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Appendix I.
Public Involvement

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US 52 Bus Rapid Transit Feasibility Study – Public Involvement Plan

Berkeley-Charleston-Dorchester Council of Governments

May 2024

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Non-Discrimination Statement

Berkeley Charleston Dorchester Council of Governments (BCDCOG) operates its programs and services without regard to race, color, and national origin in accordance with the Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with BCDCOG.

For more information on BCDCOGs Title VI Policy and the procedures to file a complaint, contact the Title VI Designee Robin Mitchum at (843) 529-0400; email robinm@bcdcog.com; or write to the Title VI Coordinator at 5790 Casper Padgett Way, North Charleston, SC 29406. For more information visit the Title VI Program document at www.bcdcog.com/transportation-planning.

A complainant may file a complaint directly with the SC Department of Transportation by contacting the Title VI Program Coordinator, P.O. Box 191, Columbia, SC 29201-0191.

If information is needed in another language, contact (843) 529-0400

~Si se necesita información en otro idioma llame al (843) 529-0400

Title VI Statement

The BCDCOG is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin, as protected by Title VI of the Civil Rights Act of 1964. For more information or to file a written complaint if you believe you have been subjected to discrimination under Title VI, you may contact the BCDCOG by mail 5790 Casper Padgett Way, North Charleston, SC 29406, or by phone at (843) 529-0400, TTY 1-800-735-8583, or by e-mail at robinm@bcdcog.com, or directly to the Office of Civil Rights, Federal Transit Administration, 1200 New Jersey Avenue, SE, Washington, D.C. 20590. For more information on the procedure to file a complaint, please refer to the Title VI Program.

Para obtener más información sobre la Política del Título VI de BCDCOG y los procedimientos para presentar una queja, comuníquese con el Designado del Título VI al (843) 529-0400; correo electrónico robinm@bcdcog.com; o escriba al Coordinador del Título VI en 5790 Casper Padgett way, North Charleston, SC 29406

PROJECT OVERVIEW

The US 52 Bus Rapid Transit (BRT) Feasibility Study (US 52 BRT Study) is an effort by the Berkeley-Charleston-Dorchester Council of Governments (BDCDOG) to address significant growth and improve public transit along the US 52 corridor stretching 22-miles from North Charleston to Moncks Corner. This study will evaluate the feasibility of implementing a BRT system on the US 52 corridor to connect to the planned Lowcountry Rapid Transit System (LCRT) in North Charleston at US 78.

The US 52 corridor is an important connection between North Charleston, Goose Creek and Moncks Corner and is poised for continued growth and development. Its proximity to Charleston and North Charleston makes it attractive for both residential and employment growth. This anticipated population growth will bring increased demand on local infrastructure and impact quality of life in the region.

In 2018 the BCDCOG completed the Regional Transit Framework Plan (RTFP) to identify a network of transit improvements to improve mobility and connectivity throughout the BCD region. US 52 was identified in the RTFP as the second-highest ranked project for transit improvements, including BRT. Following the RTFP, BCDCOG began work on the US 52 Corridor Study to establish a vision and plan for future growth along the US 52 corridor. The US 52 Corridor Study also offered a range of context-sensitive multimodal solutions, such as high-capacity transit (HCT), that attempt to maximize existing infrastructure, improve roadway safety, increase the corridor's accessibility and create new, long-term capacity to accommodate future growth.

The US 52 BRT Feasibility Study (study) will build off the findings of RTFP and US 52 Corridor Study to refine transit recommendations into an implementable action plan and determine the most feasible option to implement rapid transit service along the corridor.

A detailed map of the corridor is included as **Figure 2: Study Area** within Appendix B.

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PUBLIC INVOLVEMENT PLAN GOALS

The Public Involvement Plan (PIP) is designed to inform the team about the policies, procedures, expectations and strategies to promote meaningful engagement with stakeholders and communities throughout the study. Given the 22-mile length of the corridor, or study area, includes a diverse array of communities that have evolved over decades of continued growth and economic development in the region, public involvement will play a significant role in the study's success. The PIP will be updated throughout the study to document progress and evaluate effectiveness of public involvement efforts. This PIP will guide the team to ensure compliance to all relevant statues, procedures, policies and requirements relating to public involvement including Charleston Area Transportation Study (CHATS) Public Participation Plan, Americans with Disabilities Act (ADA), Title VI of the Civil Rights Act of 1964 (Title VI) and Executive Orders (EO) 12898 & 13166.

GUIDING PRINCIPLES

The BCDCOG is committed to establishing a framework for informing, educating and engaging stakeholders and the general public throughout the US 52 BRT Feasibility Study. The PIP and all outreach activities will leverage previous efforts and outreach from BCDCOG projects including LCRT, US 52 Study, RTFP and more. The PIP outlines a transparent and inclusive process to engage the public and stakeholders throughout the study. The team commits to providing:

- An easily navigable process in which to get information and become involved in the study.
- An opportunity to review and comment on a variety of areas and milestones along the study timeline.
- A broad understanding of BRT and how it could function with existing transportation modes in the region.
- Clear and concise messaging to inform, educate and engage the public and stakeholders.
- Tailored strategies and materials to promote engagement with diverse communities and stakeholders including Environmental Justice (EJ) and Limited English Proficient (LEP) communities in the region.
- Targeted and specific efforts to increase participation by traditionally underrepresented communities and groups as required by Title VI and to track participation by these groups.
- A framework to demonstrate how feedback will be incorporated into the study.

TARGET AUDIENCES

The communities of the tri-county area are diverse and comprise of varied demographics, preferred methods of receiving information and varying levels of understanding and interest in transit and BRT. To effectively engage and create an inclusive outreach program, the following categories of communities and stakeholders will be targeted for participation in the study:

- Residents (owners and renters along the corridor)
- Homeowner associations, neighborhood and community groups
- Existing transit users
- Traditionally underserved communities
    - Low-income populations

  - LEP populations
  - EJ communities
  - Persons with disabilities and their advocates
  - Senior citizens
  - Youth
  - College students
- Federal, state and local elected officials and staff
- Federal, state and local partner agencies

The media will be engaged through the BCDOG's communications team via their media distribution list and will include minority and community media outlets. The table below includes targeted media outlets and notes any minority, EJ, LEP or other communities of note. The table below is not comprehensive of all media outlets or channels that could be used to promote public engagement opportunities.

Table 1-1: Media Outlets

Outlet	Type	Notes
Post & Courier	Print	Daily publication for the Charleston Metro Area and local paper of record.
The Berkeley Independent	Print	Weekly publication for the Moncks Corner area.
The Gazette	Print	Weekly publication for the Goose Creek area.
El Informador	Digital	Spanish language bi-weekly newspaper covering the Charleston area.
Pasa La Voz Noticias	Digital	Spanish language news website covering the Charleston area.
Universal Latin News Charleston	Digital	Spanish language blog covering the Charleston area.
The Minority Eye	Digital	A minority focused digital media outlet focused on African American, Latino and Minority news.
89.3 WSCI	Radio	The local NPR station for the Charleston area.
93.3 WWWZ	Radio	A local radio station with a primarily African American audience.
94.3 WSCC	Radio	A local news talk station for the Charleston area.
105.5 WCOO	Radio	A local radio and news talk show for the Charleston area.

Live 5 News WCSC	TV	A local television news channel covering the Charleston area.
News 2 WCBD	TV	A local television news channel covering the Charleston area.
News 4 WCIV	TV	A local television news channel covering the Charleston area.
Fox 24 Charleston WTAT	TV	A local television news channel covering the Charleston area.

Community Intelligence Analysis

Understanding the demographics of communities in the study area supports the choices for engagement such as translation needs, platforms to access materials, options for event locations and times and approaches or tools for events. The following sections provide detailed demographic data and analysis that will inform public involvement efforts. The data was captured via HNTB's Community Intelligence Analysis that uses data from the US Census Bureau and other trusted sources to catalogue and compile updated community data. The following content provides an analysis of the communities within the study area that runs along US 52 from North Charleston to Moncks Corner with a one-mile buffer from US 52's centerline. Detailed maps of study area are included in Appendix B: Project Maps highlighting the demographic data discussed in this section.

As shown in **Figure 3: CIT Analysis** within Appendix B, there are 11,646 residents and 31,465 jobs in the communities that are within or partially within the 22-mile study area. Close to 70 percent of residents and 73 percent of the jobs are located within communities in the southern half of the corridor and demographic and socioeconomic characteristics vary across the corridor.

Disadvantaged Communities

Identifying disadvantaged communities helps to ensure that historically underserved populations are engaged and able to provide meaningful input throughout the study. Almost 22 percent of communities within the study area are Justice40 Disadvantaged, all of which are located within the southern portion of the corridor. Nearly all of these communities are identified as areas of persistent poverty (refer to Poverty and Income section below) and also experiencing transportation disadvantages such as traffic safety burdens and transportation cost burdens according to the United States Department of Transportation (USDOT) Equitable Transportation Community (ETC) data.

Race and Ethnicity

Communities within or partially within the study area are nearly 44 percent persons of color, which is higher than Berkeley (30 percent) and Charleston (37 percent) counties. Communities at the southern end of the corridor have the highest concentrations of minority populations and some communities are as high as 87 percent people of color. **Figure 4: Corridor Race and Ethnicity** within Appendix B outlines the racial and ethnic breakdown of the corridor.

Income and Poverty

The median household income is about $68,000 per year and household income is the highest in communities centrally located along the corridor.

About 13 percent of the population is living at or below the federal poverty thresholds which is similar to Berkeley (11 percent) and Charleston (14 percent) counties.

Communities in the southern portion of the corridor have the highest concentrations of in-poverty populations (15 percent) which is about 10 percent higher than the communities in the central areas of the corridor. Many of these communities have been identified as areas of persistent poverty. The highest concentrations of in-poverty populations (46 percent) are the communities near University Boulevard and Northwoods Mall.

Figure 5: Income and Poverty Levels within Appendix B provides a visual overview of the poverty and income levels along the corridor.

Languages

It is helpful to proactively understand English proficiency and languages spoken at home to facilitate meaningful access for persons within LEP communities, as required by EO 13166, and identify translation needs. Overall, about six percent of the communities speak English less than "very well" and the southern half of the corridor has the highest concentration of LEP populations. Near Joint Base Charleston and Charleston International Airport, up to a third of the overall population over the age of five speaks English less than very well. Spanish and Tagalog (including Filipino) are the most common languages spoken at home for LEP populations. A detailed map of the languages and LEP rates has been included in Appendix B as **Figure 6: Corridor Languages**.

Internet Access and Vehicle Ownership

Understanding internet access and vehicle ownership can help determine appropriate tools for engaging the public and when to host in person versus online events. Almost 12 percent of households along the corridor do not have internet access and five percent have no computing device at all, including cell phones. In the northern half of the corridor, approximately 21 percent of households do not have internet access. Concentrations of households without a vehicle is low at three percent throughout the corridor but eight percent of households in communities near Whitesville, in the northern portion of the corridor, do not have a vehicle available. **Figure 7: Vehicles Ownership** in Appendix B shows the rate of vehicle ownership along the corridor.

Disabilities

In can be helpful to understand where there are higher concentrations of people with disabilities to ensure effective communication and opportunities for engagement. Event locations need to be ADA compliant and accessible, and information must be available to people with vision or hearing disabilities. Overall, about 11 percent of the adult population between the ages of 18 to 64 has self-reported as having a disability.

Other Demographic Topics

Using event tools such as games or hosting transportation fairs can be helpful to engaging community members that may not otherwise participate or are difficult to reach, including seniors or youth populations. Overall, 25 percent of households, totaling thirteen percent of the corridor's population include someone over the age of 64. **Figure 8: Population Age** in Appendix B highlights the breakdown of age along the corridor.

Single parents may have different time constraints and availability to engage in outreach events versus non-single parent households. About 60 percent of households are one to two person households, and most communities in the corridor include between 20 to 40 percent single-parent households with children under 18. There are communities in the southern part of the corridor where over 60 percent of

the households are single parent families with children under 18. For a visual representation of this data see **Figure 9: Single Parent Households** in Appendix B.

Employment and Mobility

Ensuring that meetings are held at convenient and accessible locations is an important step in engaging with the public and can be supported by an understanding of the types of jobs and shifts in the area as well as travel times to destinations such as parks, schools, medical facilities and grocery stores.

Approximately 73 percent of jobs are located in the communities in the southern portion of the corridor. The most common sectors for jobs include retail trade, administration and support, health care and social assistance and accommodation and food services. Residents in the southern end of the corridor have short drive times to destinations such as schools, parks, grocery stores and medical facilities.

Job industries in the communities centrally located along the corridor differ from other areas and 50 percent of jobs are construction and manufacturing. The central and northern portions of the corridor have highest concentration of residents with a commute of one-hour or longer to work. Residents in the central portion of the corridor travel about 30 to 60 minutes to reach schools, parks, grocery stores and medical facilities.

TITLE VI, ENVIRONMENTAL JUSTICE & LIMITED ENGLISH PROFICIENCY

Based on the CIT analysis in the previous section, the team has identified several communities, primarily in the southern end, which qualify as Title VI, LEP, EJ and disadvantaged in the study area that will require additional outreach efforts. The team's additional outreach efforts will focus on reaching these communities and encouraging their participation through targeted advertising to reach minority groups, engaging community leaders and stakeholders, targeted pop-up and attendance at events within these communities and translating outreach materials as needed.

Further, the team will work to make all materials accessible to individuals throughout the study area in appropriate formats and languages. Outreach materials will be available for download as PDFs and hard copies can be sent to individuals when requested. All materials, websites, tools and other materials developed by the team will be comply with all ADA, Title VI, EJ, LEP and relevant EO requirements and standards.

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PUBLIC ENGAGEMENT STRATEGY & PROCESS

Proactive and responsive public engagement efforts will be conducted throughout the study. There will be three rounds of public outreach activities in which the team will inform and solicit public input during the existing conditions, TriCounty/Local Transit Routing Analysis, and BRT Feasibility phases.

PUBLIC INVOLVEMENT & COMMUNITY ENGAGEMENT STRATEGIES

The following tactics will be used to achieve the goals of this PIP. The following list is not comprehensive and will be updated throughout the study based on performance and results of public engagement efforts.

Public Open Houses

The team will hold one round of engagement with two public meetings to discuss the study and collect feedback from the general public. These meetings will be open house style to allow greater accessibility for the public to attend and participate without scheduling conflicts. The public meetings will invite participants to engage with the team and learn more about the specific topics important to them. Each meeting will include detailed and accessible materials to educate the general public and solicit feedback. The team will develop detailed meeting plans and engaging public facing materials for each meeting. The public meetings and other engagement opportunities will be advertised and promoted using the methods outlined below. The following list of tools will be updated as needed based on engagement results and event attendance.

- Traditional Media via press releases and legal advertisements
  - Local Newspapers
  - Radio
  - Television
- Social Media to be shared on BCDCOG's existing channels and project stakeholders.
- Stakeholder Committees
- Partner Organizations and Community Advocates

Based on the CIT analysis, the team will include targeted efforts to promote public meetings and engagement opportunities to Title VI, EJ, LEP and disadvantaged communites identified in the southern end of the corridor.

Business & Community Meetings

In addition to the public meetings, additional opportunities will be identified to engage businesses and community organizations through presentations, briefings and updates with community groups and businesses along the corridor. These opportunities could include speaking events with local chambers of commerce, neighborhood meetings or speakers bureau events. The team will develop engaging and educational materials like presentations or handouts to share key information and updates relevant to audiences throughout the study.

Pop Ups & Community Events

The team will plan to participate in targeted meetings or events occurring within the study area to further engage community members. This type of outreach could include tabling at farmers markets, neighborhood/homeowner meetings, events planned/organized by third-party organizations or any event that requests a speaker from the team. The goal of these activities is to increase public participation by bringing the study and team to the community in more approachable settings and engage individuals that may not otherwise participate in the study. The team could also identify key destinations along the corridor like grocery stores, community centers, large employers and other gathering places to reach target audiences. These events can be used to target specific communities or areas based on engagement results and needs of the team.

Surveys

Surveys will be developed to collect feedback from the public on a variety of topics to guide and inform the study. The surveys are an important component of the study to measure the public's perceptions and support for existing transit service in the corridor as well as potential improvements. Surveys will be developed via Survey Monkey, but printed versions will be provided to accommodate individuals that have little to no computer or internet access. Surveys will request demographic and geographic information to measure participation and allow the team to take additional steps to increase access from different communities if needed. The surveys will include questions for respondents on the following topics:

- Demographic information
- Geographic information
- Existing transit service
- Opinions for and on transit improvements
- Frequency of public transit use
- Barriers to increase public transit use.

Online & Digital Engagement

Online and Digital tools will create additional engagement opportunities for a large audience throughout the corridor. The team will utilize online and digital tools to promote surveys, advertise public meetings, educate followers on the study and increase overall participation. The following online and digital tools can be utilized for the study:

- BCDCOG's existing social media channels
- Online surveys
- Digital advertisements

In addition to the tools above, the team will create social media content to share with appropriate stakeholders and local agencies to publish on their social and digital channels to further increase public participation.

Stakeholder Meetings

In coordination with BCDCOG, the team will hold one-on-one meetings with key stakeholders to provide additional engagement opportunities and expand public involvement efforts. These meetings can be either in-person or virtual to accommodate schedules and availability of key staff and stakeholders. These meetings will inform stakeholders of important study information, collect feedback, provide opportunities to engage with the team and allow stakeholders to ask questions and clarify information. Materials for these meetings will be developed as needed to provide educational and engaging content

that is relevant to stakeholders and provides up-to-date information on the study. Additional information on stakeholder meetings is included in the Agency & Stakeholder Coordination section.

TIMELINE

The team has developed the following timeline to highlight key milestones and proposed public engagement periods. The timeline will be updated throughout the study to reflect changes as the study progresses.

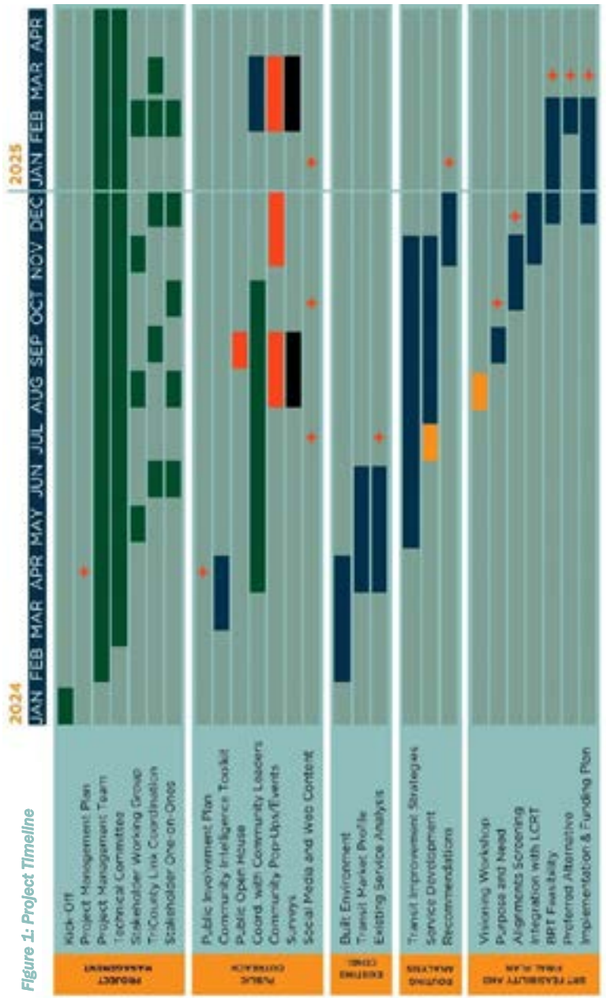

Figure 1: Project Timeline

AGENCY & STAKEHOLDER COORDINATION

The team will utilize a committee structure in addition to one-on-one engagement efforts to coordinate and facilitate feedback from all relevant agencies and stakeholders throughout the study. The individual committees are detailed further in this section but will include a diverse and holistic representation of all stakeholders for the US 52 corridor.

TECHNICAL COMMITTEE

The Technical Committee (TC) is comprised of technical staff from BCDCOG and local agencies. This committee's focus will be on reviewing technical information and providing feedback on member's respective areas of technical expertise. The TC will review and comment on the public engagement content. This committee will also assist the team with identifying relevant project stakeholders who will be included in the Stakeholder Working Group membership. The TC will hold meetings monthly.

BRT Visioning Workshop

A "Visioning Workshop" will be held with the TC to establish expectations and a common understanding of what a feasible BRT investment along the US 52 corridor could entail. The workshop will conduct a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis to better understand transit services and potential transit investments along the corridor. The feedback collected during the workshop will be used to inform the final study findings and recommendations. The workshop will be a collaborative activity facilitated by the team to create a genuine and valuable engagement point with TC members.

STAKEHOLDER WORKING GROUP

A Stakeholder Working Group (SWG) will be established to bring together key stakeholders and community leaders along the corridor. Members of the SWG will provide insight to the team on the needs and conditions along the corridor and collaborate to move the study forward. Members of the SWG will be determined through a collaborative process with BCDCOG staff, TC and the team to establish a diverse SWG representative of the corridor. The purpose of the SWG is to work collaboratively with the team to provide feedback throughout the study and advocate for various communities and interests along the corridor. The SWG will hold regular quarterly, or as needed, meetings either virtually or in-person. The SWG list will be updated throughout the study to reflect any changes or updates as they occur. The SWG list is included in **Appendix A**.

TRI-COUNTY LINK COORDINATION

Due to the existing Tri-County Link (TCL) services in large parts of the corridor and the long-term goal of transitioning to a more efficient transit service in the future, the team will coordinate engagements with TCL stakeholders to better understand the existing services and incorporate the needs of TCL users into any future plans. In coordination with BCDCOG staff, the team will identify key stakeholders and other TCL advocates to solicit, collect and incorporate feedback on system improvements and needs into the study. The team will hold up to five meetings in-person or virtual meetings with TCL stakeholders to advance the TCL/Local Transit Routing Analysis and collect feedback for the final study report. TCL stakeholders will also participate in the BRT Visioning Workshop mentioned previously.

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EQUITABLE ENGAGEMENT CONSIDERATIONS

The team recognizes and commits to making every reasonable and practical effort to accommodate individuals with special needs and include members of historically disadvantaged groups, including minority, low-income, LEP, EJ and other communities. Targeted and unique approaches to engage members of these communities include:

- Coordinating with members of the TC and SWG to incorporate accessibility and inclusive strategies into outreach efforts.
- Conduct all outreach and engagement events in accessible and inclusive locations whenever possible.
- Host engagement opportunities in targeted areas to increase participation within these communities.
- Develop clear and concise messaging and engaging materials that are accessible to these communities to convey key information including how to engage with the team, opportunities for public involvement, contact information and schedules.
- Advertise public meetings in appropriate local publications to reach these communities including non-English publications and/or publications that focus on minority communities.
- Post updated information on the BCDCOG website including upcoming public meetings and engagement opportunities.
- Share all public materials in accessible formats as soon as possible through the BCDCOG's website.
- Place updates and advertisements in public transit vehicles.
- Engage community organizations and other entities in the area that can share or promote the study and public meetings to these targeted communities through their own communications channels.
- Determine any translation services needed based on demographic analysis and provide public facing materials in the necessary additional languages.

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MEASURING OUTREACH & PERFORMANCE

All outreach efforts will be tracked and documented in accordance with state and federal requirements, and reasonable efforts will be made to evaluate the effectiveness of outreach tools and activities including, advertising methods, meeting notification/communication methods, Environmental Justice/Title VI outreach methods, stakeholder outreach and public meetings. These tools and activities will be evaluated through the following:

- All online and paper survey respondents will be asked to provide zip code and voluntary Title VI demographic data to identify the level of participation of targeted groups.
- Survey respondents who provide geographic and demographic data will be mapped using ArcGIS to identify gaps in participation.
- Study website and social media activity will be tracked and analyzed for effectiveness.
- All public meeting comment forms will include questions assessing the effectiveness of meeting presentations and materials in conveying information in a clear and comprehendible manner.
- All content written for the public will undergo a readability analysis to ensure that it is written at a maximum of an 8th grade reading level or less.
- Participation of all online surveys will be assessed to determine if participation targets are being reached. If targets are not being reached, additional outreach methods will be implemented to target low participation groups.

Further, the team will work with the SWG to identify additional outreach methods to improve public engagement efforts. SWG members will be provided communications materials to share through social media, email, in-person events and more to expand the study's reach and audience.

To create an accessible and welcoming opportunity for engagement, all public meetings will:

- Take place near public transit stops (when possible).
- Take place in ADA compliant locations.
- Have language accessible materials (as needed).
- Be properly advertised in appropriate publications and shared online.

Following each stakeholder and public meeting, a general summary will be developed. These summaries will detail all public outreach and engagement activities, any feedback or comments received and any additional information needed to thoroughly document and track outreach and engagement activities as needed. The summaries will include, but is not limited to the following topics:

- Public Engagement Events and Attendees
- Public Meetings
- Stakeholder Meetings
- Public Comments
- Outreach Activities
- Pop-Up Events
- Community Presentations
- Digital Analytics
- Social Media Analytics

- Advertisements
- Media Coverage
- Mailings
- Other Promotional Efforts
- EJ, Title VI & LEP Outreach
- Community Events
- In-person Engagements
- Mailers
- Flyers
- Signs
- Targeted Advertisements
- Stakeholder Meetings
- Presentations

The summaries will be included in the final study report.

APPENDIX A: STAKEHOLDER LIST

Table 2-1: Stakeholder Working Group

Organization
Berkeley County
City of Goose Creek
Town of Moncks Corner
Berkeley County Chamber of Commerce
Charleston Metro Chamber of Commerce
Berkeley County EMS
Berkeley County Library
Berkeley County School District
Charleston Homebuilders Association
Charleston Moves
Charleston Trident Association of Realtors
Charleston Regional Development Alliance
City of Goose Creek
Charleston County
Coastal Conservation League
CSX
Dominion Energy
Fire Chiefs Association
Google
Lord Berkeley Conservation Trust
Norfolk Southern
Santee Cooper
SCDOT
SCDOT

SCDOT
Town of Moncks Corner
City of North Charleston
Berkeley County
Berkeley County

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APPENDIX B: PROJECT MAPS

Figure 2: Study Area

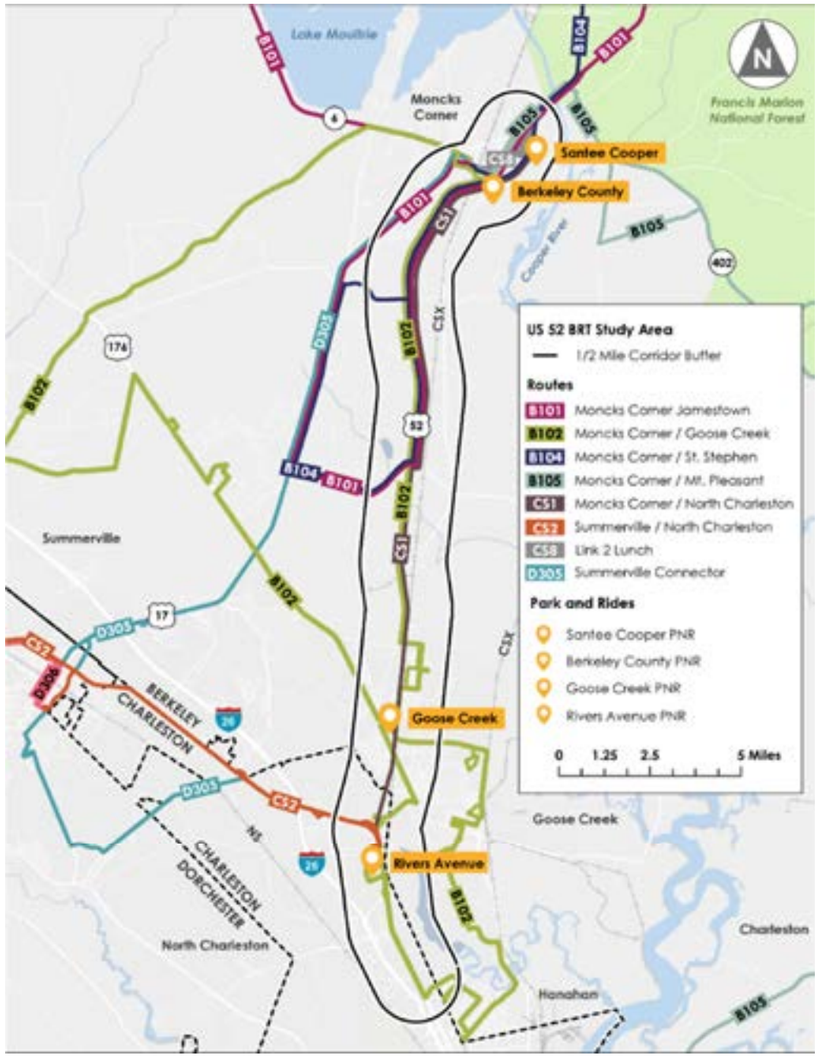


Figure 3: CIT Analysis

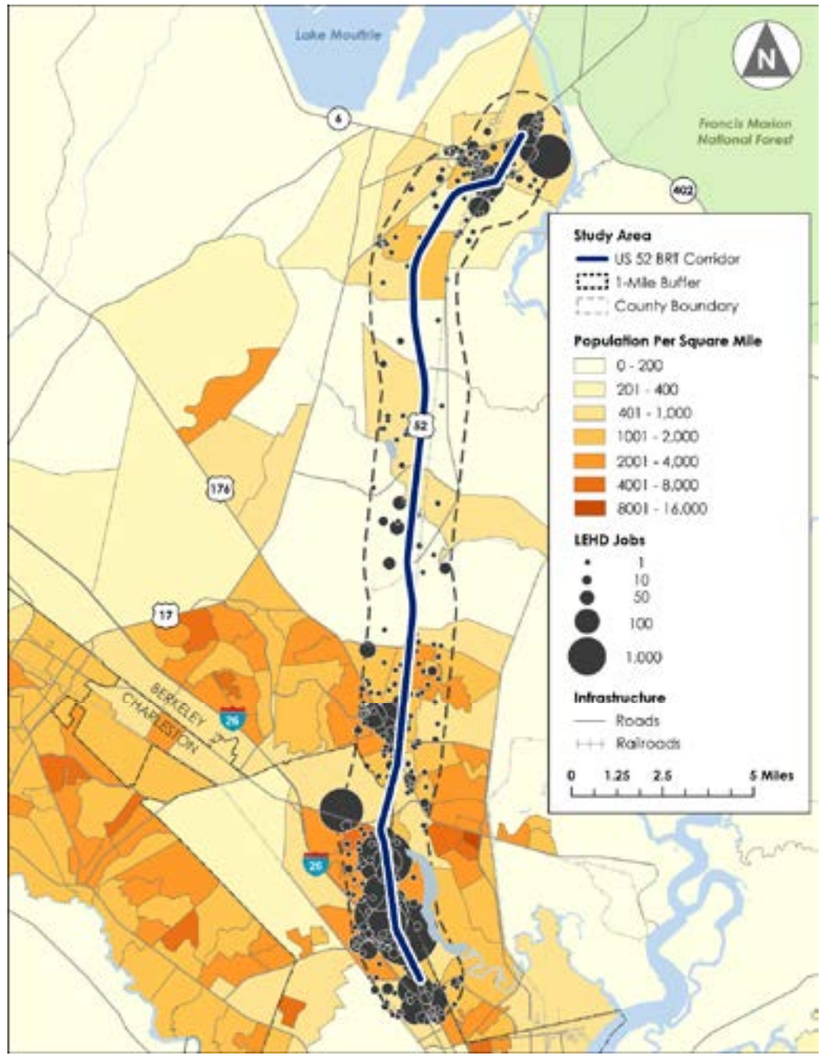


Figure 4: Corridor Race and Ethnicity

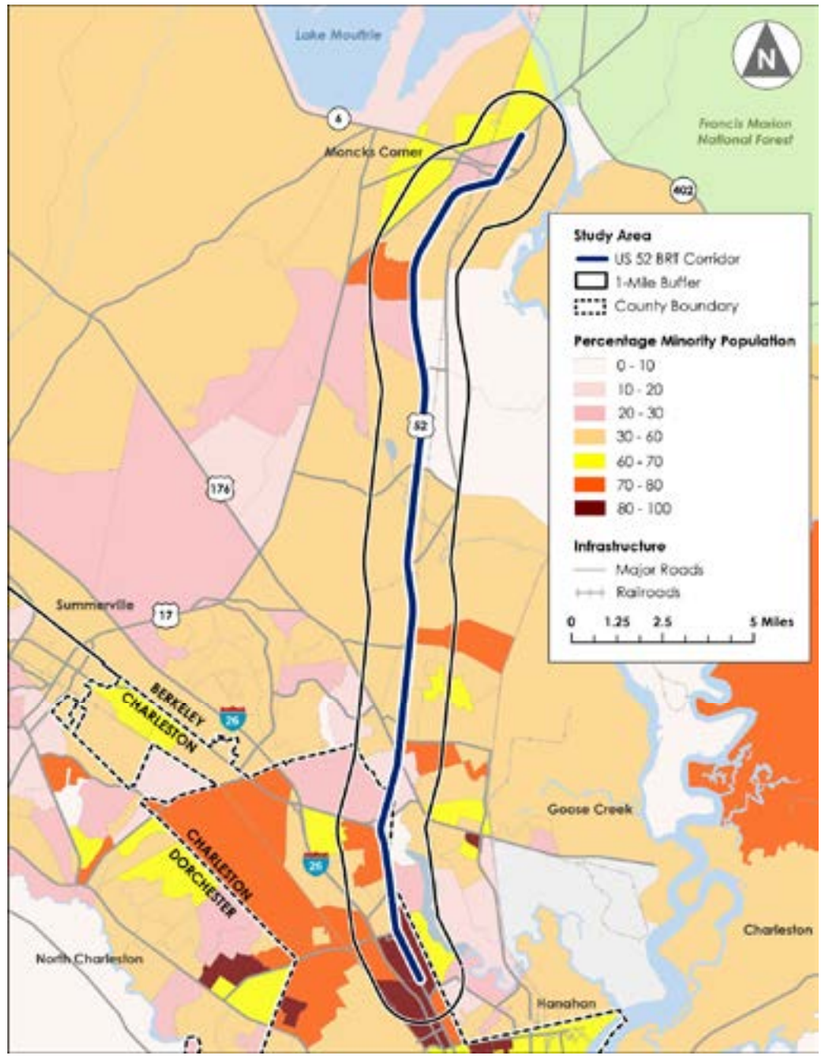


Figure 5: Income and Poverty Levels

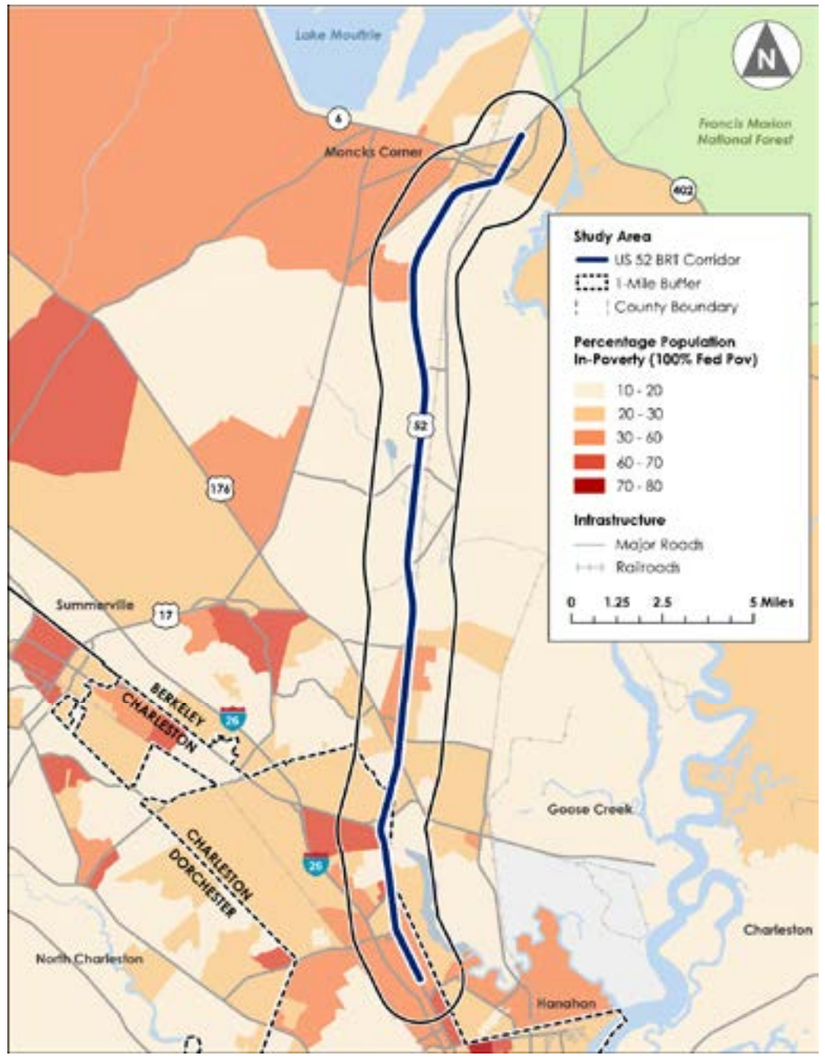


Figure 6: Corridor Languages

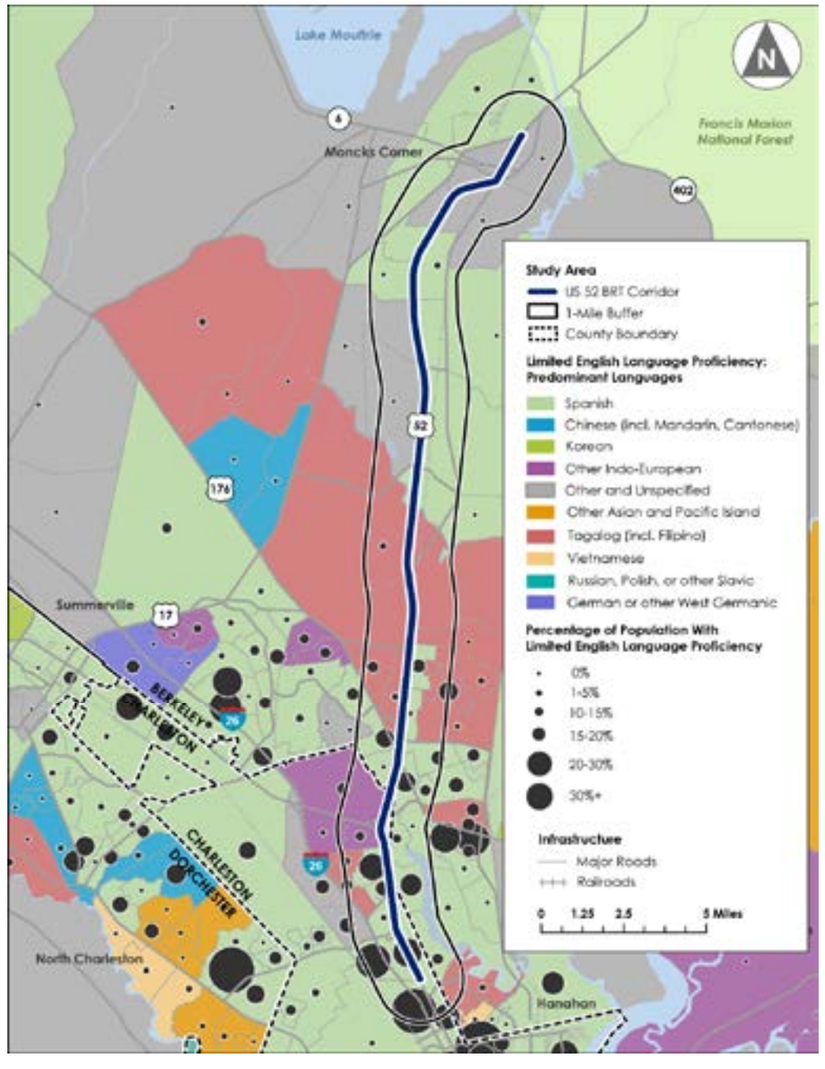


Figure 7: Vehicle Ownership

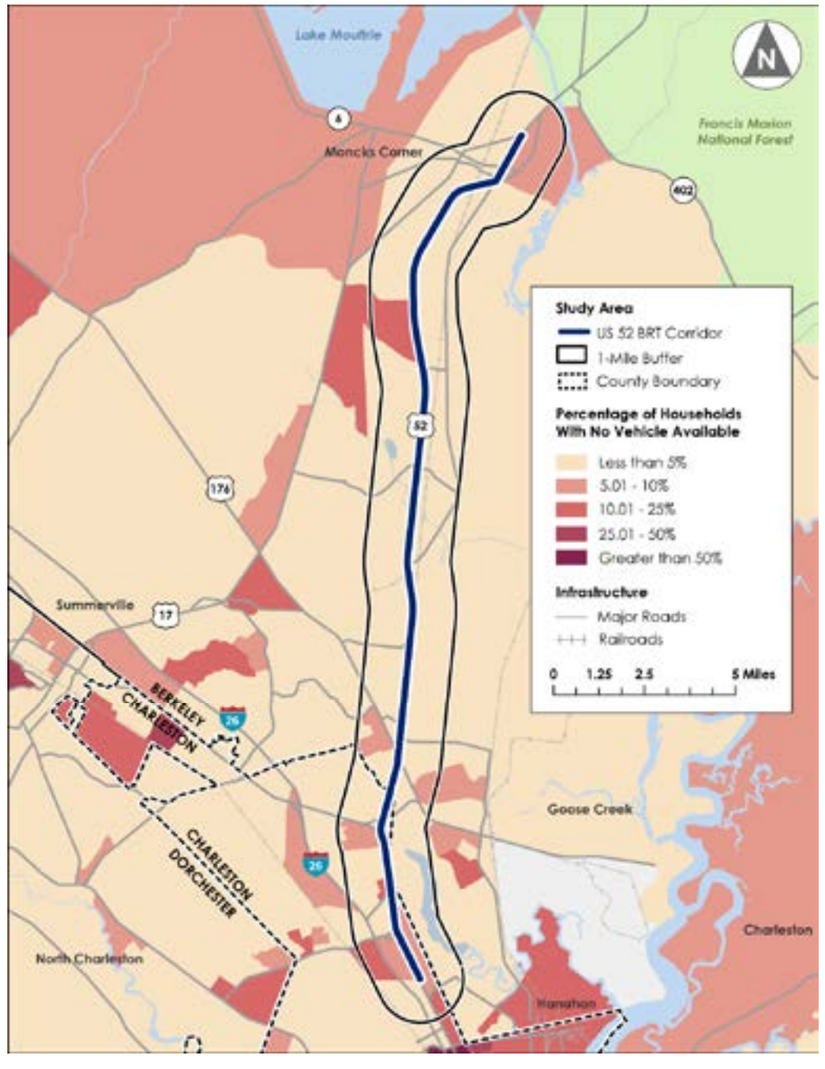


Figure 8: Population Age

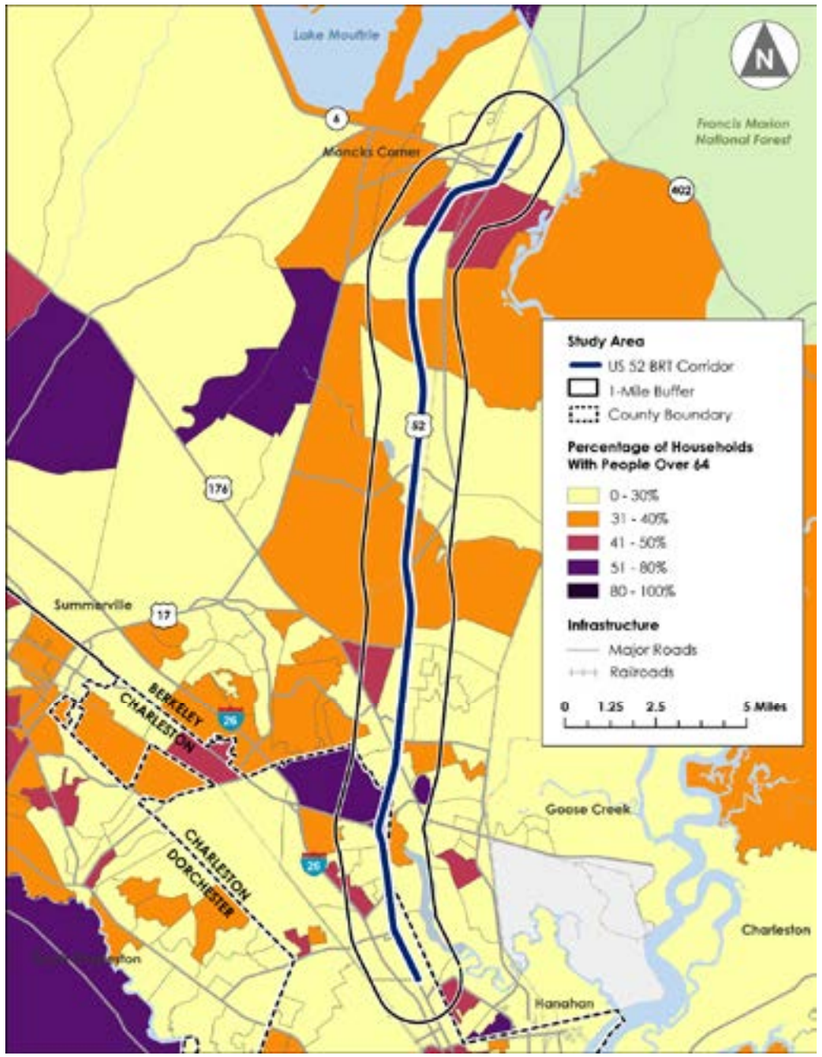
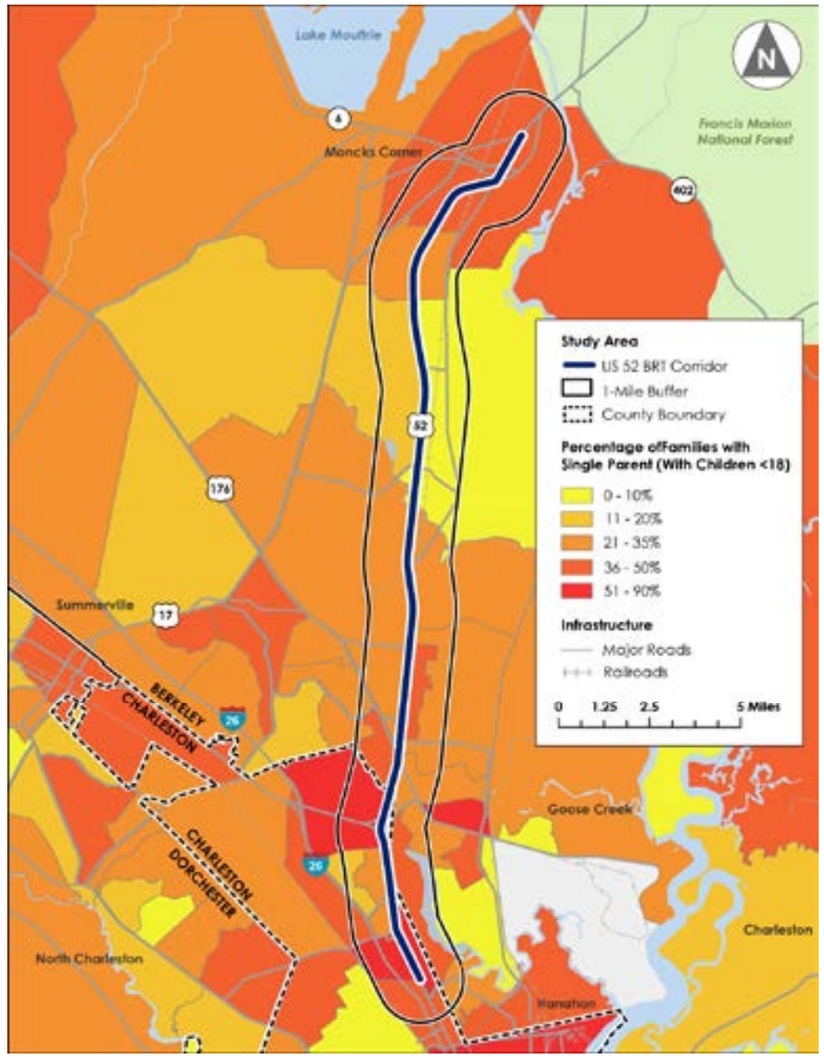


Figure 9: Single Parent Households



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US 52 Bus Rapid Transit
Feasibility Study

APPENDIX C: CHATS PUBLIC PARTICIPATION PLAN

CHATS
CHARLESTON AREA TRANSPORTATION STUDY

PUBLIC PARTICIPATION PLAN
2019

A Berkeley-Charleston-Dorchester Council of Governments Program

Acknowledgments

Preparation of this document has been financed in part through funding from the Federal Highway Administration, the Federal Transit Administration, the South Carolina Department of Transportation, and the local government members that consist of the Charleston Area Transportation Study Metropolitan Planning Organization.

Non-Discrimination

Berkeley Charleston Dorchester Council of Governments operates its programs and services without regard to race, color, and national origin in accordance with the Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with BCDCOG.

For more information on BCDCOGs Title VI Policy and the procedures to file a complaint, contact the Title VI Designee Robin Mitchum at (843) 529-0400; email Robinm@bcdcog.com; or write to the Title VI Coordinator at 5790 Casper Padgett Way, North Charleston, SC 29406. For more information visit the Title VI Program document at www.bcdcog.com/transportation-planning.

A complainant may file a complaint directly with the SC Department of Transportation by contacting the Title VI Program Coordinator, P.O. Box 191, Columbia, SC 29201-0191.

If information is needed in another language, contact (843) 529-0400

~Si se necesita información en otro idioma llame al (843) 529-0400

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Charleston Area Transportation Study Metropolitan Planning Organization (CHATS)

RESOLUTION ADOPTING THE CHATS PUBLIC PARTICIPATION PLAN

WHEREAS, a comprehensive, cooperative, and continuing transportation planning process is to be carried out in the CHATS Planning Area; and

WHEREAS, the Public Participation Plan describes a public review process of transportation planning activities to be undertaken by local, regional, or state agencies pertinent to CHATS; and

WHEREAS, the various state, local and regional agencies involved with transportation planning activities for CHATS have cooperatively developed a Public Participation Plan to be in compliance with FAST ACT requirements; and

WHEREAS, it is the function of the CHATS Policy Committee to adopt and approve a Public Participation Plan for the CHATS Metropolitan Planning Organization,

NOW THEREFORE, BE IT RESOLVED that the CHATS Metropolitan Transportation Planning Organization does hereby adopt and approve the Public Participation Plan.

READ AND ADOPTED the 23rd day of September 2019.

George Bailey, Chairman

Certified true and correct copy of a resolution adopted by the Charleston Area Transportation Study Policy Committee on September 23, 2019

Ronald E. Mitchum

Executive Director
Title

9/23/19
Date

Introduction

Federal law requires all metropolitan areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. It also requires that a Public Participation Plan be created to ensure adequate opportunities for the public to express its views on transportation issues and to become active participants in the decision-making process. This plan is intended to fulfill those requirements outlined in 23 Code of United States Federal Regulations (CFR) Part 450.316.

In 1977, Governor James Edwards appointed the Berkeley Charleston Dorchester Council of Governments (BCDCOG) to perform the planning and programming functions of the Charleston Area Transportation Study (CHATS) planning area as the region's MPO. BCDCOG/CHATS work with the South Carolina Department of Transportation (SCDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to ensure that transportation planning in the region is a continuing, cooperative, and comprehensive process.

Figure 1 BCDCOG Region & CHATS Planning Area

The BCDCOG region includes all of Berkeley, Charleston, and Dorchester counties, while the CHATS planning area currently serves approximately 1,000 square miles spanning all three counties. The CHATS study area is comprised of the tri-county region's most urbanized areas as designated by the latest (2010) United States Census and other land expected to be urbanized within the next 20 years. Figure 1 shows both the BCDCOG and CHATS planning areas.

Purpose

This document serves as the Public Participation Plan (PPP) for transportation planning activities by both the BCDCOG in the rural areas and the urbanized CHATS planning area. The regional transportation planning process is carried out by BCDCOG and its planning partners. The PPP describes the opportunities that will be made available to members of the general public and other interested parties to participate in planning activities and decision-making processes pertaining to the local expenditure of federal transportation funding. The plan sets forth guidelines that will be followed by BCDCOG/CHATS for public notification, the conduct of public meetings, and the adoption of federally-required transportation plans and programs. BCDCOG administers the transportation planning process on behalf of a federally-designated CHATS Policy Committee comprised of local elected leadership and state and regional transportation officials. The successful adoption of this plan, following a 45-day public review and comment period, satisfies the requirements set forth by Title 23 of the U.S. Code of Federal Regulations, part 450.316 (23 CFR 450.316).

Fixing America's Surface Transportation Act

Fixing America's Surface Transportation Act (FAST Act) was passed by the United States Congress and signed into law by President Obama in 2015. The FAST Act authorizes long-term federal funding towards transportation projects in the United States. The FAST Act defines ten specific planning factors to be considered when developing regional transportation plans and programs to ensure consistency with national goals and objectives.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

The FAST Act is codified in the U.S. Code of Federal Regulations (CFR) and published in the Federal Register by executive departments and agencies of the federal government. Title 23 of the United States Code contains rules and regulations for the regional transportation planning carried out by BCDCOG on behalf of the CHATS MPO (23 CFR Part 450, subpart C) with additional provisions provided in Title 49.

Public Participation Plan Goals

Goal 1: Inform the Public of its Role in the Transportation Planning Process

BCDCOG will educate and present information about the regional transportation planning process to the public as needed or requested. The transportation planning process includes plans, programs, and projects such as, but not limited to, the following:

1. **Plans** – Long Range Transportation Plan or the Congestion Management Process
2. **Programs** – Transportation Improvement Program or the Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)
3. **Projects** – Any specific transportation project of regional significance and/or that has federal funding attached, such as an interstate capacity project[1]

Goal 2: Solicit Public Input and Facilitate the Information Flow between the Public and Decision-Makers

BCDCOG will strategically identify opportunities for public participation in the development of all transportation plans, programs, and projects. BCDCOG will schedule and organize meetings where the public can provide feedback on transportation plans, programs, or projects. BCDCOG is responsible for compiling public comments into complete and concise documents for presentation to the decision-makers. Likewise, all policy meetings, where decision-making is conducted, will be public and provide the opportunity for public comment.

Goal 3: Develop, Maintain, Evaluate, and Improve Outreach Methods

BCDCOG will employ strategies and techniques that ensure meaningful public participation, while establishing a process for evaluating and improving these outreach methods over time.

[1] While BCDCOG does not manage these projects, BCDCOG can help facilitate meetings between the lead agencies when appropriate.

Plans, Programs, and Projects

The BCDCOG Board of Directors and the CHATS Policy Committee are the decision makers for federally funded transportation projects in the region. Transportation decision-makers must take into account information that is brought forth by the public regarding transportation plans, programs, or projects.[2] The PPP formalizes the methods by which communication will occur and aims to enhance capturing public sentiment for transportation plans, programs, and projects. All transportation plans, programs, or projects can be found at https://bcdcog.com/transportation-planning/ or by visiting the Berkeley Charleston Dorchester Council of Governments at 5790 Casper Padgett Way in North Charleston, SC 29406. The following items are the recommended minimum public participation strategies that should be followed during the planning process.[3] BCDCOG has developed this PPP to reference both the urban and rural programs that it administers. "R" will delineate rural for all plans, programs or projects such as the Rural Transportation Improvement Program (RTIP).

Monitoring and Evaluation

Transportation planning outreach activities will include an evaluation technique that will be used to determine the effectiveness of existing public involvement strategies. On an annual basis, the information collected through monitoring public outreach will be compiled and evaluated to assess the effectiveness of each type of outreach activity. This will include both a quantitative assessment of the number of participants, as well as a qualitative assessment of the level of interaction and information exchanged. The assessment will note the public involvement techniques used, the public's response, the public involvement objectives that were met (or not) by the activity, and any changes to consider when conducting similar transportation activities in the future. The evaluation will include recommendations for improvements, which will be implemented over the course of the following year.

Key

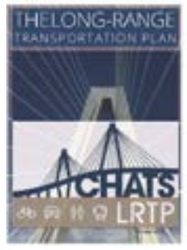
PC - CHATS Policy Committee
M - Minority Groups
P – Public
R – Rural
EJ - Environmental Justice
ISG - Industry Specific Groups
BOD – BCDCOG Board or Directors

[2] Any plan, program, or project that receives substantial public comment that alters the information significantly, may need to go back through public comment period again. The Executive Director will make the determination if it needs to be resubmitted for public review.
[3] Improved public participation techniques may be used in place of the prescriptions established in this PPP. If the PPP established processes are to be altered, they must first be approved by the BCDCOG Planning Director with written justification and signed off on by the Executive Director.

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is a 20-year multimodal strategy and capital improvement program developed to guide the effective investment of public funds for transportation projects. The LRTP ultimately determines a list of fiscally constrained transportation projects that are ranked against various metrics. The fiscally constrained list of projects is then considered to be ready for submittal into the Transportation Improvement Program. The LRTP is updated at least every five years; however it may be amended as needed.

The Rural Long Range Transportation Plan (RLRTP) is a document used to prioritize federally funded projects in the rural areas of Berkley, Charleston, and Dorchester Counties. The BCDCOG Board of Directors is responsible for approving the RLRTP. The following tables present the activities and the techniques used to foster public involvement for each plan.



	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
LRTP	PC	Project Introduction / Public Comment	BCDCOG / 1 Meeting	Email, Website, Social Media	21 Days
	Kickoff	Public Project Ideas / Existing Conditions	1 per County / 3 Meetings	Social Media, Website, Press Release	21 Days
	Pop Up	M/EJ Project Ideas / Existing Conditions	1 per County / 3 Events	Social Media, Website, Press Release	21 Days
	Stakeholder	ISG Project Ideas / Existing Conditions	BCDCOG / TBD	Email	N/A
	PC	Adopt Prioritization Metrics	BCDCOG / 1 Meeting	Email, Website, Social Media	21 Days
	P	Draft Review / Public Comment	1 per County / 3 Meetings	Social Media, Website, Press Release	21 Days
	PC	Document Adoption / Public Comment	BCDCOG / 1 Meeting	Email, Website, Social Media	21 Days
	PC	Amend LRTP / Public Comment	BCDCOG / As Needed	Email, Website, Social Media	21 Days
RLRTP	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
	BOD	Project Introduction / Public Comment	BCDCOG / 1 Meeting	Email, Website, Social Media	21 Days
	Kickoff	Public Project Ideas / Existing Conditions	1 per County / 3 Meetings	Social Media, Website, Press Release	21 Days
	Pop Up	M/EJ Project Ideas / Existing Conditions	1 per County / 3 Events	Social Media, Website, Press Release	21 Days
	Stakeholder	ISG Project Ideas / Existing Conditions	BCDCOG / TBD	Email	N/A
	P	Draft Review / Public Comment	1 per County / 3 Meetings	Social Media, Website, Press Release	21 Days
	BOD	Document Adoption / Public Comment	BCDCOG / 1 Meeting	Email, Website, Social Media	21 Days
	BOD	Amend RLRTP / Public Comment	BCDCOG / As Needed	Email, Website, Social Media	21 Days

Significant written or oral comments received on draft Plans as a result of the participation process or the interagency consultation process will be summarized, analyzed, and responded to as part of the final LRTP document. Comments received from the public will be acknowledged as received and a response will be provided, if warranted. Substantive comments will be summarized and included in a memo to the Policy Committee or Board of Directors, as applicable for consideration during adoption of Plan.

	Activity	Purpose	Duration
RLRTP & LRTP	Establish Project Website	Project and Meeting Updates	Entire Project Cycle
	Establish Project Specific Email List	Collect Public Input	Entire Project Cycle
	Comment Cards	Collect Public Input	Public Meetings
	Web Surveys	Collect Public Input	As Needed
	Report Public Feedback	Provide PC or BOD with Information	PC or BOD Meetings
	Public Input Appendix	Document Public Input / Show How it Influenced Plan	Draft & Final Document

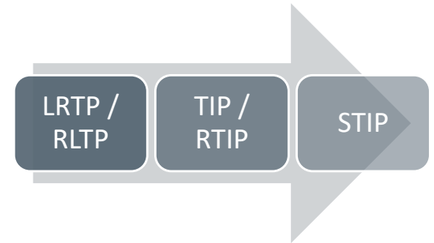
	Activity	Evaluation Technique
RLRTP & LRTP	Project Website	Use Website Analytics to Track Monthly Activity
	Project Email	Document Number of Emails Per Month
	Comment Cards	Document Number of Comments After Meeting
	Web Surveys	Document Number of Responses After Survey
	Pop Up Events	Document Number of Comments Received
	Stakeholder Meetings	Document Attendance / Number of Ideas
	Public Meetings	Track Attendance Through Software or Sign-Ins
	PC/COG Meetings	Track Number of Comments After Meeting

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a six-year plan that lists all regionally significant and federally funded projects in the CHATS planning area. The six-year plan is updated every four years to move the program fiscal years forward. Projects that are included in the TIP are highway and roadway projects, public transit projects, major corridor studies, complete streets projects, transportation alternative; i.e. bicycle/pedestrian, projects, and other transportation related studies. Projects that are included in the TIP must be selected from the approved Long Range Transportation Plan. The projects in the TIP must be fiscally constrained and have funding mechanisms in place. For the TIP to be amended, the CHATS Policy Committee must approve the changes. Administrative corrections can be made to the TIP by BCDCOG staff and do not require a specific public participation process.

The Rural Transportation Improvement Program (RTIP) is a six-year plan that lists regionally significant and federally funded projects in the BCDCOG rural areas. The RLRTP feeds the RTIP, which in turn pushes projects to the Statewide Transportation Improvement Program (STIP) [4]. The same project categories that are allowed in the TIP are allowed in the RTIP. Amendments must be approved by the BCDCOG Board of Directors and administrative corrections can be done at the staff level with no public participation.

SCDOT maintains the STIP which shows the financial outlays for transportation projects across the state. Before a project can receive federal funds, it must be approved in the STIP. SCDOT will carry out public involvement in accordance with the SCDOT Public Participation Plan. The following tables present the activities and the techniques used to foster public involvement.



[4] https://www.scdot.org/inside/planning-stip.aspx

	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
TIP	PC	Approve Amendments to be placed in STIP; Allow Public Comment	BCDCOG / 1 Meeting	Website and Social Media	21 Days
RTIP	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
	BOD	Approve Amendments to be placed in STIP; Allow Public Comment	BCDCOG / 1 Meeting	Website and Social Media	21 Days

	Activity	Purpose	Duration
RTIP & TIP	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	21 Days before PC or BOD
	Report Public Feedback	Memo to PC or BOD, Summarize Public Comments Received	Day of PC or BOD
	STIP	DOT Commission Meeting - Follow State's PPP	TBD

	Activity	Evaluation Technique
RTIP & TIP	Draft TIP on Website	Use Website Analytics to Track Activity
	Memo Report	Track Number of Comments
	PC & BOD Meetings	Track and Count Public Comments Received

Significant written or oral comments received on draft Transportation Improvement Programs as a result of the participation process or the interagency consultation process will be summarized, analyzed, and responded to as part of the final TIP document or amendment to the document. Comments received from the public will be acknowledged as received and a response will be provided, if warranted. Substantive comments will be summarized and included in a memo to the Policy Committee or Board of Directors, as applicable for consideration during adoption of Plan.

Public Participation Plan

The Public Participation Plan (PPP) outlines the strategies used to provide and receive information from the public on transportation planning and programming processes including funding for projects, studies, plans, and committee actions. The PPP will guide all urban and rural transportation programs. The PPP should be evaluated annually to see if the methods for receiving public input are working. The document should be minimally updated every five years or as needed.

	Meeting	Focus	Host / Frequency	Advertisement Options	Public Comment Period Length (Days)
PPP	PC	Allow Public Comment / Adopt Plan	BCDCOG / 1 Meeting	Website and Social Media	45

	Activity	Purpose	Duration
PPP	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	45 Days
	Report Public Feedback	Memo to PC, Summarize Public Comments Received	Day of PC

	Activity	Evaluation Technique
PPP	Draft PPP on Website	Use Website Analytics to Track 45-Day Activity
	Memo Report	Track Number of Comments
	PC Meeting	Track and Count Public Comments Given

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a two-year plan developed to outline the focus of work efforts and use of planning funds anticipated over the next two fiscal years. The UPWP is updated annually to ensure financial feasibility of planning work on an annual basis. All federally funded planning activities have to be included within the UPWP. The UPWP is approved by the CHATS Policy Committee annually.

The Rural Planning Work Program (RPWP) mirrors the UPWP in the application and adoption process.

	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
UPWP	PC	Approve Amendments; Allow Public Comment	BCDCOG / 1 Meeting	Website and Social Media	21 Days
RPWP	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
	BOD	Approve Amendments; Allow Public Comment	BCDCOG / 1 Meeting	Website and Social Media	21 Days

	Activity	Purpose	Duration
RPWP & UPWP	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	21 Days before PC or BOD
	Report Public Feedback	Memo to PC or BOD, Summarize Public Comments Received	Day of PC or BOD

	Activity	Evaluation Technique
RPWP & UPWP	Draft Document on Website	Use Website Analytics to Track Activity
	Memo Report	Track Number of Comments
	PC & BOD Meetings	Track and Count Public Comments Received

Annual List of Obligated Projects

The Annual List of Obligated Projects (ALoOP) is mandated by Title 23 Section 450.334 of the US Code of Regulations. The Federal Highway Administration defines an obligation as the federal government's legal commitment to pay or reimburse states or other entities for the federal share of a project's eligible costs. Projects are not necessarily initiated or completed during the year their funding is obligated. The Annual List of Obligated Projects will be presented to the CHATS Policy Committee for informational purposes only. The document must be made publicly available no later than December 30th (ninety days after the end of the fiscal year) each year. Public comment is welcomed and will be recorded.

	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
ALoOP	PC	Notify PC of the Annual List	BCDCOG / 1 Meeting	Website and Social Media	21 Days

	Activity	Purpose	Duration
ALoOP	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	21 Days before PC
	Report Public Feedback	Memo to PC, Summarize Public Comments Received	Day of PC

	Activity	Evaluation Technique
ALoOP	Draft Document on Website	Use Website Analytics to Track Activity
	Memo Report	Track Number of Comments
	PC Meeting	Track and Count Public Comments Received

Disadvantaged Business Enterprise Program & Goal

The United States Department of Transportation's (US DOT) Disadvantaged Business Enterprise (DBE) Program provides a vehicle for increasing participation by Minority Business Enterprise (MBEs) in state and local procurement. As a result, BCDCOG has established a DBE Program in accordance with regulations of the United States Department of Transportation (US DOT), 49 CFR Part 26. BCDCOG should strive to update the DBE Program every 5 years. The DBE Goal must be updated and is submitted to FTA by August 1st every three years.

DBE Program or Goal	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
	BOD	Obtain Public Comment; Have BOD Approve to Submit to FTA	BCDCOG / 1 Meeting	Website and Social Media	30 Days

DBE Program or Goal	Activity	Purpose	Duration
	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	30 Days before BOD
	Report Public Feedback	Memo to BOD, Summarize Public Comments Received	Day of BOD

DBE Program or Goal	Activity	Evaluation Technique
	Draft Document on Website	Use Website Analytics to Track Activity
	Memo Report	Track Number of Comments
	BOD Meeting	Track and Count Public Comments Received

Title VI Program and LEP

BCDCOG is committed to integrating Title VI of the Civil Rights Act of 1964 as part of the planning process in all its programs so that it may serve as a guide for public participation efforts. BCDCOG maintains a Title VI Program that ensures that it will not discriminate against any person on the grounds of race, color, creed, national origin, gender, age or disability. The Title VI Program includes a Limited English Proficiency Plan as well to aid those who do not have English as a first language. The combined plan can be found at http://bcdcog.com/transportation-planning/ and must be updated every four years.

Title VI & LEP	Meeting	Focus	Host / Frequency	Advertisement Options	Notice
	BOD	Obtain Public Comment; Have BOD Approve to Submit to FTA	BCDCOG / 1 Meeting	Website and Social Media	30 Days

Title VI & LEP	Activity	Purpose	Duration
	Draft Document	Use Email, Website, or Social Media to Notify Public that Draft is on Website for Public Review/Comment	30 Days before BOD
	Report Public Feedback	Memo to BOD, Summarize Public Comments Received	Day of BOD

Title VI & LEP	Activity	Evaluation Technique
	Draft Document on Website	Use Website Analytics to Track Activity
	Memo Report	Track Number of Comments
	BOD Meeting	Track and Count Public Comments Received

FTA Programs

FTA programs consist of, but are not limited to, transit grants from CFR Sections 5310, 5307, and 5339. The grants can either be a direct allocation or competitively awarded. Section 5310 is the transit program that funds activities in support of the mobility of seniors and individuals with disabilities. Section 5307 can be used for eligible planning activities, engineering, design, capital investments, maintenance, and operations. The Section 5339 transit funding program supports capital projects in which replacement, rehabilitation, purchasing buses, and constructing bus-related facilities are eligible. These grants are awarded annually and will follow the procedures established for the TIP/RTIP. A program of projects (POP) will be used to advertise Section 5307 and Section 5310 projects during the current Federal Fiscal Year.

FTA Programs	Activity	Purpose	Duration
	Program of Projects (POP)	Use Email, Website, or Social Media to Notify Public that the POP is on Website for Public Review/Comment	21 Days before BOD
	Report Public Feedback	Memo to BOD, Summarize Public Comments Received	Day of BOD

General Transportation Related Studies & Plans

If the need arises to conduct additional studies, such as a corridor study or an access management plan, then the public procedures used for the LRTP should be followed. If there are other federal regulations such as NEPA that guide the public participation process in more depth, then those rules must be adhered to and would supersede any written policies herein.

Policy Meetings Procedures

Policy meetings consist of the CHATS Policy Committee and the BCDCOG Board of Directors. All meetings are open to the public and will conform to the following procedures:

- A minimum of seven days' notice will be given to all members and interested parties (any citizen, affected public agency, representative of a transportation employer, private provider of transportation, and others who wish to be included upon request) for each meeting. An agenda will be sent out with the notice.
- Public Comment will be sought prior to each meeting for agenda items involving a plan, programs, or project, generally 21 days in advance of the meeting (See the Plans, Programs, and Projects Section) depending on the item that is set for review.
- All meetings will provide an opportunity during the meeting for public comment. The Chairperson may limit these comments to three minutes per individual. If more than one person is present representing an organization or group, the Chairperson may ask that the group select a spokesperson. In addition, whenever possible, individuals or spokespersons wishing to be recognized should alert the Chairperson or staff prior to the meeting.
- All meetings shall conform to the BCDCOG agency policy concerning the American Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended).
- Notices for these meetings will include:
  - "Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact (**insert staff name**) within two days of public meeting notice being published."
  - "Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la (**insert staff name**) al teléfono (843) 529-2589, cuando menos 48 horas antes de la junta" which asks persons who need Spanish language assistance to make arrangements with the BCDCOG within two days of a public meeting notice being published.
- All efforts will be made to hold meetings in transit and handicapped-accessible locations or accessible online meeting platforms.

Public Meeting Principles

Public meetings are held for a variety of reasons, and different levels of public input are expected for transportation plans, programs, and projects. Public meetings are generally considered ad hoc and will be scheduled as needed. The purpose of these public meetings is threefold:

1. To confirm the purpose and intent of the plan, program, or project;
2. To present the trends and forecasts for the region; and
3. To gather public input.

Early Involvement

Early involvement with local community leaders will help to determine suitable meeting forums and information formats to foster valuable input, especially when soliciting input from target populations.

Accessible Language

Meeting notices and materials will use appropriate, understandable language — acronyms and other technical jargon will be avoided to the extent that is possible to the subject matter. Efforts will be made to tailor advertising, project campaigns, and slogans to generate the most interest possible.

Inclusivity

Public meetings will be held at transit and handicapped-accessible locations or accessible online meeting platforms, and convenient times in an effort to garner as much input by the affected populations as possible.

- All public meetings shall conform to the BCDCOG agency policy concerning the American Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended).
- Notices for these public meetings will include:
  - "Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact (**insert staff name**) within two days of public meeting notice being published."
  - "Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la (**insert staff name**) al teléfono (843) 529-2589, cuando menos 48 horas antes de la junta" which asks persons who need Spanish language assistance to make arrangements with the BCDCOG within two days of a public meeting notice being published.

Document & Implement Public Feedback

Public input that is gathered will be documented and placed in an appendix in the final plan (ex. LRTP, PPP, etc.). All efforts should be made to show how the input that was received helped to affect the plan, program, or project.

Outreach Methods

The type of public outreach efforts employed will be determined based on the plan, program or project's overall local and regional impact. Highly localized projects may require more specialized outreach within the project's area of influence, rather than the broad outreach efforts required by others. Extensive outreach efforts throughout all areas of the region are conducted in order to assemble a broad cross-section of input into the decision-making process, including traditionally underserved areas. BCDCOG/CHATS outreach efforts in these areas will continue to provide residents with an opportunity to voice their opinions and concerns. BCDCOG/CHATS will continue to conduct, sponsor, and participate in special and community events that reinforce the mission and strategic plan of the organization, educate the public, and provide opportunities for public input. Visualization techniques will be used when necessary to enhance the public's understanding of transportation activities. The primary tools to disseminate information and garner public input will be used the most frequently, while the secondary tools will be used less frequently. BCDCOG/CHATS approach in publicizing its public meetings and sharing information may include the following outreach methods:

Primary Tools

Website

The BCDCOG website, http://www.bcdcog.com, will be used to disseminate information and collect public input regarding all transportation activities. The website may contain, but is not limited to:

- Meeting calendar and agendas
- Procurement opportunities
- Current project descriptions, with available maps, photos, or renderings
- Work products such as the TIP, UPWP, LRTP, PPP etc.
- Regional statistics
- Geographic Information Systems (GIS)
- Newsletter and information for sign up
- Links to social media sites (Facebook, Twitter, etc.)
- List of standing committees and a regional directory of participating jurisdictions
- Listing of BCDCOG staff and contact information

Project specific websites may be built and used for activities such as an LRTP update as well. These sites are used to attract a larger audience for specific topics and will be linked to from the BCDCOG website.

Social Media

Social media is an excellent tool to cultivate two-way digital communication which can lead to awareness of transportation plans, programs, and projects. The primary forms of social media that may be used are Facebook, Twitter, Instagram, and YouTube. If other forms of social media transcend the current formats, those will be explored as well. Social media can be used to augment other efforts, such as building email lists as well.

Email Lists

Email is an effective tool to communicate quickly for transportation related activities. During public meetings, members of the public will be asked if they would like to be included on a mailing list to receive more information about the specific topic they are attending. Lists will be created and maintained for specific plans, programs or projects that are seeking public feedback. A specific email address for an individual transportation activity may be established on a project by project basis if needed.

Press Releases

Press releases will be released to local media to ensure the press is up-to-date on news and information concerning transportation activities and to prompt assistance with promoting events to a larger audience.

Newsletters

BCDCOG produces and distributes a periodic electronic newsletter that includes articles and other information of interest on MPO plans, programs, and projects.

Comment Cards

Comment cards will be used to gather feedback at public meetings.

Pop Up Meetings

Pop Up Meetings will be used to gather public input at events or locations that attract people for a different reason. For instance, a high-school football game or a farmer's market could be a great way to solicit public feedback on a nearby transportation activity.

Secondary Tools

Advisory Committees

From time to time, an advisory committee may be established to help work through a transportation planning activity.

Paid Advertising

Various projects may require additional paid advertising in the form of newspaper, radio, or television ads.

Flyers/Posters

When appropriate, participation from target populations will be sought by posting flyers/posters and meeting notices in locations such as government centers, neighborhood shops, religious institutions, social service agencies, employment centers, bus stops/transit hubs, senior centers, public health clinics, public libraries, community centers and popular meeting places. Postcards and flyers may also be used to garner public feedback.

Surveys

Transportation activities may require surveys to understand public sentiment. Different applications may be used such as statistically valid telephone surveys and online surveys.

Online Interactive Maps

Interactive maps that are hosted online may be used to gather public feedback from time to time. An example of an online interactive map would be one where end users could draw preferred bicycle routes across a specific geography in an effort to either show the most used facilities or to add new facilities.

Public involvement needs to encompass the full range of community interests, yet people underserved by transportation often do not participate. Not only are they frequently unaware of transportation proposals that could affect their daily lives, but they also may have no means to get to a public meeting or have long work hours that preclude them from attending. Many citizens do not participate in public involvement activities, even though they have important, unspoken issues that should be heard. Some may have a deep mistrust for public officials and government offices, while others may discouraged from participating due to cultural values. The following strategies for engaging minority and low-income populations (FTA Circular 4702.1B) will be employed.

- Scheduling meetings at times and locations that are convenient and accessible for minority and LEP communities
- Employing different meeting sizes and formats
- Coordinating with community- and faith-based organizations, educational institutions, and other organizations to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities

- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP populations could also include audio programming available on podcasts
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments

Virtual/Online Engagement

Virtual or online meeting platforms may be used to supplement, but should not replace in-person engagement. Virtual meetings can serve as a cost-effective tool to increase public engagement, since they allow individuals increased flexibility to participate and provide a viable option to persons with limited transportation options. In circumstances where in-person meetings cannot be conducted safely (public health emergencies or disaster recovery) virtual meetings may be deemed necessary and should be utilized temporarily until conditions allow for in-person meetings to resume safely. Information/instructions on how to participate in virtual meetings, including opportunity to provide comment, will be made available to the public.

Title VI and LEP Outreach

In an effort to consider the needs of the traditionally underserved, low-income, minority, and limited-English speaking populations with regards to transportation plans, programs, and projects within the region, BCDCOG maintains a separate Title VI and LEP Plan.[5] The plan demonstrates BCDCOG's commitment to preventing discrimination, provides grievance procedures, discusses potential outreach methods, and provides options for those with limited-English speaking abilities.

It is imperative to conduct additional outreach to these affected communities to garner feedback. The Title VI and LEP Plan outline a table of the BCDCOG Board of Directors and the CHATS Policy Committee memberships by race. In an effort to communicate more efficiently by each community, those members may be reached to discuss the best opportunities that they think would be effective in their respective community. Opportunities to gather more feedback from disadvantaged and LEP communities that have been used in the past and will continue moving forward are, but are not limited to:

- Meetings held transit and handicapped-accessible locations and/or accessible online meeting platforms
- Meetings held that are handicap accessible locations
- Meetings are setup at convenient times
- Meetings held with the opportunity for multi-lingual assistance
- Pop-up events such as the Black Expo, Churches, Latin American Festival, and High School Football Games
- Seeking out community leaders or representatives to garner more participation (Church Leader, Council Member, etc.)
- Promoting events in other languages such as the flyer that was used in the 2040 LRTP (see image)
- Attending local community meetings within low income communities
- Providing presentations to affected communities by request
- Promoting engagement at public transit stops
- Minimizing transportation jargon to improve communication
- Continuously seeking creative methods to engage affected populations

[5] http://bcdcog.com/transportation-planning/

Interested Parties and Consultation

The PPP will target these parties in the BCDCOG region: citizens, affected public agencies (federal, state and local), transit and freight entities, users of public transportation, users of pedestrian and bicycle facilities, military installations, land management agencies, and the disabled, elderly, low-income, and limited English speaking populations with reasonable opportunities to be involved in the metropolitan transportation planning process. Inclusiveness only stands to improve transportation facilities for all users and promotes the well-being of society over the long term.

Consultation with agency partners and interested parties will utilize many of the outreach methods contained within this PPP. Consultation with agencies to review and comment on plans, programs, and projects administered by CHATS/BCDCOG will be, at a minimum, subject to the comment period presented within each category. The goal will be to maintain a symbiotic relationship that ultimately crafts better transportation outcomes for all involved. When proper consultation is continuous and evolving, better outcomes occur. When better outcomes are achieved, project delivery is expeditious and judicious.

Ongoing coordination with interested parties and agencies will help identify effective mitigation strategies for potential impacts of transportation projects in the region. Interagency agreements may be maintained between CHATS/BCDCOG and other local and regional agencies. The interagency agreements will describe CHATS/BCDCOGs role and responsibilities in relation to the other agencies' work.

Public Input


AFFIDAVIT OF PUBLICATION

The Post and Courier

THE CHARLESTON AREA TRANSPORTATION STUDY (CHATS) POLICY COMMITTEE

2018 PUBLIC PARTICIPATION PLAN

Throughout the forty-five day comment period, no comments were received. Staff will continue to use these outreach techniques to engage the community and foster public participation.

THE CHARLESTON AREA TRANSPORTATION STUDY
(CHATS) POLICY COMMITTEE

The Metropolitan Planning Organization (MPO) for the Berkeley-Charleston-Dorchester Region announces availability of the following documents for public review:

CHATS FY 2021-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CHATS 2040 LONG RANGE TRANSPORATION PLAN (LRTP) AMENDMENT #4

2019 PUBLIC PARTICIPATION PLAN AMENDMENT

These documents are available for public review and comment from **July 12, 2021 to August 2, 2021** Monday-Friday between the hours of **9:00 am to 5:00 pm** at the Berkeley-Charleston-Dorchester Council of Governments 5790 Casper Padgett Way, North Charleston, SC 843-529-0400 Or at http://www.bcdcog.com

Contact Person: Sarah Cox

The Berkeley-Charleston-Dorchester Council of Governments does not discriminate on the basis of age, race, color, religion, sex, national origin, familial status or disability in the admission or access to, or treatment or employment in, its federally-assisted programs or activities. Persons needing assistance in obtaining information can call: RELAY SC #1-800-735-2905.

Amendment to the CHATS PPP was advertised for public comment during which no comments were received. Staff will continue to use these outreach techniques to engage the community and foster public participation.

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

US 52 BUS RAPID TRANSIT STUDY

BCDCOG Hosting Public Meetings for US 52 Feasibility Study

North Charleston (October 1, 2024) - The Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) invites the community to participate in two upcoming public meetings focused on enhancing public transit along the US 52 corridor, which connects North Charleston, Goose Creek, and Moncks Corner.

The BCDCOG is evaluating improvements to TriCounty Link service and the feasibility of introducing a Bus Rapid Transit (BRT) system along this corridor to accommodate the area's significant growth and improve transit services. The project team is seeking valuable input from residents to help shape the future of transit in this corridor.

In addition to the in-person meetings, a virtual option will be available on October 16, 2024, at bcdcog.com, for those who cannot attend the in-person meetings. Community feedback will be accepted until November 15, 2024.

“We believe this study is essential to planning for the future of transit along the US 52 corridor. The area has experienced tremendous growth in recent years, and by conducting this study now, we can better guide future investments and address future growth,” said TriCounty Link Chairman & Berkeley County Councilmember Caldwell Pinckney Jr.

When:

Public Meeting 1 – October 16, 2024, 6:00 – 8:00 P.M.
Train Depot
100 Behrman St, Moncks Corner 29461

Public Meeting 2 – October 17, 2024, 6:00 – 8:00 P.M.
Goose Creek Fire Department Headquarters
201 Button Hall Ave, Goose Creek, SC 29445

Where: bcdcog.com

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact (843) 529-0333 within two days of public meeting notice being published.

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese al teléfono (843) 529-0333, cuando menos 48 horas antes de la junta.Media Contact:

Matthew Spath
BCDCOG Communications Director
843 529-2715
matthews@bcdcog.com

US 52 Feasibility Study Public Meetings

We Want to Hear From You!

The Berkeley-Charleston-Dorchester Council of Governments invites the community to participate in two upcoming public meetings focused on enhancing public transit along the US 52 corridor, which connects North Charleston, Goose Creek, and Moncks Corner.

Join us to learn more about the study and provide your feedback!

Moncks Corner
16th Oct., 2024
6:00 - 8:00 P.M.
Train Depot
100 Behrman St.

Goose Creek
17th Oct., 2024
6:00 - 8:00 P.M.
GC Fire Station
201 Button Hall Ave.

An online version of the public meeting will be available beginning October 16, 2024, at bcdcog.com.
Comments will be accepted until November 15, 2024.

Submit your comments via:
(843) 974-9165

contact@bcdcog.com

bcdcog.com

C/O BCDCOG, 5790 Casper Padgett Way, North Charleston, SC 29406

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact (843) 529-0333 within two days of public meeting notice being published.

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese al teléfono (843) 529-0333, cuando menos 48 horas antes de la junta.

Estudio de viabilidad de la US 52

Reuniones públicas

¡Queremos escuchar su opinion!

El Consejo de Gobiernos de Berkeley-Charleston-Dorchester invita a la comunidad a participar en dos próximas reuniones públicas centradas en mejorar el transporte público a lo largo del corredor de la US 52, que conecta North Charleston, Goose Creek y Moncks Corner.

¡Únase con nosotros para conocer más sobre el estudio y ofrecer su opinión!

Moncks Corner

16 de Octubre, 2024

6:00 - 8:00 P.M.
Depósito de tren
100 Behrman St.

Goose Creek

17 Octubre, 2024

6:00 - 8:00 P.M.
Estación de bomberos de GC
201 Button Hall Ave.

Una versión en línea de la reunión pública estará disponible a partir del 16 de octubre de 2024 en bcdcog.com.

Se aceptarán comentarios hasta el 15 de noviembre de 2024.

Envíe sus comentarios a través de:

(843) 974-9165

contact@bcdcog.com

bcdcog.com

C/O BCDCOG, 5790 Casper Padgett Way, North Charleston, SC 29406

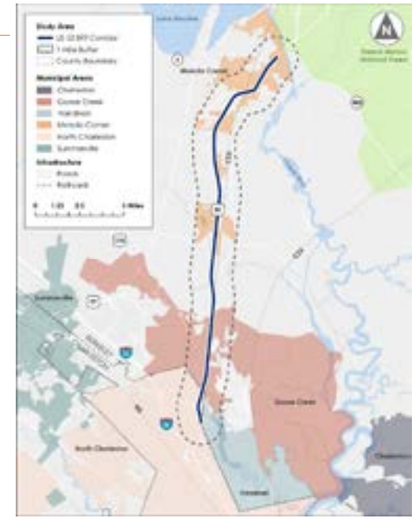
Personas que requieren adaptaciones especiales bajo la Ley de Estadounidenses con Discapacidades o personas que necesitan servicios de traducción (sin costo) deben comunicarse al (843) 529-0333 dentro de los dos días posteriores a la publicación del aviso de la reunión pública.

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese al teléfono (843) 529-0333, cuando menos 48 horas antes de la junta.

Study Scope Overview

The Study will:

- Assess the US 52 corridor from Moncks Corner to Goose Creek and North Charleston.
- Evaluate existing TriCounty Link Services in the corridor to:
  - Improve access to service, and
  - Increase ridership
- Assess the feasibility and steps of transitioning TriCounty Link's (TCL) fixed-route service to Bus Rapid Transit (BRT).
- Define how to connect to the planned Lowcountry Rapid Transit project.
- Evaluate the corridor alignments, station locations, funding, design features, local feeder transit services, and program alternatives.



Existing Transit Service

TriCounty Link - US 52 Corridor

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown (local)
- B102 Moncks Corner/Goose Creek (local)
- B104 Moncks Corner/St. Stephen (local)
- B105 Moncks Corner/Mt. Pleasant (local)
- D305 Summerville Connector (local)
- CS1 Moncks Corner/North Charleston (commuter)
- CS2 Summerville/Northern Charleston (commuter)
- CS8 Link 2 Lunch (on-demand)
- D305 Summerville Connector (local)

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

Existing Transit Service

TriCounty Link

- TriCounty Link provides transit services in the rural areas of the BCD region with fares at $2.50.
- There are 10 fixed-routes, 2 commuter routes, a zone-based demand response service, and 8 park-n-ride locations.
- Began in 1996 as the BCD Rural Transportation Management Authority but changed to its current name in 2007.

LCRT Connection

PNR Location, connection to the US 52 BRT Corridor

- Ladson/Fairgrounds to WestEdge/Medical District
- 3 PNR
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link services

US 52 BRT Feasibility Study

Welcome and thank you for taking time to provide your feedback on the US 52 Bus Rapid Transit Feasibility Study. We value your time and feedback. Your responses will remain confidential and will help us better understand your needs and wants for public transit now and in the future.

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Tuesday, October 22, 2024 at 2:11 PM UTC

Thursday, October 31, 2024 at 2:58 AM UTC

Thursday, October 31, 2024 at 2:24 AM UTC
29445

Thursday, October 31, 2024 at 12:21 AM UTC
29425

Wednesday, October 30, 2024 at 11:15 PM UTC
29406

Wednesday, October 30, 2024 at 10:04 PM UTC
29445

Wednesday, October 30, 2024 at 10:02 PM UTC
29407

Wednesday, October 30, 2024 at 9:26 PM UTC
29445

Wednesday, October 30, 2024 at 8:55 PM UTC
29403

Wednesday, October 30, 2024 at 8:51 PM UTC
29414

Wednesday, October 30, 2024 at 8:37 PM UTC

29464

Monday, October 21, 2024 at 8:01 PM UTC
29403

Monday, October 21, 2024 at 8:00 PM UTC
29461

Monday, October 21, 2024 at 6:46 PM UTC
29425

Monday, October 21, 2024 at 5:17 PM UTC
29425

Monday, October 21, 2024 at 3:01 PM UTC
29405

Monday, October 21, 2024 at 1:35 PM UTC
29425

Monday, October 21, 2024 at 12:26 PM UTC
29407

Monday, October 21, 2024 at 12:16 PM UTC
29401

Monday, October 21, 2024 at 11:24 AM UTC

29425

Saturday, October 19, 2024 at 4:42 PM UTC
29466

Saturday, October 19, 2024 at 3:50 PM UTC
29401

Saturday, October 19, 2024 at 2:59 PM UTC
29456

Friday, October 18, 2024 at 8:24 PM UTC
29425

Friday, October 18, 2024 at 4:45 PM UTC
29401

Friday, October 18, 2024 at 4:37 PM UTC
29406

Friday, October 18, 2024 at 4:31 PM UTC
29414

Friday, October 18, 2024 at 3:56 PM UTC
29403

Friday, October 18, 2024 at 2:01 PM UTC

Q3 Please identify your age:

Answered: 114 **Unanswered:** 4

Choice	Total
18-24	3
25-34	21
35-44	32
45-54	25
55-64	19
65+	12

29425

Friday, October 18, 2024 at 12:48 PM UTC
29445

Friday, October 18, 2024 at 12:41 PM UTC
29486

Friday, October 18, 2024 at 12:33 PM UTC
29418

Friday, October 18, 2024 at 11:29 AM UTC
29418

Thursday, October 17, 2024 at 4:21 PM UTC

Thursday, October 17, 2024 at 1:31 PM UTC
29461

Thursday, October 10, 2024 at 3:18 PM UTC

Monday, October 7, 2024 at 7:03 PM UTC

Monday, October 7, 2024 at 6:59 PM UTC

Answered: 118 **Unanswered:** 0

Choice	Total
Prefer Not to Share	2

Q4 Please state your annual household income:

Answered: 114 **Unanswered:** 4

Choice	Total
$0 - $14,999	2

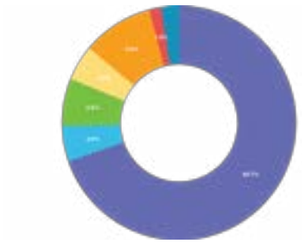
Choice	Total
$15,000 - $24,999	2
$25,000 – $49,999	12
$50,000 – $74,999	14
$75,000 – $99,999	16
$100,000 – $149,999	30
$150,000 +	19
Prefer Not to Share	19

Q5 Please identify your gender:

Answered: 113 **Unanswered:** 5

Choice	Total
African American	9
Asian American	4
Caucasian or White	78
Hispanic or Latino	4
Prefer Not to Share	16
Other (Please specify)	2

Q7 Please state your employment status (Select all that apply):



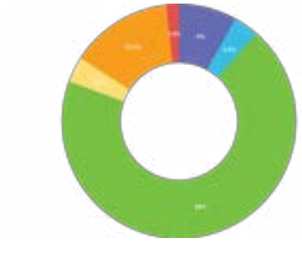
Answered: 112 **Unanswered:** 6

Choice	Total
Employed full-time	85
Employed part-time	6
Self-employed	8
Student	6
Retired	12
Homemaker	2
Not currently employed	0
Other (Please specify)	3

Answered: 114 **Unanswered:** 4

Choice	Total
Female	49
Male	58
Prefer Not to Share	7
Other (Please specify)	0

Q6 What is your race/ethnicity?



Q8 Do you work from home or commute to work?

Answered: 109 **Unanswered:** 9

Choice	Total
Work from home	10
Commute to work	82
Other (Please specify)	17

Q10 Are you familiar with the Lowcountry Rapid Transit project?

Answered: 114 **Unanswered:** 4

Choice	Total
Very Familiar	36
Somewhat Familiar	56
Not Familiar	22

Q9 How familiar are you with public transit and TriCounty Link service in Berkeley County?

Answered: 114 **Unanswered:** 4

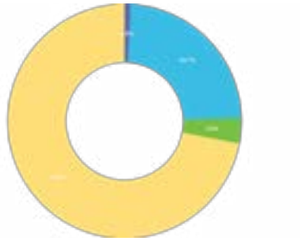
Choice	Total
Very Familiar	19
Somewhat Familiar	62
Not Familiar	33

Q11 Do you currently use public transit?

Answered: 114 **Unanswered:** 4

Choice	Total
Yes	24
No	90

Q12 What public transit do you use?



Answered: 114 **Unanswered:** 4

Choice	Total
TriCounty Link	1
CARTA	27
Both	4
Neither	82

Q13 What would most increase your likelihood of using public transit more frequently? (Select all that apply)

Answered: 113 **Unanswered:** 5

Choice	Total
Work or school	75
Medical appointments or hospitals	52
Social or recreational activities (e.g., parks, gyms, restaurants)	59
Airports or train stations	73
Cultural or entertainment events (e.g., museums, theaters, concerts)	63
Friends' or family members' homes	32

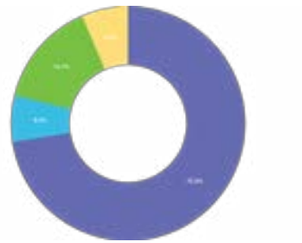
Answered: 112 **Unanswered:** 6

Choice	Total
More frequent and reliable service with buses running more often on fewer streets	57
Expanded routes and coverage areas with buses running on more streets but less often	35
Improvements to existing services	51
Services to new areas not currently served	64
Other (Please specify)	34

Q14 What types of destinations would you most likely use public transit to travel to?

Choice	Total
Other (Please specify)	8

Q15 What types of transit would you most prefer along the US 52 corridor?



Answered: 109 **Unanswered:** 9

Choice	Total
Fixed route service with specific stops and consistent schedules	79
Flexible route service with slightly less consistent schedules but the ability to request a pickup or drop-off adjacent to and between scheduled stops	7
On-Demand service where riders request when/where to go within a select zone	16
Other (Please specify)	7

Q16 Pick the top 3 priorities transit service should prioritize along US 52.

Answered: 108 **Unanswered:** 10

Choice	Total
Increase service frequency	49
Expand service hours to operate longer and/or on weekends	44
Serve areas with the highest ridership potential	33
Focus service on underserved areas (i.e., focus on areas with individuals with limited access to cars or lower incomes)	28
Focus on providing service for commute trips during peak periods	36
Focus on on-demand services (e.g., CS8 Link to Lunch service) over a fixed route	2
Improve transit stops with better amenities and more permanent infrastructure	36
Focus on improving connections and access to major employment areas (e.g., Charleston, North Charleston, Goose Creek, Moncks Corner, etc.)	71

Q17 Is there anything additional you would like to share with the team?

Monday, November 18, 2024 at 1:47 PM UTC

Monday, November 18, 2024 at 12:41 PM UTC
I am so happy we have this Survey. I am honoured to have participated and I appreciate you listening to the Citizens' Voices.

Monday, November 18, 2024 at 5:05 AM UTC
Lowcountry Rapid Transit
To Whom It May Concern,

This is a message to present a method of transit to enhance transportation as a substitute for private vehicles and transit busses in the Tri-County region. This is a plan to cover virtually all areas in the Tri-County region. This plan will offer a commuter rail system to transport persons among the rail-connected points in the region. A detailed presentation is included with an attachment to this message.

The plan is lengthy and covers much of the subjects to be discussed. I hope to hear from your personnel if they wish to discuss more of this plan that covers a wide area of our Tri-County.

Thank you for your consideration.

AlfredWaldrep
14 Lockwood Dr.
Charleston, SC 29401

Web Story v2 (1)
.docx
451.2kB

Sunday, November 17, 2024 at 4:58 AM UTC

Sunday, November 17, 2024 at 1:07 AM UTC
These projects are money pits. Fares are high, travel takes forever, and service sucks. Look at the Washington DC Metro to glimpse the future.

Sunday, November 17, 2024 at 12:12 AM UTC
Are you planning to have park and ride locations and

Saturday, November 16, 2024 at 3:36 PM UTC

Saturday, November 16, 2024 at 3:17 PM UTC

Saturday, November 16, 2024 at 2:15 PM UTC

Saturday, November 16, 2024 at 1:38 PM UTC

Saturday, November 16, 2024 at 1:16 PM UTC
Need to expand transit system to Moncks Corner and upper Berkeley County for people who work in or close to Charleston. The current plan only goes as north as Ladson. That doesn't help the majority of our largest county that has to travel south to the Charleston area for work.

Saturday, November 16, 2024 at 12:45 PM UTC
You are many years behind the need for public transportation. This entire area has to be interconnected to reduce the massive amount of cars on the roads.

Saturday, November 16, 2024 at 12:27 PM UTC

Saturday, November 16, 2024 at 12:19 PM UTC

Saturday, November 16, 2024 at 4:44 AM UTC

Saturday, November 16, 2024 at 4:13 AM UTC

Saturday, November 16, 2024 at 3:33 AM UTC

Saturday, November 16, 2024 at 3:25 AM UTC

Saturday, November 16, 2024 at 3:21 AM UTC

Saturday, November 16, 2024 at 3:18 AM UTC
It typically takes me over an hour on CARTA to make it to and from my house in North Charleston and my doctor's appointments at Trident Medical Center, which is only about 15 minutes away.

Saturday, November 16, 2024 at 2:34 AM UTC

Saturday, November 16, 2024 at 2:16 AM UTC
The current plan for dedicated bus line using 78 and 52 is unacceptable. You need to focus more on dedicated bus transportation from parking lots to areas where low income people work. Mainly servicing downtown and N Charleston with some buses to other areas. They need to run at the time of shift changes

Saturday, November 16, 2024 at 2:09 AM UTC
Leave the fair grounds alone. No one wants you to steal it.

Saturday, November 16, 2024 at 2:05 AM UTC
Make it more accessable for the disabled! Especially wheelchair users with a better bigger area for wheelchairs allow driver assistance make bus ramps better and bus stops better for wheelchair users!

Saturday, November 16, 2024 at 1:19 AM UTC
No

Saturday, November 16, 2024 at 1:09 AM UTC
pay as you go. not tax funded

Saturday, November 16, 2024 at 1:05 AM UTC
I just would like to see easier access to get around. Also look at what works in other cities. I know we can't have trains or trolleys but the bus could work in a very similar way. People should expect to have to walk a short distance say less than a mile to get where there trying to go.

Saturday, November 16, 2024 at 12:59 AM UTC
I need for the people making these decisions. To get on the buses and ride it like an ordinary individual. Experience the ride before you make your decision. Experience is the best teacher .

Saturday, November 16, 2024 at 12:57 AM UTC
Reliability is most important. Without this you will have disgruntled customers who may choose to not use this service. This is ESPECIALLY TRUE of CARTA right now. Also, the administrative office of CARTA is the least informed and the most disinterested office that I - and everyone I know who has called this office - have ever come across. In short, it is the worst. So, make sure you have a responsive, well-trained, courteous, and informed staff in your administrative office. This will help immensely toward good will with your customers.

Saturday, November 16, 2024 at 12:50 AM UTC
I fully support this project and believe it would help with commuter traffic while providing access to underserved communities that may lack grocery stores and medical care.

Saturday, November 16, 2024 at 12:45 AM UTC

Saturday, November 16, 2024 at 12:45 AM UTC

Saturday, November 16, 2024 at 12:23 AM UTC
I don't think it should be expanded. I think the service you have running needs an overhaul before you expand. I ride public service in Chicago, but I would not ride the service here.

Saturday, November 16, 2024 at 12:23 AM UTC
hurry up and built before the open space get swell by more houses and shopping center on hwy 52 thank you

Saturday, November 16, 2024 at 12:21 AM UTC

Saturday, November 16, 2024 at 12:09 AM UTC

Friday, November 15, 2024 at 11:54 PM UTC

Friday, November 15, 2024 at 11:37 PM UTC

Friday, November 15, 2024 at 11:36 PM UTC
High speed rail

Friday, November 15, 2024 at 11:32 PM UTC
putting a transit system in place is a good idea, IF it services ALL tri-county areas AND is safe, free of all homeless/transient people, clean, And RUNS ON TIME. I once worked in downtown Charleston and went to College of Charleston, used Express 1 bus. It was consistently late, very unreliable. Putting a bus track in the center of Rivers Ave/HWY52 is extremely dangerous. I would not cross that road to catch a bus. Speed is way to high and several people have already been killed do to speeding cars!

Friday, November 15, 2024 at 11:19 PM UTC

Friday, November 15, 2024 at 10:55 PM UTC

Friday, November 15, 2024 at 10:26 PM UTC
Progress is needed to reduce the number of cars on the highways. Government is continually approving additional homes in the area without any provisions for better roads. More homes should have more shopping areas, jobs and medical facilities in the near vicinity to reduce the commuting distances. I am not against growth, but have you noticed the increased time to get a medical appointment these days.

Planners need to have a holistic approach rather than just "tax based". Looking forward to successful means of transportation.

Friday, November 15, 2024 at 10:20 PM UTC

Friday, November 15, 2024 at 8:50 PM UTC

Friday, November 15, 2024 at 6:33 PM UTC
Make sure security is on the transportation. Seen or undercover

Friday, November 15, 2024 at 5:23 PM UTC
Making this BRT as similar as possible to the LCRT system is the key. It would alleviate traffic and encourage people to visit businesses in the area.

Friday, November 15, 2024 at 3:40 PM UTC
Transit needs to be reliable and safe.

Thursday, November 14, 2024 at 8:00 PM UTC

Thursday, November 14, 2024 at 7:13 PM UTC

Thursday, November 14, 2024 at 3:34 PM UTC

Thursday, November 14, 2024 at 3:24 PM UTC
Mass transit needs to be accessible, safe, and affordable.

Thursday, November 14, 2024 at 3:18 PM UTC
No

Thursday, November 14, 2024 at 3:10 PM UTC
Get it done quickly!

Thursday, November 14, 2024 at 2:57 PM UTC

Thursday, November 14, 2024 at 2:52 PM UTC

Thursday, November 14, 2024 at 2:00 PM UTC
Stop studying and start the building phase.

Wednesday, November 6, 2024 at 8:06 PM UTC

Tuesday, November 5, 2024 at 2:22 PM UTC

Tuesday, November 5, 2024 at 1:28 PM UTC

Monday, November 4, 2024 at 6:14 PM UTC

Monday, November 4, 2024 at 6:01 PM UTC
Thank you for asking! The region is ready for a solution.

Sunday, November 3, 2024 at 1:05 AM UTC

Please make sure that bus rapid transit is accessible for people with disabilities.

Wednesday, October 30, 2024 at 11:15 PM UTC

Wednesday, October 30, 2024 at 10:04 PM UTC

Wednesday, October 30, 2024 at 10:02 PM UTC
I would like to see more park and ride locations. I would like to see an express line from downtown Charleston (can have multiple stops...King, Meeting, East Bay, etc) to the North area, and having enough buses running it so you aren't waiting more than 15-20 minutes for a bus to pick up.

Wednesday, October 30, 2024 at 9:26 PM UTC

Wednesday, October 30, 2024 at 8:55 PM UTC

Wednesday, October 30, 2024 at 8:51 PM UTC
NA - This will not be something I use.

Wednesday, October 30, 2024 at 8:37 PM UTC
Build BRT, we need light rail, but this is light rail on rubber wheels and that's nearly the same thing. We also need a BRT system that goes from Main @ 17 on John's Island out to 17 @ the IOP Connector as soon as the first BRT route is done.

Wednesday, October 30, 2024 at 8:22 PM UTC
Along US-52, the Busses need to offer the most convenient service, that makes it on par and compete with individual drivers.

With projects like these, having dedicated lanes for these busses would allow greater consistency, and reduce the dangers caused by high number of lanes such as crashes. While dedicated lanes may seem unfair or unequal, it doesn't make any sense to have high-capacity, high-ridership vehicles be stuck in the same traffic as everyone else, which is where the real unfairness actually comes from.

These improvements as outlined in the feasibility study, must also consider bicycle and pedestrian travel, and multi-modal travel as well. If you give individuals multiple options besides using a vehicle 100% of the time, then traffic volumes will reduce as the number of choices allow for individuals to make other choices.

Wednesday, October 30, 2024 at 6:44 PM UTC
Really hope the LCRT project is successful. Would love to have a rapid transit network across the region. I think frequency and giving the bus as much priority as possible are the most important factors. Please don't compromise on priority.

Sunday, October 27, 2024 at 11:33 PM UTC
This project should absolutely be paired with zoning that favors transit-oriented development, so that it can maximize the usefulness of the land and give the largest number of people access to transit.

Wednesday, October 23, 2024 at 3:16 PM UTC

Wednesday, October 23, 2024 at 1:19 PM UTC

Wednesday, October 23, 2024 at 1:18 PM UTC

Wednesday, October 23, 2024 at 12:14 AM UTC

Tuesday, October 22, 2024 at 6:46 PM UTC

Saturday, November 2, 2024 at 2:31 PM UTC

Friday, November 1, 2024 at 5:55 PM UTC
Safer ridership experience. Select routes to service goose creek city hall.

Friday, November 1, 2024 at 1:32 AM UTC

Thursday, October 31, 2024 at 8:32 PM UTC

Thursday, October 31, 2024 at 2:49 PM UTC
Daily work commute from Summerville to the airport isn't just miserably long, it's dangerous. Daily accidents and the ever increasing amount of trucks heading to the ports is a terrible mixture. Getting more cars off the highways and enforcing non-peak hour transit for port-bound trucks needs to be highest of priorities for Charleston Metro transit.

Thursday, October 31, 2024 at 1:35 PM UTC

Thursday, October 31, 2024 at 12:03 PM UTC

Thursday, October 31, 2024 at 4:48 AM UTC

Thursday, October 31, 2024 at 2:58 AM UTC

Thursday, October 31, 2024 at 2:24 AM UTC

Thursday, October 31, 2024 at 12:21 AM UTC

Tuesday, October 22, 2024 at 3:12 PM UTC

Tuesday, October 22, 2024 at 2:11 PM UTC
Frequency and consistency of service are the most important to grow supply of riders. Work closer with residential, commercial and industrial development to integrate bus services into plans.

Monday, October 21, 2024 at 8:01 PM UTC
N/A

Monday, October 21, 2024 at 8:00 PM UTC
Community members have to pay to get rides to Dr appts. Another member needed to meet with housing authority downtown to seek help with rent. There was no way to get her there before her 9 am appt

Monday, October 21, 2024 at 6:46 PM UTC

Monday, October 21, 2024 at 5:17 PM UTC

Monday, October 21, 2024 at 3:01 PM UTC
I have teenage children who could truly benefit from using the bus system. They are driving from Goose Creek to Trident Tech, which means new, inexperienced drivers in heavy traffic. I am afraid that it may be unsafe for them to ride the bus and worry about other riders hassling them. It feels sketchy and I think some PR is needed to improve the public perception of buses. I used Orlando's bus system for years - they did a good job with marketing it and could provide positive examples. Also, the major hurdle for riding - it takes too long to get from point A to point B.

Monday, October 21, 2024 at 1:35 PM UTC
I work for MUSC and use the park and ride option. When buses do not show, it is at least a half hour before the next one arrives. It would be great to have buses run more frequently (which would help with overcrowding, especially if the previous bus did not show), and a stop closer to Moncks Corner would be ideal. Thank you!

Monday, October 21, 2024 at 12:26 PM UTC
A commuter system that allows professionals to ride safely and conveniently to work would be the only thing of interest. If it takes longer, is dirty, sketchy, or certainly if it's dangerous, I would just keep driving.

Monday, October 21, 2024 at 12:16 PM UTC

Monday, October 21, 2024 at 11:24 AM UTC
Although this is definitely needed to improve our traffic issues, it must be feasible in order to work. If service is not consistent, affordable, and reliable nobody will utilize it. Traffic will still be an issue because busses are in the flow of traffic. One wreck can destroy your schedule with no ability to take a different route. The only thing that I would absolutely ride is light rail. It runs on its on tracks, is not affected by traffic, is consistent with schedules and would be clean and safe to use. This bus solution is temporary at best.

Saturday, October 19, 2024 at 4:42 PM UTC
Bus service without stops at the major economic hubs are useless.

Saturday, October 19, 2024 at 3:50 PM UTC
Options for Cane Bay, Nexton or Carne's Crossing during the week would help commutes to work downtown.

Saturday, October 19, 2024 at 2:59 PM UTC

Friday, October 18, 2024 at 8:24 PM UTC

Friday, October 18, 2024 at 4:45 PM UTC

Friday, October 18, 2024 at 4:37 PM UTC
There should also be weekend specific transit options with late night potential for those who work in the food and beverage industry as well as other shift workers. This would also be helpful to those who go out on the weekends and can't take a car to go out.

Friday, October 18, 2024 at 4:31 PM UTC

Friday, October 18, 2024 at 3:56 PM UTC

Friday, October 18, 2024 at 2:01 PM UTC
With the increase in population, SC needs to prioritize safe public transportation and sidewalks. There should be a light rail system straight up US 52 . It should be running every 15 minutes day and night. It should have convenient and well lit parking lots outside of penisula. This should be a priority. Have corporations building more and more housing fund this essential project.

Friday, October 18, 2024 at 12:48 PM UTC
Have a mass amount of a "safe" group use the system, so other people are more likely to use. The "safe" group can be college students or hospital workers and offer them free/discounted/employer paid bus fares.

Friday, October 18, 2024 at 12:41 PM UTC
We need to begin prioritizing public transportation in general in the Charleston area to accommodate all of the growth in the area. if that means taking right of way space away from personal motor vehicles so be it.

Friday, October 18, 2024 at 12:33 PM UTC
BRT is a waste of money. Actual ridership statistics will never meet the projected ridership.

Friday, October 18, 2024 at 11:29 AM UTC
Thank you for your hard work with this study! The B102 route looks to be the only existing service to much of Goose Creek. It seems like this could one day be separated into four more localized links: Hanahan to Goose Creek/Red Bank Road/Liberty Hall, US 176 between Cane Bay and Red Bank Road or Henry Brown, US 52 from Red Bank Road/Liberty Hall area up to Moncks Corner, and Jedburg Road/ Cooper Store Road between I-26 and Moncks Corner. For the US 52 BRT feasibility, please do everything in your power to improve the section from St. James/Red Bank through Greenridge. North of that, I'd like to see more sidewalk and path connections to dedicated stops in areas with high potential ridership. I don't know that dedicated bus lanes would be the best fit for this segment and I am concerned about how they could operate safely in the median while running at higher speeds. People already drive like maniacs through here. Regardless, growth in the greater Moncks Corner area will only continue and we need your help getting ahead of it by planning these connections and services.

Thursday, October 17, 2024 at 4:21 PM UTC

Thursday, October 17, 2024 at 1:31 PM UTC
I would use transit for most local trips if it was available and reliable

Thursday, October 10, 2024 at 3:18 PM UTC

Answered: 116 **Unanswered:** 2

GOODSTOCK CONSULTING

US 52 Bus Rapid Transit Feasibility Study
Community Survey Report

Prepared January 2025

BACKGROUND

The US 52 Corridor is an essential transportation link between North Charleston, Goose Creek, and Moncks Corner. Its proximity to Charleston has made it an appealing area for both residential and employment development, thereby increasing demand for upgraded infrastructure and housing. In response to these developments, HNTB Corporation, on behalf of the Berkeley-Charleston-Dorchester Council of Governments (BCD COG), evaluated the existing TriCounty Link service and explored the feasibility of introducing a new Bus Rapid Transit (BRT) system along this corridor.

The primary goal of this study is to assess current public transit services and understand community needs and preferences to inform the future development of public transit in the region, given the area's growth. The project utilized a two-pronged approach to gather public input, consisting of community meetings and an electronic survey, to gather a wide range of perspectives and experiences. This report details the findings from the community survey only.

SURVEY PARTICIPANT DEMOGRAPHICS

One hundred and eighteen (N=118) surveys were submitted. Survey participants were predominantly from Berkeley County (43.2%), followed by Charleston County (34.7%) and Dorchester County (12.7%). A small percentage lived in zip codes that cover all three counties (3.4%), while 5.9% chose not to disclose their residence.

Conversely, survey participants predominantly worked in Charleston County (60.2%), followed by Berkeley County (10.2%) and Dorchester County (3.4%). Additionally, the survey revealed an age distribution that reflects a community engaged in various stages of life, with 20.3% aged 18-34, 48.3% aged 35-54, 16.1% aged 55-64, and 10.2% aged 65 or older.

The income data collected from the survey participants highlighted a relatively affluent community compared to the state. The median household incomes for Charleston County, Berkeley County, and Dorchester County were reported at $84,320, $82,327, and $78,137, respectively. The tri-county median household income of $81,594 is comparable to the national median of $80,610; yet it is significantly higher than South Carolina's average of $67,804 [US Census Bureau QuickFacts, 2023].

Further analysis of household incomes showed that 55.1% of participants earn $75,000 or more annually, while 25.4% earn $74,999 or less. According to the Pew Research Center (2024), lower-class households earn less than two-thirds of the median income. Using the proposed calculation, lower-class households in the tri-county should earn less than $53,852, representing about 13.6% of survey participants.

The racial composition revealed that 66.1% identified as White, 7.6% as African American, 3.4% as Asian American, and 3.4% as Hispanic/Latino; however, 17.8% chose not to disclose their race. While the participation percentages for White and Asian populations are proportionate to the average White (64.9%) and Asian (2.2%) populations of the tri-county area, African American and Hispanic/Latino populations are underrepresented (24.6% and 6.7%, respectively) [US Census Bureau QuickFacts, 2023].

Lastly, 41.5% of participants identified as female, 49.2% as male, and 9.3% preferred not to share their gender identity. However, 51.2% of the tri-county population identified as female [US Census Bureau QuickFacts, 2023].

KEY FINDINGS

The survey results revealed several suggestions for improvement within local public transit services. Results showed that 76.3% of survey participants do not currently use public transit, and many are somewhat unfamiliar with the public transit and TriCounty Link in Berkeley County (80.5%) or the Lowcountry Rapid Transit project (66.1%). Of those who do use public transit, most (84.3%) use CARTA exclusively, while the remaining use TriCounty Link exclusively (3.1%) or a mixture of both (12.5%).

Participants would be more likely to use public transit more frequently if there were services to new areas (54.2%), was more frequent and reliable service with buses running more often on fewer streets (48.3%), were improvements made to existing services (43.2%), and if public transit expanded routes and coverage areas with buses running on more streets but less often (29.7%).

Most participants would prefer a fixed route service with specific stops and consistent schedules (66.9%), as opposed to on-demand services when riders request when/where to go

US 52 Bus Rapid Transit Feasibility Study
Community Survey Report

Prepared January 2025

within a select zone (13.6%) or a flexible route service with slightly less consistent schedules but the ability to request a pickup or drop-off adjacent to and between scheduled stops (5.9%). Moreover, participants would be most likely to use public transit to travel to work or school (63.6%), airports or train stations (61.9%), social or recreational activities (50.0%), cultural or entertainment events (53.4%), medical appointments or the hospital (44.1%), or to visit family and/or friends (27.1%). Nearly 90% of survey respondents are employed or students, so ranking work or school as the most likely destination for public transit aligns.

When considering public transit features and improvements, the top three transit services that should be prioritized along US 52 are improved connections and access to major employment areas (60.2%), increased service frequency (41.5%), and expanded service hours to operate longer and/or on weekends (37.3%). Nearly a third of participants also encouraged better amenities with a more permanent infrastructure at transit stops and providing services during peak commute hours.

The qualitative insights gathered yielded several recommendations for the impending public transit service. Key themes are summarized below:

- **Expand Service Frequency and Reliability:** Increasing the frequency of bus services and improving their reliability are crucial steps toward making public transit a more attractive alternative to personal vehicles. One participant said, *"The real problem is the bus usually only comes every hour, and nobody wants to wait that long."*
- **Enhance Infrastructure:** Investing in infrastructure improvements, such as upgrading bus stops and ensuring safer environments, can significantly enhance the user experience and promote safety.
- **Establish Direct Routes:** Developing direct transit services to key destinations, such as hospitals and airports, will meet community needs and improve overall accessibility.
- **Improve Awareness and Integration:** Launching outreach initiatives to educate residents about available transit options and ensuring seamless integration across different transportation modes will help optimize the transit network. One participant said, *"Currently I use public transit in conjunction with my car, so I will often drive halfway to a location that has public transit to mainly avoid parking and other headaches. I am in the car-lite category and try to use the busses whenever possible."*

US 52 Bus Rapid Transit Feasibility Study
Community Survey Report

Prepared January 2025

- **Explore Funding Opportunities:** Engaging local leaders and community members in discussions about potential funding mechanisms can unlock additional resources to support transit improvements. One participant said, *"I would even be happy to pay more in taxes, which is why i voted for the BRT, if it would allow me to use the bus. But I can't be late for work."*
- **Benchmark Against Other Cities:** Analyzing successful transit strategies in other metropolitan areas can provide valuable insights for developing effective local transit solutions. One participant said, *"[The] only current options for us [in Downtown Charleston] are Uber and Lyft. The tri-county area is not a sleepy little place. Massive tourists, more downtown living. [We] need public mass transit similar to cities like Chicago, Metro D.C., Charlotte NC."*

CONCLUSION

The community feedback gathered for the TriCounty Link service highlights an urgent need for enhancements in public transit and the potential benefits of a new Bus Rapid Transit system. Addressing the concerns identified through this survey will not only improve the overall transit experience but also foster increased public transit usage. By collaborating with stakeholders, local governments, and the broader community, the BCDCOG can develop a comprehensive plan that addresses the needs of this rapidly growing urban area and enhances the quality of life for its residents.

Summary of Outreach for US 52 BRT Feasibility Study Open House

Town of Moncks Corner Farmers Market - Thursday, October 3

Overall Sentiment: Positive, Neutral and Negative
Standout Questions/Comments:

1. This project is ruining the fair by taking the entire fairground lot away from the community
2. This is great and will help connect people who live far out and need to get to jobs but can't afford to live close to work
3. Will this raise costs? Who is paying for transportation improvements? How will taxpayers be affected?
4. I attended a Berkeley County meeting, and they talked about transportation. I had a lot of comments, and no one listened to me. People working on these studies do not listen to the public
5. This will be helpful to people with different disabilities like me, so everyone can have the same access to get around

City of Goose Creek Fall Festival - Saturday, October 5

Overall Sentiment: Positive and Neutral
Standout Questions/Comments:

1. I am an avid supporter of public transit. We need transit for access and I will voice that at the open house meeting
2. I am working to revitalize Deer Park Baptist, so I am very interested in learning more about how this will help connect people to that area of North Charleston
3. Will the buses strictly travel down US 52 or at any point, will the buses veer off the main road and into any of the neighborhoods?
4. We've needed this for years. How is this connected to the road plans that Berkeley County is doing?
5. Will bike path and crosswalk solutions be included in the transportation improvements?
6. My current closest connection is the park and ride near T-Mobile. With bad traffic, that is just too far for us in Goose Creek. We need a bus system here and something that is also safe for kids to ride

Please leave a comment for the Project Team in the space provided below:

I think expanding the public transit is a great idea and it would definetly cut down on traffic. Esperially in the areas where people are traveling the same direction for work so hopefully it will cut down on the frequent accidents as well.

Name: Destiny Ball

Address: 454 Vicerey Lane

City, State, Zip: Goose Creek, SC. 29445

Email: destinyball52@gmail.com

Thank you for your comment on the US 52 Bus Rapid Transit Feasibility Study.

Please leave a comment for the Project Team in the space provided below:

I would like more non-car travel options connecting Moncks Corner to downtown Charleston, the airport, and the Amtrak station.

buses should have bike racks, and connect to parks.

Add bike ~~lanes~~ routes around the entire dike. Make a connected route around Lake ~~Moultrie~~ Moultrie.

Name: JESSICA JURS

Address: 898 FAIRSPRINGS RD

City, State, Zip: BONNEAU SC 29431

Email: JS.marie@me.com

Thank you for your comment on the US 52 Bus Rapid Transit Feasibility Study.

Please leave a comment for the Project Team in the space provided below:

- Hope non-car options to get over the Tail Race Canal! There currently is NO way to cross that bridge other than a car, and even then there is only ONE bridge!

- Bike routes around the dike! You can't walk/run/bike over the locks at all.

- I'm worried about the BRT being abused by other car drivers! Not having protective barriers will mean cars will simply see that as another car lane. In NYC, the buses have cameras & the authority to ticket renegade car drivers.

- Less technology, and more consistency on bus schedules, please! If my phone dies will I be able to get home if I miss a bus, needs to request to pick me up?! Stress!

Name: Eric Read

Address: 898 Fairsprings Road

City, State, Zip: Bonneau, SC 29431

Email: eric.read.ahh@gmail.com

Thank you for your comment on the US 52 Bus Rapid Transit Feasibility Study.

Please leave a comment for the Project Team in the space provided below:

Bus should connect airport etc. to Cypress Gardens & other parks.

People interested in this transit system are likely to be a younger demographic — probably under 40 — so being connected to cultural opportunities is important.

Name: JESSICA JUKES

Address: 898 FAIRSPRINGS RD

City, State, Zip: BONNEAU, SC 29431

Email: js.marie@me.com

Thank you for your comment on the US 52 Bus Rapid Transit Feasibility Study.

US 52 BRT Study

Stakeholders Small Group Meetings

July 2024

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

Welcome and Introductions

Introductions:
- Study Team
- Meeting Attendees

Meeting Purpose
- Introduce the Study
- Answer Your Questions

Mila

Why US 52 Corridor?

- Among the busiest and most important corridors in our region
- Need to plan and deliver alternative mobility solutions that maintain and enhance Berkeley County's character and high quality of life

Mila

Previous Relevant Studies

Background

- Long Range Transportation Plan
- Regional Transit Framework Plan 2040
- BCDCOG US 52 Corridor Study
  - Existing Conditions Report
  - Preferred Scenario Report

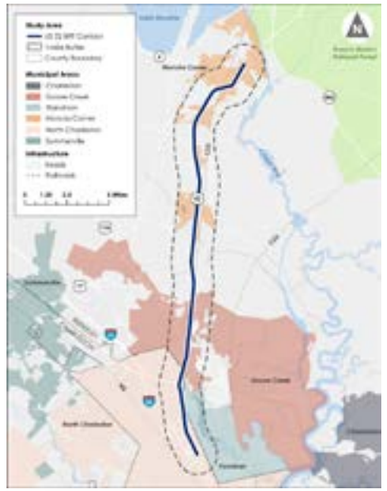
Project Need

Study Scope Overview

The Study will:

- Assess the US 52 corridor from Moncks Corner to Goose Creek and North Charleston.
- Evaluate existing TriCounty Link Services in the corridor to:
  - Improve access to service, and
  - Increase ridership
- Assess the feasibility and steps of transitioning TriCounty Link's (TCL) fixed-route service to Bus Rapid Transit (BRT).
- Define how to connect to the planned Lowcountry Rapid Transit project.
- Evaluate the corridor alignments, station locations, funding, design features, local feeder transit services, and program alternatives.

Mila



Scope Overview

Study Scope Overview

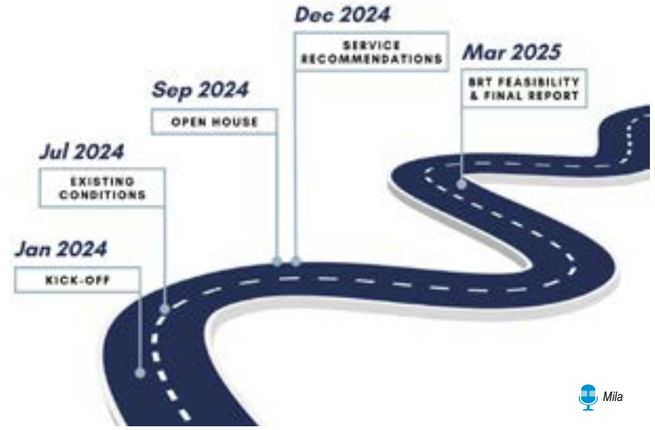
We are here

Project Management	Public Outreach	Existing Conditions	Local Transit Routing Analysis	BRT Feasibility Analysis	Funding & Implementation

• Bi-Weekly Project Management Team Meetings
• Study Committee Meetings
• State and Local Transportation Agency Coordination
	• Public Involvement & Outreach Plan
	• Project Website and Social Media Content
	• Public Engagement Activities
	• Outreach Materials
	• Public Input Analysis
		• Data Collection
		• Review of Past Studies and Proposed Roadway Plans
		• Service and Infrastructure Gap Analysis
		• Existing conditions evaluation
			• Develop Alternatives for Fixed Route Transit
			• Develop Service Targets & Performance Measures
			• Present Short-Mid-Long-Range Recommendations for Transit Service
				• Evaluate System Characteristics:
				  • Land Use
				  • Travel Demand
				• Evaluate Bike/Ped Improvements
				• Recommend preferred alignment
				• Develop BRT Project Schedule and Milestones
					• Develop the Final Plan for Short-Mid-Long-Range Recommendations for Transit Service and BRT

Mila

Key Schedule Milestones



Mila

Study Stakeholders

- Roles and Responsibilities
- Meeting Frequency

Mila

Committees

Project Management Structure

Project Management Team

- BCDCOG and consultant team Project Managers and task leads responsible for project logistics and technical work

Technical Committee

- BCDCOG and TCL technical staff assisting the PMT with identifying relevant background data and reviewing study deliverables

Stakeholder Working Group

- Diverse group of representatives and community leaders along the corridor providing input related to their respective goals and priories

Transit Overview

- TriCounty Link
- Bus Rapid Transit

Transit Overview

TriCounty Link

- TriCounty Link provides transit services in the rural areas of the BCD region with fares at $2.50.
- There are 10 fixed-routes, 2 commuter routes, a zone-based demand response service, and 8 park-n-ride locations.
- Began in 1996 as the BCD Rural Transportation Management Authority but changed to its current name in 2007.

Transit Overview

TriCounty Link

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown
- B102 Moncks Corner/Goose Creek
- B104 Moncks Corner/St. Stephen
- B105 Moncks Corner/Mt. Pleasant
- CS1 Moncks Corner/North Charleston
- CS2 Summerville/North Charleston
- CS8 Link 2 Lunch
- D305 Summerville Connector

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

What is Bus Rapid Transit?

BRT Elements

- Dedicated Transit Lanes
- Enhanced Stations
- Frequent and Reliable Service
- Traffic Signal Priority

Mila

What is Bus Rapid Transit?

BRT Elements

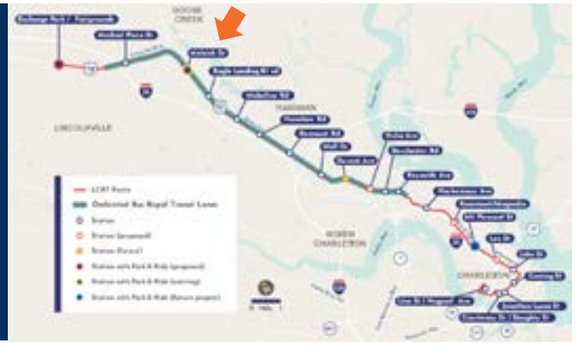
- Specialized Vehicles
- Unique Branding
- Platform-Level Fare Collections
- Connections and Access

Mila

LCRT Connection

P&R location, connection to the US 52 BRT Corridor

- Ladson/Fairgrounds to WestEdge/Medical District
- 3 Park-N-Rides
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link services



Sharon

Public Engagement

- Overview

Daniel

Public Engagement

Guiding Principles

- Easy process to get information and become involved
- Clear and concise messaging
- An opportunity to review and comment on milestones
- A broad understanding of BRT and how it could function within existing modes
- Tailored strategies to reach diverse audiences
- Specific efforts to reach underrepresented communities
- A framework to demonstrate how feedback will be incorporated

Daniel

Public Engagement

Overview & Timeline

Public Engagement Efforts Will Include:

- Public Open House Meeting (Fall 2024)
- Engaging Community Leaders (On-going)
- Attending pop-up and community events (Fall 2024 & Spring 2025)
- In-person and online surveys (Fall 2024 & Spring 2025)
- Online engagement at key milestones in the project via social media and BCDCOG's website

Daniel

Public Engagement

Public Open House Meetings

Fall Public Open Houses:

- Take place along or near the Study Corridor.
- Allow the public to engage with the study team at their convenience.
- Share meaningful information and collect feedback from the public.

Daniel

Questions and Answers

US 52 BRT Feasibility Study
Small Group Meetings with Stakeholders

Small Stakeholder Virtual Meetings
August 15th and 23rd, 2025
Attendance Record

Meeting 1: August 15, 11 a.m., Goose Creek and Berkeley County

Chuck Denson, Goose Creek
Kendra Wise, Goose Creek
Alexis Kiser, Goose Creek
Mayor Greg Habib, Goose Creek

Meeting 2: August 15, 2 p.m., Moncks Corner and Berkeley County

Mayor Tom Hamilton, Moncks Corner
Councilmember Phillip Obie, Moncks Corner
Alison Simmons, Berkeley County
Amanda Troy, Berkeley County

Meeting 3: August 23, 9 a.m., Moncks Corner and Berkeley County

Ashley Powell, Berkeley County
Danny Thrower, Berkeley County
Russ Cornette, Berkeley County

Meeting 4: August 23, 11 a.m., Goose Creek and Berkeley County

Natalie Zeigler
Johnny Cribb
John Williams
Rob Wiggins

1

US 52 BRT Study

Stakeholder Working Group Meeting #1

April 29, 2024; 2:00 PM – 3:30 PM

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

US 52 BRT Study
Stakeholder Working Group

Agenda

Mila

US 52 Corridor Study

Status Update

Sarah

Transit Overview

- TriCounty Link
- Bus Rapid Transit

Sharon

Transit Overview

TriCounty Link

- TriCounty Link provides transit services in the rural areas of the BCD region with fares at $2.50.
- There are 10 fixed-routes, 2 commuter routes, a zone-based demand response service, and 8 park-n-ride locations.
- Began in 1996 as the BCD Rural Transportation Management Authority but changed to its current name in 2007.

Sharon

Transit Overview

TriCounty Link – US 52 BRT Study

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown
- B102 Moncks Corner/Goose Creek
- B104 Moncks Corner/St. Stephen
- B105 Moncks Corner/Mt. Pleasant
- CS1 Moncks Corner/North Charleston
- CS2 Summerville/North Charleston
- CS8 Link 2 Lunch
- D305 Summerville Connector

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

Sharon

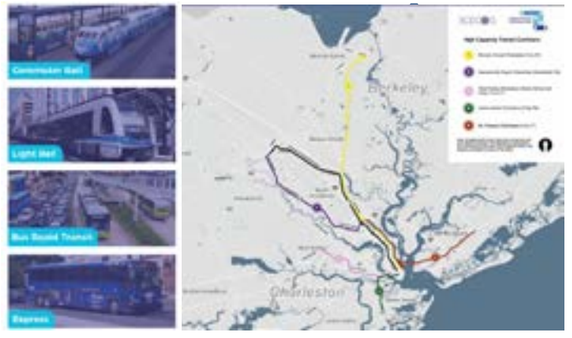
Transit Overview

LCRT

- Background
- System Elements
- Current Status

Sharon

The Path To BRT



- ✓ Existing Transit/Ridership
- ✓ Travel Demand/Commuting Corridors
- ✓ Equity (Transit Dependent Populations)
- ✓ Land Use/Economic Development (Existing Activity Centers and Future TOD Potential)
- ✓ Right of Way Availability/Impacts
- ✓ Community Engagement/Planning Studies
- ✓ Cost to Implement (Cost per Rider)

Sharon

RTFP High Capacity Corridors

Express Bus in Managed Lanes

- I-26 (Advance with SCDOT Projects)
- I-526 (Advance with SCDOT Projects)

Bus Rapid Transit

- Summerville – Charleston (Dorchester Road)
- West Ashley (Glenn McConnell/US 17)
- Mount Pleasant (US 17)
- Moncks Corner-Charleston (Hwy 52)
- James Island – Charleston (Folly Road)

Sharon

Bus Rapid Transit (BRT) Features

Sharon

Service

- Ladson/Fairgrounds to WestEdge
- 3 Park and Rides
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link transit services

Sharon

Station Architecture

Charleston Stations

North Charleston Stations

Sharon

Center-Running Station at Remount Rd

Sharon

Bike/Ped Facilities

** Bike/Ped amenities will be included at each station*

From Ingleside to Mt. Pleasant St.

- **17.9 miles of shared-use path**
  Connection to Planned Lowline
- **8.5 miles of reconstructed/new sidewalk**
- **34 pedestrian crosswalks**
- **1.3 miles of bike lane**

Sharon

Timeline

- **LOCAL PLANNING** — Completed 2016
  Pre-Project Development, Operational Analysis, Alternatives Analysis, Travel Demand Forecasting
- **PROJECT PROGRAMMING** — Completed 2019
  Preferred Alternative Identified, Agency Coordination, Scoping and NEPA, Funding and Schedule, Existing Conditions Evaluation, Conceptual Design (10%)
- **PROJECT DEVELOPMENT** — Completed 2022
  Complete NEPA, Complete 30% Design, Adopt a Locally Preferred Alternative, Refine Project Schedule and Budget, Financial Plan, FTA Rating and Readiness Review
- **ENGINEERING** — *We Are Here!*
  Engineering Procurement, Final Design Plans, Information for Bid, FTA Rating and Readiness Evaluation, Full Funding Grant Agreement
- **CONSTRUCTION** — Est. 2026 - 2029
  Construction Procurement, Construction, Standard Operating Procedures, Systems Testing, Safety Certification, Operations Training, Revenue Service Date

**Schedule is subject to change as the project progresses.*

Sharon

US 52 BRT Study
Scope Overview

- Scope
- Schedule

Mila

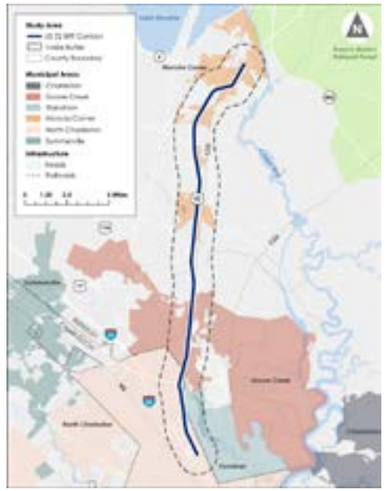
Project Need

Study Scope Overview

The study will:

- Assess the US 52 corridor from North Charleston to Moncks Corner.
- Evaluate existing TriCounty Link Services in the corridor to improve access to service and increase ridership.
- Assess the feasibility and steps of transitioning TriCounty Link's (TCL) fixed-route service to Bus Rapid Transit (BRT).
- Define how to connect to the planned Lowcountry Rapid Transit project.
- Evaluate the corridor alignments, station locations, funding, design features, local feeder transit services, and program alternatives.

Mila



Scope Overview

Study Scope Overview

Project Management	Public Outreach	Existing Conditions	Local Transit Routing Analysis	BRT Feasibility Analysis	Funding & Implementation

• Project Initiation & Kickoff
• Bi-Weekly Project Management Team Meetings
• Monthly Technical Committee Meetings
• Quarterly Stakeholder Group Meetings
• Monthly Progress Reports
• Project Management Plan (PMP)
• Quality Management Plan
• State and Local Transportation Agency Coordination
• Project Schedule
• Schedule Maintenance
	• Leverage Previous Work Efforts for LCRT
	• Public Involvement & Outreach Plan
	• Project Website Content
	• Develop Public Engagement Goals and Performance Measures
	• Identify Public Engagement Activities
	• Develop Outreach Materials
	• Track and Analyze Public Input
		• Review & Conduct Gap Analysis
		• Request relevant existing data from Local Transportation Organizations
		• Review Relevant Studies
		• Review Current and Proposed Roadway Plans
		• Complete Data Validation
		• Implement Refinements
		• Develop updated existing conditions evaluation
			• Develop Approach for Scenario Planning
			• Conduct Goal Setting for Outcomes
			• Leverage Public Outreach Efforts to Engage with Community
			• Develop Alternatives for Fixed Route Transit
			• Develop Service Targets and Performance Measures
			• Present Short-Mid-Long-Range Recommendations for Transit Service
				• Leverage Previous Work Efforts:
				  • BCDCOG RTF Plan
				  • US 52 Corridor Study
				• Review Corridor Selection
				• Conduct Refinement
				• Evaluate System Characteristics:
				  • Existing/Future Land Use Patterns
				  • Travel Demand Patterns
				• Evaluate Bike/Ped Improvements
				• Prioritize Alternative Services / Configurations
				• Develop preferred alignment recommendation
				• Develop BRT Project Schedule and Milestones
					• Develop Approach for Scenario Planning
					• Conduct Goal Setting for Outcomes
					• Leverage Public Outreach Efforts to Engage with Community
					• Develop Alternatives for Fixed Route Transit
					• Develop Service Targets and Performance Measures
					• Present Short-Mid-Long-Range Recommendations for Transit Service

Mila

Schedule

Study Scope Overview

Mila

Stakeholder Working Group

- Roles and Responsibilities
- Meeting Schedule

Mila

Committees

Project Management Structure

Project Management Team (PMT/virtual)

- Bi-weekly PMT meetings with BCDCOG staff
- Developing agenda and relevant content
- Generate meeting notes
- Oversee all contractual and technical project aspects

Technical Committee (monthly/virtual)

- Reviewing technical information and providing feedback
- Review and comment on public engagement content
- Assist the PMT with identifying relevant project stakeholders to be included in the Stakeholder Working Group

Stakeholder Working Group (quarterly; virtual or in-person)

- Receive project status updates
- Represent the interests of their organizations
- Provide input from the community on tradeoffs and priorities
- Provide feedback on specific needs, desires, and concerns of each group
- Stakeholder one-on-one meetings

Mila

Stakeholder Working Group

Discussion

- *How would you like to communicate with or engage the project team?*

Mila

Study Stakeholders and Public Engagement

- Overview

Cherie

Public Engagement

Guiding Principles

- *An easily navigable process in which to get information and become involved*
- *An opportunity to review and comment on milestones*
- *A broad understanding of BRT and how it could function within existing modes*
- *Clear and concise messaging*
- *Tailored strategies to reach diverse audiences*
- *Specific efforts to reach underrepresented communities*
- *A framework to demonstrate how feedback will be incorporated*

Cherie

Public Engagement

Overview & Timeline

Public Engagement Efforts Will Include:

- Public Open House Meeting (Fall 2024)
- Engaging Community Leaders (On-going)
- Attending pop-up and community events (Fall 2024 & Spring 2025)
- In-person and online surveys (Fall 2024 & Spring 2025)
- Online engagement at key milestones in the project via social media and BCDCOG's website

Cherie

Public Engagement

Public Open House Meetings

Public Open Houses:

- Take place along or near the Study Corridor.
- Allow the public to engage with the study team at their convenience.
- Share important information and collect feedback from the public.

Cherie

Public Engagement

Discussion

- *What can we do to make the public engagement process more effective?*
- *How can you help our public engagement efforts?*

Cherie

Study Technical Approach

- Building on the US 52 Corridor Study
- Transit Focus

Ana

Previous Relevant Studies

Background

- Long Range Transportation Plan
- Regional Transit Framework Plan 2040
- BCDCOG US 52 Corridor Study
  - Existing Conditions Report
  - Preferred Scenario Report

US 52 BRT Study

Technical Approach

- Built Environment & Infrastructure
- Existing Service Analysis
- Transit Market Profile - **People**
- Transit Market Profile - **Places**

Built Environment & Infrastructure

Intersections | **Roadway** | **Bike & Pedestrian** | **Speeds**

Data Sources: US 52 Corridor Study, BCDCOG, SCDOT

Existing Service Analysis

Study Area Routes

B101 Moncks Corner Jamestown
B102 Moncks Corner/Goose Creek
B104 Moncks Corner/St. Stephen
B105 Moncks Corner/Mt. Pleasant
CS1 Moncks Corner/North Charleston
CS2 Summerville/North Charleston
CS8 Link 2 Lunch
D305 Summerville Connector

→ **Route Performance**

Ridership vs. **Service Provided**

Data Sources: GTFS, Operating & Ridership Statistics, Revenue, Expenditures

Transit Market Profile - People

Study Area Definition

2022 U.S. Census Block Groups intersecting a 1-mile buffer of the corridor

Demographics

Characteristics and locations of **population, households, jobs, and activity centers**

Transit Demand

Measures the likelihood of each block group to use and benefit from transit service, based on select demographics

Ana

Transit Market Profile - Places

What is REPLICA ?

A powerful model based on cell phone data to track trips (origin and destination, length, mode, purpose, etc.)

The **US 52 BRT Study** will be **identifying gaps and needs** by cross-referencing:

- Demographic information
- Travel patterns (Replica)
- Transit service
- Transit demand

Ana

Study Technical Approach

Discussion

- *Are there future key developments or specific areas in need of transit service in the corridor that we should be aware of?*

Ana

Questions and Answers

US 52 BRT Feasibility Study
Small Group Meetings with Stakeholders

Small Stakeholder Virtual Meetings
August 15th and 23rd, 2025
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Ashley Powell, Berkeley County
Danny Thrower, Berkeley County
Russ Cornette, Berkeley County

Meeting 4: August 23, 11 a.m., Goose Creek and Berkeley County

Natalie Zeigler
Johnny Cribb
John Williams
Rob Wiggins

1

BCDCOG

US 52 Bus Rapid Transit
Feasibility Study

STAKEHOLDER WORKING GROUP MEETING

Meeting One – April 29, 2024

Name	Organization	Email	Present
Natalie Zeigler	City of Goose Creek		
[illegible]			
Josh Johnson	SCDOT D6		
Russ Cornette	Berkeley County		
	BCOC		
Justin Westbrook	Town of Moncks Corner	jwestbrook@monckscornersc.gov	
Robby Maylor	SCCCL	robbym@scccl.org	✓

PLANNING, PARTNERSHIP & PROSPERITY

BCDCOG

US 52 Bus Rapid Transit
Feasibility Study

STAKEHOLDER WORKING GROUP MEETING

Meeting One – April 29, 2024

Name	Organization	Email	Present
Steve Thigpen	Chas. Co	stevethigpen@charlestoncounty.org	
Scott Barhight	CMCC	sbarhight@charlestonchamber.org	
Josh Dix	CTAR		
Katie Zimmerman	Chs Mover	katie@charlestonmover.org	

PLANNING, PARTNERSHIP & PROSPERITY

US 52 Bus Rapid Transit
Feasibility Study

STAKEHOLDER WORKING GROUP MEETING

Meeting One - April 29, 2024

Name	Organization	Email	Present
Amanda Deaton	Berkeley County		
Ryan Johnson	North Charleston		

PLANNING, PARTNERSHIP & PROSPERITY

US 52 Bus Rapid Transit
Feasibility Study

STAKEHOLDER WORKING GROUP MEETING

Meeting Two - July 24, 2024

Name	Organization	Email	Present
Natalie Zeigler	City of Goose Creek		
WES LINKER	CHAS CO		
Elaine May	BCOC		
Amanda Deaton	Berkeley County		
Adrian Cain	CHBA		
Rusty Capuette	BERKELEY County		
Michael Shirey	Berkeley Co. EMS		
Adam MacCumore	North Charleston		
Emma Berry	Coastal Conservation League ~~[illegible]~~		
Barry Jones	[illegible] Company	[illegible]@[illegible]company.com	
Diamond Curry	CMCC		
Josh Johnson	SCDOT		
Mark Zimmerman	Chs [illegible]		
Megan Ross	BCDCOG		

PLANNING, PARTNERSHIP & PROSPERITY 1

BRT VISIONING WORKSHOP

November 19, 2024

Name	Organization	Present
Scott Barhight	Charleston Metro Chamber of Commerce	SC
Jason Brown	Charleston Regional Development Alliance	
Gene Brunson	Berkeley County Library	
Mayor Reggie Burgess	City of North Charleston	
Adrian Cain	Charleston Homebuilders Association	
~~Tammy Coghill~~	Dominion Energy	
Mike Cool	Santee Cooper	
Russ Cornette	Berkeley County	RC
Supervisor Johnny Cribb	Berkeley County	
John Dillard	CSX	
Josh Dix	Charleston Trident Association of REALTORS	JD
Anthony Dixon	Berkeley County School District	
Mayor Greg Habib	City of Goose Creek	
Thomas Hamilton Jr	Town of Moncks Corner	
Tim Henderson	SCDOT	
Josh Johnson	SCDOT	JJ
Jeff Lord	Town of Moncks Corner	
Robert Maibach	Fire Chiefs Association	
Robby Maynor	Coastal Conservation League	
Elaine Morgan	Berkeley County Chamber of Commerce	
Jennifer Necker	SCDOT	
Michael Shirey	Berkeley County EMS	
Steve Thigpen	Charleston County	
Danny Thrower	Berkeley County	
Amber Tillman	Google	
Chris Vaughn	Lord Berkeley Conservation Trust	
Andrew Vollmer	Norfolk Southern	
Natalie Zeigler	City of Goose Creek	NZ
Katie Zimmerman	Charleston Moves	

Emma Berry

BRT VISIONING WORKSHOP

November 19, 2024

Name	Organization	Email	Present
Kara Alley	CTAR	kara@charleston[illegible].com	✓

US 52 FINAL STAKEHOLDER MEETING – HYBRID FORMAT

4/29/2025

In Person Attendance:

Name	Organization	Present
Scott Barhight	Charleston Metro Chamber of Commerce	X
Josh Dix	Charleston Trident Association of REALTORS	X
Katie Zimmerman	Charleston Moves	X
Sarah Cox	BCDCOG	X
Amanda Deaton	Berkeley County	X
Torrey Sanders	CCL	X
Kathryn Basha	BCDCOG	X

Virtual Attendance:

Name	Organization	Present
Russ Cornette	Berkeley County	X
Josh Johnson	SCDOT	X
Danny Thrower	Berkeley County	X
Jason Brown	Charleston Regional Development Alliance	X
Elaine Morgan	Berkeley County Chamber of Commerce	X
Megan Ross	BCDCOG	X
Andrea Kozloski	BCDCOG	X
Michael Brown	North Charleston Councilman	X
Jennifer Necker	SCDOT	X

US 52 Corridor Study

Status Update

Sarah

Transit Overview

- TriCounty Link
- Bus Rapid Transit

Sharon

Transit Overview

TriCounty Link

- TriCounty Link provides transit services in the rural areas of the BCD region with fares at $2.50.
- There are 10 fixed-routes, 2 commuter routes, a zone-based demand response service, and 8 park-n-ride locations.
- Began in 1996 as the BCD Rural Transportation Management Authority but changed to its current name in 2007.

Sharon

Transit Overview

TriCounty Link – US 52 BRT Study

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown
- B102 Moncks Corner/Goose Creek
- B104 Moncks Corner/St. Stephen
- B105 Moncks Corner/Mt. Pleasant
- CS1 Moncks Corner/North Charleston
- CS2 Summerville/North Charleston
- CS8 Link 2 Lunch
- D305 Summerville Connector

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

Sharon

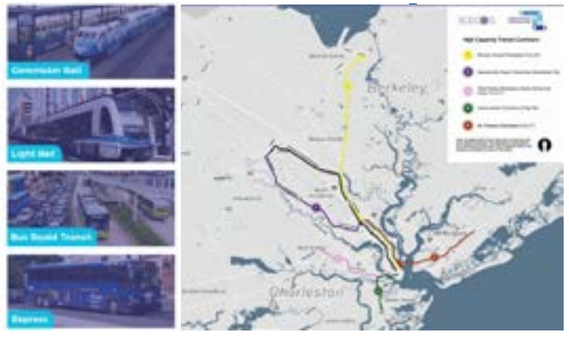
Transit Overview

LCRT

- Background
- System Elements
- Current Status

Sharon

The Path To BRT



- ✓ Existing Transit/Ridership
- ✓ Travel Demand/Commuting Corridors
- ✓ Equity (Transit Dependent Populations)
- ✓ Land Use/Economic Development (Existing Activity Centers and Future TOD Potential)
- ✓ Right of Way Availability/Impacts
- ✓ Community Engagement/Planning Studies
- ✓ Cost to Implement (Cost per Rider)

Sharon

RTFP High Capacity Corridors

Express Bus in Managed Lanes

- I-26 (Advance with SCDOT Projects)
- I-526 (Advance with SCDOT Projects)

Bus Rapid Transit

- Summerville – Charleston (Dorchester Road)
- West Ashley (Glenn McConnell/US 17)
- Mount Pleasant (US 17)
- Moncks Corner-Charleston (Hwy 52)
- James Island – Charleston (Folly Road)

Sharon

Bus Rapid Transit (BRT) Features

Sharon

Service

- Ladson/Fairgrounds to WestEdge
- 3 Park and Rides
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link transit services

Sharon

Station Architecture

Charleston Stations

North Charleston Stations

Sharon

Center-Running Station at Remount Rd

Sharon

Bike/Ped Facilities

** Bike/Ped amenities will be included at each station*

From Ingleside to Mt. Pleasant St.

- **17.9 miles of shared-use path**
  Connection to Planned Lowline
- **8.5 miles of reconstructed/new sidewalk**
- **34 pedestrian crosswalks**
- **1.3 miles of bike lane**

Sharon

Timeline

LOCAL PLANNING
Completed 2016
Pre-Project Development, Operational Analysis, Alternatives Analysis, Travel Demand Forecasting

PROJECT PROGRAMMING
Completed 2019
Preferred Alternative Identified, Agency Coordination, Scoping and NEPA, Funding and Schedule, Existing Conditions Evaluation, Conceptual Design (10%)

PROJECT DEVELOPMENT
Completed 2022
Complete NEPA, Complete 30% Design, Adopt a Locally Preferred Alternative, Refine Project Schedule and Budget, Financial Plan, FTA Rating and Readiness Review

ENGINEERING
We Are Here!
Engineering Procurement, Final Design Plans, Information for Bid, FTA Rating and Readiness Evaluation, Full Funding Grant Agreement

CONSTRUCTION
Est. 2026 - 2029
Construction Procurement, Construction, Standard Operating Procedures, Systems Testing, Safety Certification, Operations Training, Revenue Service Date

**Schedule is subject to change as the project progresses.*

Sharon

US 52 BRT Study Scope Overview

- Scope
- Schedule

Mila

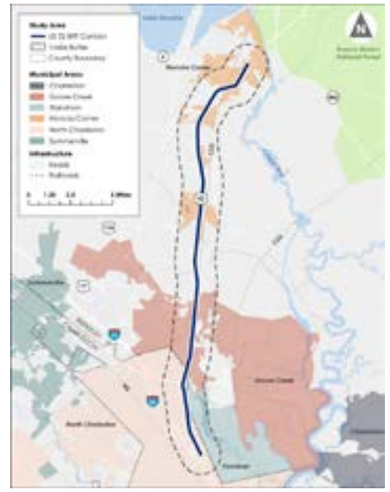
Project Need

Study Scope Overview

The study will:

- Assess the US 52 corridor from North Charleston to Moncks Corner.
- Evaluate existing TriCounty Link Services in the corridor to improve access to service and increase ridership.
- Assess the feasibility and steps of transitioning TriCounty Link's (TCL) fixed-route service to Bus Rapid Transit (BRT).
- Define how to connect to the planned Lowcountry Rapid Transit project.
- Evaluate the corridor alignments, station locations, funding, design features, local feeder transit services, and program alternatives.

Mila



Scope Overview

Study Scope Overview

Project Management	Public Outreach	Existing Conditions	Local Transit Routing Analysis	BRT Feasibility Analysis	Funding & Implementation

• Project Initiation & Kickoff
• Bi-Weekly Project Management Team Meetings
• Monthly Technical Committee Meetings
• Quarterly Stakeholder Group Meetings
• Monthly Progress Reports
• Project Management Plan (PMP)
• Quality Management Plan
• State and Local Transportation Agency Coordination
• Project Schedule
• Schedule Maintenance
	• Leverage Previous Work Efforts for LCRT
	• Public Involvement & Outreach Plan
	• Project Website Content
	• Develop Public Engagement Goals and Performance Measures
	• Identify Public Engagement Activities
	• Develop Outreach Materials
	• Track and Analyze Public Input
		• Review & Conduct Gap Analysis
		• Request relevant existing data from Local Transportation Organizations
		• Review Relevant Studies
		• Review Current and Proposed Roadway Plans
		• Complete Data Validation
		• Implement Refinements
		• Develop updated existing conditions evaluation
			• Develop Approach for Scenario Planning
			• Conduct Goal Setting for Outcomes
			• Leverage Public Outreach Efforts to Engage with Community
			• Develop Alternatives for Fixed Route Transit
			• Develop Service Targets and Performance Measures
			• Present Short-Mid-Long-Range Recommendations for Transit Service
				• Leverage Previous Work Efforts:
				  • BCDCOG RTF Plan
				  • US 52 Corridor Study
				• Review Corridor Selection
				• Conduct Refinement
				• Evaluate System Characteristics:
				  • Existing/Future Land Use Patterns
				  • Travel Demand Patterns
				• Evaluate Bike/Ped Improvements
				• Prioritize Alternative Services / Configurations
				• Develop preferred alignment recommendation
				• Develop BRT Project Schedule and Milestones
					• Develop Approach for Scenario Planning
					• Conduct Goal Setting for Outcomes
					• Leverage Public Outreach Efforts to Engage with Community
					• Develop Alternatives for Fixed Route Transit
					• Develop Service Targets and Performance Measures
					• Present Short-Mid-Long-Range Recommendations for Transit Service

Mila

Schedule

Study Scope Overview

Mila

Committees

Project Management Structure

Project Management Team (PMT/virtual)

- Bi-weekly PMT meetings with BCDCOG staff
- Developing agenda and relevant content
- Generate meeting notes
- Oversee all contractual and technical project aspects

Technical Committee (monthly/virtual)

- Reviewing technical information and providing feedback
- Review and comment on public engagement content
- Assist the PMT with identifying relevant project stakeholders to be included in the Stakeholder Working Group

Stakeholder Working Group (quarterly; virtual or in-person)

- Receive project status updates
- Represent the interests of their organizations
- Provide input from the community on tradeoffs and priorities
- Provide feedback on specific needs, desires, and concerns of each group
- Stakeholder one-on-one meetings

Mila

Stakeholder Working Group

Discussion

- *How would you like to communicate with or engage the project team?*

Mila

Study Stakeholders and Public Engagement

- Overview

Cherie

Public Engagement

Guiding Principles

- *An easily navigable process in which to get information and become involved*
- *An opportunity to review and comment on milestones*
- *A broad understanding of BRT and how it could function within existing modes*
- *Clear and concise messaging*
- *Tailored strategies to reach diverse audiences*
- *Specific efforts to reach underrepresented communities*
- *A framework to demonstrate how feedback will be incorporated*

Cherie

Public Engagement

Overview & Timeline

Public Engagement Efforts Will Include:

- Public Open House Meeting (Fall 2024)
- Engaging Community Leaders (On-going)
- Attending pop-up and community events (Fall 2024 & Spring 2025)
- In-person and online surveys (Fall 2024 & Spring 2025)
- Online engagement at key milestones in the project via social media and BCDCOG's website

Cherie

Public Engagement

Public Open House Meetings

Public Open Houses:

- Take place along or near the Study Corridor.
- Allow the public to engage with the study team at their convenience.
- Share important information and collect feedback from the public.

Cherie

Public Engagement

Discussion

- *What can we do to make the public engagement process more effective?*
- *How can you help our public engagement efforts?*

Cherie

Study Technical Approach

- Building on the US 52 Corridor Study
- Transit Focus

Ana

Previous Relevant Studies

Background

- Long Range Transportation Plan
- Regional Transit Framework Plan 2040
- BCDCOG US 52 Corridor Study
  - Existing Conditions Report
  - Preferred Scenario Report

Ana

US 52 BRT Study

Technical Approach

- Built Environment & Infrastructure
- Existing Service Analysis
- Transit Market Profile - **People**
- Transit Market Profile - **Places**

Ana

Built Environment & Infrastructure

Intersections | **Roadway** | **Bike & Pedestrian** | **Speeds**

Data Sources: US 52 Corridor Study, BCDCOG, SCDOT

Ana

Existing Service Analysis

Study Area Routes

B101 Moncks Corner Jamestown
B102 Moncks Corner/Goose Creek
B104 Moncks Corner/St. Stephen
B105 Moncks Corner/Mt. Pleasant
CS1 Moncks Corner/North Charleston
CS2 Summerville/North Charleston
CS8 Link 2 Lunch
D305 Summerville Connector

→ **Route Performance**

Ridership vs. **Service Provided**

Data Sources: GTFS, Operating & Ridership Statistics, Revenue, Expenditures

Ana

Transit Market Profile - People

Study Area Definition

2022 U.S. Census Block Groups intersecting a 1-mile buffer of the corridor

→ **Demographics**

Characteristics and locations of **population, households, jobs, and activity centers**

→ **Transit Demand**

Measures the likelihood of each block group to use and benefit from transit service, based on select demographics

Ana

Transit Market Profile - Places

What is REPLICA ?

A powerful model based on cell phone data to track trips (origin and destination, length, mode, purpose, etc.)

The **US 52 BRT Study** will be **identifying gaps and needs** by cross-referencing:

- Demographic information
- Travel patterns (Replica)
- Transit service
- Transit demand

Ana

Study Technical Approach

Discussion

- *Are there future key developments or specific areas in need of transit service in the corridor that we should be aware of?*

Ana

Questions and Answers

Adjourn

Thank you!

US 52 BRT Study Stakeholder Workshop

Transit Improvement Strategies

July 24, 2024

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

Meeting Purpose

Gather feedback to inform recommendations for service improvement

Mila

Welcome and Introduction

Sharon

Agenda

- Welcome
- Workshop Goals and Norms
- Existing Conditions Review
- Transit Service Improvement Toolkit and Trade-Offs
- Break Out Group Discussion
- Closing Remarks and Next Steps

Mila

Workshop Goals

Review transit service options and their trade-offs

Understand stakeholders' priorities for transit service options and receive feedback on trade-offs

Learn how stakeholders' constituents use or may use transit to inform service recommendations

Mila

Polling: Ice Breaker

Mentimeter Poll

GOODSTOCK

Workshop Norms

- Guardrails
- Courage over correctness
- Confidentiality

GOODSTOCK

Existing Conditions Review

Ana

Overview of Work Completed

1. **Project Management Plan**
2. **Stakeholder Engagement**
   - Stakeholder Working Group Meeting #1
   - Small Group Meetings with Stakeholders
3. **Public Involvement Plan and Community Intelligence Profile**
   - Preliminary Demographic Analysis
4. **Existing Conditions Analysis**
   - Expected Completion July/August 2024

Ana

Evolution of TriCounty Link (TCL)

1996 — Berkeley, Charleston, Dorchester Rural Transportation Management Authority (BCD-RTMA) was created

2007 — BCD-RTMA became TriCounty Link (TCL)

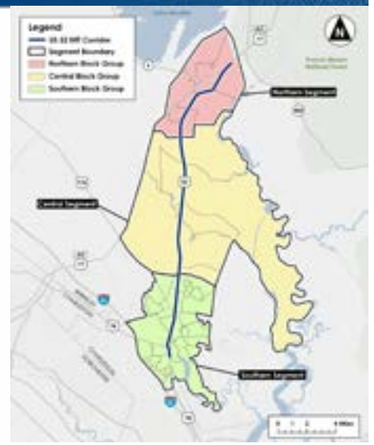
2024 — Today, (TCL) operates deviated fixed local route, commuter, and on-demand services:

- Fleet of 29 cutaway vehicles (seating 14-22 passengers)
- Local routes allow for up to 3/4 mile deviations and are also a flag stop system
- Commuter routes make stops at posted stops only
- Fares are $2.25 per trip; $18 for weekly or $70 for monthly passes

Ana

Study Area Definition

- The **US 52 Corridor** extends from Melnick Drive (Rivers Avenue Park & Ride) as the southern terminus to the intersection of US 17 Alt & Rembert C. Dennis Boulevard (Moncks Corner Walmart) as the northern terminus.
- The **Corridor Study Area** consists of all block groups within a 1-mile buffer of the US 52 Corridor extent.
- For analysis purposes, the corridor block groups were split into three segments: **Southern, Central, and Northern.**
  - **Southern**: Eagle Landing Boulevard to Old Mount Holly Road
  - **Central**: Old Mount Holly Road to Gaillard Road
  - **Northern**: Gaillard Road to Intersection of US 17 Alt & Rembert C. Dennis Boulevard



Ana

Study Area Transit Service

Existing Conditions Overview

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown (local)
- B102 Moncks Corner/Goose Creek (local)
- B104 Moncks Corner/St. Stephen (local)
- B105 Moncks Corner/Mt. Pleasant (local)
- CS1 Moncks Corner/North Charleston (commuter)
- CS2 Summerville/North Charleston (commuter)
- CS8 Link 2 Lunch (on-demand)
- D305 Summerville Connector (local)

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

Ana

Transit Propensity

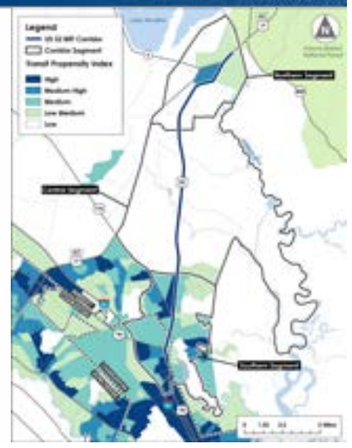
Transit Propensity

Measures the likelihood of each block group to use and benefit from transit , based on demographics (such as household density, race, income, vehicle access, etc.) & locations of jobs and activity centers

Key Findings

- The **Southern segment of the corridor has a significant propensity for transit,** which is a good baseline for potential BRT service.
- Central segment block groups cover large areas with lower densities and indicate a low propensity for transit; however, it's likely to change with **future development growth** along the corridor.
- With anticipated population and employment growth, there is an opportunity to plan for **transit-oriented development (TOD)**.

Ana



Travel Patterns

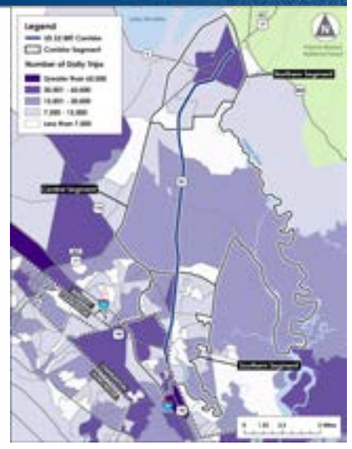
What is REPLICA ?

A powerful model that tracks trips and provides information where people are going and when travel is occurring.

Key Findings

- Replica shows that there is **travel and popular destinations along all three corridor segments**, meaning that future service planning could consider these destinations and capture ridership.
- Travel on **weekdays peaks at 7 am and 3 pm**, while travel on **weekends climbs steadily** throughout the day and **peaks in the evening at 7 pm**.
- There are significant trips traveling **between the Southern and Central segments & Central and Northern segments.**

Ana



Service Performance Analysis

Over the past 5 years, the TCL routes operating in the US 52 Corridor Study Area have accounted for 40-50% of systemwide TCL ridership.

Key Findings

- TCL provides **essential services, and its characteristics are typical of** rural service.
- There is an opportunity to **re-evaluate service design** to increase ridership.
- Consider opportunities to **prioritize and serve the largest number of riders,** but also avoid removing service from those who need it most.

Ana

What is LCRT?

BRT in Charleston

- Dedicated Transit Lanes
- Enhanced Stations
- Frequent and Reliable Service
- Traffic Signal Priority
- Specialized Vehicles
- Unique Branding
- Platform-Level Fare Collections
- Connections and Access

Sharon

LCRT Connection

- Ladson/Fairgrounds to WestEdge/Medical District
- 3 Park and Rides
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link transit services

Sharon

RTFP High-Capacity Corridor

Express Bus in Managed Lanes
- I-26 (Advance with SCDOT Projects)
- I-526 (Advance with SCDOT Projects)

Bus Rapid Transit (BRT)
- Summerville – Charleston (Dorchester Road)
- West Ashley (Glenn McConnell/US 17)
- Mount Pleasant (US 17)
- **Moncks Corner-Charleston (Hwy 52)**
- James Island – Charleston (Folly Road)

Sharon

Key Takeaways from Previous Studies

Regional Transit Framework Plan
- **US 52** identified as a future **high-capacity transit** (HCT) corridor
- **Complement HCT** with local feeder service
- **Connect** low-density areas via **microtransit**

Long-Range Transportation Plan
- Improve **connectivity** between activity centers
- Use **microtransit** where fixed route may not be efficient
- Improve bus stops
- Better service and **connectivity** for hospitality workers

Mila

Existing Conditions Report
- Identify future transit-oriented development nodes Coordinate **bike and ped** planning with transit nodes
- **Right-size transit** based on land use development
- **Educate** the public on the benefits of regional mobility

Preferred Scenario Report
- Develop **bike and ped facilities** between activity centers
- Convert rural routes to **microtransit**
- Make urban routes arterial non-deviating routes
- Use **microtransit** to **connect** to LCRT and other HCT

Overall Recommendations from Previous Studies

- US 52 identified as a future HCT corridor – **update existing service to build towards this goal**
- Convert routes in **low density areas to microtransit** and streamline **urban routes** with more frequent, **non-deviating** service
- Use **microtransit, bike, and ped** to **connect** to future HCT nodes, activity centers, and major residential areas
- Implement **bus stop improvements**

Mila

Polling:
Transit Use

Polling: Transit Use

Mentimeter Poll

Transit Service Improvement Toolkit

Why do people take transit?

- Transit, like all transportation, is consumed to do something else
- When people spend less time traveling, they have more time to enjoy the things that matter most to them in life
- Because it is a public good, we must balance the needs of many people when we plan the network

What Goes into Route Planning?

How often does the bus come and what are the hours of operation?

What days does the bus operate?

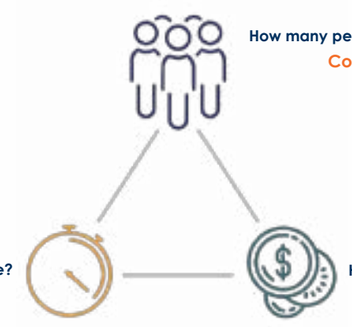
Where does the bus go?

How far do I have to walk to access the bus?

Can the bus reliably get you to your destination?

Mila

Operating Trade-Offs



Mila

Balancing the Trade-Offs: Potential Outcomes

Fewer people served, but fast, direct, and frequent

Balanced between people served and speed/frequency of route

Serves more people but with a slower travel time and lower frequency

Mila

Transit Service Options

Fixed Route Traditional bus service ideal for consistent use and travel patterns

Flex Route Hybrid of fixed route service, allowing for deviations from a route to pick up and drop off passengers within specified distance

Microtransit Pickup and drop-off within designated areas, often with "on-demand" availability. Ideal where fixed route cannot operate productively

Armando

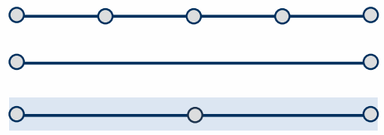
Fixed Route Service

Service Characteristics

Local: Makes stops on local streets at a regular schedule

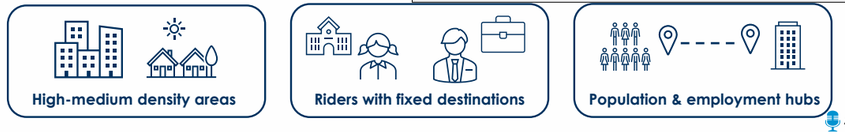
Express: Regular or peak-hour service on local and arterial streets, only stopping at major destinations

Bus Rapid Transit (BRT): Limited stop service on arterial streets with various potential rapid features (*such as exclusive travel lane, off-board fare collection, platform-level boarding*)



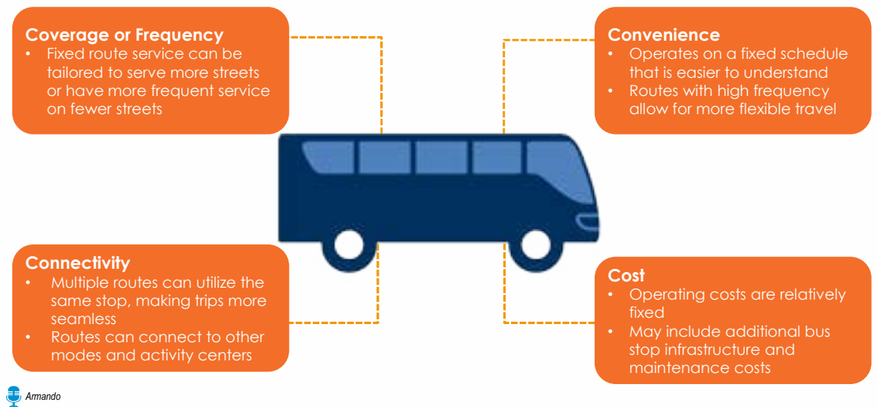
Fixed routes have marked stop locations along the route, featuring infrastructure such as **bus stop signs, seating, bus shelters, and real time arrival information.** Flag stops are also common in more rural systems (e.g., TCL)

Ideal Market



Armando

Fixed Route Service Considerations



Armando

Fixed Route Service Trade-Offs

Opportunities

- Allows for more visibility of transit service and is easier to understand
- Can be tailored to address different periods of ridership or types of use (peak hour commuters, early morning workers, students etc.)
- Allows for higher frequency service supportive of more spontaneous use
- Flag stops: less infrastructure required, lower costs
- Designated stops: allow for greater opportunities for transfers and connectivity

Constraints

- Less viable for low ridership and low-density areas
- No route deviation
- Flag stops: stops could be missed, fewer amenities (seating, bus shelters)
- Designated stops: not suitable for all densities, less amenable to irregular travel, origins, and/or destinations

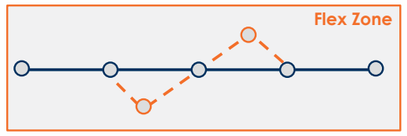
Armando

Flex Route Service

Service Characteristics

Serves all **fixed stop locations** along a route, along with supplemental **requested stops** within a **flex zone** (stops are typically requested in advance)

Regular schedule operating on local streets with standard infrastructure



Ideal Market

Armando

Flex Route Service Considerations

Coverage or Frequency
- Vehicles can deviate from routes, extending coverage
- Deviations result in longer travel time and routes likely run less often

Convenience
- Riders need to request deviations in advance
- Deviations allow flexibility in pickup/drop-off locations

Connectivity
- Flex route service can connect riders to fixed routes or high-capacity corridors

Cost
- As the route is not fixed, operating costs can vary day to day and may limit service

Armando

Flex Route Service Trade-Offs

Opportunities

- Route deviation within a specified radius of marked stops extends service area
- Marked stops provide base market for consistent ridership
- Service provided for areas not meeting ridership threshold for fixed route service

Constraints

- Travel times are less predictable due to route deviations and can impact service reliability
- May have higher and/or varied operating costs due to route deviations

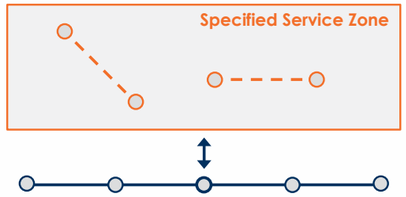
Armando

Microtransit Service

Service Characteristics

Users make reservations in advance with dispatcher or an app, noting **pick up and drop off points** within a **specified service zone**

Ideally at least one **transfer point** to **fixed or flex route service**



Ideal Market

Low density areas

Riders with non-standard patterns / not following peak periods

Trips unable to be served by fixed or flex service

Armando

Microtransit Service Considerations

Coverage
- Microtransit is a coverage tool
- Some operating models include first mile/last mile and fixed zone

Convenience
- Pick up riders where and when they request
- Reservations typically required
- It can connect to other transit on a fixed schedule

Connectivity
- It can connect to other transit
- It can extend a transit service area
- It can serve riders with a specific need

Cost
- Costs rise and/or wait times lengthen as demand grows

Armando

Microtransit Service Trade-Offs

Opportunities

- Extends service coverage and can link users to fixed or flex route service
- More cost effective in low density areas, areas with low demand, and/or low ridership periods than fixed or flex route service
- Useful for gauging demand for potential future fixed or flex route service
- More directly responsive to community needs or human service programs via more efficient routing

Constraints

- Additional costs associated with staffing needs (dispatcher)or use of an app
- Reservations are typically required in advance or can be limited based on demand/vehicle availability
- Service limited to a specific zone and can become expensive to serve large zones
- Travel times less predictable

Armando

Rural Transit Service Best Practices

ACCESS	Maintain access for those reliant upon it
EVALUATION	Establish evaluation metrics based on local context and service goals
RIGHT-SIZE	Select transit service that best matches density, capacity needs, and accessibility
CONNECTIVITY	Prioritize connections to other transit services and modes of transportation

Armando

Polling: Trade-Offs

Armando

Polling: Trade-Offs

Mentimeter Poll

Armando

Discussion and Feedback

GOODSTOCK

US 52 TCL Service and BRT Feasibility

November 19, 2024

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENTS

Breakout Group Discussion

For your organization and your constituents, please provide feedback on the following:

- What do you think are the strengths of the current TCL service?
- What do you think are the weaknesses of the current TCL service?
- Where would you like to see transit service provided in the near and long term?
- What opportunities can be leveraged to improve transit and mobility in the corridor?

GOODSTOCK

Agenda

- Welcome
- Public Engagement Updates
- A Vision for BRT Along the US-52 Corridor
- Key Takeaways
- Next Steps

Public Engagement Updates

Public Engagement – Outreach & Results

Outreach	Total Number	Results
Pop-Up Events	4	Positive responses from the community & individuals spoken to.
Social Media	20+ posts	20+ posts across 3 platforms & stakeholder channels.
Email Alerts	6	Emails were sent to stakeholders & large employers along the corridor.
Media Coverage	5	Positive coverage in local media.
Public Meetings	2	Moncks Corner – Oct 16., 12 attendees, 3 comments, 5 surveys Goose Creek – Oct 17., 16 attendees, 1 comment, 7 surveys
Online Survey	1	118 responses as of Nov 15.

What is Bus Rapid Transit (BRT)?

Upcoming Section

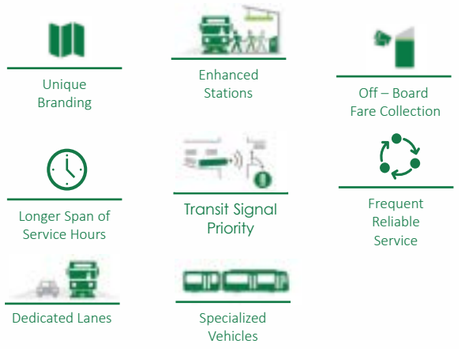
- Throughout this section we will define BRT service and present examples of how it has been implemented across the country
- Jot down questions and be prepared for a group discussion at the end

Introduction to Bus Rapid Transit (BRT)

Premium, high-capacity transit that delivers fast, reliable, comfortable, cost-effective service

BRT Features

BRT includes enhanced features that differ from local service

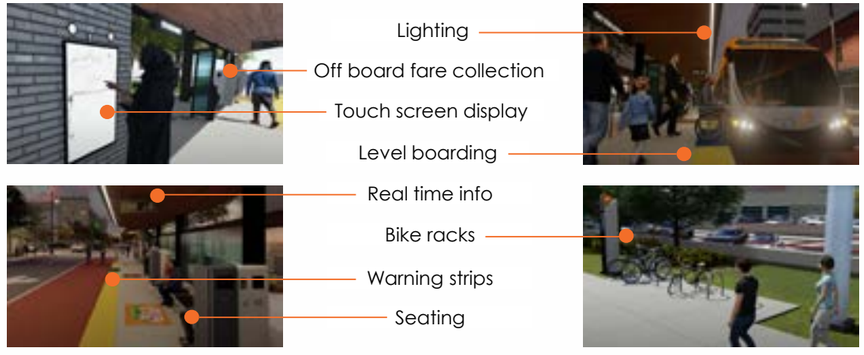


Federal Baseline for BRT Characteristics

- Defined stations
- Frequent service
- Bi-directional service
- Unique brand identity
- Faster intersection travel via TSP and queue jumps
- Any additional features to emulate rail service

Stations

Wake BRT - NC



Vehicles

1. 60’ articulated bus – 120 capacity
2. Standard 40’ bus – 65 to 75 capacity

Potential Features

- On-board bike storage
- Rear-facing wheelchair securement
- Doors on both sides of the vehicle if needed based on station design

1. City Line- WA

2. Ride On extRa- MD

Guideway Options

1. Exclusive transitway
2. Separated travel lane
3. Demarcated transit lane
4. Mixed traffic

1. CTfastrak - CT

2. Silver Line- TX

3. Van Ness BRT - CA

4. A Line- MN

Levels of BRT Investment

Minimum Level		Medium Level		Maximum Level	
KCATA Prospect Line 	• Operates in mixed traffic • 15-min weekday frequency • Level boarding • Free Wi-Fi • Transit Signal Priority • Real-time arrival info • Shelter protection • Enhanced lighting • Smart kiosks • Seating	GRTC Pulse 	• Dedicated lanes for portion of route • Level boarding • Traffic Signal Priority • Trips every 15 minutes • Off-board fare collection • Queue jumps • 24-hour lighting • Shelter protection • Real-time arrival info • Smart kiosks	VelociRFTA 	• Dedicated lanes in downtown areas • Trips every 12 minutes • Transit Signal Priority • Free Wi-Fi • Off-board fare collection • Queue jumps • Ticket Vending Machines • Seating • Bicycle racks • Real-time arrival info • Shelter protection
NYC Select Bus Service 	• Operates in non-BRT exclusive bus lanes • Upgraded bus lane signage • Bus lane cameras • Off-board fare collection • Transit Signal Priority • Station Features: • Real-time arrival info • Seating • Ticket Vending Machines	CTA Loop Link 	• Downtown corridors with bus priority elements • Infrastructure upgrades on four streets • Dedicated lanes • Queue jumps • Longer boarding platforms • Real-time arrival info • Platform boarding • Protected bike lanes • Shelter protection	LA Metro G Line 	• Exclusive busway • 24-hour service • Transit Signal Priority • Free Wi-Fi • USB charging ports • Off-board fare collection • Low floor buses • Exclusive bikeway • Ticket Vending Machines • Bicycle storage • Real-time arrival info • Shelter protection

Local BRT Example: LCRT

BRT Features

- Dedicated Transit Lanes
- Enhanced Stations
- Frequent and Reliable Service
- Traffic Signal Priority
- Specialized Vehicles
- Unique Branding
- Platform-Level Fare Collections
- Connections and Access

LCRT Connection

Service

- Ladson/Fairgrounds to WestEdge/Medical District
- 3 Park and Rides
- 70-minute end-to-end travel time
- 10-minute weekday service during peak and daytime hours
- 21-hour service during the week
- 20 – 30-minute service on weekends
- Connects to CARTA and TriCounty Link transit services

LCRT Study Area Compared to US 52 Corridor

Metrics	LCRT Study Area	US 52 Study Area (today)	US 52 Study Area (2040)***
Total Population	130,885	93,854	115,371
Total Jobs	134,776	34,735	40,208
Total Households	52,566	34,438	42,711
Population per square mile	1,660	858	1,055
Jobs per square mile	1,710	318	368
Ridership	4,500*	148	4,328**
Sidewalk network extent	Majority of corridor has sidewalk	Outside of Moncks Corner and Goose Creek, majority of the corridor does not have sidewalk	

*LCRT STOPS model CY2019 daily linked trips
**RTFP estimate for 2040 daily ridership; corridor includes LCRT stops
***CHATS TDM model base scenario projections for growth from 2020 to 2040

Steps to a Future BRT-Supportive US 52 Corridor

- Grow transit service
- Develop supportive infrastructure
- Create supportive land use

Group Discussion

1. Station Locations and Key Destinations Around
   - 2 groups
   - Station area maps
   - Discussion:
     - Review the proposed locations and identify if any station areas are missing
     - Discuss and identify key destinations
     - Highlight community considerations
2. Accessibility, Connectivity and Safety

Group Discussion

Station Locations

Key Destinations

Employer Locations

Bike/Ped Locations

Single Family Residential

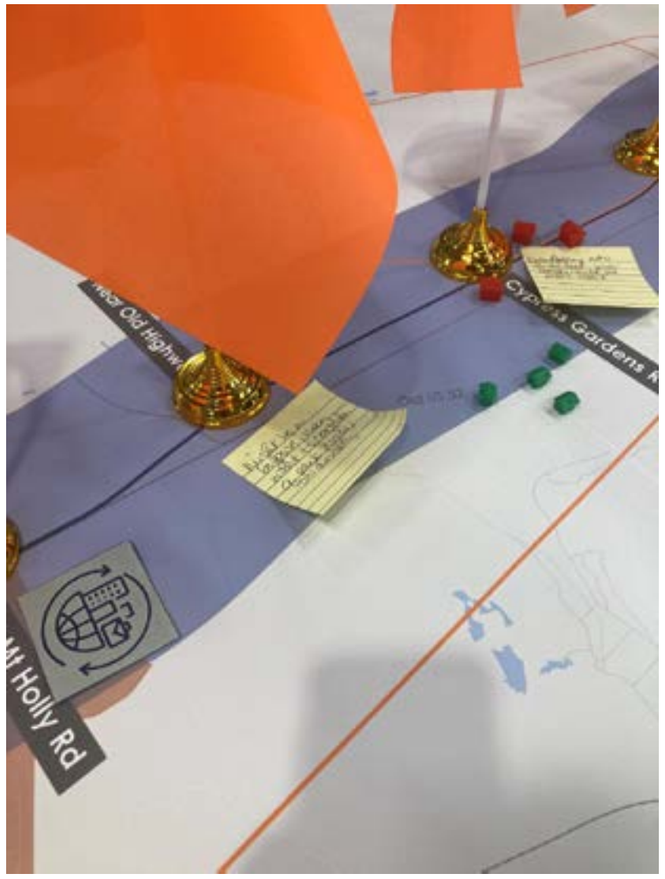
Multi-Family Residential

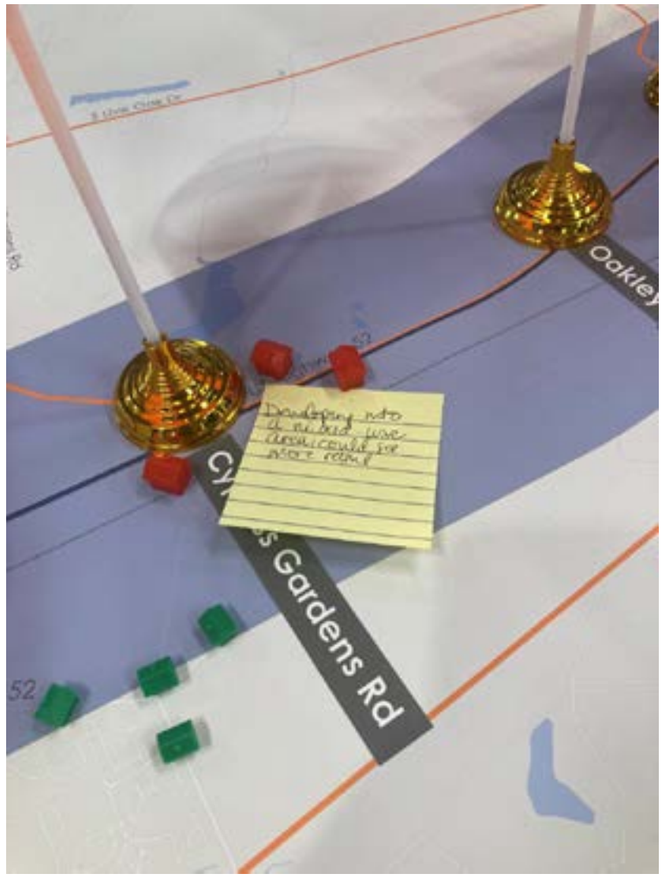
Stakeholder Working Group 3 Map Comments

Group 1

- The US 176 label should be labeled as Liberty Hall
- Don't see a lot of activity on Old Hwy – no development nearby. Google won't have a lot of employees.
- Home developments near Cypress Gardens
- Businesses along the Cooper River (outside corridor)
- Moncks Corner has a lot of potential, but not really the infrastructure means, so development may be slower
- Redwood facility will provide ~3,500 jobs
- Cypress Gardens – mixed use, just got a Publix. Could be more retail coming. Foxbank is building townhomes

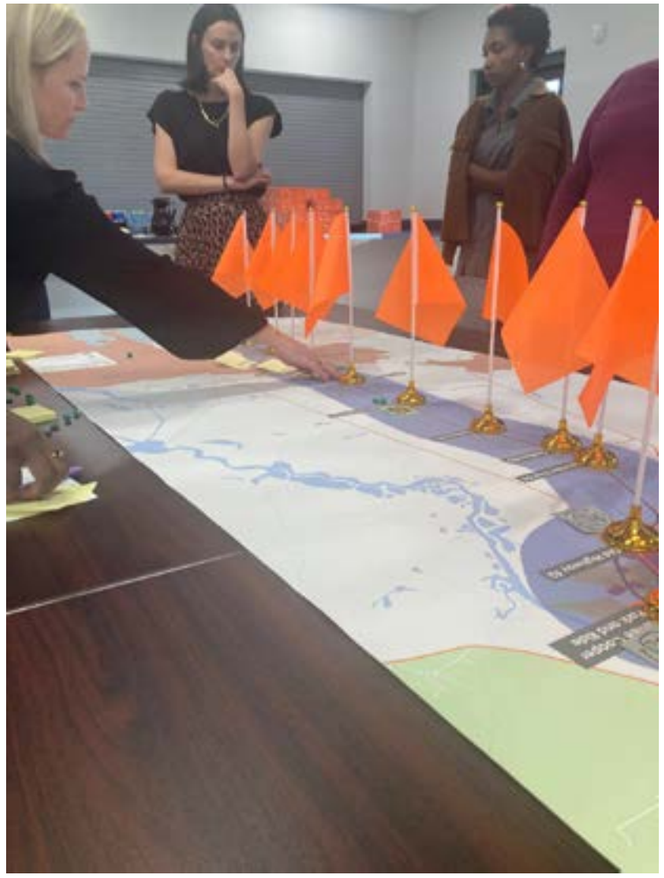

Old Mt Holly Rd
Stephanie Dr
US 176

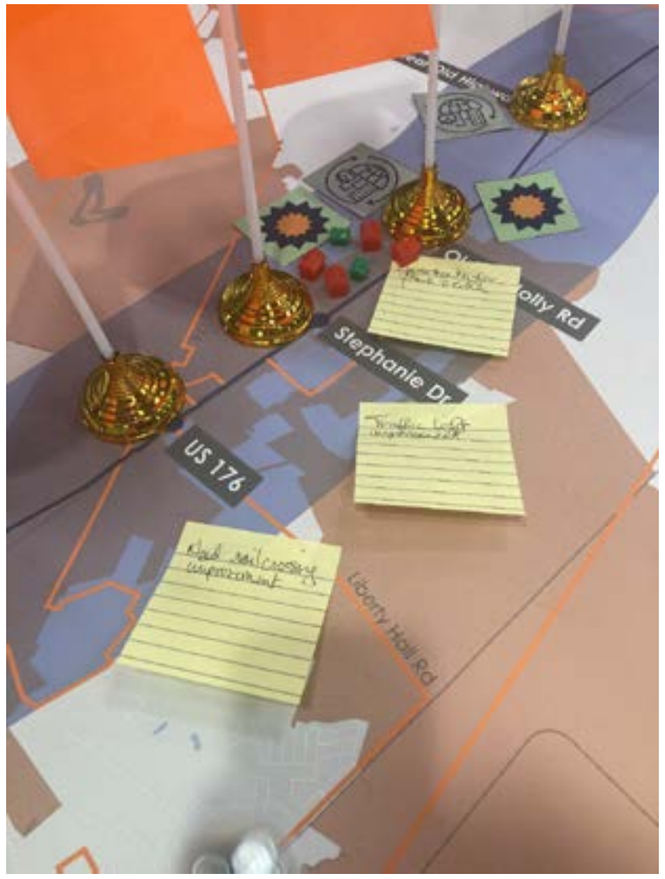

Cypress Gardens
Holly Rd


Oakley
Gardens Rd
52

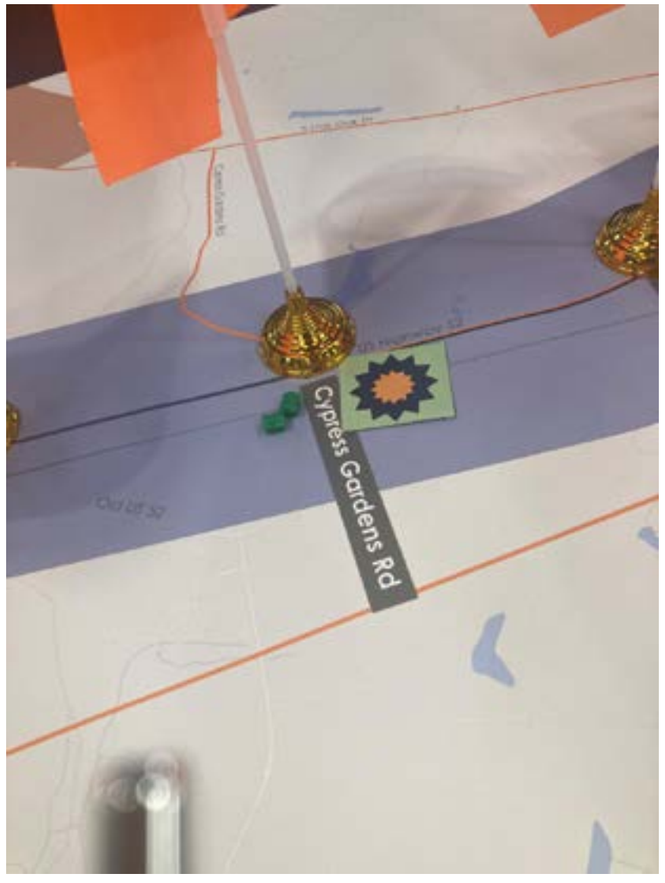
Group 2

- Stephanie Drive – apartments, commercial, senior living. May be a missed opportunity for a Park-n-Ride (on campus). Also has a new amphitheater
- Old Mt. Holly is under contact for new apartments
- Cypress is a hot spot
- US 78: older commercial buildings will likely soon be redeveloped
- Stephanie Drive may need traffic light improvements
- Employment in Santee Cooper
- Need houses in Moncks Corner, both single and multi family, however they will most likely be single homes as they want to stay low density
- Housing being build just south of corridor




Stephanie Dr
US 176
Liberty Hall Rd

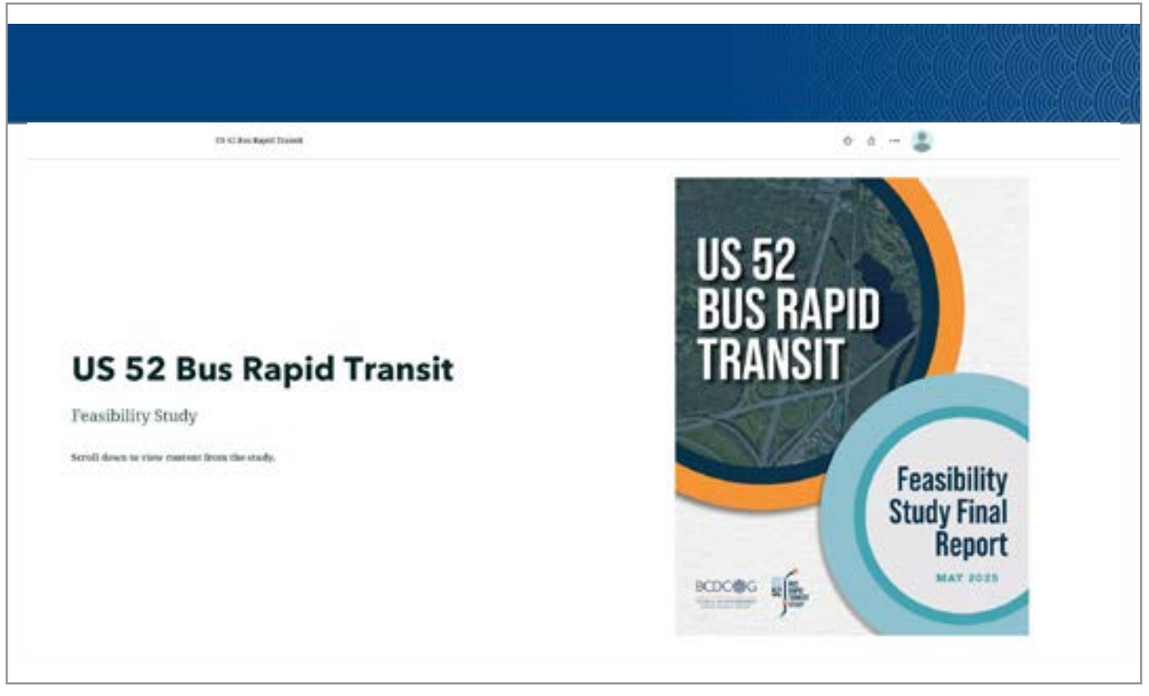

Old Highway 52



US 52 TCL Service and BRT Feasibility Storymap

May 2025

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS



Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Project Overview

The US 52 Bus Rapid Transit (BRT) Feasibility Study builds upon the findings and groundwork laid by the US 52 Corridor Study to explore enhanced public transportation options for the corridor. This study focuses on how a future BRT line could improve mobility, safety, and connectivity for the rapidly growing communities of North Charleston, Goose Creek, and Moncks Corner.

Led by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG), the study:

- Evaluates existing TriCounty Link's (TCL) services along the corridor and develops recommendations to improve access access and increases ridership
- Evaluates the feasibility and steps to transition TCL's fixed route service to a future BRT system that ultimately connects with the planned Lowcountry Rapid Transit (LCRT) project, exploring potential BRT alignments, station locations, and supporting infrastructure such as transit priority features and pedestrian infrastructure
- Produces an implementation plan with costs and timelines for each phase

The US 52 BRT Feasibility Study reflects a regional vision for a faster, more reliable transit network that keeps pace with the region's growth and enhances the quality of life by offering safer and more connected travel choices for all.

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Project Timeline

The US 52 BRT Feasibility Study followed a deliberate and structured process designed to build on previous planning efforts, assess community needs, and provide data-driven recommendations. Key milestones include:

Jan. 2024 - Project Kickoff

The study launched with a focus on understanding existing conditions and identifying opportunities to enhance transit service along the US 52 corridor.

July 2024 - Existing Conditions Analysis

The study team completed a comprehensive corridor evaluation, including land use, population and employment trends, current TCL transit operations, roadway characteristics, and transit market conditions.

Oct. 2024 - Public Engagement

Two in person open houses were held in Moncks Corner and Goose Creek to share preliminary findings, gather feedback from community members, and discuss visions for enhanced transit in the corridor. An online meeting was also available to expand access and collect input through mid November. The study team held several pop-up meetings and collected feedback via paper and digital surveys.

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Dec. 2024 - Draft Service Recommendations

Using technical analysis and community input, the study team developed short- and long-term recommendations for improving TCL service, laying the groundwork for future BRT implementation.

Apr. 2025 - BRT Feasibility Determination

The final stage of the study included delivery of the BRT Feasibility Report, which outlines potential alignments, station locations, infrastructure needs, and next steps to transition toward high-capacity transit service along US 52.

Public Engagement and Stakeholder Coordination

The US 52 BRT Feasibility study team was committed to transparency, inclusion, and collaboration. From the outset, the study team prioritized meaningful engagement with residents, stakeholders, and community leaders to incorporate local priorities and aspirations into the study.

Scroll to learn about the study's engagement events

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

In-Person Public Meetings

Two public meetings were hosted in October 2024 - in Moncks Corner (Oct. 16) and Goose Creek (Oct. 17) - to share the study's purpose and gather community feedback. Both meetings had the same displays, handouts, and opportunities for attendees to speak directly with the study team, provide comments, and complete a study survey.

Community Events

To meet people where they are, the study team attended five local events in early October, including the Moncks Corner Farmers Market (Oct. 3, 9, and 10), the Goose Creek Fall Festival (Oct. 5), and the Latin Festival (Oct. 6). These touchpoints helped raise awareness and invite broader participation from a diverse cross-section of the community.

Online Engagement

Recognizing the importance of flexible access, an online meeting was available on the BCDCOG website, providing 24/7 access to meeting materials, an overview video, and an online survey. This online meeting remained live through Nov. 15, allowing individuals to review content and share feedback on their schedule.

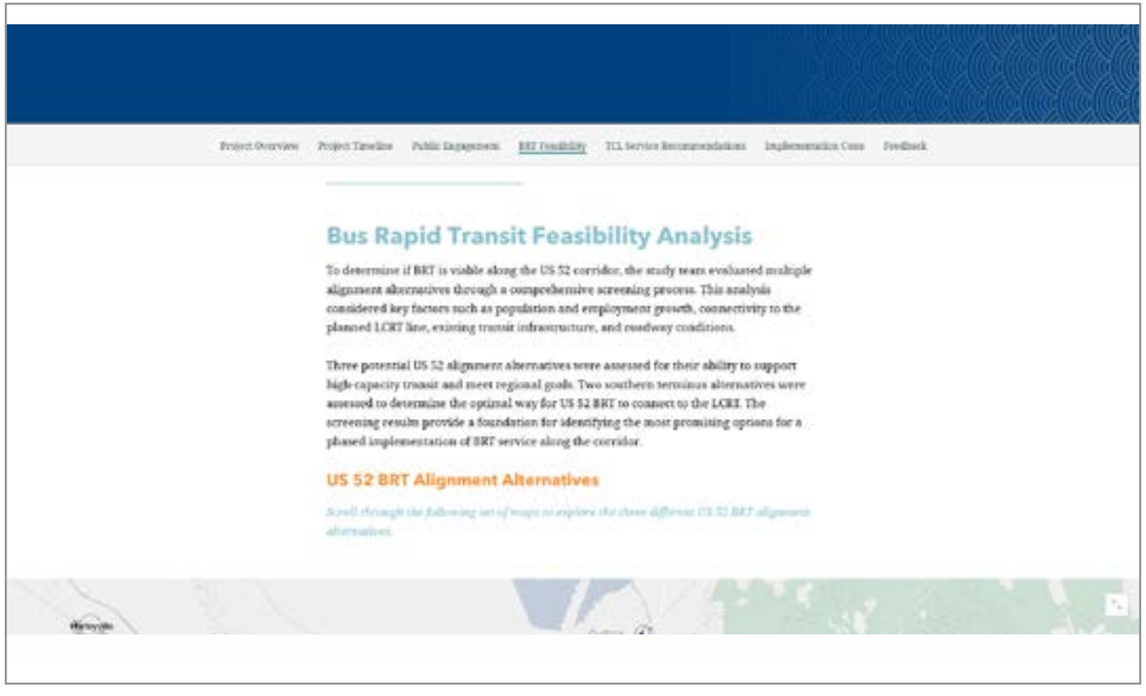
Stakeholder Working Group

To guide the study and boost community representation, a Stakeholder Working Group (SWG) was established early in the process. Composed of local leaders and representatives from across the corridor, the SWG provided vital input on existing conditions, community needs, and growth trends. The study team convened four SWG meetings and four small group discussions throughout the study to share updates, gather insight, and help shape recommendations.

What We Heard

Feedback gathered through public meetings, surveys, and stakeholder conversations highlighted the community's strong interest in improved transit options. Key themes included:

- A desire for faster, more frequent, and more reliable service.
- Support for enhanced safety, including pedestrian crossings and multi-use paths.
- Interest in upgraded amenities such as covered shelters, cameras, accessibility improvements, and additional park-and-ride facilities.
- Overall interest in transit – even among those who do not currently use it – as a solution to address congestion and improve safety.


Project Overview
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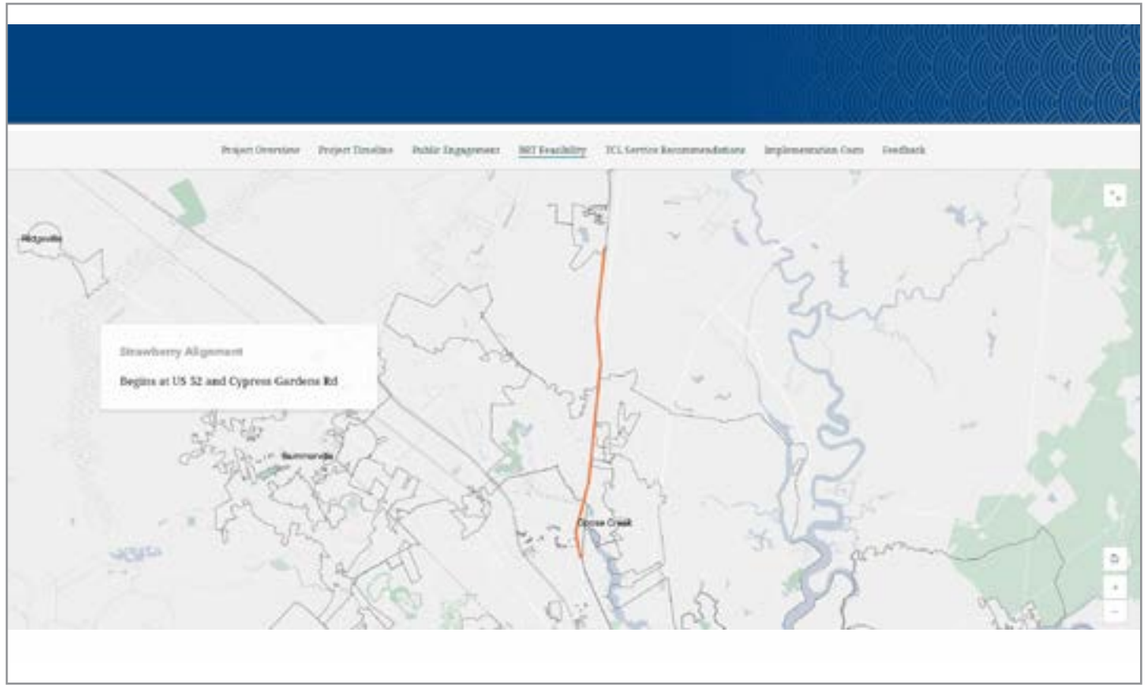
Bus Rapid Transit Feasibility Analysis
To determine if BRT is viable along the US 52 corridor, the study team evaluated multiple alignment alternatives through a comprehensive screening process. This analysis considered key factors such as population and employment growth, connectivity to the planned LCRT line, existing transit infrastructure, and roadway conditions.
Three potential US 52 alignment alternatives were assessed for their ability to support high-capacity transit and meet regional goals. Two southern terminus alternatives were assessed to determine the optimal way for US 52 BRT to connect to the LCRT. The screening results provide a foundation for identifying the most promising options for a phased implementation of BRT service along the corridor.
US 52 BRT Alignment Alternatives
Scroll through the following set of maps to explore the three different US 52 BRT alignment alternatives.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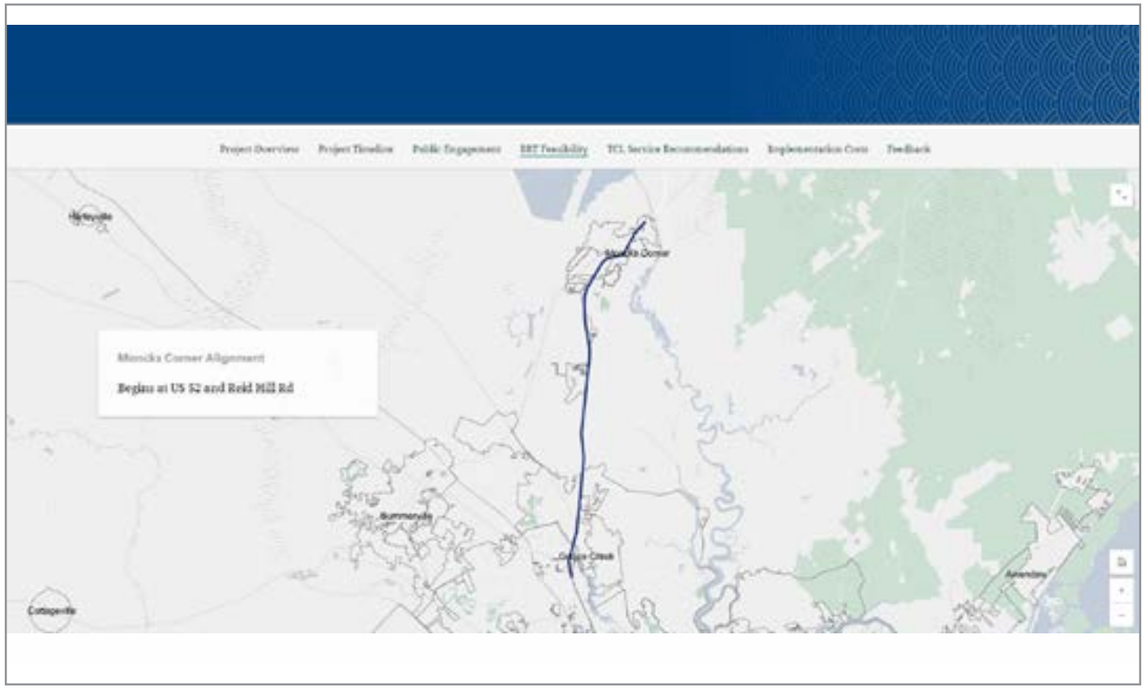
Feedback
Strawberry Alignment
Begins at US 52 and Cypress Gardens Rd
Goose Creek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TCL Service Recommendations
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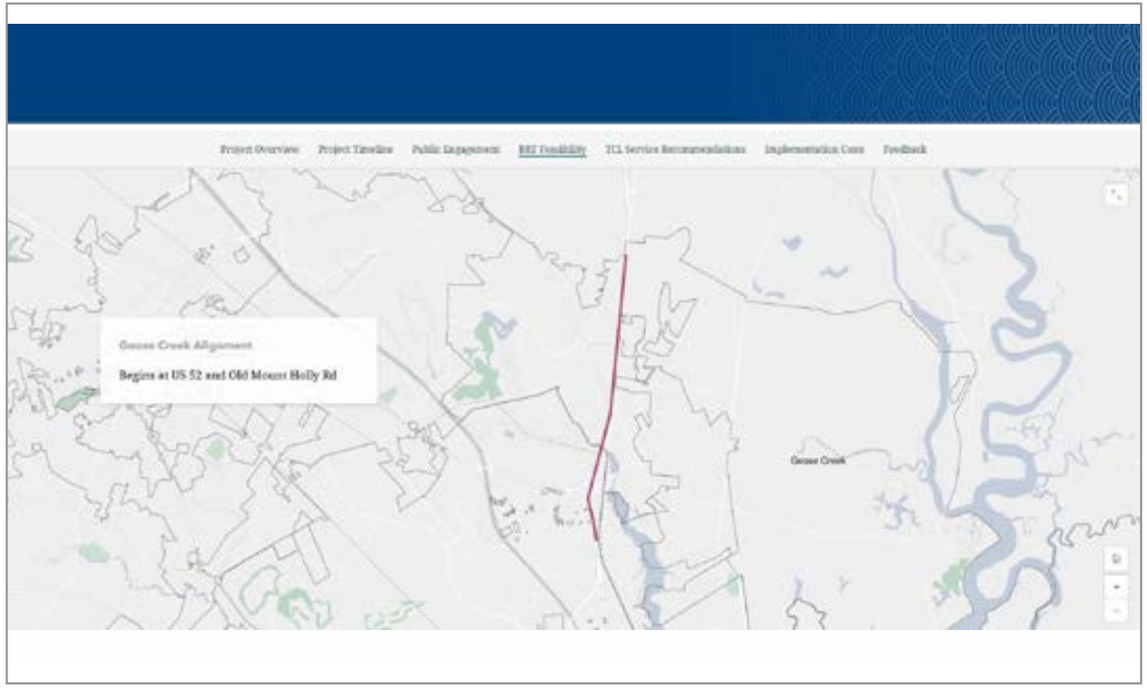
Moncks Corner Alignment
Begins at US 52 and Reid Hill Rd
Moncks Corner
Goose Creek


Project Overview
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Goose Creek Alignment
Begins at US 52 and Old Mount Holly Rd
Goose Creek

All US 52 alignment alternatives end at the Rivers Ave and Melnick Dr LCRT station, at which point riders can transfer to LCRT.

Evaluation Criteria

Screening criteria were developed to evaluate each of the US 52 alignment alternatives and establish a process to determine which alignments are most promising for BRT service. The screening was organized around the five objectives defined under the project purpose.

Objective	Screening Criteria
Develop a **high-capacity transit corridor** that can accommodate future population and employment growth	· Transit demand · Existing and future corridor demographic densities · Compatibility with local and regional plans
Connect to LCRT and collectively strengthen the region's transportation system	· Existing transit services and infrastructure · Ridership of adjacent routes
Ensure **long-term sustainability** by planning around existing roadway characteristics, natural resources, and transit supportive communities	· Existing roadway geometry · Existing traffic conditions and travel flows · Environmental/right-of-way (ROW) considerations
Cost effectiveness	· Capital and operating cost per rider
Ridership	· Riders per year

Ridership Methodology

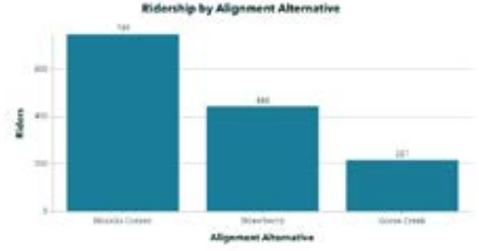
Estimating ridership is challenging without an existing fixed route system, but a methodology was developed using a local representative route.

CARTA Route 12 was identified as a representative route for estimating US 52 ridership potential. Route 12 provides service in North Charleston between the Rivers Ave Park & Ride and the North Charleston SuperStop. It was chosen as a representative route because it is comparable in service area and characteristics to the US 52 alignment alternatives. Beginning with Route 12's average weekday ridership of 373, proportions were applied based on the population density and length of the US 52 corridor.

Elasticity factors were applied to account for upgrading trip frequency from Route 12's average 45-minute frequency to the 15-minute frequency planned for US 52 and to account for anticipated travel time savings. An upgrade factor based on improvements from the BRT service was also applied.

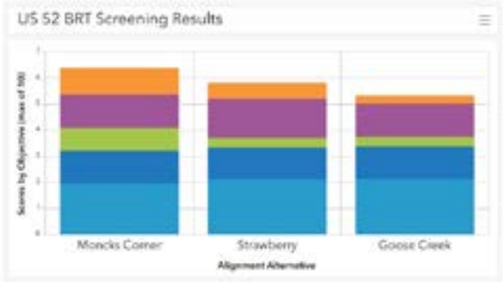
Average Weekday Ridership Estimates Results

Based on the described methodology, the study team identified the following estimated ridership totals for the following areas along the US 52 corridor.



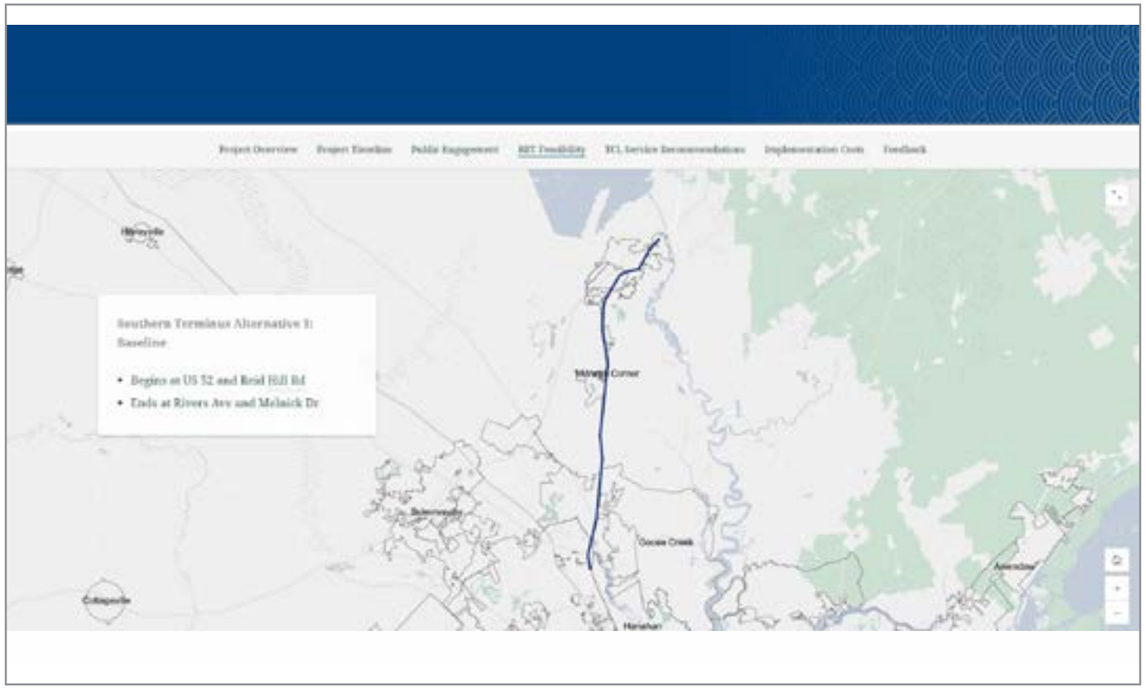
US 52 Alignment Alternatives: Screening Results and Key Takeaways

- **The Moncks Corner alternative scores highest overall.** As the longest corridor, it has the highest ridership estimate. It also has the highest cost per rider.
- **The three alternatives have similar capabilities to accommodate future growth.** Goose Creek alignment scores slightly higher, serving areas of highest population and household growth.
- **These alternatives scored similarly on ROW considerations and traffic conditions.**
- **Ridership on all three alternatives does not justify guideway BRT investment.** Investment in frequent all-day fixed-route service will build the transit market. BRT Lite may be warranted in the future as ridership grows. BRT Lite is a scaled-down version of BRT with less extensive infrastructure and at a lower cost.



Southern Terminus Alternatives

After evaluating the alignment alternatives for US 52, two potential southern termini were evaluated to determine the impact of US 52 BRT connecting to LCRT at the Rivers Ave & Melnick Dr station compared to the impact of interlining with LCRT to increase service along the LCRT corridor to Downtown Charleston.



Evaluation Criteria

The southern terminus alternatives were evaluated using a subset of the criteria similar to the ones used to evaluate US 52 alignment alternatives:

Quantitative

- Transit demand
- Existing and future corridor residential and employment densities
- Capital cost estimates
- Ridership estimates

Qualitative

- Reliability
- Run blocking/operator schedules

Southern Terminus Alternatives: Screening Results and Key Takeaways

The Charleston alternative scores higher for most quantitative metrics.

Operational concerns related to a significant route length:

- Reliability: The longer the route, the greater the opportunity for it to get off schedule. Moncks Corner to Downtown Charleston would be an extremely long route.
- Run Blocking / Operator Schedules: One round trip from Moncks Corner to Downtown Charleston with recovery time is estimated to take 4 hours, compared to 2.25 hours for the Baseline. There would be limited opportunity for the operator to take a break.

Estimated ridership and key takeaways:

- Baseline: 749 average weekday riders
- Downtown Charleston: 809 average weekday riders
- Ridership for the Charleston alignment represents additional trips taken, and do not account for any LCRT riders that may catch a US 52 bus that comes by.
- Between the two alternatives, the Charleston alternative is estimated to have 60 more weekday riders but is estimated to cost $4M more in annual operating costs and $10M more in capital costs.

Conclusions

The analysis of the US 52 alignment alternatives and southern terminus alternatives identified overall challenges and corresponding opportunities that will guide next steps in the planning process for the US 52 corridor.

Challenges	Opportunities
Lack of existing transit service means lack of demonstrated demand	Expand existing transit service and supportive infrastructure to build a transit market in the corridor
Near-term potential is greatest at the southern end of the US 52 corridor	Consider near-term options to tap into LCRT
A full guideway BRT likely will not be warranted even in the long-term, but modest transit priority features could enhance reliability	Reserve ROW and incorporate transit priority features into planned roadway projects
Lack of sidewalks is a significant challenge, especially north of Goose Creek	Emphasize complete streets elements as part of roadway and private improvements, focusing on key nodes and connecting from ROW to destinations

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Conclusions

The analysis of the US 52 alignment alternatives and southern terminus alternatives identified overall challenges and corresponding opportunities that will guide next steps in the planning process for the US 52 corridor.

The overall recommendation is to focus on building up fixed route service and ridership along the corridor through the short- and long-term recommendations before considering implementation of BRT service.

Challenges	Opportunities
Lack of existing transit service means lack of demonstrated demand	Expand existing transit service and supportive infrastructure to build a transit market in the corridor
Near-term potential is greatest at the southern end of the US 52 corridor	Consider near-term options to tap into LCRT
A full guideway BRT likely will not be warranted even in the long-term, but modest transit priority features could	Reserve ROW and incorporate transit priority features into planned roadway projects

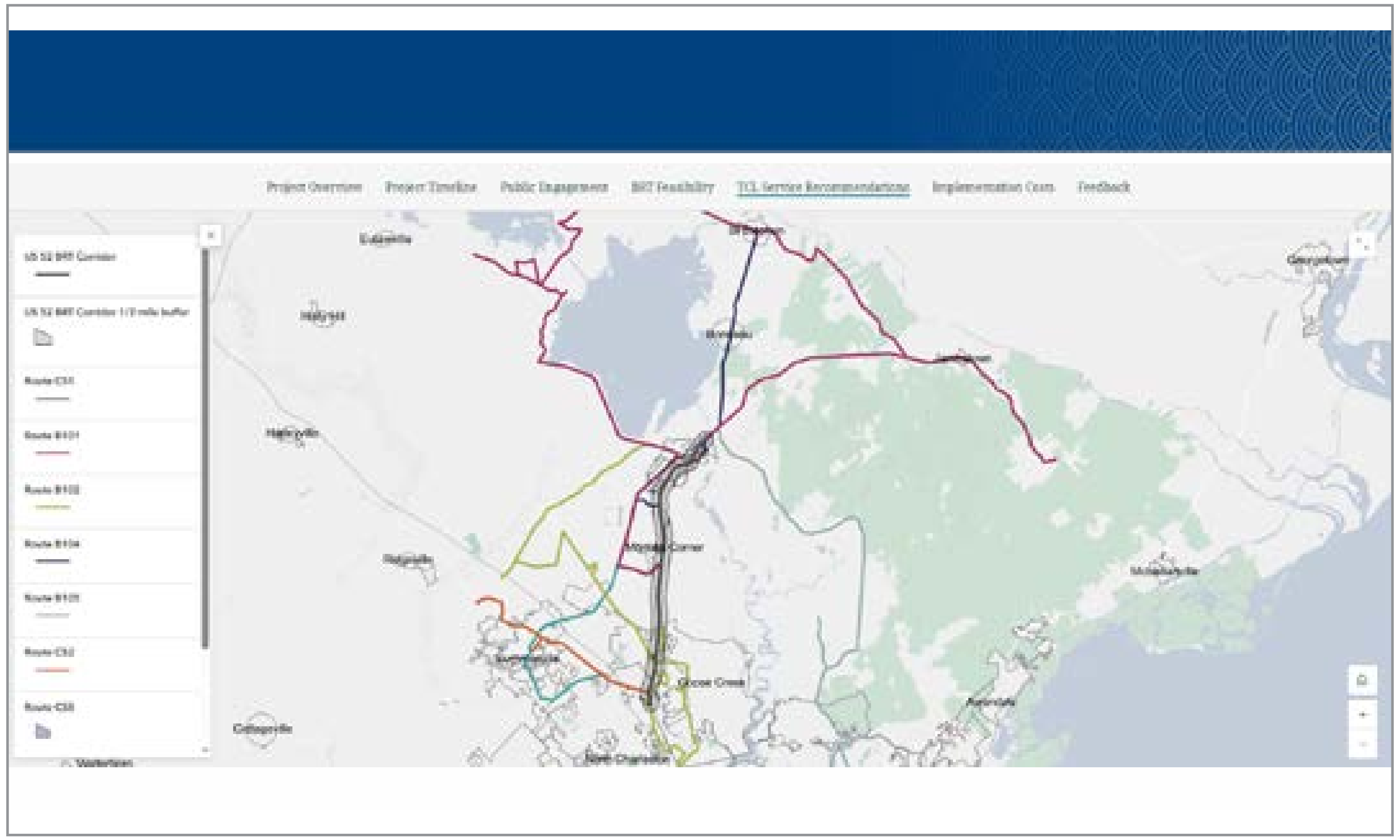
Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

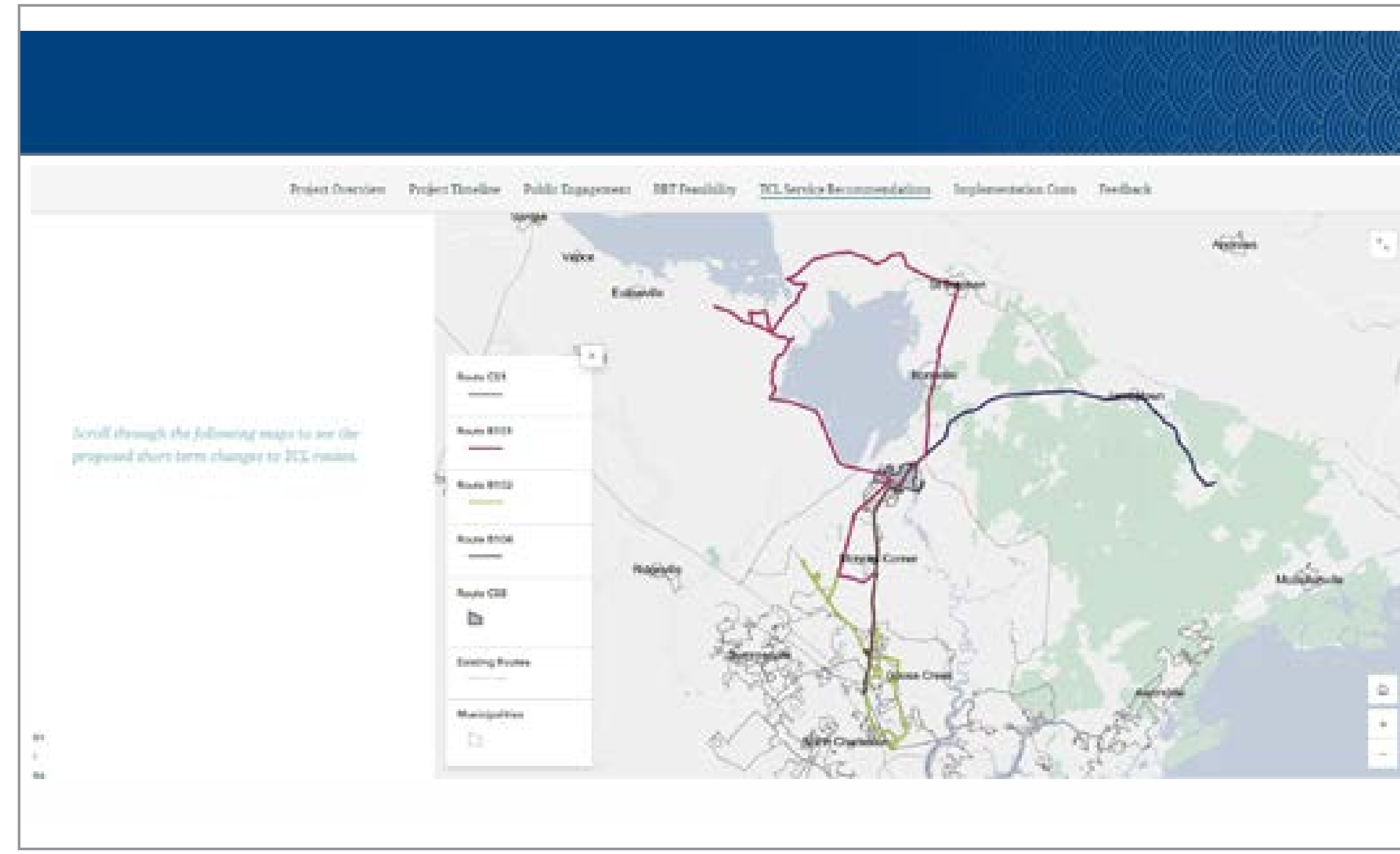
TCL Service Recommendations

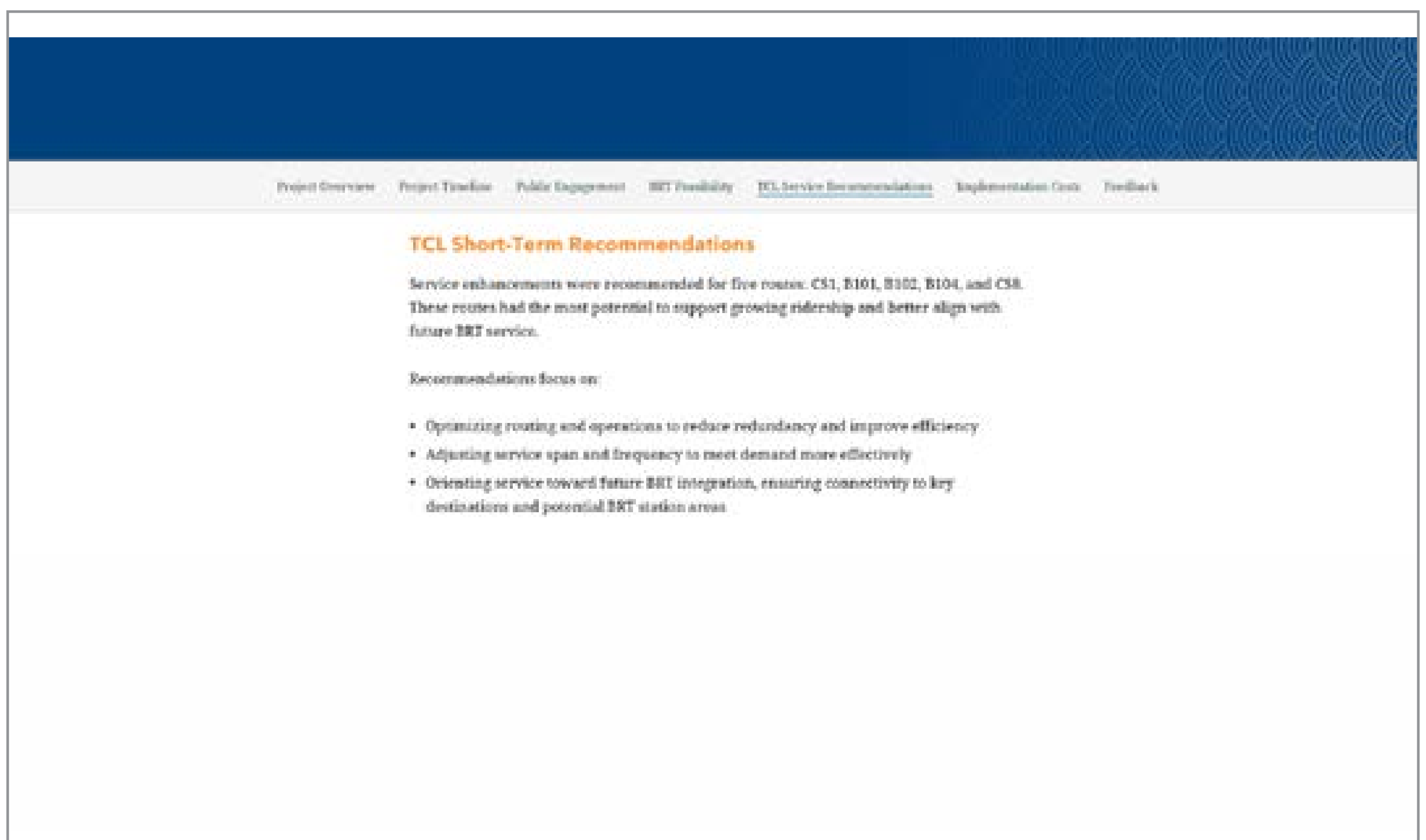
TCL is the primary public transit provider in the rural areas of Berkeley, Charleston, and Dorchester counties. Along the US 52 corridor, TCL currently operates fixed-route, commuter, and demand-response services. The system provides vital connections for residents in surrounding communities, including Moncks Corner and Goose Creek, to jobs, healthcare, shopping, and other essential destinations.

The US 52 BRT Feasibility Study included a detailed review of TCL services to identify near-term opportunities for improvement. The goal was to make practical changes now that build ridership, improve connectivity, and lay the groundwork for high-capacity transit along US 52.

TCL Existing Conditions





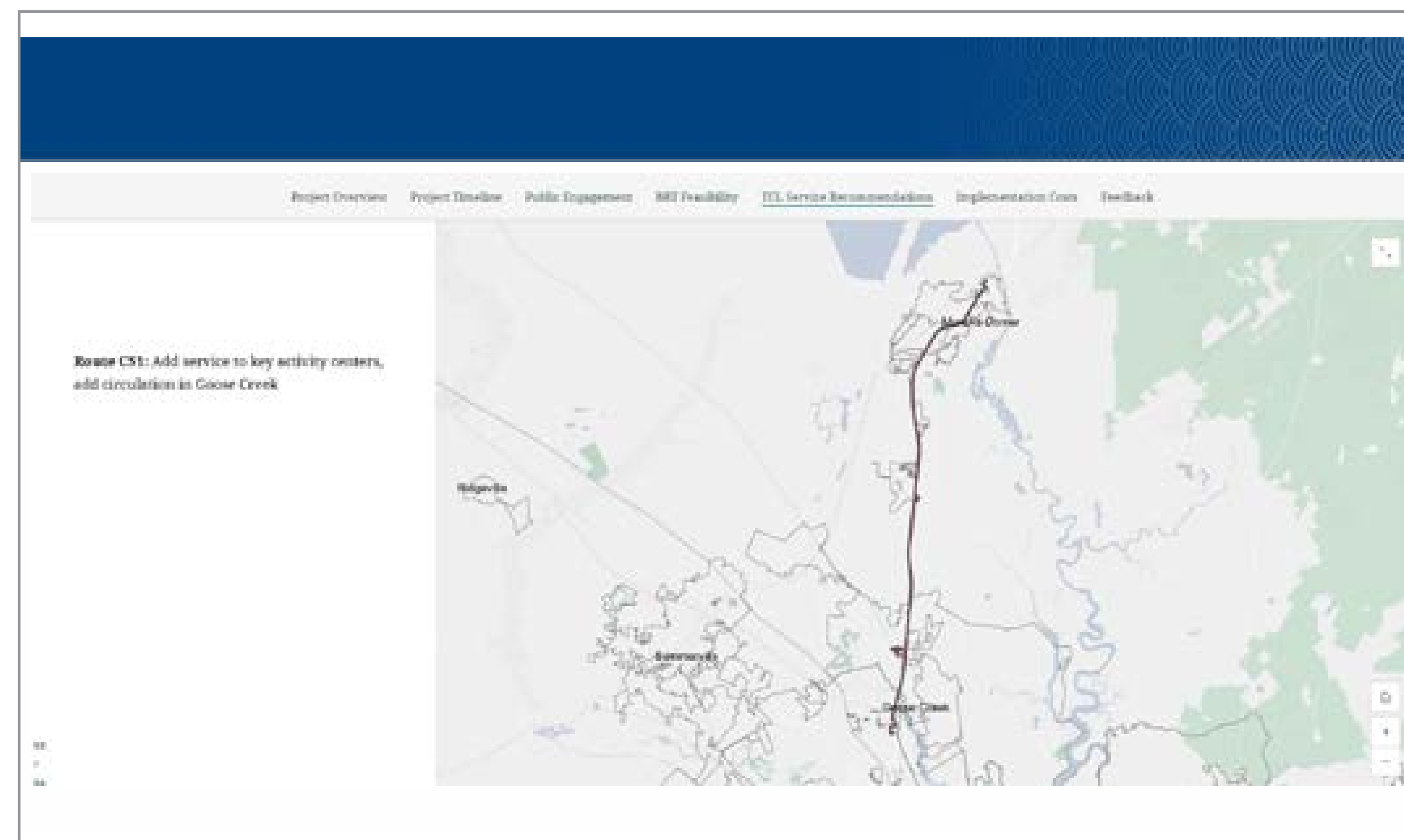


TCL Short-Term Recommendations

Service enhancements were recommended for five routes: CS1, B101, B102, B104, and CS8. These routes had the most potential to support growing ridership and better align with future BRT service.

Recommendations focus on:

- Optimizing routing and operations to reduce redundancy and improve efficiency
- Adjusting service span and frequency to meet demand more effectively
- Orienting service toward future BRT integration, ensuring connectivity to key destinations and potential BRT station areas



Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

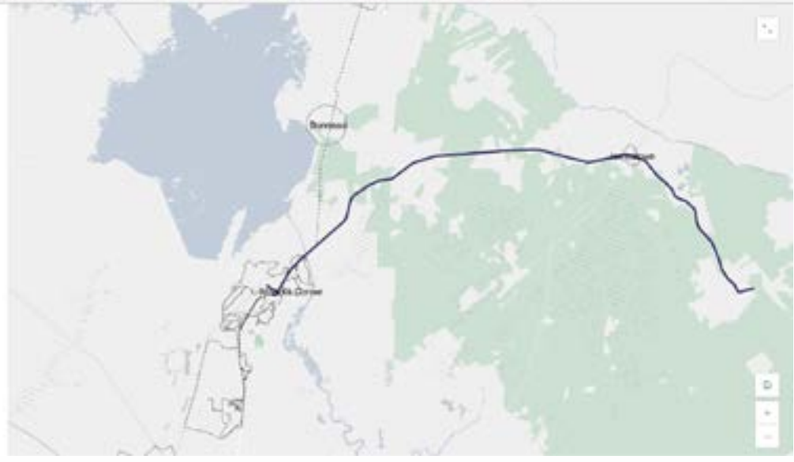
Route B101: Remove the eastern portion of the alignment, serve Route B104 stops along US 52, add service to key activity centers

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Route B102: Remove the western portion of the alignment, add service to key activity centers

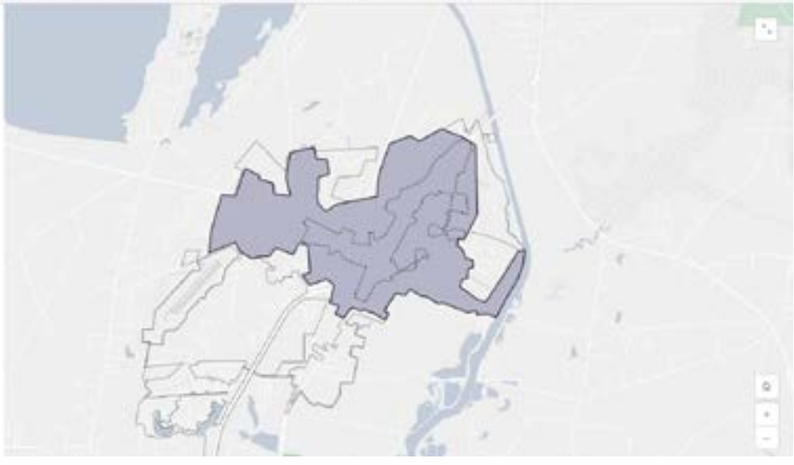
Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Route B104: Reroute to cover the eastern portion of Route B101



Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Route CSR: Develop an on-demand service pilot in Moncks Corner by expanding the service area and hours



Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

TCL Long-Term Recommendations

In addition to short-term service improvements, the US 52 BRT Feasibility Study considered long-term strategies to align TCL services with the region's evolving transit needs and the potential implementation of BRT along the US 52 corridor. The long-term vision includes a restructured TCL network that strengthens connections between rural communities and regional transit services. The study emphasizes that any long-term changes should be responsive to future development patterns and transit demand, focusing on maintaining service for existing riders while supporting system growth.

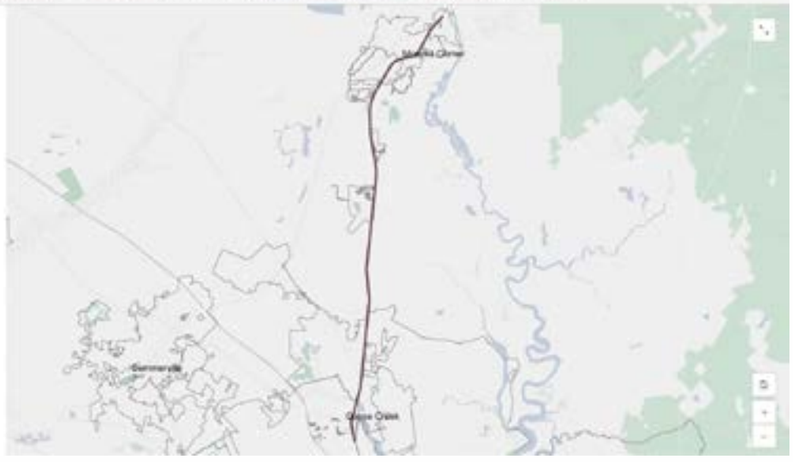
In addition to a more structured service network, the study recommends expanding on-demand service by adding new on-demand zones, which may help improve access in lower-density areas and complement fixed-route operations.

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Route B101: Remove the southern loop from the route and run every 60 minutes

Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

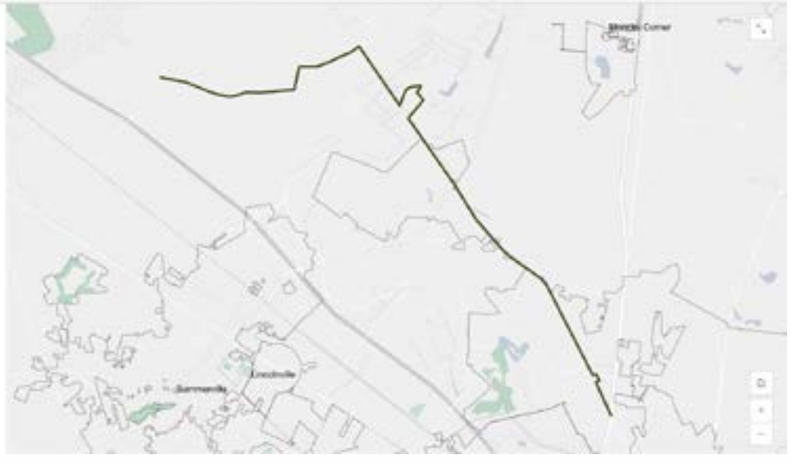
Route CS1: Streamline routing along US 52 and run every 30 minutes



Project Overview | Project Timeline | Public Engagement | BRT Feasibility | TCL Service Recommendations | Implementation Costs | Feedback

Route 1: Separate from Route B102 to optimize operations and run every 60 minutes

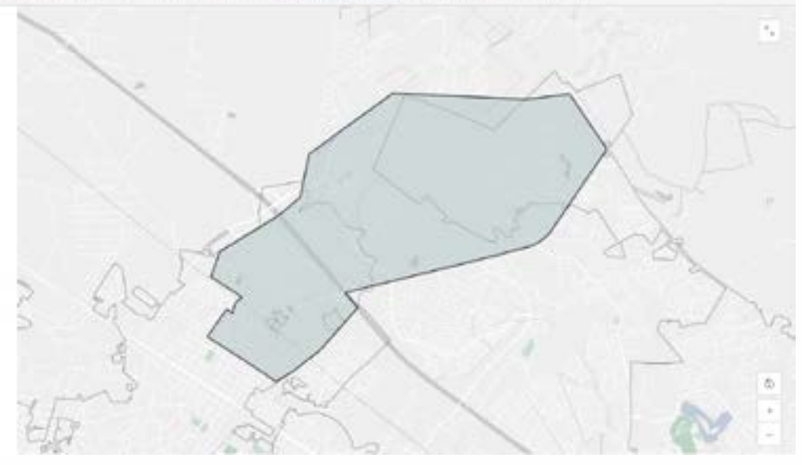
Route 2: Separate from Route B102 to optimize operations and run every 30 minutes

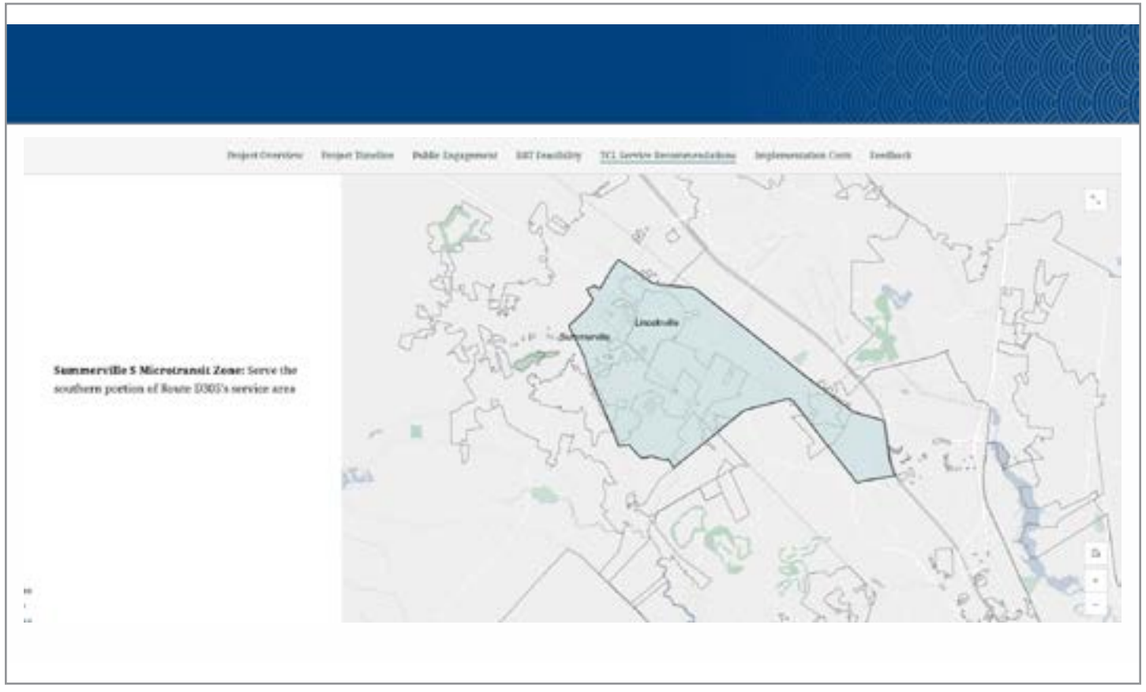


Route 4: Separate from Route B102 to optimize operations and run every 30 minutes

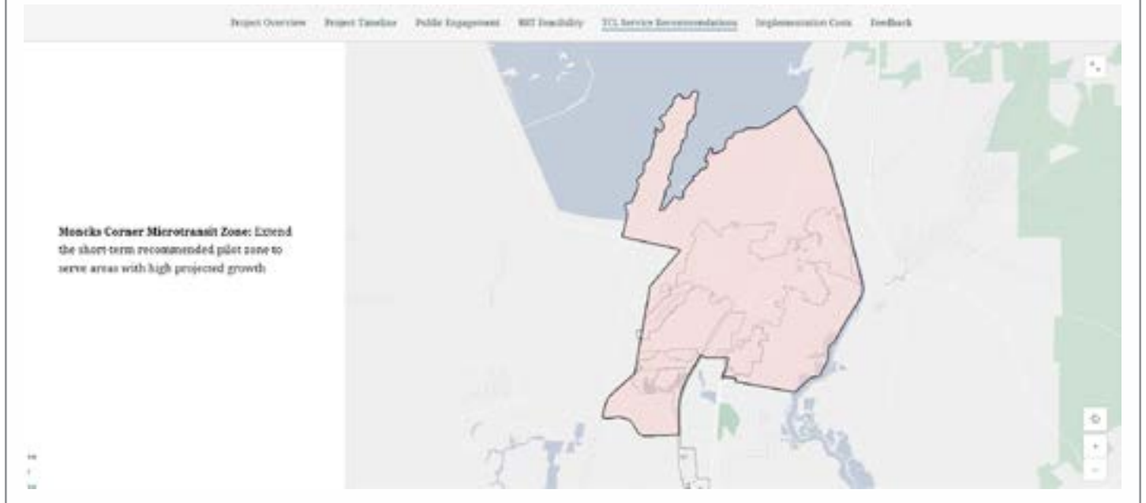
Route CS2: Maintain the existing route and run every 30 minutes

Summerville N Microtransit Zone: Serve the northern portion of Route D305's service area

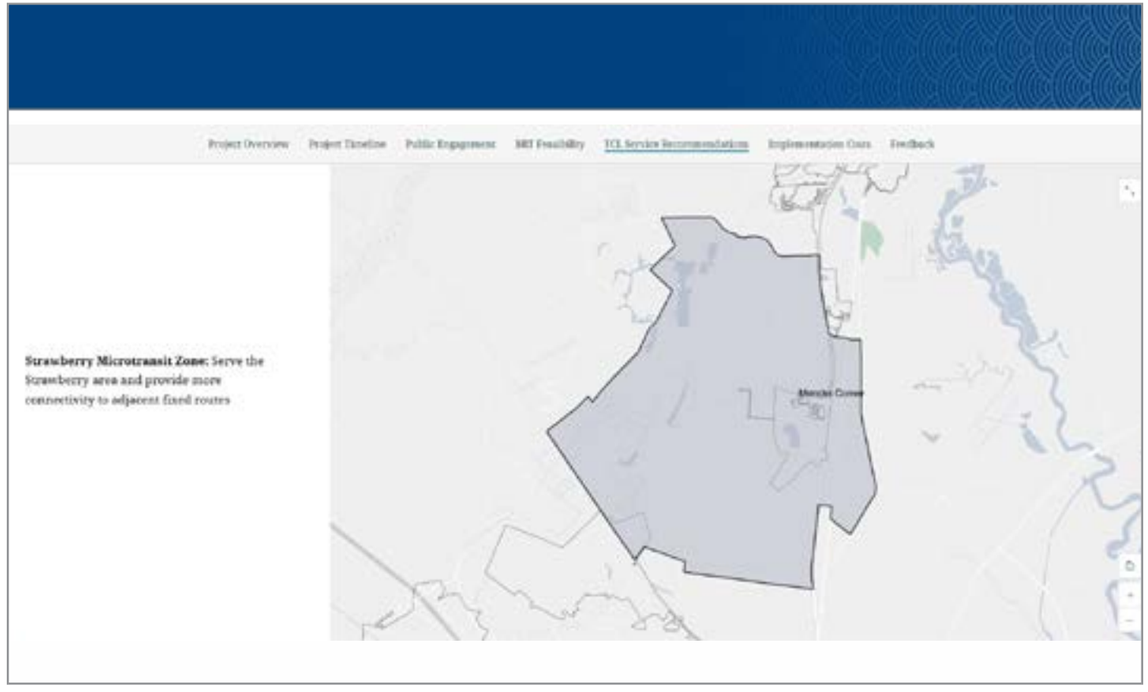




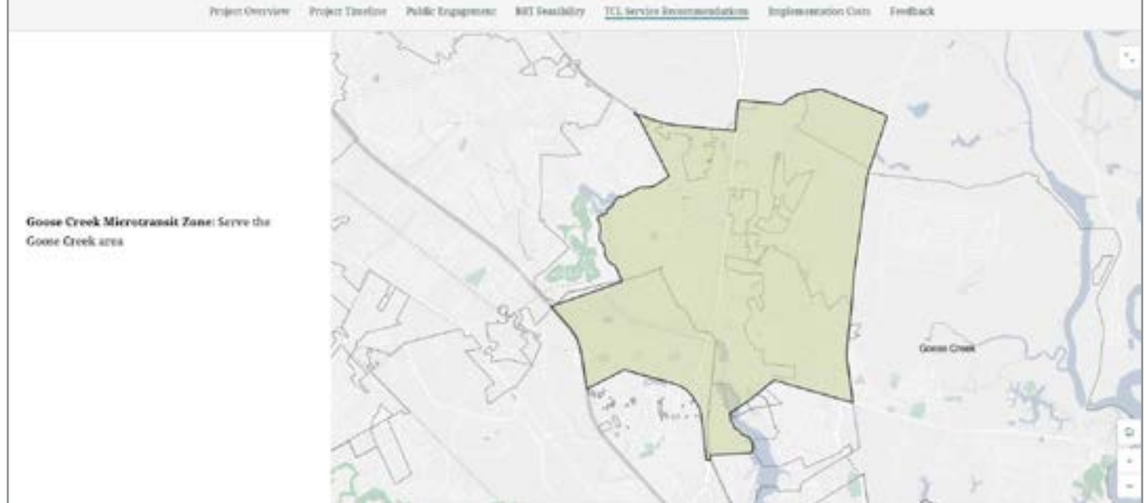
Summerville S Microtransit Zone: Serve the southern portion of Route D303's service area



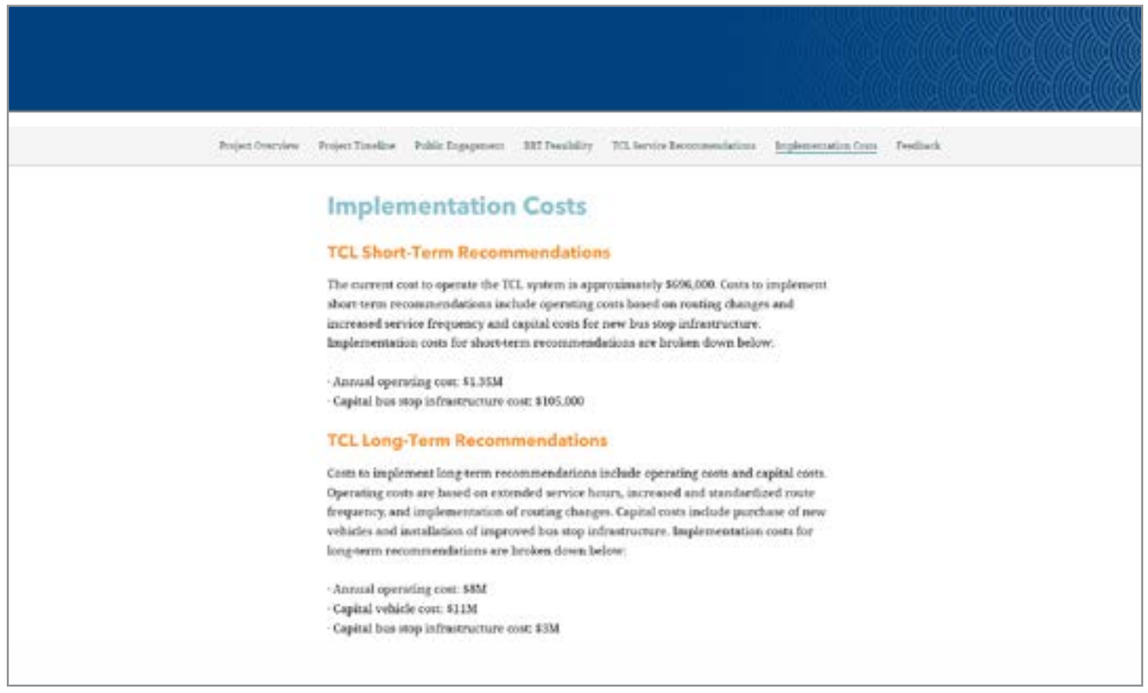
Moncks Corner Microtransit Zone: Extend the short-term recommended pilot zone to serve areas with high projected growth

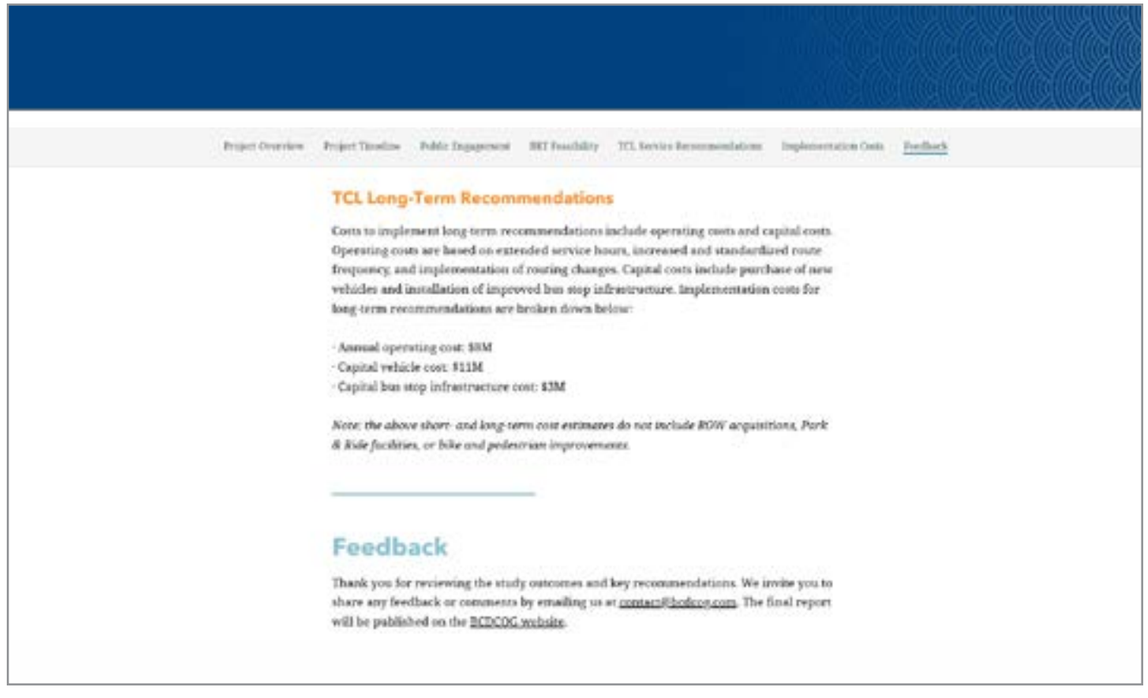


Strawberry Microtransit Zone: Serve the Strawberry area and provide more connectivity to adjacent fixed routes



Goose Creek Microtransit Zone: Serve the Goose Creek area





Appendix II.
Existing Conditions Presentation

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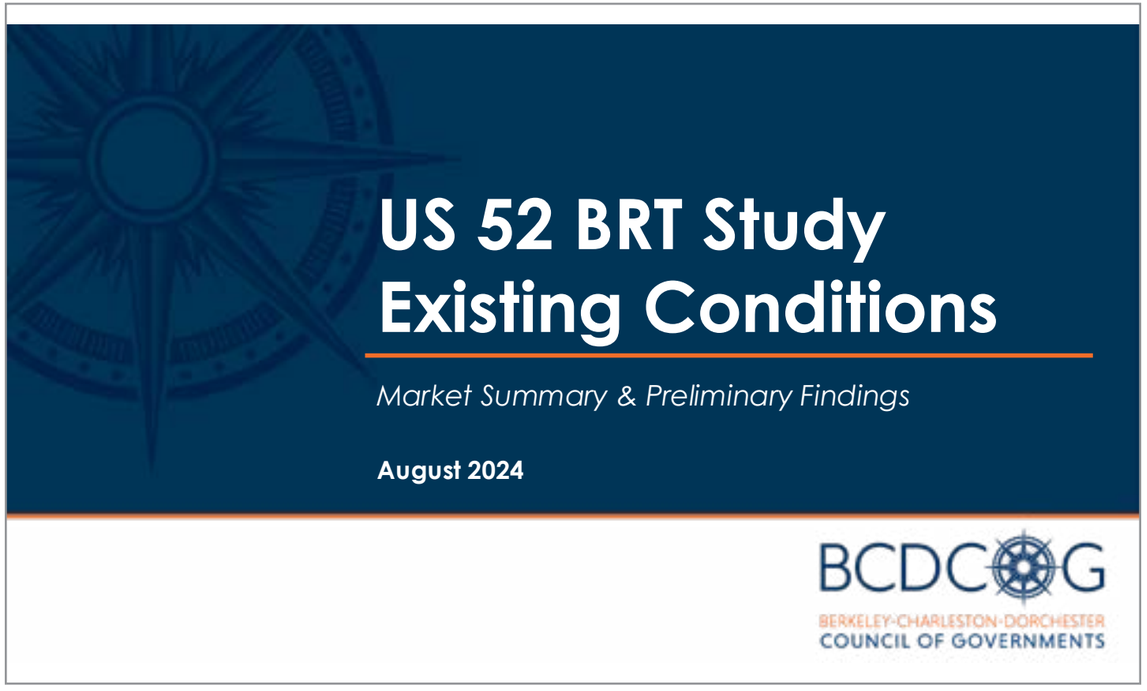


Study Purpose

The study will:

- Assess the US 52 corridor from North Charleston to Moncks Corner.
- Evaluate existing TriCounty Link (TCL) Services in the corridor to improve access to service and increase ridership.
- Assess the feasibility and steps of transitioning TCL's fixed-route transit to Bus Rapid Transit (BRT).
- Define how to connect to the planned Lowcountry Rapid Transit (LCRT) project.
- Evaluate the corridor alignments, station locations, funding, design features, local feeder transit services, and program alternatives.

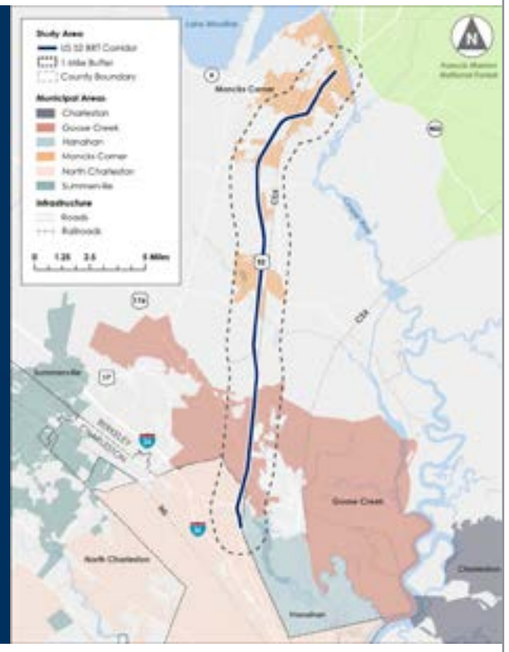
Overview

1. Corridor Overview
2. LCRT Overview
3. Transit Overview
4. Study Area Definition

US 52 Corridor

Corridor Overview

- **22 miles** of urban highway
  - From Midland Park Road in North Charleston to North Live Oak Drive in Moncks Corner
- Located in **4 municipalities**, including:
  - Goose Creek
  - Hanahan
  - Moncks Corner
  - North Charleston
- Within 1 mile of **93,854** residents and **34,735** jobs.
- Identified as a future **High Capacity Transit Corridor** in the **Regional Transit Framework Plan.**



Lowcountry Rapid Transit

Corridor Overview

- South Carolina's first rapid transit system.
- 21.3 miles of BRT.
- Serves Charleston, North Charleston, and Ladson.
- **LCRT** connects to US 52 corridor at Melnick Drive in North Charleston.

Transit Overview

TCL operates deviated fixed local route, commuter, and on-demand services:

- Fleet of 32 cutaway vehicles (seating 14-22 passengers).
- Local routes allow for up to 3/4 mile deviations and are also a flag stop system.
- Commuter routes make stops at posted stops only.
- Fares are $2.25 per trip and $18 for weekly or $70 for monthly passes.

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown (local)
- B102 Moncks Corner/Goose Creek (local)
- B104 Moncks Corner/St. Stephen (local)
- B105 Moncks Corner/Mt. Pleasant (local)
- D305 Summerville Connector (local)
- CS1 Moncks Corner/North Charleston (commuter)
- CS2 Summerville/Northern Charleston (commuter)
- CS8 Link 2 Lunch (on-demand)
- D305 Summerville Connector (local)

Park-n-Ride (PNR) Locations

- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

Overview

Study Area Definition

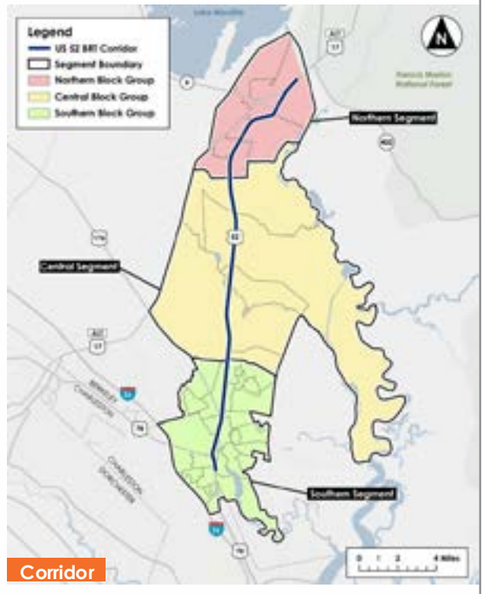
- Corridor
- Region
- Segmentation

Study Areas

Corridor Overview

The **Corridor** consists of all block groups within a **1-mile buffer** of US 52. The **Region** includes all block groups within Berkeley, Charleston, and Dorchester counties.

Based on a review of population and housing density, along with community land use information, the project team identified communities and further segmented the corridor into three geographic areas: **Southern, Central, and Northern**.



Southern Segment

Corridor Overview

- 10 miles along US 52 from Melnick Drive in North Charleston to Old Mount Holly Road in Goose Creek.
- Includes portions of North Charleston, Hanahan, and Goose Creek.
- Mixed-use corridor and traditional neighborhoods with density varying from suburban residential to multi-family apartments.
- Variety of recreational areas, historic sites, parks, shopping destinations, and restaurants.
- Rivers Avenue and Goose Creek PNRs

Central Segment

Corridor Overview

- 8 miles along US 52 from Old Mount Holly Road in Goose Creek to Gaillard Road in Moncks Corner.
- Mostly rural, single-family housing interspersed with industrial and commercial locations.

Northern Segment

Corridor Overview

- 4 miles along US 52 from Gaillard Road in Moncks Corner and along Old US 52 from Gaillard Road to North Live Oak Drive in Moncks Corner
- Access to outdoor destinations such as Lake Moultrie, Cooper River, and Cypress Gardens

Built Environment & Infrastructure

The **Built Environment & Infrastructure** section is intended to document existing conditions from previous studies and provide updates on the current environment.

Built Environment & Infrastructure

Existing Corridor Conditions Materials

- Planning Review
- Land Use
- Roadway Characteristics
- Human & Natural Environment

Timeline of Planning Studies

Planning Review

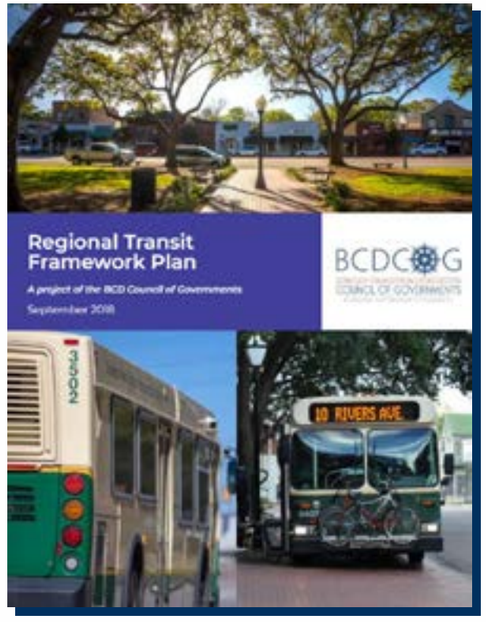
Regional Transit Framework Plan

Planning Review

Study purpose: Identify and prioritize a High-Capacity Transit (HCT) network that serves wide-ranging trip needs, connects the region, enhances the quality of life, and supports economic growth and development

Key Takeaways:

- HCT corridors are areas that are experiencing significant growth.
- US 52 was identified as a future HCT corridor, along with LCRT, which is an ongoing project.
- HCT includes Express Bus, BRT, BRT Lite, and LRT.
- For the US 52 Corridor, BRT-lite could look like 10-minute peak frequency with a projected daily ridership of 4,328 in 2040.



Long Range Transportation Plan

Planning Review

Study purpose: To set priorities for spending federal funds on transportation projects in the CHATS region.

Key Takeaways:

- The region is undergoing rapid growth.
- Several transit planning initiatives (transit, park and ride, transit-oriented development) have taken place in recent years.
- Transit needs to include system improvements, BRT corridors, better transit infrastructure, transit fleet replacement and expansion, and on-demand services.

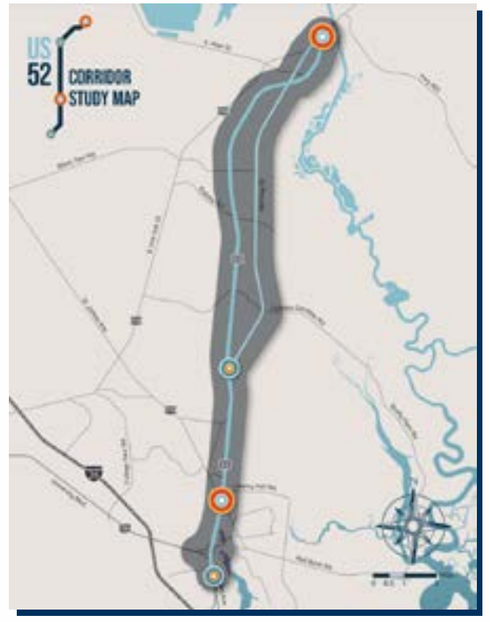
BCDCOG US 52 Corridor Study

Planning Review

Study purpose: Establish a vision for the US 52 corridor between Moncks Corner & North Charleston

Key Takeaways:

- The characteristics of US 52 vary widely along the 18-mile corridor stretch identified in the Existing Conditions Report.
- The corridor population and employment is projected to increase significantly by 2040 (Appendix G, Slide 112).
- Promoting a feasible pedestrian and bicycle friendly environment is a priority.
- Transit supportive land use is recommended.
- Consider environmental resilience for future transit planning in the corridor.



Land Use

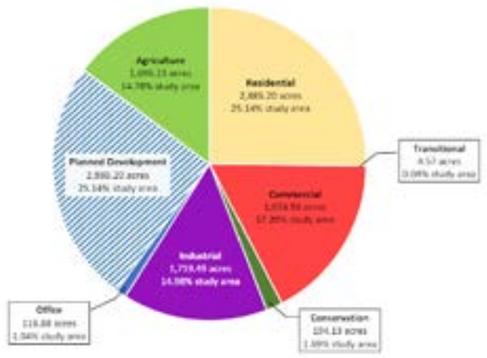
1. Corridor Overview (prev. study)
2. Goose Creek
3. Moncks Corner
4. North Charleston
5. Hanahan

Existing Corridor

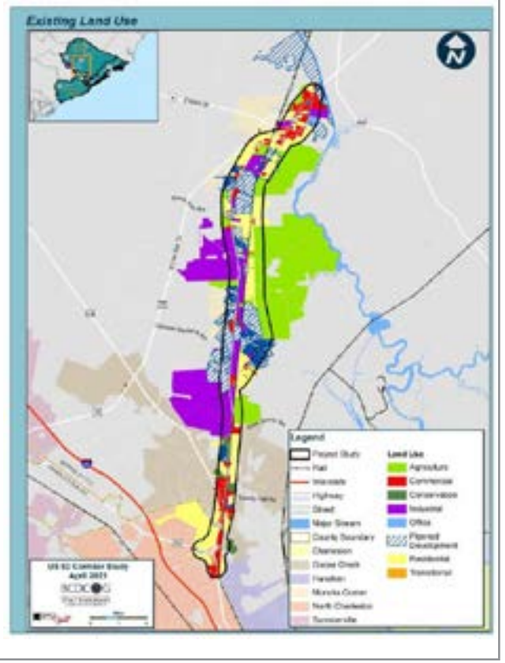
Land Use

Existing Land Use Percentages in Study Area

(From Existing Conditions Report)



Note: Existing land use in the corridor will continue to be reviewed and incorporated in Task 5 BRT feasibility.

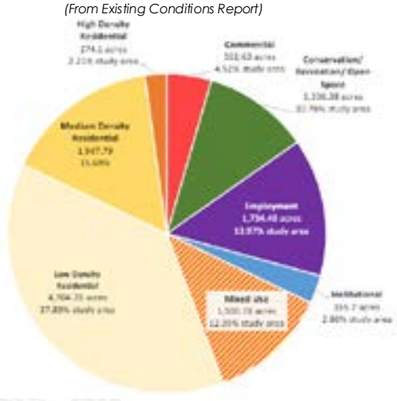


Future Corridor

Land Use

Future Land Use Percentages in Study Area

(From Existing Conditions Report)

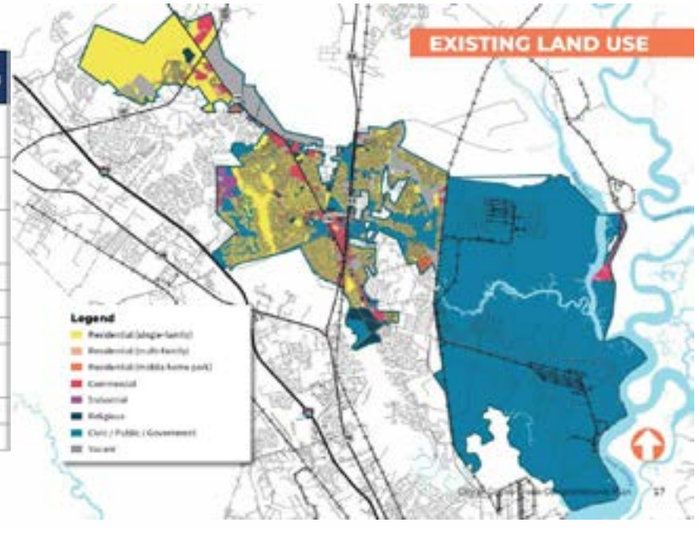


Goose Creek – Existing

Land Use

Land Uses (2020)

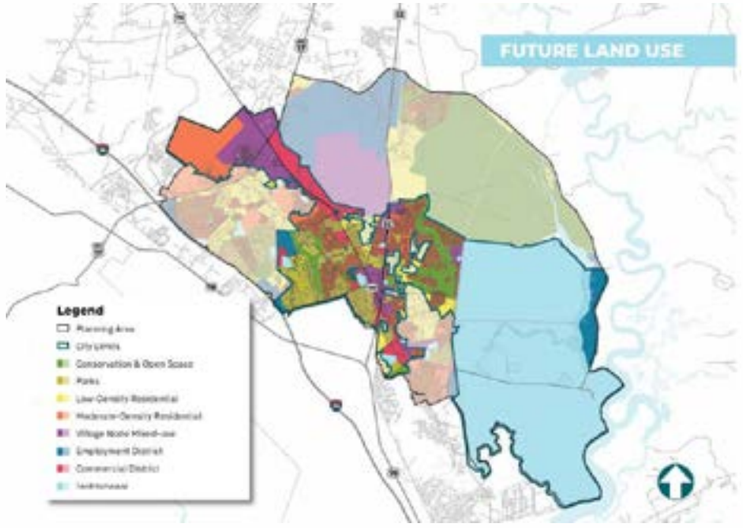
Land Use Type	Acres	Sq. Mi	% (including NWS)	% (not including NWS)
Residential (single-family)	6,208.7	9.7	24.0	56.8
Residential (multi-family)	93.9	0.1	0.4	0.9
Residential (manufactured)	80.6	0.1	0.3	0.7
Commercial	824.2	1.3	3.0	7.6
Industrial	107.0	0.2	0.4	1.0
Religious	345.5	0.5	1.0	3.1
Civic, Public, Governmental	17,680.9	27.6	67.0	21.5
Vacant	919.0	1.4	3.0	8.4
Total	26,259.19	41.03	100	100



Goose Creek – Future

Land Use

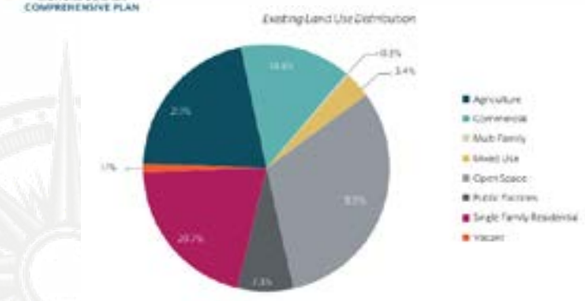
Adopted May 2021

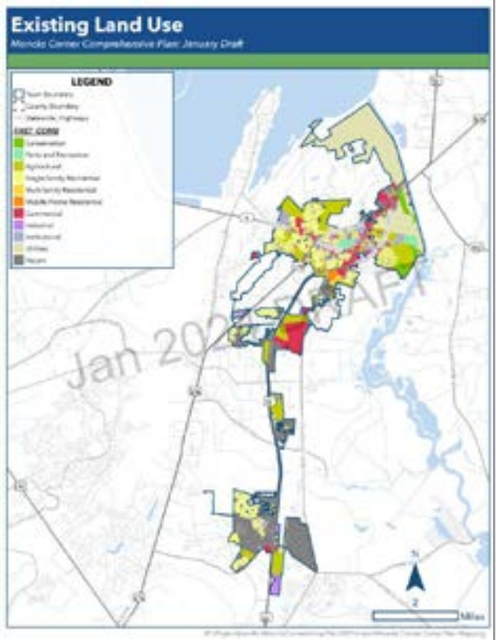


Moncks Corner – Existing

Land Use

Adopted May 2017

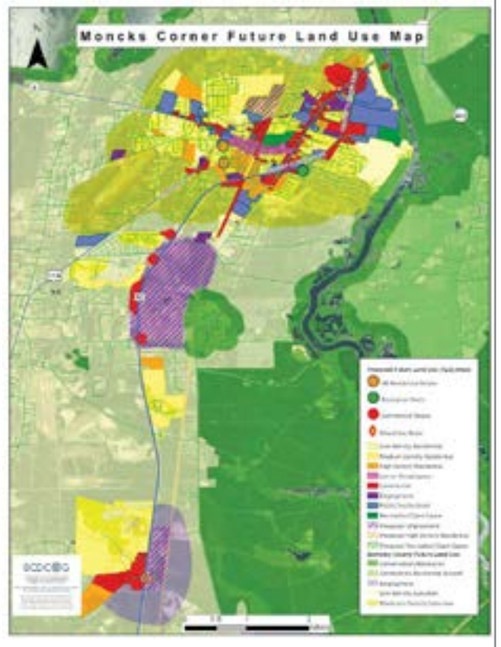




Moncks Corner – Future

Land Use

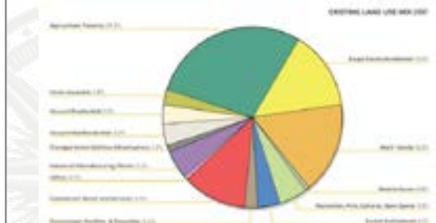
Adopted May 2017

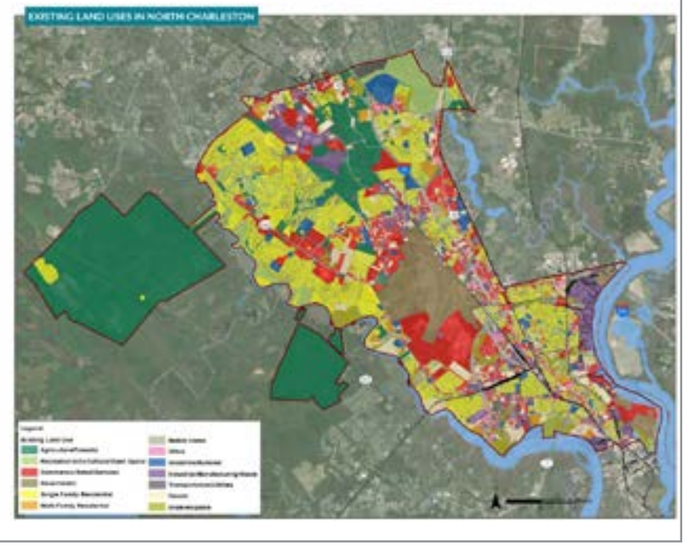


North Charleston – Existing

Land Use

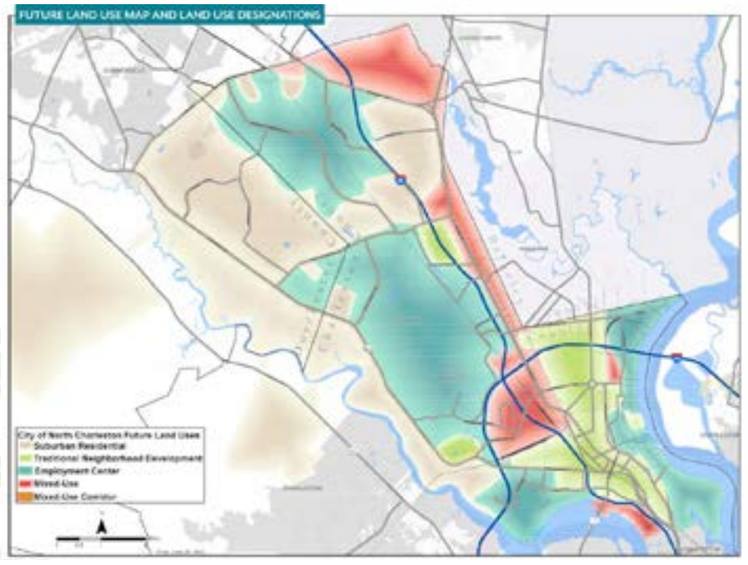
Adopted June 2020





North Charleston – Future

Land Use



North Charleston – Future

Land Use

Key Development Objectives

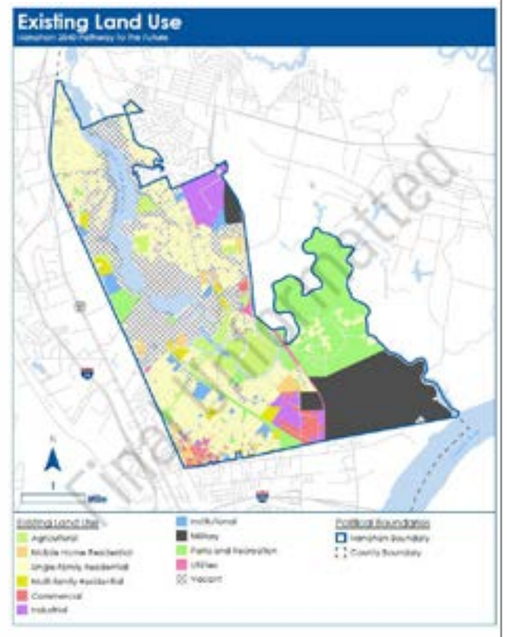
1. Provision of a complimentary mix of land uses and project designs to create pedestrian friendly, self-sustaining developments.
2. Managed accessibility to the regional transportation network through a hierarchy of internal facilities for vehicular, transit, cycling and pedestrian mobility.
3. An improved build environment through wider sidewalks, better wayfinding and lighting, and uses close to each other for pedestrians to/from destinations.
4. Inter-connectivity with abutting residential communities.
5. Deliberate configuration of streets and landmark parcels along a pedestrian network within each development.
6. Interspersion of on-street and centralized parking facilities to facilitate non-motorist mobility.
7. Adequate buffering and landscaping to minimize impact on natural resources.
8. Use of open spaces and natural areas to manage stormwater.
9. Application of form-based codes is encouraged.

Hanahan – Existing

Land Use

Adopted December 2022

HANAHAN
COMPREHENSIVE PLAN



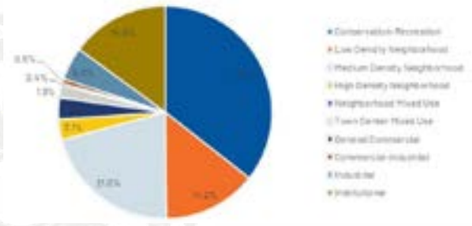
Hanahan – Future

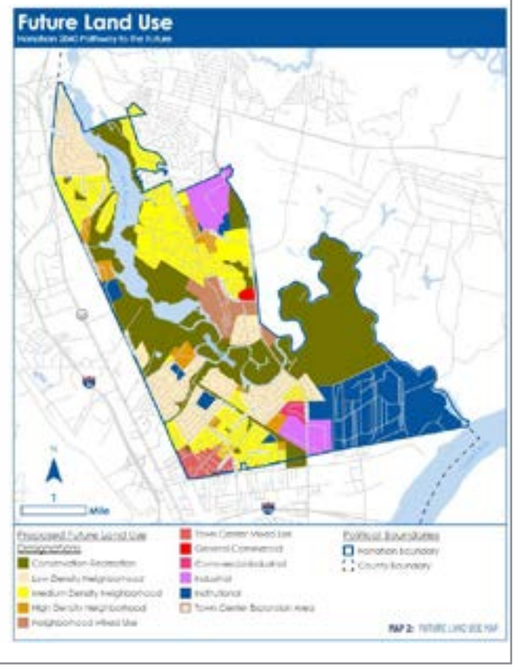
Land Use

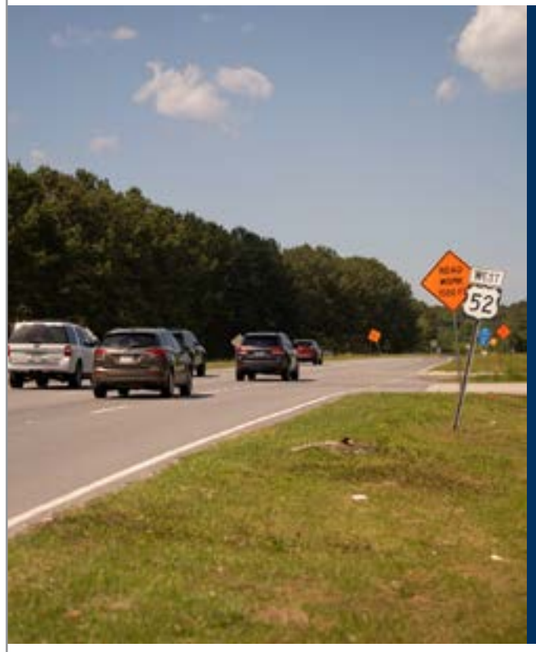
Adopted December 2022

HANAHAN
COMPREHENSIVE PLAN

FIGURE 3: DISTRIBUTION OF FUTURE LAND USE DESIGNATIONS







Roadway Characteristics

1. Cross Sections & Typical Sections
2. Speed Limits & Functional Classes
3. Signalized Intersections
4. Previous Report Materials (see Appendix)
   - Traffic Counts (AADT)
   - Intersection Turning Movements
   - Signage
   - Crashes
   - Proposed Roadway Improvements

Typical Section Summary

Existing Conditions – Roadway Characteristics

Road	Segment	From	To	Typical Section	Median	Roadside Elements	ROW
US 52	Southern	Rivers Ave	Otranto Rd	8 Ln With Median	26'	Occasional 6' Sidewalk on W Side	120-130'
US 52	Southern	Otranto Rd	US 78 Interchange @ S Ramps	6 Ln With Raised Median	16'	5' Sidewalk on E Side	145-185'
US 52	Southern	US 78 Interchange @ S Ramps	US 78 Interchange @ N Ramps	6 Ln With Raised Median	16'	No Sidewalks/Paths	150-160'
US 52	Southern	US 78 Interchange @ N Ramps	Goose Creek Bridge	6 Ln With Median	16'	No Sidewalks/Paths	150-160'
US 52	Southern	Goose Creek Bridge	Camelot Dr	6 Ln With Median	13'	14' Shared Use Path on W Side, 5' Sidewalk on E Side	120'
US 52	Southern	Camelot Dr	Carolina Ave	6 Ln With Two Way Left Turn Ln Median	16'	5' Sidewalk on W and E Side	130'
US 52	Southern	Carolina Ave	Button Hall Ave	6 Ln With Two Way Left Turn Ln Median	16'	5' Sidewalk on W Side	115-140'
US 52	Southern	Button Hall Ave	Seewee Dr	4 Ln With Depressed Grass Median	36'	No Sidewalks/Paths	130'
US 52	Southern	Seewee Dr	Goose Creek Community Center	4 Ln With Depressed Grass Median	36'	10' Shared Use Path on E side	130'
US 52	Central	Goose Creek Community Center	Rember C. Dennis Blvd. / Old US 52	4 Ln With Depressed Grass Median	36-60'	No Sidewalks/Paths	160-180'
Old US -52	Northern	US 52	N Live Oak Dr	4 Ln With Two Way Left Turn Ln Median	14'	4' Sidewalk on W and E Side	75'

- Cross sections along the corridor vary from 70' to 190' in length.
- The largest ROW widths are found in the Central part of the corridor.
- Medians in the corridor can be up to 80' in width.
- Sidewalks can be seen along many parts of the corridor, but gaps exist (e.g., lack of sidewalks or ending, only on one side, etc.)

Typical Sections

Existing Conditions – Roadway Characteristics

Midland Park Road to Ashley Phosphate Road

Otranto Road to US 78 Interchange @ Northern Ramps

Ashley Phosphate Road to Rivers Avenue

Through US 78 Interchange

Rivers Road to Otranto Road

Goose Creek Bridge to Camelot Drive

Typical Sections (continued)

Existing Conditions – Roadway Characteristics

Camelot Drive to Carolina Avenue

Seewee Drive to Goose Creek Community Center

Carolina Avenue to Button Hall Avenue

Railroad Track and ROW

Goose Creek Community Center to Old US 52

Button Hall Avenue to Seewee Drive

Railroad Track and ROW

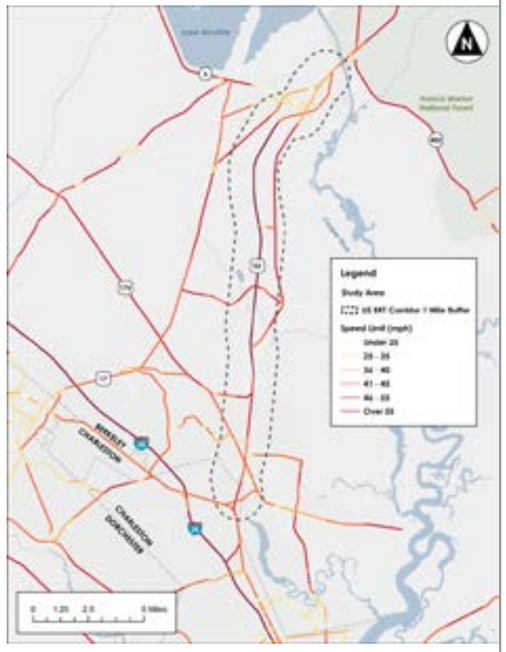
US 52 to N Live Oak Drive

Speed Limits

Existing Conditions – Roadway Characteristics

Speed limits in the corridor range from **40 to 60 miles per hour**.

Roadway	From	To	Posted Speed
US 52	Midland Park Rd.	Otranto Rd.	45 mph
US 52	Otranto Rd.	Berkeley County Line	50 mph
US 52	Berkeley County Line	Seewee Dr.	45 mph
US 52	Woodlands Lakes Rd.	Pine Grove Rd.	55 mph
US 52	Pine Grove Rd.	Hopkins Dr.	60 mph
US 52	Hopkins Dr.	Old US 52	45 mph
Old US 52	US 52	N Live Oak Dr.	40 mph

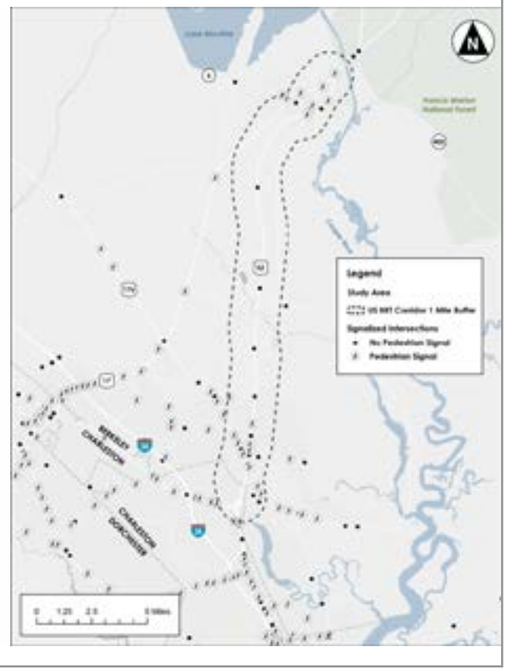


Signalized Intersections

Existing Conditions – Roadway Characteristics

There are **24 signalized intersections** along the Corridor.

- Most of these are in the Southern segment of the corridor.
- There are only 3 signalized intersections in the 8-mile stretch of the Central segment.



Signalized Intersections

Existing Conditions – Roadway Characteristics

List of Signalized Intersections in the Corridor:

- US 52 at Midland Park Road
- US 52 at Stokes Avenue
- US 52 at Mabeline Road
- US 52 at Morris Baker Road
- US 52 at Ashley Phosphate Road
- US 52 at Pearce Street
- US 52 at Eagle Landing Boulevard
- US 52 at Greenridge Road
- US 52 at Eagle Landing Boulevard
- US 52 at Otranto Road
- US 52 at Reid Hill Road (S-8-1173)/Rembert C Dennis Boulevard (US 52 Bypass)
- US 52 at N Live Oak Drive (US 17 Alt)
- US 52 at E Main Street (SC 6)/Main Street Extension (S-8-1072)
- US 52 at Altman Street (S-8-43)
- US 52 at Old US 52/Rembert C Dennis Boulevard
- US 52 at Gaillard Road (S-8-357)
- US 52 at Cypress Gardens Road (S-8-9)
- US 52 at Google Driveway
- US 52 at Old US 52 US 52 at (S-8-45) Old Mt Holly Road /Montague Plantation Road
- US 52 at Windsor Mill Road/Stephanie Drive (S-8-400)

Human & Natural Environment

1. Bicycle/Pedestrian Infrastructure
2. Environmental Constraints
3. At-Grade RR Crossings & Railroads

Bicycle/Pedestrian Infrastructure

Existing Conditions

- Sidewalks are mostly present in the Southern and Northern segments of the corridor. The Central segment lacks sidewalks in most areas.
- There are occasionally shared use paths for cyclists and pedestrians.
- Moncks Corner and North Charleston have the most bike/ped infrastructure in the corridor.

Sidewalk Gap Along US 52 in Goose Creek

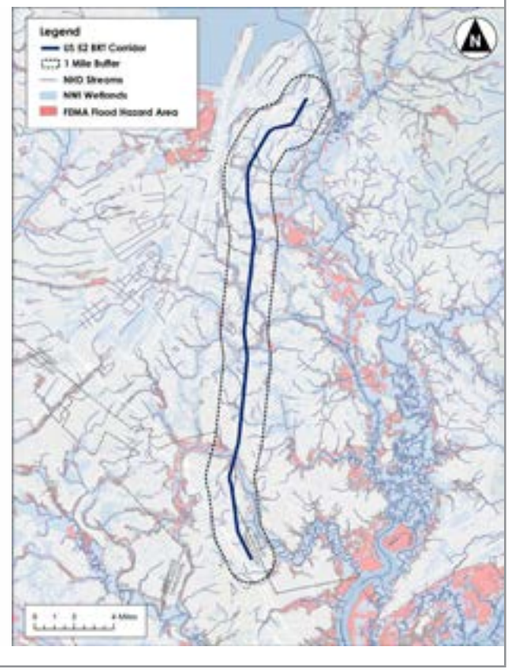
Shared use path between Goose Creek Bridge & Camelot Drive

US 52 & Old Highway 52 Intersection, Moncks Corner

Environmental Constraints

Existing Conditions – Human and Natural Environment

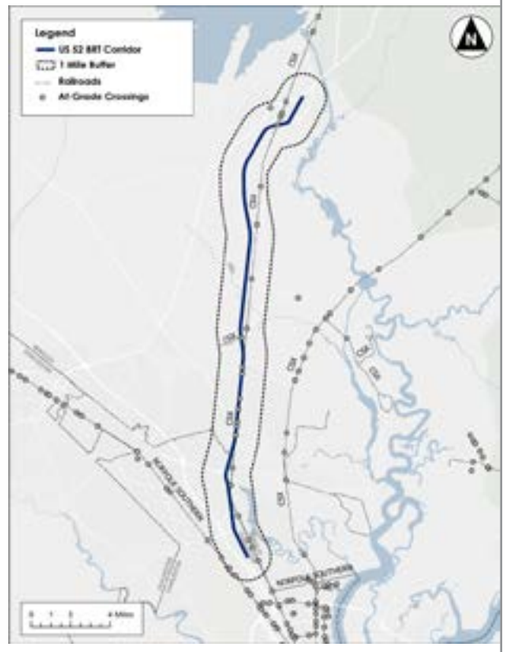
- **Streams, wetlands, and flood hazard areas** can be seen throughout the corridor.
- Key natural water resources in the study area include **Cooper River and Lake Moultrie.**



Railroad Infrastructure

Existing Conditions – Human and Natural Environment

- There is **significant railroad infrastructure** in the Corridor study area and the Region.
- **CSX railroads run parallel** to or near the US 52 corridor in many locations. There are two **at-grade crossings** with the corridor itself:
  - CSX & US 52 in Moncks Corner, between Merrimack Blvd and Old Highway US 52
  - CSX & US 52 in Goose Creek, between Old Highway US 52 and Mount Holly Plantation Lane



Key Takeaways

Built Environment & Infrastructure

- Much of the corridor has a **large right-of-way** (up to 190') and large medians (up to 60').
- Speed limits in the corridor range from 40-60 mph, with the highest speeds in the Central segment.
- Barriers to transportation include **rivers and streams, rail infrastructure, and sidewalk gaps, especially in the Central segment.**
- Despite gaps, there are **sidewalks along many parts of the Southern and Northern segments,** which can be a consideration for pedestrian access to transit.
- There are **24 signalized intersections along the corridor.**
  - Most of these are in the Southern segment
  - There are only 3 signalized intersections in the Central segment.

Transit Market Profile

- The **Transit Market Profile** incorporates community characteristics and travel pattern data for the corridor to understand where **People** live and **Places** they travel to identify potential demand for transit services.

Transit Market Profile

People

- Transit Propensity Overview
- Demographic Metrics
- Transit Propensity Index Methodology
- Results & Key Takeaways

Transit Propensity Index Overview

Transit Market Profile

- ***What*** is transit propensity?

  Transit propensity is a measure of **likelihood** for people to use transit.

- ***How*** is transit propensity measured?

  1. Market analysis metrics (population characteristics, jobs, etc.) and travel pattern data are collected and analyzed.
  2. Statistical measures are used to assign a "rank" to developed metrics that are best known to indicate transit use based on industry best practices and community make up.

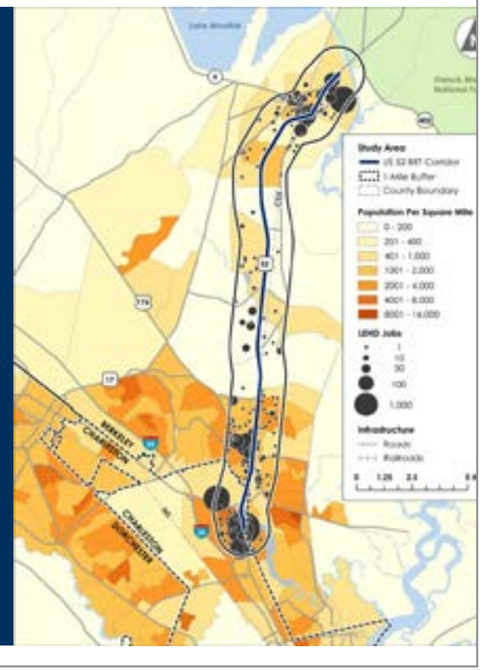
Key Questions:

- What factors are relevant for predicting origins and destinations?
- How likely are people in a certain block group to use transit?

Demographic Highlights

Transit Market Profile – Demographic Analysis

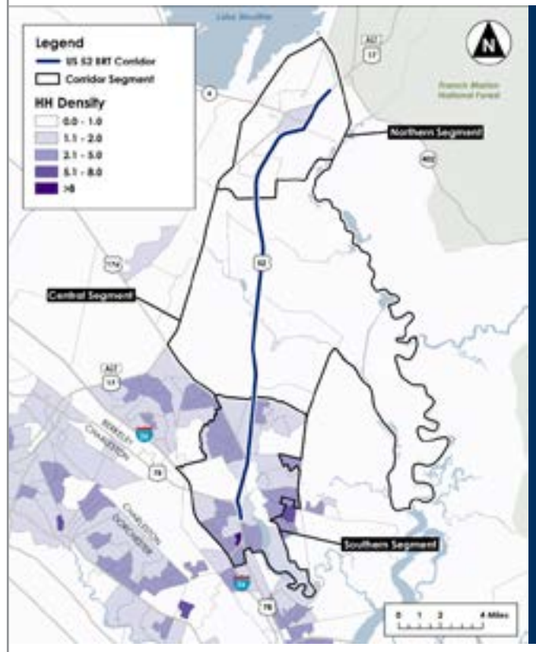
- **93,854** residents
- **34,735** jobs
- **66%** of residents and **66%** if jobs are in the Southern segment of the corridor
- **$71,900** median household income



Demographic Metrics for Transit Propensity Index

Transit Market Profile

	Corridor	Southern	Central	Northern	Region
Area (Acres)	**70,011**	**15,268**	**42,671**	**12,072**	**1,844,417**
Total Population	**93,854**	**62,083**	**16,926**	**14,845**	**791,116**
Population per Acre	1.34	4.07	0.40	1.23	0.43
Population % of Corridor	-	66%	18%	16%	-
Total Households	**34,438**	**23,049**	**5,897**	**5,492**	**310,220**
Households per Acre	0.49	1.51	0.14	0.45	0.17
Total Household % of Corridor	-	67%	17%	16%	-
Zero-One Vehicle Households	**11,212**	**8,546**	**844**	**1,822**	**119,740**
Zero-One Vehicle Households per Acre	0.16	0.56	0.02	0.15	0.06
% of Households With Zero-One Vehicle	33%	37%	14%	33%	39%
Zero-One Vehicle Households % of Corridor	-	76%	8%	16%	-
Low-Income Population	11,268	8,724	559	1,985	93,518
Low-Income Population per Acre	0.16	0.57	0.01	0.16	0.05
% of Population Low-Income	12%	14%	3%	13%	12%
Low-Income Population % of Corridor	-	77%	5%	18%	-



Households

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Households	**34,438**	**23,049**	**5,897**	**5,492**	**310,220**
Households per Acre	0.49	1.51	0.14	0.45	0.17
% of Households in Corridor	-	67%	17%	16%	-
Additional Household Breakdown					
1-2 People	19,607	13,560	2,983	3,064	201,253
3-5 People	13,738	8,754	2,694	2,290	102,312
6 or More People	1,093	735	220	138	6,655

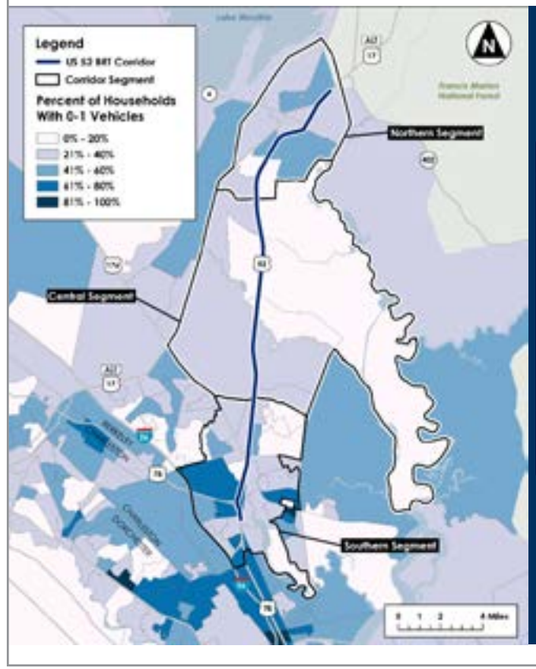
Key Findings:

- 67% of households are in the Southern segment and include the highest corridor densities (1.51 households per acre) of the corridor.
- 56% of households in the corridor are 1-2 person households.

Demographic Metrics for Transit Propensity Index

Transit Market Profile

	Corridor	Southern	Central	Northern	Region
Area (Acres)	**70,011**	**15,268**	**42,671**	**12,072**	**1,844,417**
Total Population	**93,854**	**62,083**	**16,926**	**14,845**	**791,116**
Population per Acre	1.34	4.07	0.40	1.23	0.43
Population % of Corridor	-	66%	18%	16%	-
Total Households	**34,438**	**23,049**	**5,897**	**5,492**	**310,220**
Households per Acre	0.49	1.51	0.14	0.45	0.17
Total Household % of Corridor	-	67%	17%	16%	-
People of Color (POC)	**39,166**	**25,349**	**6,545**	**7,272**	**286,651**
POC per Acre	0.56	1.66	0.15	0.60	0.16
% of Population POC	42%	41%	39%	49%	36%
POC Population % of Corridor	-	65%	17%	19%	-
Population With Disabilities	**11,735**	**7,327**	**2,592**	**1,816**	**94,604**
Population With Disabilities per Acre	0.17	0.48	0.06	0.15	0.05
% of Population With Disabilities	13%	12%	15%	12%	12%
Population With Disabilities % of Corridor	-	62%	22%	15%	-
Population Over 64	**12,360**	**8,480**	**1,739**	**2,141**	**118,979**
Population Over 64 per Acre	0.18	0.56	0.04	0.18	0.06
% of Population Over 64	13%	14%	10%	14%	15%
Population Over 64 % of Corridor	-	69%	14%	17%	-



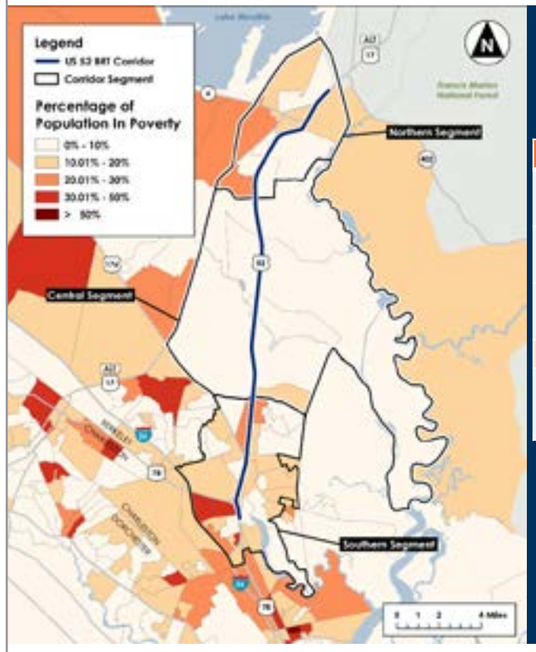
0-1 Vehicle Households

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
0-1 Vehicle Households	**11,212**	**8,546**	**844**	**1,822**	**119,740**
0-1 Vehicle Households per Acre	0.16	0.56	0.02	0.15	0.06
% of Corridor Households with 0-1 Vehicles	-	76%	8%	16%	-
Additional Vehicle Breakdown					
0 Vehicles	1,035	795	105	135	14,935
1 Vehicle	10,177	7,751	739	1,687	104,805

Key Findings:

- 32% of households in the corridor have access to 1 vehicle or less.
- 76% of households with limited access to vehicles (1 or less) are in the Southern segment.



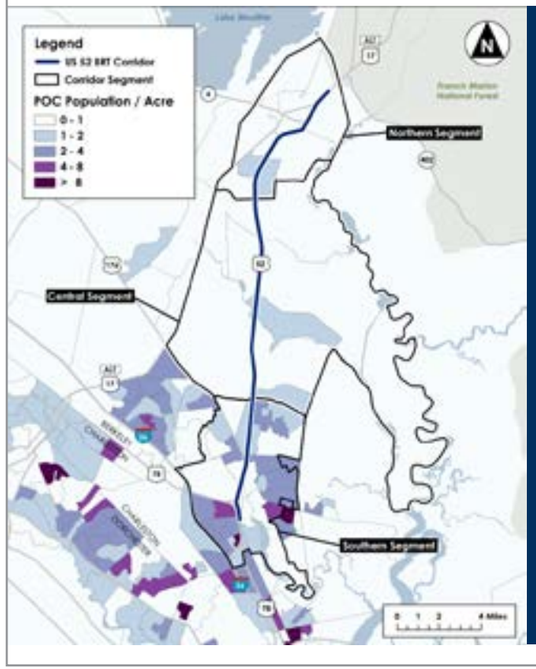
Low-Income Population

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Low-Income Population	**11,268**	**8,724**	**559**	**1,985**	**93,518**
Low-Income Population per Acre	0.16	0.57	0.01	0.16	0.05
Low-Income Population % of Corridor	-	77%	5%	18%	-
Additional Household Breakdown					
Average Median Household Income	$71,900	$72,193	$86,056	$58,413	$75,999

Key Findings:

- Median household income in the corridor is lower than the region average. Approximately 12% of the region's low-income population is within the corridor.
- Low-income populations are mostly concentrated in the Southern segment.
- Central segment averages approximately $15,000 more than corridor median household income.



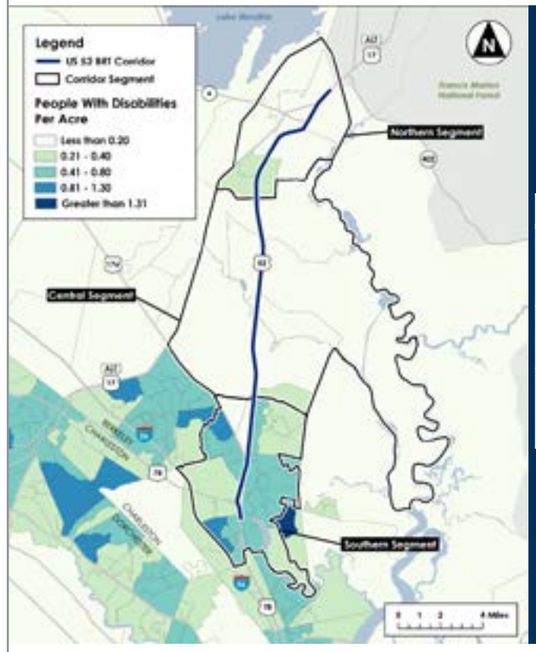
People of Color

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total POC	**39,166**	**25,349**	**6,545**	**7,272**	**286,651**
POC per Acre	0.56	1.66	0.15	0.60	0.16
POC Population % of Corridor	-	65%	17%	19%	-
Additional POC Breakdown					
Black	25,029	14,508	4,225	6,296	194,448
Latinx	6,423	4,851	1,124	448	47,084
Two or More	4,138	2,960	835	343	24,120
Asian	2,758	2,572	143	43	14,984
Indigenous	250	174	26	50	1,619
Native	58	5	-	53	1,404
Other	510	279	192	39	2,992

Key Findings:

- Approximately 14% of the Region's POC population reside in the corridor.
- Corridor POC populations make up approximately 46% of population in the corridor and mostly identify as Black or Latinx. They are also primarily concentrated in the Southern segment.



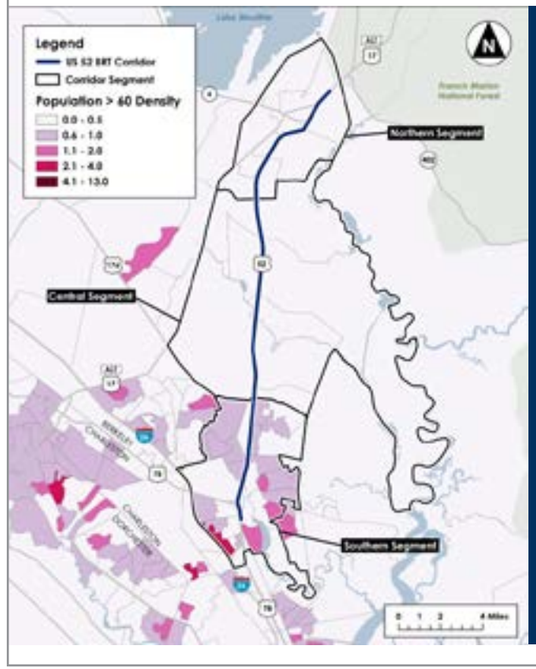
People With Disabilities

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Number of People with Disabilities	**11,735**	**7,327**	**2,592**	**1,816**	**94,604**
People with Disabilities per Acre	0.17	0.48	0.06	0.15	0.05
Population with Disabilities % of Corridor	-	62%	22%	15%	-

Key Findings:

- About 12% of the population in the corridor have self reported as having a disability.
- Over 62% of persons with disabilities in the corridor reside in the Southern segment.



People Over 64

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Population Over 64 Density	**12,360**	**8,480**	**1,739**	**2,141**	**118,979**
Population Over 64 Per Acre	0.18	0.56	0.04	0.18	0.06
Population Over 64 % of Corridor	-	69%	14%	17%	-

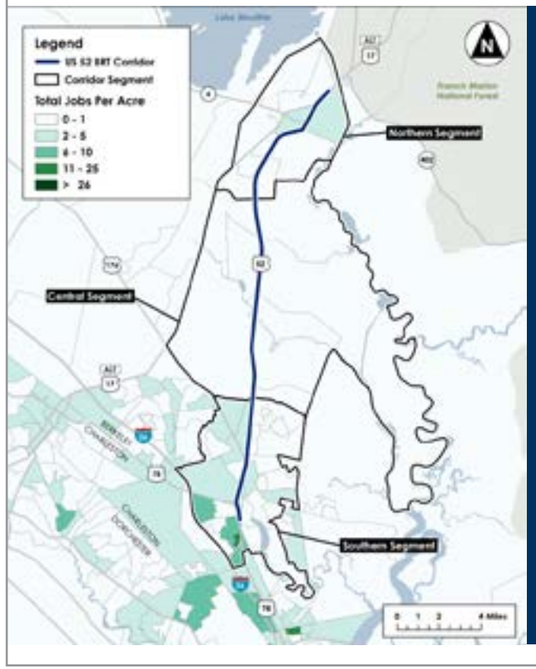
Key Findings:

- Approximately 10% of the Region's population over the age of 64 reside in the corridor.
- Most persons over the age of 64 in the corridor reside in the Southern segment.

Job Classifications

Transit Market Profile

	Corridor	Southern	Central	Northern	Region
Total Jobs	**34,735**	**22,993**	**4,561**	**7,181**	**349,438**
Jobs per Acre	1	1.51	0.11	0.59	0.19
Total Jobs %	-	66%	13%	21%	-
Additional Job Classifications					
Healthcare & Social Assistance	6,679	5,855	156	668	48,451
Retail Jobs	5,091	3,727	226	1,138	42,078
Accommodation Food Jobs	3,295	2,480	87	728	37,487
Admin / Waste	3,287	3,106	145	36	26,661
Education Jobs	3,400	2,289	177	934	28,842
Professional and Technical	1,132	866	101	165	28,739
Manufacturing	2,409	724	1,671	14	28,052
Finance / Insurance	552	369	30	153	9,087
Arts and Entertainment Jobs	315	148	63	104	5,763
Management	30	30	-	-	3,306



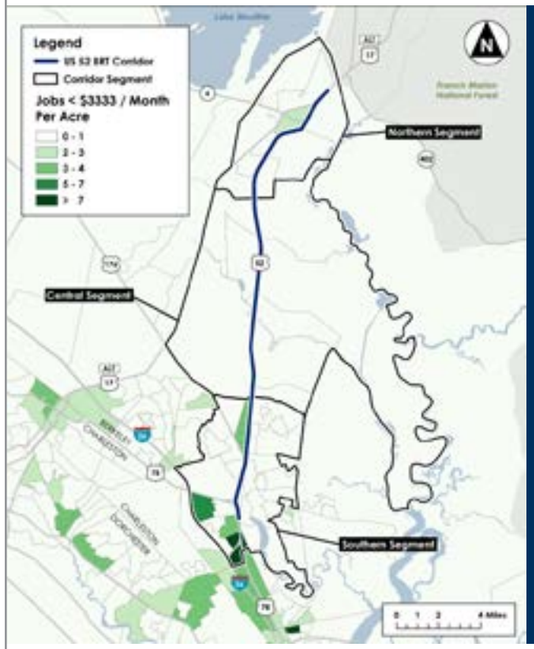
Job Density

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Jobs	**34,735**	**22,993**	**4,561**	**7,181**	**349,438**
Jobs per Acre	0.50	1.51	0.11	0.59	0.19
Total Jobs % of Corridor	-	66%	13%	21%	-

Key Findings:

- Most jobs are in the industries of health care and social assistance, retail trade, administration and waste support, and accommodation and food service.
- 66% of all corridor jobs are in the Southern segment.
- In the Northern segment, most jobs are public administration, utilities, or retail trade.
- About 36% of the jobs in the Central segment are related to construction and manufacturing.



Jobs Earning <$3,333 Per Month Density

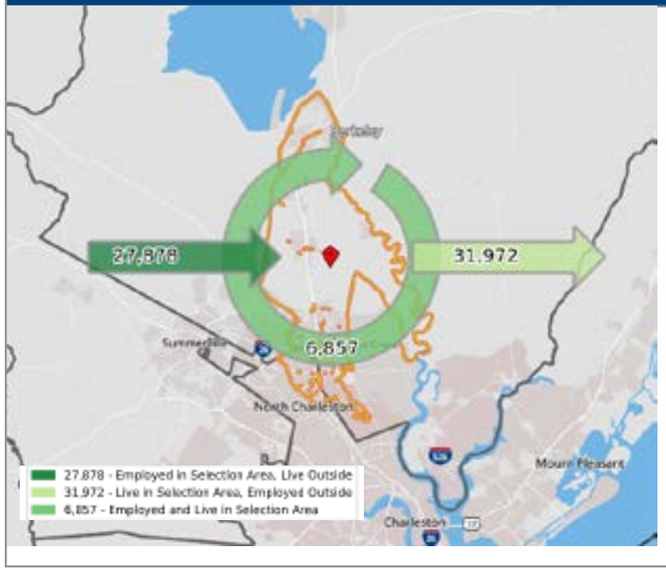
Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Jobs	**34,735**	**22,993**	**4,561**	**7,181**	**349,438**
Total Jobs Earning <$3,333 per Month	**18,230**	**13,211**	**1,437**	**3,582**	**167,974**
Jobs <$3,333 per Month per Acre	0.26	0.87	0.03	0.30	0.09
% of All Jobs Earning <$3,330 per month	52%	57%	32%	50%	48%
Jobs Earning <$3,333 % of Corridor	-	72%	8%	20%	-

Key Findings

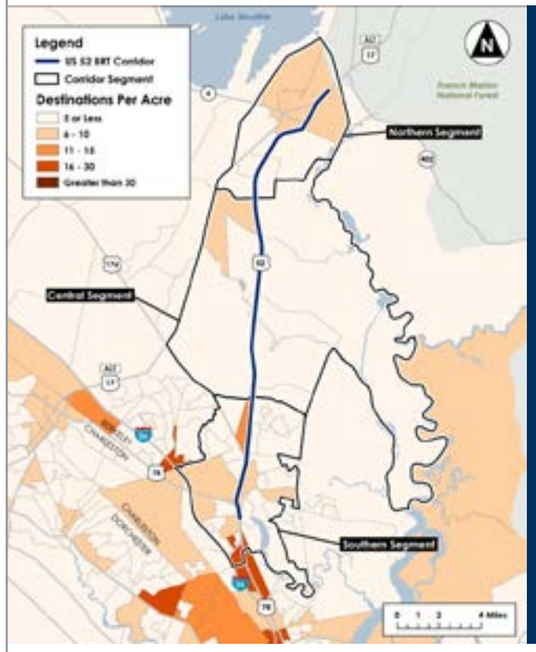
- About 52% of jobs in the corridor earn less than $3,333 per month ($40,000 annually), with most of these being in the Southern segment of the corridor.
- Only 32% of jobs in the Central segment earn more than $3,333 per month.
- About half of the jobs in the Northern segment earn less than $3,333 per month.

LEHD Inflow / Outflow Analysis



Key Findings:

- Many people travel to and from the corridor for work (including about 30,000 people who live outside and travel to the corridor and similar metrics for those who live within and travel outside of the corridor).
- Only about 7,000 people both live and work within the corridor.
- Connecting people in and out of the study area is important to provide job access.



Trip Destinations Density

Demographic Analysis

	Corridor	Southern	Central	Northern	Region
Total Destinations*	**357,894**	**230,534**	**50,587**	**76,773**	**3,065,020**
Total Destinations per Acre	4.56	9.68	1.19	6.36	1.66
Total Destinations % of Corridor	-	64%	11%	16%	-

* ***Source:*** *Replica trip destinations for weekdays in 2023.*

Key Findings:

- The Southern segment has the highest densities of trip destinations in the corridor and indicates an important area that many individuals currently travel to.
- Trip destination totals are much less significant in the Central and Northern segments.

Transit Propensity Index (TPI) Methodology

Transit Market Profile

The following methodology was used to calculate the TPI for the US 52 Corridor and Region:

1. Collect relevant demographic data at a block group level
2. Assign demographic data as origin-based or destination-based (see right)
3. Convert demographics to relevant density and percentage transit usage metrics and evaluate their effectiveness for the study area
4. Assign weights and develop a statistically relevant index scores for each block group.
5. Develop qualitative low to high classifications based on percentiles

Origin-Based Data	Weight (%)	Destination-Based Data	Weight (%)
Household Density	**20**	Total Job Density	**20**
Percentage of Population in Poverty	**5**	Jobs Earning Less Than $3,333 / Month	**15**
Zero-One Vehicle Households	**10**	Replica Trip Destinations	**15**
Population Over 64	**5**		
Density of People with Disabilities	**5**		
POC Population Density	**5**		

Transit Propensity

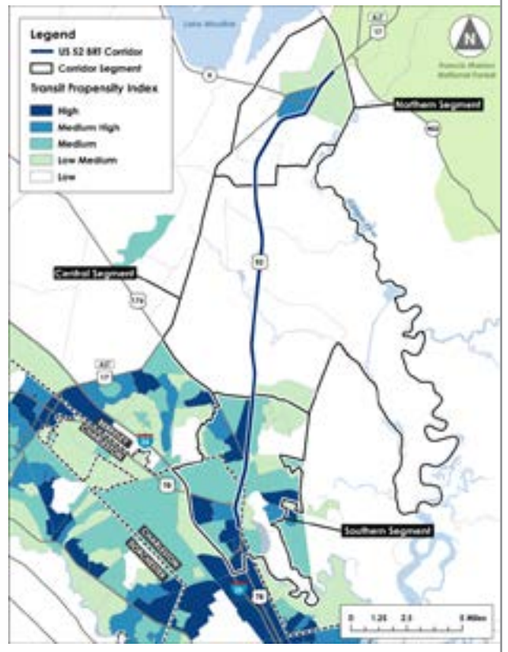
Demographic Analysis

Key Findings:

- Approximately 50% of block groups in the corridor have a medium or above TPI.
- Almost all medium or above block groups fall within the Southern segment.
- Central segment block groups cover large areas with lower densities and does not appear to have relevant propensity for transit without future additional development growth.

Number of Block Groups by TPI:

	Corridor	Southern	Central	Northern	Region
High	7	7	0	0	94
Medium High	4	3	0	1	54
Medium	12	12	0	0	79
Low Medium	8	5	1	2	89
Low	14	3	6	5	148
Total	**45**	**30**	**7**	**8**	**464**



Key Takeaways

People

- **The Southern segment** of the corridor has most of the **corridor's population, jobs, households, and travel destinations.**
- All the **high transit propensity areas are in the Southern segment** of the corridor study area.
- **Moncks Corner has Medium-High transit propensity** in its downtown and medical district.
- There is **little to no transit propensity in the Central segment** of the corridor as it exists today; however, this can be an opportunity and a case for transit-supportive development in this segment, especially in the context of **anticipated population and employment growth** (Appendix G).

Transit Market Profile

Places

- Replica Overview
- Corridor Trips
- Region Trips
- Other Key Area Trips

Replica Analysis Overview

Transit Market Profile

What is REPLICA ?

A powerful model based on cell phone data to track trips (origin and destination, length, mode, purpose, etc.)

The **US 52 BRT Study** will be **identifying gaps and needs** by cross-referencing:

- Transit Propensity/demand
- Travel patterns (Replica)
- Existing transit service

Key Questions:

- Where is there a lot of trip activity?
- How are people traveling relative to the study area?
- Are there gaps between trip patterns and existing transit service?

Replica Analysis Methodology

Transit Market Profile

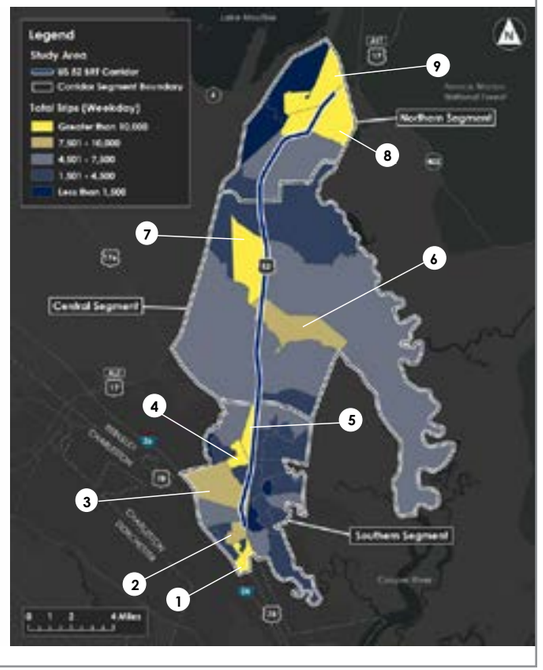
- Source data
  - Spring 2023 Replica Trips – block group to block group travel patterns
  - Thursday (Weekday) & Saturday (Weekend)
- Metrics visualized
  - **All trips** traveled in a block group
  - All **destination block groups** from trips that **originate** in the Study Area
  - All **origin block groups** from trips that end in the Study Area
  - All **origin and destination block groups** from trips that **begin and end** in the Study Area (**internal trips**)

Internal Trips – O & D

Replica Analysis – Corridor Block Groups

The map to the right shows the **total number of origins and destinations of trips** in each block group, with **top activity locations** in **yellow** on the map and summarized below.

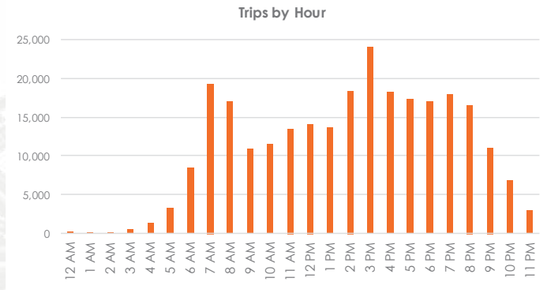
#	Top Trip Activity Locations (More than 7,500 trip origins & destinations)
1	Northwoods Mall; Northwood Estates; Rivers Park Mall; North Rivers Market
2	Trident Medical Center
3	Charleston Southern University
4	Berkeley Electric Cooperative; Walmart Neighborhood Market; Westview Schools; Goose Creek Health Center; ALDI
5	Berkeley Square Shopping Center; Goose Creek City Hall; Goose Creek Police Department; Goose Creek Community Center; Shannon Park Center Strip Mall; Publix; Brandywine Townhomes; Royal Lanes Family Entertainment Center
6	Foxbank Plantation; Residential/Commercial Area Development
7	Strawberry; Spring Grove Plantation; Berkeley Ford; Publix Super Market; Residential/Commercial Development
8	Downtown Moncks Corner; Residential; Schools; Entertainment; Construction;
9	Moncks Corner Medical Center; Various Commercial; Walmart Supercenter

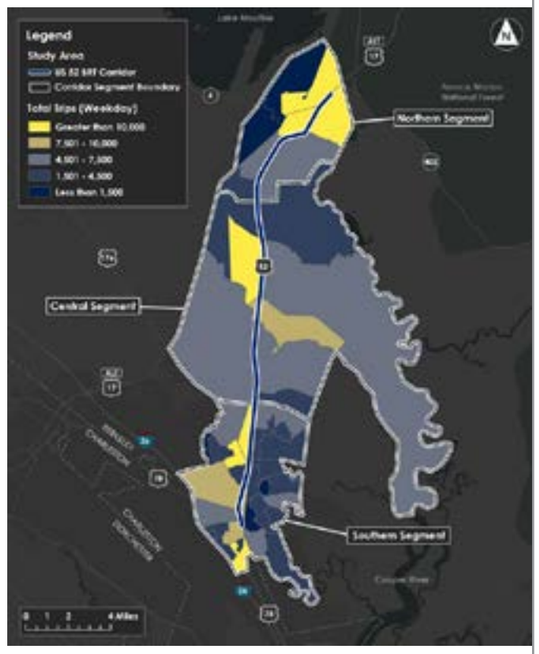


Weekday Breakdown

Replica Analysis

- Weekday travel peaks are **7 am** and **3 pm**, with **19,000** and **23,000** travelers, respectively.

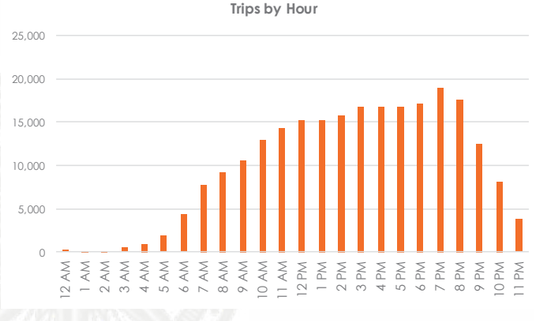


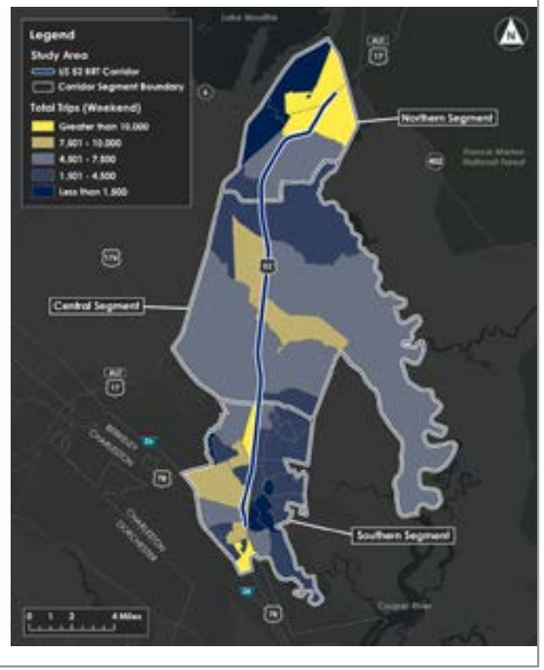


Weekend Breakdown

Replica Analysis

- There is slightly less travel on Weekends compared to Weekdays, especially in the Central segment of the corridor.
- Weekend travel is less peak oriented, **climbing gradually between 10 am to 7 pm** and then declining.





Segmentation Trips

Replica Analysis

Weekday:

Origins \ Destinations	Southern	Central	Northern
Southern	100,214	15,130	6,081
Central		15,209	11,674
Northern			36,335

Key Findings:

- Internal trips make up most trips for each segment indicating a significance of shorter trips.
- The Central segment has similar trip volumes internally as it does to the other segments.
- Trips between the Southern and Northern segments are less significant than connections between the Southern-Central and Northern-Central segments.

Region Block Groups

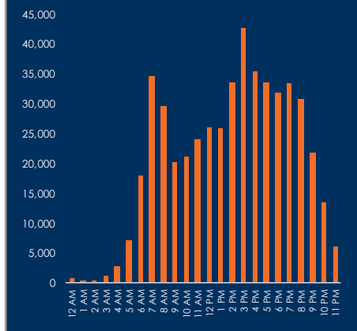
1. Top Destinations of Trips Beginning in the Corridor
2. Top Origins of Trips Ending in Corridor

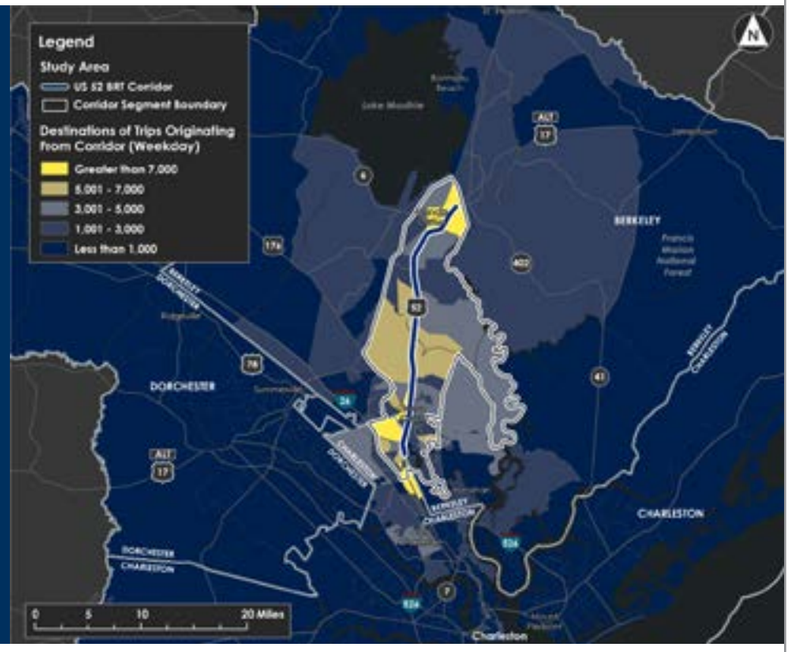
Replica Analysis

Destinations of Trips Beginning in the Corridor

Weekday, Spring 2023

Trips by Time of Day



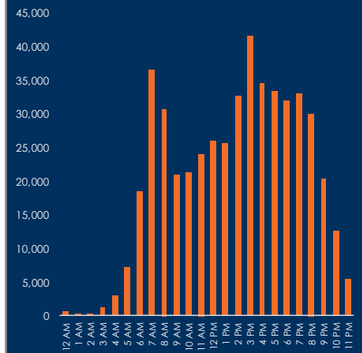


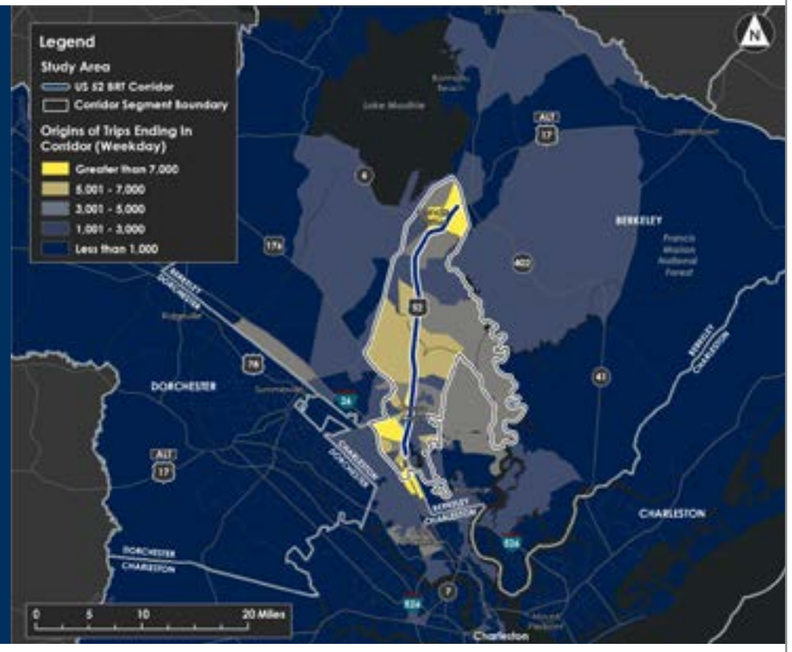
Replica Analysis

Origins of Trips Ending in Corridor

Weekday, Spring 2023

Trips by Time of Day



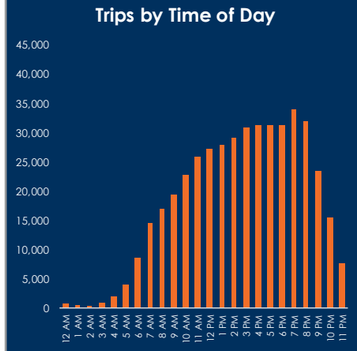


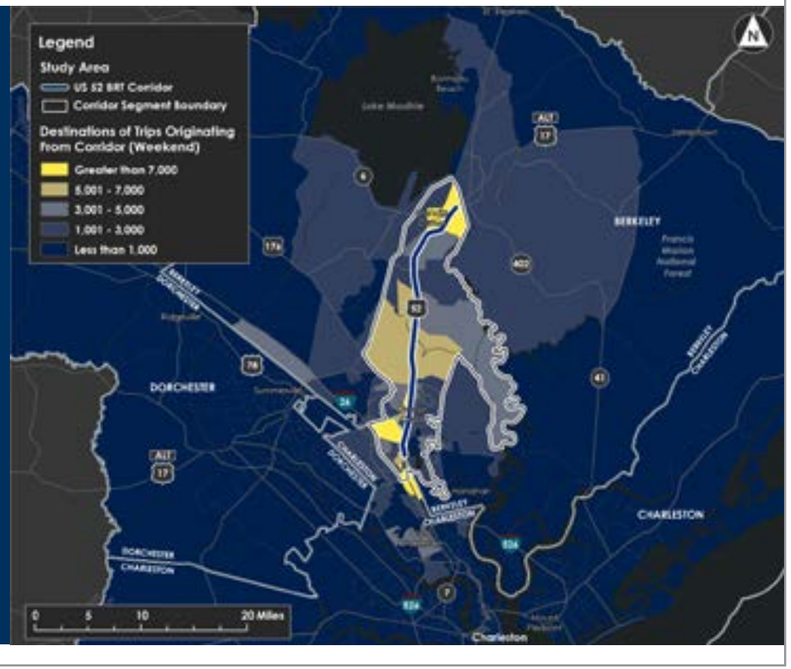
Replica Analysis

Destinations of Trips Beginning in the Corridor

Weekend, Spring 2023

Trips by Time of Day



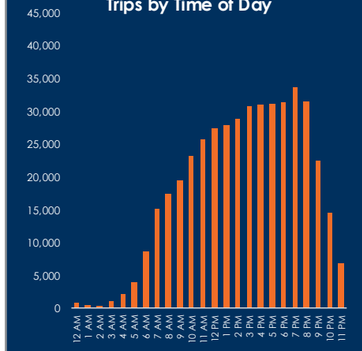


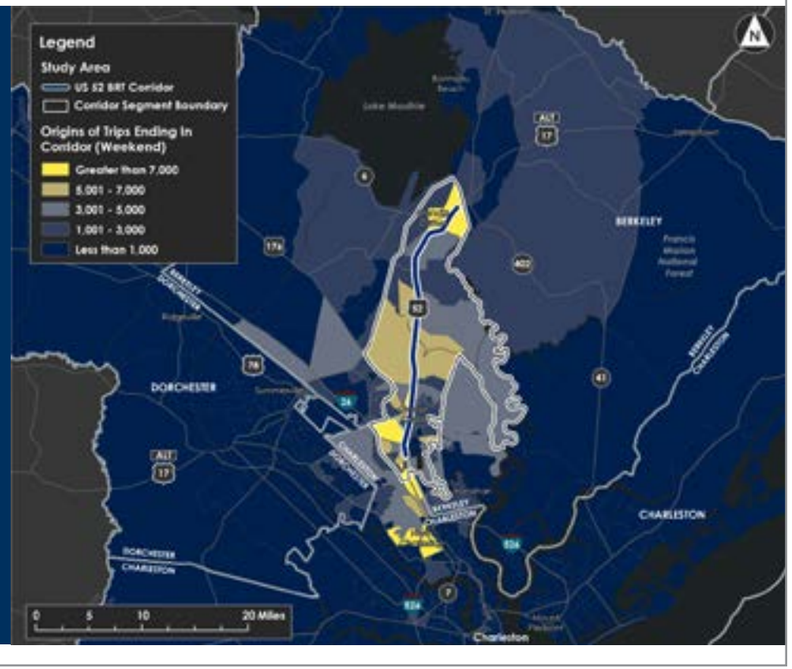
Replica Analysis

Origins of Trips Ending in Corridor

Weekend, Spring 2023

Trips by Time of Day

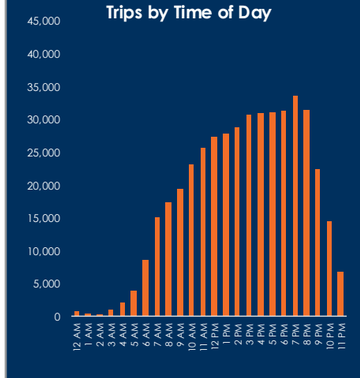


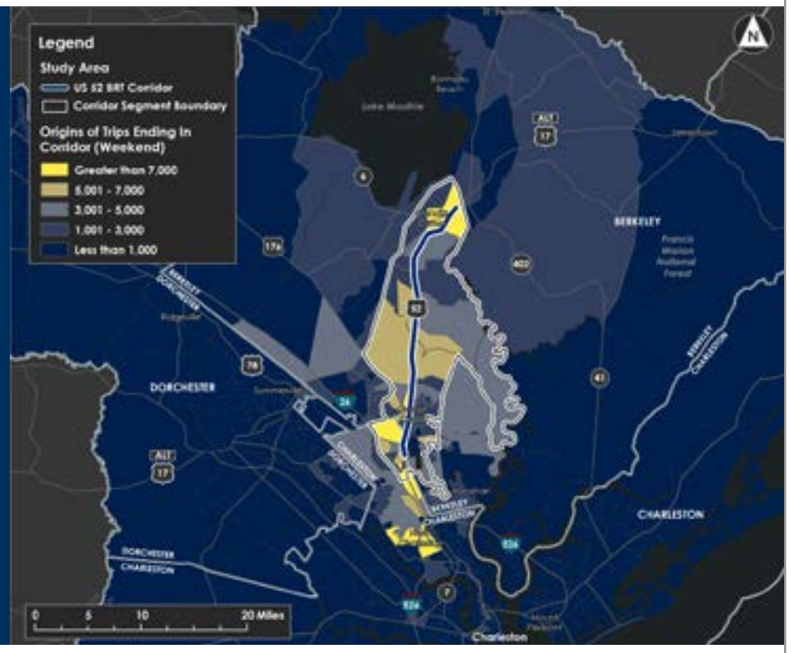


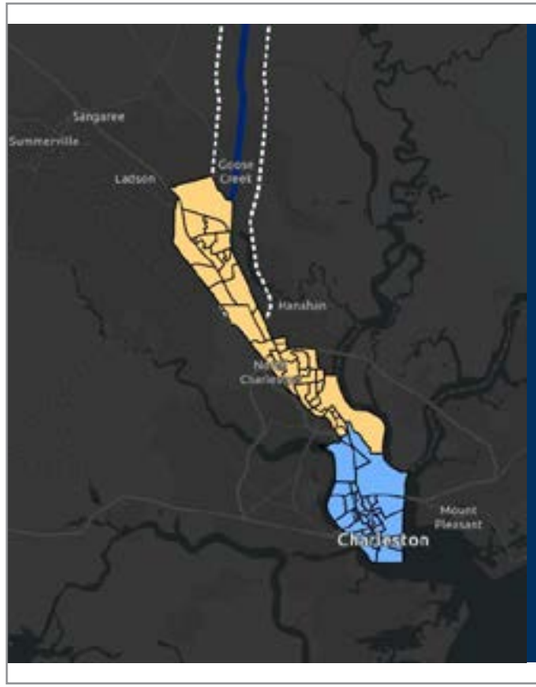
Replica Analysis

Origins of Trips Ending in Corridor

Weekend, Spring 2023







Travel Patterns to other Key Areas

1. Lowcountry Rapid Transit
2. Charleston

Lowcountry Rapid Transit

Replica Analysis

Trips between LCRT and the US 52 Corridor were quantified to help identify corridor connections. LCRT block groups were defined by LCRT stop locations.

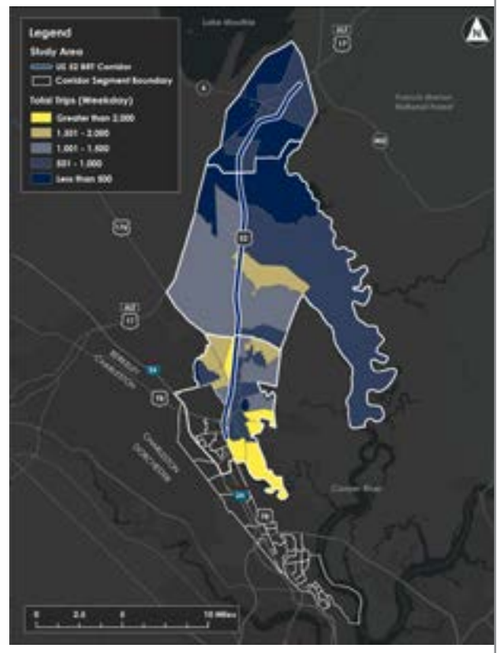
Key Findings:

- Top **destinations** in the LCRT corridor include:
  - Trident Community College and nearby Walmart Supercenter
  - Northwoods Mall and Northwoods Estates
- Top **origins** to the LCRT corridor include:
  - Neighborhoods and businesses by Berkeley Square Shopping Center; Goose Creek City Hall
  - Lakeview Commons (Sedgefield Middle School, Goose Creek High School, Harbour Lake)
- There is **a strong connection** between the **Southern segment of the US 52 Corridor and the LCRT corridor**.

Daily Trips To and From LCRT*

	Corridor	Southern	Central	Northern
Trips	42,943	26,952	6,630	9,361

** This table does not include trips only within the LCRT Block Groups)*



Charleston

Replica Analysis

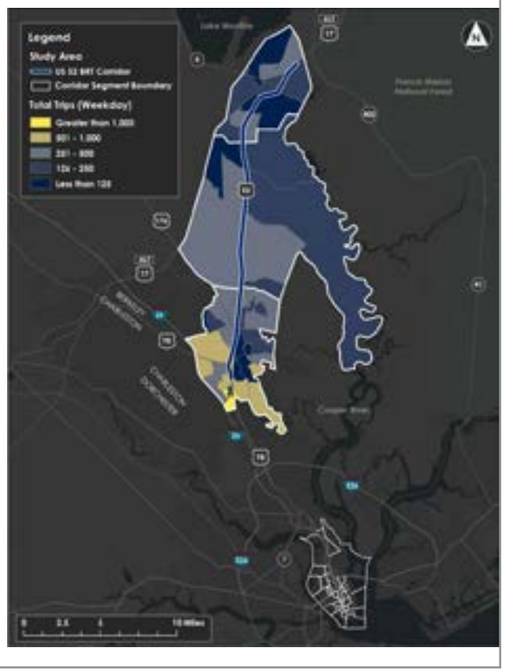
Trips between Downtown Charleston and the US 52 Corridor were also quantified to help identify existing travel patterns and connections between the corridor and Charleston.

Key Findings:

- The Southern segment of the corridor has the strongest connection to Charleston block groups.
- Within the Southern segment, the block groups that generates the most trips to and from Charleston include:
  - Northwoods Mall and Northwoods Estates
  - Charleston Southern University
  - Harbour Lake, Providence Square, Laurel Hill, Edgewood Trace, Eagle Bluff, Ibis Glade

Daily Trips To and From Charleston:

	Corridor	Southern	Central	Northern
Trips	14,793	11,455	1,544	1,794



Key Takeaways

Places

- Weekday trips in the region to and from the corridor peak during typical workday rush hours, and weekend trips gradually climb throughout the day, peaking at 7 pm.
- There is a **high number of trips within the Northern and Southern segments** of the corridor, but **not very significant travel between the two segments.** There is significant travel between the Central and Southern segments and the Central and Northern segments.
- There is significant activity to and from the **LCRT corridor and the Southern segment.**
- There is some activity to and from Charleston, but not significant compared to other internal and regional corridor trips.

Gap Assessment

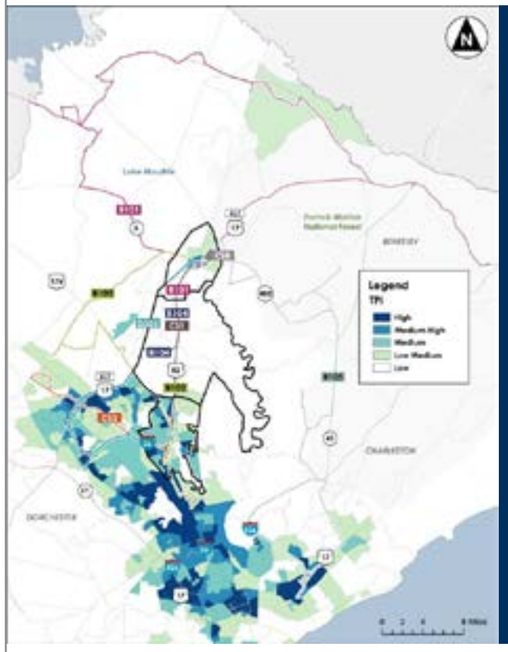
Transit Market Profile

This section reviews **transit coverage** (3/4 – mile buffer) against the following **transit demand measures**:

1. Transit Propensity Index
2. Replica Trips

The following slides summarize key findings for the Gap Assessment. Additional analysis details are provided in **Appendix H**.

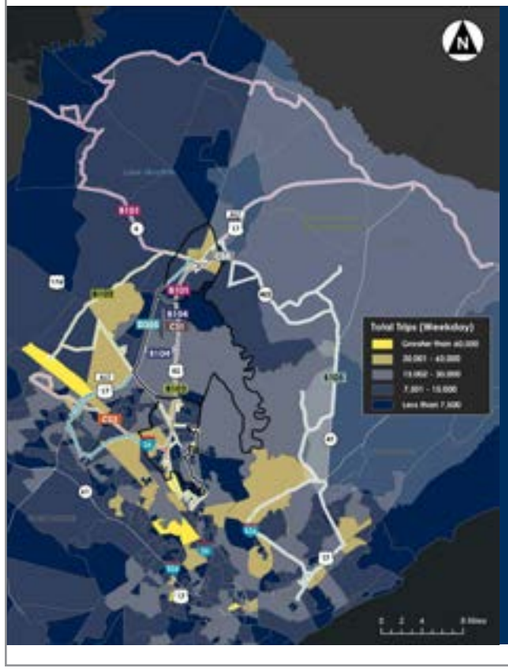
Where is there ***transit demand*** but ***no*** transit?



Transit Coverage & Transit Propensity Index

Demographic Analysis

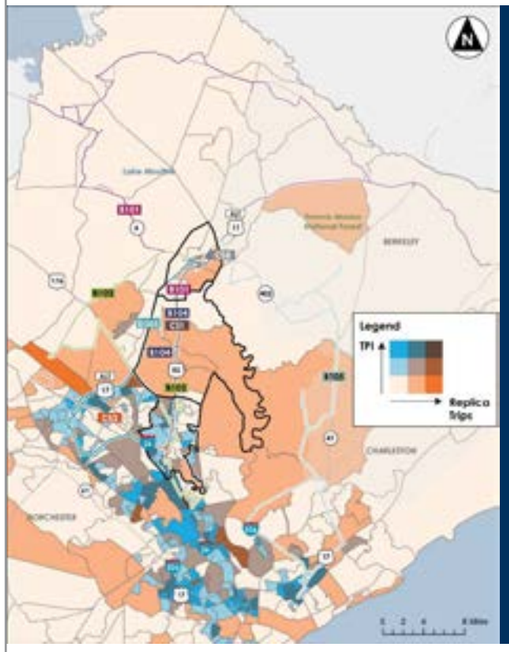
- Routes through Moncks Corner, such as B101, only operate twice per day. There may be demand for a few more daily trips.
- North Charleston and Goose Creek are well served by the CS1 alignment, which has 19 daily trips.
- Some routes, like B102, serve medium/high TPI block groups and low TPI block groups, and offer the same service frequency to each. These routes may benefit from modified alignments to improve ridership and optimize performance.



Transit Coverage & Total Replica Trips

Demographic Analysis

Transit routes generally cover areas of high activity well, but low ridership capture can be seen in areas with relatively high number of trips.



Transit Coverage & TPI / Replica Trips

Demographic Analysis

- All of the routes serve at least one block group that has medium Replica trips and medium TPI.
- There are much more block groups served by these routes that have High TPI and Low Replica (blue) than High Replica and Low TPI (orange).

Key Takeaways

Gap Assessment

- While areas with relatively high transit propensity are covered by transit, some of these routes only have 2-4 daily trips, and **could see increased ridership from more frequent service**.
  - **Example**: B102 has relatively high ridership per trip and travels through higher transit propensity areas, but only has 2 daily trips.
- Transit routes **generally cover areas of high Replica activity (# of trips) well,** but low transit ridership capture can be seen in some of these areas.
  - **Example:** This can be seen in the Foxwood Plantation neighborhood block group near US 52.
- CS1 and CS2 have the most daily trips of any other corridor routes, but there are other routes (B102, B105, and D305) that serve more block groups with **Medium to High TPI and Replica Trips.**
  - Increasing the number of trips, especially to stops in Medium to High TPI and Replica Trip areas, could boost productivity.

Existing Service Analysis

The **Existing Service Analysis** documents and assesses the existing TriCounty Link (TCL) services in the US 52 Corridor and summarizes each route's operational performance and ridership levels.

Built Environment & Infrastructure

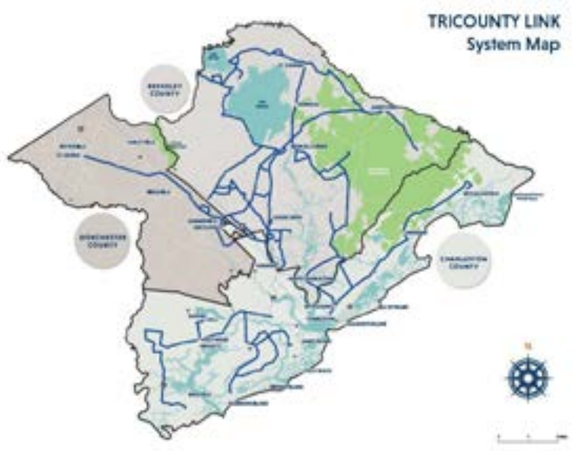
Corridor Overview

- TCL TriCounty Link Overview
- System Performance Summary
- Route Profiles
- KPI Rankings & Key Takeaways

TCL Overview

TriCounty Link

- TCL provides transit services in the rural areas of the BCD region with fares at $2.50.
- TCL has 10 fixed-routes, 2 commuter routes, a zone-based demand response service, and 8 park-n-ride locations.
- Began in 1996 as the BCD Rural Transportation Management Authority but changed to its current name in 2007.



Transit Overview

TriCounty Link (TCL) operates deviated fixed local route, commuter, and on-demand services:

- Fleet of 32 cutaway vehicles (seating 14-22 passengers)
- Local routes allow for up to 3/4 mile deviations and are also a flag stop system
- Commuter routes make stops at posted stops only
- Fares are $2.25 per trip; $18 for weekly or $70 for monthly passes

Routes operating within or connecting to the US 52 BRT Study Area:

- B101 Moncks Corner Jamestown (local)
- B102 Moncks Corner/Goose Creek (local)
- B104 Moncks Corner/St. Stephen (local)
- B105 Moncks Corner/Mt. Pleasant (local)
- CS1 Moncks Corner/North Charleston (commuter)
- CS2 Summerville/North Charleston (commuter)
- CS8 Link 2 Lunch (on-demand)
- D305 Summerville Connector (local)

Park-n-Ride (PNR) Locations

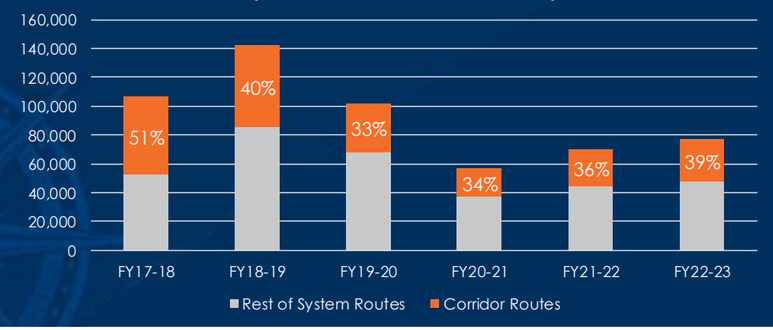
- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR

System Ridership Trends (2018-2023)

Existing Service Analysis

- Over the past 6 years, the TCL routes operating in the US 52 Corridor Study Area have accounted for **30-50%** of systemwide TCL ridership.
- Between 2022-2024, Corridor TCL routes have increased in ridership at a **higher rate (19%)** than the rest of the TCL system (6%).

Annual Ridership for Corridor Routes vs. Rest of System Routes



CARTA Route Connections

Existing Service Analysis

- Many TCL routes have transfers to and from CARTA, as shown to the right.
- Several TCL routes in the Corridor (**B102, CS2, CS1, and D305**) directly intersect with the CARTA routes shown below.
- **CS1, CS2, and D305** are the only routes that have significant transfers with CARTA.

April 2024 Transfers:

	From		To
Routes	Carta	TCL	Carta/TCL
B101	0	0	0
B102	7	2	3
B104	0	30	2
B105	5	1	5
D305	112	75	144
CS1	77	53	51
CS2	78	51	0
CS8	0	0	0

CARTA Routes Operating in US 52 Corridor Study Area:

#	Name	Description
10	Rivers Avenue	Service from the downtown Charleston Visitor's Center through North Charleston along Rivers Avenue to Trident Medical Center.
12	Upper Dorchester/Ashley Phosphate Road	Traveling from the CARTA SuperStop (Cosgrove Ave / Rivers Ave) to the Northwoods Mall area via Dorchester Rd. and Ashley Phosphate Rd.
XP1	James Island - Northern Charleston	Express Service from the Melnick Drive Park & Ride on Rivers Ave., which is the N. Charleston Park and Ride location through downtown Charleston to the James Island Wal-Mart, which is the James Island Park and Ride location.

Route Profiles

Existing Service Analysis

The following slides include a series of route profiles that review operating and financial performance of each route, including (with sources):

1. Service characteristics (TCL website & GTFS data)
2. Service area and coverage (U.S. Census & GIS analysis, ¾ mile buffer)
3. Key destinations & route maps (TCL website & Google Maps)
4. Ridership (Monthly TCL Reports for April)
5. Revenue (Monthly TCL Reports for April, includes farebox, passes, and contract)
6. Operating Cost = **$75.34** (Fiscal Year 2023 Operating Statistics Report)
7. Transit Propensity (TPI Analysis)

TCL Route Profiles

CS1: Moncks Corner / North Charleston

Commuter Route

Express service from the Santee Cooper HQ. in Moncks Corner to North Charleston Park & Ride with a transfer to the CARTA System.

Service Characteristics

Inbound	Service Span	# Trips / Day
AM	5:30 AM –8:25 AM	5
PM	3:30 PM – 7:25 PM	6

Outbound	Service Span	# Trips / Day
AM	6:15 AM- 8:50 AM	4
PM	4:20 PM-7:20 PM	4

Metrics (2024)

Daily Ridership	17
Daily Operating Cost	$597.58
Daily Revenue	$9.27

Coverage

6,100 people

2,200 households

Key Destinations

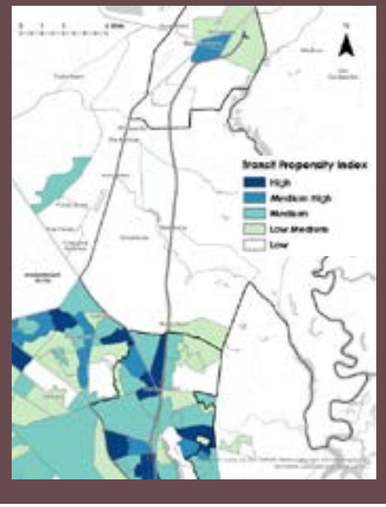
Santee Cooper

Berkeley Co Admin Building

Rivers Ave Park-n-Ride

Tri County Link

CS1: Moncks Corner / North Charleston



2024 Performance

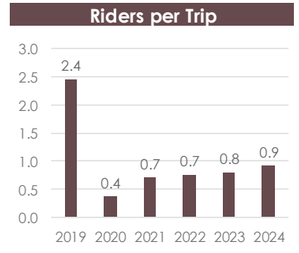
Operating Statistics

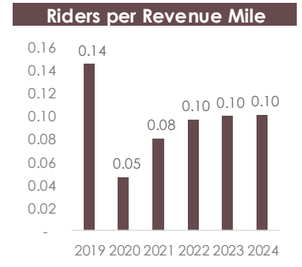
Riders / Hour	Riders / Mile	Riders / Trip
2.17	0.10	0.9

Financial Performance

Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$1.17	$0.05	$10.74	$34.69	$34.15

5-Year Historic Trends





TCL Route Profiles

Route CS2: Summerville – North Charleston

Commuter Route

Express service from the Berlin G. Myers Park & Ride in Summerville to North Charleston Park & Ride with a transfer to the CARTA System.

Service Characteristics

Inbound	Service Span	# Trips / Day
AM	5:30 AM-8:10 AM	5
PM	3:10 PM-6:50 PM	6

Outbound	Service Span	# Trips / Day
AM	6:15 AM-9:00 AM	5
PM	4:10 PM-7:30 PM	6

Metrics (2024)

Daily Ridership	13
Daily Operating Cost	$610.43
Daily Revenue	$11.44

Key Destinations

Crossroads Plaza

Azalea Park

Bi-Lo

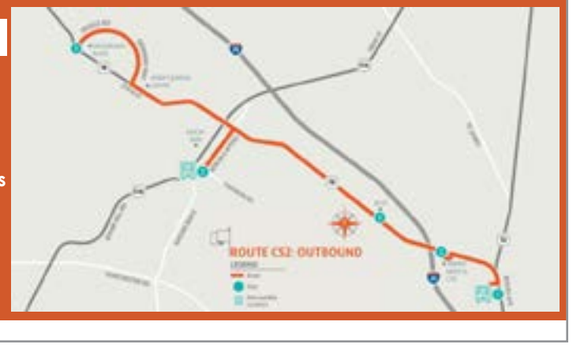
Trident Medical Center

Knight Judicial Center

Coverage

7,500 people

3,100 households



Tri County Link

CS2: Summerville/North Charleston

Transit Propensity Index (TPI)

2024 Performance

Operating Statistics

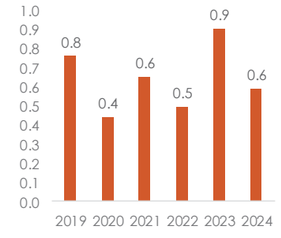
Riders / Hour	Riders / Mile	Riders / Trip
1.60	0.09	0.6

Financial Performance

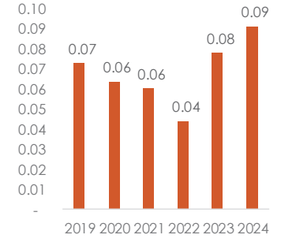
Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$1.41	$0.08	$0.52	$47.12	$46.24

5-Year Historic Trends

Riders per Trip



Riders per Revenue Mile



TCL Route Profiles

CS8: Link 2 Lunch

On-Demand Route

The Link 2 Lunch is a quick and convenient way to get around Moncks Corner during the lunch break. This free service runs between 10:45 AM and 1:20 PM, and a mobile app is used to ride.

HOW TO USE:
Two way to request your ride:
1. Call (843) 899-4356 during Link2Lunch service hours
2. Use the TCL OnDemand App

Service Characteristics

Weekday	Service Span	# Trips / Day
AM/PM	10:45AM-1:00 PM	n/a

Metrics (2024)

Daily Ridership	24
Daily Operating Cost	$358.72
Daily Revenue	n/a - Free

Key Destinations

Walmart
Berkeley Co Admin & Library
Moncks Corner Medical Center
Piggly Wiggly

Coverage

1,201 people
475 households

Tri County Link

CS8: Link 2 Lunch

Transit Propensity Index (TPI)

2024 Performance

Operating Statistics

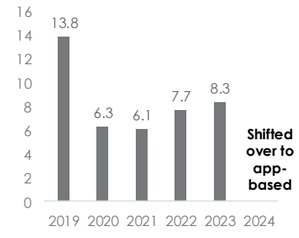
Riders / Hour	Riders / Mile	Riders / Trip
5.10	0.54	n/a

Financial Performance

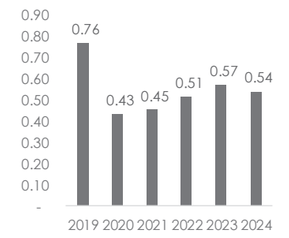
Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
n/a	n/a	n/a	$14.78	$14.78

Historic Trends

Riders per Trip



Riders per Revenue Mile



TCL Route Profiles

B101: Monck's Corner / Jamestown

Local Route

Provides service between Moncks Corner, Cross, Pineville, St. Stephen, and Jamestown. Route operates twice per day in the morning and afternoon.

Service Characteristics

Weekday	Service Span	# Trips / Day
AM	5:40 AM – 9:20 AM	1
PM	1:30 PM – 5:05 PM	1

Metrics (2024)

Daily Ridership	11
Daily Operating Cost	$526.52
Daily Revenue*	$60.13

**contracted service, also includes contract revenue*

Key Destinations

TriCounty Link Terminal
Dollar General
Alvin Community Center
Bi-Lo

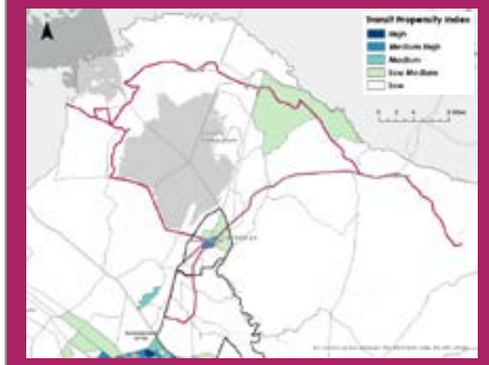
Coverage

23,213 people
8,792 households

Tri County Link Route Profiles

B101: Monck's Corner / Jamestown

Transit Propensity Index (TPI)



2024 Performance

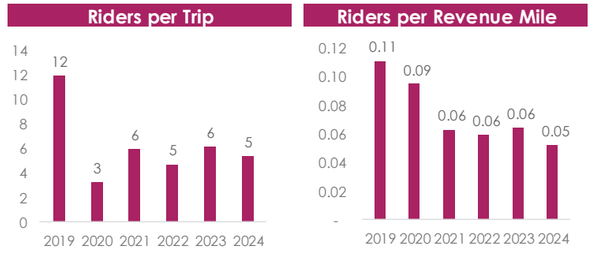
Operating Statistics

Riders / Hour	Riders / Mile	Riders / Trip
1.52	0.05	5.3

Financial Performance

Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$8.60	$0.29	$30.06	$49.50	$43.85

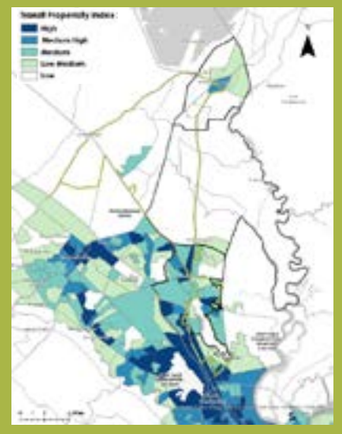
Historic Trends



Tri County Link Route Profiles

B102: Moncks Corner / Goose Creek

Transit Propensity Index (TPI)



2024 Performance

Operating Statistics

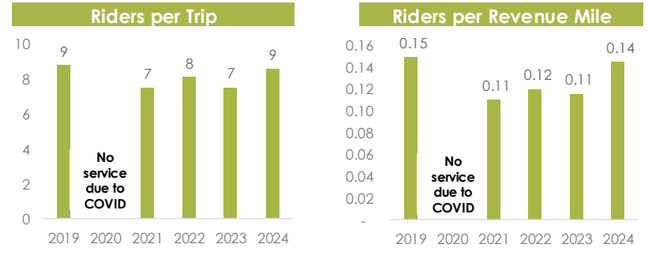
Riders / Hour	Riders / Mile	Riders / Trip
2.75	0.14	8.5

* Based on Daily Revenue Hours

Financial Performance

Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$22.07	$1.15	$68.34	$27.37	$19.36

Historic Trends



TCL Route Profiles

B102: Monck's Corner / Goose Creek

Local Route

Transit route originating in Moncks Corner traveling along US Hwy. 17A, US Hwy. 176 into unincorporated Berkeley County and Goose Creek. Continues on US Hwy 52 into North Charleston, Hanahan, then back into Goose Creek, and arrives in Moncks Corner via US Hwy 52.

Service Characteristics

Weekday	Service Span	# Trips / Day
AM Loop	5:35 AM – 9:25 AM	1
PM Loop	2 PM – 5:30 PM	1

Metrics (2024)

Daily Ridership	17
Daily Operating Cost	$466.59
Daily Revenue*	$136.67

**contracted service, also includes contract revenue*

Key Destinations

TriCounty Link Terminal
Alexander Circle
Family Dollar
Yeaman Hall Plaza Shopping Ctr

Coverage

112,380 people
42,089 households

TCL Route Profiles

B104: Monck's Corner

Local Route

Transit route between Moncks Corner and St. Stephen / Santee Cooper Park and Ride. Service operates once in the morning and twice in the evening.

Service Characteristics

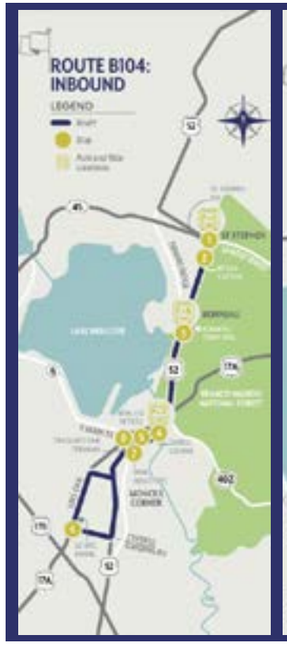
Inbound	Service Span	# Trips / Day
AM	7:05 AM – 9:10 AM	1
PM	4:10 PM – 4:50 PM	1

Outbound	Service Span	# Trips / Day
PM	3:40 PM – 4:10 PM	1

Metrics (2024)

Daily Ridership	3
Daily Operating Cost	$150.68
Daily Revenue*	$1.20

**contracted service, also includes contract revenue*



Coverage

16,658 people
6,215 households

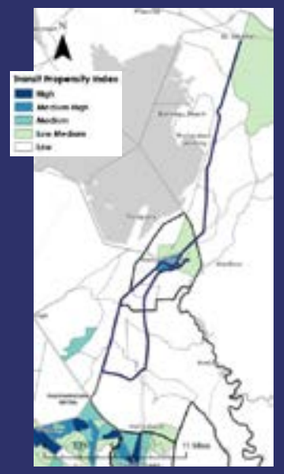
Key Destinations

Santee Cooper
Bonneau Town Hall
TriCounty Link Terminal
BP Gas Station

Tri County Link Route Profiles

B104: Moncks Corner

Transit Propensity Index (TPI)



2024 Performance

Operating Statistics

Riders / Hour	Riders / Mile	Riders / Trip
1.36	0.07	0.9

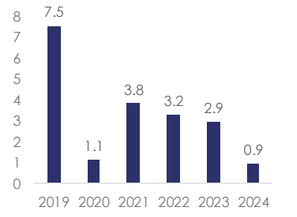
* Based on Daily Revenue Hours

Financial Performance

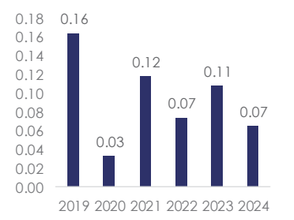
Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$0.60	$0.03	$0.40	$55.25	$54.81

Historic Trends

Riders per Trip



Riders per Revenue Mile



TCL Route Profiles

B105: Monck's Corner / Mt. Pleasant

Local Route

Service from the Moncks Corner to Mt. Pleasant, traveling along Hwy 402, Hwy 41, and Clements Ferry Rd. Stops include Cainhoy Elem. School, Sea Island Shopping Center, East Cooper Hospital, and Walmart.

Service Characteristics

Inbound	Service Span	# Trips / Day
AM	5:45 AM – 7:25 AM	1
PM	2:00 PM – 4:25 PM	1

Outbound	Service Span	# Trips / Day
AM	7:30 AM – 9:15 AM	1
PM	5:05 PM – 6:30 PM	1

Metrics (2024)

Daily Ridership	22
Daily Operating Cost	$706.89
Daily Revenue*	$156.60

**contracted service, also includes contract revenue*

Key Destinations

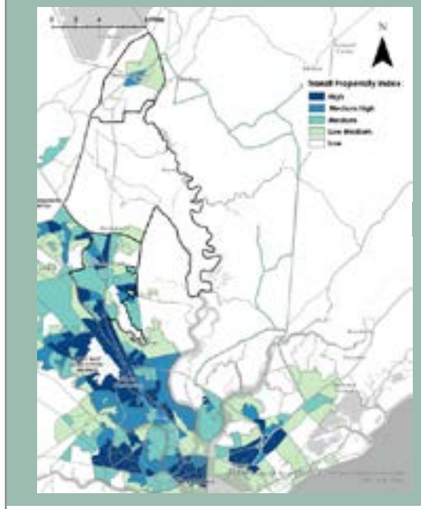
TriCounty Link Terminal
Huger Rec Center
Sea Island Shopping Center II
Walmart

Coverage

56,226 people
25,107 households

Tri County Link

B105: Moncks Corner / Mt. Pleasant



2024 Performance

Operating Statistics

Riders / Hour	Riders / Mile	Riders / Trip
2.60	0.10	5.6

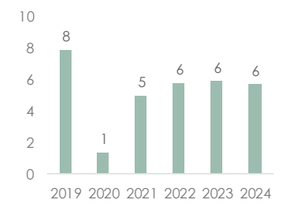
* Based on Daily Revenue Hours

Financial Performance

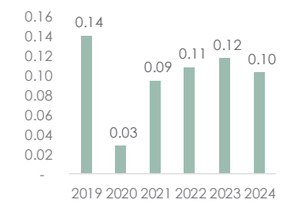
Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$18.18	$0.71	$39.15	$28.96	$21.97

Historic Trends

Riders per Trip



Riders per Revenue Mile



TCL Route Profiles

D305: Summerville Connector

Local Route

Service from Moncks Corner into Summerville on the first and last trips of the day. Throughout the day, service is provided from the Hwy. 17A Walmart to the Hwy 78 Trident Medical Center and via the Berlin G. Myers Pkwy, Old Trolley Rd, Midland Pkwy, and Ladson Rd.

Service Characteristics

Inbound	Service Span	# Trips / Day
AM	5:55 AM-11:57 AM	4
PM	12:04 PM-5:30 PM	4

Outbound	Service Span	# Trips / Day
AM	7:15 AM-11:58 AM	4
PM	12:03 PM-6:25PM	4

Metrics (2024)

Daily Ridership	27
Daily Operating Cost	$1,083.01
Daily Revenue	$20.68

Key Destinations

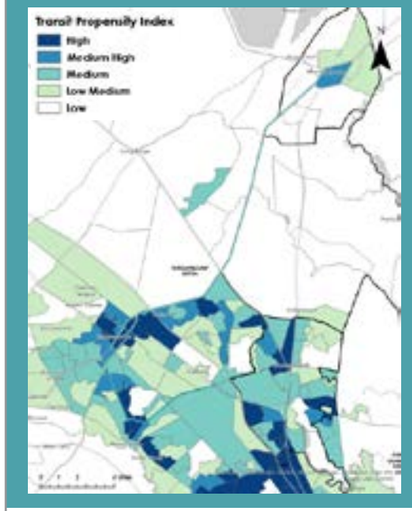
TriCounty Link Terminal
Summerville Town Hall
Summerville Medical Center

Coverage

63,893 people
25,088 households

Tri County Link

D305: Summerville Connector



2024 Performance

Operating Statistics

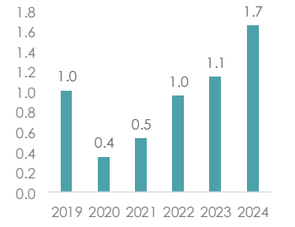
Riders / Hour	Riders / Mile	Riders / Trip
1.85	0.10	1.7

Financial Performance

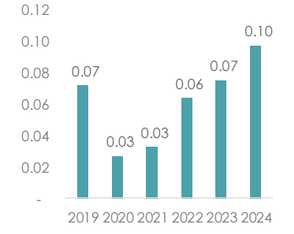
Revenue / Revenue Hour	Revenue / Revenue Mile	Revenue / Trip	Cost / Rider	Subsidy / Rider
$1.44	$0.08	$1.29	$40.73	$39.95

Historic Trends

Riders per Trip



Riders per Revenue Mile



Key Takeaways

Existing Service Analysis

- CS1, CS2, B104, and D305 have low ridership per trip (0-2), and 16+ trips per day. B101, B102, and B105 have slightly improved ridership (between 5-8), and only 2-4 trips per day.
  - There may be opportunity to **streamline service, enhance connections, and improve productivity** for commuter routes
  - Possibility to focus on **restructuring service to optimize productivity** (riders per hr, mile, and trip) and reflect current travel patterns.
- B102 and B105 are productive with limited service. Ridership may also be inflated due to existing service contracts
  - **Consider exploring adding more trips and/or modifying alignments**, especially through medium-high transit propensity areas, to continue generating more ridership and revenue.
- CS8 (Link to Lunch) yields the highest riders per revenue hour of all services.
  - **Consider exploring additional tailored on-demand service**, but with specific extents and service hours to maintain productivity.

Performance Summary (April 2024)

Tri County Link

	CS1	CS2	CS8	B101	B102	B104	B105	D305
Total Daily Trips	19	22	n/a	2	2	3	4	16
Riders / Day	17	13	24	11	17	3	22	27
Operating Cost / Day	$ 597.58	$ 610.43	$ 358.72	$ 526.52	$ 466.59	$ 150.68	$ 648.95	$ 1,083.01
Revenue / Day	$ 9.27	$ 11.44	$ -	$ 60.13	$ 136.67	$ 1.20	$ 156.60	$ 20.68
Riders / Revenue Hour	2.2	1.6	5.1	1.5	2.8	1.4	2.6	1.8
Riders / Revenue Mile	0.10	0.09	0.54	0.05	0.14	0.07	0.10	0.10
Riders / Trip	0.9	0.6	-	5.3	8.5	0.9	5.6	1.7
Revenue / Revenue Hour	$ 1.17	$ 1.41	$ -	$ 8.60	$ 22.07	$ 0.60	$ 18.18	$ 1.44
Revenue / Revenue Mile	$ 0.05	$ 0.08	$ -	$ 0.29	$ 1.15	$ 0.03	$ 0.71	$ 0.08
Revenue / Trip	$ 10.74	$ 0.52	$ -	$ 30.06	$ 68.34	$ 0.40	$ 39.15	$ 1.29
Cost / Rider	$ 34.69	$ 47.12	$ 14.78	$ 49.50	$ 27.37	$ 55.25	$ 28.96	$ 40.73
Subsidy / Rider	$ 34.15	$ 46.24	$ 14.78	$ 43.85	$ 19.36	$ 54.81	$ 21.97	$ 39.95

Key Takeaways:

- CS8 on-demand service is the most productive service in terms of riders per revenue hour and revenue mile.
- B102 has the most riders per trip, followed by B101 and B105. Ridership per trip for the other routes is relatively low.
- B102 and B105 have relatively high revenue and low subsidy per rider. It is important to note that B101, B102, B104, and B105 include contracted revenues, which inflates revenue metrics and subsidizes service more.
- B104 has the lowest operating cost per day, but the highest operating cost per rider. It also has the lowest riders per trip compared to the other local routes.
- CS1 and CS2 have high operating costs per rider, especially in comparison with the number of daily trips compared to other routes.

Key Takeaways & Next Steps

Summary

US 52 BRT Feasibility Study

	Findings	Takeaways
Built Environment & Infrastructure	The corridor has a relatively large ROW through each segment, but infrastructure characteristics between segments vary. The Southern segment of the corridor has the most sidewalks, signalized intersections, and lowest speed limits. In contrast, the Central segment has gaps in pedestrian infrastructure, with high speeds and relatively no sidewalk connections. The Northern corridor segment has lower vehicle speeds and sidewalks along Old Highway 52.	• A **large ROW** can support potential BRT service, as there is room for infrastructure (lanes, stations, etc.). • **Lack of sidewalks and signalized intersections**, especially in the Central segment of the corridor, will have to be a consideration in BRT planning. • There is an opportunity with anticipated population and employment growth to plan for **transit-oriented development** and make BRT feasible.
Transit Market Profile	There are stark differences between the profile of the three corridor segments. The Southern segment has the highest concentrations of population, jobs, and other characteristics measured. While the Central segment has relatively low density on most of these metrics, growth is expected and should be considered.	• The **Southern segment** of the corridor has **significant propensity for transit**, which is a good baseline for potential BRT service. **This is less true in the Central and Northern segments.** • Replica shows that there is **travel to and from popular destinations along all three corridor segments**, meaning that future service planning could consider these destinations and capture ridership.
Existing Service Analysis	TCL routes in the corridor account for 50-60% of system ridership. The pandemic affected all routes, and ridership is slowly improving, but only B102 (operating between Goose Creek and Moncks Corner on US 52) has recovered to its baseline 2019 ridership. All of the routes have relatively low ridership, along with high numbers of vehicle revenue hours and miles in relation to number of trips per day. Some routes (CS1, CS2, B104, and D305) have low ridership per trip and 16+ trips per day, while other routes (B101, B102, and B105) have similar ridership and only 2-4 trips per day.	• There may be opportunity to **streamline service, enhance connections, and improve connectivity** for commuter routes. • B102 and B105 are productive with limited service. • There could be **exploration of adding more trips and/or modifying alignments**, especially through medium-high transit propensity areas. • Understanding that TCL characteristics are typical for rural transit service and that TCL is an essential service, **service planning should consider how to optimally serve the largest number of riders** and avoid taking away service from those who benefit most or are in most need.

Next Steps

US 52 BRT Feasibility Study

Existing Conditions
Complete

TCL Routing Analysis & Recommendations
In Progress

Future BRT Feasibility Analysis
Future

Appendices

This section is for internal purposes and intended to document additional data collected for the BRT Feasibility task.

Appendices

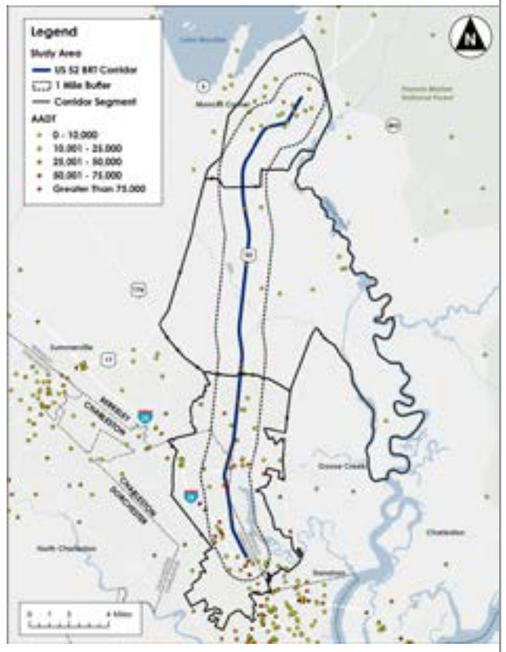
Appendices

Category	Appendix	Data Item
Roadway Conditions	A	Traffic Counts
	B	Intersection Turning Movements
	C	Signage
	D	Vehicle Crashes
	E	Proposed plans for Roadway Improvements
Demographics	F	Employment Density Data
	G	Future Growth Patterns
Parcel	H	ROW Parcel boundaries & appraisal data
Transit	I	Existing vehicle inventories, facilities, and infrastructure
	J	Transit Financial Data
Gap Assessment	H	Gap Assessment Detailed Tables

A. Traffic Counts (AADT)

Appendices

Source: SCDOT

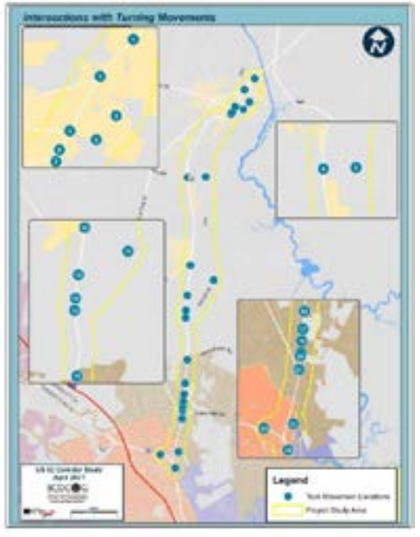


B. Intersection Turning Movements

Appendices

Detailed turning count information is available for each intersection below:

Map ID	Intersection
1	Reid Hill Road/ Rembert C Dennis Boulevard and US 52
2	North Live Oak Drive and US 52
3	Stoney Landing and US 52
4	East Main Street and US 52
5	Sterling Oaks Drive and US 52
6	Heatley Street and US 52
7	Rembert C Dennis Boulevard / Old US 52 and US 52
8	Gaillard Road and US 52
9	Gaillard Road and Old US 52
10	Cypress Gardens Road and US 52
11	Cypress Gardens Road and Old US 52
12	Mt. Holly Commerce Park and US 52
13	Google and US 52
14	Old US 52 and US 52
15	Old Mt. Holly Road and US 52
16	Stephanie Drive and US 52
17	Hollywood Drive and US 52
18	Central Avenue and US 52
19	Button Hall Road and US 52
20	Liberty Hall Road and US 52
21	Red Bank Road and US 52
22	N.A.D. Interchange and US 52
23	US 78 and US 52 Interchange
24	Otranto Road and US 52

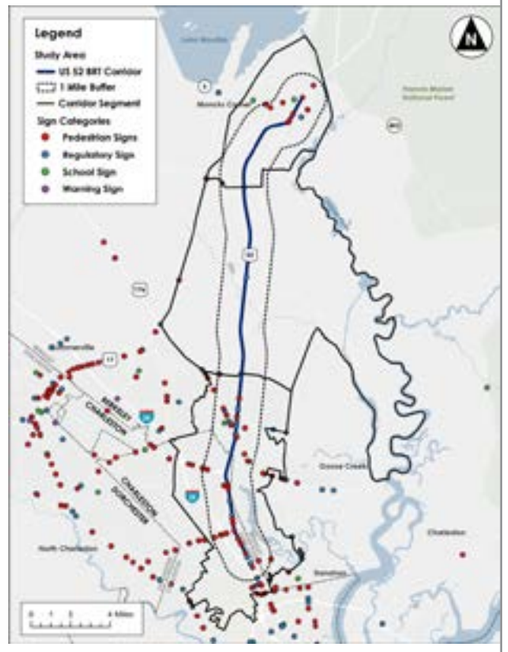


Source: Existing Conditions Report

C. Signage

Appendices

Source: SCDOT



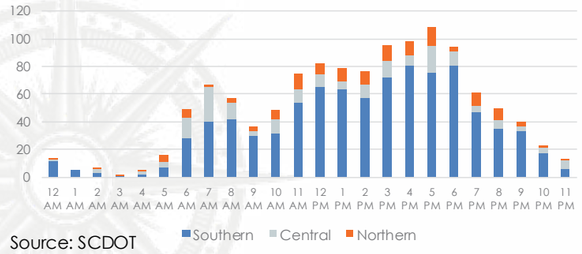
D. Vehicle Crashes (2021)

Appendices

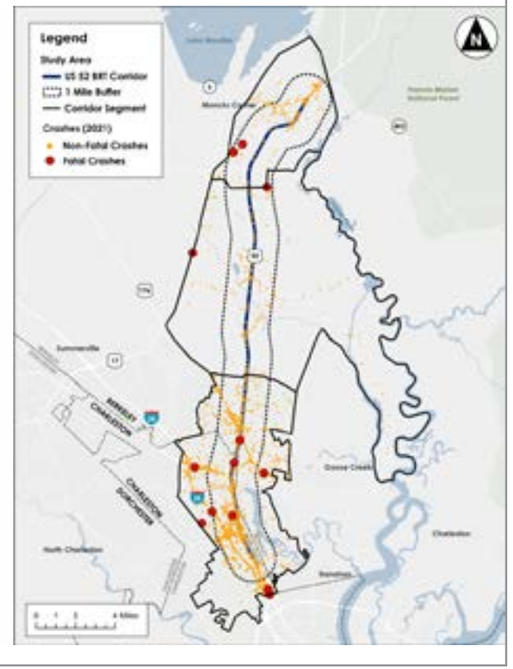
Crash Characteristics By Corridor and Segment:

	Corridor	Southern	Central	Northern
Fatalities	2	2	0	0
Injuries	478	329	88	61
Possible Injuries	326	240	52	34
Suspected Injury	133	75	31	27

Crashes By Time of Day and Segment (2021)



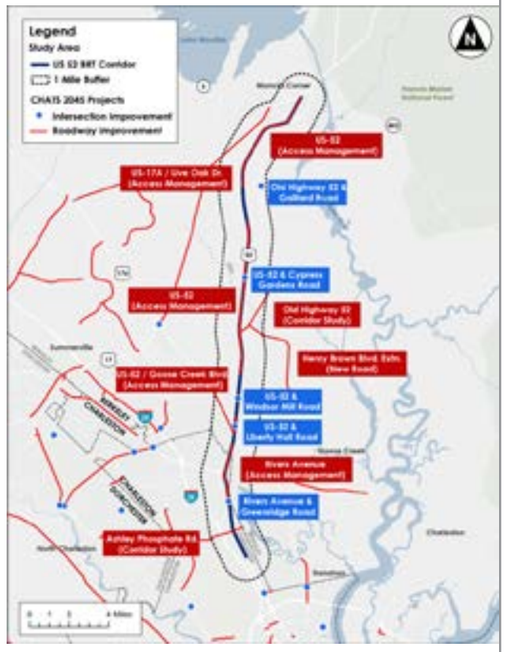
Source: SCDOT



E. Future Improvements

Appendices

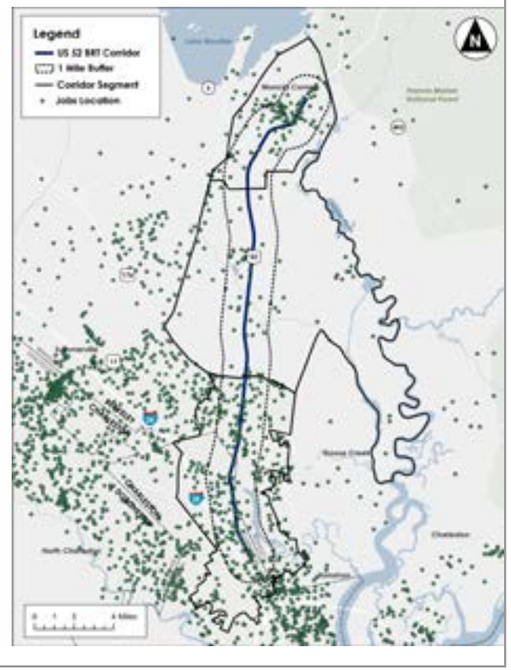
Source: CHATS



F. Employment Density

Appendices

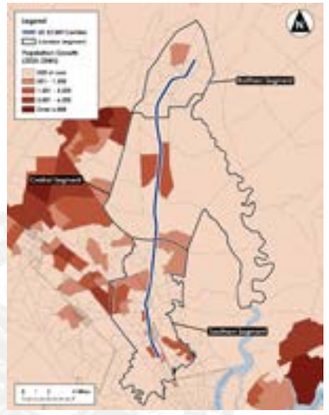
Source: LEHD



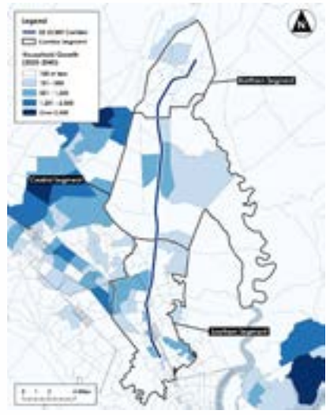
G. Future Growth Patterns

Appendices

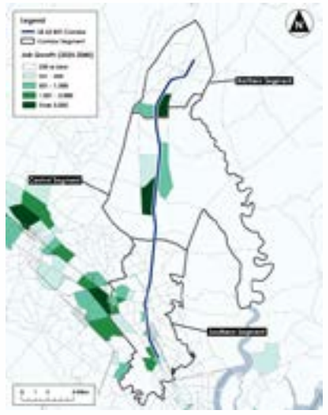
Population Growth (2025 – 2045)



Household Growth (2025 – 2045)



Employment Growth (2025 – 2045)



CHATS TDM

I. Transit Facility and Asset Information

Appendices

LEGEND

SERVICE USE

R = Demand Response
F = Fixed Route
P = Paratransit
B = Backup (Spare)
Ad = Administrative
O = Other

TRANSIT SYSTEM NAME: Berkeley Charleston Dorchester Rural Transportation Management Association d/b/a TriCounty Link

DESCRIPTION						FUNDING SOURCE INFORMATION							
Vin Number	YEAR	MAKE	MODEL	Acquisition Price	OPT Contract Number	FTA Grant Number	Federal/State %	USEFUL BENCHMARK IN YEARS	ASSET CONDITION	ASSET LOCATION	ODOMETER	SERVICE USE	VEHICLE TYPE
1FDFE4FS3DDB27363	2013	Ford	E450	53,462.00	PT-31116-77	SC-37-X015	80%/20%	10	Good	BCD-RTMA	245877	B	Cutaway
1FDFE4FS0GDDB30379	2013	Ford	E450	53,462.00	PT-31116-77	SC-37-X015	80%/20%	10	Good	BCD-RTMA	317646	B	Cutaway
1FDFE4FS2GDC07144	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	326594	B	Cutaway
1FDFE4FS4GDC07145	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	387555	B	Cutaway
1FDFE4FS6GDC07146	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	246384	B	Cutaway
1FDFE4FS8GDC07147	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	193171	B	Cutaway
1FDFE4FS8GDC07150	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	279205	B	Cutaway
1FDFE4FSXGDC07151	2016	Ford	E450	53,462.00	PT-51139-92	SC-34-0001	80%/20%	10	Good	BCD-RTMA	245812	B	Cutaway
1FDFE4FS6HDC58745	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	199506	F	Cutaway
1FDFE4FS8HDC58746	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	192779	F	Cutaway
1FDFE4FS3HDC58749	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	174267	F	Cutaway
1FDFE4FSXHDC58859	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	167740	F	Cutaway
1FDFE4FS8HDC58861	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	232084	F	Cutaway
1FDFE4FS3HDC58766	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	Summerville, Hood	169354	B	Cutaway
1FDFE4FS9HDC58867	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	BCD-RTMA	142683	F	Cutaway
1FDFE4FS0HDC58868	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	Summerville, Hood	163822	F	Cutaway
1FDFE4FS9HDC58870	2017	Ford	E450	62,967.00	LOCAL	-	0%/0%	10	Good	BCD-RTMA	177859	F	Cutaway
1FDFE4FS4HDC58775	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/100%	10	Excellent	Summerville, Hood	190853	F	Cutaway
1FDFE4FSXHDC58778	2017	Ford	E450	62,967.00	PT-81199-21	SMTF	0%/53%	10	Excellent	BCD-RTMA	179343	F	Cutaway
1FDFE4FS3KDC40601	2019	Ford	E450	74,332.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	BCD-RTMA	167952	F	Cutaway
1FDFE4FS5KDC40602	2019	Ford	E450	74,332.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	John's Isl, St. John's	154637	B	Cutaway
1FDFE4FS3KDC39805	2019	Ford	E450	72,982.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	Summerville, PNR	141894	F	Cutaway
1FDFE4FS2KDC40606	2019	Ford	E450	74,332.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	St.George, Wagner	154407	F	Cutaway
1FDFE4FS7KDC39113	2019	Ford	E450	72,982.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	BCD-RTMA	159427	F	Cutaway
1FDFE4FS8KDC40593	2019	Ford	E450	74,332.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	BCD-RTMA	118362	F	Cutaway
1FDFE4FS5KDC40597	2019	Ford	E450	74,332.00	PT-91439-C8	SC-2019-003-00	85%/15%	10	Excellent	BCD-RTMA	132779	F	Cutaway
1FDFE4FN4MDC10990	2021	Ford	E450	75,532.00	PT-91439-C8	-	0%/90%	10	Excellent	Edisto Isl	63744	F	Cutaway
1FDFE4FN4PDD27909	2023	Ford	E450	114,188.00	PT-2014CA-04	-	0%/100%	10	Excellent	John's Isl, St. John's	6496	F	Cutaway
1FDFE4FN7PDD24115	2023	Ford	E450	114,188.00	PT-2014CA-04	-	0%/100%	10	Excellent	BCD-RTMA	3832	F	Cutaway
1FDFE4FN5PDD27921	2023	Ford	E450	114,188.00	PT-2014CA-04	-	0%/100%	10	Excellent	BCD-RTMA	994	F	Cutaway
1FDAX2XG3NKA60926	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	143	R	Wagon
1FDAX2XG9NKA60932	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	134	R	Wagon
1FDFE4FNXPDD27834	2023	Ford	E450	114,188.00	PT-2014CA-04	-	0%/100%	10	Excellent	McClellanville, Line	4900	F	Cutaway
1FDAX2XG0NKA60849	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	138	R	Wagon
1FDFE4FN4PDD24153	2023	Ford	E450	114,188.00	PT-2014CA-04	-	0%/100%	10	Excellent	McClellanville, Line	4011	F	Cutaway
1FDAX2XG9NKA60980	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	141	R	Wagon
1FDAX2XG6NKA60385	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	152	R	Wagon
1FDAX2XG3NKA60893	2023	Ford	350 X2XG	75,745.00	PT-231439-15	SC-2022-032	80%/20%	10	Excellent	BCD-RTMA	138	R	Wagon

J. Transit Financial Documents

Appendices

BERKELEY CHARLESTON DORCHESTER
RURAL TRANSPORTATION MANAGEMENT ASSOCIATION
(d/b/a TRICOUNTY LINK)

AUDITED BASIC FINANCIAL STATEMENTS
REQUIRED SUPPLEMENTARY INFORMATION AND
SUPPLEMENTARY FEDERAL FINANCIAL ASSISTANCE REPORTS

YEAR ENDED JUNE 30, 2023

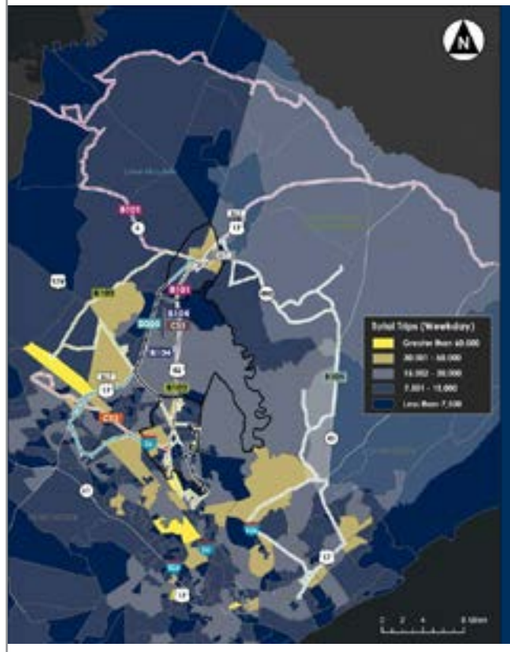
WITH

REPORT OF INDEPENDENT AUDITOR

2023 Income Statement

Berkeley-Charleston-Dorchester Rural Transportation Mgmt. Assoc.
Statement of Revenues & Expenditures
For the Month Ending November 30, 2023

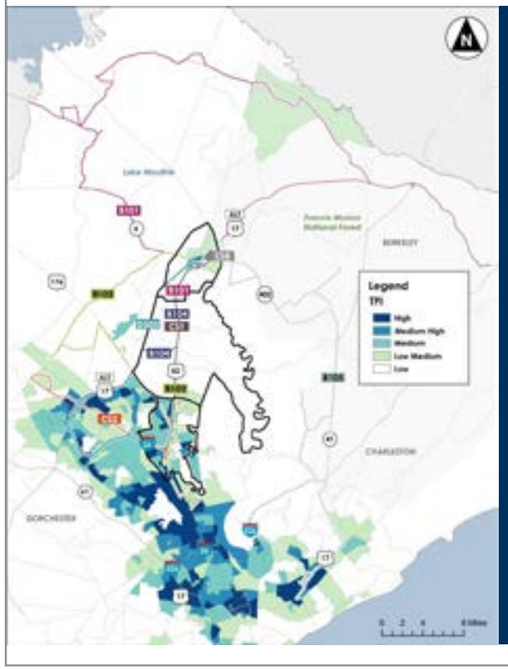
			Time elapsed: 42%
	FY24 Budget	Actual	% of Budget
Revenues			
Farebox	76,873	35,091.04	46%
Contracts	114,371	44,347.50	39%
Miscellaneous Income	25,000	20,228.06	81%
Gain/Loss on Sale of Assets	-	6,150.00	N/A
Advertising Income	100,000	33,696.00	34%
Berkeley County	250,000	104,166.66	42%
Chas Cty 1/2 cent sales tax	597,000	248,750.00	42%
Dorchester County	200,000	83,333.34	42%
State Mass Transit Funds	413,815	115,240.00	28%
FTA 5307 (Urban)	408,394	271,086.00	66%
FTA 5311 (Operating)	1,335,555	391,893.00	29%
FTA 5311 (Operating - ARPA)	94,613	94,613.00	100%
FTA 5339 (Vehicles/Facilities)	893,488	433,494.00	49%
TOTAL REVENUES	4,509,109	1,882,088.60	42%
Expenditures			
Staff Salaries	937,453	289,917.52	31%
Overtime Salaries	123,393	53,129.89	43%
Benefits Applied	576,674	179,312.19	31%
Fuel & Lubricants	281,245	101,486.88	36%
Tires & Tubes	18,422	5,396.09	29%
Vehicles Tag & Title	150	102.00	68%
Parts	33,718	22,949.49	68%
Towing	3,675	1,850.00	50%
Advertising	500	-	0%
Professional Services	50,557	48,232.66	95%
Contract Services	883,125	323,407.21	37%
Postage	589	-	0%
Dues & Memberships	1,100	1,100.00	100%
Equipment Rental	6,682	2,853.63	43%
Agency Insurance	173,825	199,727.91	115%
Repairs & Maintenance	77,515	16,659.57	21%
Travel	2,500	-	0%
Office Equipment Maintenance	73,783	50,549.07	69%
Office Supplies	7,845	9,150.09	117%
Shop Supplies	17,993	6,014.93	33%
Printing	1,970	582.50	30%
Rent	2,622	1,771.44	68%
Utilities	11,854	4,382.78	37%
Communications	33,105	14,815.65	45%
Training & Education	1,274	-	0%
Uniforms	24,281	10,371.44	43%
Drug Testing	2,420	1,006.00	42%
Records Check	374	52.00	14%
Capital Outlay	1,146,860	478,955.44	42%
Interest - Loan	9,106	3,948.76	43%
Miscellaneous	4,499	640.73	14%
Indirect Expense	0	24,545.25	N/A
TOTAL EXPENDITURES	4,509,109	1,852,911.12	41%
Excess (Deficit) of Revenues Over (Under) Expenditures	$ -	$ 29,177.48	



Transit Coverage & Total Replica Trips

Demographic Analysis

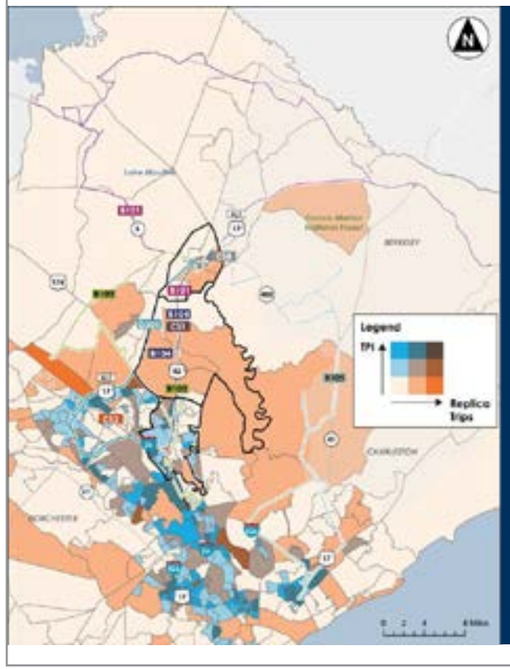
	Daily Route Trips	# of Block Groups by Replica Trips				
		Greater than 60,000	30,001 – 60,000	15,000 – 30,000	7,501 – 15,000	Less than 7,500
B101	2	0	3	4	17	9
B102	2	2	9	19	31	18
B104	3	0	3	4	7	3
B105	4	0	9	13	12	6
D305	16	1	8	14	20	8
CS1	19	0	4	7	9	5
CS2	22	0	5	8	8	4
CS8	n/a	0	3	0	2	0



Transit Coverage & Transit Propensity Index

Demographic Analysis

	Daily Route Trips	# of Block Groups by TPI				
		High	Medium -High	Medium	Medium -Low	Low
B101	2	0	1	0	3	29
B102	2	15	7	18	14	25
B104	3	0	1	0	2	14
B105	4	7	4	3	9	17
D305	16	9	9	11	9	13
CS1	19	3	2	7	4	9
CS2	22	5	3	6	7	4
CS8	n/a	0	1	0	2	2



Transit Coverage & TPI / Replica Trips

Demographic Analysis

	Daily Route Trips	# of Block Groups by TPI & Replica Relationship				
		High TPI & High Replica Trips	Low TPI & High Replica Trips	Medium TPI & Medium Replica Trips	High TPI & Low Replica Trips	Low TPI & Low Replica Trips
B101	2	0	0	1	0	25
B102	2	1	1	8	7	27
B104	3	0	0	1	0	10
B105	4	0	0	6	2	16
D305	16	0	1	5	5	17
CS1	19	0	0	3	0	7
CS2	22	0	0	3	2	10
CS8	n/a	0	0	1	0	2

Sources

US 52 BRT Feasibility Study

1. U.S. Census Bureau
2. Longitudinal Employer-Household Dynamics (LEHD)
3. Tri County Link Website
4. Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)
5. City of Goose Creek
6. North Charleston Website
7. City of Hanahan Website
8. Municipal Association of South Carolina
9. Google Maps
10. Moncks Corner Website
11. Long Range Transportation Plan (LRTP) – Charleston Area Transportation Study (CHATS)
12. Regional Transit Framework Plan (RTFP) – BCDCOG
13. US 52 Corridor Study – BCDCOG
14. Streetmix
15. South Carolina Department of Transportation (SCDOT)
16. Homeland Infrastructure Foundation-Level Data (HIFLD)
17. United States Geological Survey (USGS)
18. Replica

Appendix III.
Supplemental Tables

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EXISTING OPERATING STATISTICS

Route	Pattern	General Span	Trips	Assumed Speeds	Running Time Est (min)
B101	AM Loop (counterclockwise)	5:40AM to 9:20AM	1	34.2	220
	PM Loop (clockwise)	1:30PM to 5:05PM	1	33.5	215
B102	AM Loop (counterclockwise)	5:35AM to 9:25AM	1	19.4	242
	PM Loop (clockwise)	2:00PM to 5:30PM	1	20.2	231
B104	AM (inbound)	7:05AM to 9:10AM	1	19.1	125
	PM (inbound)	4:10PM to 4:50PM	1	28.6	40
	Outbound	3:40PM to 4:10PM	1	35.6	30
CS1	AM (outbound)	5:30AM to 8:10AM	4	27.6	45
	PM (outbound)	3:30PM to 6:38PM	4	27.6	45
	Short AM (outbound)	8:20AM to 8:25AM	1	34.6	5
	Short PM (outbound)	6:45PM to 6:50PM; 7:20PM to 7:25PM	2	34.6	5
	AM (inbound)	6:15AM to 8:50AM	4	32.4	35
	PM (inbound)	4:20PM to 7:20PM	4	26.7	43
CS8	Fixed Zone On-Demand	10:45AM to 1:00PM	-	-	-

TABLE D.1: EXISTING OPERATING STATISTICS.

SHORT-TERM PROPOSED OPERATING STATISTICS

Route	Pattern	General Span	Trips	Assumed Speeds	Running Time Est (min)	Other Operational Metrics	
						Pattern Cycle Time	Layover %
B101	AM Loop (counterclockwise)	5:30AM to 8:30AM	1	30	180	180	0%
	PM Loop (clockwise)	2:00PM to 5:00PM	1	30	180	180	0%
B102	AM Loop (counterclockwise)	5:35AM to 9:10AM	1	19	215	215	0%
	PM Loop (clockwise)	2:00PM to 5:35PM	1	19	215	215	0%
B104	Inbound	7:00AM to 7:50AM; 3:30PM to 4:20PM	2	40	48	48	0%
	Outbound	7:50AM to 8:40AM; 4:20PM to 5:10PM	2	40	48	48	0%
CS1	SB (inbound)	5:00AM to 6:00PM	14	25	54	59	10%
	NB (outbound)	6:00AM to 7:00PM	14	25	49	54	10%
CS8	Moncks Corner On-Demand – 1 Vehicle	6:00AM to 6:00PM	-	-	-	-	0%
	Moncks Corner On-Demand – 2 Vehicles	6:00AM to 6:00PM	-	-	-	-	0%

TABLE D.2: SHORT-TERM PROPOSED OPERATING STATISTICS.

SHORT-TERM ANNUAL OPERATING SUMMARY TABLE (1 VEHICLE FOR CS8)

Route	B101	B102	B104	CS1	CS8*	Total
Base						
Rev Hours	1,849	2,009	829	3,064	1,148	**8,898**
Total Hours	1,943	2,009	850	3,097	1,254	**9,153**
Total Cost	$147,650	$152,671	$64,598	$235,367	$95,325	**$695,612**
Peak Vehicles	1	1	1	2	2	**7**
Recommended						
Rev Hours	1,530	1,825	816	6,754	3,060	**13,986**
Total Hours	1,608	1,825	837	6,826	3,345	**14,441**
Total Cost	$122,193	$138,720	$63,604	$518,813	$254,201	**$1,097,531**
Peak Vehicles	1	1	1	2	1	**6**
Change						
Rev Hours	-319	-184	-13	3,690	1,912	**5,088**
Total Hours	-335	-184	-13	3,729	2,091	**5,288**
Total Cost	-$25,457	-$13,951	$994	$283,446	$158,876	**$401,919**
Peak Vehicles	0	0	0	0	-1	**-1**

TABLE D.3: SHORT-TERM ANNUAL OPERATING SUMMARY TABLE (1 VEHICLE FOR CS8). *Assumes 1 vehicle required

SHORT-TERM ANNUAL OPERATING SUMMARY TABLE (2 VEHICLES FOR CS8)

Route	B101	B102	B104	CS1	CS8*	Total
Base						
Rev Hours	1,849	2,009	829	3,064	1,148	**8,898**
Total Hours	1,943	2,009	850	3,097	1,254	**9,153**
Total Cost	$147,650	$152,671	$64,598	$235,367	$95,325	**$695,612**
Peak Vehicles	1	1	1	2	2	**7**
Recommended						
Rev Hours	1,530	1,825	816	6,754	6,120	**17,045**
Total Hours	1,608	1,825	837	6,826	6,690	**17,807**
Total Cost	$122,193	$138,720	$63,604	$518,813	$508,403	**$1,351,733**
Peak Vehicles	1	1	1	2	2	**7**
Change						
Rev Hours	-319	-184	-13	3,690	4,972	**8,147**
Total Hours	-335	-184	-13	3,729	5,436	**8,654**
Total Cost	-$25,457	-$13,951	-$994	$283,446	$413,078	**$656,121**
Peak Vehicles	0	0	0	0	0	**0**

TABLE D.4: SHORT-TERM ANNUAL OPERATING SUMMARY TABLE (2 VEHICLES FOR CS8). *Assumes 2 vehicles required

ADDITIONAL OPERATING CONSIDERATIONS

Short-term recommendations include options to consider for CS1 and CS8. Regardless of these route options, optimizing other services does not yield enough savings, and implementing these recommendations will lead to added costs if holistically implemented.

Route	Considerations
CS1	• Includes trade-offs of less commute-oriented trips (reduced peak frequency) and more consistent service (hourly) throughout the day to build a ridership base. Stop infrastructure (at minimum, signposts for posted stops) will be a consideration. • Converting the route to a fixed route service will require a complementary ADA paratransit service. The costs shown do not include the addition of this service. It is recommended that this be covered by other means, and the CS1 does not maintain a flex option to maintain more consistent and reliable service for daily riders.
B102	• TCL noted that the reduced alignment (Jedburg) is often not operated in practice by drivers. Potential coverage of this area by Spare or for specific Unity Bay riders was also discussed as additional options/considerations.
B104	• Estimated changes in operating costs are minimal and are mostly considered cost-neutral. • Base estimates were developed on the published B104 schedule and did not include B104 Flex. Additional savings/funding may be available if the B104 Flex service is still in operation. • This revised route was developed to assist with coverage to virtually 1 Unity Bay rider. Ridership is anticipated to be low, and operating this revised service may be a less efficient use of resources. If this service is no longer operated, the resources can be reallocated to assist with offsetting other costs.
CS8	• Remix transit planning software was used to develop estimates for on-demand zone ridership. Based on Remix estimates, ridership for a larger on-demand zone in Moncks Corner is estimated to be low (10-25 riders per day); however, the existing CS8 service already produces about 20-30 riders per day. The cost to ride the service may be the largest factor in determining overall demand. • The pilot service could likely be operated by 1 vehicle and adjusted with an additional vehicle depending on demand (impacting wait times).

TABLE D.5: ADDITIONAL OPERATING CONSIDERATIONS.

BUS STOP TYPOLOGY AMENITIES

Stop Type	Description	Amenities
Park-n-Rides	Parking lots with connecting services to major activity centers	**REQUIRED** • Landing pad • Bus stop post and sign • Shelter • Lighting • Real-time information • Enhanced passenger information • Trash can • Bench • Safety and security elements • Bike rack • Car parking **OPTIONAL** • Fare machine • Electric bus charger
High Activity Stops	Stops where ridership, transfer activity, and/or proximity to a major activity center merit higher investment	**REQUIRED** • Landing pad • Bus stop post and sign • Lighting • Real-time information • Enhanced passenger information • Trash can • Bench **PREFERRED** • Shelter • Bike rack **OPTIONAL** • Fare machine • Safety and security elements
Standard Stops	The most typical stops are often served by one route	**REQUIRED** • Landing pad • Bus stop post and sign **PREFERRED** • Shelter • Lighting • Enhanced passenger information • Trash can • Bench **OPTIONAL** • Real-time information • Bike rack • Safety and security elements • Fare machine

TABLE D.6: BUS STOP TYPOLOGY AMENITIES. From BCDCOG. Bus Stop Design Guidelines. October 2021.

BCDCOG BUS STOP AMENITY COSTS*

Amenity	Cost
Bus stop post and sign	$169
ADA-compliant landing pad	$5,431
Bike rack	$189
Solar Shelter lighting	$1,745
Bench	$1,422
Trash can	$355
Shelter	$14,063
Digital signage	$10,034

The costs listed above do not include engineering or installation fees. These fees are listed here:

- Engineering fees ranging from $16,883 per shelter/bench
- Shelter installation: approximately $7,316
- Bench installation: approximately $1,688
- Digital signage installation: approximately $844
- LED signage installation: approximately $1,238

TABLE D.7: BCDCOG BUS STOP AMENITY COSTS.

*BCDCOG. Bus Stop Design Guidelines. October 2021. Costs are estimated for 2025 dollars and assume a 3% inflation rate.

LONG-TERM PROPOSED OPERATING STATISTICS

Route	Pattern	General Span	Trips	Assumed Speeds	Running Time Est (min, one way)	Other Operational Metrics	
						Pattern Cycle Time	Layover %
CS1	Roundtrip	5:00AM to 7:00PM	56	25	46	120	10%
B101	Roundtrip	5:00AM to 7:00PM	28	35	115	300	10%
Route 1	Roundtrip	5:00AM to 7:00PM	28	23	47	120	10%
Route 4	Roundtrip	5:00AM to 7:00PM	56	23	55	150	10%
Moncks Corner	Fixed Zone On-Demand	5:00AM to 7:00PM	-	-	-	-	10%
Strawberry	Fixed Zone On-Demand	5:00AM to 7:00PM	-	-	-	-	10%
Goose Creek	Fixed Zone On-Demand	5:00AM to 7:00PM	-	-	-	-	10%

TABLE A-D.8: LONG-TERM PROPOSED OPERATING STATISTICS.

ADDITIONAL ADJACENT ROUTES—LONG-TERM PROPOSED OPERATING STATISTICS

Route	Pattern	General Span	Trips	Assumed Speeds	Running Time Est (min, one way)	Other Operational Metrics	
						Pattern Cycle Time	Layover %
Route 2	Roundtrip	5:00AM to 7:00PM	56	23	39	90	10%
CS2	Roundtrip	5:00AM to 7:00PM	56	25	43	120	10%
D305 N	Fixed Zone On-Demand	5:00AM to 7:00PM	-	-	-	-	10%
D305 S	Fixed Zone On-Demand	5:00AM to 7:00PM	-	-	-	-	10%

TABLE D.9: ADDITIONAL ADJACENT ROUTES—LONG-TERM PROPOSED OPERATING STATISTICS.

US 52 CORRIDOR ROUTES—LONG-TERM PROPOSED OPERATING SUMMARY TABLE

Fixed Routes

Route	B101	Route 1	Route 4	CS1	Total
Rev Hours	15,035	6,147	14,342	11,938	47,462
Total Hours	15,787	6,454	15,059	12,535	49,835
Total Cost	$1,199,777	$490,499	$1,144,499	$952,659	$3,787,434
Peak Vehicles	5	2	5	4	16

On-Demand Zones

Route	Moncks Corner	Strawberry	Goose Creek	Total
Rev Hours	7,140	7,140	10,710	24,990
Total Hours	7,497	7,497	11,246	26,240
Total Cost	$569,772	$569,772	$854,658	$1,994,202
Peak Vehicles	2	2	3	7

TABLE D.10: US 52 CORRIDOR ROUTES- LONG-TERM PROPOSED OPERATING SUMMARY TABLE.

ADDITIONAL ADJACENT ROUTES—LONG-TERM PROPOSED OPERATING SUMMARY TABLE

Fixed Routes

Route	Route 2	CS2	Total
Rev Hours	10,244	11,310	21,554
Total Hours	10,757	11,875	22,632
Total Cost	$817,499	$902,519	$1,720,018
Peak Vehicles	3	4	7

On-Demand Zones

Route	Summerville N	Summerville S	Total
Rev Hours	3,570	3,570	7,140
Total Hours	3,749	3,749	7,497
Total Cost	$284,886	$284,886	$569,772
Peak Vehicles	1	1	2

TABLE D.11: ADDITIONAL ADJACENT ROUTES—LONG-TERM PROPOSED OPERATING SUMMARY TABLE.

US 52 ALIGNMENT ALTERNATIVES

Objective	Screening Criteria	Screening Criteria Description	Moncks Corner	Strawberry	Goose Creek	Units
Develop a high-capacity transit corridor that can accommodate future population and employment growth	Existing and future transit demand	Average of TPI (1, 2, 3, 4, or 5)	**2.30**	**2.88**	**2.99**	***Score (out of 5)***
	Existing and future Corridor residential and employment densities	Population Density	**3.25**	**3.90**	**4.06**	***Persons/acre***
		Population Growth	**0.79**	**0.98**	**1.12**	***% Growth between 2025-2045***
		Employment Density	**1.42**	**1.59**	**1.68**	***Jobs/acre***
		Employment Growth	**0.57**	**0.23**	**0.11**	***% Growth between 2025-2045***
		Household Density	**1.24**	**1.50**	**1.56**	***Households/acre***
		Household Growth	**0.80**	**0.95**	**1.07**	***% Growth between 2025-2045***
	Compatibility with regional and local plans	Plans that include alignment	**6.00**	**6.00**	**6.00**	***Number of plans***
		Total number of plans reviewed	**7.00**	**7.00**	**7.00**	***Number of plans***
Collectively strengthen the region's transportation system	Existing transit services and infrastructure	TCL routes with stops within 1/4-mile buffer of alignment	**7**	**3**	**3**	***Routes***
	Ridership of adjacent routes	Total monthly (April 2024) ridership of intersecting TCL routes	**2,360**	**1,039**	**1,039**	***Riders***
Ensure long-term sustainability by planning around existing roadway characteristics, natural resources, and transit-supportive communities	Existing roadway geometry	Number of intersections with lanes wide enough for BRT	**18**	**7**	**5**	***Intersections***
		Total number of intersections	**18**	**7**	**5**	***Intersections***
	Existing traffic conditions and travel flows	Average future LOS throughout Corridor	**C**	**D**	**D**	***Future LOS (2045)***
	Sidewalks	Miles of existing sidewalk (bi-directional)	**7.63**	**4.00**	**4.00**	***Miles***
		Total miles of alignment (bi-directional)	**37.14**	**18.34**	**10.14**	***Miles***
	Wetland impact	Square acres of wetlands within 150 ft buffer of alignment	**37.54**	**18.53**	**8.20**	***Square acres***
		Total square acres within 150 ft buffer of alignment	**676.90**	**335.07**	**186.07**	***Square acres***
	Intersections with median of 22 ft or shoulders (bi-directional) 11 ft	Roadway median and shoulders measured for BRT-required width; score determined by percentage of alternative alignment with median or shoulders that are BRT supportive	**13.00**	**5.00**	**3.00**	***Number of intersections***
		Total number of intersections	**18.00**	**7.00**	**5.00**	***Number of intersections***
Cost effectiveness of alternative	Capital Costs		**$23,437,000**	**$10,847,000**	**$6,2630,000**	***$***
	Annual Operating Costs		**$5,476,847**	**$2,704,507**	**$1,495,294**	***$***
	Annual Fare Revenue		**$449,232**	**$485,170**	**130,291**	***$***
	Capital Costs per Annual Rider		**$104.34**	**$81.38**	**$96.14**	***$***
	Operating Costs per Annual Rider		**$24.38**	**$20.29**	**$22.95**	***$***
Ridership	Annual Ridership		**224,616**	**133,280**	**65,146**	***Riders***
	Average Weekday Ridership		**749**	**444**	**217**	***Riders***

TABLE D-12: US 52 ALIGNMENT ALTERNATIVES.

SOUTHERN TERMINUS ALTERNATIVE SCREENING RESULTS

Objective	Screening Criteria	Screening Criteria Description	Moncks Corner	Charleston	Units
Develop a high-capacity transit corridor that can accommodate future population and employment growth	Existing and future transit demand	Average of TPI (1, 2, 3, 4, or 5)	**2.30**	**2.75**	***Score (out of 5)***
	Existing and future Corridor residential and employment densities	Population Density	**3.25**	**7.67**	***Persons/acre***
		Population Growth	**0.79**	**2.12**	***% Growth between 2025-2045***
		Employment Density	**1.42**	**6.95**	***Jobs/acre***
		Employment Growth	**0.57**	**0.20**	***% Growth between 2025-2045***
		Household Density	**1.24**	**3.15**	***Households/acre***
		Household Growth	**0.80**	**3.53**	***% Growth between 2025-2045***
Cost effectiveness of alternative	Capital Costs		**$23,437,000**	**$34,737,000**	***$***
	Annual Operating Costs		**$5,476,847**	**$10,293,052**	***$***
	Annual Fare Revenue		**$449,232**	**$485,170**	***$***
	Capital Costs per Annual Rider		**$104.34**	**$143.20**	***$***
	Operating Costs per Annual Rider		**$24.38**	**$42.43**	***$***
Ridership	Annual Ridership		**224,616**	**242,585**	***Riders***
	Average Weekday Ridership		**749**	**809**	***Riders***

TABLE D-13: SOUTHERN TERMINUS ALTERNATIVE SCREENING RESULTS.