

# RURAL LONG-RANGE TRANSPORTATION PLAN

Appendices

June 2020

2040 RURAL  
2020 LRTP





# Appendix A-1

## PUBLIC ENGAGEMENT

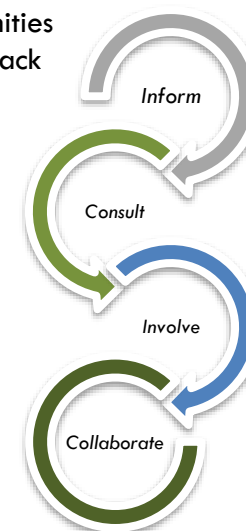
Public participation is an important component of the transportation planning process. Public engagement opportunities are planned and conducted in a manner that is appropriate for intended goals of public involvement so any feedback collected informs the process and shapes final decisions. Following are the various levels of engagement that are typically undertaken:

**INFORM** – Provide clear information on the planning process to help members of the public understand issues, options, and solutions

**CONSULT** – Consider public’s understanding and opinion of alternatives, decisions, and actions

**INVOLVE** – Engage public to ensure their issues and concerns are considered throughout the decision making process

**COLLABORATE** – Partner with public in the development and recommendation of preferred alternatives



The following sections summarize public engagement activities in the development of the 2040 RL RTP.

## Rural Transportation Study Committee

The BCDCOG Rural Transportation Study Committee comprised of SCDOT, county and municipal government staff, and elected officials. Its members served in an advisory capacity to the BCDCOG Planning Services staff at key stages in the development of the Plan and were responsible for:

- Providing direction, advice, and feedback;
- Resolving challenges and barriers;
- Guiding the development of vision, goals and objectives, and evaluation and prioritization process; and
- Acting as ambassadors for local governments and constituents to support and encourage participation.

During the course of this project, three meetings were held at key milestones: project kickoff, development of preliminary plan, and development of final draft plan (Note: Due to the COVID-19 pandemic, feedback to the draft plan was invited virtually). Committee members who participated in these meetings included:

**Berkeley County Council**, Caldwell Pinckney Jr. (Chair)

**SCDOT District 6**, Josh Johnson

**Berkeley County**, Danny Thrower

**Charleston County**, Herbert Nimz

**Charleston County Council**, Anna Johnson

**Dorchester County Transportation Agency**, Mike Murphree

**Town of McClellanville**, Robert Gannon

## Jurisdictions

BCDCOG met with SCDOT and planning/engineering staff from each of the three counties early in the plan development process to determine the status of active transportation projects, both planned and under development, and gain insight into the major transportation issues or concerns that the rural planning area is facing. The consultation allowed BCDCOG staff to vet projects proposed as part of the 2035 Rural Long Range Transportation Plan and identify new projects for inclusion in the development of the current plan. One-on-one stakeholder meetings were held with staff of local municipalities to understand issues and challenges experienced by them and discuss opportunities for potential transportation improvements that address their local needs. Staff met with the following representatives:

<b>Berkeley County</b>	Les Blankenship, Deputy County Supervisor Frank Carson, County Engineer Lisa Costner, County Engineer
<b>Charleston County</b>	Steven Thigpen, Director Public Works Eric Adams, Deputy Director Public Works
<b>Dorchester County</b>	Jason Carraher, Director Public Works
<b>Town of Awendaw</b>	Bill Wallace, Town Administrator Jody Muldrow, Planning Administrator
<b>Town of Harleyville</b>	Charles Ackerman, Mayor Amanda Childers, Town Clerk
<b>Town of Hollywood</b>	John Dunmyer III, Mayor Roy DeHaven, Planning Director
<b>Town of Jamestown</b>	Roy Pipkin, Mayor Douglas Gerry, Town Councilman
<b>Town of McClellanville</b>	Rutledge Leland III, Mayor Michelle McLellan, Town Administrator

**Town of Reevesville** Paul Wimbley, Mayor  
Charles Mooren, Councilman

**Town of St. George** Anne Johnston, Mayor

**Town of Ridgeville** Clarence Hughes, Mayor  
LeAnne Barwick, Town Clerk

## Public Meetings

One round of public meetings was organized early in the plan development process to inform rural residents of the Plan update effort, provide an overview of existing conditions of the rural transportation system, and hear first-hand issues experienced by residents. The meeting was held in October 2019 at four locations spread across the tri-county area and attended by a total of 31 individuals. The public meeting locations are displayed in [Map A](#).

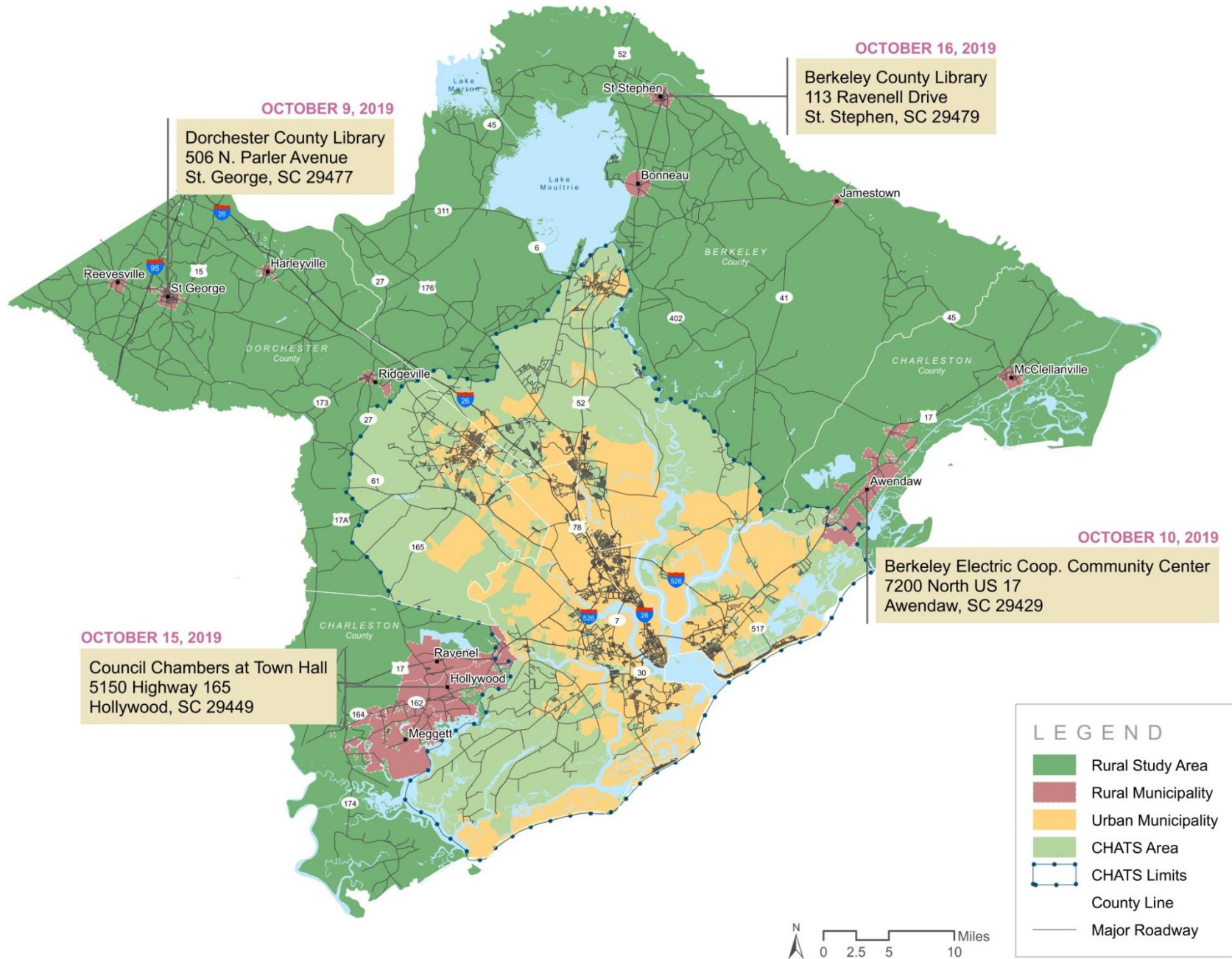
## Project Webpage

A project webpage was developed and hosted on the BCDCOG website as a resource to provide information on the Plan purpose, development process, open-house public meetings, and survey.

## Public Survey

As a part of the public involvement process, a survey questionnaire (see [Image A](#)) was developed and administered to the general public early in the plan development process via two methods: hard copy distribution and online posting. Hard copies were distributed through respective offices of jurisdictions and at the public meetings. The online survey was launched in conjunction with the public meetings and remained active for approximately one month (September 26, 2019 – October 31, 2019). A graphic summary of the survey results is shown in [Figure A](#) and public comments/feedback are compiled in [Table A](#) and [Table B](#).

Map A – Public Meeting Locations





# SURVEY

## Berkeley-Charleston-Dorchester

Rural Long Range Transportation Plan

**We'd like to hear from you!**

The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), in partnership with the South Carolina Department of Transportation (SCDOT), is in the process of updating the BCDCOG Rural Long Range Transportation Plan (2040 LRTP). This 20-year multimodal plan will serve to identify and address long-term transportation issues and needs that impact the rural communities in the tri-county region.

Public participation is critical to the plan's success; so your input is important and matters! Please take approximately 5 – 10 minutes to complete the following questions. **Survey can be completed online at: <https://bcdcog.com/lrtp2040/>** (Click 'SURVEY' on webpage)

**1. Where do you live?**

- |   |   |
|---|---|
| <input type="checkbox"/> Town of Awendaw        | <input type="checkbox"/> Town of Reevesville              |
| <input type="checkbox"/> Town of Bonneau        | <input type="checkbox"/> Town of Ridgeville               |
| <input type="checkbox"/> Town of Hartleyville   | <input type="checkbox"/> Town of St. George               |
| <input type="checkbox"/> Town of Hollywood      | <input type="checkbox"/> Town of St. Stephen              |
| <input type="checkbox"/> Town of Jamestown      | <input type="checkbox"/> Unincorporated Berkeley County   |
| <input type="checkbox"/> Town of McClellanville | <input type="checkbox"/> Unincorporated Charleston County |
| <input type="checkbox"/> Town of Meggett        | <input type="checkbox"/> Unincorporated Dorchester County |
| <input type="checkbox"/> Town of Ravenel        |   |

**2. What is your home zip code?** \_\_\_\_\_

**3. What is your primary work zip code?** \_\_\_\_\_ Check if not applicable

**4. What is your age? (Optional)**

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Under 18 years | <input type="checkbox"/> 40 – 49     |
| <input type="checkbox"/> 18 – 24        | <input type="checkbox"/> 50 – 59     |
| <input type="checkbox"/> 25 – 29        | <input type="checkbox"/> 60 – 64     |
| <input type="checkbox"/> 30 – 34        | <input type="checkbox"/> 65 -69      |
| <input type="checkbox"/> 35 – 39        | <input type="checkbox"/> 70 and over |

**5. What is your gender?**

- Female  
 Male  
 Choose not to answer

**6. What is your race or ethnicity? (Optional)**

- |  |  |
|--|--|
| <input type="checkbox"/> White/Caucasian                   | <input type="checkbox"/> Asian                               |
| <input type="checkbox"/> Black or African American         | <input type="checkbox"/> Hispanic, Latino or Spanish origin  |
| <input type="checkbox"/> American Indian or Alaskan Native | <input type="checkbox"/> Native Hawaiian or Pacific Islander |

Other (please specify) \_\_\_\_\_



**7. How many people currently live in your household?**

- |                            |                              |
|----------------------------|------------------------------|
| <input type="checkbox"/> 1 | <input type="checkbox"/> 4   |
| <input type="checkbox"/> 2 | <input type="checkbox"/> 5   |
| <input type="checkbox"/> 3 | <input type="checkbox"/> 6 + |

**8. Do you or members of your household have access to a private car/truck or other vehicle (motorcycle, moped, etc.)?**

- 0 vehicles available  
 1 vehicle available  
 2 vehicles available  
 3 or more vehicles available

**9. What means of transportation do you use to get around in the rural areas of the Berkeley-Charleston-Dorchester region and how frequently do you use the means identified? (Select all that apply)**

Means of Transport	Never	Very Infrequently (2 times per year or less)	Infrequently (Multiple times per year)	Frequently (Multiple times per month)	Very Frequently (Multiple times per week)
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rideshare Service (Uber, Lyft, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify) \_\_\_\_\_

**10. What percentage of your household income is spent on transportation expenses (gas, car payments, car insurance, registration, public transit, rideshare costs, etc.)?**

- 0% – 10%  
 11% – 20%  
 21% – 30%  
 31% – 40%  
 More than 40%

**11. In the last six months, have you or any household members missed any of the following due to lack of transportation? (Select all that apply)**

- |   |  |
|---|--|
| <input type="checkbox"/> Work                 | <input type="checkbox"/> Visiting friends/family           |
| <input type="checkbox"/> Religious activities | <input type="checkbox"/> Medical appointments              |
| <input type="checkbox"/> Kid's activities     | <input type="checkbox"/> Social/entertainment trip         |
| <input type="checkbox"/> School/Job Training  | <input type="checkbox"/> Social service agency appointment |
| <input type="checkbox"/> Shopping (retail)    | <input type="checkbox"/> No activities missed              |
| <input type="checkbox"/> Shopping (grocery)   |  |

Other (please specify) \_\_\_\_\_



Image A - Public Survey Questionnaire (Continued)

**12. What are the major transportation issues that you face in the rural areas of the Berkeley-Charleston-Dorchester region?** (Select all that apply)

- Traffic congestion
- Poor road conditions
- Poor road connectivity
- Freight movements or conflicts (truck or rail)
- Safety of roadways and intersections
- Lack of transit service
- Difficulty accessing existing transit service
- Inadequate pedestrian and bicycle facilities (sidewalks, crosswalks, bike lanes, multiuse paths, etc.)
- Lack of alternative transportation options such as vanpools, carpools and ridesharing services

**13. What do you think are the most effective ways to improve transportation in the rural areas of the Berkeley-Charleston-Dorchester region?** (Select all that apply)

Action	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Widen existing roads/highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Build new roads/highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve existing infrastructure (pavement conditions, bridges, drainage, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the operation of existing roads (traffic control, signal coordination, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add turn lanes at intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve road and intersection safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide more bicycle and walking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the operation of existing transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expand public transit service area and options in rural areas (bus, bus rapid transit, ferry, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve carpooling, vanpooling, and ridesharing options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase the use of technology to reduce traffic congestion and delay (traveler information – electronic message signs, highway advisories, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coordinate transportation and land use decisions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase transportation funding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**14. If additional funding is needed to improve transportation in the region, which of the following potential funding sources would you support?** (Select all that apply)

- Tolls
- Increase in gas tax
- Increase in transportation sales tax
- Increase in vehicle registration fees
- Government backed low interest loans and bonds
- Public-Private Partnerships (a government service or private business venture funded and operated through a partnership of government and one or more private sector companies)

Other (please specify) \_\_\_\_\_



**15. Our transportation improvement and investment decisions should ...**

Please rank the importance of the following criteria the BCDCOG could consider when prioritizing transportation investments and improvements in the rural areas of the Berkeley-Charleston-Dorchester region over the next 20 years? Mark the most important as 1, the second most important as 2, and so on.

CRITERIA	RANK (1 – 12)
Address congestion by building new roads/highways	
Address congestion by widening existing roads/highways	
Improve existing infrastructure (pavement conditions, bridges, drainage, etc.)	
Improve public transportation	
Improve freight mobility	
Minimize impacts to and preserve the environment (wetlands, parks, wildlife, etc.)	
Improve and/or expand bicycle and pedestrian facilities (connectivity, access, etc.)	
Address safety for all system users	
Support land use (area plans, land suitability, etc.)	
Support economic development	
Support evacuation routes	
Financial viability	

**16. Is there any specific road/intersection location(s) that you feel could be improved upon?**

Please identify the locations, the issues (safety, traffic congestion, truck traffic, infrastructure condition, etc.) and the type of improvements you feel could resolve the issue (traffic lights, turn lanes, roundabouts, additional lanes, crosswalks, sidewalks, bike lanes, resurfacing, etc.).

If completing paper form, return it to nearest Town Hall or please mail by Thursday, October 31<sup>st</sup>, to:

Attn: Sarah Cox  
 Berkeley-Charleston-Dorchester Council of Governments  
 5790 Casper Padgett Way  
 N. Charleston, SC 29406

**Project Contacts**

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 Sarah Cox – [sarahc@bcdco.com](mailto:sarahc@bcdco.com)

Tel: (843)529-0400      www.bcdco.com

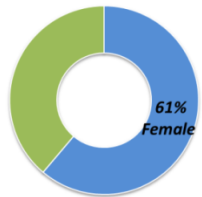
A Program of the Berkeley-Charleston-Dorchester Council of Governments



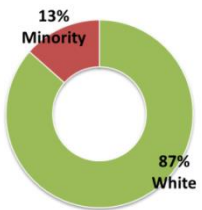
Figure A – Public Survey Results

**101** Participants      **52%** Respondents reside in Berkeley County

### DEMOGRAPHICS



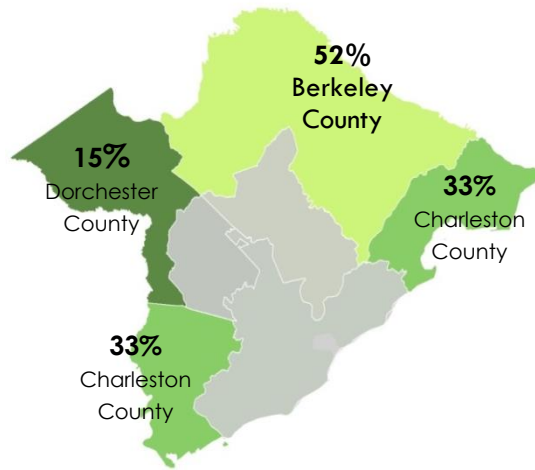
GENDER



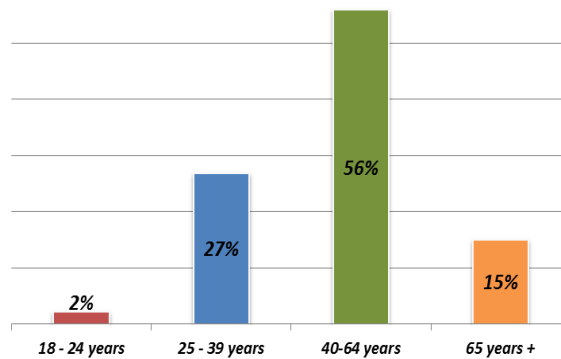
RACE/ETHNICITY



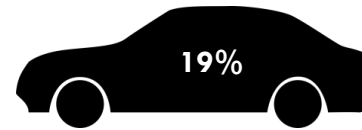
AVG. HOUSEHOLD



SURVEY RESPONSE RATE BY COUNTY



AGE DISTRIBUTION



ZERO OR ONE VEHICLE

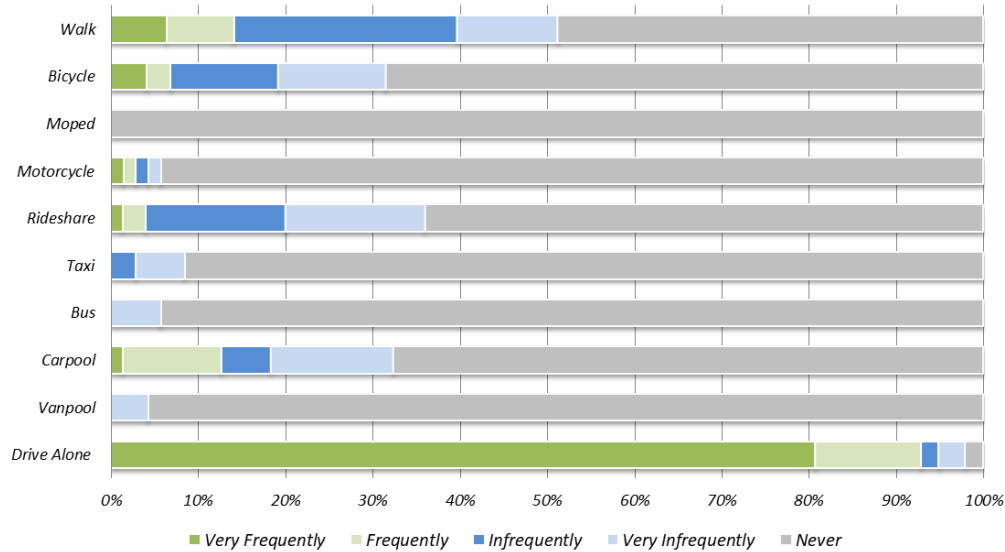
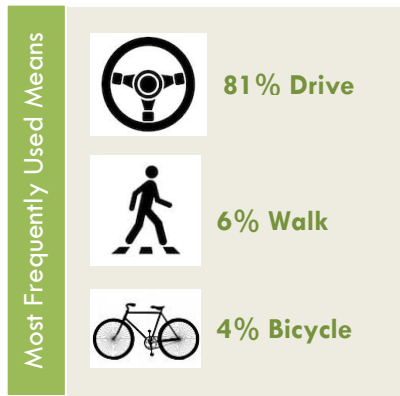


TRANSPORTATION COST 30% OR MORE



Figure A – Public Survey Results (Continued)

### MEANS OF TRANSPORTATION



### THE MOST EFFECTIVE WAY TO IMPROVE TRANSPORTATION

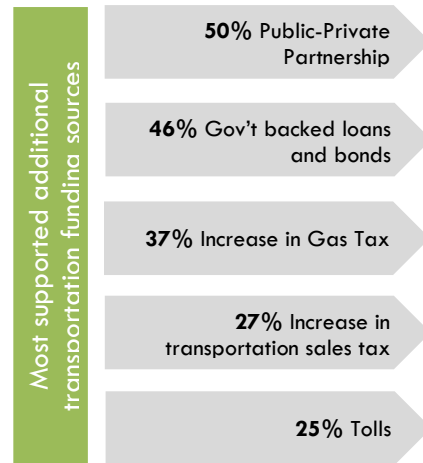
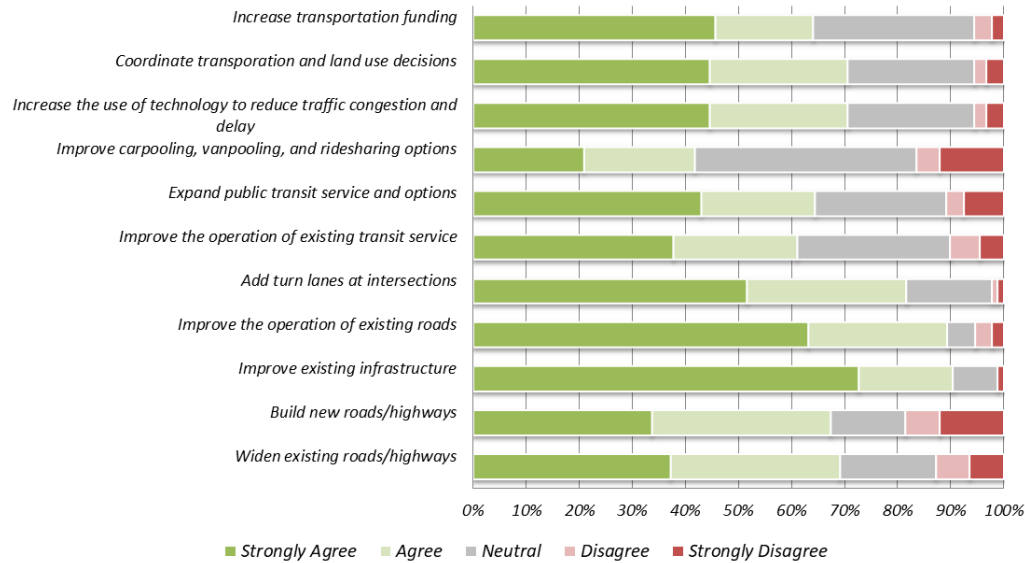


Figure A – Public Survey Results (Continued)

## WHEN MAKING TRANSPORTATION INVESTMENT DECISIONS WE SHOULD CONSIDER...

Ranked evaluation and prioritization criteria



Table A – Comments from Survey Respondents (to Rural Areas)

ID	Issues in Rural Areas
1	Turning arrow lights at 165 & 17. Turning arrow lights at 165 & 162 Highway. 162 repaved/ possibly widened a little.
2	The intersection of Hwy 41 and French Santee Rd/17A in Jamestown. We have had a number of accidents at this location. Every day a few vehicles traveling south on Hwy 41 wanting to turn right onto 17A (Heading to Moncks Corner) or left onto French Santee Road (Heading to McClellanville) sometimes come to a complete stop at the intersection even though they have the right of way with a yellow flashing light. Vehicles approaching the intersection's red flashing light need some kind of advanced warning to alert them to the fact that they will have to stop. I have witnessed a few near accident situations caused by drivers who fail to come to a complete stop at the flashing red light. The markings at the intersection are worn/faded. This is a high traffic intersection with a large number of 18 wheelers traveling on Hwy 41 and 17A along with dump trucks carrying gravel from the Martin-Marietta quarry located on French Santee Road.
3	The ditches on Seewee Rd are overgrown. During heavy rain and hurricanes, the ditches do not flow out so the homeowners yards are flooded. It's a mess.
4	Safety concerns in Ravenel on Highway 17 and 165. Many accidents and deaths due to pedestrian crossings, speeding, truck traffic and middle lane mergers.
5	Ridge Rd from the city down to Givahans Park Rd needs to be re-surfaced after years of dump truck travel from the sand pits off Wire Rd. Traffic Light at the intersection of Ridgeville Rd and Hwy 78. Getting out on to 78 is getting harder to do. Light at the intersection of 27 and 126
6	I'm not sure how we could fix this; however, when there is an accident at the Tail Race Bridge, traffic gets backed up all the way down HWY 52. It could take hours before you can get across to get home. The only other option to get around the bridge is to take HWY 6 which is in the other direction. I am from Pineville but I live the Forty-One Community of St. Stephen. I noticed that a lot of the residents like to walk the streets for exercise or to visit neighbors. The problem is that there are not any sidewalks and most use the road instead of the grass especially at night/early morning. When residents walk down HWY 52 into St. Stephen they are using the median for walking and bikes and that also should be a safety concern. I do love how the roads in my neighborhood are always repaired in a timely manner.
7	Hwy. 52 at Hwy. 402. Traffic congestion every day in the afternoon due to vehicles trying to enter 52 from 402. Also, issues when there is an accident at the location. There is no way to exit Moncks Corner when the lanes are shut down. It is not going to get better with time. To see how to fix it, look at Hwy 17 and Hwy 41 in Mount Pleasant. It was the same issue 10 years ago.
8	Hwy 165/U.S.17 in Ravenel needs directional turn arrows immediately
9	Hwy 162 needs to be completely redone. It's crumbling in lots of spot and all they ever seem to do is hot parch it. When they have repaired parts of it in the past they leave so much debris on the side of the road they cause water to pool on the road and ditches to be clogged. This causes flooding which causes the roads to breakdown again.
10	Yes, the wire road between Ridgeville & Grover has been resurfaced piecemeal and between Grover & the Orangeburg County line needs to be resurfaced in a bad way!
11	Highway 162 needs to be improved, widened and more turn lanes added. More bike lanes added everywhere. Sidewalk and bike lane along Toogoodoo Road from at least Wilson Road to 162 intersection.

Table B – Comments from Survey Respondents (to Urban Areas)

#	Issues in CHATS Urban Areas
1	Yeaman's Hall near Remount - in the morning and in the afternoon, especially when there is a train, the traffic is ridiculous and it is difficult to get out of the neighborhood. I know it's not Berkeley County, but Remount in that area, especially in the mornings, is AWFUL.
2	Yeaman's Hall at Murray Dr. Turning left from Yeamans Hall Rd to Murray Dr without turn signal is dangerous during school hours.
3	We are far past the implementation of rail transit to outlying cities along I-26 and then feed off the major corridors. Far too many cars on the roads that were built to transport less. Building of neighborhoods has been going on for decades and roads have been an afterthought.
4	Turn lights at Savage and Paul Cantrell. Turn lights at Wappoo and 17.
5	Turn lanes at Montague Plantation and Highway 52; widening 176 in Goose Creek; widening 52 and N. Rhett from Goose Creek to I-526 (traffic is terrible in rush hour!!); signal improvements all along North Rhett and Henry Brown, resurfacing and shoulder improvements to eliminate rough surfaces and potholes everywhere. Cane Bay and other developments should be charging an impact fee to pay for the roads!
6	The train that stops on north Rhett
7	The parts of Hanahan/ Otranto that border Rivers Ave.
8	The last part of Dorchester Road to be upgraded (Orangeburg Rd to 17A) has fallen apart within two years of its completion. Why hasn't the contractor been held accountable and required to fix the roadway?
9	The intersection at Rivers, Otranto Rd and North Park Blvd in North Charleston. Our family has had 2 accidents there because of congestion along with how backed up it gets during rush hour because people try to cut thru there from NAD Rd to get back on Rivers. Also the exit ramp at hey 26 west and Jedburg Rd needs more than one lane and to be long because people are lined up on the shoulder exiting and then people are cutting in and causing accidents. The intersection of cane bay Blvd. and N. Creek dr. gets so backed up during rush hours there needs to be another entrance into cane bay
10	Rose and Brighton Park Blvd needs a light badly before someone gets killed. Rose Drive needs sidewalks so walkers or bikers don't get killed walking from Carriage Lane or Tramway to access 17-A to go to work. This road is overdue, i've been here 20 yrs and it's unsafe wish you would quit catering to Nexton.
11	River Road on Johns Island between Main Road and Maybank Highway is terribly unsafe. The deep ditches, large trees, and constant heavy traffic volume combine to create one of the most unsafe stretches of road in the county. Two fatal traffic accidents have occurred on this stretch in the last few weeks. I feel the ditches could easily be culverted, allowing the roadway to be widened and also possibly bike lanes or sidewalks. Brownswood Road on Johns Island suffers from the same issues as River Road. This road is now basically suburban and should feature bike lanes, sidewalks, crosswalks, and turning lanes in keeping with its new use.
12	Remount Rd. Intersection of remount and rivers. Both I-526 interchanges and Remount Rd. Exit I-26 from Ashley Frustrate- downtown and vice versa.
13	Railroad tracks. 526 is coming apart with potholes and complete the project.
14	Railroad Ave. Extension as promised over 10 years ago. Hanahan and its children need this now not later!!!
15	Maple street & hwy 78, turning lanes Maple street & Richardson, turning lane W butternut, old Orangeburg & mallard, roundabout

Table B – Comments from Survey Respondents (to Urban Areas) (Continued)

#	Issues in CHATS Urban Areas
16	Mt. Holly and highway 52, needs turn lanes. Berkeley county needs to require more sidewalk connectivity. Most importantly, impact fees should be implemented to provide infrastructure improvements, including parks!
17	Manholes and pavement should be installed or repaired in such a manner that they should be level with each other.
18	Limit all left turns on University Blvd between NAD and I-26 to intersections with stop lights only. Install a center median to stop left turns except for controlled intersections or add specific lanes for U turns. Put up a barrier on North Rhett after Remount just before I-526 to stop assholes from running the left lane until the last minute, they know what lane gets onto I-526 and can get in it with the rest of us at the appropriate time.
19	I 26 2 hours to go from College Park to Charleston is completely stupid and has happened numerous times in the last 30 days alone. I 25 years there has been little highway capacity added while the population has exploded and I am totally sick of it. Myrtle Beach has been building a lot of roads why can't we?
20	I 26 & 526 take truck port traffic off and put on rail to less congested areas
21	I-526/I-26 interchange
22	I-526 needs to be expanded sooner than later. Merge of I-526 and I-26 needs to be fixed sooner than current plans.
23	I-26 and 526 merging going west bound. First off with minor sign changes to make those coming from I-26 to change lanes later... you could reduce those merging from stopping and thinking that they have to get over or will end up exiting.. when actually they can travel straight all the way through the lane that is incorrectly labeled exit only. A simple Road stamp with 526 to signal it is a proper lane and , a sign that says keep moving Change lanes later would help.
24	Hwy 176 needs widening from Alt 17 and Cane Bay. Dorchester Road (Hwy 642 needs either wider lanes or traffic lights synchronized. More bike lanes and sidewalks.
25	Highway 17 in southern Charleston County could use park and ride facilities with rapid bus service to Downtown, James Island, Mt. P. I would also love ferries or trains doing the same thing to relieve congestion on 17.
26	Highway 162 is in dire need of resurfacing. There are a huge number of large trucks which traverse this small highway every single day. Each day the road seems to crumble more. Additionally, should consider widening 162 to include at least some shoulders
27	Congestion at the I-26/ 526 interchange could be drastically reduced if public transportation was increased and spread out to more areas
28	Close off Tupper at the 5 corner's intersection & feed traffic to alternate roads there. Leave Route 61, scenic hwy. as a scenic hwy. Improve pavement and infrastructure with improved signage and speed checks. Complete New Road that extends from Bees Ferry Circle to Hwy 165, thus rerouting some of the congestion that feeds onto Hwy 61. Finally quit issuing permits to development until we have improved on existing infrastructure. This traffic is horrendous these days!
29	Build 526 now as the #1 priority; Main and Hwy 17 overfly and widen as well as main and river road widen and roundabout;
30	526 east from 26 to Daniel Island. Old traffic engineering plan does not support increased traffic funneling from Goose Creek/Hanahan to 526 and crossing Don Holt Bridge.
31	52 and Cyress Gardens Rd needs so much work—it's such a dangerous intersection.

Table B – Comments from Survey Respondents (to Urban Areas) (Continued)

#	Issues in CHATS Urban Areas
32	17 and main road. Need flyovers so traffic going to, and coming from, Johns Island does not need to stop. Something also needs done with 17 going through Red Top, maybe a service road for the businesses. Right now it is a very dangerous area.



# Appendix A-2

## PERFORMANCE MEASURES

## Performance Measures and Targets

Although the FAST Act does not specifically include Metropolitan Planning Organizations (MPOs) or Council of Governments (COGs) under the federal performance planning requirements, SCDOT’s planning process for rural regions in South Carolina is based on a partnership with the COGs. Under the Planning Agreement PL-2017-01, COGs are allowed to establish performance targets consistent with the federally-prescribed requirements for Safety (PM 1), Infrastructure Condition (PM 2), and System Reliability (PM 3).

**PM 1 Safety:** Federal regulations require state departments of transportation to establish and report annual safety performance targets by August 31<sup>st</sup> of every year. Per federal rules and SCDOT Planning Procedure Agreement PL-2017-01, MPOs and COGs are also required to formally adopt the State’s safety targets or evaluate and set regionally specific targets, on an annual basis. SCDOT, in coordination with the South Carolina Department of Public Safety, has evaluated and established five targets for safety: number and rate of fatalities, number and rate of serious injuries, and number of non-motorized (NMU) fatalities and serious injuries. For the period 2016-2020, BCDCOG has adopted these performance targets for safety. [Table C](#) presents average and approved safety targets.

**Table C – Safety Targets**

MEASURE	State Baseline (2013-2017 Average)	State Target (2016-2020 Approved)	BCDCOG Baseline (2013-2017 Average)
Traffic Fatalities	915	988	35
Fatality Rate*	1.75	1.79	2.18
Severe Injuries	3,088	2,986	93
Severe Injuries Rate*	5.94	5.42	5.73
NMU Fatalities & Severe Injuries	381	380	9

\* Rate per 100 million vehicle miles traveled (VMT)

For BCDCOG, it entails:

- Addressing areas of concern for fatalities or serious injuries within the non-metropolitan planning area by coordinating closely with SCDOT and incorporating safety considerations on all projects;
- Integrating safety goals, objectives, performance measures, and targets into the planning process; and
- Accounting for the anticipated impact toward achieving the targets within the Transportation Improvement Program (TIP), effectively linking investment priorities to safety target achievement.



**Safety Strategies:** BCDCOG is committed to improving the safety of the area’s transportation system across all modes. Holistic strategies need to be developed that are aimed at enhancing safety for motorized and non-motorized users beyond engineering solutions. The strategies must also recognize the importance of coordination and cooperation with law enforcement, school systems, local jurisdictions, and the community. BCDCOG will persevere to identify, evaluate, and advance projects through the RL RTP and TIP programming activities. It has established Safety Improvements Committee comprised of county and municipal government staff, public safety personnel, public transportation service representatives, school district staff, active transportation advocacy group representatives, and SCDOT staff, in an effort to collectively identify locations with high safety concerns for both motorized and non-motorized users and to propose appropriate safety countermeasures to mitigate them. BCDCOG will continue to actively seek opportunities and engage regional partners to improve safety through education, enforcement, and encouragement programs to support and advance safety targets established by the State.

**PM2 Infrastructure Condition:** The FAST Act and subsequent federal rule established six performance measures (shown in Table D) related to Pavement and Bridge Condition. For the initial 4-year target-setting period of 2018-2021, BCDCOG has elected to adopt SCDOT’s statewide targets by supporting planned and programmed projects that it has identified for inclusion in this Plan and the TIP.

Table D – Infrastructure Condition Targets

	MEASURE	State 2017 Baseline	State 2-Year Target	State 4-Yr Target	BCDCOG 2017 Baseline
PAVEMENT	% of Interstate Pavements in Good Condition	61.4%	N/A	71.0%	45.6%
	% of Interstate Pavements in Poor Condition	1.7%	N/A	3.0%	2.3%
	% of non-Interstate Pavements in Good Condition	10.3%	14.9%	21.1%	2.7%
	% of non-Interstate Pavements in Poor Condition	2.6%	4.3%	4.6%	13.3%
BRIDGES	% of NHS Bridges in Good Condition	41.6%	42.2%	42.7%	11.9%
	% of NHS Bridges in Poor Condition	4.2%	4.0%	6.0%	4.0%

**PM3 System Reliability:** The Federal Highway Administration (FHWA) has established three measures to track travel reliability on the road networks: percent of reliable person-miles traveled on the interstate; percent of reliable person-miles traveled on the non-interstate National Highway System (NHS); and an index of truck travel time reliability. These 2-year and 4-year measures, presented in Table E, collectively report reliability of the NHS network as required by MAP-21. For the initial 4-year target setting period 2018-2021,

BCDCOG has elected to adopt SCDOT’s statewide targets by supporting planned and programmed projects that SCDOT has identified for inclusion in this Plan and the TIP.

**Table E – System Reliability Targets**

MEASURE	State 2017 Baseline	State 2-Year Target	State 4-Yr Target	BCDCOG 2017 Baseline
% of Person-Miles Traveled on the Interstate that are Reliable	94.8%	91.0%	90.0%	100%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	89.8%	N/A	81.0%	91.7%
Truck Travel Time Reliability Index	1.34	1.36	1.45	1.14

**System Reliability Strategies:** BCDCOG in partnership with SCDOT, FHWA, and major employers and stakeholders in the tri-county region is currently facilitating the “Lowcountry Go” rideshare program. The program supports carpools, vanpools, public transportation, walking, and biking that encourage a shift in commuter behavior toward alternative transportation mobility options. The program taps regional employers to promote sustainable commute options such as flextime, staggered shifts, and incentivized travel. With the completion of the Walk+Bike BCD plan, BCD Regional Transit Framework Plan, and BCD Regional Park-and-Ride Study, and the advancement of the Lowcountry Rapid Transit (LCRT) project and continued improvements to the existing local transit systems (i.e. CARTA and TCL), BCDCOG is committed to providing a more balanced mix of transportation alternatives to residents. These activities should help advance the System Reliability targets formulated by the State.



# Appendix B-1

## RURAL WORKFORCE STUDY

Image B – Executive Summary



# Rural Workforce Transportation Study Report

## EXECUTIVE SUMMARY

Prepared For:  
**BCDCOG**  
BERKELEY-CHARLESTON-DORCHESTER  
COUNCIL OF GOVERNMENTS  
PLANNING, PARTNERSHIP & PROSPERITY

Prepared By:  
**CDM  
Smith**

March 2020

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## INTRODUCTION

Initiated in January 2019, the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) commissioned the Rural Workforce Transportation Study in response to the 2018 Comprehensive Economic Development Strategy (CEDS), which provides strategic direction and action items to guide economic development over the next five years. Integrating transportation strategies that connect the region's labor force to job skills training and employment in the region are an important component to achieve the following CEDS goals:

- Grow and support the region's economic base around existing and new sectors that provide long-term economic resiliency and growth.
- Ensure that all residents of the region have access to a variety of education and training opportunities.

The region's rural areas, where public transportation options are limited or unavailable, is home to approximately 20 percent of the BCDCOG's regional unemployed workforce. While the tri-county region of Berkeley, Charleston, and Dorchester counties has a consistently lower unemployment rate than the state as a whole, on average the rural portions of the region have approximately one percent higher unemployment rate (7.8 percent) than the region as a whole (6.9 percent), and some rural areas have unemployment rates as high as 30 percent.

## STUDY PURPOSE AND OBJECTIVES

The purpose of this Rural Workforce Transportation Study is to provide a regional strategy focused on improving access to job skills training and employment for the rural workforce in the Berkeley, Charleston, Dorchester (BCD) region. The study aligns with Economic Development Administration's (EDA) investment priorities to encourage job growth and business expansion in manufacturing by developing a skilled labor force and providing employment access to underserved communities, such as those in rural areas. Employers, major industries and small companies, in the region are increasingly concerned about the shortage of available labor for available jobs.

The key objectives undertaken in this study to meet this purpose included:

1. Developing an understanding of the BCDCOG regional rural workforce and skill sets;
2. Identifying existing and expanding industry training and employment gaps that could be filled by the rural workforce; and,
3. Developing and evaluating potential strategies and recommending ways to better connect the region's rural workforce to job skills training and employment opportunities.

## NEEDS ASSESSMENT

Existing conditions helped to establish a baseline understanding of rural area needs. The conditions also helped identify where both job skills gaps and limited transportation access are creating barriers to gaining employment in the rural communities.

## NEEDS ASSESSMENT FINDINGS

These findings were used to define what workforce mobility means to the region, outline the key needs and barriers that exist, identify geographic rural areas of focus, and to identify targeted sectors/industries facing workforce shortages. The four focus areas for the needs assessment findings included:

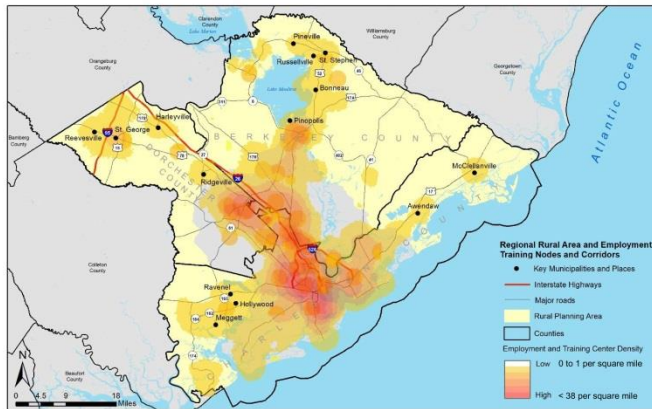
- **Defining Workforce Mobility** – A broad goal of the study and needs assessment included establishing a definition for workforce mobility in the BCD region as defined by project stakeholders.
- **Key Needs and Barriers Today** – Lack of access to vehicles in rural communities; increasing congestion on roads; and the combined challenges of high living costs due to enhanced transportation costs; lack of access to vehicles and higher unemployment and underemployment rates all create barriers to obtaining employment in the rural areas of the region.
- **Education and Training Centers** – There is a combination of public and private training opportunities, which are used to train the workforce to meet these available job opportunities and address unemployment and underemployment gaps in the region.
- **Defining Key Industries and Job Needs** – Currently, over 75 percent of employment opportunities are concentrated in the Health Services and Private Education, Leisure and Hospitality, Professional and Business Services, Government and Trade, Transportation and Utilities sectors. Most employment growth is forecasted to be in the Production and Mechanical, Hospitality, Medical, Business Operations Support, Software and IT.

## RURAL SERVICE AREA AND EMPLOYMENT/TRAINING PROFILES

Based on the needs assessment and additional input received as part of Stakeholder Meetings, key rural areas were mapped for employment, education, and training. Rural service area profiles were then developed to more closely understand each rural population area and potential training and employment needs and opportunities.

### NODES AND CORRIDORS DEVELOPMENT

Data collected through the needs assessment, and through input obtained from stakeholders during Stakeholder Meeting #1 on training, education, and job centers was used to develop a heat map identifying major nodes and corridors within the rural areas in the region and major jobs and training to be served. The heat map of nodes and corridors in the region are shown below. The heat map illustrates tri-county employer locations and densities, major colleges and training centers, major adult education centers, and private training locations.



## DEFINING RURAL SERVICE AREA PROFILES

Based on available data and the identification of places and municipalities within rural areas as part of the initial needs assessment, four main rural clusters were identified within each tri-county area that could comprise an overall rural service area for workforce transportation solutions: Dorchester County northwest of Ridgeville, Berkeley County on the eastern shores of Lake Moultrie, western Charleston County centered near St. Paul's Parish, and eastern Charleston County along US 17 north of Mount Pleasant.

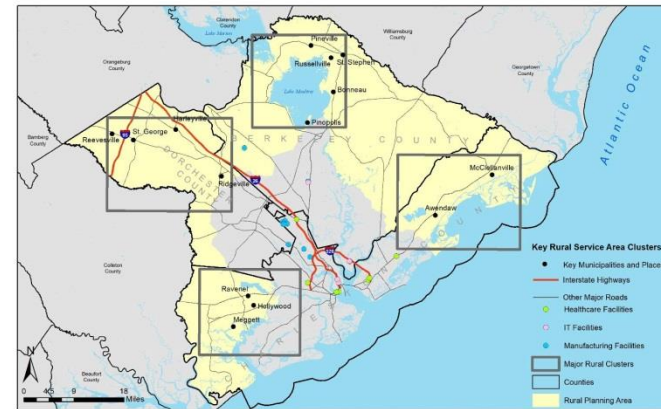


Image B – Executive Summary (Continued)

## TRANSPORTATION STRATEGIES DEVELOPMENT AND EVALUATION

The needs assessment along with one-on-one interviews, rural service employment and educational profiles, and additional stakeholder outreach helped to generally define the region’s rural training and workforce challenges and opportunities. Following these analyses, potential measures of effectiveness for meeting the needs of the study and evaluating transportation strategies were developed. Several potential transportation strategies and other supporting strategies were also identified.

### IDENTIFYING POTENTIAL STRATEGIES

Four broad initial transportation strategies were identified and reviewed with stakeholders and are described below in no particular order of importance.

#	Strategy	Description
1	Expand TriCounty Link Service Coverage and/or Frequency	Enhancing the frequency, modifying existing TriCounty Link deviated fixed-routes, or creating new TriCounty Link deviated or fixed-routes to service more coverage areas
2	Micro-Transit/Ride Hailing and Sharing Options	Partnering with ride hailing or ridesharing companies, also known as transportation network companies (TNCs), to offer service in the rural areas or rides specific to job training and employment services
3	Car Sharing	Car sharing is a type of car rental where people can rent cars for short periods of time, often just hours. Car sharing can be organized through provisions of cars by companies or by public agencies, other cooperatives, or even individuals.
4	New Training and Employment Specific Carpools or Vanpools	New carpools or vanpools could provide rural communities with direct access specifically to jobs or training in the region and users could either meet up at specified locations for group pick-up service or provide direct services from rural user homes to job or training locations.

### DEFINING MEASURES OF EFFECTIVENESS

Measures of effectiveness (MOEs) are tools used to frame the desired results of a proposed solution and help evaluate the effectiveness of strategies comparatively. Based on stakeholder input and analyses undertaken, several measures of effectiveness were identified based on overall goals for service between rural communities and employment and training.

Measure of Effectiveness	Definition	Evaluation Factors	High	Medium	Low
Service Effectiveness/ Accessibility and Connectivity	Services need to be flexible to accommodate different training and job locations throughout the region and to provide different hours of service to accommodate different training or shift hours. Services provided to link rural communities to jobs and training needs to be available and accessible to a broad array of users.	Directness	Direct point to point service	Provides relatively direct services using a group meet up or drop off location	Pick up and drop off locations are only at standard stops or locations
		Travel Time & Reliability	Comparable travel time to regular automobile travel	Similar to regular automobile travel but variable reliability	Significantly slower than regular automobile travel
		Service Flexibility (Time of Day Services)	Provide services at any time	Provide flexible service hours	Provide service at more limited times
Ease of Use/Effective Communications	Services need to provide multiple ways of requesting services, from cellular or smart-phones to calling by telephone or requesting services by computer.		Services are highly visible to potential users, can be made with little instruction, and through a variety of means	Services are generally visible to potential users, may require some searching, and through a variety of means	Services are not visible and service requests are made through less than three potential methods or require access to cell phones or smart phones and broadband access only
Community Partnerships and Collaboration	Strategies that can help leverage partnerships to share costs for services, promote the use of services, and that create a sense of joint community ownership of services are therefore desired.	Partnership	Cost sharing is available and directly benefits employers	Cost sharing is available but has not led to more cost sharing opportunities with private industry	Cost sharing is limited and more costly to support service
		Community Collaboration	Specifically targets user cohorts	Does not target cohorts, but could foster a community of users	Does not promote interactions of users with similar training and employment travel needs

## Image B – Executive Summary (Continued)

### RECOMMENDATIONS

Consensus was reached with stakeholders that moving forward with a carpool and vanpool-oriented strategy would best meet rural workforce training and job transportation needs. Stakeholders suggested that this option provided not only more flexible and reliable services but had the potential to incorporate employers to support these transportation strategies and could help to establish the types of “cohort” models desired to bring a sense of community to rural workers seeking transportation options to meet training, education, and job placement needs.

There was a desire to focus on geographic and industry-specific pilot programs to better facilitate the enhanced coordination that would be needed between BCDCOG, employers, education and training coordinators, and economic and employment partners. When asked about which industries to focus on, there was consensus that focusing on manufacturing, healthcare, and/or technology/IT industries would best align with regional forecasts for growth and needs for further skills training opportunities.

Two options for vanpools or carpools were further considered and evaluated with stakeholder input through this study: a BCDCOG-operated vanpool service or a privately contracted vanpool or carpool service managed through BCDCOG. An agency operated and maintained vanpool would function like other public transportation services in the region, and BCDCOG would be responsible for acquisition of new van fleets to provide the service and maintenance of vehicles. The agency would subsidize fuel, insurance, and maintenance. Drivers could be provided by BCDCOG at additional costs for drivers or drivers could consist of volunteers to lead vanpools, if they have a valid drivers’ license and meet any other requirements established by the agency to provide safe and effective services.

A second option would use a contracted provider to provide vehicles on a monthly fee basis. Drivers would be users of the service, with valid drivers’ licenses and who meet any other requirements established by BCDCOG and the operator. Additional costs to provide fuel and maintenance reimbursement and for insurance coverage would be needed to subsidize full costs of the service. While still heavily subsidized by BCDCOG, the agency benefits from not needing to purchase additional fleet and more expensive costs for staff to maintain fleets. Based on national experience, vans purchased by a transit agency range from \$35,000 to \$60,000 depending on vehicle size, make and model.

Stakeholders did not indicate a preference on the proposed operational structure of a carpool or vanpool service. Each of these types of services have been employed successfully in a variety of places across the nation. Some of the most successful vanpools in the nation, like those that operate in suburban areas outside of Seattle, Washington and Chicago, Illinois have tended to be agency-operated services. These service models allow the agency to work more closely with elected officials, other agencies and the community to tailor and customize solutions and monitor service performance more closely than privately operated models allow. Federal subsidies and grants can help to support services like these relatively easily. Disadvantages are that the agency assumes all costs and risks of the service and staff resources must be dedicated to coordinating services on a day to day basis.

Privately operated options are also prevalent across the nation. Services such as these have been initiated in several places across the nation, including in rural areas of North Carolina (GoTriangle), Pennsylvania, and New Jersey. These outsourced services mean that the agency does not have to maintain and directly coordinate services, leading to a more administrative role in coordinating the vanpool program. The agency still typically addresses costs for liability and insurance and coordinates all contracts. Vanpool fleets can also

be changeable and more flexible in that users can pick a van or car size that is appropriate to the number of users of the vanpool. This model still requires regular day to day BCDCOG support to help coordinate the service, work with the vendor, and to support the successful implementation of the program. Establishing websites, call centers, and other mobile applications to match riders with available services would still need to be coordinated through the agency.

Capital costs and operations and maintenance costs would have different implications for each of these options. Capital costs per vehicle for purchased vehicles can range from \$35,000 to \$65,000 based on national averages and procurement of vehicles by an agency generally takes between 12 and 18 months. Purchasing vehicles is costly and contains several risks for implementation of a new service like this. Each new vehicle procured represents not only an investment of capital outlay, it includes greater operational and maintenance costs associated with maintaining this asset. Operations and maintenance costs to an agency are ongoing and funding assistance at a federal level for operations and maintenance are more limited than assistance for one-time capital purchases.

Other supportive strategies included:

- Technology Integration and Expansion;
- Leveraging Partnerships through Subsidies and Incentives; and
- Enhancing Communication, Coordination, and Outreach.



## IMPLEMENTATION, COSTS, AND FUNDING CONSIDERATIONS

Based on the evaluation of potential strategies, stakeholder input, and additional considerations on how to operate a new vanpool or carpool program, the preferred strategy to move forward is a new vanpool or carpool service, either by BCDCOG purchasing vehicles or through use of a private company to provide vehicles. High level planning costs for implementation and potential funding opportunities are also provided.

### INCREMENTAL IMPLEMENTATION OF THE REGIONAL STRATEGY

A total of 14 potential service areas from each of the four rural areas to these major employment or training locations have been identified as part of this study: four in Berkeley County, three in western Charleston County, three in eastern Charleston County, and four in Dorchester County.

A variety of vanpool or carpools are possible and would focus on linking potential users to manufacturing, health care, and/or training and educational centers. Employment hubs identified included manufacturing concentrated employment along Palmetto Commerce Parkway, concentrations of healthcare providers and employment along US 17 and near North Charleston, and different training and educational centers located near each rural area as well as near these manufacturing and healthcare hubs. These are not all—inclusive of potential carpool or vanpool services that could be offered throughout the region but represent a starting place for more detailed discussions with specific employers and training or education centers to implement and identify demands for service.

Establishing a demonstration pilot vanpool is recommended first to fully develop the vanpool program and needs, and then services could be expanded to serve all regions.

- Demonstration of a pilot vanpool or carpool program could be established in each of the four rural service areas defined in this study and focus on further coordination and partnerships with a specific industry cluster, such as manufacturing along Palmetto Commerce Parkway or Healthcare Providers along US 17 and in North Charleston.
- Alternatively, a pilot vanpool or carpool could be established in each of the rural service areas and focus on coordination with a specific employer. Volvo was identified as a nearby manufacturing employment location, for instance, in Berkeley and Dorchester counties, and is an employer that is expected to increase its needs for workers in the near-term as they expand the Volvo Berkeley County plant location. Implementation first in Berkeley and Dorchester Counties, where distances are shortest between rural areas and this employment location could be prioritized.
- Demonstration of a pilot program vanpool or carpool could focus on one of the rural service areas defined (Berkeley, western Charleston, eastern Charleston, or Dorchester County) and implementation could include work with one or more the concentrated manufacturing and healthcare hubs along Palmetto Commerce Parkway or along US 17 and in North Charleston, respectively.

### PLANNING LEVEL COSTS

Several costs can be anticipated depending on the level of investment and implementation of a demonstration pilot program and some of these high-level costs are identified below. While this may not be all-inclusive of cost items for specific demonstration pilot programs, these are the most important cost considerations in developing a successful program.

#### SUMMARY OF ANTICIPATED COSTS

This cost estimate provides a high-level assumption for costs of implementing services and will need to be refined as part of the implementation program. Costs have been assumed at varying levels of investment, including leasing and implementation of four, eight, or 12 vehicles. A minimum of four vehicles, which could be combination of six- to 12-passenger vehicles, is assumed based on the four major rural service areas defined in this study.

#### CAPITAL COSTS

For the purposes of establishing comparative costs, capital costs are assumed to include costs for purchasing or leasing vans/cars and initiating ride matching software costs. Some maintenance costs are embedded into the costs for leasing vehicles since leased vehicles would be replaced with other available rental vehicles if found to have deficiencies, such as when brakes are worn or age. Annual operating costs for ride matching software subscription services are included in annual operating cost assumptions and would be the same for either the purchase or lease vanpool options. These costs do not estimate how much of the actual costs for vehicles could be subsidized by employer benefit programs. While local governments and agencies may have to initially pay for these costs, the longer-term goal of these services should be to be self-sustaining with private employers helping to pay some portion of these costs incurred for providing the service and enhancing contributions over time as demands for service can be demonstrated to specific employers.

Capital costs for purchasing vans are assumed at \$51,000 per vehicle based on national and local experience and can vary by make, model, and year purchased. Vehicle life is assumed as eight years for purchased vans or minivans based on FTA useful life benchmarks for this vehicle type.

The typical cost of leasing a van, not including fuel or maintenance costs, can range between \$1,200 and \$1,500 per month per vehicle to accommodate fleets holding between 7 and 15 passengers and is shared between users of the system and through the level of agency-desired subsidy to riders. An average of the anticipated range of costs associated with leasing (\$1,300 per vehicle per month) are assumed for high level cost estimating purposes. For ride matching software, an initial cost of \$30,000 is assumed based on BCDCOG experience with recent vendors in the region.

## Image B – Executive Summary (Continued)

### IMPLEMENTATION, COSTS, AND FUNDING CONSIDERATIONS

#### Annual Capital Costs Assumptions (For 4, 8, or 12 Vehicle Implementation)

		Four Vanpools	Eight Vanpools	Twelve Vanpools
Vehicle Fleet Costs*	Vehicle Purchase Cost	\$204,000.00	\$408,000.00	\$612,000.00
	Leasing Vehicle Cost	\$62,400.00	\$124,800.00	\$187,200.00
Ride Matching Software		\$30,000.00	\$30,000.00	\$30,000.00
<b>GRAND TOTAL:</b>	<b>Purchase Option</b>	<b>\$234,000.00</b>	<b>\$438,000.00</b>	<b>\$642,000.00</b>
	<b>Lease Option</b>	<b>\$92,400.00</b>	<b>\$154,800.00</b>	<b>\$217,200.00</b>

\*Vehicle purchasing and leasing options differ in how capital costs are incurred. While purchasing vehicles requires up-front capital investment reflected here, van life extends up to 8 years. As such, while vehicle leasing costs may appear less expensive, when considered across an eight-year life cycle, they are approximately 2.5 times more expensive than purchase costs. At the same time, some larger vehicle maintenance or replacement costs are embedded in leasing prices, so if a vehicle is no longer in good condition, it is replaced for users without additional capital or maintenance cost to the agency.

If desired, park and rides would increase capital costs. Interim and low-cost solutions, such as working with and using church, or other community organization sites, are possible and further discussed in the report.

#### OPERATIONAL COSTS

Operational costs differ between purchase and leasing options. This estimate provides examples of costs associated with initial implementation of either 4, 8, or 12 vanpools for comparative purposes and to provide further insight on how the number of vans may impact operational costs over time. As can be seen, as more vehicles are operated, certain costs, such as operational and maintenance costs, emergency ride home payments, and insurance, increase. This underscores the need for developing cost sharing opportunities with employers and enhancing contributions over time to create self-sustaining services.

#### Purchase Option: Annual Operating Cost Assumptions (For 4, 8, or 12 Vehicle Implementation)

	Four Vanpools	Eight Vanpools	Twelve Vanpools
Operations Costs (Agency)	\$55,522.00	\$111,045.00	\$166,567.00
Fuel, Maintenance Costs	\$15,040.00	\$30,080.00	\$45,120.00
Rideshare Software Subscription Fees	\$30,000.00	\$30,000.00	\$30,000.00
Staff Support	\$65,000.00	\$65,000.00	\$65,000.00
Office Equipment, Printing, Supplies	\$3,000.00	\$3,000.00	\$3,000.00
Emergency Ride Home Claims/Payments	\$2,400.00	\$4,800.00	\$7,200.00
Marketing Budget	\$50,000.00	\$50,000.00	\$50,000.00
Additional Insurance Costs	\$20,800.00	\$41,600.00	\$62,400.00
Planning Level Contingency (5% of total costs)	\$12,088.10	\$16,776.25	\$21,464.35
<b>GRAND TOTAL:</b>	<b>\$253,850.10</b>	<b>\$352,301.25</b>	<b>\$450,751.35</b>

### IMPLEMENTATION, COSTS, AND FUNDING CONSIDERATIONS

#### Lease Option: Annual Operating Cost Assumptions (For 4, 8, or 12 Vehicle Implementation)

	Four Vanpools	Eight Vanpools	Twelve Vanpools
Fuel, Maintenance Costs	\$15,040.00	\$30,080.00	\$45,120.00
Rideshare Software Subscription Fees	\$30,000.00	\$30,000.00	\$30,000.00
Staff Support	\$65,000.00	\$65,000.00	\$65,000.00
Office Equipment, Printing, Supplies	\$3,000	\$3,000	\$3,000
Emergency Ride Home Claims/Payments	\$2,400.00	\$4,800.00	\$7,200.00
Marketing Budget	\$50,000.00	\$50,000.00	\$50,000.00
Additional Insurance Costs	\$20,800.00	\$41,600.00	\$62,400.00
Planning Level Contingency (5% of total costs)	\$8,272.00	\$9,144.00	\$10,016.00
<b>GRAND TOTAL:</b>	<b>\$194,512.00</b>	<b>\$233,624.00</b>	<b>\$272,736.00</b>

While there are high-level cost comparisons possible between purchase and leasing options when capital and operational costs are combined and calculated. Funding availability and resources for both capital and operating expenses can differ between purchasing and leasing options and funding resources available. Additionally, the level of subsidy provided to users to off-set costs for either option varies over time and may influence cost comparison between options. The goal of successful carpool or vanpool services in the region should be that they are self-sustaining and pay for themselves over time. While this is a long-term goal, monitoring ridership and subsidies and incentives against the costs to provide and manage service operations is important to ongoing monitoring of a cost-effective system.

### FUNDING CONSIDERATIONS

In services such as these, local governments and transportation agencies can help to subsidize costs, including liability and insurance coverage and to supplement costs to users. At initial stages of development and implementation of a pilot demonstration project and as costs for the service are more accurately forecasted, coordination with specific employers and training/education centers should be undertaken to identify the level of subsidy that will be available. There are also potential state and federal funding and grant opportunities as well as other unique funding sources that could be used to help support start-up and implementation of a vanpool demonstration pilot program or programs. There are also additional non-profit sources of grant funding, which could also be leveraged to fund potential pilot projects.

## Image B – Executive Summary (Continued)

### IMPLEMENTATION, COSTS, AND FUNDING CONSIDERATIONS

#### POTENTIAL FUNDING SOURCES AND USES

Below is a sample of potential funding sources along with their potential eligible uses.

Type	Source	Use	Amount
Employee/Employer	Pre-tax commuter benefit	Pre-tax deduction for employee/ FICA Tax reduction for employer	\$265/month max
County Government (Berkeley, Charleston, Dorchester Counties)	Local Option Sales Tax	Tax revenue to fund potential program costs	Not to exceed 1 percent
Federal Transit Administration (FTA)	Integrated Mobility Innovation	Ride matching software, ridesharing software enhancements (Lowcountry Go)	\$15 million available in 2019
	Access and Mobility Partnership	Mobility services for disadvantaged populations	
US Department of Commerce, Economic Development Administration (EDA)	2017 Disaster Recovery Funds	Infrastructure to provide jobs and skills training	\$587 Million available to eligible grantees
	Opportunity Zones	Tax incentives to recruit private investment into pilot projects	
US Department of Transportation	BUILD/TIGER Grant	Facilities, capital costs, vehicles, park and ride lots	\$25 million maximum award
SC Department of Commerce, Community Development Block Grant Program (CDBG)	Community Infrastructure Grant	Central Passenger Structures	\$50,000-\$750,000
	Community Enrichment Grant	Workforce Development Services	\$50,000- \$500,000
	Special Projects Program	Community Development Projects	\$50,000-\$150,000
Non-Profit Grants	Bank of America Foundation	LMI economic mobility	
	AWS Foundation – Welder Workforce Grants	Training center enhancements	Up to \$25,000
	Walmart Foundation	Quality of life programs for work dignity	
	Coastal Community Foundation (CCF) or United Way	Provide access to economic opportunity	
	Volvo Car USA Community Investment Grant	Projects addressing safety, quality, education, and environment	Up to \$25,000

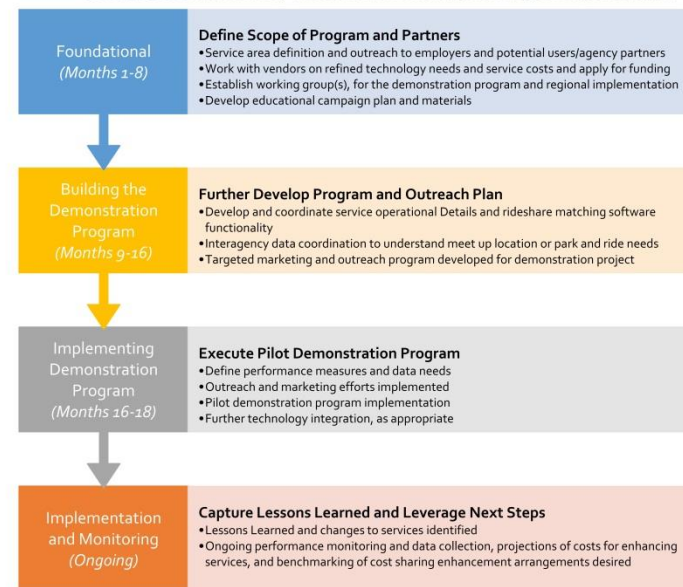
## CONCLUSIONS AND NEXT STEPS

Implementing a new carpool/vanpool program from the ground-up will require significant effort and buy-in from industry and other agency partners to be successful. A summary of key next steps that will help establish the foundation for the program and help to build the program in targeted ways are provided below. Continual monitoring of the program to help build an ultimately self-sustaining program will be necessary throughout the process.

### KEY STEPS AND MILESTONES

It is anticipated that additional planning required to fully develop a specific demonstration program will take approximately 12 to 18 months. The timeline will depend on the demonstration program selected and can vary depending on the level of implementation desired. Understanding key steps and milestones can help to further define planning needs for implementation. These steps, key milestones, and anticipated duration or schedule are shown graphically on the figure below.

#### Generalized Schedule and Key Milestones for Demonstration Program Implementation





# Appendix B-2

## BIKE-PED RECOMMENDATIONS

## Overview

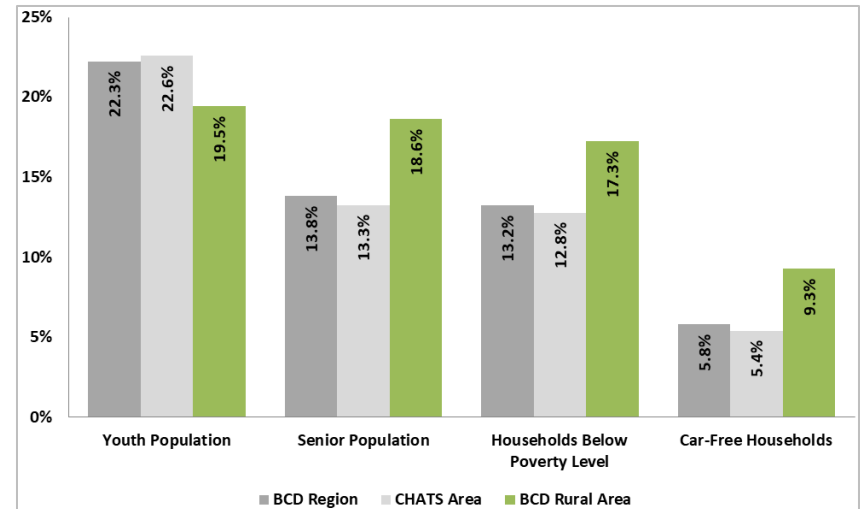
The demand for walking and bicycling is much more context-sensitive than that of motorized modes of travel and is influenced by a number of factors such as existing land use and built environment; characteristics and state of facilities; natural environment including weather, climate, and topography; socio-demographic factors; and attitudes and perceptions.

The Berkeley-Charleston-Dorchester region is locally and nationally known as an active, healthy and prosperous place to live. The region's abundant natural resources and destinations include miles of coastline, tidal rivers, bays, inlets, islands, and estuaries as well as large areas of protected lands such as the Francis Marion National Forest, Santee Coastal Reserve and Cape Romain National Wildlife Reserve. These destinations offer residents with a diverse mix of recreational activities and opportunities to engage in a healthy lifestyle. The region's low-lying topography also adds to the comfort and accessibility for individuals travelling on foot or by bicycle. In addition to the recreational demands for walking and bicycling, there also exists a large utilitarian or non-discretionary need for alternative modes of travel for work and other non-recreational trip purposes within the region.

Approximately 20% of the rural area population is comprised of children 18 years and younger, while 19% of the population is seniors 65 years and older. In general, the demand for both walking and bicycling decline with age; however, behavioral research also shows that walking and bicycling for utilitarian purposes are highest for younger travelers since they are unable to drive. While older adults typically have a higher demand for walking and bicycling for recreation and physical activity purposes, this demand may also be influenced by mobility constraints due to income and/or the impact of age related impairment on an individual's ability to drive.

When compared to the tri-county region and CHATS urban area, the rural area has a higher than average proportion of households living below poverty and households that do not own an automobile. Based on Year 2017 US Census data illustrated in Figure B, the proportion of zero-vehicle households in rural areas is almost twice that of the entire region. This number is highest in rural Berkeley County, where roughly 1,170 households do not own a vehicle. For these households, alternative modes of travel including bicycling and walking may be the only option they have for their daily trip activity regardless of the facilities available or the conditions they experience.

Figure B – Population Profile



Development patterns in rural areas also make it more challenging to utilize alternative travel modes. Development is typically sparser, covering larger footprints with longer distances between major origins and destinations. Longer travel distances and time are not preferred for non-discretionary bicycle and walk trips. While safety tends to be the greatest concern for recreational users, a network that also provides good coverage and connectivity to activities is important to the utilitarian user.

## Popular Facilities

**East Coast Greenway:** The East Coast Greenway is a national pedestrian and bicycle route extending roughly 3,000 miles from Calais, Maine to Key West, Florida. The Greenway is intended to provide safe and sustainable travel options to users of all abilities for commute, exercise, and recreation purposes. It is also planned to increase mobility and access between neighborhoods, communities, and activity centers along the corridor. While the alignment of the Greenway includes on-road and dedicated facilities such as trails, bikeways, rail trails, and pathways, partners of the Greenway continue to work toward the corridor's long-term vision to have at least 80% of the system along traffic-separated trails and 20% on low-traffic rural roads and city streets.

In Year 2005, BCDCOG completed a trail master plan for the approximate 95-mile section of the East Coast Greenway that passes through the region, primarily along US-17 in Charleston County, connecting many of the rural communities such as Hollywood, Ravenel, Awendaw and McClellanville to the region's urban areas and major employment centers. In planning for the Greenway, focus was placed on connecting the trail system to key destinations and venues, providing linkages between communities, existing parks and greenspaces, nature preserves, community facilities including schools, cultural resources, and historic facilities, and commercial areas.

Of the local rural municipalities located along the Greenway, the Town of Awendaw has been actively planning and delivering the 12-mile trail segment within its jurisdiction. The Town, as part of its Municipal Park Plan, recently completed and opened the first phase of the Awendaw East Coast Greenway, a 2.3-mile off-road bicycle and pedestrian path. The Town is committed to further developing the trail that offers safe and easy access to the local cultural and environmental amenities, promotes healthier lifestyles, and supports local economy.

**Palmetto Trail:** Conceived in Year 1994, the South Carolina Palmetto Trail is the state's largest bicycle and pedestrian project. The roughly 500-mile cross-state hiking and bicycling trail connects the State's coastal area (Awendaw on the Intercostal Waterway) to the mountains (Wallhalla in the Blue Ridge Mountains) and many of the towns in between. The trail is envisioned to form a major spine that supports a network of connected trails and bikeways through South Carolina, linking state and county parks, national forests, nature preserves, wildlife management areas, Revolutionary War battlefields, and other historic, cultural and environmental resources. Roughly 85 miles of the Palmetto Trail passes through the tri-county region, mainly in rural Charleston County and Berkeley County. Starting at the Intracoastal Waterway in the Town of Awendaw, it works its way westward along the Awendaw Creek, through the Lowcountry marshes and Francis Marion National Forest to the banks of Lake Moultrie and beyond, providing access and connection to communities of Huger, Pineville, Pinopolis, Cross, Town of Bonneau and Town of St. Stephen.

**SCPRT Touring Bike Routes:** Two of the State's Parks, Recreation, and Tourism (PRT) bicycle touring routes traverse through Berkeley County and Dorchester County. The Walter Ezell Route along SC-45 in Berkeley County connects McClellanville, Jamestown, St. Stephen, and Pineville. It also connects Ridgeville, Moncks Corner, and Jamestown to the adjacent counties and beyond. The trail provides public access to outdoor recreation, supports alternative travel options, and fosters tourism, business, and economic development. These touring routes that travel along SCDOT-maintained roadways are identified to showcase the State's aesthetic qualities.

## Recommendations

In Year 2017, BCDCOG developed a long-range regional active transportation master plan - *Walk+Bike BCD* - in partnership with its member governments, local advocacy groups and non-profits, and citizens. The master plan establishes a vision and implementation plan for investing in walking and biking projects that support the region's goals of expanding active transportation options as well as improving the health, safety, economic development, and quality of life of its residents. It also seeks to improve the region's 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.

*Walk+Bike BCD* is framed around the "6 E's" of pedestrian and bicycling planning: Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity. Opportunities and recommendations identified in the plan include policies, programs, and projects that address these concepts collectively to develop and sustain walk- and bike-friendly places. Building on the extensive cooperative work accomplished in the master plan, the 2040 RL RTP bike-ped projects incorporates major elements of recommendations identified in [Table F](#). Various pedestrian and bicycle facility types can be implemented based on national best practices. However, some facilities are more practical in an urban context with higher pedestrian and bicycle traffic, facilities such as shared lanes (signed and/or marked), signed routes, multi-use paths and paved shoulders shown below appear more suitable in rural areas.

Image C – Bicycle and Pedestrian Facility Types



Table F – Walk+Bike BCD Recommendations in Rural Areas

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
1	Fraser St	N Highway 17	1300 Feet N Of N Highway 17	Charleston	75	Shared Use Path	None	0.24	\$95,612	\$191,225
1	N Highway 17	Rutledge Rd	Fraser St	Charleston	75	Shared Use Path	None	1.08	\$433,237	\$866,475
2	Santee Gun Club Rd	10,000 Feet East Of Santee Rd	End Of Unnamed Driveway	Charleston	10	Sharrows	None	1.30	\$20,789	\$68,863
3	Santee Gun Club Rd	S Santee Rd	9400 Ft East Of S Santee Rd	Charleston	10	Sharrows	None	1.78	\$28,458	\$94,266
4	Rutledge Rd	Old Georgetown Rd	N Highway 17	Charleston	55	Sharrows	None	1.50	\$23,967	\$79,390
5	Rutledge Rd	Old Georgetown Rd	3000 Ft E Of Germantown Rd	Charleston	55	Sharrows	None	0.47	\$7,552	\$25,017
6	Old Georgetown Rd	Highway 45	Rutledge Rd	Charleston	45	Sharrows	None	5.91	\$94,504	\$313,045
7	S Santee Rd	N Highway 17	N Highway 17	Charleston	35	Sharrows	None	4.22	\$67,524	\$223,673
8	Dupre Rd	Raybourne Beach Rd	S Santee Rd	Charleston	25	Sharrows	None	2.05	\$32,734	\$108,430
9	Dupre Rd	Pinckney St	Raybourne Beach Rd	Charleston	80	Sharrows	None	4.02	\$64,381	\$213,261
10	Pinckney St	Lofton Ct	N Pinckney St	Charleston	95	Shared Use Path	None	0.92	\$368,265	\$736,530
11	N Highway 17	River Rd	S Santee Rd	Charleston	60	Shared Use Path	None	0.67	\$266,015	\$532,030
11	S Santee Rd	N Highway 17	S Santee Rd	Charleston	60	Shared Use Path	None	0.08	\$31,984	\$63,968
12	N Highway 17	River Rd	River Rd	Charleston	80	Sharrows	None	0.11	\$1,802	\$5,969
12	N Pinckney St	Pinckney St	River Rd	Charleston	80	Sharrows	None	0.56	\$8,990	\$29,779
12	River Rd	N Pinckney St	Northern Terminus Of Northern Section Of River Rd	Charleston	80	Sharrows	None	1.74	\$27,857	\$92,276
13	S Pinckney St	Old Cemetery Rd	Old Cemetery Rd	Charleston	90	Sharrows	None	0.04	\$594	\$1,968
13	S Pinckney St	Pinckney St	Old Cemetery Rd	Charleston	90	Shared Use Path	None	0.62	\$247,569	\$495,139
14	Kit Hall Rd	Old Cemetery Rd	Shared Use Path 1700 Feet West Of Romain Rd	Charleston	90	Shared Use Path	None	0.98	\$390,458	\$780,916
14	Old Cemetery Rd	Kit Hall Rd	S Pinckney St	Charleston	90	Shared Use Path	None	0.10	\$39,837	\$79,674
15	Old Georgetown Rd	Highway 45	Palmers Bridge Rd	Charleston	35	Sharrows	None	2.86	\$45,739	\$151,509
16	Highway 45	N Highway 17	Randall Rd	Charleston	85	Sharrows	None	0.19	\$3,029	\$10,033
16	Randall Rd	Old Georgetown Rd	Highway 45	Charleston	85	Sharrows	None	2.46	\$39,360	\$130,381



Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
16	S Pinckney St	Highway 45	Old Cemetery Rd	Charleston	85	Sharrows	None	0.18	\$2,951	\$9,775
17	French Santee Road	Chicken Creek Road	Palmers Bridge Rd	Berkeley	55	Paved Shoulder	None	3.81	\$277,917	\$1,522,830
17	Highway 45	Old Georgetown Rd	Palmers Bridge Rd	Charleston	55	Paved Shoulder	None	3.90	\$284,999	\$1,561,641
18	Halfway Creek Rd	Halfway Creek Road B	Halfway Creek Road	Berkeley	40	Paved Shoulder	None	5.55	\$404,808	\$2,218,129
18	Halfway Creek Road	Halfway Creek Road B	Halfway Creek Road	Berkeley	40	Paved Shoulder	None	5.88	\$429,195	\$2,351,751
19	Shared Use Path	Hwy 17 Near Woodyard Rd	Kit Hall Rd	Charleston	65	Shared Use Path	None	3.53	\$1,410,301	\$2,820,602
20	N Highway 17	Honey Bear Rd	1200 Feet Sw Of Woodyard Rd	Charleston	80	Shared Use Path	None	2.43	\$972,696	\$1,945,391
20	Shared Use Path	N Highway 17	Shellmore Ln	Charleston	80	Shared Use Path	None	0.37	\$147,835	\$295,670
21	Old Georgetown Rd	Highway 17	Tibwin Rd	Charleston	60	Sharrows	None	4.63	\$74,123	\$245,531
22	Shared Use Path	Doar Rd	Shared Use Path Across From Old Georgetown Rd	Charleston	85	Shared Use Path	None	3.13	\$1,252,026	\$2,504,052
23	N Highway 17	Middle Hill Rd	Old Georgetown Rd	Charleston	70	None	New Sidewalk	0.63	\$234,503	\$837,512
25	N Highway 17	Middle Hill Rd	Jenkins Hill Rd	Charleston	70	None	New Sidewalk	1.30	\$479,671	\$1,713,109
26	N Highway 17	Jenkins Hill Rd	Murrell Rd	Charleston	85	None	New Sidewalk	0.89	\$329,252	\$1,175,899
27	N Highway 17	Steed Creek Rd	Murrell Rd	Charleston	85	None	New Sidewalk	0.31	\$114,986	\$410,663
28	Doar Rd	N Highway 17	3200 Ft East Of Raw Dew Dr	Charleston	80	Sidepath	None	1.24	\$495,981	\$991,961
29	N Highway 17	Thames Rd	200 Ft S Of Steed Creek Rd	Charleston	85	Sidepath	None	0.54	\$217,610	\$435,220
30	Steed Creek Rd	Willow Hall Rd	Halfway Creek Rd	Charleston	45	Paved Shoulder	None	4.48	\$326,987	\$1,791,708
31	Steed Creek Rd	Halfway Creek Rd	Highway 41	Berkeley	40	Paved Shoulder	None	7.43	\$542,112	\$2,970,479
32	Halfway Creek Rd	Guerins Bridge Rd	Steed Creek Rd	Berkeley	30	Paved Shoulder	None	7.54	\$550,661	\$3,017,318
37	Forest Service Rd 260-B	Gull Bay	Shared Use Path 2900 East Of Hwy 17	Charleston	65	Shared Use Path	None	1.15	\$459,586	\$919,172

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
37	Gull Bay	Forest Service Rd 260-B	Shared Use Path	Charleston	65	Shared Use Path	None	0.25	\$101,909	\$203,818
37	Shared Use Path	Gull Bay	3700 Ft S Of Gull Bay	Charleston	65	Shared Use Path	None	0.70	\$278,868	\$557,736
38	Shared Use Path	Doar Rd	Forest Service Rd 260-B	Charleston	80	Shared Use Path	None	2.11	\$842,480	\$1,684,961
39	Shared Use Path	Maxville Rd	Doar Rd	Charleston	70	Shared Use Path	None	1.92	\$767,779	\$1,535,558
40	Shared Use Path	Maxville Rd	Forest Service Rd 5158	Charleston	55	Shared Use Path	None	1.20	\$479,745	\$959,490
41	Shared Use Path	Seewee Rd	Forest Service Rd 5158	Charleston	70	Shared Use Path	None	2.16	\$863,818	\$1,727,635
211	French Quarter Creek Road	Cainhoy Rd	Cainhoy Rd	Berkeley	65	Shared Use Path	None	0.91	\$364,926	\$729,852
211	Shared Use Path	Pimilico Blvd	French Quarter Creek Rd	Berkeley	65	Shared Use Path	None	8.46	\$3,382,815	\$6,765,630
366	Savannah Hwy	Highway 165	Old Jacksonboro Rd	Charleston	65	Shared Use Path	None	2.28	\$911,176	\$1,822,352
367	Old Jacksonboro Rd	Highway 165	Savannah Hwy	Charleston	40	Paved Shoulder	None	2.83	\$206,577	\$1,131,927
368	Highway 165	Savannah Hwy	Drayton St	Charleston	60	Shared Use Path	None	0.94	\$377,943	\$755,886
369	Ellington School Rd	Miley Hill Rd	Eastern Terminus	Charleston	30	Sharrows	None	0.60	\$9,602	\$31,807
369	Martin St	Highway 165	Ellington School Rd	Charleston	30	Sharrows	None	1.48	\$23,725	\$78,589
370	Drayton St	Highway 165	Salters Hill Rd	Charleston	60	Shared Use Path	None	1.30	\$520,640	\$1,041,280
370	Shared Use Path	Salters Hill Rd	Highway 162	Charleston	60	Shared Use Path	None	4.10	\$1,640,538	\$3,281,077
372	Highway 162	Highway 165 / Gibson Rd	Scott White Rd / Dixie Plantation Rd	Charleston	50	Paved Shoulder	None	4.03	\$294,448	\$1,613,414
372	Scott White Rd	Gibson Rd	Highway 162	Charleston	50	Paved Shoulder	None	0.16	\$11,922	\$65,326
373	Dixie Plantation Rd	Highway 162	Highway 162	Charleston	45	Sharrows	None	4.06	\$64,975	\$215,228
374	Shared Use Path	Highway 165	Highway 162	Charleston	60	Shared Use Path	None	2.24	\$894,515	\$1,789,030
375	Highway 162	Highway 165	Highway 164	Charleston	55	Paved Shoulder	None	4.18	\$305,487	\$1,673,902

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
376	Shared Use Path	Toogoodoo Rd	2300 Ft South Of Highway 164	Charleston	55	Sidepath	None	1.13	\$452,528	\$905,056
376	Shared Use Path	Highway 164	2400 Ft South Of Highway 164	Charleston	55	Shared Use Path	None	0.44	\$175,851	\$351,702
377	Highway 165	Highway 162	Toogoodoo Rd	Charleston	65	Shared Use Path	None	0.71	\$282,084	\$564,169
377	Toogoodoo Rd	Highway 165	Highway 165	Charleston	65	Shared Use Path	None	0.24	\$96,554	\$193,108
378	Highway 165	Toogoodoo Rd	Ethel Post Office Rd	Charleston	45	Shared Use Path Sharrows	None	1.07	\$444,812	\$912,079
379	Highway 165	Ethel Post Office Rd	Southern Terminus/ Saint Marys Ln	Charleston	70	Shared Use Path	None	1.85	\$740,025	\$1,480,050
380	Wilson Rd	Oyster Rd	Quigley Rd	Charleston	25	Sharrows	None	1.54	\$24,616	\$81,539
381	Ethel Post Office Rd	Highway 165	Quigley Rd	Charleston	25	Sharrows	None	1.13	\$18,069	\$59,855
382	Ethel Post Office Rd	1100 Ft West Of Smoak Rd	Quigley Rd	Charleston	35	Sharrows	None	1.42	\$22,670	\$75,095
383	Highway 162	Highway 164	Highway 174	Charleston	45	Paved Shoulder	None	2.25	\$163,950	\$898,358
384	Highway 164	Willtown Rd	Highway 162	Charleston	45	Paved Shoulder	None	2.47	\$180,071	\$986,692
385	Highway 174	Willtown Rd	Highway 162	Charleston	45	Paved Shoulder	None	1.05	\$76,566	\$419,538
386	Highway 174	Toogoodoo Rd	Willtown Rd	Charleston	45	Paved Shoulder	None	1.24	\$90,867	\$497,901
387	Pine Landing Rd	End Of Paved Portion O Pine Landing Rd	Highway 174	Charleston	45	Sharrows	None	3.09	\$49,455	\$163,818
388	Steamboat Landing Rd	Cypress Tree Ln	Steamboat Landing Rd Ext	Charleston	30	Sharrows	None	1.69	\$27,069	\$89,665
389	Highway 174	Cypress Tree Ln	Pine Landing Rd	Charleston	50	Paved Shoulder	None	3.05	\$222,304	\$1,218,102
390	Highway 174	Cypress Tree Ln	Botany Bay Rd	Charleston	40	Paved Shoulder	None	2.42	\$176,797	\$968,749
391	Botany Bay Rd	Frampton Inlt	Highway 174	Charleston	10	Sharrows	None	1.47	\$23,593	\$78,153
392	Highway 174	Palmetto Rd	Botany Bay Rd	Charleston	55	Paved Shoulder	None	2.49	\$181,829	\$996,323
393	Highway 174	Toogoodoo Rd	White Point Rd	Charleston	45	Paved Shoulder	None	1.98	\$144,310	\$790,742

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
394	Highway 174	White Point Rd	5400 Ft South Of White Point Rd	Charleston	30	Paved Shoulder	None	1.02	\$74,304	\$407,147
395	Highway 174	Rosa Scott Rd	6800 N Of Rosa Scott Rd	Charleston	45	Paved Shoulder	None	1.29	\$94,126	\$515,760
396	Highway 174	Rosa Scott Rd	Russell Creek Rd	Charleston	50	Paved Shoulder	None	1.66	\$120,921	\$662,579
397	Highway 174	Pine Landing Rd	Russell Creek Rd	Charleston	65	Paved Shoulder	None	1.52	\$110,730	\$606,737
398	Dawho Rd	Highway 174	Highway 174	Charleston	20	Sharrows	None	0.37	\$5,873	\$19,455
399	Shared Use Path	Bennetts Point Road	4300 East Of Hope Plantation Road	Charleston	35	Shared Use Path	None	5.38	\$2,152,693	\$4,305,386
400	Shared Use Path	4300 East Of Hope Plantation Road	Highway 174	Charleston	40	Shared Use Path	None	4.06	\$1,624,714	\$3,249,427
401	Hutton Plantation Rd	Willtown Rd	Parkers Ferry Rd	Charleston	65	Paved Shoulder	None	3.67	\$268,255	\$1,469,890
401	Parkers Ferry Rd	Savannah Hwy	Hutton Plantation Rd	Charleston	65	Paved Shoulder	None	1.54	\$112,678	\$617,415
401	Willtown Rd	Hutton Plantation Rd	Highway 174	Charleston	65	Paved Shoulder	None	3.66	\$267,473	\$1,465,603
402	Old Jacksonboro Rd	Highway 174	Highway 174	Charleston	40	Paved Shoulder	None	2.96	\$215,762	\$1,182,259
403	Highway 174	Highway 162	Old Jacksonboro Rd	Charleston	30	Paved Shoulder	None	2.20	\$160,808	\$881,140
404	Highway 174	Savannah Hwy	Old Jacksonboro Rd	Charleston	65	Shared Use Path	None	0.37	\$148,588	\$297,177
404	Savannah Hwy	Old Jacksonboro Rd	Highway 174	Charleston	65	Shared Use Path	None	1.78	\$711,146	\$1,422,291
405	Old Jacksonboro Rd	Highway 174	Savannah Hwy	Charleston	40	Paved Shoulder	None	1.89	\$137,784	\$754,980
406	Old Jacksonboro Rd	Highway 165	Savannah Hwy	Charleston	25	Paved Shoulder	None	3.72	\$271,559	\$1,487,993
407	Savannah Hwy	New Rd	500 Ft West Of Highway 165	Charleston	70	None	Improve Existing Sidewalk	1.27	\$234,182	\$1,003,636
407	Savannah Hwy	New Rd	Old Jacksonboro Rd	Charleston	70	Shared Use Path	None	2.80	\$1,120,324	\$2,240,649
407	Savannah Hwy	Highway 165	New Rd	Charleston	70	Shared Use Path	Improve Existing Sidewalk	1.38	\$806,521	\$2,195,591

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
408	Highway 165	Old Jacksonboro Rd	Savannah Hwy	Charleston	55	Shared Use Path	None	0.73	\$292,363	\$584,726
416	Sand Pit Dr	Sullivans Landing Rd	Old Beech Hill Rd	Dorchester	0	Paved Shoulder	None	3.71	\$270,973	\$1,484,785
417	Prakers Ferry Rd	Redbreast Ln	Summers Dr	Dorchester	10	Paved Shoulder	None	1.44	\$105,068	\$575,716
417	Sullivans Landing Rd	Sand Pit Dr	Prakers Ferry Rd	Dorchester	10	Paved Shoulder	None	3.48	\$254,165	\$1,392,685
418	Parkers Ferry Rd	Redbreast Ln	Savannah Hwy	Charleston	20	Paved Shoulder	None	6.89	\$503,154	\$2,757,008
422	Old Beech Hill Rd	Augusta Hwy	Sand Pit Dr	Dorchester	10	Paved Shoulder	None	3.46	\$252,737	\$1,384,858
424	Highway 61	230 Ft West Of Shad Ln	Givhans Rd	Dorchester	20	Paved Shoulder	None	3.43	\$250,219	\$1,371,064
425	Givhans Ferry Rd	Wire Rd	Highway 61	Dorchester	35	Paved Shoulder	None	2.59	\$188,813	\$1,034,593
426	Church St	S Railroad Ave	Givhans Rd	Dorchester	35	Paved Shoulder	None	0.05	\$3,996	\$21,896
426	Givhans Rd	Church St	Highway 61	Dorchester	35	Paved Shoulder	None	6.15	\$449,070	\$2,460,656
427	Smoak Rd	Lois Ln	Wire Rd	Dorchester	45	Paved Shoulder	None	4.88	\$356,411	\$1,952,938
428	Hill St	W Main St	Short Cut Rd	Dorchester	50	Paved Shoulder	None	0.38	\$27,774	\$152,186
428	Short Cut Rd	Highway 78	Hill St	Dorchester	50	Paved Shoulder	None	4.24	\$309,549	\$1,696,159
429	E Main St	School House Rd	Second Bend Rd	Dorchester	50	Paved Shoulder	None	4.93	\$360,165	\$1,973,506
430	Highway 15 S	S Parler Ave	Wire Rd	Dorchester	45	Paved Shoulder	None	5.16	\$376,743	\$2,064,347
431	Church St	Rigby St	Whetsell St	Dorchester	25	Paved Shoulder	None	0.07	\$5,099	\$27,938
431	Cross Creek Rd	Wire Rd	Whetsell St	Dorchester	25	Paved Shoulder	None	4.95	\$361,109	\$1,978,682
431	Rigby St	Church St	Railroad Ave	Dorchester	25	Paved Shoulder	None	0.07	\$5,399	\$29,584
431	Whetsell St	Cross Creek Rd	Church St	Dorchester	25	Paved Shoulder	None	0.13	\$9,580	\$52,493
432	Dorange Rd	Rigby Rd	Johnston Ave	Dorchester	25	Paved Shoulder	None	3.57	\$260,869	\$1,429,419

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
433	Badham Dr	Harley Rd	Hartzog Bailey Rd	Dorchester	45	Paved Shoulder	None	1.87	\$136,377	\$747,272
434	Wire Rd	Hog Have Dr	Cross Creek Rd	Dorchester	10	Paved Shoulder	None	7.96	\$580,984	\$3,183,476
435	St Mark Bowman Rd	Charleston Hwy	Bay St	Dorchester	40	Paved Shoulder	None	5.91	\$431,453	\$2,364,128
436	Charleston Hwy	1200 Ft West Of St Mark Bowman Rd	W Main St	Dorchester	25	Paved Shoulder	None	4.86	\$354,665	\$1,943,372
437	Highway 15 N	Bass Dr	W Main St	Dorchester	15	Paved Shoulder	None	4.03	\$294,015	\$1,611,038
437	Highway 15 S	Highway 15 N	Highway 15 N	Dorchester	15	Paved Shoulder	None	0.62	\$45,241	\$247,899
438	W Main St	Highway 15 N	Pat St	Dorchester	50	Paved Shoulder	None	4.90	\$357,850	\$1,960,825
438	W Main St	Judge St	Pat St	Dorchester	50	Bike Lanes	Improve Existing Sidewalk	0.25	\$63,179	\$292,122
439	Highway 15 N	W Main St	Farmers Market Rd	Dorchester	15	Paved Shoulder	None	5.03	\$367,403	\$2,013,166
440	Highway 15 N	Farmers Market Rd	N Parler Ave	Dorchester	55	Bike Lanes	None	0.24	\$17,814	\$97,609
440	N Parler Ave	Memorial Blvd	Highway 15 N	Dorchester	55	Bike Lanes	None	0.55	\$40,064	\$219,529
441	N Parler Ave	Memorial Blvd	Nw Railroad Ave	Dorchester	70	Bike Lanes	None	0.19	\$14,113	\$77,332
441	S Parler Ave	Highway 15 S	Nw Railroad Ave	Dorchester	70	Bike Lanes	None	0.58	\$42,359	\$232,104
442	E Jim Bilton Blvd	Sugar Hill Rd	Memorial Blvd	Dorchester	85	Separated Bike Lanes	Improve Existing Sidewalk	0.78	\$231,979	\$1,393,120
442	Memorial Blvd	N Parler Ave	E Jim Bilton Blvd	Dorchester	85	Separated Bike Lanes	Improve Existing Sidewalk	0.34	\$101,784	\$611,247
443	Memorial Blvd	N Parler Ave	W Jim Bilton Blvd	Dorchester	75	Separated Bike Lanes	Improve Existing Sidewalk	0.85	\$254,521	\$1,528,489
444	Badham Dr	W Jim Bilton Blvd	W Jim Bilton Blvd	Dorchester	75	Separated Bike Lanes	Improve Existing Sidewalk	0.33	\$99,409	\$596,989
444	W Jim Bilton Blvd	Exit 77 (I-95)	Bryant St	Dorchester	75	Separated Bike Lanes	Improve Existing Sidewalk	1.56	\$465,909	\$2,797,950
445	Judge St	W Main St	Gardner Blvd	Dorchester	25	Paved Shoulder	None	3.33	\$242,965	\$1,331,316

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
446	E Main St	W Main St	Second Bend Rd	Dorchester	50	Bike Lanes	Improve Existing Sidewalk	0.86	\$222,241	\$1,027,586
446	W Main St	S Railroad Ave	Judge St	Dorchester	50	Bike Lanes	Improve Existing Sidewalk	0.29	\$73,482	\$339,763
447	State Rd	Highway 311	Old State Rd	Berkeley	20	Paved Shoulder	None	2.42	\$176,924	\$969,445
448	Old Gilliard Road	Fish Road	State Rd	Berkeley	25	Paved Shoulder	None	8.05	\$587,847	\$3,221,080
449	Highway 311	Mudville Road	State Rd	Berkeley	20	Paved Shoulder	None	9.16	\$668,954	\$3,665,500
450	Calamus Pond Road	Unpaved Unnamed Road	Mudville Road	Berkeley	10	Paved Shoulder	None	2.05	\$149,375	\$818,493
450	Unpaved Unnamed Road	Calamus Pond Road	Cooper Store Rd	Berkeley	10	Paved Shoulder	None	5.49	\$400,663	\$2,195,414
451	State Rd	Lebanon Road	Mudville Road	Berkeley	10	Paved Shoulder	None	3.75	\$273,853	\$1,500,563
452	State Rd	Highway 311	Mudville Road	Berkeley	10	Paved Shoulder	None	4.97	\$362,759	\$1,987,722
453	Fish Road	Lebanon Road	Old Gilliard Road	Berkeley	45	Shared Use Path	None	5.32	\$2,127,746	\$4,255,491
453	Lebanon Road	Fish Road	State Rd	Berkeley	45	Shared Use Path	None	1.00	\$400,558	\$801,115
454	Old Gilliard Road	Exit 187	Fish Road	Berkeley	75	Shared Use Path	None	1.94	\$774,215	\$1,548,430
454	Ridgeville Rd	Exit 187	Highway 78	Dorchester	75	Shared Use Path	None	1.23	\$492,581	\$985,162
455	Mudville Road	Old Gilliard Road	State Rd	Berkeley	10	Paved Shoulder	None	2.29	\$167,519	\$917,913
456	Mudville Road	Highway 311	State Rd	Berkeley	20	Paved Shoulder	None	7.27	\$530,421	\$2,906,416
457	Highway 6	Mudville Road	2800 West Of Sugar Hill Dr	Berkeley	35	Paved Shoulder	None	9.31	\$679,660	\$3,724,163
458	Mudville Road	Highway 311	Ranger Drive	Berkeley	45	Paved Shoulder	None	0.09	\$6,672	\$36,559
458	Ranger Drive	Short Cut Rd	Mudville Road	Berkeley	45	Paved Shoulder	None	2.20	\$160,286	\$878,279
458	Short Cut Rd	Ranger Drive	Old Highway 6	Berkeley	45	Paved Shoulder	None	3.81	\$278,118	\$1,523,935

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
459	Trojan Road	Old Highway 6	English Road	Berkeley	85	Paved Shoulder	None	2.46	\$179,824	\$985,334
460	Highway 45	English Road	Viper Road	Berkeley	75	Paved Shoulder	None	1.36	\$99,267	\$543,928
461	Highway 45	Edgewater Road	Viper Road	Berkeley	30	Paved Shoulder	None	2.10	\$153,633	\$841,824
462	Highway 45	Peru Road	Edgewater Road	Berkeley	50	Paved Shoulder	None	9.25	\$675,420	\$3,700,932
463	Ravenell Drive	Peru Road	Graham Street	Berkeley	100	Paved Shoulder	None	2.22	\$161,796	\$886,552
464	Highway 35	Russellville Road	Russell Store Road	Berkeley	40	Paved Shoulder	None	0.03	\$2,125	\$11,645
464	Old Mill Road	Russellville Road	North Highway 52	Berkeley	40	Paved Shoulder	None	1.26	\$91,914	\$503,638
464	Russell Store Road	Western Terminus	Highway 35	Berkeley	40	Paved Shoulder	None	1.22	\$89,090	\$488,167
464	Russellville Road	Highway 35	Old Mill Road	Berkeley	40	Paved Shoulder	None	1.27	\$92,462	\$506,641
465	North Highway 52	Root Branch Road	S Williamsburg County Hwy	Berkeley	65	Paved Shoulder	None	4.64	\$338,560	\$1,855,121
466	North Highway 52	Root Branch Road	1100 Ft East Of Pinetree Drive	Berkeley	65	Paved Shoulder	None	2.43	\$177,152	\$970,693
467	Byrnes Drive	Graham Street	Albany Street	Berkeley	50	Buffered Bike Lanes	None	0.13	\$15,110	\$133,011
467	North Highway 52	1100 Ft East Of Pinetree Drive	Byrnes Drive	Berkeley	50	Buffered Bike Lanes	None	0.80	\$90,420	\$795,950
468	Byrnes Drive	Albany Street	Ravenell Drive	Berkeley	50	Buffered Bike Lanes	None	0.64	\$72,278	\$636,251
469	Byrnes Drive	Russellville Road	Ravenell Drive	Berkeley	65	Buffered Bike Lanes	None	0.39	\$43,939	\$386,790
470	Byrnes Drive	Palmetto Road	Russellville Road	Berkeley	60	Buffered Bike Lanes	None	0.37	\$41,789	\$367,861
471	Russellville Road	Byrnes Drive	Venning Street	Berkeley	75	Bike Lanes	New Sidewalk	0.37	\$163,178	\$634,131
472	Russellville Road	700 Ft E Of Glisson Lane	Venning Street	Berkeley	80	Bike Lanes	New Sidewalk	0.83	\$366,364	\$1,423,737
473	Russellville Road	Old Mill Road	700 Ft E Of Glisson Lane	Berkeley	65	Paved Shoulder	New Sidewalk	0.54	\$239,958	\$932,509
474	Ravenell Drive	Park Avenue	Pitts Street	Berkeley	70	Bike Lanes	None	0.18	\$13,430	\$73,589



Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
473	Russellville Road	Old Mill Road	700 Ft E Of Glisson Lane	Berkeley	65	Paved Shoulder	New Sidewalk	0.54	\$239,958	\$932,509
474	Ravenell Drive	Park Avenue	Pitts Street	Berkeley	70	Bike Lanes	None	0.18	\$13,430	\$73,589
474	Ravenell Drive	Park Avenue	Graham Street	Berkeley	70	Bike Lanes	New Sidewalk	0.66	\$293,619	\$1,141,040
475	Church Road	Hood Street	Byrnes Drive	Berkeley	80	Bike Lanes	None	0.23	\$16,944	\$92,844
475	Church Road	Brick Church Circle	Hood Street	Berkeley	80	Bike Lanes	New Sidewalk	0.24	\$105,399	\$409,595
476	Brick Church Circle	Mendel Rivers Road	Roosevelt Drive	Berkeley	55	Paved Shoulder	None	0.14	\$9,996	\$54,775
476	Mendel Rivers Road	Brick Church Circle	Harristown Road	Berkeley	55	Paved Shoulder	None	0.84	\$61,649	\$337,805
477	Mendel Rivers Road	Forty-One Road	Harristown Road	Berkeley	35	Paved Shoulder	None	3.60	\$263,006	\$1,441,127
478	North Highway 52	Old Mill Road	Mandella Road	Berkeley	70	Paved Shoulder	None	2.78	\$202,798	\$1,111,225
479	Mendel Rivers Road	Gravel Hill Road	Forty-One Road	Berkeley	20	Paved Shoulder	None	0.96	\$70,304	\$385,226
480	Main Street	Magnolia Street	North Highway 52	Berkeley	100	Paved Shoulder	None	1.92	\$140,408	\$769,361
480	North Highway 52	Mandella Road	Main Street	Berkeley	100	Paved Shoulder	None	1.09	\$79,771	\$437,099
481	Black Oak Road	Western Terminus	Magnolia Street	Berkeley	65	Paved Shoulder	None	2.81	\$205,407	\$1,125,520
482	Magnolia Street	Mendel Rivers Road	Black Oak Road	Berkeley	65	Paved Shoulder	None	1.46	\$106,530	\$583,728
482	Mendel Rivers Road	Gravel Hill Road	Magnolia Street	Berkeley	65	Paved Shoulder	None	0.95	\$69,407	\$380,310
483	Main Street	Murrays Ferry Road	Magnolia Street	Berkeley	75	Paved Shoulder	None	0.66	\$48,367	\$265,024
483	North Highway 52	Sunrise Drive	Murrays Ferry Road	Berkeley	75	Paved Shoulder	None	2.45	\$178,544	\$978,325
484	North Highway 17a	North Highway 52	1000 Ft East Of Patts Road	Berkeley	65	Paved Shoulder	None	4.43	\$323,250	\$1,771,231
485	North Highway 52	Canady Branch Rd	North Highway 17a	Berkeley	70	Shared Use Path	None	2.83	\$1,132,296	\$2,264,591
487	Highway 402	North Highway 52	Witherbee Road	Berkeley	40	Paved Shoulder	None	3.29	\$240,012	\$1,315,135

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
488	Cordesville Road	Highway 402	Witherbee Road	Berkeley	30	Paved Shoulder	None	2.59	\$189,343	\$1,037,498
489	Bethera Road	Mail Route Road	Pickin Parlor Lane	Berkeley	20	Paved Shoulder	None	6.57	\$479,394	\$2,626,817
490	Bethera Road	Boggy Head Road	Pickin Parlor Lane	Berkeley	20	Paved Shoulder	None	1.90	\$138,727	\$760,147
491	Highway 41	Boggy Head Road	North Highway 17a	Berkeley	55	Paved Shoulder	None	6.68	\$487,509	\$2,671,282
492	Highway 41	French Santee Rd	3800 Ft N Or Neils Place	Berkeley	70	Paved Shoulder	None	1.59	\$115,894	\$635,035
493	Santee River Road	North Highway 17a	Greentown Road	Berkeley	40	Paved Shoulder	None	7.00	\$511,246	\$2,801,349
494	North Highway 17a	Mail Route Road	Santee River Road	Berkeley	40	Paved Shoulder	None	6.10	\$445,077	\$2,438,779
495	North Highway 17a	Bethera Road	Mail Route Road	Berkeley	60	Bike Lanes	New Sidewalk	2.49	\$1,100,693	\$4,277,434
496	Bethera Road	North Highway 17a	Mail Route Road	Berkeley	65	Bike Lanes	New Sidewalk	1.69	\$745,917	\$2,898,730
497	North Highway 17a	1000 Ft East Of Patts Road	East Church Street	Berkeley	65	Paved Shoulder	New Sidewalk	0.76	\$338,362	\$1,314,918
498	East Church Street	Long Acre Drive	North Highway 17a	Berkeley	65	None	New Sidewalk	1.38	\$508,702	\$1,816,794
499	Gravel Hill Road	Mendel Rivers Road	Greentown Road	Berkeley	45	Paved Shoulder	None	2.35	\$171,271	\$938,469
499	Greentown Road	Harristown Rd	Santee River Road	Berkeley	45	Paved Shoulder	None	3.98	\$290,230	\$1,590,303
500	Santee River Road	Betaw Road	Greentown Road	Berkeley	55	Paved Shoulder	None	5.61	\$409,777	\$2,245,351
501	Church Road	Brick Church Circle	Betaw Road	Berkeley	75	Bike Lanes	New Sidewalk	0.56	\$248,903	\$967,269
502	Old Highway 6	Farm Hill Circle	County Line Road	Berkeley	60	Paved Shoulder	None	2.37	\$172,762	\$946,642
503	Sharper Drive	Farm Hill Circle	Spiers Landing Road	Berkeley	80	None	New Sidewalk	1.70	\$629,453	\$2,248,047
504	Spiers Landing Road	Sharper Drive	Old Highway 6	Berkeley	80	None	New Sidewalk	1.50	\$553,790	\$1,977,822
505	Spring Plains Road	Light Line Lane	Spiers Landing Road	Berkeley	80	None	New Sidewalk	1.23	\$454,583	\$1,623,510

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
506	Old Highway 6	Farm Hill Circle	Spiers Landing Road	Berkeley	80	Bike Lanes	New Sidewalk	0.85	\$377,643	\$1,467,570
507	Old Highway 6	Spiers Landing Rd	Short Cut Rd	Berkeley	50	Bike Lanes	New Sidewalk	0.72	\$319,093	\$1,240,036
508	Old Highway 6	Short Cut Rd	Spring Plains Road	Berkeley	50	Bike Lanes	New Sidewalk	0.76	\$335,007	\$1,301,881
509	Old Highway 6	Ranger Drive	Spring Plains Road	Berkeley	55	Bike Lanes	New Sidewalk	1.76	\$778,458	\$3,025,188
510	Highway 41	Boggy Head Road	Steed Creek Rd	Berkeley	40	Paved Shoulder	None	8.40	\$612,947	\$3,358,613
511	Highway 402	Cordesville Road	Steed Creek Rd	Berkeley	50	Paved Shoulder	None	8.60	\$627,796	\$3,439,980
512	Highway 402	Witherbee Road	Cordesville Road	Berkeley	65	Paved Shoulder	None	3.76	\$274,542	\$1,504,342
513	Witherbee Road	Cordesville Road	Highway 402	Berkeley	40	Paved Shoulder	None	4.08	\$297,778	\$1,631,662
514	Witherbee Road	Cordesville Road	Bethera Road	Berkeley	45	Paved Shoulder	None	6.44	\$469,978	\$2,575,223
516	Pinopolis Rd	Northern Terminus	400 Ft South Of Dial Ln	Berkeley	10	Paved Shoulder	None	2.44	\$178,291	\$976,939
538	Cooper Store Rd	State Rd	Black Tom Road Extension	Berkeley	30	Paved Shoulder	None	3.48	\$253,924	\$1,391,366
539	Black Tom Road Extension	Black Tom Rd	Cooper Store Rd	Berkeley	30	Paved Shoulder	None	1.89	\$137,646	\$754,226
547	State Rd	Cypress Campground Road	Lebanon Road	Berkeley	30	Shared Use Path	None	1.76	\$703,120	\$1,406,239
548	State Rd	Wassamassaw Lane	Cypress Campground Road	Berkeley	55	Shared Use Path	None	1.69	\$675,957	\$1,351,914
549	Jedburg Rd	State Rd	Wildgame Road	Berkeley	30	Paved Shoulder	None	3.89	\$283,692	\$1,554,477
571	S Railroad Ave	Campbell Thickett Rd	Church St	Dorchester	60	Shared Use Path	None	1.24	\$495,066	\$990,132
572	Highway 78	School St	Campbell Thickett Rd	Dorchester	50	Shared Use Path	None	0.66	\$264,652	\$529,304
572	Highway 78	Lucille Rd	Campbell Thickett Rd	Dorchester	50	Shared Use Path	New Sidewalk	0.75	\$575,877	\$1,586,354
572	W 5th North St	Lucille Rd	Dawson Branch Rd	Dorchester	50	Shared Use Path	None	1.63	\$653,795	\$1,307,589
573	School St	Church St	Highway 78	Dorchester	65	Bike Lanes	New Sidewalk	1.56	\$692,433	\$2,690,882

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
574	Highway 78	School St	Ridgeville Rd	Dorchester	55	Shared Use Path	None	1.47	\$586,616	\$1,173,232
575	Ridgeville Rd	Highway 78	School St	Dorchester	65	Bike Lanes	New Sidewalk	1.30	\$575,563	\$2,236,710
576	Church St	S Railroad Ave	Oak St	Dorchester	55	Bike Lanes	New Sidewalk	0.34	\$148,619	\$577,551
581	Old Jacksonboro Rd	Savannah Hwy	180 Ft S Of Savannah Hwy	Charleston	60	Shared Use Path	None	0.05	\$18,708	\$37,416
581	Savannah Hwy	Ace Basin Pkwy	Old Jacksonboro Rd	Charleston	60	Shared Use Path	None	3.37	\$1,346,904	\$2,693,808
582	Shared Use Path	Oakville Rd	Toogoodoo Rd Near Burdens Rd	Charleston	65	Shared Use Path	None	0.92	\$368,518	\$737,037
582	Toogoodoo Rd	Oakville Rd	Highway 174	Charleston	65	Shared Use Path	None	1.39	\$557,750	\$1,115,500
583	Summit Plantation Rd	Shared Use Path	Toogoodoo Rd	Charleston	45	Shared Use Path	None	0.14	\$56,739	\$113,479
583	Toogoodoo Rd	Summit Plantation Rd	Highway 165	Charleston	45	Shared Use Path	None	2.10	\$841,737	\$1,683,473
584	Shared Use Path	Toogoodoo Rd Near Burdens Rd	Summit Plantation Rd	Charleston	35	Shared Use Path	None	2.09	\$835,224	\$1,670,448
782	Cypress Campground Road	State Rd	Sabb Drive	Berkeley	30	Paved Shoulder	None	6.33	\$462,114	\$2,532,133
782	Myers Mayo Rd	School St	320 Ft East Of Wagon Trail Rd	Dorchester	30	Paved Shoulder	None	0.83	\$60,280	\$330,299
782	Myers Mayo Rd	School St	320 Ft East Of Wagon Trail Rd	Dorchester	30	Paved Shoulder	None	0.20	\$14,900	\$81,644
783	Ridge Rd	Wire Rd	Dorchester St	Dorchester	25	Paved Shoulder	None	4.92	\$359,339	\$1,968,982
784	Ridge Rd	S Main St	Dorchester St	Dorchester	35	Sharrows	None	0.41	\$6,620	\$21,930
784	S Main St	Ridge Rd	S Railroad Ave	Dorchester	35	Sharrows	None	0.25	\$4,028	\$13,344
784	S Railroad Ave	S Main St	Church St	Dorchester	35	Sharrows	None	0.07	\$1,169	\$3,871
785	Shared Use Path	E Main St	Ridgeville Rd	Dorchester	70	Shared Use Path	None	5.11	\$2,045,616	\$4,091,231
786	Wire Rd	Cane Island Rd	Ridge Rd	Dorchester	25	Paved Shoulder	None	5.57	\$406,869	\$2,229,417
787	Wire Rd	Highway 15 S	Cane Island Rd	Dorchester	25	Paved Shoulder	None	6.86	\$501,115	\$2,745,835

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
788	Wire Rd	Cross Creek Rd	Highway 15 S	Dorchester	10	Paved Shoulder	None	4.23	\$308,607	\$1,690,999
789	Highway 15 S	Wire Rd	Jefferies Hwy	Dorchester	15	Paved Shoulder	None	3.03	\$221,339	\$1,212,816
790	School House Rd	Highway 78	E Main St	Dorchester	75	Paved Shoulder	New Sidewalk	1.53	\$679,118	\$2,639,137
791	E Main St	School House Rd	400 Ft Se Of School House Rd	Dorchester	70	Paved Shoulder	None	0.07	\$5,409	\$29,639
791	E Main St	400 Ft Se Of School House Rd	Highway 78	Dorchester	70	Shared Use Path	None	1.76	\$705,144	\$1,410,288
791	Highway 78	E Main St	Highway 78	Dorchester	70	Paved Shoulder	None	0.03	\$2,272	\$12,450
792	Highway 78	Sugar Hill Rd	Short Cut Rd	Dorchester	75	Shared Use Path	None	3.60	\$1,440,297	\$2,880,595
793	Highway 78	Sandhill Rd	Smook Rd	Dorchester	75	Shared Use Path	None	4.14	\$1,656,891	\$3,313,781
793	Highway 78	Sandhill Rd	School House Rd	Dorchester	75	Shared Use Path	New Sidewalk	0.28	\$215,327	\$593,157
794	Highway 78	Short Cut Rd	Smook Rd	Dorchester	70	Shared Use Path	None	1.73	\$692,728	\$1,385,456
795	E Main St	Highway 78	Highway 78	Dorchester	65	Shared Use Path	None	0.09	\$36,373	\$72,746
795	Highway 78	400 Ft West Of E Main St	Ridgeville Rd	Dorchester	65	Shared Use Path	None	2.83	\$1,133,475	\$2,266,950
796	Highway 78	Delee Cir	400 Ft West Of E Main St	Dorchester	65	Shared Use Path	None	1.21	\$483,241	\$966,482
796	Highway 78	School House Rd	Delee Cir (East Side)	Dorchester	65	Shared Use Path	New Sidewalk	1.42	\$1,094,083	\$3,013,846
797	Rigby St	Johnston Ave	Bay St	Dorchester	45	Paved Shoulder	None	0.09	\$6,652	\$36,448
797	Rigby St	Johnston Ave	Railroad Ave	Dorchester	45	Paved Shoulder	Improve Existing Sidewalk	0.14	\$34,961	\$161,649
798	Johnston Ave	Dorange Rd	Badham Dr	Dorchester	25	Bike Lanes	None	0.79	\$57,967	\$317,625
799	Highway 78	Ridgeville Rd	Ridgeville Rd	Dorchester	50	Shared Use Path	None	0.44	\$175,418	\$350,836
800	French Santee Road	Chicken Creek Road	North Highway 17a	Berkeley	65	Paved Shoulder	None	10.35	\$755,279	\$4,138,517
801	North Highway 17a	Santee River Road	French Santee Road	Berkeley	55	Paved Shoulder	None	3.69	\$269,435	\$1,476,359

Table F – Walk+Bike BCD Recommendations in Rural Areas (Continued)

Proj ID	Facility	From	To	County	Score	Bike Facility	Ped Facility	Miles	Low Cost	High Cost
802	Cainhoy Rd	Ladson Lane	Highway 41	Berkeley	40	Paved Shoulder	None	6.21	\$453,066	\$2,482,552
803	Highway 4	Driftwood Lane	Highpoint Circle	Berkeley	40	Paved Shoulder	None	1.19	\$86,749	\$475,335
803	Highway 41	Highpoint Circle	Charity Church Road	Berkeley	40	Paved Shoulder	None	4.74	\$345,985	\$1,895,806

Total Estimate (High Cost) = **\$342,153,854**

