
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.



Overview & Context

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Recommendations

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overview & context

Purpose

Describes bicycle and pedestrian needs and opportunities.

The CHATS planning area is experiencing rapid growth and development. Fortunately, the area is uniquely positioned to create a high-quality, multi-modal active transportation network given the existing demand for walking and bicycling, the ability of regional partners to leverage existing facilities and transit, and the region's favorable climate and geography. Residents of the CHATS planning area recognize that an improved active transportation environment not only provides mobility choices to relieve congestion and encourages healthy lifestyles, but also spurs economic opportunity, community capital, and an increased quality of life for all residents. In recent years, regional leaders have responded to demand for increased investments in active transportation infrastructure, policies, and programs by adopting plans, investing in sidewalk, bikeway, greenway and complete street projects, and approving funding for programs that promote active living.

This Plan focuses on creating new pedestrian and bicycle mobility options, improving safety and public education, and serving the needs of residents and visitors over the coming years. The pedestrian and bicycle recommendations of the LRTP are based primarily on the WalkBike BCD regional plan. The WalkBike plan is hereby incorporated as part of the LRTP. The recommendations in this chapter reflect the CHATS LRTP Vision and Goals for: improved safety and mobility options, projects that provide equitable community benefits, and policies and programs that support transportation investments.



IMPROVE THE SAFETY OF TRANSPORTATION SYSTEM 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** can abate systemic problem areas and improve active transportation facilities.



IMPROVE TRAVEL MOBILITY FOR EVERY TRAVELER, REGARDLESS OF HOW THEY TRAVEL

Implementing high quality bicycle and pedestrian infrastructure that is safe, comfortable, and convenient will encourage residents and visitors to walk, bike, and utilize transit to reach their destination. This supports reducing overall auto congestion, and expands the number of places accessible by alternative modes.



PLAN AND DESIGN TRANSPORTATION PROJECTS THAT SUPPORT A RANGE OF BENEFITS TO THE COMMUNITY, ESPECIALLY TRADITIONALLY DISADVANTAGED POPULATIONS, OR SERVE PRIORITY JOB AND FREIGHT CENTERS

Not all community members walk and bike by choice. **Investing in historically-underserved** neighborhoods can boost community capital, access to jobs, and quality of life.



MODIFY EXISTING AND ADOPT NEW POLICIES AND PROGRAMS TO ENSURE THE LRTP CONSIDERS LOCAL LAND USE PLANS AND BEST PRACTICES TO PRESERVE AND ENHANCE VALUABLE INFRASTRUCTURE

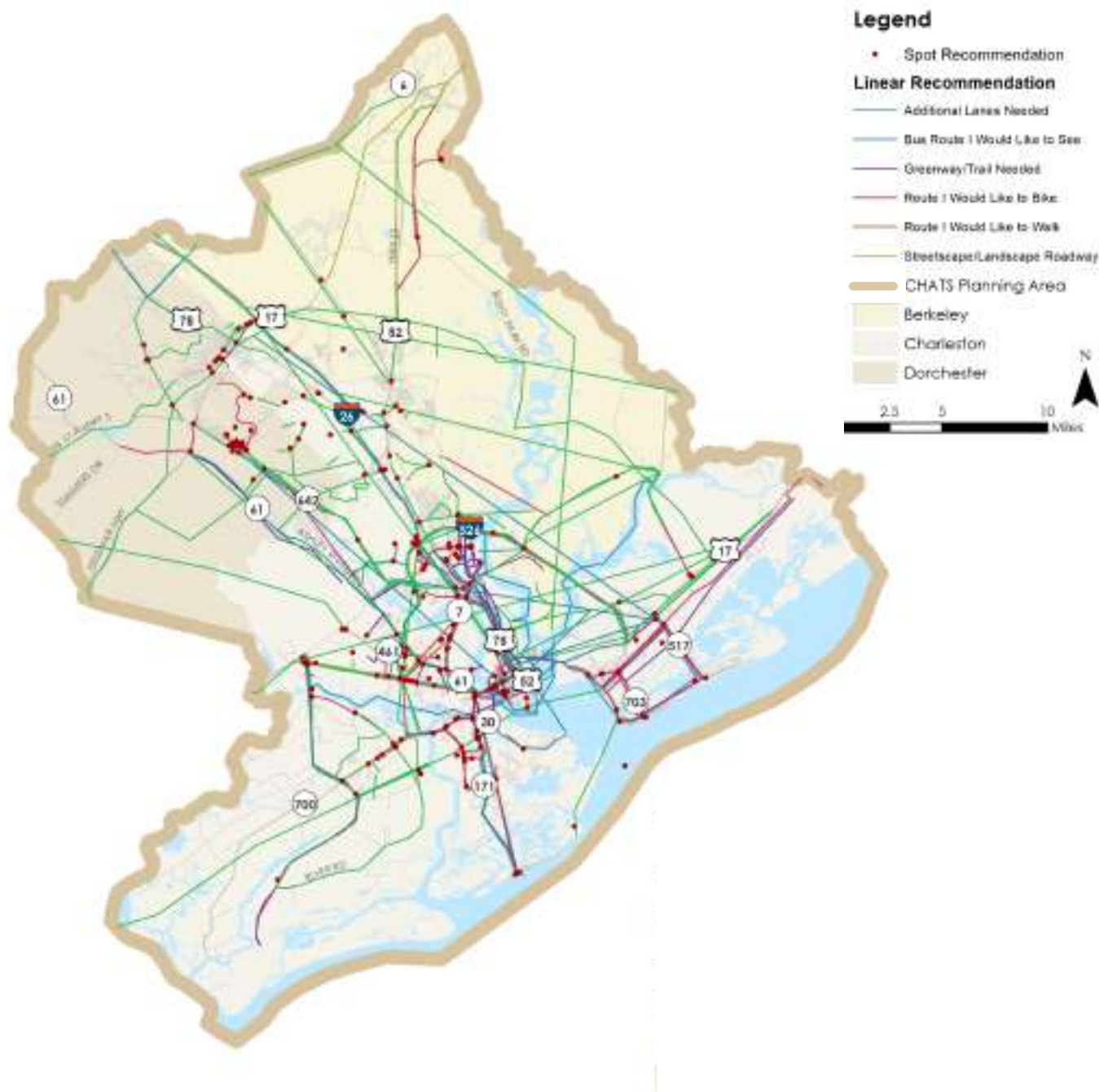
Engineering alone will not shift the region towards a more walkable and bikeable area. This cultural shift will be based on a **holistic planning framework of education, encouragement, enforcement, evaluation, and equity** policy changes and programmatic efforts.

Residents recognize that an improved active transportation environment not only provides mobility choices to relieve congestion and encourages healthy lifestyles, but also spurs economic opportunity, community capital, and an increased quality of life for all residents.

public input

As part of the planning process, an online Wikimap was used to collect public input regarding existing and desired bicycle and pedestrian destinations, facilities, and corridors in need of improvement. The map below provides an aggregate look at line- and point-based public input.

In general, Wikimap input focused on connections within and between urban cores in the CHATS planning area.



Map 3-1: Public input suggestions for bicycle and pedestrian facilities in the CHATS planning area.

Previous Planning Efforts

WalkBike BCD – Planning for a Walkable and Bikeable Region (2017), the regional active transportation master plan for Berkeley, Charleston, and Dorchester counties, provides the basis for identifying where walking and biking investments should be directed in the CHATS planning area. The WalkBike BCD plan was informed by many previous and on-going plans in the region including, but not limited to:

- CCPRC People to Parks Plan (2015)
- East Coast Greenway plans (on-going)
- BCD Blueways and Greenway Plan (2015)
- Dorchester County Parks & Recreation Master Plan (2016)
- People Pedal Plan (2017), the City of Charleston's bicycle master plan
- Other local and regional plans

Each of these recently-completed plans had its 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 is clear: There is a need and demand for safe and convenient on-street and off-street walking and bicycling connections within local nodes of activity and across the greater region.

The WalkBike BCD plan establishes a vision and implementation plan for investing in walking and biking to support regional goals of health, safety, economic development, and quality of life. The plan's vision states:

WalkBike BCD envisions a network of infrastructure for active transportation connecting communities of all sizes across the tri-county region, so that walking and bicycling are a common part of everyday life for residents and visitors alike. Across the region, people of all ages and abilities enjoy access to safe, comfortable and convenient walking, bicycling and transit routes and facilities and benefit from enhanced quality of life, healthier lifestyles, greater economic opportunity, and a culture of safety and respect for the well-being of people traveling on foot or by bike. The BCD region is regionally and nationally known as an active, healthy, and prosperous place to live, work, play and learn.

The plan evaluates the region's existing conditions for walking and bicycling through various analyses including: demand, safety, equity, safe routes to transit, and level of comfort. The plan's recommendations are based on addressing these priority factors. The WalkBike BCD plan and related regional plans recommend that active transportation investments:

- Connect to transit, employment districts, public services, population centers, and other key destinations
- Uphold best design practices
- Be opportunistic and flexible in implementation
- Be equitably distributed across geographies and socioeconomic groups.



WalkBike BCD Pedestrian Recommendations

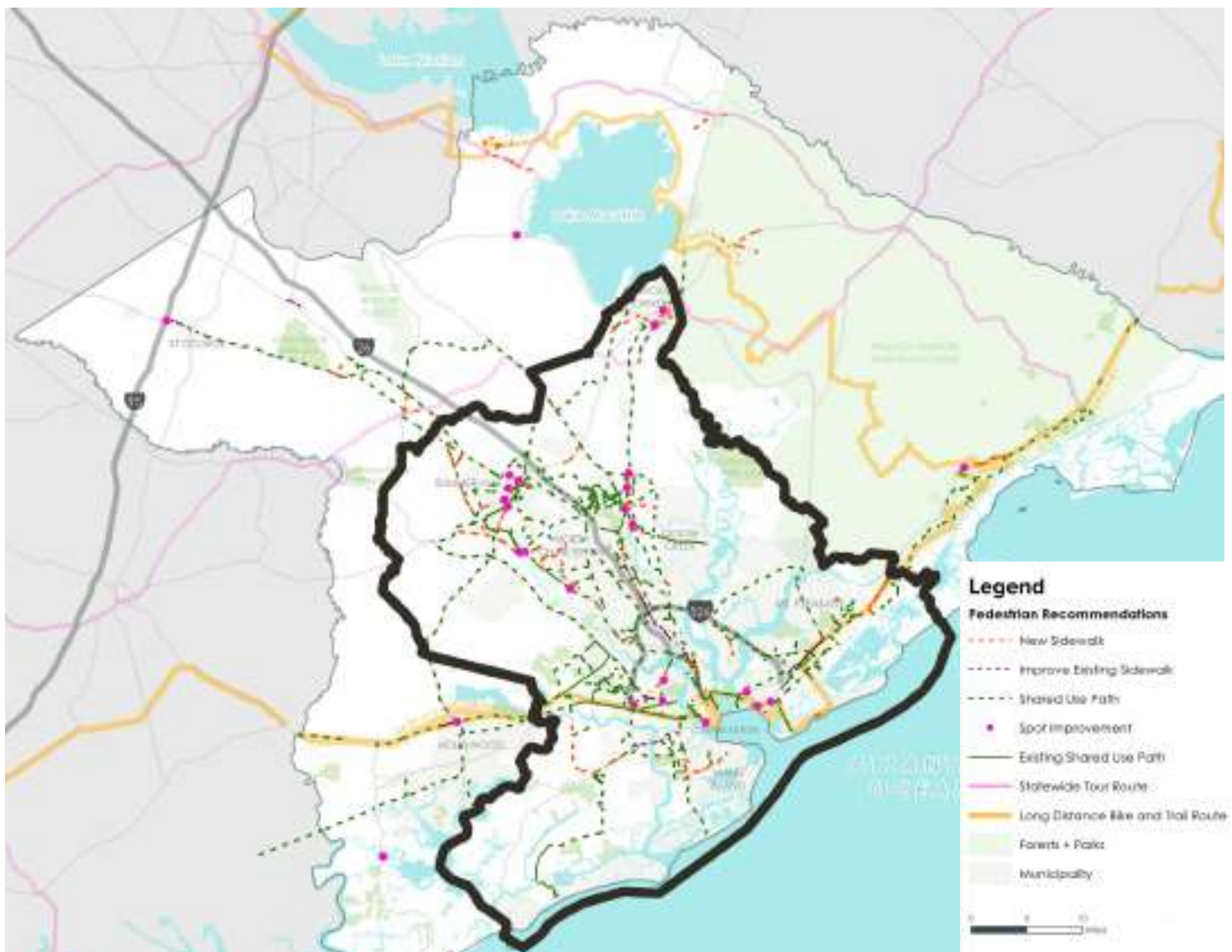
While a complete inventory of the regional sidewalk network did not exist at the time of the plan, the WalkBike BCD pedestrian recommendations rely on information from previous plans, field observations, local input, and quantitative analyses to determine regionally significant corridors for pedestrian connectivity and safety.

WalkBike BCD's recommendations for a comprehensive pedestrian network are sensitive to reasonable distances that people will walk and how direct the paths of travel are from major origins to destinations.

In the CHATS planning area, the Plan recommends:

- Shared Use Paths: 396 miles
- New Sidewalk: 87 miles
- Improve Existing Sidewalk: 28 miles

In addition to linear pedestrian and bikeway network recommendations, WalkBike BCD also identifies 42 spot improvements for pedestrian and bicycle safety (shown as pink dots in the maps below). Spot improvements are dispersed across the tri-county region at intersections and mid-block crossing locations. These recommendations are not prescriptive in terms of the type of improvement needed. Instead, the Plan's Design Guidelines offers an inventory of treatments and facility types developed based on national best practices.



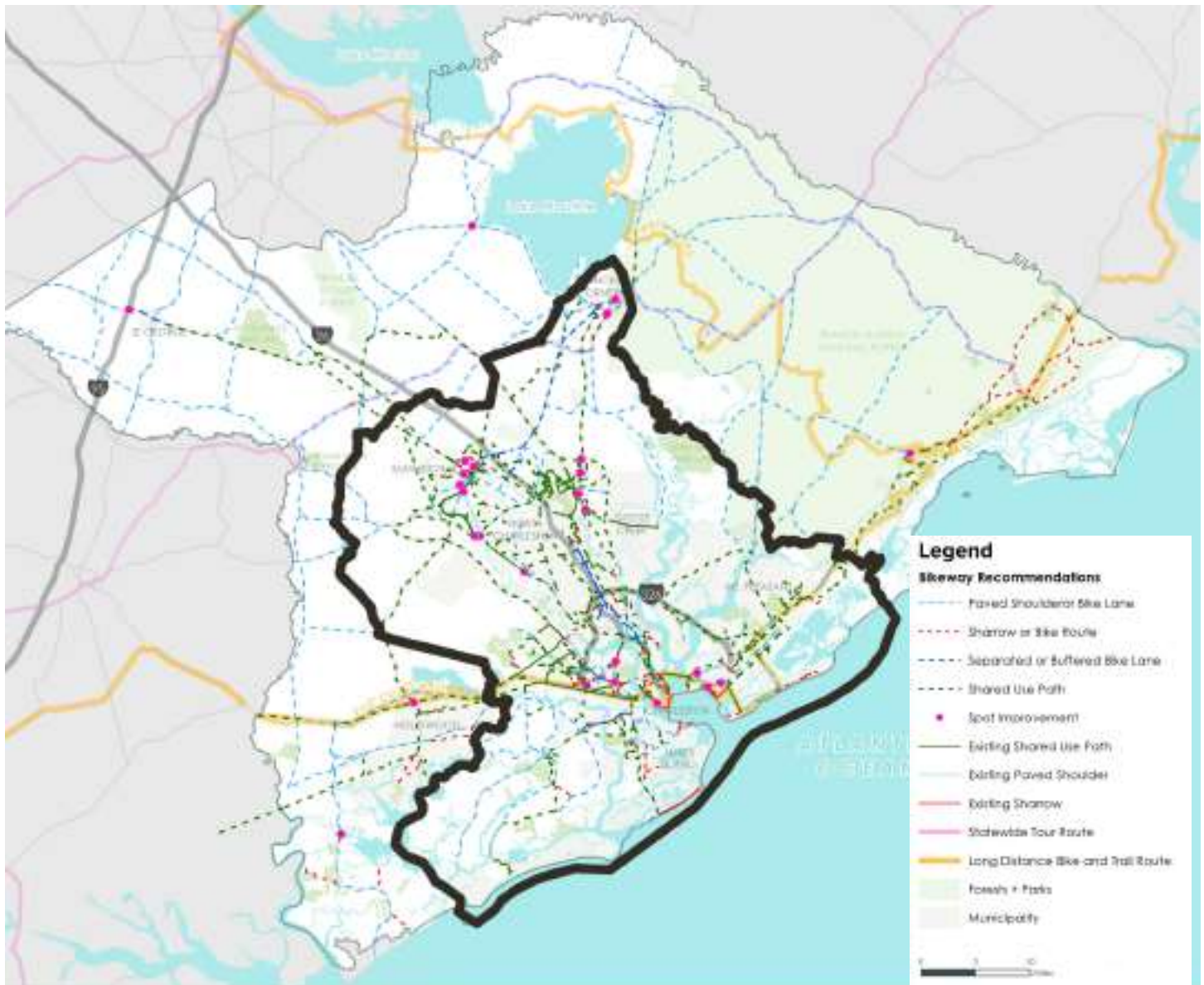
Pedestrian recommendations for Berkeley, Charleston, and Dorchester Counties from WalkBike BCD, the regional active transportation master plan.

WalkBike BCD Bikeway Recommendations

Bikeway recommendations from WalkBike BCD are concentrated in the CHATS planning area, creating a comprehensive network of both on-street and off-street bikeways that aligns with where people want to travel, addresses equity needs, and connects to existing facilities and areas of active transportation demand.

In the CHATS planning area, the Plan recommends:

- Shared Use Path: 396 miles
- Separated Bike Lanes: 21 miles
- Buffered Bike Lanes: 19 miles
- Bike Lane: 41 miles
- Paved Shoulder: 187 miles
- Bicycle Route/Sharrows: 47 miles



Bikeway recommendations for Berkeley, Charleston, and Dorchester Counties from *Walk Bike BCD*, the regional active transportation master plan.

People Pedal Plan bikeway recommendations

The City of Charleston's *People Pedal Plan* was in development during the same time period as the WalkBike BCD plan. The fundamental goal of the *People Pedal Plan* is to dramatically increase the rate of bicycling trips on the Charleston peninsula. The Plan calls for a robust bikeway network, including regional ped/bike connections beyond the peninsula, to achieve this vision.

The plan includes multiple projects of regional significance, including connections to Mt. Pleasant, James Island, and West Ashley. The proposed "Ashley River Crossing" pedestrian and bicycle bridge will connect the peninsula to the West Ashley area. The crossing is an example of an active transportation project of regional significance that will require funding beyond TAP and Guidesshare sources.

RIGHT

*The identified Minimum Grid, essentially the core network of streets required to maximize peninsula mobility for bicyclists. From the **People Pedal Plan**.*



Ashley River Crossing FY 2017 TIGER grant application

In October 2017, the City of Charleston applied for TIGER (Transportation Investment Generating Economic Recovery) funding from the United States Department of Transportation to construct a 0.4 mile bicycle and pedestrian crossing across the Ashley River, connecting West Ashley and Downtown Charleston.

The application notes the project would provide a safe and convenient crossing for non-motorized travel modes,

and would also help connect residents to jobs without the need for a vehicle, improve local retail business, support the revitalization of West Ashley, and make Charleston a more attractive city for future residents and businesses.

The project has received state and regional support, from both the public and private sectors. Furthermore, the crossing has been recommended by 17 plans and studies dating back to 1976.



recommendations

Bicycle and pedestrian recommendations include programs, facilities, and projects detailed below.

Pedestrian & Bicycle Programs

Bicycle and walking education, encouragement, enforcement, and evaluation programs and policies are fundamental to effective active transportation investment. The following programs and policies of regional significance are detailed in the WalkBike BCD plan:

- Regional Pedestrian & Bicycle Count Programs
- Multi-modal User Maps and Trip Planning
- Regional Ped & Bike Wayfinding Program
- Branding & Tourism Partnerships
- Walk, Bike, and Transit Promotions
- Safety Education and Targeted Enforcement
- Campaign for People Walking & Biking
- Professional Development for Active Transport
- Regional Coordination of Safe Routes to School
- Transportation Demand Management Programs
- Regional Vision Zero Policy
- Regional Active Transportation Council
- Prioritizing Access To Transit
- Annual Regional Active Transportation Forum

Pedestrian & Bicycle Facilities

The proper design of bicycle and pedestrian infrastructure is an essential component of a safe, efficient, active transportation network.

Design for Pedestrians

The CHATS planning area transportation network should accommodate pedestrians with a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception and should be taken into consideration when designing pedestrian infrastructure.

Sidewalks: Sidewalks should be provided on both sides of major roadways and on at least one side of collectors and minor arterials or residential streets

with at least three dwelling units per acre. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb and gutter, and preferably a landscaped planting strip area.

Intersections: Pedestrian safety must be a priority at intersections, with well thought-out design utilized to increase visibility, accessibility, separation from traffic, and lighting. A full list of recommended intersection and spot treatments and design guidelines for crossing safety improvements are included in the WalkBike BCD plan.

Design for Bicyclists

Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types, skill levels, and traffic levels on and around the facility and utilize appropriate dimensions.









Bicycle Parking: In order to encourage bicycling, plentiful, convenient and attractive bicycle parking should be provided. This may be short-term parking of two hours or less, or long-term parking for employees, students, residents, and commuters. While specific bicycle parking locations are not identified in this planning effort, ample bicycle parking should be provided at popular bicycling destinations such as parks, schools, retail areas and other gathering places. Communities can ensure this by including bicycle parking as part of their requirements for new development.

Intersections: Intersections can either be facilitators of or barriers to bicycle transportation. If bicyclists have to cross an uncomfortable intersection to get to a destination, they will be less apt to choose to bicycle there. Well thought-out design must be utilized to promote safety through increased visibility, accessibility, separation from traffic, and lighting. A full list of recommended intersection and spot treatments and design guidelines for crossing safety improvements are included in the WalkBike BCD plan.

Bicycle and Pedestrian Facility Types

	<p>Bicycle Boulevard</p> <p>Bicycle boulevards are streets with low motorized traffic volumes and speeds. They are designated and designed to give bicycle travel priority..</p>
	<p>Bike Lane</p> <p>Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.</p>
	<p>Buffered Bike Lane</p> <p>Buffered bike lanes provide an exclusive space for bicyclists, with the added comfort of additional space between bicyclists and motor vehicles. Buffers may include a combination of pavement markings, signage, and vertical delineators.</p>
	<p>Paved Shoulder</p> <p>The paved shoulder portion of a roadway to the right of the right-most travel lane. The width of a paved shoulder may vary, although three feet should be considered a minimum width.</p>
	<p>Separated Bike Lane</p> <p>A separated bike lane is an exclusive bike facility that is physically separated from motor traffic and distinct from the sidewalk. Physical separation may be accomplished through the use of raised concrete islands or raised lane surfaces.</p>

Bicycle and Pedestrian Facility Types

		<p>Shared Lane Markings (Sharrows)</p> <p>Shared lane markings, or sharrows, are road markings used to indicate a shared lane environment for bicycles and vehicles. Shared lane markings are typically used in low-speed roadways where a dedicated bike facility is not required.</p>
		<p>Shared Use Path</p> <p>Shared use paths are facilities for use by bicyclists, pedestrians, and other non-motorized modes of transportation.</p>
		<p>Sidepath</p> <p>Sidepaths are shared use facilities for pedestrians and bicyclists that are adjacent to the roadway.</p>
		<p>Sidewalk</p> <p>Sidewalk width and design will vary depending on the street context, functional classification, and pedestrian demand. At a minimum, design should meet ADA requirements and provide a comfortable space for pedestrians to walk side-by-side.</p>

Recommended Pedestrian and Bicycle Projects

The pedestrian and bicycle improvements included in this LRTP are derived from proposed project recommendations contained in WalkBike BCD and the People Pedal Plan. The recommended projects have been prioritized and grouped into three “horizon years”- 2020, 2030, and 2040, and presented in Map 3-2 and Table 3-1 through Table 3-3. These projects are eligible to apply for funding from sources such as the Surface Transportation Block Grant (STBG) for Transportation Alternatives (TA) under the Fixing America’s Surface Transportation (FAST) Act. These projects can also seek funding from Guidesshare funds allocated or set aside for Complete Streets concepts which include pedestrian and bicycle improvements, transit projects and intersection improvements.

Map 3-2: Priority Pedestrian and Bicycle Recommended Projects

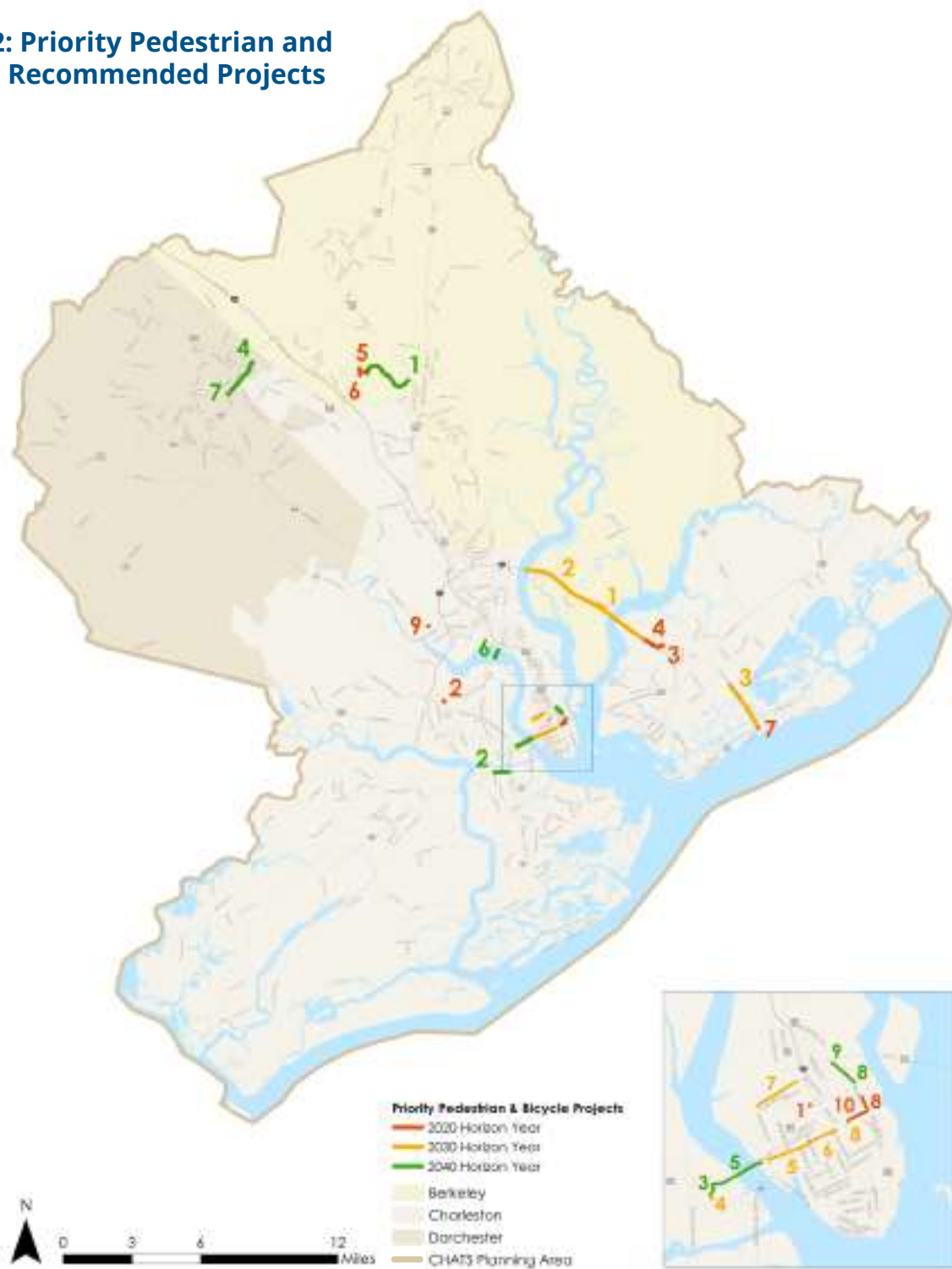


Table 3-1: Priority Pedestrian and Bicycle Recommended Projects
2020 Horizon Year (2018-2020)

#	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
7	Isle of Palms Connector	400' north of Palm Blvd	Palm Blvd	New sidewalk	Paved shoulder	Charleston
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: Priority Pedestrian and Bicycle Recommended Projects
2030 Horizon Year (2021-2030)

#	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
3	Isle of Palms Connector	4000' southeast of Rifle Range Rd	400' north of Palm Blvd		Paved shoulder	Charleston
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: Priority Pedestrian and Bicycle Recommended Projects
2040 Horizon Year (2031-2040)

#	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 projects that have been identified as in need of bicycle or pedestrian facilities in WalkBike BCD or the People Pedal Plan that coincide with LRTP roadway corridor or intersection improvement recommendations. Where overlap exists between roadway recommendations and bicycle and pedestrian recommendations, there are opportunities to reduce redundant design and construction, which ultimately creates efficiencies in getting projects funded and built. The following map and table present these complementary project opportunities.

Map 3-3: Complementary Projects



Table 3-4: Complementary Pedestrian & Bicycle Projects

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
James Island Expy	Lockwood Blvd	Folly Rd		Paved Shoulder
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 Pedestrian & Bicycle Projects *(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 Pedestrian & Bicycle Projects *(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 Pedestrian & Bicycle Projects (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 Pedestrian & Bicycle Projects (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
Henry Brown Boulevard	North Rhett Ext	Shared Use Path 2000 Ft South of Firethorn Dr		Shared Use Path
Henry Brown Boulevard	Dennis Dr	Shared Use Path 2000 Ft South of Firethorn Dr		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

Table 3-4: Complementary Pedestrian & Bicycle Projects (cont.)

Location	From	To	Facility Type	
			Pedestrian	Bicycle
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
Delemar 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 Pkwy	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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