
PEDESTRIAN & BICYCLE MOBILITY

This section describes the importance of pedestrian and bicycle infrastructure in the CHATS planning area, examines past plans that address these modes of travel, and makes recommendations for actions moving forward.



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overview & context

Purpose

Describes bicycle and pedestrian needs and opportunities.

Counties and municipalities within the CHATS planning area are experiencing rapid growth and development. Fortunately, the area is uniquely positioned to create a high-quality, multimodal transportation network to accommodate that growth due to ongoing investments in transit and the region's favorable climate and topography for walking and bicycling. Based on public feedback, residents see walking and bicycling infrastructure as a way to spur economic opportunities, improve health, and increase quality of life. Because of their ongoing validity, the pedestrian and bicycle recommendations in the 2045 CHATS LRTP are based on Walk Bike BCD (2017), and wholly incorporated into this long-range plan.



Improve Safety Conditions for All Users

Streets that are designed for all modes of transportation create safety benefits for all users of the road. Focusing improvements along high-crash corridors and at intersections may help to save lives.



Improve Mobility for Every Traveler, Regardless of How They Travel

Implementing high quality pedestrian and bicycle infrastructure that is comfortable and convenient will encourage residents and visitors to walk, bicycle, and use transit to reach their destinations. This supports objectives for reducing traffic congestion and expands the number of places that are accessible by multiple modes.



Prioritize Projects with in Areas That Have Historically Been Excluded

Investing in historically-underserved neighborhoods can boost community capital, provide access to jobs, and improve quality of life.



Include Policies & Programs in the Toolbox

Engineering alone will not shift the region towards a more walkable and bikeable environment. Incorporation of education, encouragement, enforcement, evaluation and equity into the planning framework can help to maximize the benefits of new infrastructure.

Bicycle & Pedestrian Facility Types

Similar to motor vehicles, bicycles exist in a variety of sizes and configurations, such as conventional bicycles, recumbent bicycles, tricycles, cargo bicycles, extended bicycles, and electric bicycles. The comfort level of bicyclists to operate alongside motor vehicle traffic also varies, with some bicyclists preferring the flexibility of a shared travel lane and some requiring the added safety benefit of off-street paths and vertical barriers. The design of a bikeway should reasonably consider this range of bicycles and bicyclists.

As part of Walk Bike BCD, design guidelines detailing a range of bikeway typologies and where they are most appropriate were included as an appendix. In 2021, SCDOT updated the [South Carolina Roadway Design Manual](#) to include a more expansive list of bikeways and pathways. Common bikeway facility types included in both design guidelines include:

	<p>Sidewalk</p> <p>Sidewalks should be provided on both sides of major roadways and on at least one side of collectors, minor arterials, and residential streets (serving developments with at least three dwelling units per acre or more). Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb and gutter.</p>
	<p>Shared-lane Markings (“Sharrows”)</p> <p>A general travel lane with pavement markings and bike route signage that enforce the presence of bicyclists with other roadway users.</p>
	<p>Bicycle Boulevard</p> <p>A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic, but discourages through motor traffic with traffic calming measures.</p>
	<p>Striped Bicycle Lane</p> <p>A portion of a roadway that has been designated by striping, signing, and pavement markings for the exclusive use of bicyclists.</p>



Buffered Bicycle Lanes

Striped bicycle lanes that provide an exclusive space for bicyclists with the added comfort of a painted buffer space between the bikeway and adjacent general travel lanes.



Protected Bikeways

An on-street bikeway distinguished from the general travel lanes by a physical, vertical barrier or grade separation.



Shared-use Path

A path physically separated from motorized vehicular traffic by an open space either within the highway right of way or within an independent right of way. Shared-use paths may also be used by pedestrians, skaters, and other non-motorized users, unless otherwise prohibited..



Sidepath

A path located immediately adjacent and parallel to a roadway and separated by a narrow landscape buffer or vertical barrier.



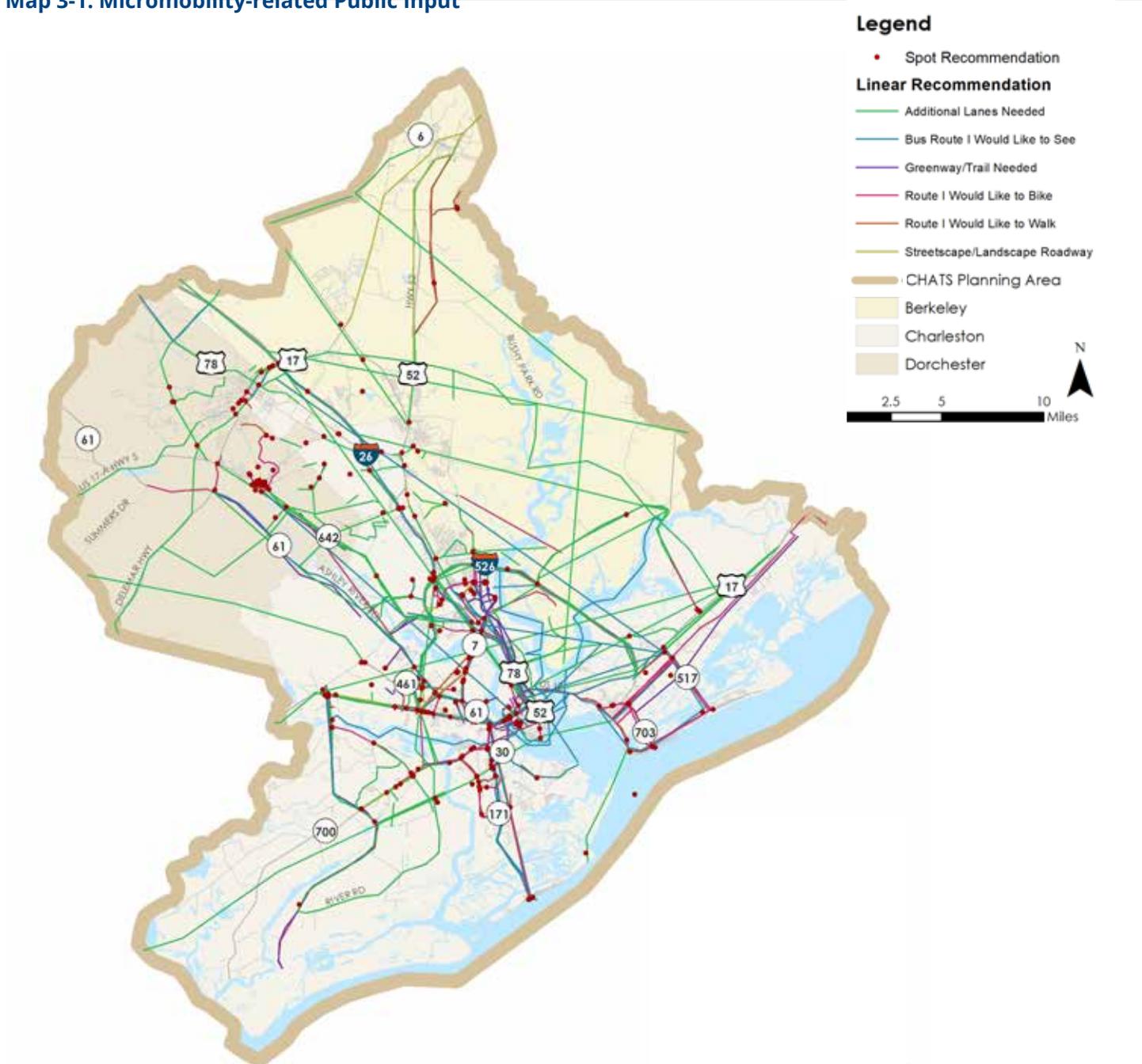
Intersections

Poorly designed intersection crossings can serve as barriers to otherwise well-designed bikeways. Safer intersection design includes separation from motor vehicle traffic, lighting, and signal coordination.

public input

As part of the planning process, an online Wikimap was used to collect public input regarding pedestrian and bicyclist safety concerns and desired facilities. **Figure 3-1** provides an aggregate look and the location of the input collected through the Wikimap.

Map 3-1: Micromobility-related Public Input



Completed Plans

[Walk Bike BCD](#) (2017), the regional pedestrian and bicycle plan for Berkeley, Charleston, and Dorchester counties, provides the basis for identifying where walking and bicycling investments should be directed within the CHATS boundaries. The plan envisioned a network of pedestrian and bicycling infrastructure that connects communities within the region so that active transportation can become a common part of everyday life for residents and visitors. The network should ensure that people of all ages and abilities enjoy access to the pedestrian and bicycle network, creating an active and healthy region for everybody to live, work, play, and learn.

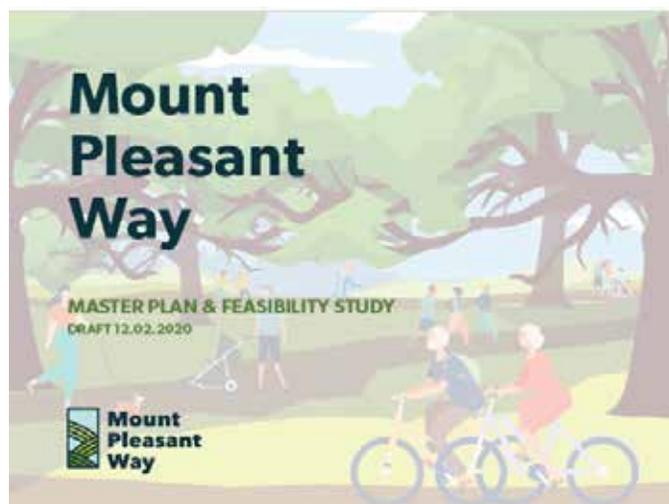
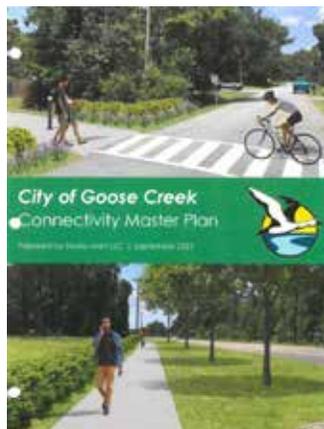
The regional plan evaluated existing conditions for walking and bicycling through demand, safety, equity, bicyclist level of comfort, and safe routes to transit analyses. The plans recommendations directed investments towards:

- Connecting transit, employment districts, public services, population centers, and other major activity centers to surrounding neighborhoods
- Upholding design best practices
- Being opportunistic and flexible in implementation
- Being opportunistic and flexible in implementation
- Ensuring equitable distribution of funding across socioeconomic groups and geographies

The regional plan was informed by more localized, previously completed plans such as Charleston County's [People to Parks Implementation Plan](#) (2016) and the City of Charleston's [People Pedal Plan](#) (2017). Since adoption of the Walk Bike BCD, the following additional plans have been completed:

- SCDOT's [South Carolina Pedestrian & Bicycle Safety Action Plan](#) (2022)
- City of Goose Creek's [Connectivity Plan](#) (2021)
- BCDCOG's [Lowcountry Rapid Transit: Walking & Bicycling Access to Stations](#) (2021)
- Town of Mount Pleasant's [Mount Pleasant Way Plan & Feasibility Study](#) (2020)
- City of Charleston's [People Pedal Plan & Urban Bikeway Design Toolkit](#) (2019)
- City of Charleston's [West Ashley Greenway & Bikeway Plan](#) (2019)

Each of these adopted plans had their own unique and inclusive outreach processes, from online user surveys and interactive maps to open-house public meetings. The collective community consensus from these plans was clear: There is a need and demand for safer and more convenient walking and bicycling connections



Updated Policies

Several new policies aimed at improving walkability and bikeability in South Carolina and the region were adopted between 2019 and 2024.

[SCDOT's Complete Streets Policy](#) - In 2021, SCDOT adopted an updated policy for incorporating walking and bicycling infrastructure into SCDOT projects. The policy relies on regional plans to identify local needs, and it ensures that new major bridges will include walking and bicycling facilities.

[SCDOT's Target Zero Goal](#) - As part of its *Strategic Highway Safety Plan*, SCDOT established a goal of reducing fatalities and serious injuries and a vision of eliminating both at some point in the years that follow.

[Town of Mount Pleasant Target Zero Policy](#) - In 2023, the Town of Mount Pleasant adopted "Target Zero" as a guiding principle for transportation planning, design, and maintenance. The Town's policy strives to reduce traffic-related fatalities and serious injuries by one-third between 2023 and 2030 and to eliminate both by 2050.

Completed Projects

Since adoption of the previous long-range transportation plan, several pedestrian and bicycle projects have been completed or are underway within the region.

[Noisette Creek Pedestrian Bridge](#) - This new, 800-foot bridge connects Riverfront Park in North Charleston to communities on the northside of Noisette Creek. The project is part of a larger vision to transform the former Navy Base from an underutilized, industrial area to a bustling mixed-use development with public access to the Cooper River.

[Brigade Street Protected Bikeway](#) - In 2021, the City of Charleston implemented the region's first protected bikeway along Brigade Street and portions of Cypress Street in downtown Charleston. This section helps to fill an east-west gap from the City's *People Pedal Plan*.

[Boulder Bluff Sidewalk](#) - In 2023, SCDOT completed construction of a sidewalk along Amy Drive in Goose Creek. The new sidewalk will provide students with pedestrian access to Boulder Bluff Elementary.

Ongoing Projects

[Mount Pleasant Way](#) - The Town of Mount Pleasant's pedestrian and bicycle plan proposes an integrated network of sidewalks and pathways throughout the town, including new or improved paths along Ben Sawyer Blvd, HungryNeck Blvd, the IOP Connector, Rifle Range Rd, and Whipple Rd. In 2023, the Town received construction funding from USDOT to implement portions of the plan.

[Lowcountry Lowline](#) - The City of Charleston received USDOT funding to begin the first phase of an underdeck linear park along an abandoned rail corridor in downtown Charleston. This funding will allow the City to complete additional community engagement, design, and environmental mitigation in preparation for construction.

[Ashley River Crossing](#) - The City of Charleston recently received additional local, state, and regional funding to construct a new pedestrian and bicycle bridge over the Ashley River parallel to US-17. The project will close a major gap in the region's portion of the East Coast Greenway and will provide a safer connection for people walking and bicycling between the West Ashley Greenway and the downtown medical district.

[Better Northbridge](#) - Charleston County is pursuing federal funding to construct a new pedestrian and bicyclist bridge parallel to the existing SC-7 (Cosgrove Ave) Bridge. If completed, the project will address major safety concerns and better connect Charleston and North Charleston.

[Rethink Folly Road, Phase I](#) - Charleston County anticipates completion of the first phase of a continuous shared-use path project along Folly Road. The project is being completed in partnership with the City of Charleston, Town of James Island, and the City of Folly Beach.

[700 Crosswalks](#) - SCDOT's District Six has a 7-year vision of upgrading or installing 700 crosswalks at signalized intersections across Beaufort, Berkeley, Colleton, Dorchester, and Jasper counties. The effort includes new signalized crosswalks with pushbuttons, pedestrian signal heads, and ADA-compliant curb ramps.

Regional Pedestrian Recommendations

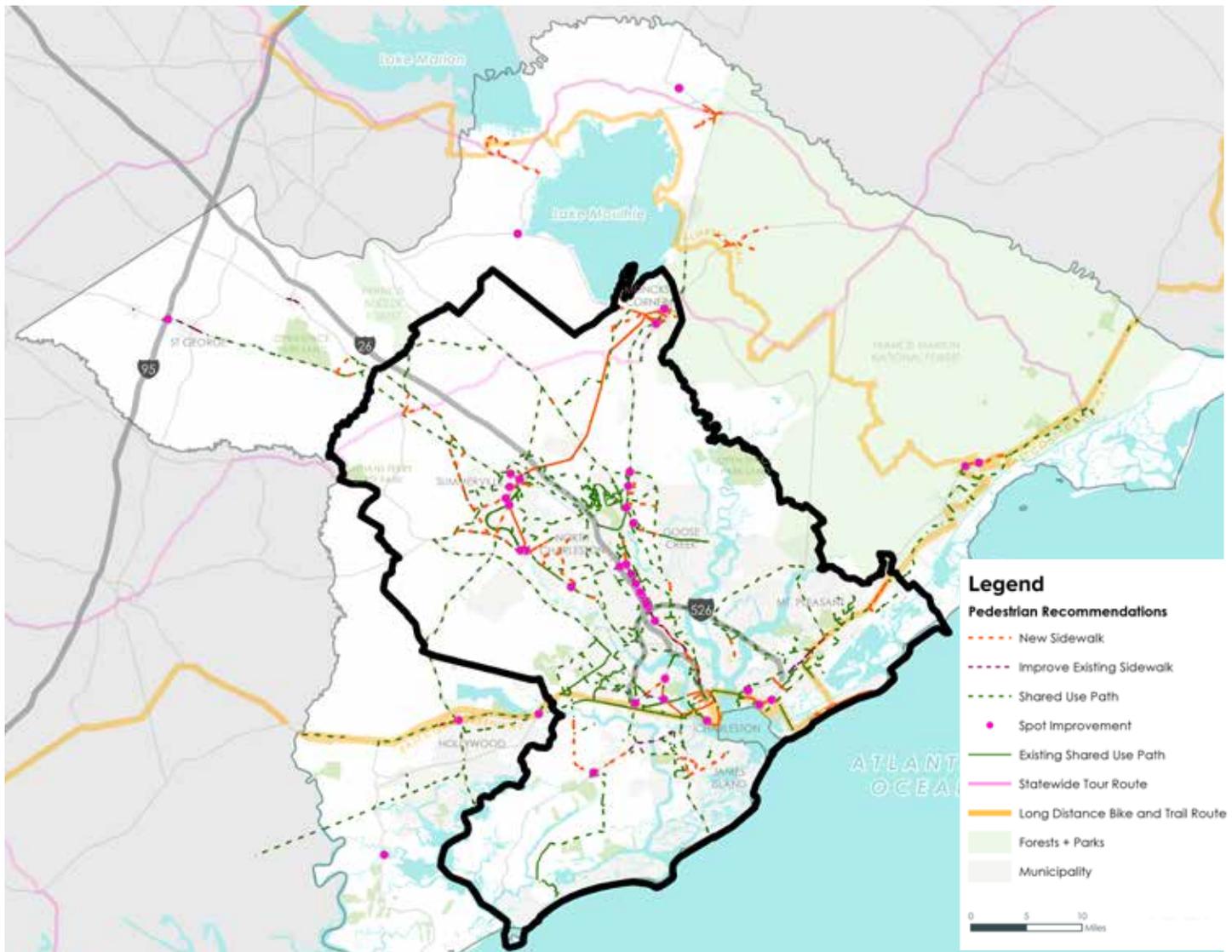
Because a complete inventory of the regional sidewalk network does not exist, recommendations in Walk Bike BCD rely on information contained in previous plans, field observations, local input, and quantitative analyses. The recommendations are sensitive to reasonable distances that people will walk and how direct the paths of travel are to and from major activity centers.

Linear pedestrian recommendations include:

- 396 miles of shared-use paths
- 87 miles of new sidewalks
- 28 miles of sidewalk maintenance

In addition to linear pedestrian recommendations, Walk Bike BCD also identified 42 spot improvements. These spot improvements are dispersed across the region at intersections and mid-block crossings, and they are not prescriptive in terms of the type of safety countermeasure. Instead, the regional pedestrian and bicycle plan offers a toolbox of potential countermeasures that can be implemented after additional study of the specific location.

Map 3-2: Regional Pedestrian Recommendations (Walk Bike BCD, 2017)



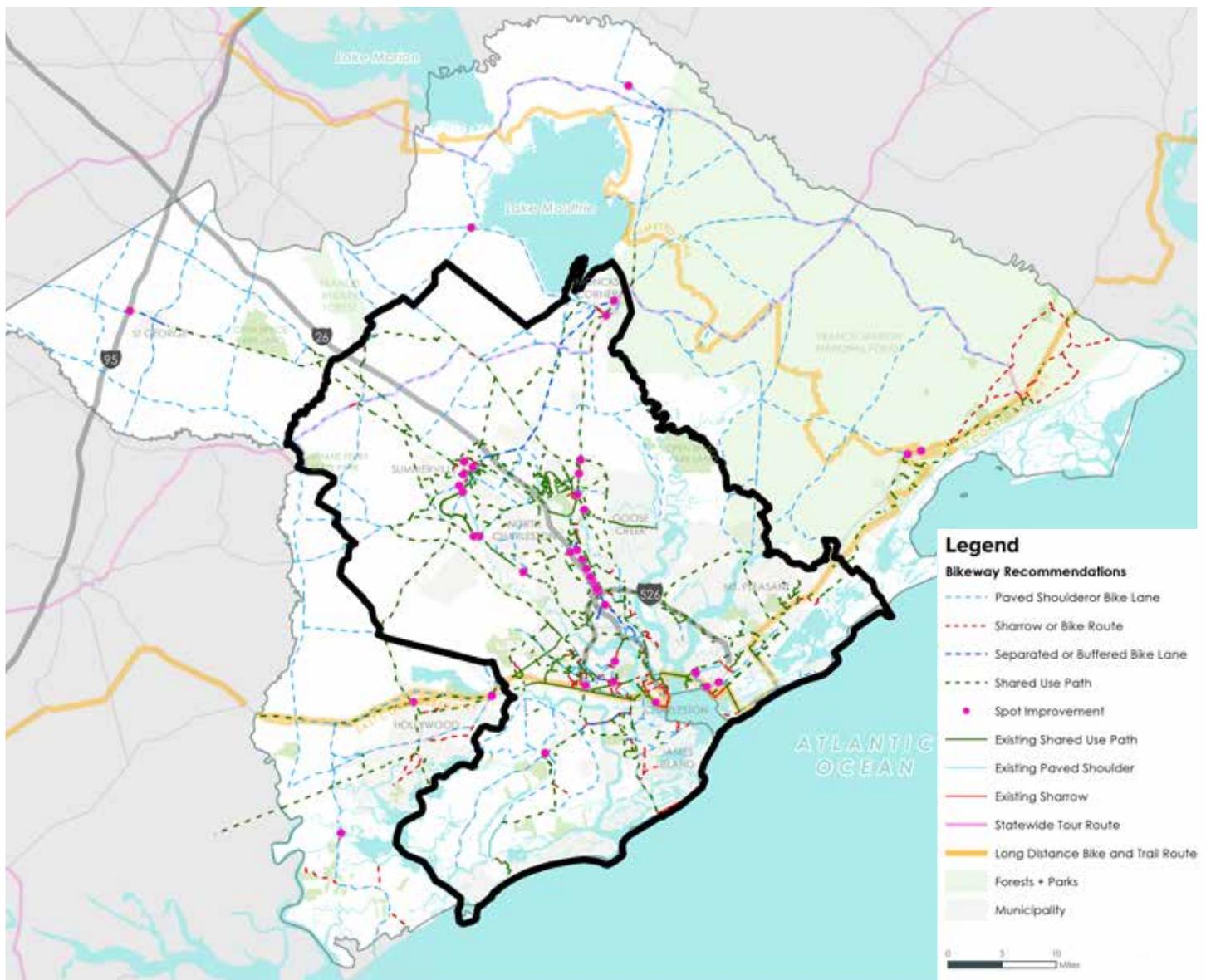
Regional Bikeway Recommendations

Bikeway recommendations from Walk Bike BCD are concentrated within the CHATS planning area and create a comprehensive network of on-street bikeways and pathways that align with where people want to travel, address equity needs, and connect existing facilities to activity centers.

Linear bikeway recommendations include:

- 396 miles of new shared-use paths
- 21 miles of new protected bikeways
- 19 miles of buffered bicycle lanes
- 41 miles of striped bicycle lanes
- 47 miles of bicycle routes
- 187 miles of paved shoulders

Map 3-3: Regional Bikeway Recommendations (Walk Bike BCD, 2017)



Programmatic Recommendations

Education, encouragement, and evaluation programs can help to maximize the benefits of existing and new infrastructure.

Data Collection Program

Walk Bike BCD recommended development of a regional data collection program to evaluate the effectiveness of newly constructed pedestrian and bicycle projects and to help inform safety analyses. In 2022, BCDCOG began its data collection program, collecting turning movement counts at over 40 locations per year in 2022 and 2023. This data was made available to local and state jurisdictions, and will be made publicly-accessible in 2024.

Parking

In addition to bikeways, the type and availability of bicycle parking can have a large influence on encouraging bicycle trips. Like bikeways, bicycle parking needs vary and include short-term (two hours or less), commuter (two to 24 hours), and long-term (multi-day) storage. Although specific bicycle parking recommendations were not included in *Walk Bike BCD*, a general recommendation for ample bicycle parking was desired at high-demand areas such as bus stops, parks, schools, and commercial business districts.

Priority Project Recommendations

The pedestrian and bicycle improvements included in the 2045 CHATS LRTP are derived from proposed project recommendations contained in *WalkBike BCD*. The recommended projects have been prioritized and grouped into three “horizon years”- near-, mid-, and long-term. These projects are eligible to apply for funding from sources such as the Transportation Alternatives (TA) Set-aside. These projects can also seek funding from Guideshare funds set aside for Complete Streets projects.

Map 3-4: Priority Micromobility Projects

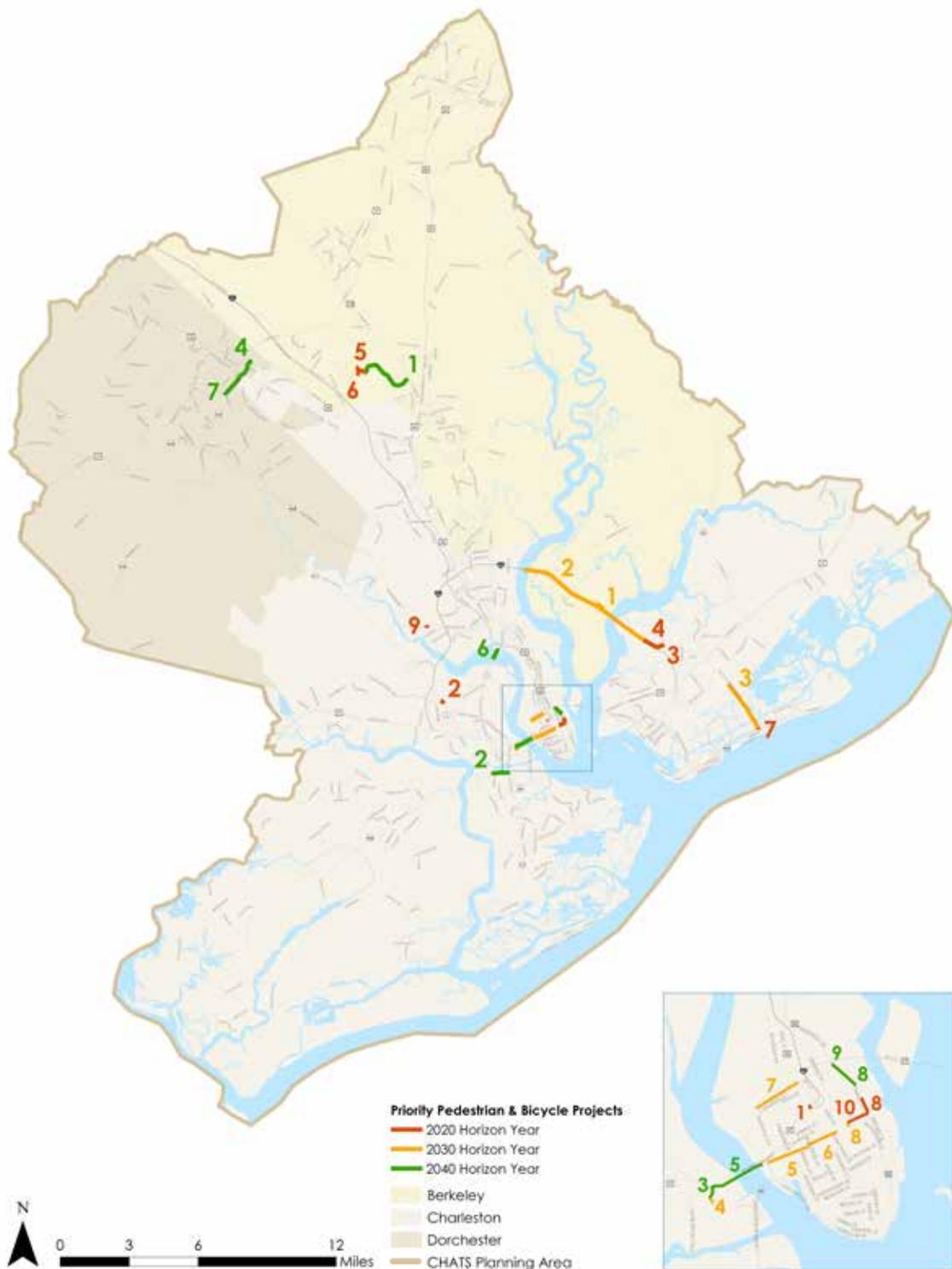


Table 3-1: Near-term Micromobility Priority Projects

#	Location	From	To	Facility Type		County
				Pedestrian	Bicycle	
1	Coming St	Fishburne St	Septima Clarke Pkwy.		Shared use path	Charleston
2	Saint Andrews Blvd	Savage Rd.	Ashley River Rd.		Shared use path and paved shoulder	Charleston
3	Unnamed Street	Belle Hall Pkwy.	Long Point Rd.		Shared use path	Charleston
4	Seacoast Pkwy	Shoals Dr	1200' west of Belle Hall Pkwy		Shared use path	Charleston
5	Corporate Parkway	Hamlet Cir	Alliance Dr		Shared use path	Berkeley
6	Shared use path	Western entrance to school off of Crowfield Blvd	Eastern entrance to school off Crowfield Blvd		Shared use path	Berkeley
8	E Bay St	South St	Columbus St	Improve existing sidewalk		Charleston
9	Bon Aire Blvd	Dorchester Rd	Shared Use Path 900' north of N Lander Ln		Sharrows	Charleston
10	South St	Nassau St	E Bay St		Bicycle boulevard	Charleston

Table 3-2: Midterm Micromobility Priority Projects

#	Location	From	To	Facility Type		County
				Pedestrian	Bicycle	
1	Shared use path	Island Park Dr	Shoals Dr		Shared use path	Berkeley
2	Mark Clark Expy	3330' east of Virginia Ave	Exit 24 Ramp (I-526)		Shared use path	Berkeley
4	Ablemarle Rd	Croghan Spur Rd	400' north of Croghan Spur Rd		Shared use path	Charleston
5	Bee St	Rutledge Ave	Lockwood Blvd		Bicycle boulevard	Charleston
6	Morris St	King St	Rutledge Ave		Bicycle boulevard	Charleston
7	Huger St	Hagood Ave	US Hwy 78		Sharrows	Charleston
8	Nassau St	South St	Mary St		Bicycle boulevard	Charleston

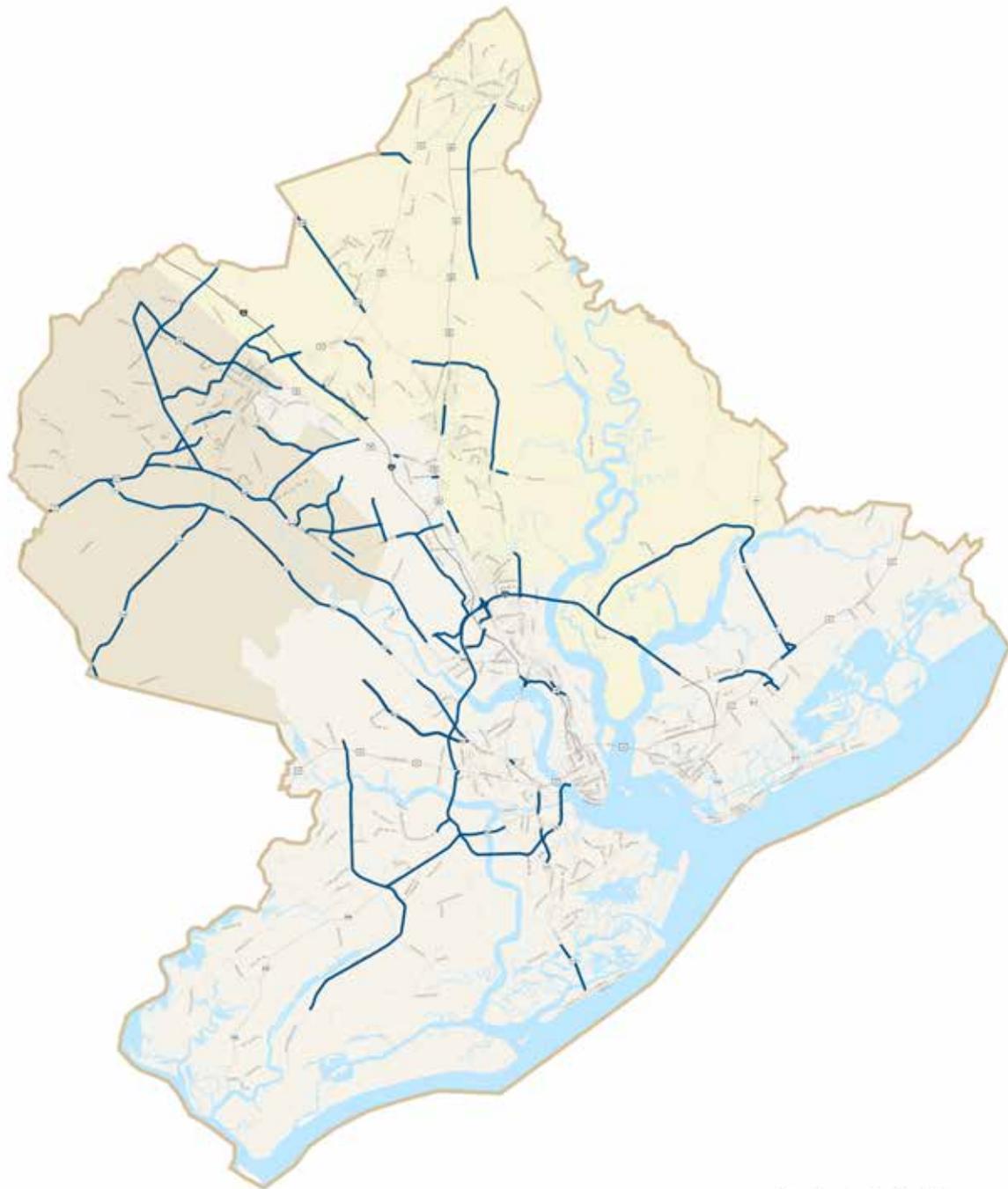
Table 3-3: Long-term Micromobility Priority Projects

#	Location	From	To	Facility Type		County
				Pedestrian	Bicycle	
1	Crowfield Blvd	Hamlet Cir	St James Ave		Shared use path	Berkeley
2	Maybank Hwy	35' east of Woodland Shores Rd	Folly Rd	Improve existing sidewalk	Separated bike lanes	Charleston
3	Shared use path	Albemarle Rd	US Hwy 17		Shared use path	Charleston
4	Berlin Myers Pkwy	E 3rd North St	E 5th North St		Shared use path and paved shoulder	Dorchester
5	Savannah Hwy	US Hwy 17	Shared use path		Shared use path	Charleston
6	Sam Rittenberg Blvd	3000' north of Poston Rd	Exit 216A Ramp (I-26)		Shared use path	Charleston
7	Berlin Myers Pkwy	E 3rd North St	Bacons Bridge Rd		Paved shoulder	Dorchester
8	E Bay St	Cooper St	Jackson St	New sidewalk		Charleston
9	Morrison Dr	Huger St	Jackson St	New sidewalk		Charleston

Complementary Pedestrian and Bicycle Projects

Complementary projects refer to project pedestrian and bicycle components of corridor or intersection projects that also include motorized vehicle recommendations. Where overlap exists between motorized and non-motorized recommendations, there are opportunities to reduce redundant design and construction costs.

Map 3-5: Complementary Micromobility Recommendations (Walk Bike BCD, 2017)



- Complementary Projects
- Berkeley
- Charleston
- Dorchester
- CHATS Planning Area



Table 3-4: Complementary Micromobility Recommendations

Location	From	To	Facility Type	
			Pedestrian	Bicycle
Ashley River Rd	Raoul Wallenberg Blvd	Tobias Gadson Blvd		Shared Use Path and Paved Shoulder
Shared Use Path	Island Park Dr	Shoals Dr		Shared Use Path
I 526	1100 Ft South of Leeds Ave	3350 Ft East of Virginia Ave		Shared Use Path
Mark Clark Expy	3300 Ft East of Virginia Ave	Exit 24 Ramp (I-526)		Shared Use Path
Long Point Rd	Needlerush Pkwy	N Highway 17		Shared Use Path
Ashley River Rd	Bees Ferry Rd	Shared Use Path 900 Ft SE of N Lander Ln		Shared Use Path
North Goose Creek Blvd	Seewee Dr	St James Ave		Shared Use Path
Folly Rd Blvd	Windermere Blvd	Country Club Dr		Shared Use Path
Ladson Rd	275 Ft Northeast of Harrison Rd	Dorchester Rd		Shared Use Path
Folly Rd	Hunley Ave	James Island Expy		Shared Use Path
Dorchester Rd	Club Course Dr	Ashley Phosphate Rd		Shared Use Path
US Hwy 52	Toxbury	Stromboli Ave	Improve Existing Sidewalk	
Dorchester Rd	Bacons Bridge Rd	700 Feet West of Trolley Rd	New Sidewalk	Shared Use Path
Shared Use Path	Savannah Hwy	1500 Ft South of Shore Dr		Shared Use Path
Maybank Hwy	Riverland Dr	Shared Use Path	Improve Existing Sidewalk	Separated Bike Lane
Miles Jamison Rd	Deweese Ln	Shared Use Path		Shared Use Path
Ladson Rd	Miles Jamison Rd	Old Fort Dr		Shared Use Path
Dorchester Rd	Fellowship Rd	Shared Use Path		Shared Use Path
Ladson Rd	Limehouse Dr	Shared Use Path		Shared Use Path
W 5th North St	N Main St	Iris St	New Sidewalk	Shared Use Path
Ashley Phosphate Rd	Shared Use Path 500 Ft East of Spartan Blvd	US Hwy 52		Shared Use Path
W 5th North St	N Maple St	Iris St		Shared Use Path
Saint Andrews Blvd	230 Ft West of Mazyck Rd	100 Ft Nw of Emily Dr		Shared Use Path
Folly Rd	Sol Legare Rd	Center St		Shared Use Path
Dorchester Rd	Ashley Phosphate Rd	Driveway 900 Ft South of Cross County Rd		Shared Use Path
Glenn Mcconnell Pkwy	Mary Ader Ave	Magwood Dr		Paved Shoulder

Table 3-4: Complementary Micromobility Recommendations (cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
N Highway 17	Porches Bluff Rd	Brickyard Pkwy	Improve Existing Sidewalk	
Folly Rd	Harbor View Rd	James Island Expy		Shared Use Path
Glenn Mcconnell Pkwy	Bees Ferry Rd	W Wildcat Blvd		Paved Shoulder
Glenn Mcconnell Pkwy	W Wildcat Blvd	Henry Tecklenburg Dr		Shared Use Path
Parson Rd	Central Ave	Shared Use Path		Shared Use Path
Glenn Mcconnell Pkwy	Bees Ferry Rd	Mary Ader Av		Shared Use Path
Ashley River Rd	Frontage Rd	Tobias Gadson Blvd		Shared Use Path and Paved Shoulder
Dorchester Rd	Driveway 900 Ft South of Cross County Rd	Maryland Ave	New Sidewalk	Shared Use Path
Shared Use Path	Sheep Island Rd	Parson Rd		Shared Use Path
Main Rd	Old Charleston Hwy	Hunt Club Run		Shared Use Path
Ladson Rd	William Aiken Ave	US Hwy 78		Shared Use Path
Ashley River Rd	Woodland Rd	Old Parsonage Rd		Shared Use Path and Paved Shoulder
College Park Rd	Savannah Rd	Old Summerville Rd		Bike Lane
I 526	Paul Cantrell Blvd	1100 Ft S of Leeds Ave		Shared Use Path
Shared Use Path	Riverland Dr	Riverland Dr		Shared Use Path
Ashley River Rd	Shared Use Path 900 Ft SE of N Lander Ln	Old Parsonage Rd		Shared Use Path
Shared Use Path	Peppercorn Ln	Peppercorn Ln		Shared Use Path
Dorchester Rd	750 West of Trolley Rd	300 Ft South of Seven Oaks Ln		Shared Use Path
N Rhett Ave	Remount Rd	Exit 19 Ramp (I-526)		Shared Use Path and Paved Shoulder
Highway 41	Colonnade Dr	Shared Use Path		Shared Use Path
Goodmall Dr	US Hwy 52	Shared Use Path		Shared Use Path
South Goose Creek Blvd	Red Bank Rd	Evatt Dr		Shared Use Path
US Hwy 52	I-526	Goodmall Dr / Hwy 52 Ramp	Improve Existing Sidewalk	Separated Bike Lane
Old Mount Holly Rd	St James Ave	North Goose Creek Blvd		Shared Use Path
State Rd	Marshall Acres Dr	North Main St		Shared Use Path
Folly Rd	Hunley Ave	Camp Rd		Shared Use Path
Shared Use Path	Six Mile Rd	Shared Use Path		Shared Use Path
Ashley Phosphate Rd	Cross County Rd	Shared Use Path 500 Ft East Of Spartan Blvd		Shared Use Path

Table 3-4: Complementary Micromobility Recommendations (cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
Wescott Boulevard	Dorchester Rd	Patriot Blvd	New Sidewalk	Bike Lane
E 5th North St	N Main St	850 Ft East of Berlin G Myers Pkwy	New Sidewalk	Shared Use Path
I-526 Ramp	Rebecca St / I-526 / US Hwy 52	US Hwy 52 / I-526 / US Hwy 52		Paved Shoulder
North Rhett Ave	N Rhett Ave Ext	Valley St	New Sidewalk	Paved Shoulder
N Rhett Ave Ext	Remount Rd	North Rhett Ave		Shared Use Path and Paved Shoulder
Maybank Hwy	River Rd	Sailfish Dr	New Sidewalk	Shared Use Path
Farmington Rd	North Main St	Royle Rd		Shared Use Path
Shared Use Path	Bayou Rd	150 Ft East of Main Rd		Shared Use Path
Ashley River Rd	Woodland Rd	Magwood Dr		Shared Use Path and Paved Shoulder
I 526	Savannah Hwy	Exit 11 A		Shared Use Path
Shared Use Path	Riverland Dr	Riverland Dr		Shared Use Path
State Rd	Barefoot Lane	Marshall Acres Dr	New Sidewalk	Shared Use Path
Maybank Hwy	River Rd	Shared Use Path	Improve Existing Sidewalk	Separated Bike Lane
Treeland Dr	Royle Rd	College Park Rd		Shared Use Path
State Rd	Barefoot Lane	Sheep Island Rd		Shared Use Path
I 26	I-26 Ramp	Exit 217		Shared Use Path
Old Highway 52	Gaillard Rd	Rembert C Dennis Blvd		Shared Use Path
Clements Ferry Rd	Cainhoy Rd	Highway 41		Shared Use Path
Ladson Rd	William Aiken Ave	Miles Jamison Rd		Shared Use Path
Orangeburg Rd	Embassy Dr	Central Ave	New Sidewalk	Shared Use Path
Highway 41	Clements Ferry Rd	1700 Ft N of Harpers Ferry Way		Shared Use Path
Clements Ferry Rd	Cainhoy Rd	Forrest Dr		Shared Use Path
Orangeburg Rd	Highway 17A S	Embassy Dr	New Sidewalk	Shared Use Path
US Hwy 52	Taylor St / Harley St	Exit 18 B (I-526)	Improve Existing Sidewalk	Separated Bike Lane
I-26 Ramp	Sam Rittenberg Blvd	I-26		Shared Use Path
Paul Cantrell Blvd	Glenn Mcconnell Pkwy	Saint Andrews Blvd		Paved Shoulder
Glenn Mcconnell Pkwy	I-526	Magwood Dr		Paved Shoulder
Shared Use Path	Austin Ave	I 26		Shared Use Path
Central Ave	Parson Rd	Shared Use Path		Shared Use Path
Shared Use Path	Harvey St	Sam Rittenberg Blvd		Shared Use Path

Table 3-4: Complementary Micromobility Recommendations (cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
Glenn McConnell Pkwy	Shared Use Path 2000 Ft NW of Ahsley Gardens Blvd	Bees Ferry Rd		Shared Use Path
Miles Jamison Rd	Ladson Rd	Shared Use Path		Shared Use Path
Main Rd	Chisolm Rd	Bayou Rd		Shared Use Path
Main Rd	Brownswood Rd	Bohicket Rd	New Sidewalk	Paved Shoulder
Glenn McConnell Pkwy	Shared Use Path 2000 Ft NW of Ahsley Gardens Blvd	Bees Ferry Rd		Paved Shoulder
Highway 41	N Highway 17	1700 Nw of N Highway 17	New Sidewalk	
Boone Hill Rd	Greenwave Blvd	S Main St	New Sidewalk	Bike Lane
Long Point Rd	Whipple Rd	Needlerush Pkwy		Shared Use Path
Maybank Hwy	Main Rd	Southwick Dr	New Sidewalk	Shared Use Path
Micheaux Pkwy	International Blvd	International Blvd		Shared Use Path
Shared Use Path	Long Point Rd	Rifle Range Rd		Shared Use Path
Bohicket Rd	Main Rd	Shared Use Path		Shared Use Path and Paved Shoulder
Shared Use Path	Highway 41	Highway 17		Shared Use Path
International Blvd	Micheaux Pkwy	Saviation Blvd		Shared Use Path
W Montague Ave	Ozark St	Goodmall Dr		Buffered Bike Lane
Shared Use Path	Main Rd	Main Rd		Shared Use Path
North Main St	Brighton Pkwy	170 Feet West of Berlin G Myers Pkwy		Separated Bike Lane
Main Rd	Old Charleston Hwy	800 Ft S of Marshfield Rd		Shared Use Path
Dorchester Rd	Bacons Bridge Rd	Highway 17A S	New Sidewalk	Shared Use Path
Maybank Hwy	Sailfish Dr	Southwick Dr	New Sidewalk	Shared Use Path
Bohicket Rd	River Rd	Edenvale Rd		Paved Shoulder
Otranto Rd	S Antler Dr	Shared Use Path 200 Ft West of Andrea Ct		Shared Use Path
S Aviation Blvd	International Blvd	Perimeter Rd		Shared Use Path
Ashley River Rd	Delemar Hwy	West Bridge Rd		Shared Use Path
Highway 17A S	Orangeburg Rd	Dorchester Rd		Shared Use Path
Shared Use Path	Orangeburg Rd	Orangeburg Rd		Shared Use Path
Red Bank Rd	125 Feet West of Jefferson Ave	200 Feet East of Deke Giles Ave		Shared Use Path
Perimeter Rd	W Aviation Ave	Midland Park Rd		Shared Use Path
North Rhett Ext	Henry E Brown Jr Boulevard	Red Bank Rd		Shared Use Path
North Rhett Ave	North Rhett Ext	Valley St	New Sidewalk	Paved Shoulder
US Hwy 78	Medical Plaza Dr	Exit 205 B		Shared Use Path

Table 3-4: Complementary Micromobility Recommendations(cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
Shared Use Path	3200 Ft North of Fenwick Fry	Maybank Hwy		Shared Use Path
Main Rd	Chisolm Rd	Brownswood Rd	New Sidewalk	Paved Shoulder
W 5th North St	W Richardson Ave	N Maple St		Shared Use Path
Main Rd	Shared Use Path 500 Ft N of Belvedere Rd	Chisolm Rd	New Sidewalk	Paved Shoulder
Orangeburg Rd	Dorchester Rd	Shared Use Path 1500 Ft South of Greewave Blvd	New Sidewalk	Bike Lane
Ashley River Rd	Frontage Rd	Magwood Dr		Shared Use Path and Paved Shoulder
Shared Use Path	Bear Island Rd	North Main St		Shared Use Path
E 5th North St	Shared Use Path 840 Ft SE of Berlin G Myers Pkwy	Owens Dr	New Sidewalk	
Shared Use Path	400 Ft South of Eagle Landing Blvd	Mabelene Rd		Shared Use Path
W 5th North St	Jedburg Rd	Pidgeon Bay Rd		Shared Use Path
State Rd	Sheep Island Rd	State Road		Shared Use Path
Main Rd	Chisolm Rd	Old Pond Rd	New Sidewalk	Paved Shoulder
Shared Use Path	Fellowship Rd	Fellowship Rd		Shared Use Path
Highway 17A S	Cottageville Hwy	Highway 61		Paved Shoulder
Orangeburg Rd	Central Ave	Mallard Rd	New Sidewalk	Shared Use Path
W 5Th North St	Orangeburg Rd	Jedburg Rd		Shared Use Path
Mallard Rd	Orangeburg Rd	W 5th North St	New Sidewalk	
Bohicket Rd	Edenvale Rd	Edenvale Rd		Paved Shoulder
Orangeburg Rd	W 5th North St	100 Ft S of Mossy Rd	New Sidewalk	Shared Use Path
Shared Use Path	Micheaux Pkwy	W Montague Ave		Shared Use Path
Patriot Blvd	Ashley Phosphate Rd	Shared Use Path	New Sidewalk	Bike Lane
Bohicket Rd	Angel Oak Rd	Edenvale Rd		Shared Use Path and Paved Shoulder
Shared Use Path	Shared Use Path	Ashley Phosphate Rd		Shared Use Path
Shared Use Path	1500 Ft South of Shore Dr	Maybank Hwy		Shared Use Path
Central Ave	Orangeburg Rd	Shared Use Path		Shared Use Path
Orangeburg Rd	Mossy Rd	Mallard Rd	New Sidewalk	Shared Use Path
Perimeter Rd	S Aviation Ave	Midland Park Rd		Shared Use Path
Shared Use Path	Ashley Phosphate Rd	S Aviation Ave		Shared Use Path
S Aviation Ave	Perimeter Rd	Shared Use Path		Shared Use Path
Beech Hill Rd	Bacons Bridge Rd	Highway 17A S		Shared Use Path
Patriot Blvd	Wescott Boulevard	1100 Ft South of Olde Farm Rd	New Sidewalk	Bike Lane

Table 3-4: Complementary Micromobility Recommendations (cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
Deleamar Hwy	County Line Rd	Beech Hill Rd		Shared Use Path
Highway 17A S	Dorchester Rd	Beech Hill Rd		Shared Use Path
Patriot Blvd	Spartan Blvd N	Wescott Blvd	New Sidewalk	Bike Lane
Orangeburg Rd	Highway 17A S	Shared Use Path 1500 Ft South of Greewave Blvd	New Sidewalk	Bike Lane
Black Tom Rd	Black Tom Road Extension	State Rd		Paved Shoulder
Shared Use Path	Shared Use Path Near Delafield Dr	Sheep Island Rd		Shared Use Path
Jedburg Rd	W 5th North St	Wildgame Road		Paved Shoulder
Old Highway 52	Gaillard Rd	Cypress Gardens Rd		Paved Shoulder
Black Tom Rd	Black Tom Road Extension	South Live Oak Dr		Paved Shoulder
Wildgame Road	Sheep Island Rd	Jedburg Rd		Paved Shoulder
Shared Use Path	River Rd	Shared Use Path 1200 Ft West of Fenwick Fry		Shared Use Path
Shared Use Path	Collins Rd	Collins Rd		Shared Use Path
Shared Use Path	Highway 17A S	Orangeburg Rd		Shared Use Path
Highway 17A S	Highway 61	Beech Hill Rd		Paved Shoulder
Wright Rd	Old Beech Hill Rd	Highway 61		Paved Shoulder
Glenn Mcconnell Pkw	Western Terminus	Shared Use Path 2000 Ft NW of Ashley Gardens Blvd		Paved Shoulder
St Thomas Island Dr	Daniel Island Dr	Perrineau Ln		Shared Use Path
Hagood B	Fishburne St	Bee St		Bike Lanes
Saint Andrews	Woodward Rd	300 ft North of W Harrison Rd		Bike Lanes

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