

Transportation • Snapshot

Roadway Functional Classification

Dorchester County’s road system is comprised of sparse rural highways and local roads in the upper county, above Four Holes Swamp, and an urban network of principal arterials, collectors, and residential streets in the southeast, in and around Summerville area (Map 3.1). While the upper part of the county experiences little or no congestion, recent high growth in housing and employment has increased traffic congestion in the Summerville area.

A road network is created by a range of different types of facilities, from freeways that serve high-speed, longer-distance trips, to collector and local streets designed for lower speeds and shorter trip lengths.

Two important variables that define roadway function are mobility and access. Where mobility is of primary function, as in Freeways, access is fully controlled to allow vehicles to enter and exit only at interchange ramps. At the other extreme, local streets allow numerous driveways and connections, because their primary function is to provide direct access to businesses and residences.

Daily Traffic Volumes and Levels of Service

The South Carolina Department of Transportation (SCDOT) annually reports traffic counts for state roads and for road segments presumed to carry significant volumes. These are average annualized daily counts, and are useful to show the demands placed on these systems. Map 3.2 displays change rates (by percentage) in the traffic volumes for these roads in Dorchester County. These changes are presented with different band widths, where the wider the bands, the greater the changes between 2000 and 2006. While this is helpful to show increased number of cars for a given segment, to really understand the congestion problem, roadway capacities need to be applied to the equation.

Map 3.3 shows 2003 levels of traffic congestion, which is a condition model output from BCDCOG’s travel demand model. As a regional transportation planning agency, BCDCOG employs this model to forecast travel demand. Two major variables produced in the process are the forecasted volumes and roadways capacities, which can be used to derive level of service (LOS). LOS classifications show congesting/congested roads in the map. The map confirms that congestion is primarily experienced in the lower, urbanized part of the county. Road segments identified as congesting/congested include the following.

Functional Class Definitions

(Source: City of Cheyenne Community Plan, www.plancheyenne.com, 2007)

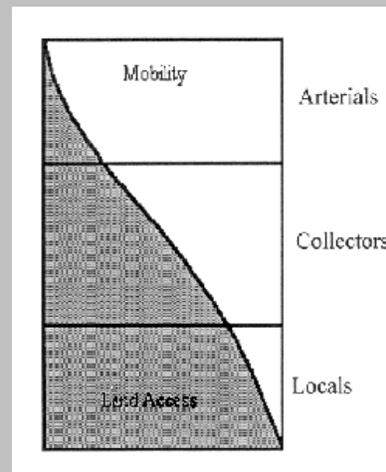
Interstates: Roadways that serve high-speed and high volume regional traffic. Access to a Freeway is limited to grade separated interchanges with mainline traffic signals (e.g., I-26 & I-95)

Principal Arterials: Roadways that serve high-volume traffic over long distances. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access. Adjacent land uses are served by other network roadways, service roads and inter parcel connections (e.g., US-17A, US-78)

Minor Arterials: Roadways that serve high-volume traffic over medium distances. Access is restricted through prescribed distances between intersections, use of medians, and no or limited direct parcel access (e.g., Ladson Road, Trolley Road)

Collectors: Roadways that serve as links between local access facilities and arterial facilities over medium to long distances, outside of or adjacent to subdivision developments. Collectors are managed to maximize the safe operation of through-movements and to distribute traffic to local access (e.g., Miles Jamison Road).

Locals: Roadways that provide direct parcel access and deliver parcel generated trips to the collector network; neighborhood streets.



The depiction charts access versus mobility in roadway functional classifications.

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Congested

- Dorchester Road – between US-17A & Trolley Road
- US-17A – from intersection with SC-165 about 1 mile westward
- Ladson Road – US-78 intersection

Congesting

- US-78 – Downtown Summerville
- Berlin G. Myers Parkway – between US-78 and Gahagan Road
- Bacons Bridge Road – Trolley Road to SC-61 (Ashley River Road)
- Dorchester Road – Trolley Road to County Line Road
- Ashley Phosphate Road – I-26 to near Patriots Boulevard
- Central Avenue – around Carolina Avenue intersection
- US-17A – from Carolina Avenue to about ½ mile south-westward
- Ladson Road – intersection of US-78 to about 1.5 miles westward

This list generated by the BCDCOG model is based on 2003 data. Some of these corridors have experienced capacity improvements since then, including Ladson Road and Ashley Phosphate Road.

Classification	Miles	Percent of Total
Interstate	72	4.7%
Principal Arterial	99	6.4%
Minor Arterial	38	2.5%
Collectors	96	6.2%
Local Street	1,240	80.3%
Total	1,545	100.0%

Levels of Service - Congestion

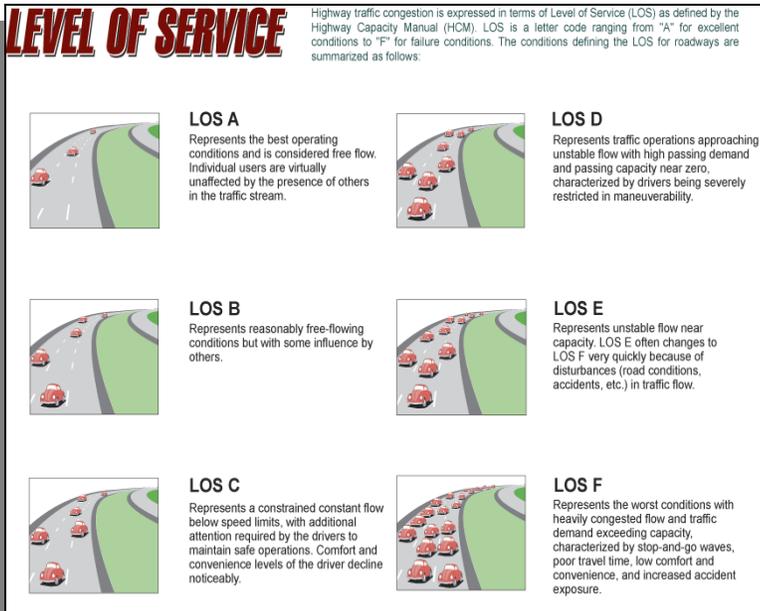
(Source: City of Cheyenne Community Plan, www.plancheyenne.com, 2007)

Transportation planning assesses congestion based on a relationship between traffic volumes and capacity called Level of Service. These congestion levels fall into one of three ranges:

Uncongested: Roadways that generally operate in free-flow conditions, where the driver tends to be able to travel without undue delay except for typical traffic control operations

Congesting: These are roadways where the driver can generally travel in free-flow conditions during the off-peak hours, but might experience having to wait more than one cycle at a signalized intersection during the peak hours. Because these roadways have existing traffic volumes approaching capacity, there can be significant variations in congestion from day to day, fluctuating between acceptable to congested

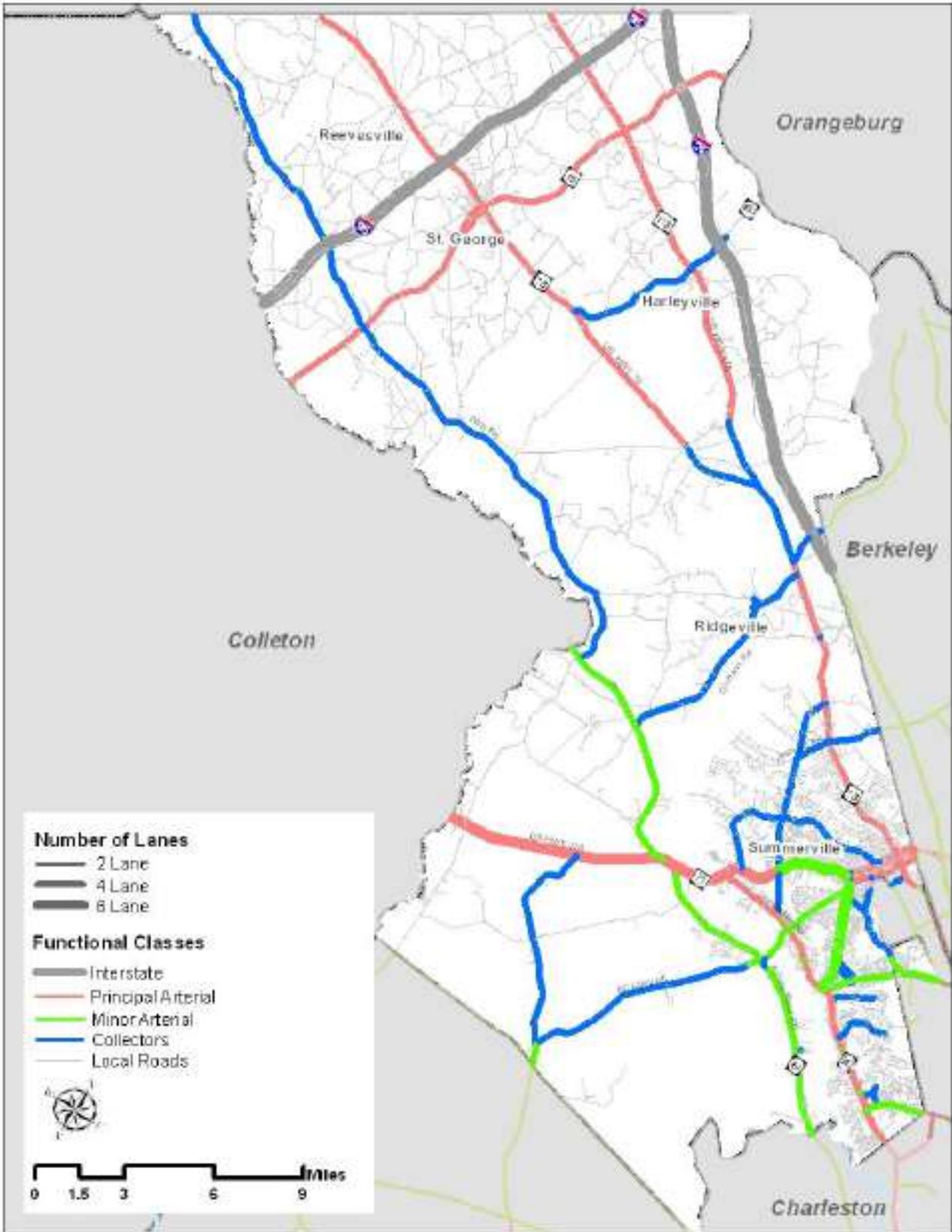
Congested: The congested roadways are those roadways where traffic volumes have either reached or exceeded the facilities capacity to accommodate these volumes. These facilities experience daily congestion delays where it is not uncommon that a driver might have to wait two or more signal cycles to get through the intersection during the morning or afternoon peak periods



This illustration portrays levels of service graphically. On Map 3.3, LOS 'A' through 'C' are classified as "Little or No Congestion," LOS 'D' & 'E' as "Congesting," and LOS 'F' as "Congested."

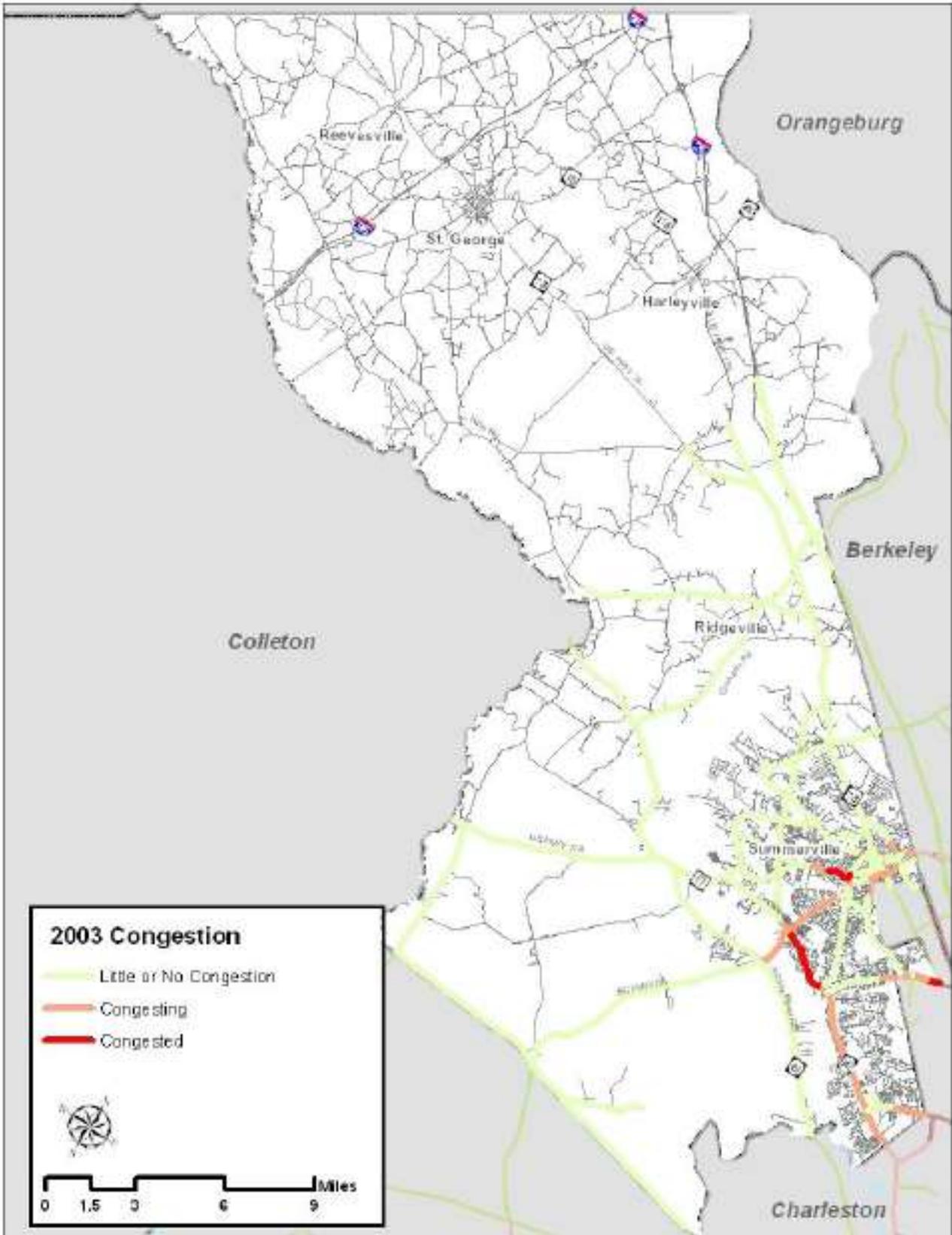
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Map 3.1: Functional Classifications and Number Lanes, 2006



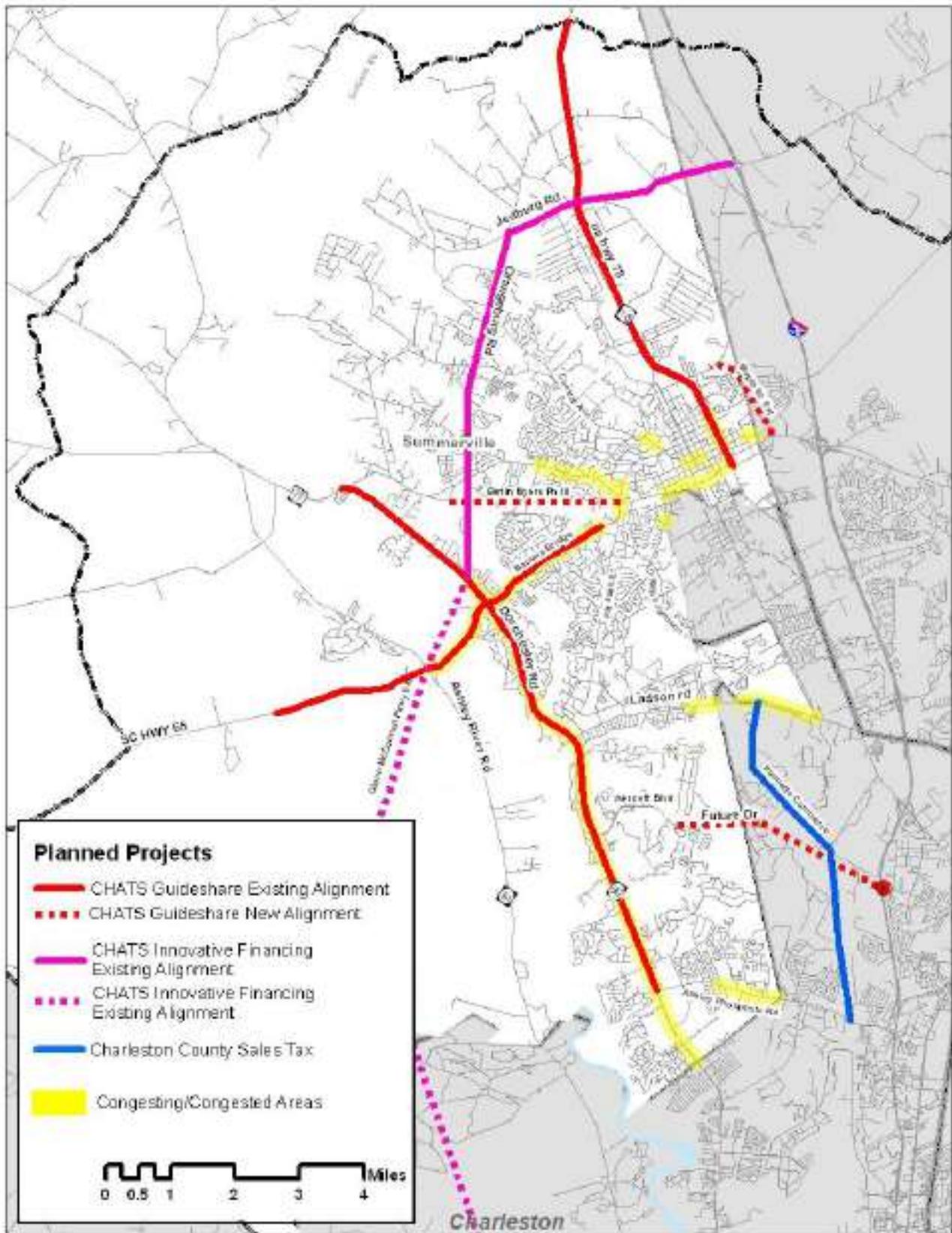
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Map 3.3: Roadways Congestion, 2003



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Map 3.4: Planned Road Projects



Planned Road Projects

Map 3.4 shows major projects planned in the area, overlaid upon the congesting/congested areas. Projects displayed are programmed by CHATS (Charleston Area Transportation Study), the regional transportation policy-making body. CHATS is federally mandated to prepare a Long Range Transportation Plan (LRTP), identifying among other aspects, a list of road projects with an objective for overall improvement of the regional road network. The current plan has 2030 as the horizon year. A number of projects have been short-listed from this for a short-range (5 years) improvement program, called a Transportation Improvement Program (TIP). Major capacity-related projects identified by the Dorchester County Penny Sales Tax Transportation Authority (DCTA) conform to this list. The funding categories and mechanisms for some of these are covered in detail in the Build section. Guide-Share is the dedicated federal funding source for CHATS, and Innovative Financing basically denotes sources other than Guide-Share (e.g., county sales tax revenues, State Infrastructure Bank funds, transportation impact fees). Just prior to printing of this document, Dorchester County received approval for its SIB application for these road projects: Berlin G. Myers Parkway, US Highway 78, Dorchester Road, Orangeburg Road, and Bacons Bridge Road.

The Glenn McConnell Parkway extension alignment shown in this map is different from that shown on the *Future Land Use Map* (FLUM), as this map only displays the currently adopted CHATS LRTP. Dorchester County must pursue a LRTP amendment to reflect the FLUM alignment, which was agreed in this comprehensive planning process to be more compatible with expected growth patterns and conservation goals. No funding has been dedicated for this project – another topic to be addressed with CHATS.

The Dorchester Road corridor that parallels I-26 from North Charleston to Summerville continues to be heavily congested. Recent developments in this

corridor, with few parallel options or major capacity improvements, have added to the problem. Two major east-west corridors connect to this road – Ashley Phosphate and Ladson roads. Both are shown as congesting or congested on Maps 3.3 and 3.4. DCTA sales tax and CHATS Guide-Share funds are programmed to finance the segment between US-17A and Trolley Road. The CHATS LRTP identifies no dedicated funding source for the segment of Dorchester Road from Trolley to Ashley Phosphate, a corridor showing increasing congestion.

Charleston County's half-cent sales tax authority (Charleston County Roadwise Program) has identified Palmetto Commerce Parkway for extension to connect with Ashley Phosphate Road, which would offer another parallel route to Dorchester Road and I-26.

Both CHATS and Charleston County Roadwise have shown projects to connect Wescott Boulevard to I-26 through an industrial park and a large, currently undeveloped tract known as Ingleside Plantation. This tract is currently touted to be a mixed-use development, which would warrant an efficient road system linking it to the rest of the network. This connection would work as a parallel route to Ladson and Ashley Phosphate roads, thus easing their congestion.

No projects are currently programmed for other congested corridors shown on the map – portions of US Highway 17A and Central Avenue.

Dorchester County has been experiencing an unprecedented level of growth within the BCD Region. Insufficient increases in roadway capacity and lack of road connectivity due to design and geography, together with the commuting pattern, have resulted in peak hour traffic congestion on most corridors in the lower part of the county. A high level of coordination between land use and transportation, with an efficient mass transit system (detailed in subsequent sections) could result in substantial congestion reduction.

Transportation • Shape

Goal 1

Citizens will have efficient commutes to all employment centers outside the Dorchester County, with a variety of travel options, including single-occupancy vehicles on new or improved roadways, express busses, and commuter rail.

Policy 1.1: Dorchester County will coordinate with Charleston County Roadwise Program to widen US-78 from Summerville to Ladson. This project is based on a recommendation in the Summerville Traffic Study and travel demand modeling indicating the need to reduce congestion and provide an alternate parallel route to Interstate 26.

Policy 1.2: Dorchester County will work with Charleston County and the City of Charleston to extend Glenn McConnell Parkway from Bees Ferry Road to Beech Hill Road in the East Edisto Employment Growth Area. This would involve a realignment of the currently adopted CHATS LRTP project.

Policy 1.3: Dorchester County will work with Berkeley County to support construction of proposed Exit 197 and construct Maple Street Extension to provide access from Exit 197 to Summerville's core via Berlin G. Myers Parkway.

Policy 1.4: Dorchester County will support CARTA's initiative to introduce express bus service from "park-and-ride lots" in Summerville to employment centers in North Charleston and downtown Charleston.

Policy 1.5: Dorchester County will support the CHATS initiative to initiate commuter rail service from Summerville through North Charleston to peninsular Charleston.

Goal 2

Dorchester County will 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.

Policy 2.1: Dorchester County will complete road projects identified in the Penny Sales Tax program. Among 22 DCTA projects, the following are critical to ease local congestion: completion of Berlin G. Myers Parkway, widening of Dorchester Road, and widening of Bacon's Bridge Road.

Policy 2.2: Dorchester County will partner with the Town of Summerville to implement recommended projects from the Town's recent traffic study: adding medians and left-turn lanes to Central Avenue, Miles Jamison Road, and Orangeburg Road.

I-26 Corridor and Commuting Congestion in Charleston area



(Photo courtesy of Tyrone Walker, The Post & Courier)

Interstate 26 serves as the main artery connecting the City of Charleston to points inland. There are ten municipalities that comprise the urbanized area of the BCD region. Residents of all these municipalities use I-26 for travel. The town of Summerville, located at the western end of the congested portion, is 22 miles from downtown Charleston. There are three travel lanes in each direction. Currently, I-26 is consistently congested during weekday peak commuting hours. This corridor is essential for freight movement, as it serves the Port of Charleston, a major economic generator in the process of significantly expanding its capacity to handle cargo. This will add a significant amount of freight traffic on I-26. Truck traffic is currently nine percent of its volume.

While this highway facility is capacity-constrained, parallel corridors are few due to the coastal landscape. The congested section of I-26 carried average annual daily traffic (AADT) of 133,200 in the year 2005, when its theoretical capacity is 55,143 AADT.

Goal 3

Dorchester County will have an efficient transportation network, including a well-connected system of roadways, taking pressure off major arterial and collector roads.

Policy 3.1: Dorchester County will develop new public road standards to introduce a “connectivity index” into its Zoning and Land Development Ordinance to ensure a standard level of connections between local streets with neighboring developments and collector and arterial roads.

Policy 3.2: Dorchester County will develop public road standards for multi-family and commercial developments, especially townhouse developments. Parallel and angled on-street parking will be options, as will alleys. The purpose will be to utilize these roads to expand the County’s road network as well as to make housing more affordable to Dorchester County’s workforce by reducing regime fees assessed for private maintenance of roads.

Policy 3.3: Dorchester County will develop an Official Map showing new collector roads and require their construction for land development approval. The locations of these collector roads are approximated on the *Future Land Use Map*. Rights-of-way for these roads are best determined during a County-commissioned traffic study that plans new links. Alternatively, a developer will build the link within a planned development district as a condition of approval.

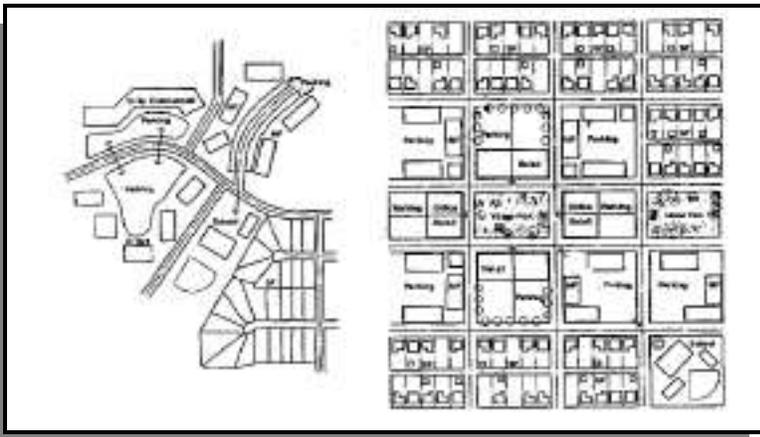
Connectivity Index

A “connectivity index” provides a means to quantify how well a road network connects destinations. Several recommended practices exist and are in effect throughout the country. Dorchester County will consider a policy in which a proposed street network has at least 3 intersections per 4 road segments in single-family residential subdivisions. A higher ratio of connectivity is desirable in townhouse developments. Street stubs to adjacent neighborhoods or tracts would count as intersections to improve connectivity between communities.

“The reign of the cul-de-sac ended Wednesday, with a unanimous vote of the Charlotte City Council. Under a change in the subdivision ordinance, the dead-end circles so common in suburbia can be constructed only when geographic barriers prevent street connections.”

---“Charlotte (NC) Sacks Cul De Sac”
Charlotte Observer, October 18, 2003

The City of Salem (Oregon) Design Standards require that, “Local streets should form a well-connected network that provides for safe, direct, and convenient access by automobile, bicycle, and pedestrian” (www.cityofsalem.net, 2007).



The hierarchical road system, illustrated on the left, has many dead-end streets and requires travel on arterials for most trips. A connected road system allows more direct travel between destinations, offers more route options, and makes non-motorized travel more feasible (Source: Victoria Transport Policy Institute, <http://www.vtpi.org>).

Goal 4

Dorchester County will take an integrated land-use/transportation planning approach where new developments are located and designed so as to not create additional pressure on the roadway system.

Policy 4.1: Dorchester County will ensure ongoing land-use planning (effected in part through rezonings) is linked to transportation planning. Heavy traffic-generating development will occur only in areas where capacity exists or is planned.

Policy 4.2: Dorchester County will require a developer to prepare and submit a traffic impact analysis with any application for large land development and require installation of any needed operational improvements concurrent with the development, as a condition of approval. In the event the analysis prepared for a planned development district or other rezoning recommends capital improvements, Dorchester County will enter into a Development Agreement with the applicant and ensure the capital improvements are made concurrent with the development. A developer will not be required to increase infrastructure to a greater level of service than existed prior to the proposed development, but mitigation of impacts to infrastructure will be required regardless of whether level of service ratings reflect the impacts of the development or improvements made by the developer.

Policy 4.3: Dorchester County will prepare and maintain a transportation infrastructure capital improvements program that identifies funding sources and timeframes for completion of improvement projects.

Goal 5

Dorchester County will focus transportation improvements in areas identified for economic development and planned such that the County reaps high returns on its investments in transportation infrastructure.

Policy 5.1: Dorchester County will coordinate road improvements with economic development in areas with high development potential. The *Future Land Use Map* identifies prospective routes internal to Employment Growth Areas to meet this objective, including service roads near Ridgeville and Rosinville and connections to the proposed Exit 197.



(Photo courtesy of www.timepieces.com)

Alternative Work Schedule (also called Variable Work Hours)

Among various tools considered under the concept of Travel Demand Management, employer-sponsored flexible working hours can help this region, where traffic volume data suggest most congestion occurs during “rush hour.” The term “demand” refers to the amount of street/road use during a given time period.

Reduced travel demand can be achieved via the following:

- **Flextime:** Employees are allowed some flexibility in their daily work schedules. For example, rather than all employees working 8:00 to 4:00, some might work 7:00 to 3:00, and others 9:00 to 5:00.
- **Compressed Workweek:** Employees work fewer but longer days, such as four 10-hour days each week (4/40), or 9-hour days with one day off every other week.
- **Staggered Shifts:** Shifts are staggered to reduce number of employees arriving at work site at one time. For example, some shifts may be 8:00 to 4:30, others 8:30 to 5:00, and others 9:00 to 5:30. This has a similar effect on traffic as flextime, but does not give individual employees as much control over their schedules

(Source: Victoria Transport Policy Institute, www.vtppi.org)

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Policy 5.2: Dorchester County will improve Highway 78 between Summerville and Ridgeville and Highway 17A between Summerville and Clubhouse Road. These projects will serve Employment Growth Areas planned in Ridgeville and East Edisto. Both are well suited for economic development and will promote “reverse” commuting patterns, thus optimizing use of all road lanes in both directions during peak demand hours. Improving transportation to Employment Growth Areas sparks economic development, resulting in higher tax revenue for Dorchester County.

Policy 5.3: Outside of Employment Growth Areas, Dorchester County will promote compact mixed-use development that maximizes land values on roads identified for improvements in this Plan. Compact mixed-use development will mitigate future impacts of development on the transportation system and forestall additional road improvements farther away from population centers, deeper into rural areas.

Transportation • Build

Manage Commuter Congestion

Policy	Lead, Partners	Implementation			
		Tools	Funding	Priority	Timeline
1.1: Widen US 78 (Summerville to Ladson)	DCTA, CHATS, Charleston County	CIP, TIF District, Summerville MID, SIB	Tax-Increment Financing, Municipal Improvement District revenue, SIB funds	LOW	10-20 yrs
1.2: Extend Glenn McConnell Pkwy. from Bees Ferry Rd. to US-17A	DCTA, CHATS, Charleston County, City of Charleston, real estate development industry	CIP, impact fee ordinance, Development Agreements	Transportation impact fee, toll roads	MEDIUM	2-20 yrs
1.3: Build Exit 197 and Maple Street Extension	Berkeley County, DCTA, CHATS, real estate development industry	CIP, SIB	SIB funds	MEDIUM	5-15 yrs
1.4: Introduce express bus service with park-n-ride lots	CARTA, DCPWD	CARTA Plan	CARTA Funds	MEDIUM	2-5 yrs
1.5: Build commuter rail	CHATS, CARTA, DCPC, DCTA	CHATS Commuter Rail Study, BCDCOG Transportation Model	To be identified, a combination of federal, state, and local funding sources	MEDIUM	15-30 yrs

Implementation Strategy Notes

A transportation network encompasses multiple jurisdictions, and most principal arterials require regional cooperation. Prime examples are Glenn McConnell Parkway extension and US Highway 78 widening projects (policies 1.1 and 1.2). Dorchester County will have to partner with Charleston County to incorporate/modify these projects in the current CHATS program, to obtain regional, federal and state funding.

Notes on Roadway Transit

The Federal Transit Administration (FTA) provides funds through Section 5307 and 5309 Grants. The Charleston Area Regional Transportation Authority (CARTA) is the designated recipient of these funds in the region.

With recent sales tax referendums, CARTA and Tri-County Links (formerly RTMA), two major transit service providers in the region, are in position to expand current services to ease roadway congestion. CARTA currently operates four express routes elsewhere in the region, all of which have proven successful in terms of ridership numbers and farebox cost recovery. The express

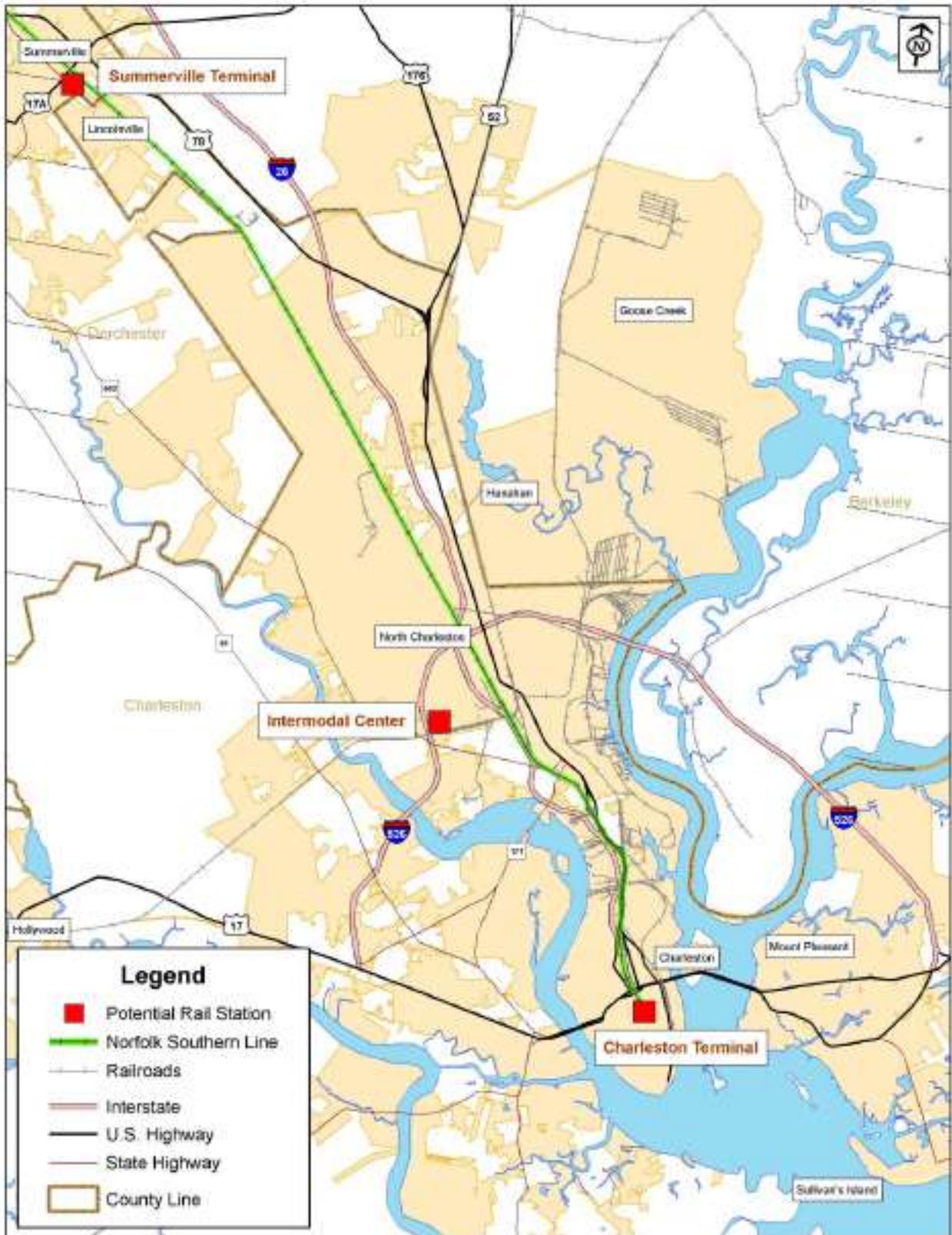
route between the Northwoods K-mart and peninsular Charleston, including the Medical University of South Carolina, was recently highlighted in The Post & Courier. Building on these, the agency recently proposed an express route to connect Summerville to downtown Charleston.

A high-occupancy-vehicle (HOV) lane study is underway for the I-26 widening project between Ashley Phosphate Road and I-526. If implemented, an HOV lane would optimize express bus routes between Summerville and Downtown Charleston.

Tri-County Links provides transit services in rural areas, and they are currently planning new routes to connect rural communities in Dorchester County to Summerville. These bus routes and stops need to be coordinated with Employment Growth Areas identified in this Plan to provide better access to jobs for people living in the upper part of the county. Funding for these planned routes can be secured through federal discretionary funds administered through BCDCOG intended specifically for this purpose: FTA programs 5310, 5316, and 5317.

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Map 3.5: Commuter Rail Study Corridor (Source: CHATS Commuter Rail Study by WSA, 2007)



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Notes on Rail Transit

Commuter rail service is an attractive solution to commuter congestion in the BCD Region because of already existing freight rail alignments parallel to I-26. By definition, this type of rail can share existing freight tracks. Recent study by Wilbur Smith & Associates (WSA) closely examined the potential of the Norfolk-Southern Railroad corridor to support commuter rail and found it to be a commercially viable project. (Map 3.5 shows this corridor in green).

In order to adequately serve commuters, each commuter rail station location will need a “park-and-ride” lot. In the short term, this will be a surface lot at which residents throughout Summerville leave their cars on the way to work. Eventually, the surface lot will be the site of a multi-level parking structure, and transit-oriented development will occur near the station to increase ridership and decrease commuting by car.

These locations would also be advantageously located park-and-ride lots for CARTA express bus service. These parking facilities can be constructed with revenue from Municipal Improvement Districts or Tax-Increment Financing Districts.

BCDCOG is a recent recipient of a grant from the Federal Transit Authority (FTA) to fund enhancement of the current transportation model to include transit modes for analysis. This tool will provide investment-grade information on ridership projections to qualify the region’s commuter rail initiative for FTA small start/new start funding.

FTA funds typically require a local match. Both Charleston County and Dorchester County levied sales taxes for transportation in 2004 that expire by 2030. In the future, both might need to consider extending their sales taxes for another package of transportation improvements, including commuter rail. Like most transit services, fares will also contribute to cost recovery.



These types of services are being considered for this corridor: A double-decker commuter train (above), and a commuter rail station (below).



Existing railroad track near East Doty Street and Main Street in Summerville



(All photos from CHATS Commuter Rail Study, Wilbur Smith & Associates, 2007)

Manage Local Congestion

Policy	Lead, Partners	Implementation			
		Tools	Funding	Priority	Timeline
2.1: Complete Berlin G. Myers Pkwy., Widen Dorchester Rd. & Bacons Bridge Rd.	DCTA, CHATS	CIP, SIB	Penny Sales Tax, CHATS Guide-Share Funds, SIB, transportation impact fees	HIGH	5-10 yrs
2.2: Add medians and turn lanes to Central Ave., Miles Jamison and Orangeburg roads	DCTA, CHATS, real estate development industry	CIP, SIB, Traffic Impact Analysis, Development Agreements	Transportation impact fees, SIB, CHATS Guide-Share Funds	MEDIUM	10-20 yrs

Implementation Strategies Notes

Capacity improvements and new alignments in a road network are very expensive undertakings that necessitate support from federal, state and local funding sources. All federal funds in the BCD Region are administered through CHATS - a policy making body formed with elected officials from all three counties, to prioritize and allocate federal dollars to road projects. The CHATS study area is a subset of the tri-county area, composed only of those areas now urbanized and those expected to be urbanized over the next 20 years.

The two dedicated sources for CHATS improvements are the Guide-Share funds typically used for roadway improvements and Enhancement monies that typically are used for pedestrian and bicycle facilities improvements. Historically, Guide-Share has been \$13.993 million per year, but commitments to previously bonded projects have reduced that to about \$7 million in 2007. Enhancement funds for the CHATS area total approximately \$950,000 per year.

Two other funding sources for transportation needs are C-funds, which come from SCDOT to the Dorchester County Transportation Committee, and Non-Guide-Share federal funds, which are allocated to projects through specific programs (e.g., road maintenance, safety, bridge replacement, and interstate highways). C-funds total about one million dollars each year. Projects funded with this money are selected by the County Transportation Committee and commonly include intersection improvements, small capital projects, and maintenance.

Non-Guide-Share projects with federal funding are prioritized by SCDOT. A recent review in the CHATS LRTP suggests that as much as \$21 million per year of Non-Guide-Share funds have been expended for the region in the last 10 years. High priority projects like the Cooper River Bridge

replacement, interstate highway widening, and other bridge projects received this funding.

The South Carolina State Infrastructure Bank selects and assists financing of major qualified projects by providing loans and other financial assistance for constructing and improving major regional highway and transportation facilities that contribute to economic development.

In November 2004, both Charleston and Dorchester counties passed local sales taxes dedicated to transportation improvements. CHATS has programmed 2.5 million dollars per year for Dorchester County sales tax projects. Of the 22 transportation items identified by DCTA, the following projects are programmed in the current (2007-2012) CHATS Transportation Improvements Program.

1. Berlin Myers Parkway (SC-165 to US-17A): Project programmed in the bonding package, with CHATS's total projected share to be \$5.58 million. (SAFETEA-LU Earmark funds have been identified for this project.)
2. US Highway 78 (Berlin Myers Parkway to CHATS boundary): Programmed in the Cost-Share category; project cost will be paid with CHATS Guide-Share and DCTA sales tax funds. Bonding package only includes intersection improvements between Berlin Myers Parkway and Jedburg Road.
3. Dorchester Road (US-17A to Trolley Road): Programmed in the Cost-Share category, project cost will be paid with DCTA sales tax funds, with CHATS total projected share of \$3 million to year 2012.
4. Bacon's Bridge Road (currently 4 lanes to just past SC-61): Programmed in the Cost-Share category, project cost will be paid with CHATS Guide-Share and Dorchester County sales tax funds, with CHATS total projected share of \$3 million to year 2012.

Improve the Road Network Through Land-Use Planning and Growth Management

Policy	Lead, Partners	Implementation			
		Tools	Funding	Priority	Timeline
3.1, 3.2 & 3.3: Develop public road standards and an official transportation improvement map	DCPC, DCPWD	Zoning and Land Development Ordinance (ZLDO), Official Map	Operating budget	HIGH	1-4 yrs
4.1, 4.2 & 4.3: Ensure coordination between land-use and transportation planning	DCPC, County Council, DCTA, real estate development industry	ZLDO, CIP, Traffic Impact Analysis, Development Agreements	Operating budget	HIGH	1-4 yrs

Implementation Strategies Improvements

Traffic congestion cannot be alleviated merely by adding new lanes to existing facilities, or by building new ones. “Induced travel” might occur as travelers adjust their behavior, taking into account the lower cost (travel times, distance) of using new facilities. Travelers might also relocate to new developments in these corridors, further adding to travel demand.

The policies under goals 3 and 4 address coordination between various county departments and real estate

development. The Dorchester County Planning Commission will lead the effort to program transportation projects in a capital improvements program and foster a relationship between land-use planning and transportation planning.

Linking land-use planning with transportation planning is also a theme of Chapter 7: Community Design. It addresses corridor planning and road design for the projects planned in this Transportation chapter.

Transportation Planning for Economic Development

Policy	Lead, Partners	Implementation			
		Tools	Funding	Priority	Timeline
5.1: Ensure road projects support economic development	DCEDB, DCPWD, DCPC	TIF District	Tax-Increment Financing	LOW	2-10 yrs
5.2: Widen US-78 (Summerville to Ridgeville) and US-17A (Summerville to East Edisto)	DCTA, DCPC, Charleston County, CHATS	TIF District, Summerville MID	Tax-Increment Financing, Municipal Improvement District revenue	LOW	10-30 yrs
5.3: Ensure high return on investments in transportation	DCPC, County Council	Road corridor plan, Zoning and Land Development Ordinance	Operating budget	MED	Ongoing