 1220 805">▪ Regional pedestrian and bicycle count programs <li data-bbox="751 808 1266 836">▪ Region-wide multi-modal user maps and trip-planning <li data-bbox="751 839 1056 867">▪ Regional wayfinding program <li data-bbox="751 870 1062 898">▪ Branding/tourism partnerships <li data-bbox="751 901 1291 928">▪ Walk, bike, and take transit to special events promotions <li data-bbox="751 932 1178 959">▪ Safety education and targeted enforcement <li data-bbox="751 963 1255 990">▪ Campaign for humanizing people who walk and bike <li data-bbox="751 993 1236 1021">▪ Professional development for active transportation <li data-bbox="751 1024 1199 1052">▪ Regional coordination of safe routes to school <li data-bbox="751 1055 1211 1083">▪ Transportation demand management programs <li data-bbox="751 1086 1155 1114">▪ Regional vision zero policy endorsement <li data-bbox="751 1117 1192 1144">▪ Funding prioritization for active transportation <li data-bbox="751 1148 1247 1175">▪ Policy best practices for counties and municipalities <li data-bbox="751 1179 1234 1206">▪ Active transportation and trail coordinating council <li data-bbox="751 1209 1037 1237">▪ Design guidelines adoption <li data-bbox="751 1240 1041 1268">▪ Prioritizing access to transit <li data-bbox="751 1271 1100 1299">▪ Annual active transportation forum

Study	Year	Major findings or recommendations
BCD Housing Needs Assessment	2014	<p>Housing Needs Assessment Final Draft (2 7 14).pdf</p> <p>The Berkeley-Charleston-Dorchester (BCD) Housing Needs Assessment “identifies current and emerging housing trends and needs; generates a greater understanding of local housing issues; and provides direction for addressing housing related issues.” This assessment lists some issues and trends associated with the region’s housing needs. These include: lack of housing that is affordable to the majority of residents, lack of affordable housing located near employment centers and public facilities, lack of diverse housing options, regulatory barriers, and lack of an active collaborative partnership. The issues and trend were identified based on available demographic and housing market data at the local, state, and national levels. This study includes many maps and graphs that illustrate the demographics of the regions; including, geographic location, population, age, race and ethnicity, unemployment, poverty, and many more. In the transportation area, it found that the mean travel time to work for the region is 25 minutes and that resident in Dorchester County have the longest travel time to work, at 29 minutes. It goes on to say that a large majority of the population are located more than ¼ mile of a bus stop or route and that renters have more access to public transit options than homeowners do. Other transportation related findings include: the rural area has the most affordable housing, but there is little public transportation available and homes become less affordable when including transportation costs (up to 15% of living costs) and most of the residential growth has been occurring outside of transit service areas, increasing transportation costs for resident in this area and leading to increased traffic congestion and increased costs for the government agencies responsible for maintaining the roads and other public infrastructure. In its Appendix, this study includes a brief summary of the 2013 Tri-County Housing Summit.</p>
City of Charleston People Pedal Plan & Urban Bikeway Design Toolkit	2017	<p>People+Pedal+Plan+December+2017+Reduced+Size</p> <p>This plan calls for the implementation of a large network of urban bikeways on the Charleston peninsula. Based on survey results, the routes most used by cyclists are: bridge connections, the peninsula’s perimeter, the north/south routes of King/ St. Philip/ Coming and Ashley/Rutledge, and the east/west routes of Huger, Bee, Calhoun, and George. The proposed urban bikeways are to be created through traffic calming, signage and sharrows, greenway/side paths, bike boulevard, bike lanes, separated cycle tracks, and bikeable boardwalks. Some intersections will also be redesigned to be more bike friendly through the use of bike boxes, cycletracks, and bike crossings. Planned bikeway project improvements include Boardwalk and Fourth Street, Lowcountry Lowline, Market Street, Hagood Drive, Grace Bridge area, and Laurel Island connections. Sharrows, street resurfacing, filling in the missing links between safe streets, and completing the minimum grid are also proposed in many location throughout the peninsula. The Urban Bikeway Design Toolkit with specific Charleston design standards is also included.</p>
Charleston County Comprehensive Plan	2018	<p>2018 Charleston County Comprehensive Plan</p> <p>The Charleston County Comprehensive Plan is a plan that outlines the vision for the future economic, infrastructure, and population growth of Charleston County. This plan was completed with much community input. The Transportation element of this plan provides background into the many different elements of transportation that are present in Charleston County, including public transportation (CARTA, TriCounty Link, BRT), airports, and marine freight/shipping. It is stated that the goal is to provide a transportation system that is coordinated with land use patterns and community character. The level of service should support economic development and a high quality of life. Strategies to support the goal and vision of this plan are: coordinate transportation planning with growth management and land use strategies, coordinate with CARTA to ensure bus routes are consistent with land use and development patterns, and monitor emerging transportation technologies, like personal rapid transit systems, and implement as feasible.</p>

Study	Year	Major findings or recommendations
BCDCOG CHATS LRTP	2018	<p>BCDCOG CHATS LRTP</p> <p>The Long-Range Transportation Plan (LRTP) is a plan that outlines what the transportation future in 2040 will look like for the CHATS MPO planning area. This plan took into account opinions from the public and regional stakeholders when determining its goals. In regards to transit systems, the plan envisions the development of new high capacity corridors linking key employment and activity centers, supported by enhanced local and commuter express transit service throughout the region. Multiple High and Medium Capacity Rapid Transit (BRT), Commuter Express Bus, and Commuter Ferry projects were recommended, with many of them affecting the LowCountry Rapid Transit Project. Notable ones include:</p> <ul style="list-style-type: none"> ▪ Peninsula/Summerville – Dorchester Road Corridor (High Capacity Rapid Transit) ▪ Peninsula/West Ashley/Folly Beach – Folly Road Corridor (Medium Capacity Rapid Transit) ▪ Peninsula/Moncks Corner – US-52 Corridor (Medium Capacity Rapid Transit) ▪ West Ashley/Peninsula/Mount Pleasant/East Cooper – US-17 Corridor (Medium Capacity Rapid Transit) ▪ West Ashley/Peninsula/Daniel Island/East Cooper – I-526 Corridor (Commuter Express Bus) ▪ Ridgeville/Summerville/North Charleston/Downtown – I-26 Corridor (Commuter Express Bus)
NavyBase CTF-FEIS	2018	<p>FEIS_ProposedAlt.pdf</p> <p>This report by the US Army Corps of Engineers assesses the potential impacts on people and the environment caused by a project proposed by Palmetto Railways. Palmetto Railways wants to build an Intermodal Container Transfer Facility (ICTF) to facilitate the transfer of international cargo containers from ships at port facilities to trucks and/or rail. The proposed site is in North Charleston along the Cooper River. This project includes some roadway improvements, new rail lines being laid, and the addition of a few new bridges. Notably Bainbridge Ave would be relocated and connect to N. Hobson Ave, the intersection of Cosgrove Ave and Spruill Ave would be realigned, and a flyover would be added on Cosgrove Ave to go above the proposed new rail lines.</p>
Cooper River Bridge Redevelopment Area	2018-2019	<p>Cooper River Bridge Redevelopment Area</p> <p>This document is the RFP for the CRBRA. The Cooper River Bridge Redevelopment Area (CRBRA) is the area where the two old bridges that crossed the Cooper River used to reside. These bridges divided the Eastside neighborhood. The City of Charleston sees the CRBRA as a way to achieve multiple goals in the Eastside neighborhood. These goals are: improve housing affordability, mitigate flooding and other environmental/site challenges, and re-knit the neighborhood. The city wants to build rental housing, business/commercial development, and a park in the area. The redevelopment area consists of a portion of the block bound by Lee, Hanover, Cooper, and Nassau Streets.</p>

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City of Charleston Parking Study	2019	<p>Charleston Comprehensive Parking Study</p> <p>The Charleston Comprehensive Parking Study is a comprehensive analysis of the parking system for the City of Charleston. Some key findings of the study include:</p> <ul style="list-style-type: none"> ▪ There is a strong appetite for enhanced transit service throughout the peninsula ▪ There is available parking – users need tools to find it ▪ Operational practices should be tailored to meet varying needs by area, time-of-day, and use ▪ A majority of people familiar with the Peninsula choose to park on-street, while visitors choose garages ▪ User preference is to have close and available parking, rather than cheap parking ▪ There are parking spaces available in private and underutilized areas that could support demand with better connectivity ▪ A lack of non-automobile connectivity drives a need to self-commute <p>This reports suggest that the city should focus less on rebuilding supply and more on managing demands, providing customer service enhancements, and applying advanced management strategies. Many recommendations were proposed and then ranked from low to high priority. The high priority recommendations are:</p> <ul style="list-style-type: none"> ▪ Consolidation of parking management ▪ Improve transit access on the Peninsula ▪ Data-driven policies to support balanced utilization ▪ Leverage and enhance parking technology ▪ Right-size parking codes/ordinances/policies
BCDGOG Park and Ride Study	2018	<p>This study assesses the existing Park and Ride sites in the BCD region and identifies areas where new Park and Ride location should be constructed. The goals of this study are:</p> <ul style="list-style-type: none"> ▪ Assess the current Park and Ride lots in the region and make recommendations for improvement ▪ Develop a list of new Park and Ride sites to analyze ▪ Ensure that new Park and Ride lots are transit accessible ▪ Develop a prioritization matrix with scoring for each location ▪ Engage stakeholders and large employers ▪ Conduct site visits to determine constraints ▪ Make short-term, mid-term, and long-term recommendations for Park and Ride facilities in the region ▪ Create conceptual designs and cost estimates for eight of the highest scoring locations <p>This study recommends that all current Park and Ride lots be carried forward in the future as funding allows. The most heavily used existing Park and Ride lot in the area of interest is the Rivers at Ontranto lot.</p> <p>This study proposes multiple sites where new Park and Ride lots should be constructed:</p> <ul style="list-style-type: none"> ▪ North Charleston Center ▪ I-26 WB Abandoned Rest Area ▪ I-26 at US 78 site #1 ▪ Tanger Outlets ▪ US 78 at Royle Road ▪ East 5th North Street at Berlin Myers ▪ Exchange Park Fairgrounds <p>Conceptual designs are included for 8 proposed sites, including I-26 at US 78 site #1, I-26 WB Abandoned Rest Area, and East 5th North Street at Berlin Myers.</p>