# US 52 BRT Study
# Existing Conditions

*Market Summary & Preliminary Findings*

**August 2024**

BCDCOG
BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

# Outline

US 52 BRT Study Existing Conditions

# 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.

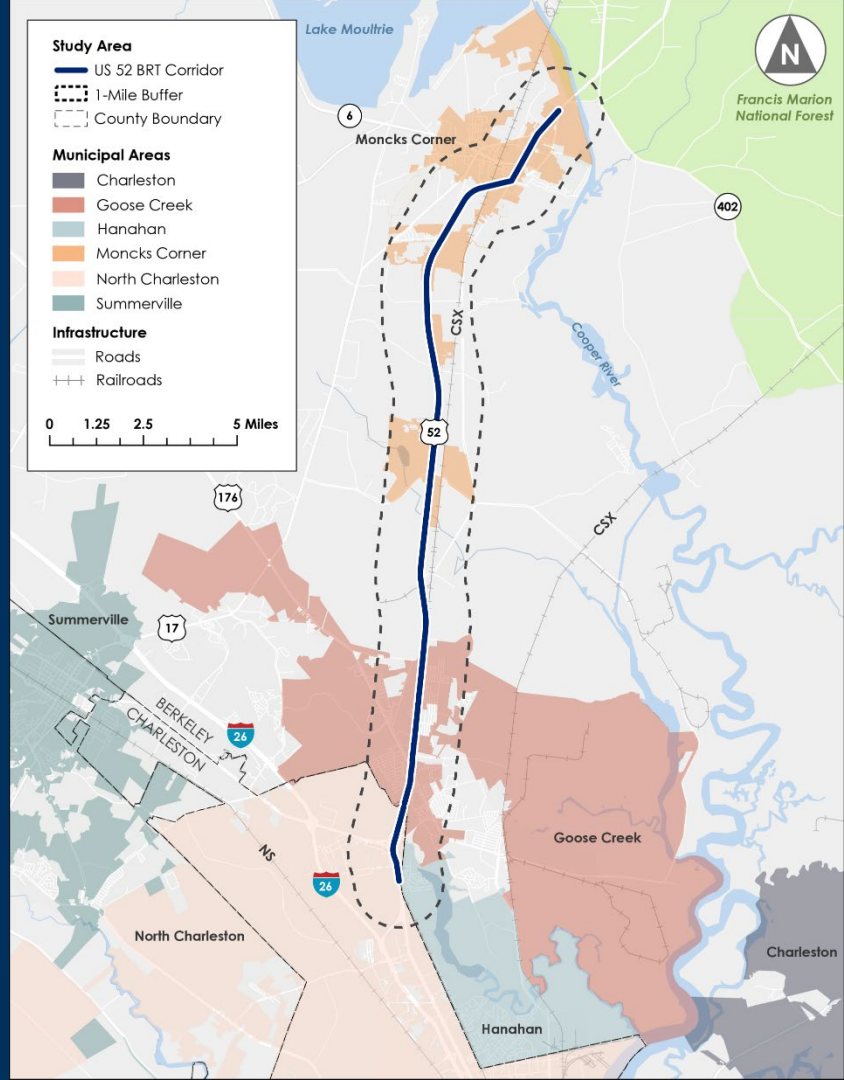
# Overview

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

# US 52 Corridor

## Corridor Overview

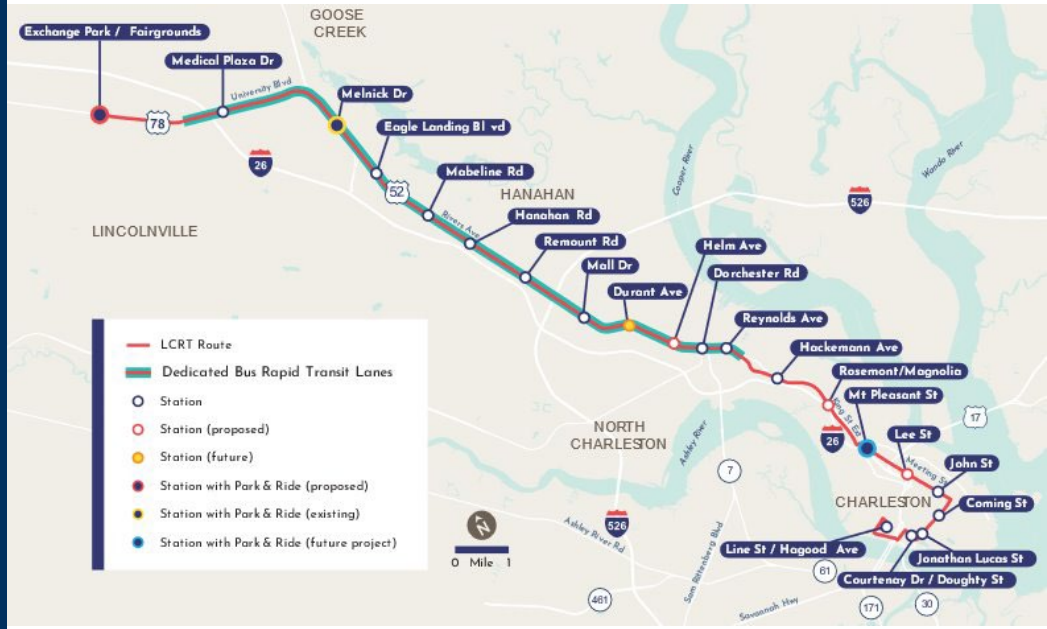
- **22 miles** of urban highway
  - From Midland Park Road in North Charleston to North Live Oak Drive in Moncks Corner
- Located in **4 municipalities**, including:
  - Goose Creek
  - Hanahan
  - Moncks Corner
  - North Charleston
- Within 1 mile of **93,854** residents and **34,735** jobs.
- Identified 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:**

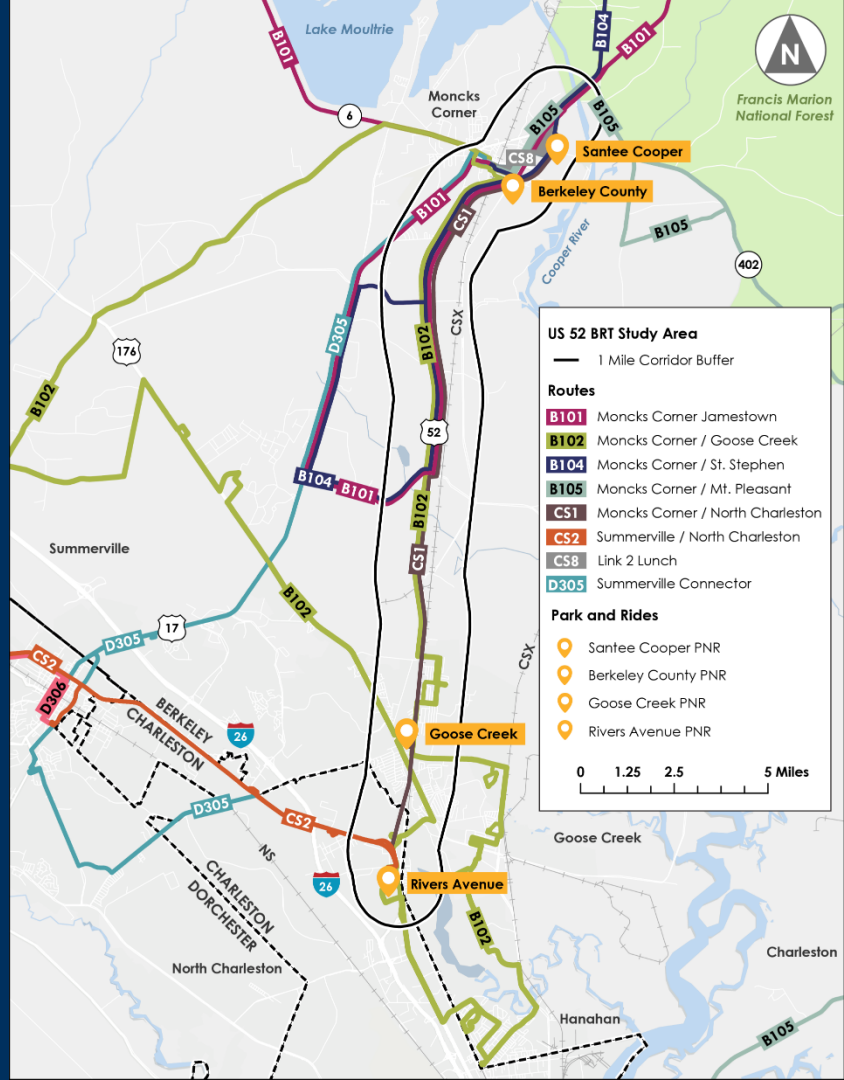
- Fleet of 32 cutaway vehicles (seating 14-22 passengers).
- Local routes allow for up to 3/4 mile deviations and are also a flag stop system.
- Commuter routes make stops at posted stops only.
- Fares are $2.25 per trip and $18 for weekly or $70 for monthly passes.

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

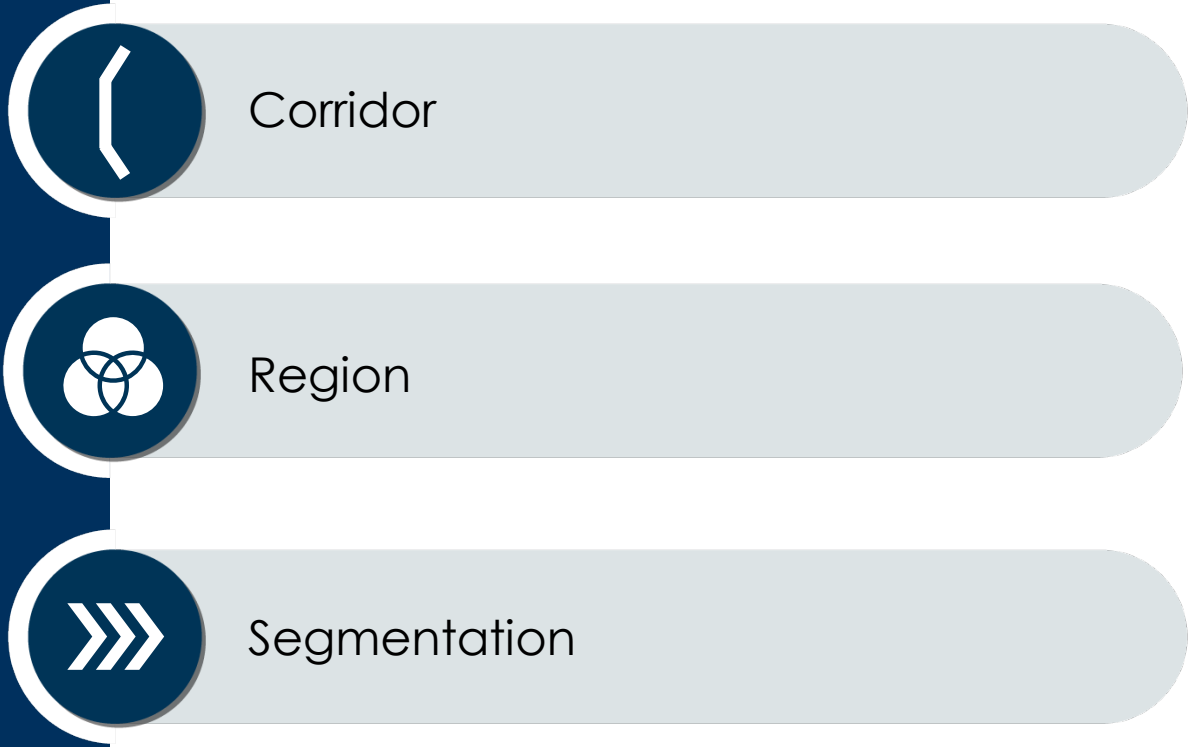
- B101 Moncks Corner Jamestown (local)
- B102 Moncks Corner/Goose Creek (local)
- B104 Moncks Corner/St. Stephen (local)
- B105 Moncks Corner/Mt. Pleasant (local)
- D305 Summerville Connector (local)
- CS1 Moncks Corner/North Charleston (commuter)
- CS2 Summerville/Northern Charleston (commuter)
- CS8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



# Study Area Definition

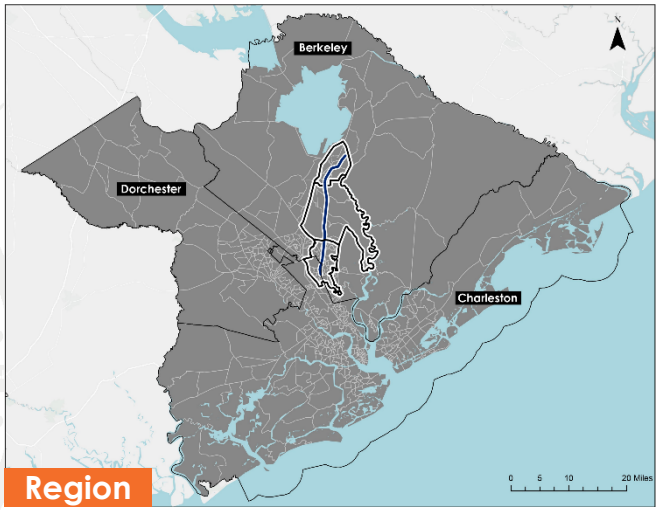


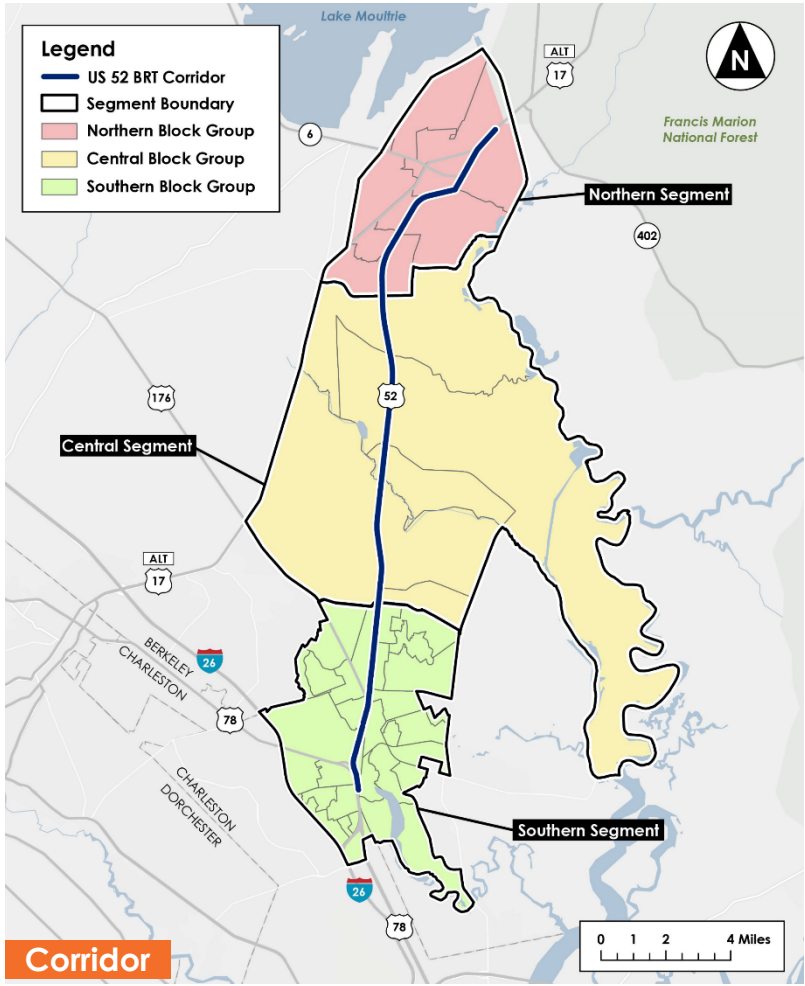
# Study Areas

## 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

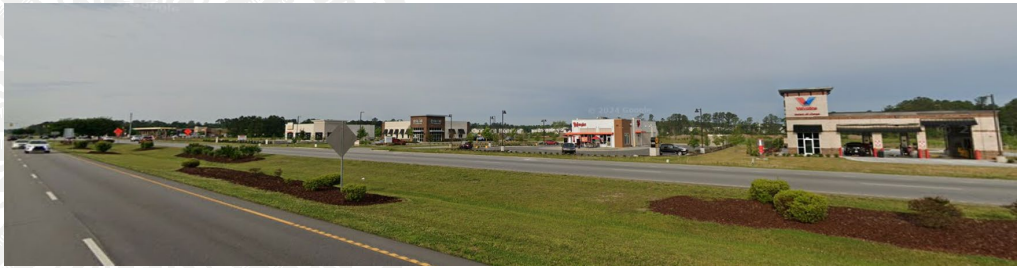
## Corridor Overview

- 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.

# Existing Corridor Conditions Materials

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

# Timeline of Planning Studies

## Planning Review

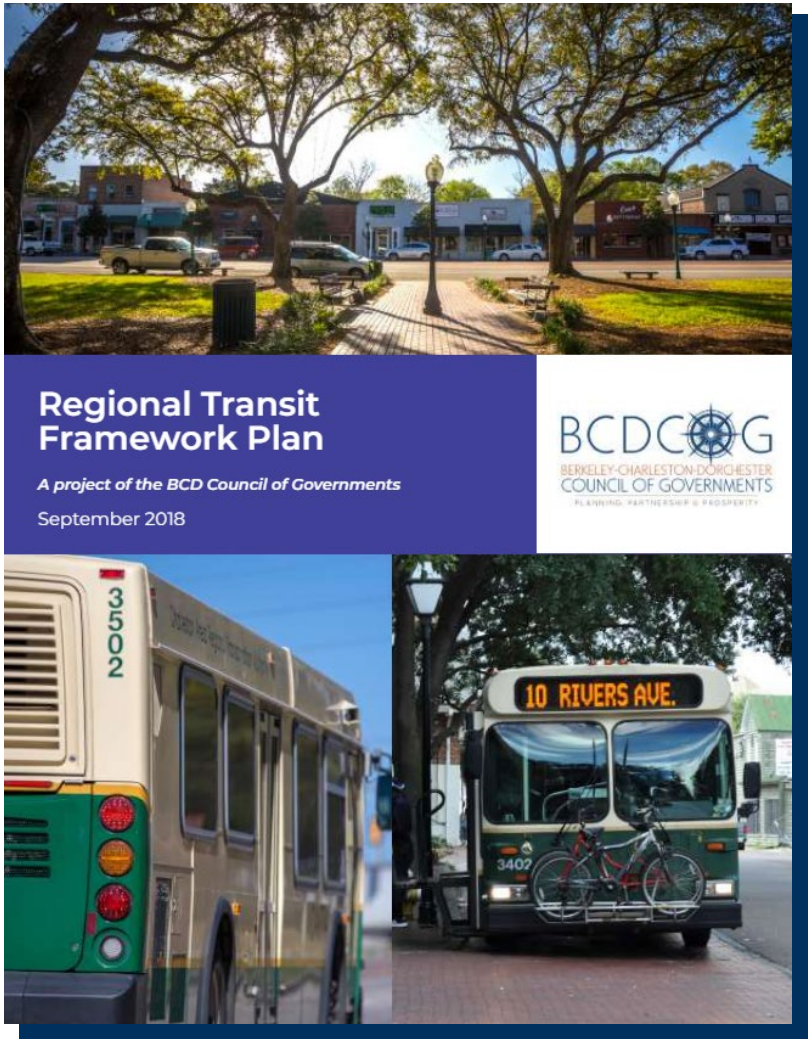
# Regional Transit Framework Plan

## 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.

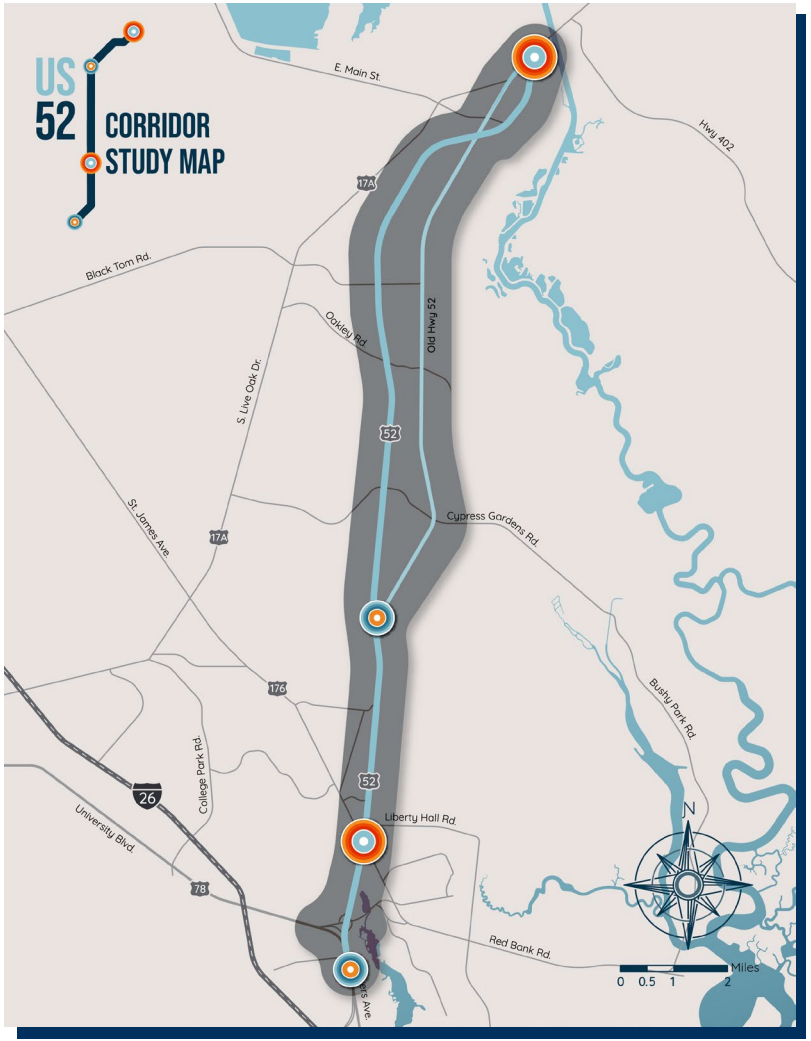
# BCDCOG US 52 Corridor Study

## 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

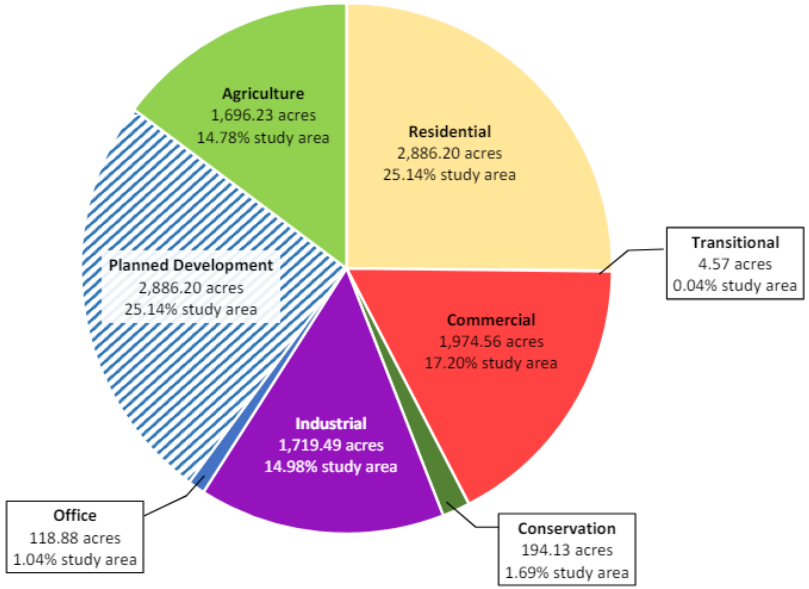
1. Corridor Overview (prev. study)
2. Goose Creek
3. Moncks Corner
4. North Charleston
5. Hanahan

# Existing Corridor

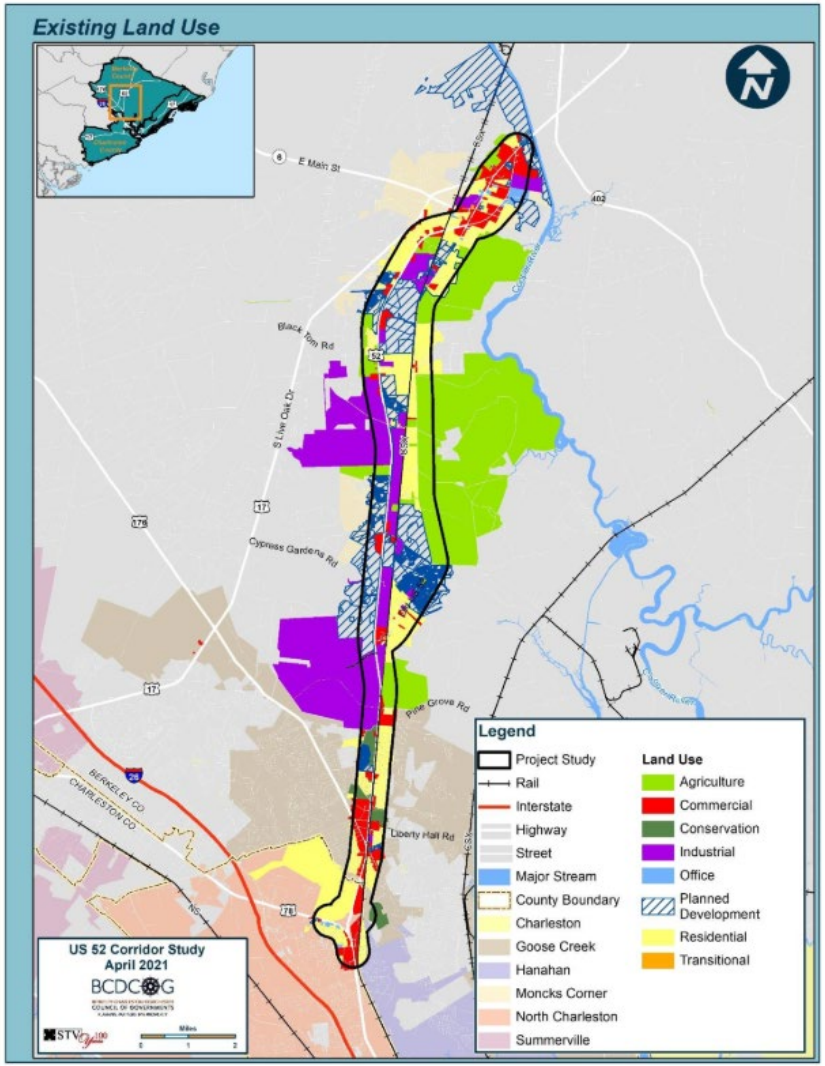
## Land Use

### 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.

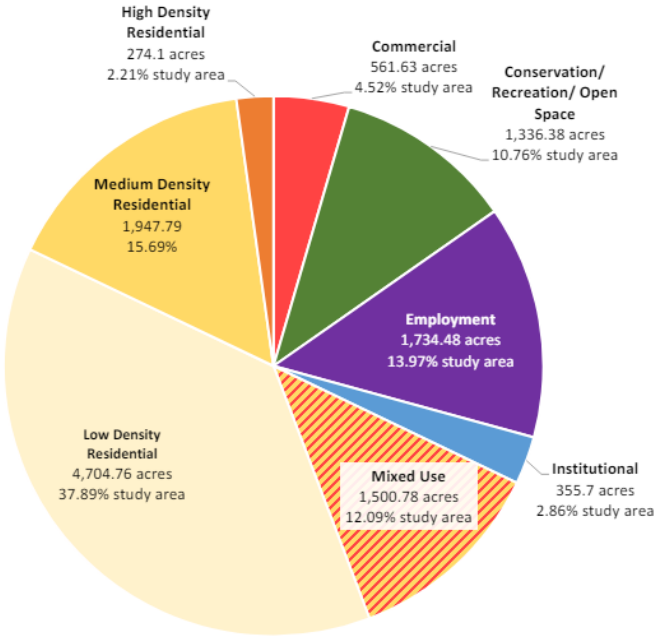


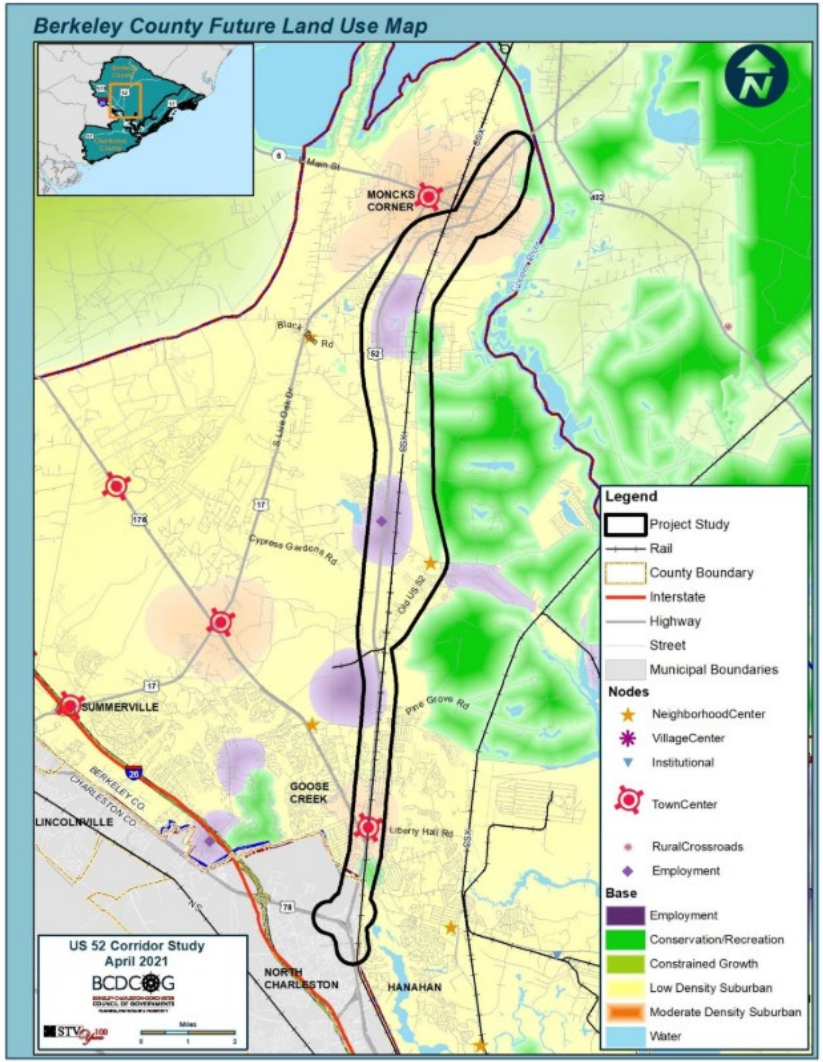
# Future Corridor

## Land Use

### Future Land Use Percentages in Study Area

*(From Existing Conditions Report)*



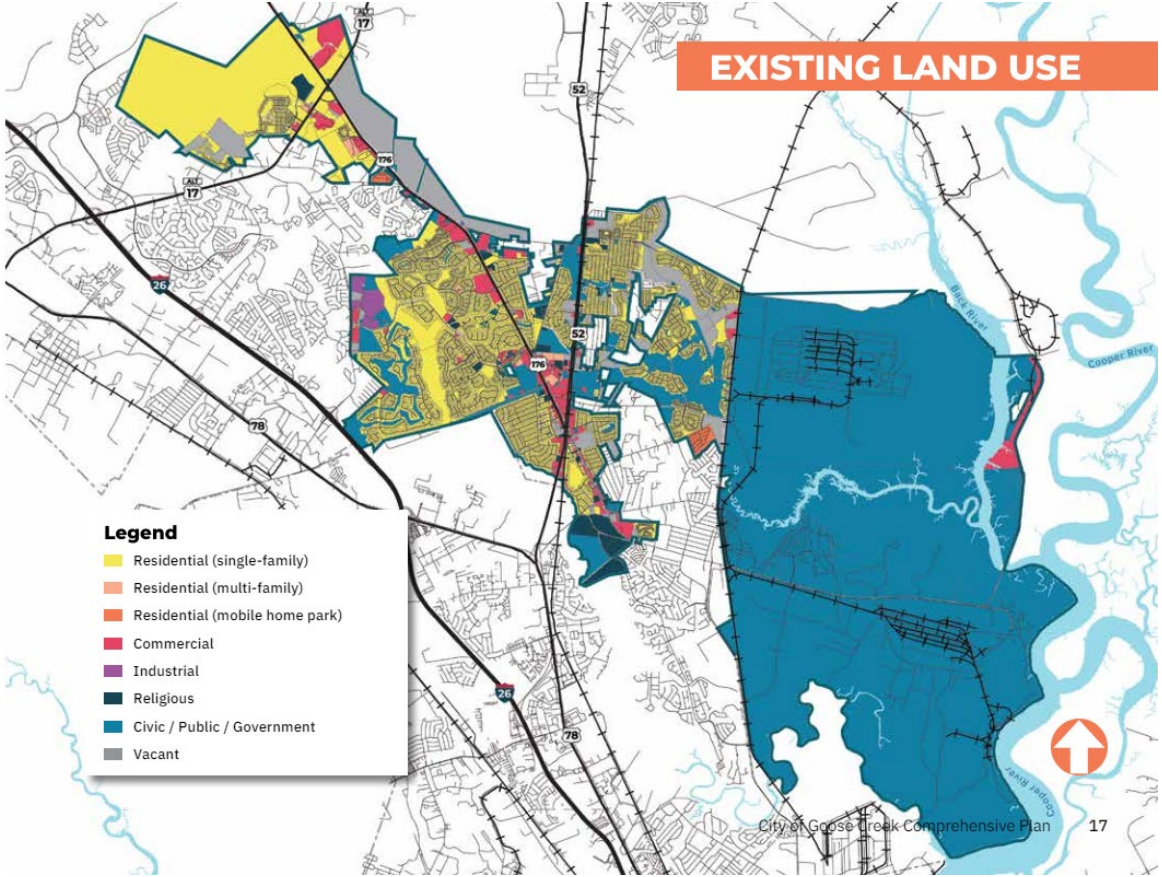



# Goose Creek – Existing

## 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 |

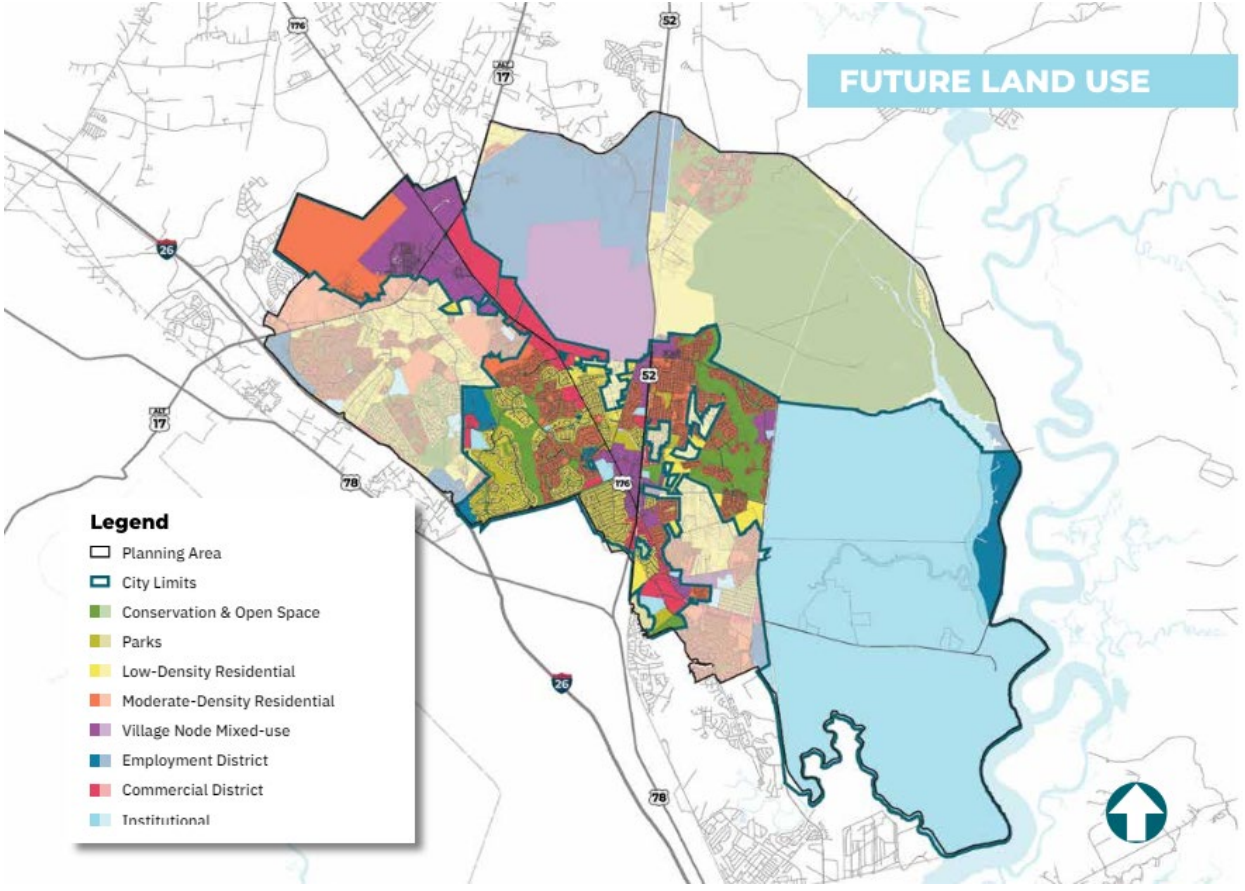


# Goose Creek – Future

## Land Use

**Adopted May 2021**

THE CITY OF
GOOSE CREEK
COMPREHENSIVE PLAN

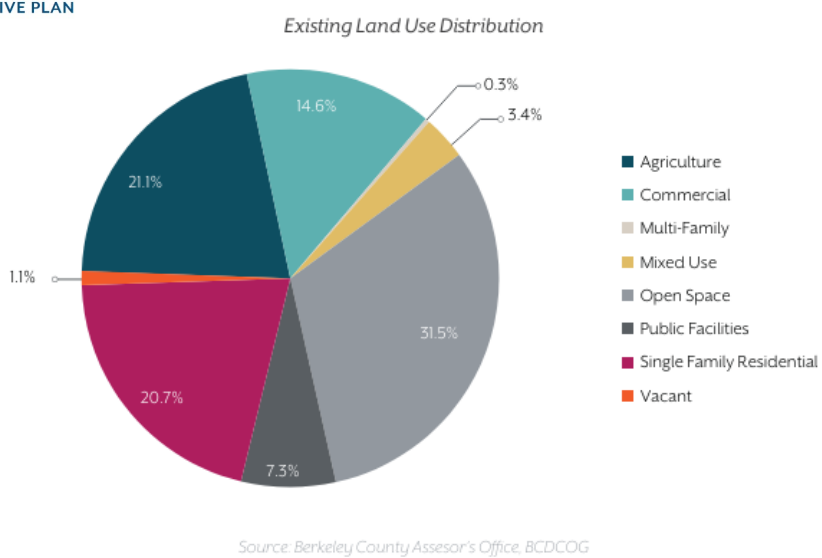


# Moncks Corner – Existing

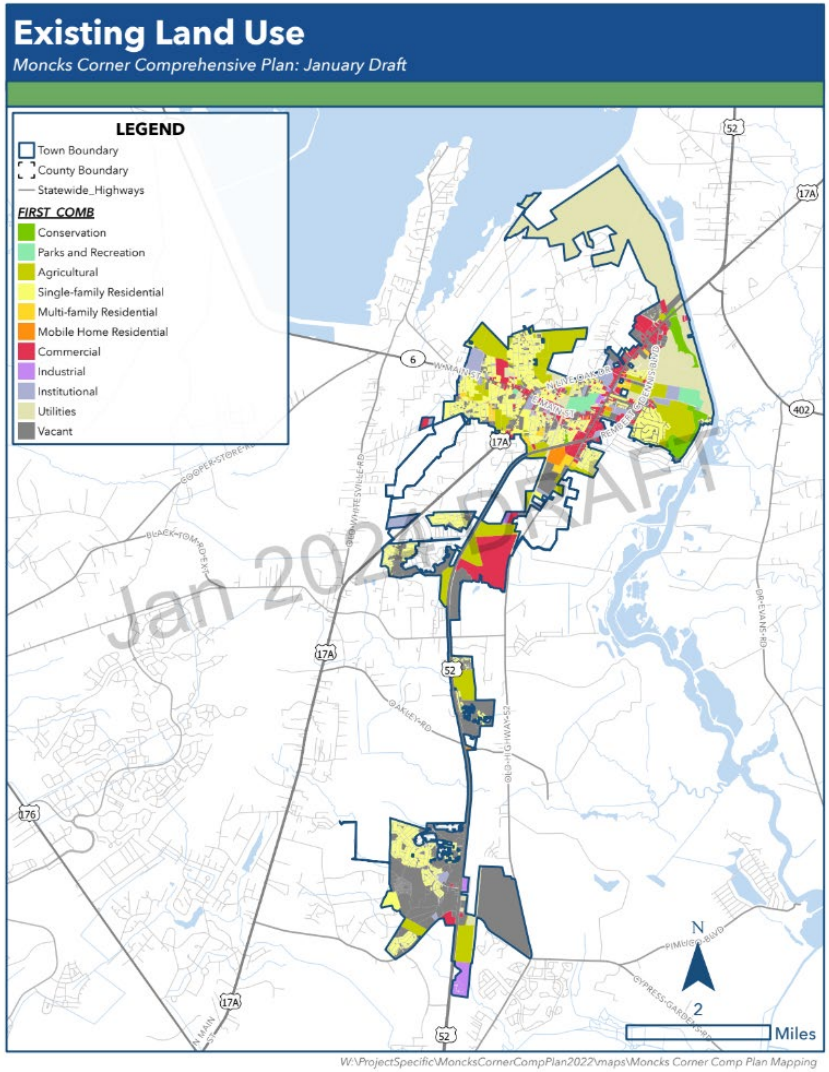
## Land Use

### Adopted May 2017

MONCKS CORNER
COMPREHENSIVE PLAN




Source: Berkeley County Assesor's Office, BCDCOG

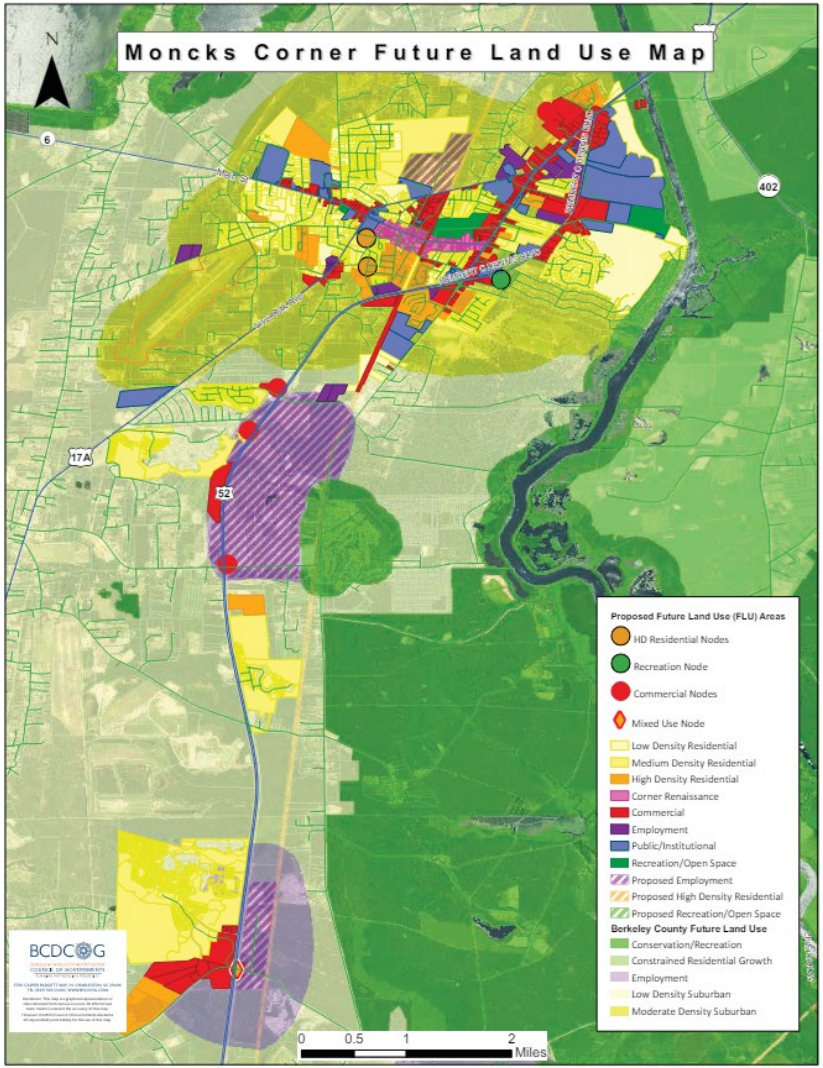


# Moncks Corner – Future

## Land Use

**Adopted May 2017**

MONCKS CORNER
COMPREHENSIVE PLAN

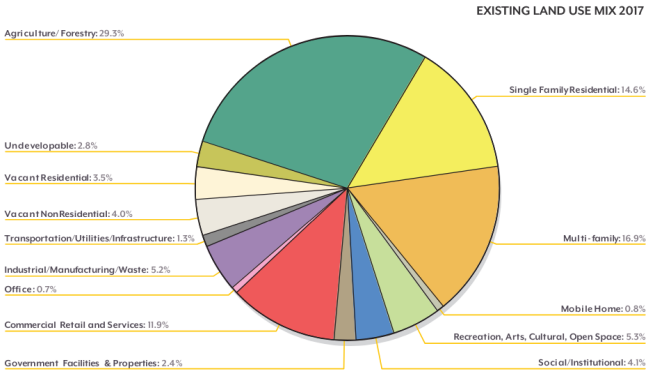


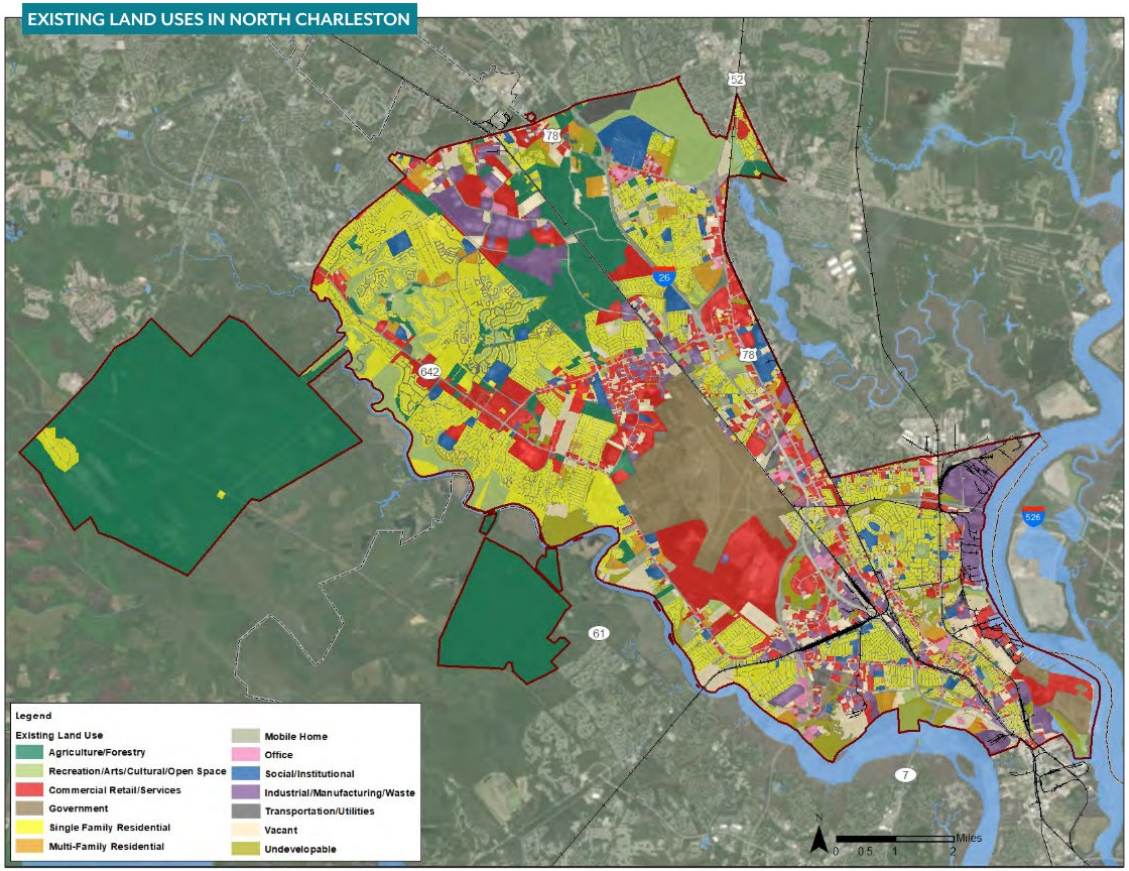
# North Charleston – Existing

## Land Use

**Adopted June 2020**

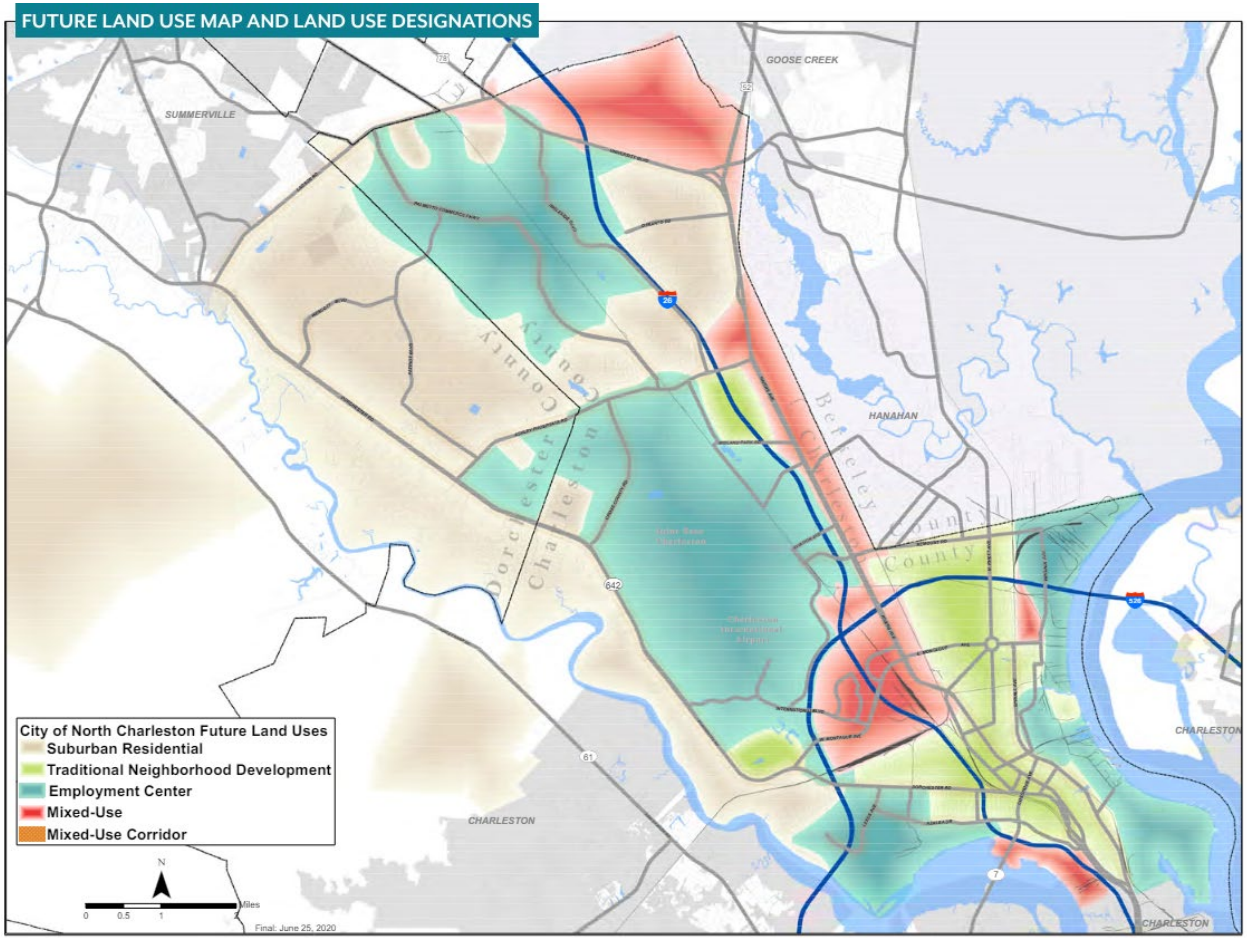
PRIME NORTH CHARLESTON
COMPREHENSIVE PLAN
*Bright Ideas. Bold Action*



# 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

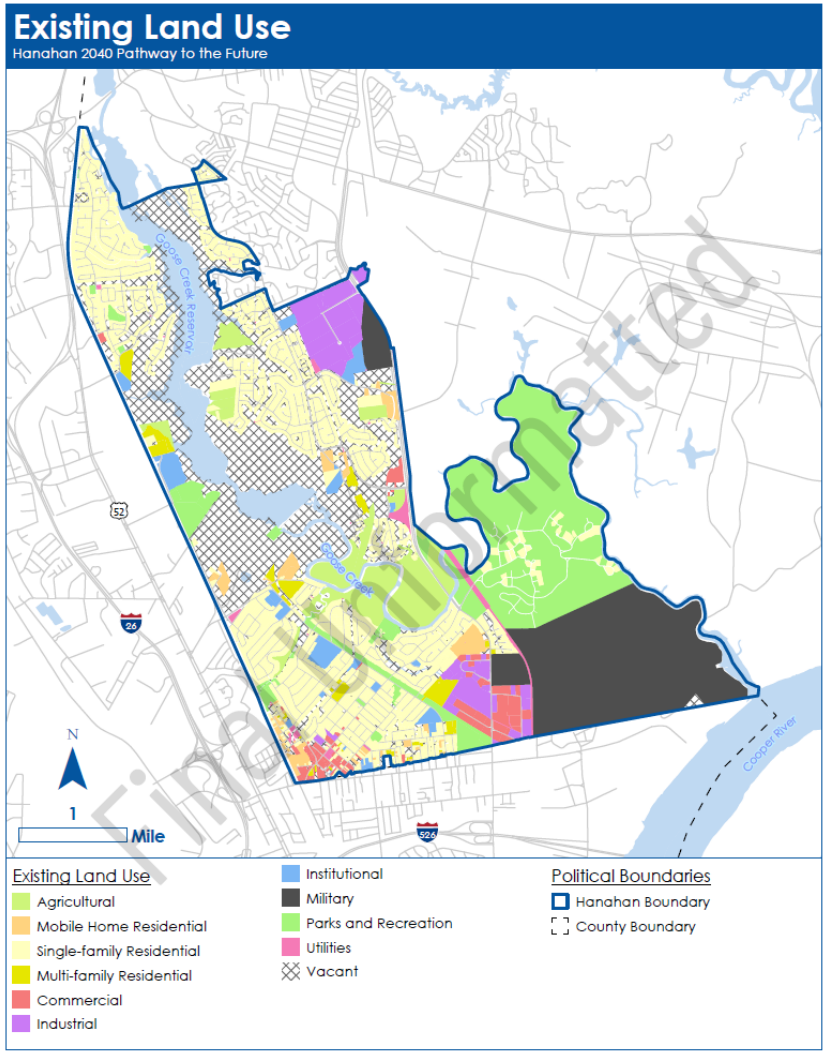
## Land Use

**Adopted December 2022**

HANAHAN

*COMPREHENSIVE PLAN*

HANAHAN 2040
*Pathway to the Future*



# Hanahan – Future

## Land Use

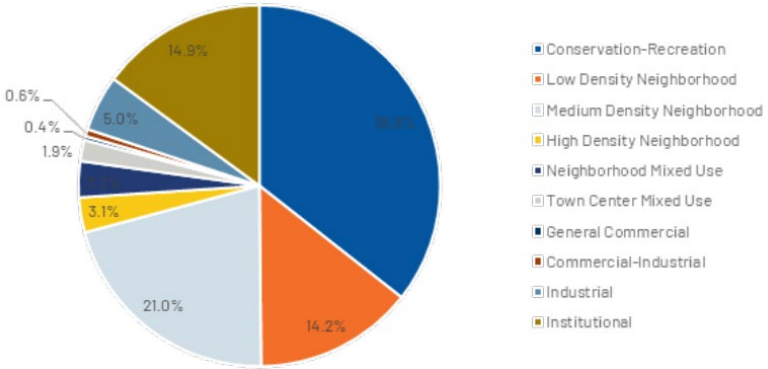
**Adopted December 2022**

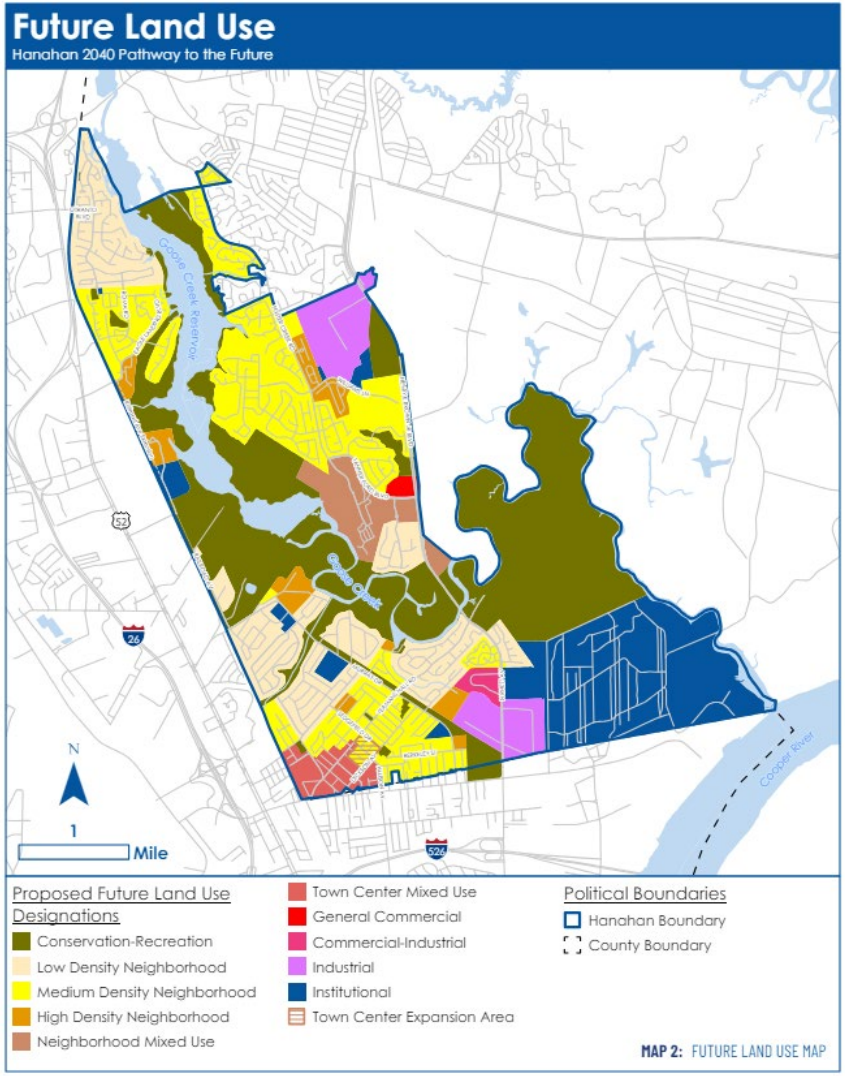
HANAHAN

*COMPREHENSIVE PLAN*

HANAHAN 2040
*Pathway to the Future*

**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' |

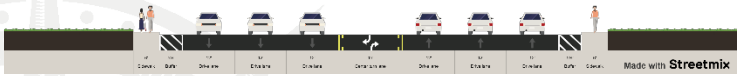
- Cross sections along the corridor vary from 70' to 190' in length.
- The largest ROW widths are found in the Central part of the corridor.
- Medians in the corridor can be up to 80' in width.
- Sidewalks can be seen along many parts of the corridor, but gaps exist (e.g., lack of sidewalks or ending,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

# Typical Sections

## Existing Conditions – Roadway Characteristics

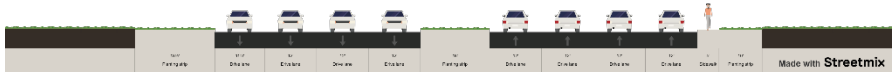
**Midland Park Road to Ashley Phosphate Road**


**Ashley Phosphate Road to Rivers Avenue**



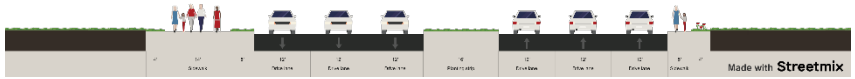

**Rivers Road to Otranto Road**


**Otranto Road to US 78 Interchange @ Northern Ramps**




**Through US 78 Interchange**


**Goose Creek Bridge to Camelot Drive**



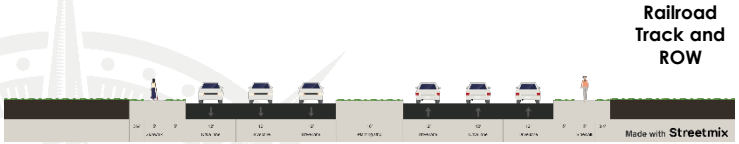
# Typical Sections (continued)

## Existing Conditions – Roadway Characteristics

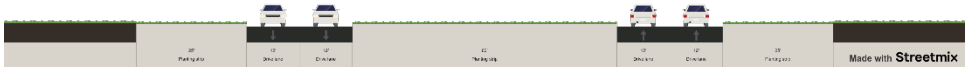
**Camelot Drive to Carolina Avenue**


**Seewee Drive to Goose Creek Community Center**

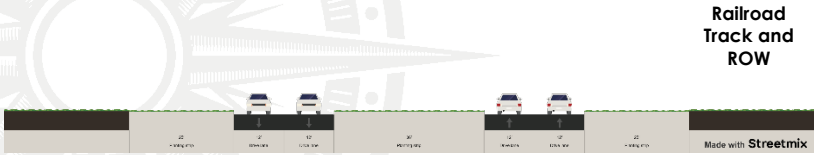

**Carolina Avenue to Button Hall Avenue**




**Goose Creek Community Center to Old US 52**




**Button Hall Avenue to Seewee Drive**



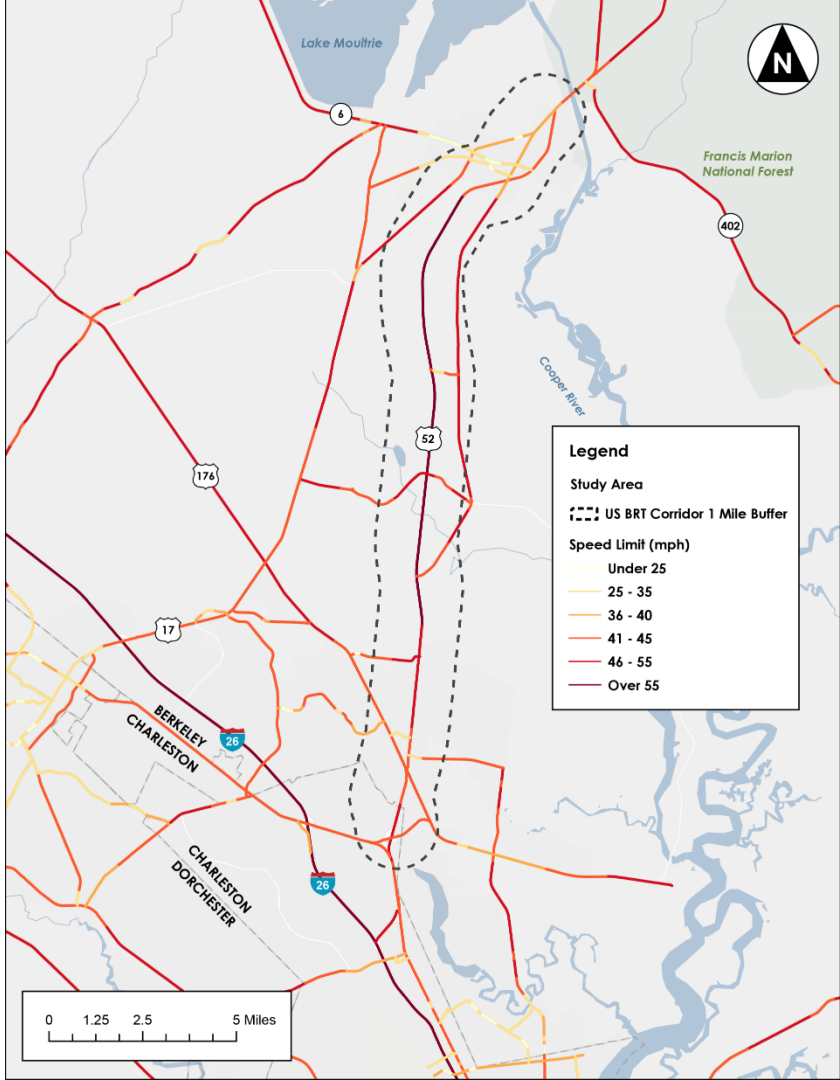

**US 52 to N Live Oak Drive**

# 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 |

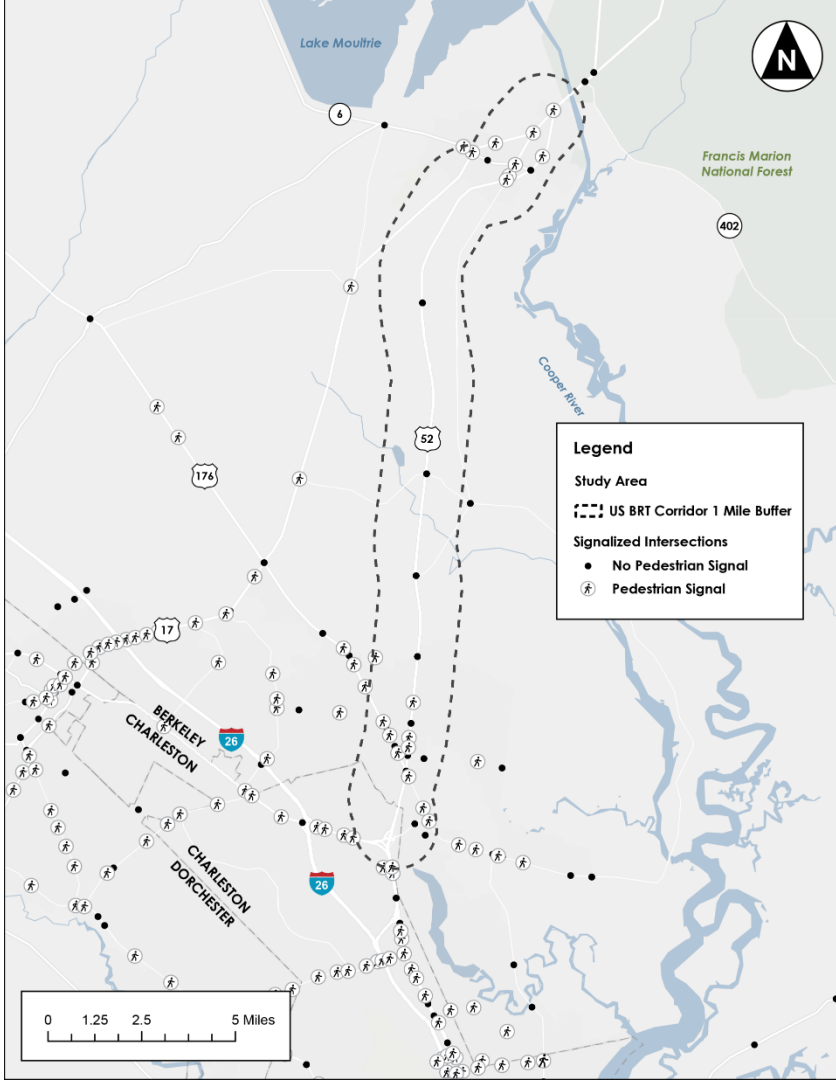


# Signalized Intersections

## 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.

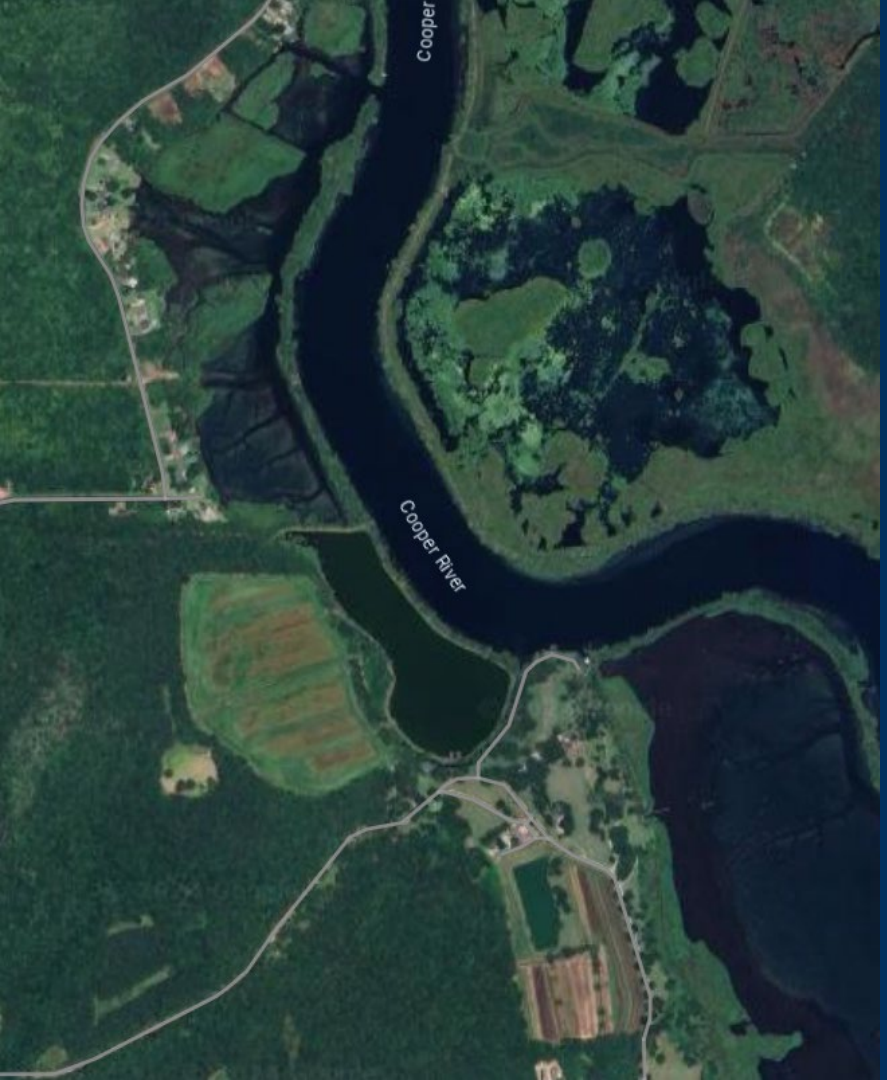


# Signalized Intersections

## 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**

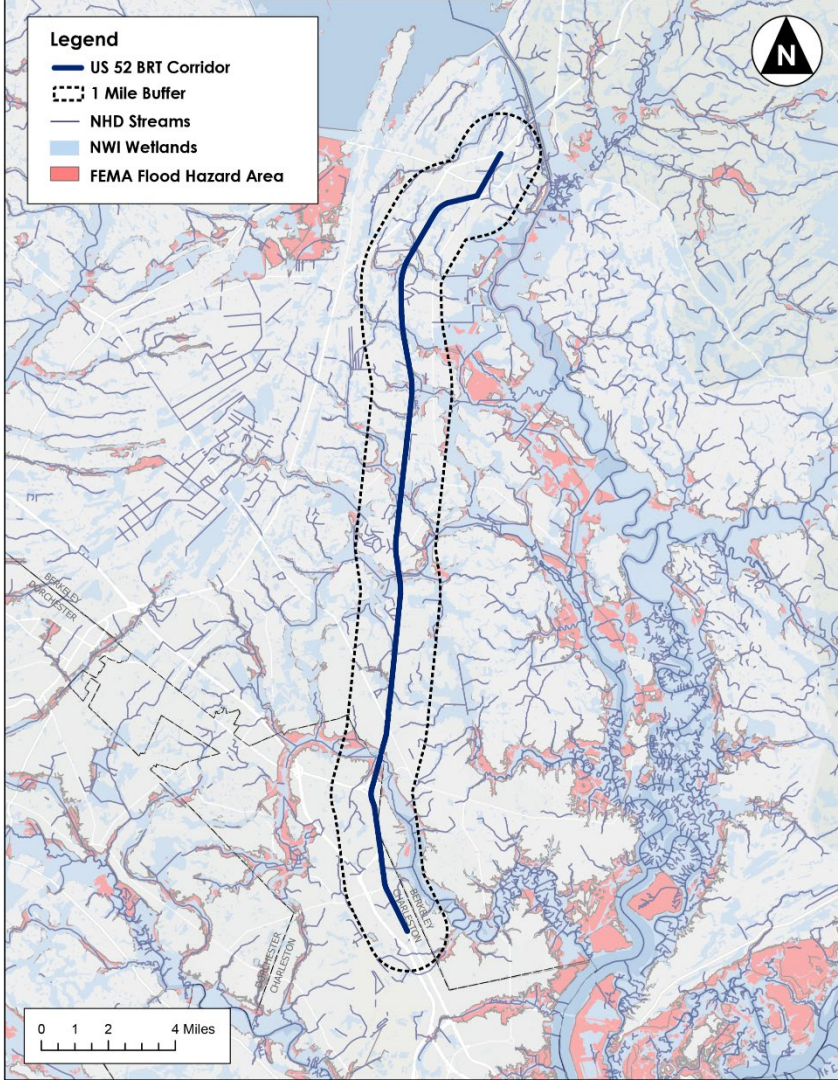

**Shared use path between Goose Creek Bridge & Camelot Drive**


**US 52 & Old Highway 52 Intersection, Moncks Corner**

# Environmental Constraints

## Existing Conditions – Human and Natural Environment

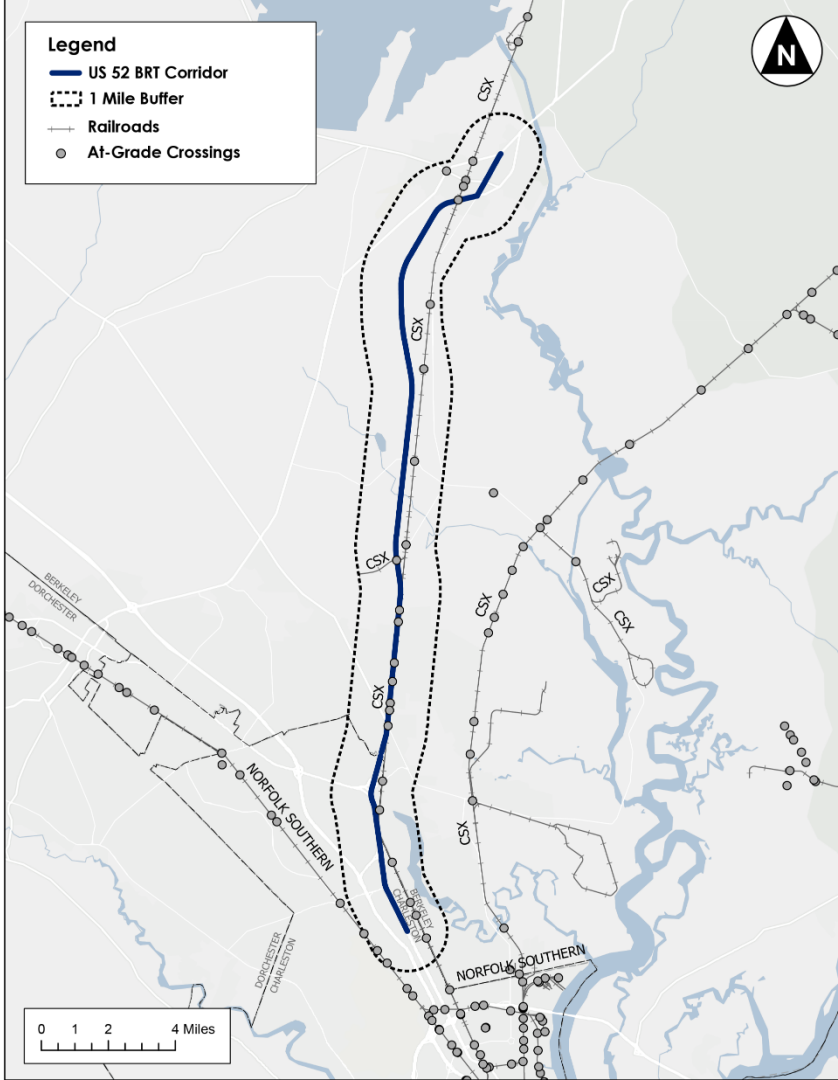
- **Streams, wetlands, and flood hazard areas** can be seen throughout the corridor.
- Key natural water resources in the study area include **Cooper River and Lake Moultrie.**



# 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.

# 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.

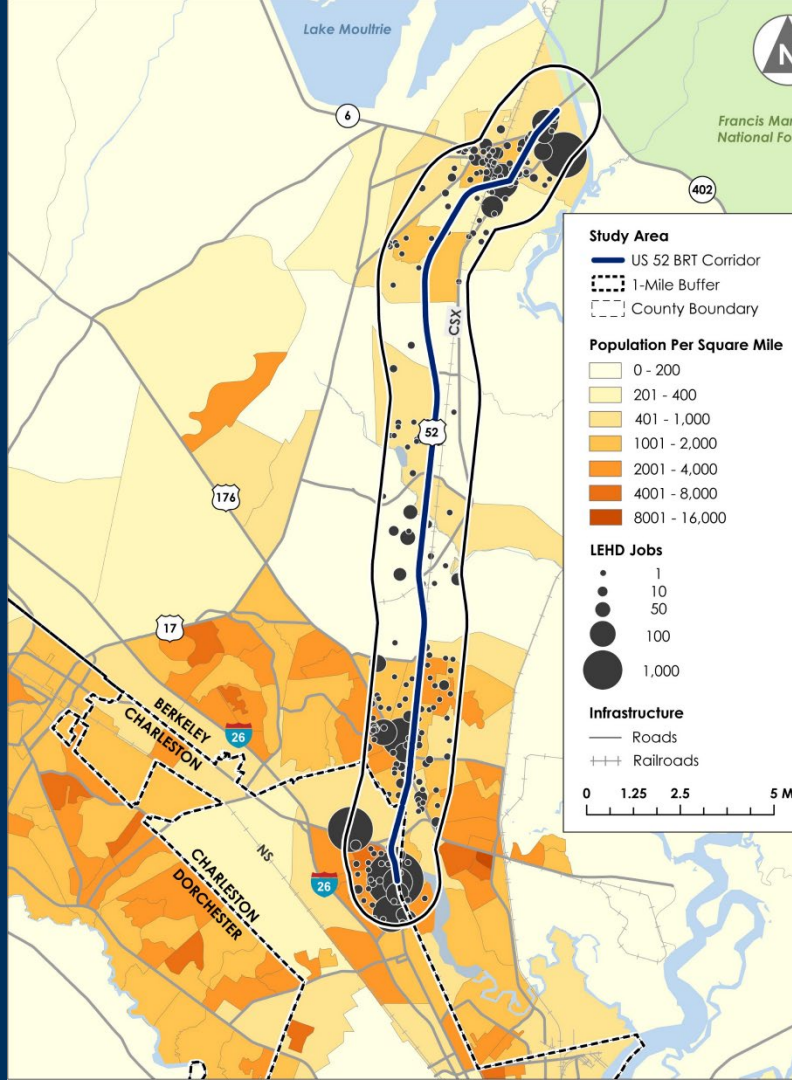
## Key Questions:

- 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% | - |

# 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** |
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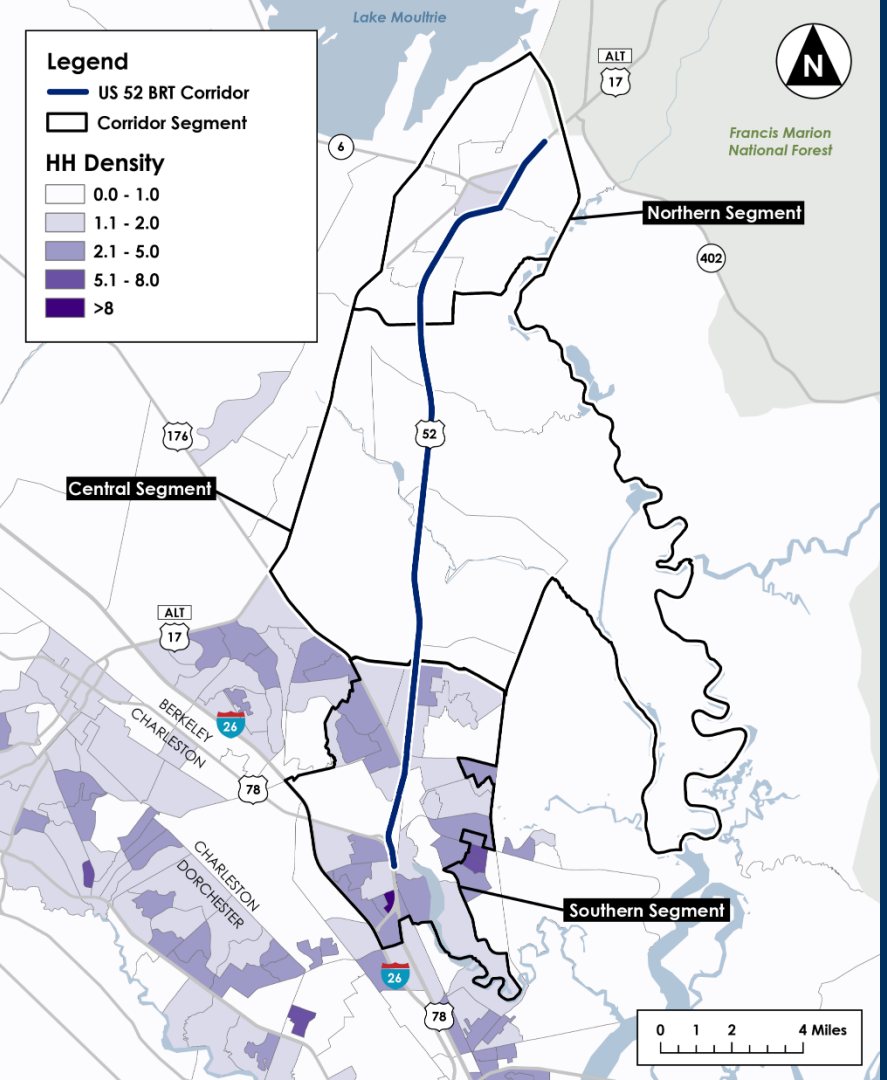
| Households per Acre | 0.49 | 1.51 | 0.14 | 0.45 | 0.17 |
| Total Household % of Corridor | - | 67% | 17% | 16% | - |
| **People of Color (POC)** | **39,166** | **25,349** | **6,545** | **7,272** | **286,651** |
| POC per Acre | 0.56 | 1.66 | 0.15 | 0.60 | 0.16 |
| % of Population POC | 42% | 41% | 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% | - |



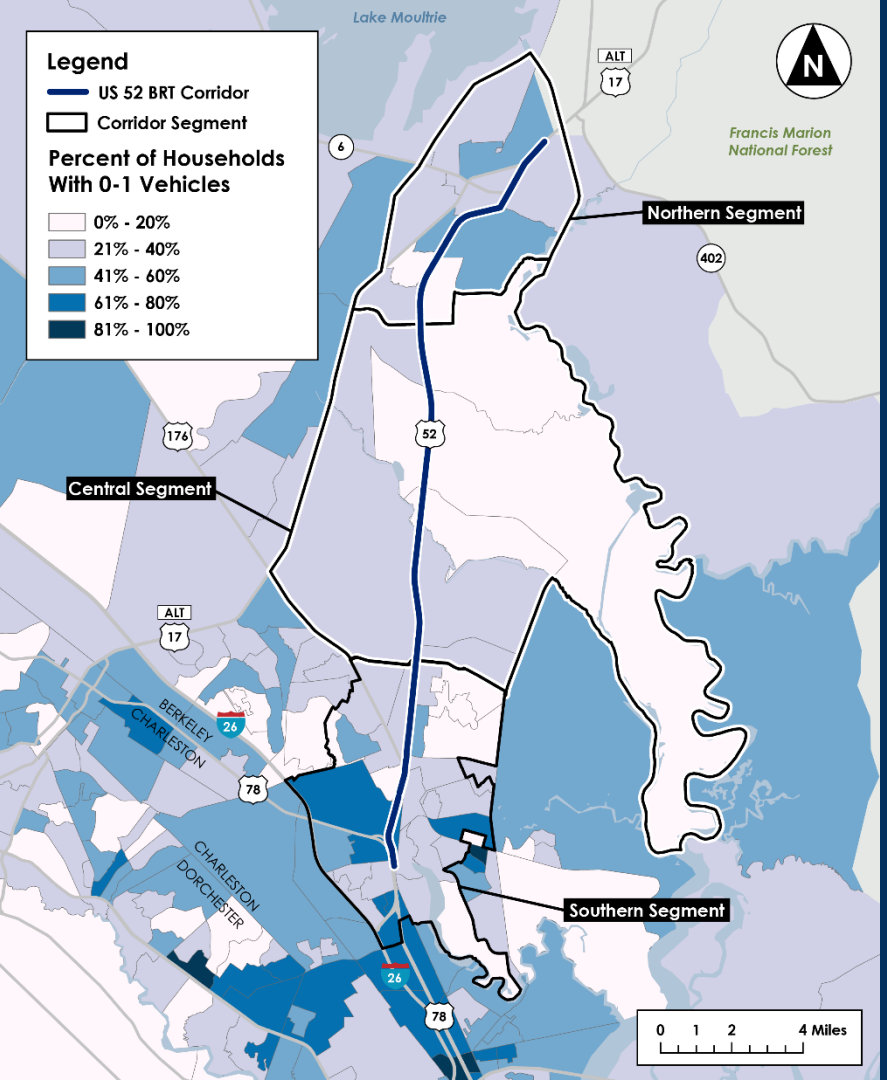

# Households

## 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.



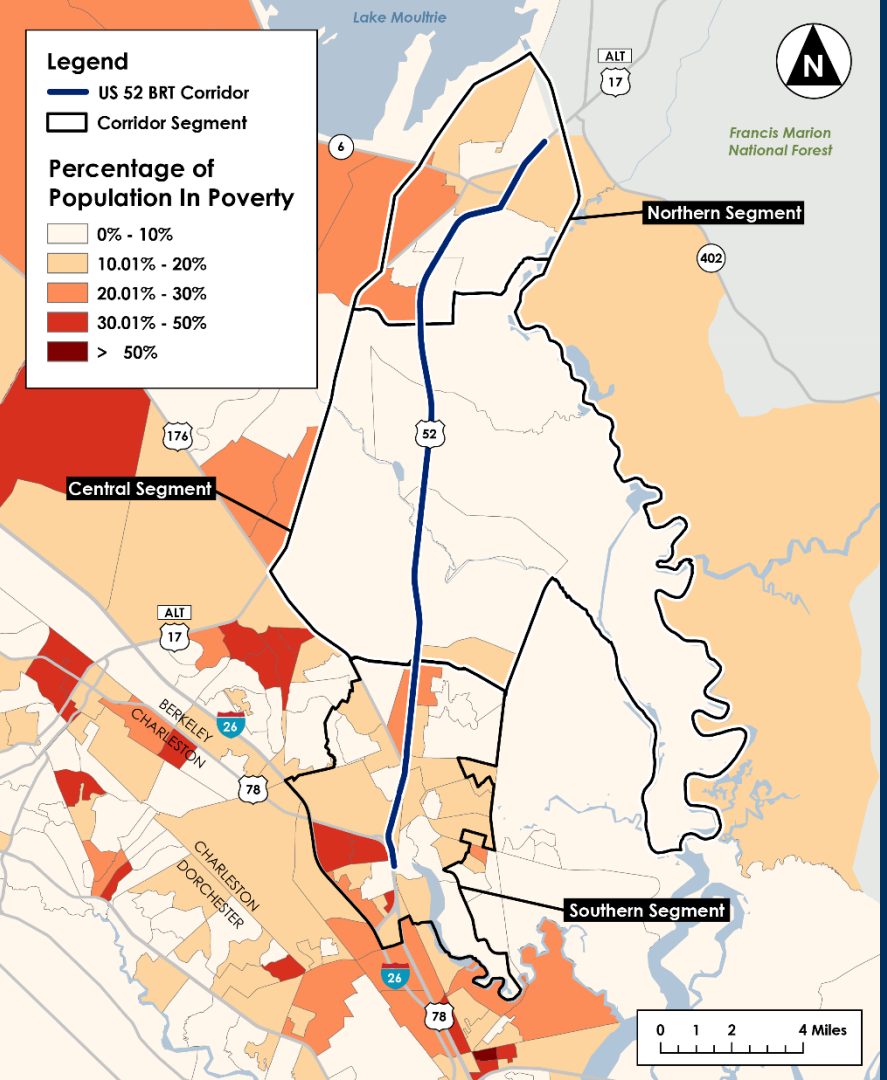

# 0-1 Vehicle Households

## 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.



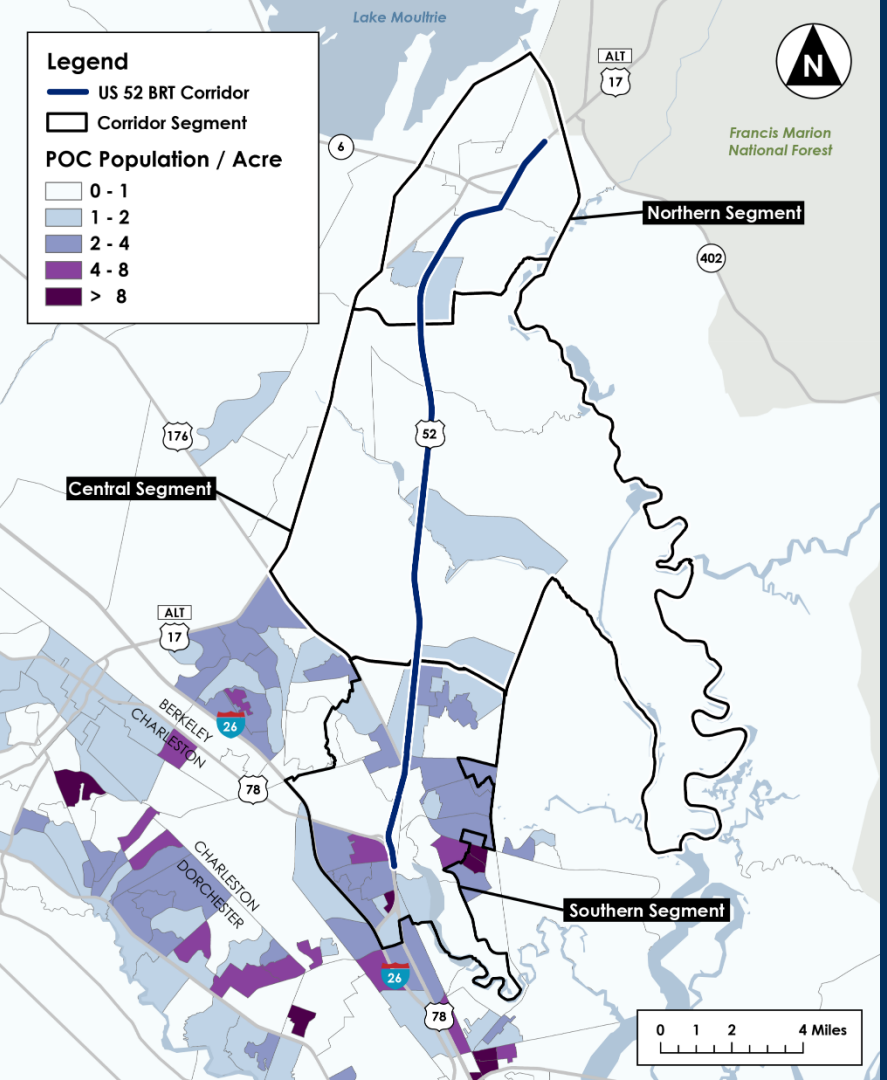

# Low-Income Population

## 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.



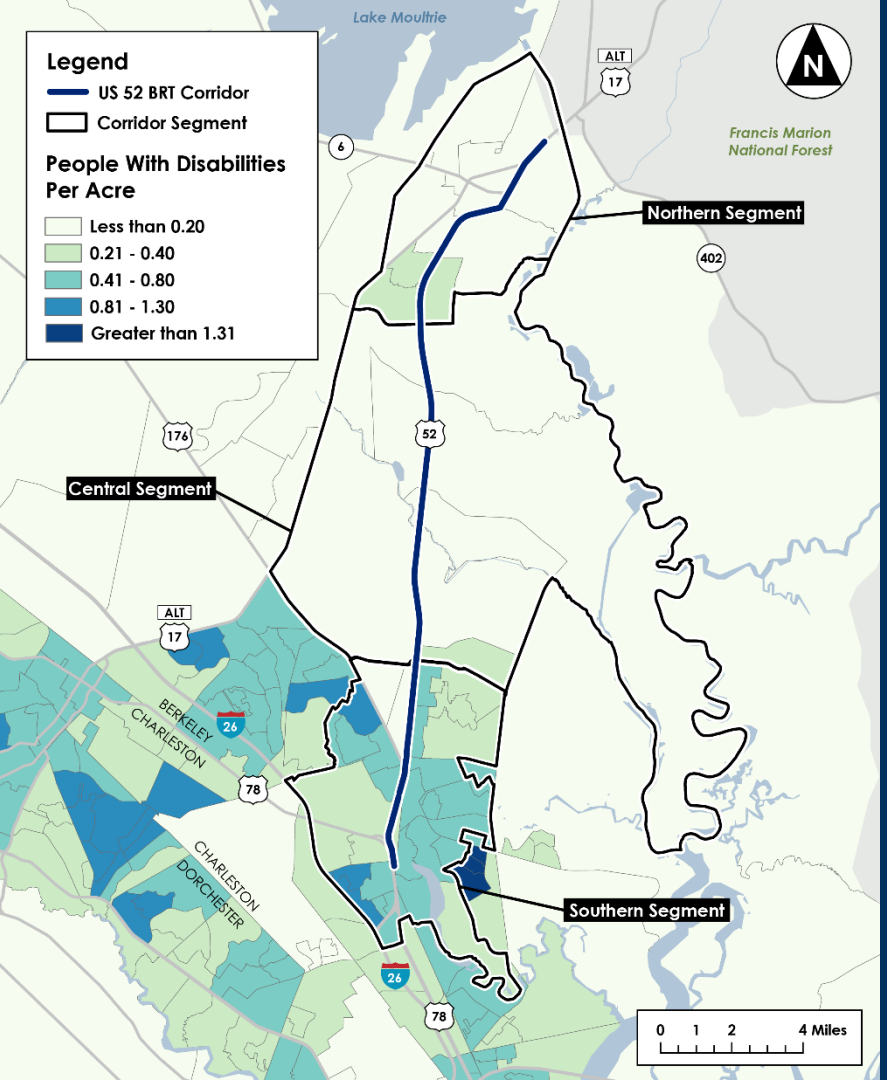

# People of Color

## 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.



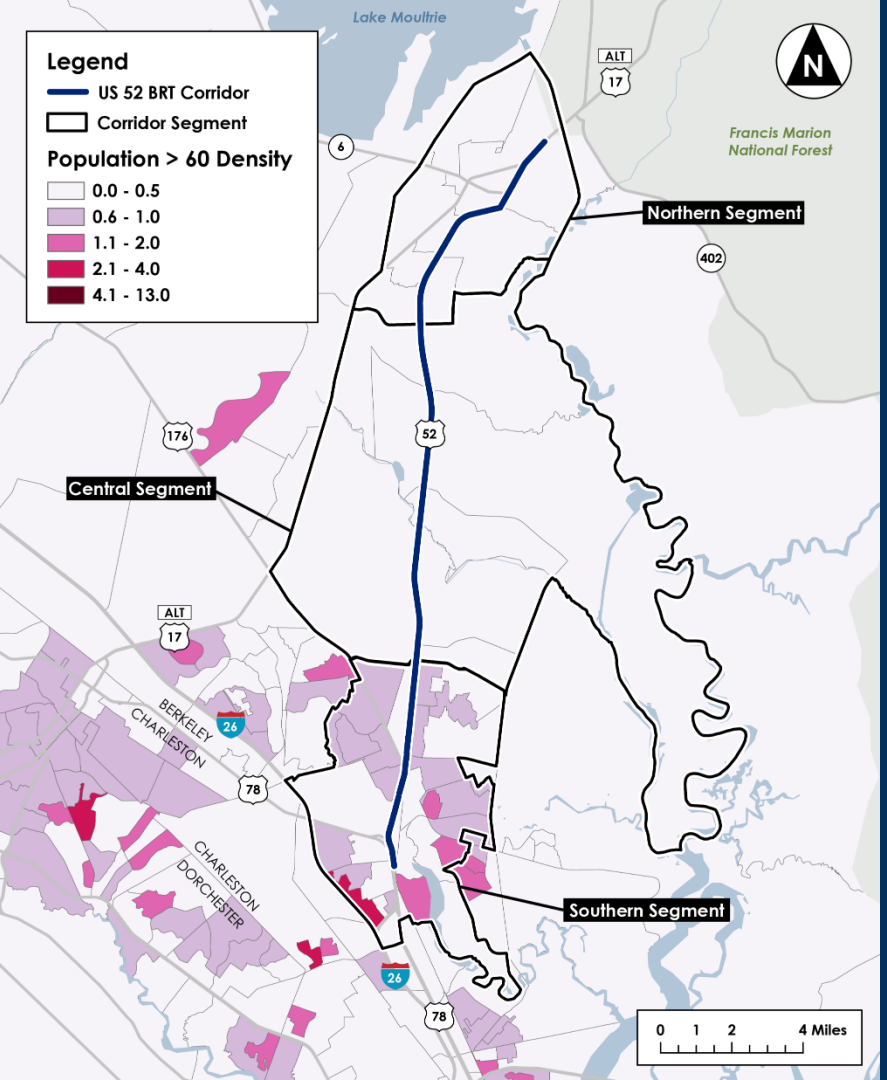

# People With Disabilities

## 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% | - |

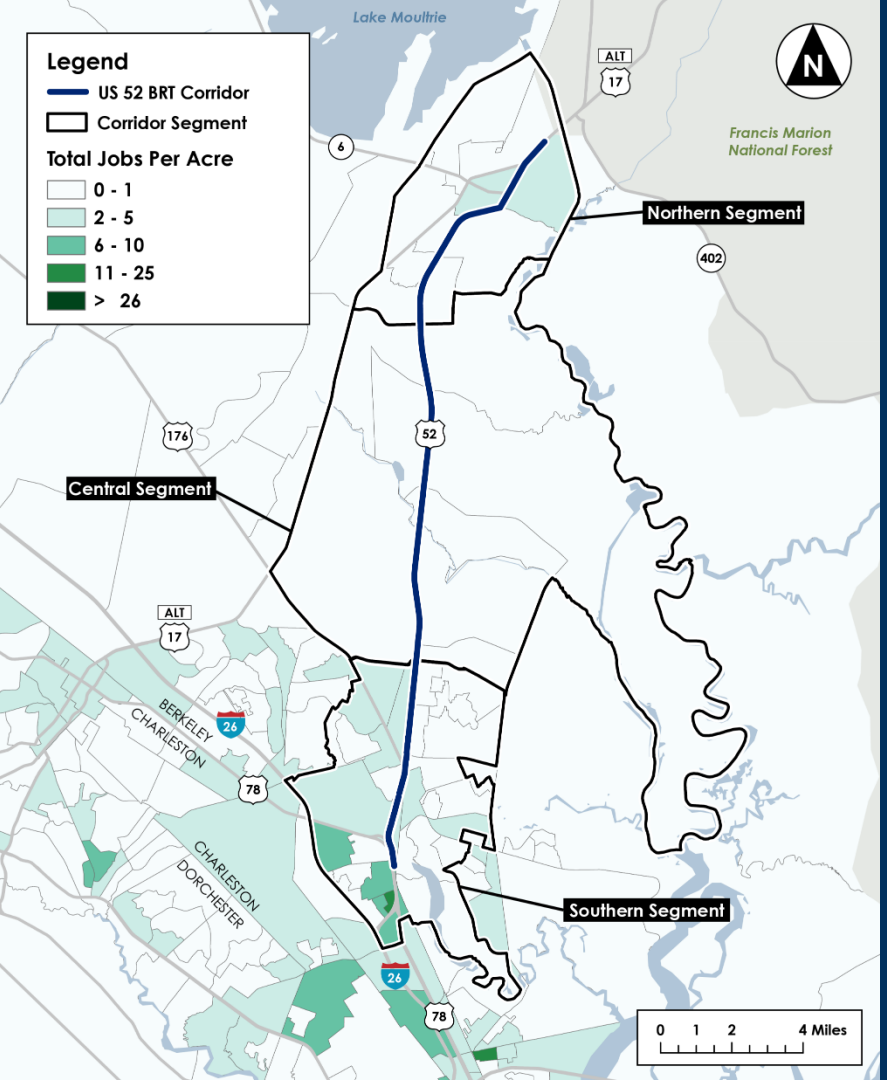
## Key Findings:

- 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 |



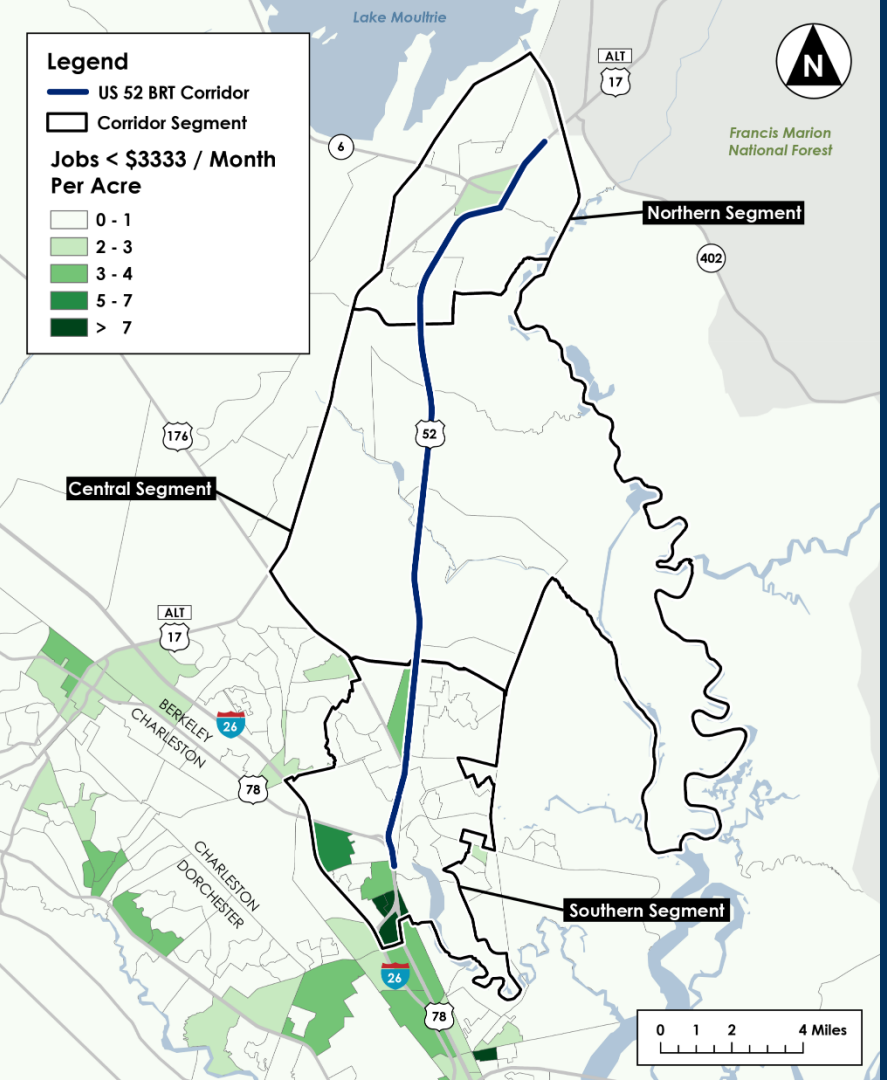

# Job Density

## 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

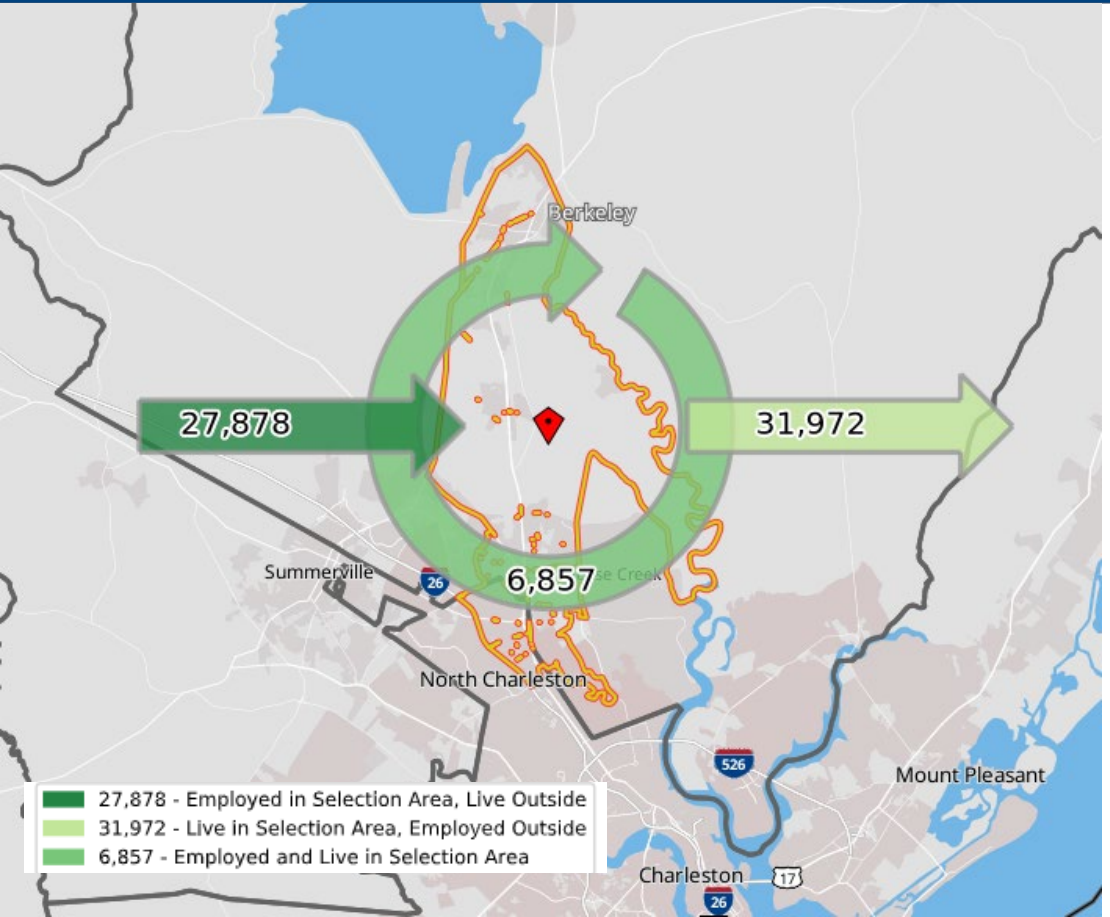
## Demographic Analysis

| | 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

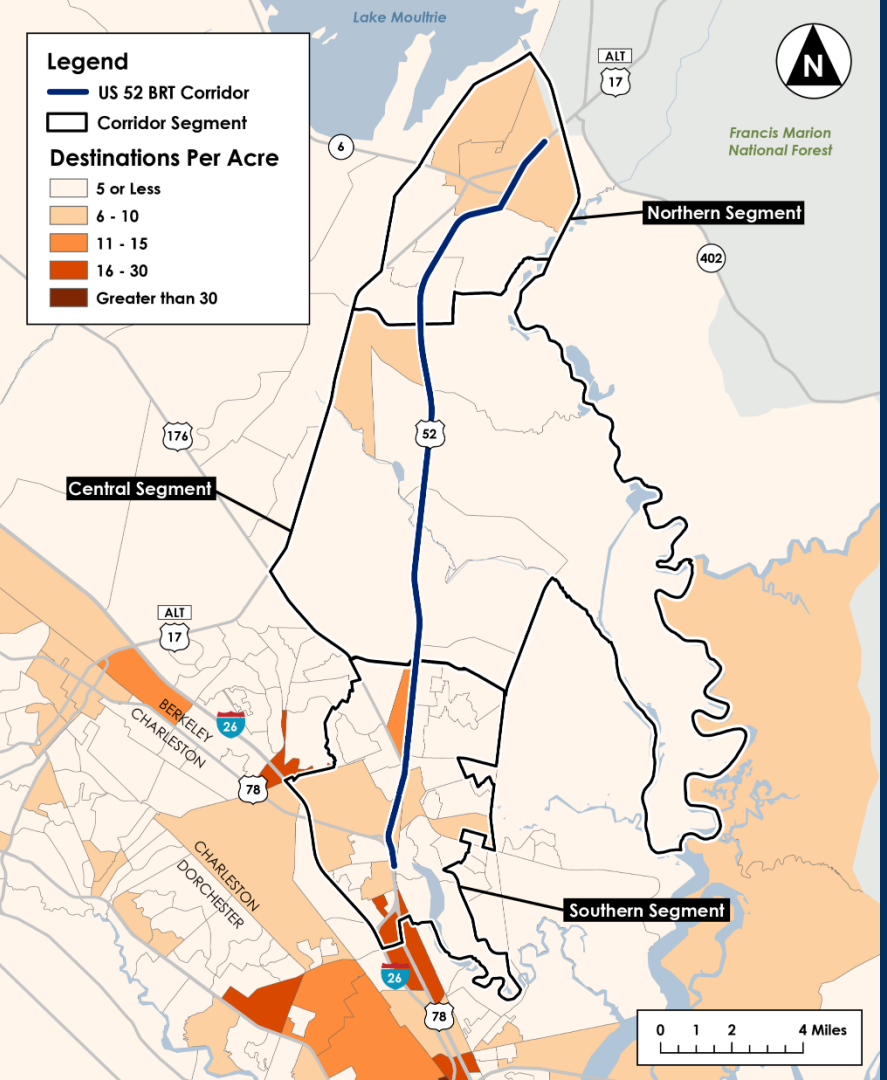
- About 52% of jobs in the corridor earn less than $3,333 per month ($40,000 annually), with most of these being in the Southern segment of the corridor.
- Only 32% of jobs in the Central segment earn more than $3,333 per month.
- About half of the jobs in the Northern segment earn less than $3,333 per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

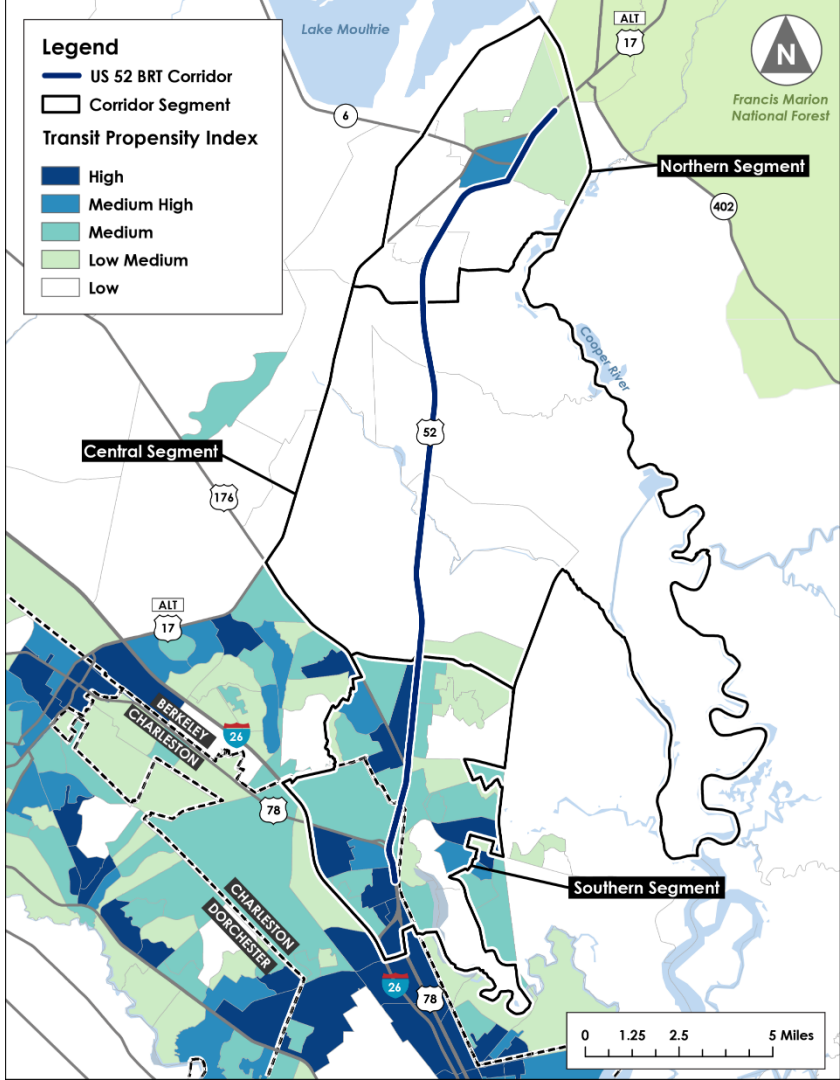
## Demographic Analysis

### 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).

# 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

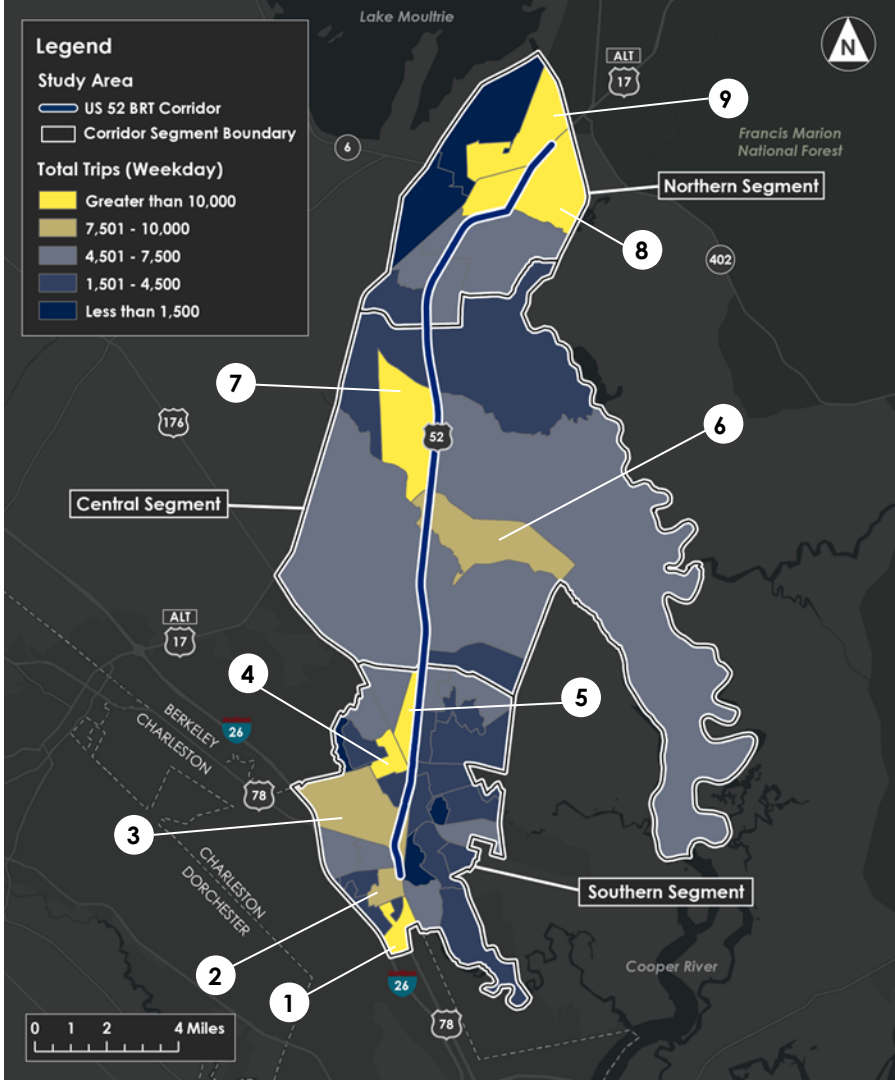
- Source data
  - Spring 2023 Replica Trips – block group to block group travel patterns
  - Thursday (Weekday) & Saturday (Weekend)
- Metrics visualized
  - **All trips** traveled in a block group
  - All **destination block groups** from trips that **originate** in the Study Area
  - All **origin block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

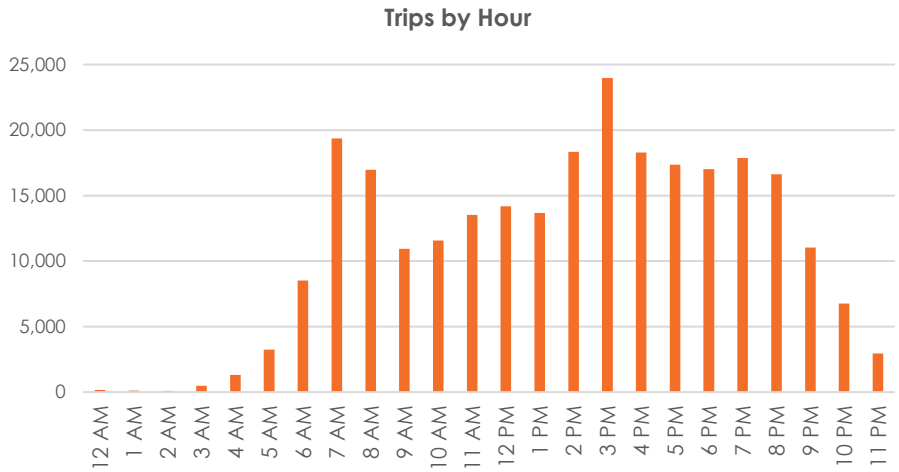
| # | Top Trip Activity Locations (More than 7,500 trip origins & destinations) |
|---|---|
| 1 | Northwoods Mall; Northwood Estates; Rivers Park Mall; North Rivers Market |
| 2 | Trident Medical Center |
| 3 | Charleston Southern University |
| 4 | Berkeley Electric Cooperative; Walmart Neighborhood 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 |

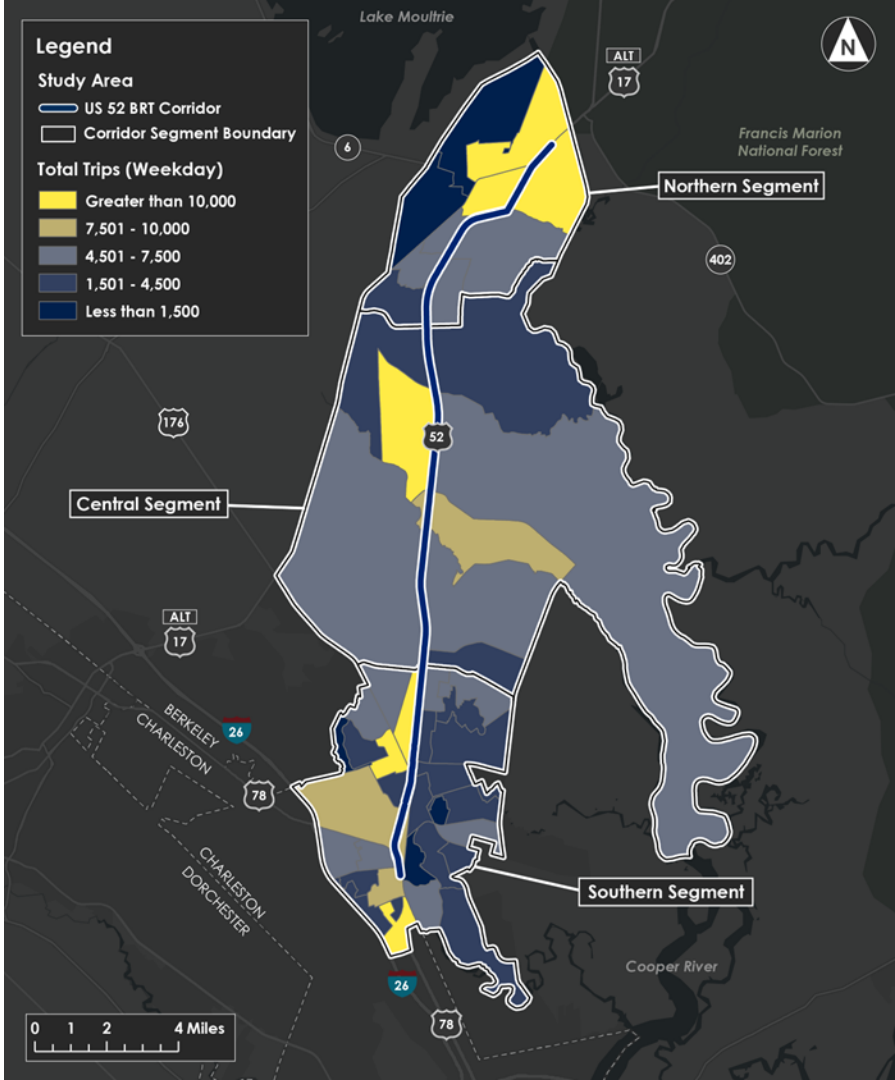


# Weekday Breakdown

## Replica Analysis

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

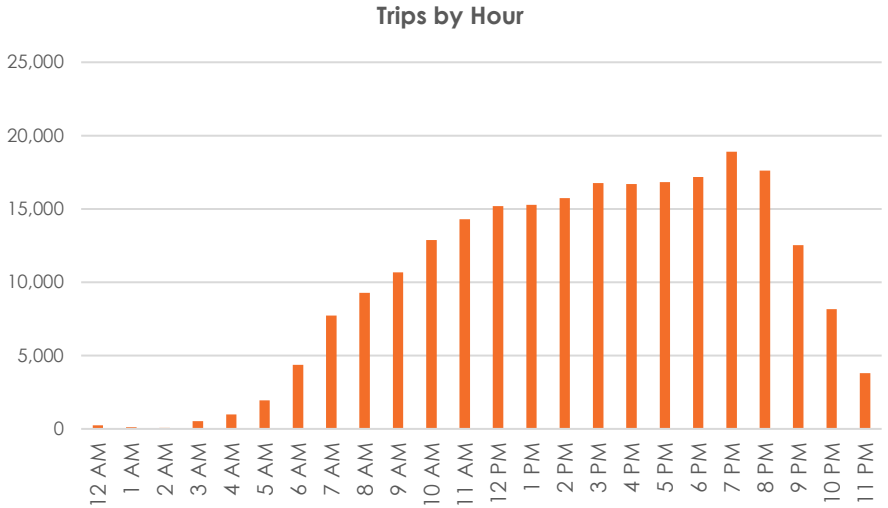


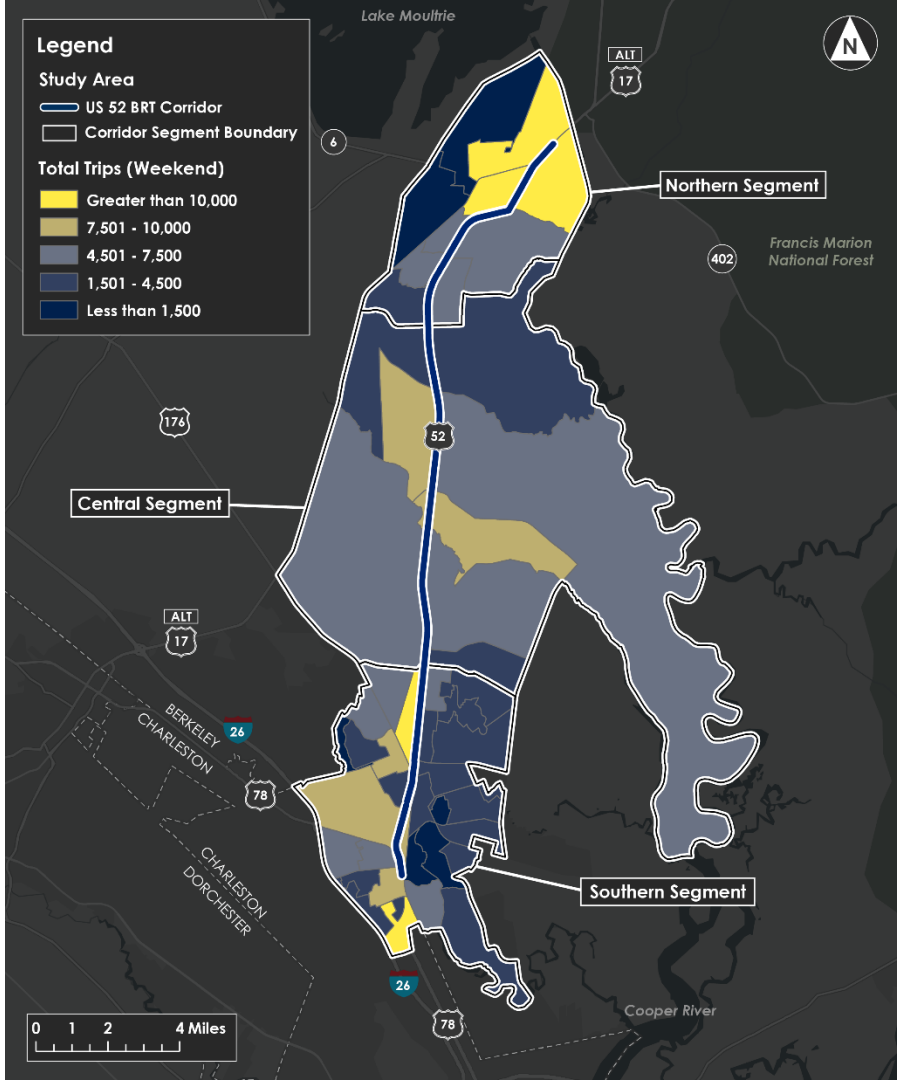



# Weekend Breakdown

## 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

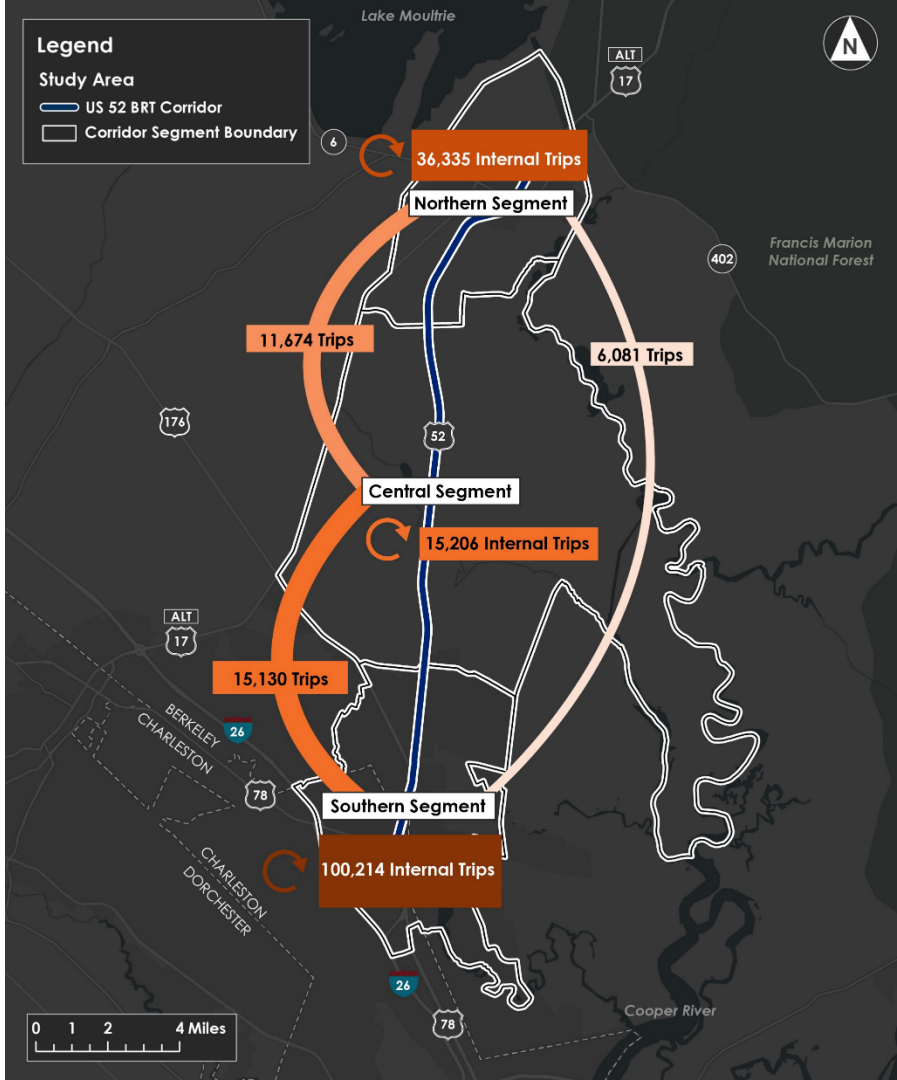
## Replica Analysis

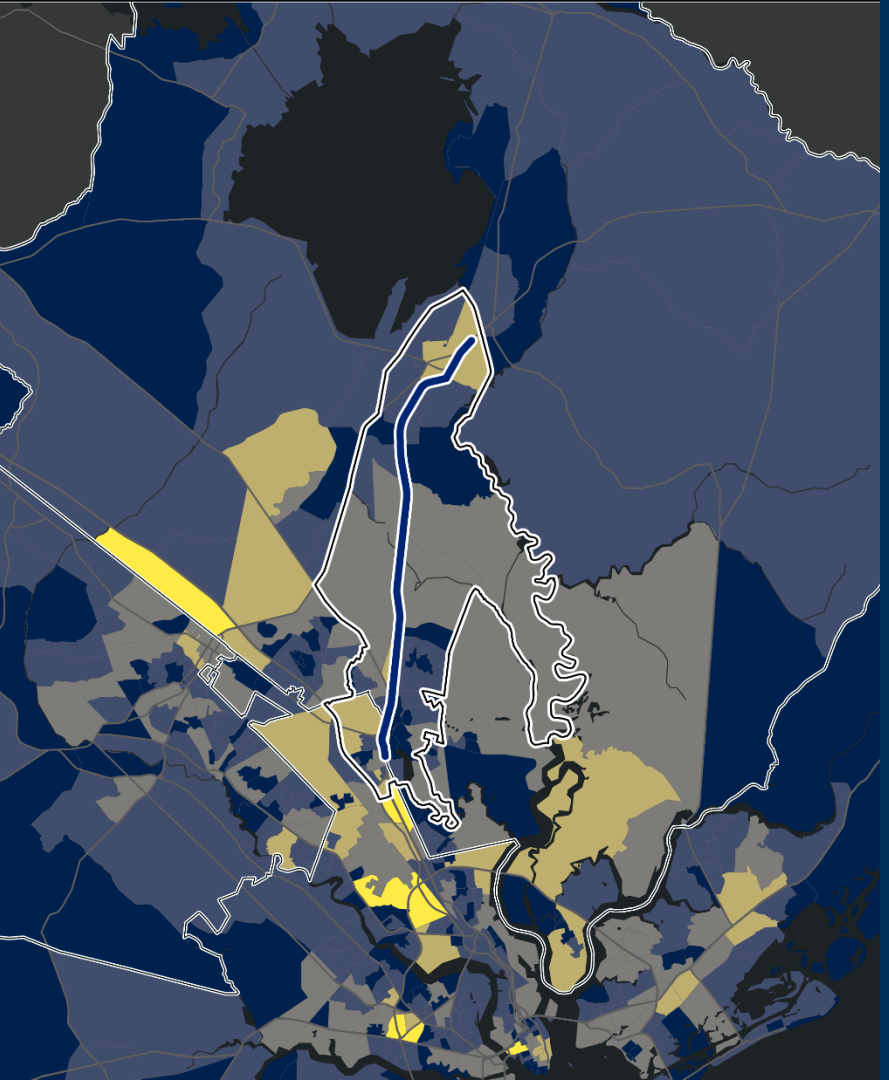
**Weekday:**

| 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

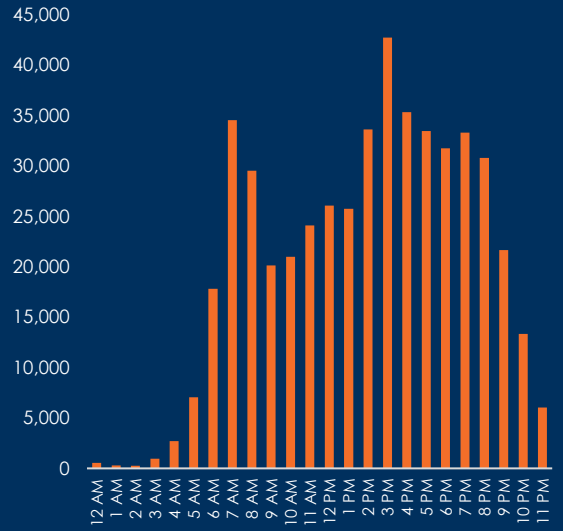
1. Top Destinations of Trips Beginning in the Corridor
2. Top Origins of Trips Ending in Corridor

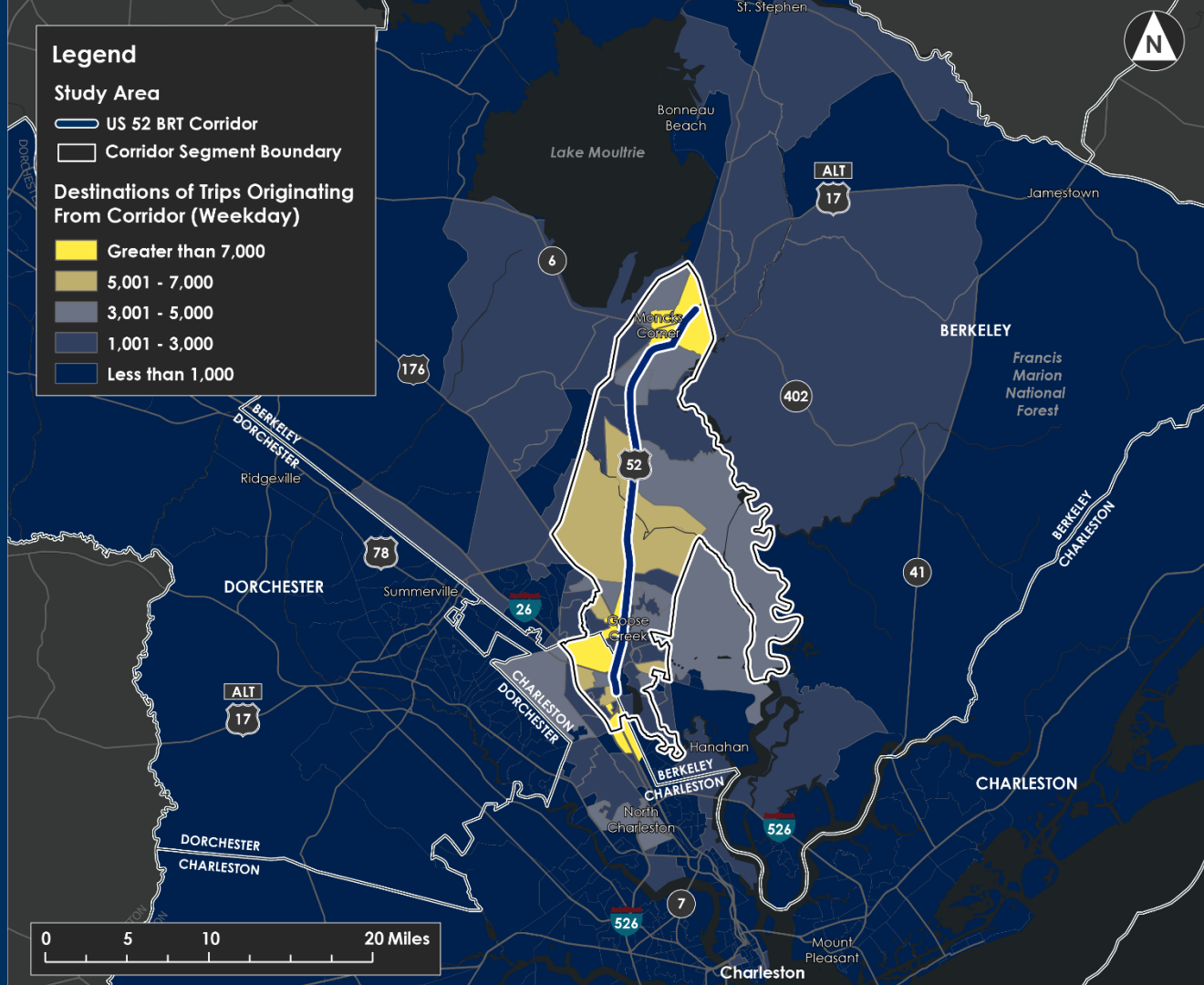
Replica Analysis

# Destinations of Trips Beginning in the Corridor

## Weekday, Spring 2023

### Trips by Time of Day

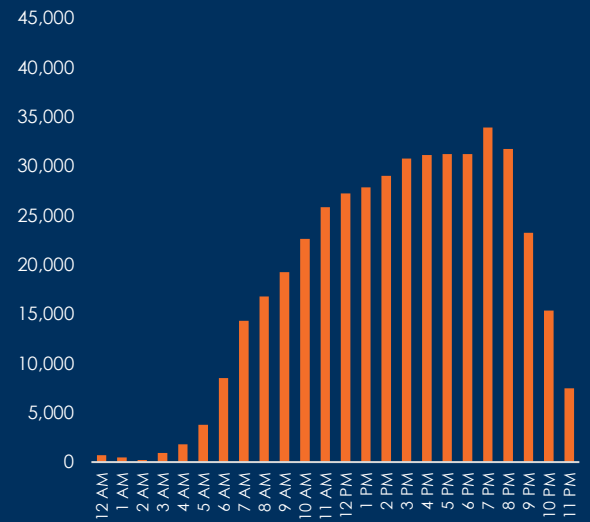


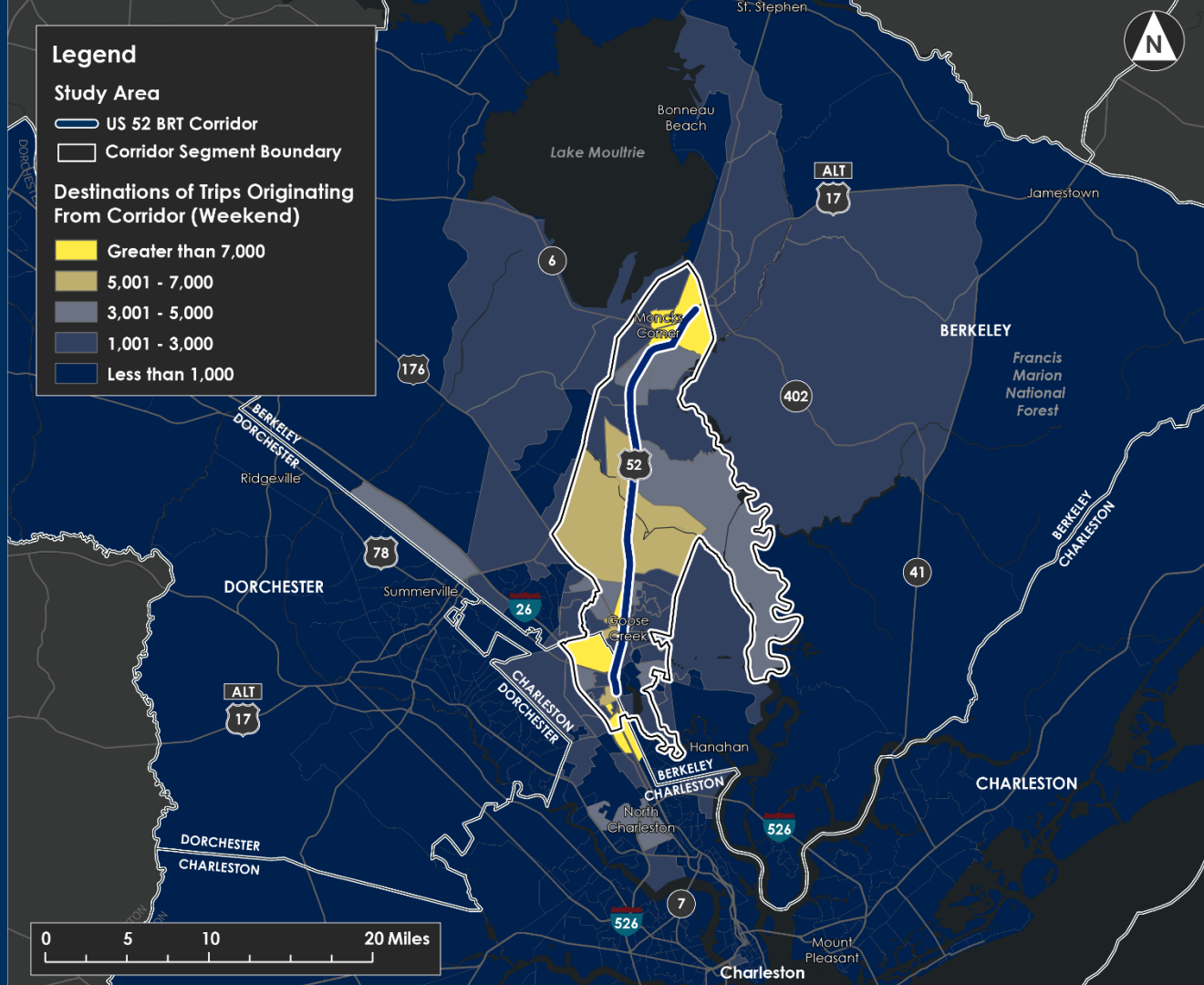



# Destinations of Trips Beginning in the Corridor

## Weekend, Spring 2023

### Trips by Time of Day



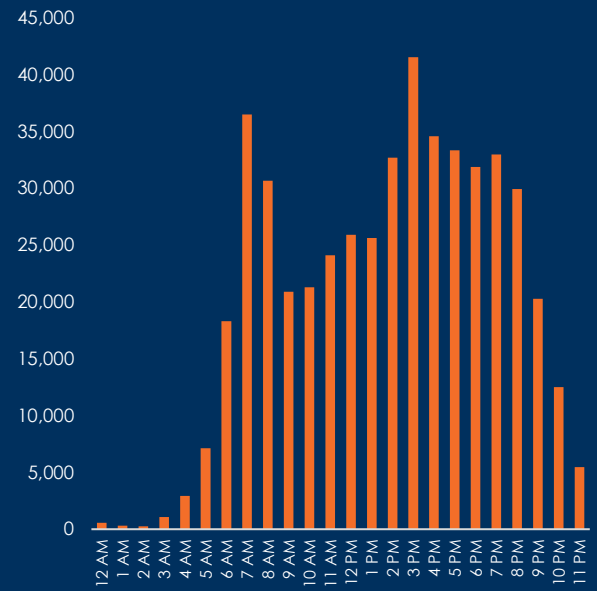



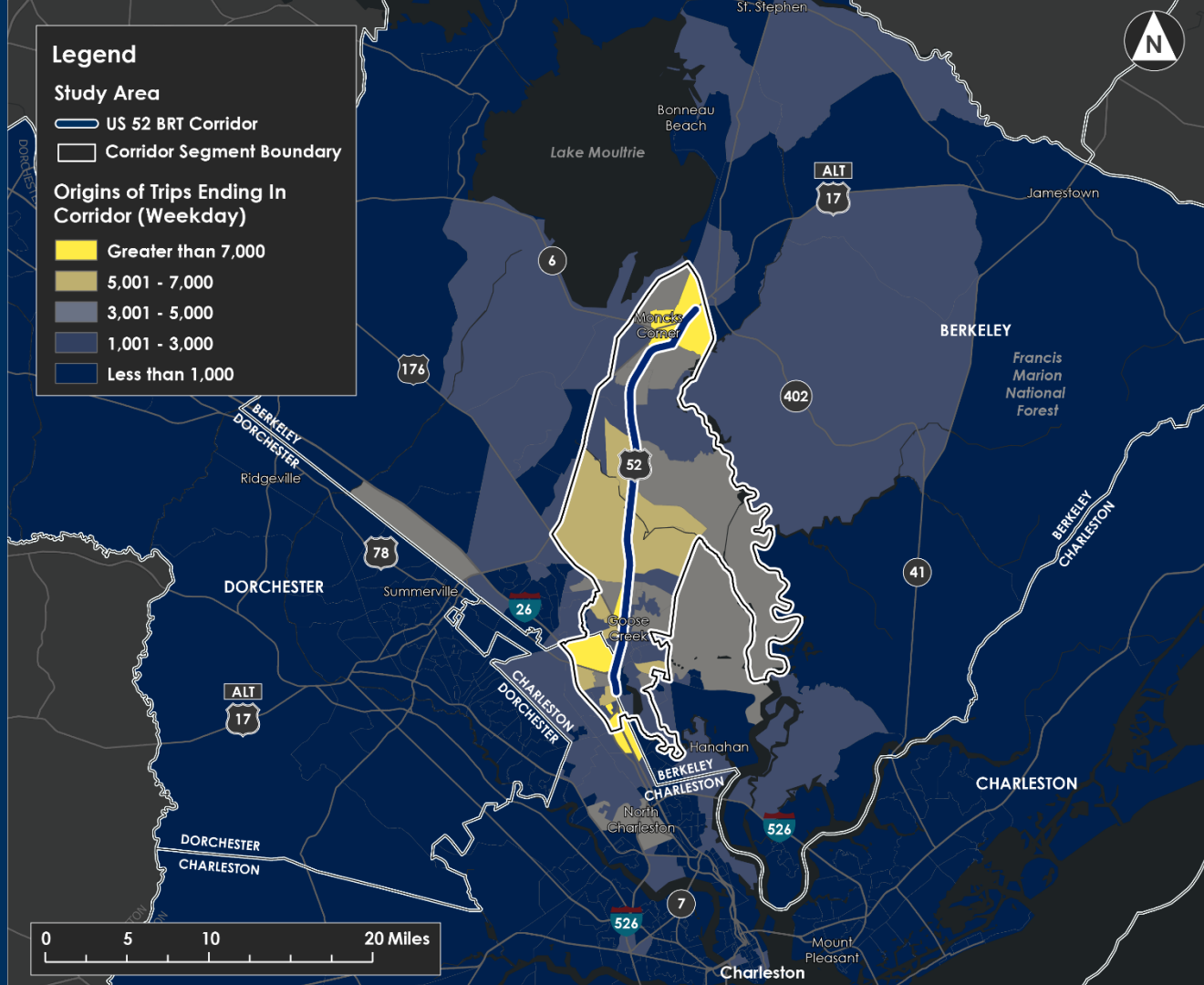
Replica Analysis

# Origins of Trips Ending in Corridor

## Weekday, Spring 2023

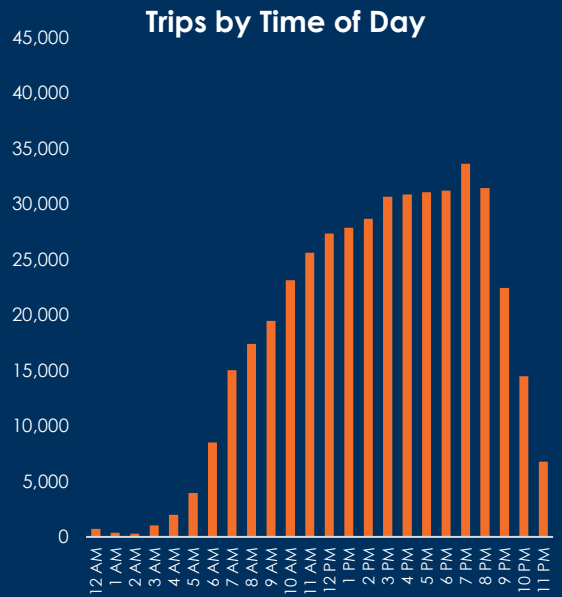
### Trips by Time of Day

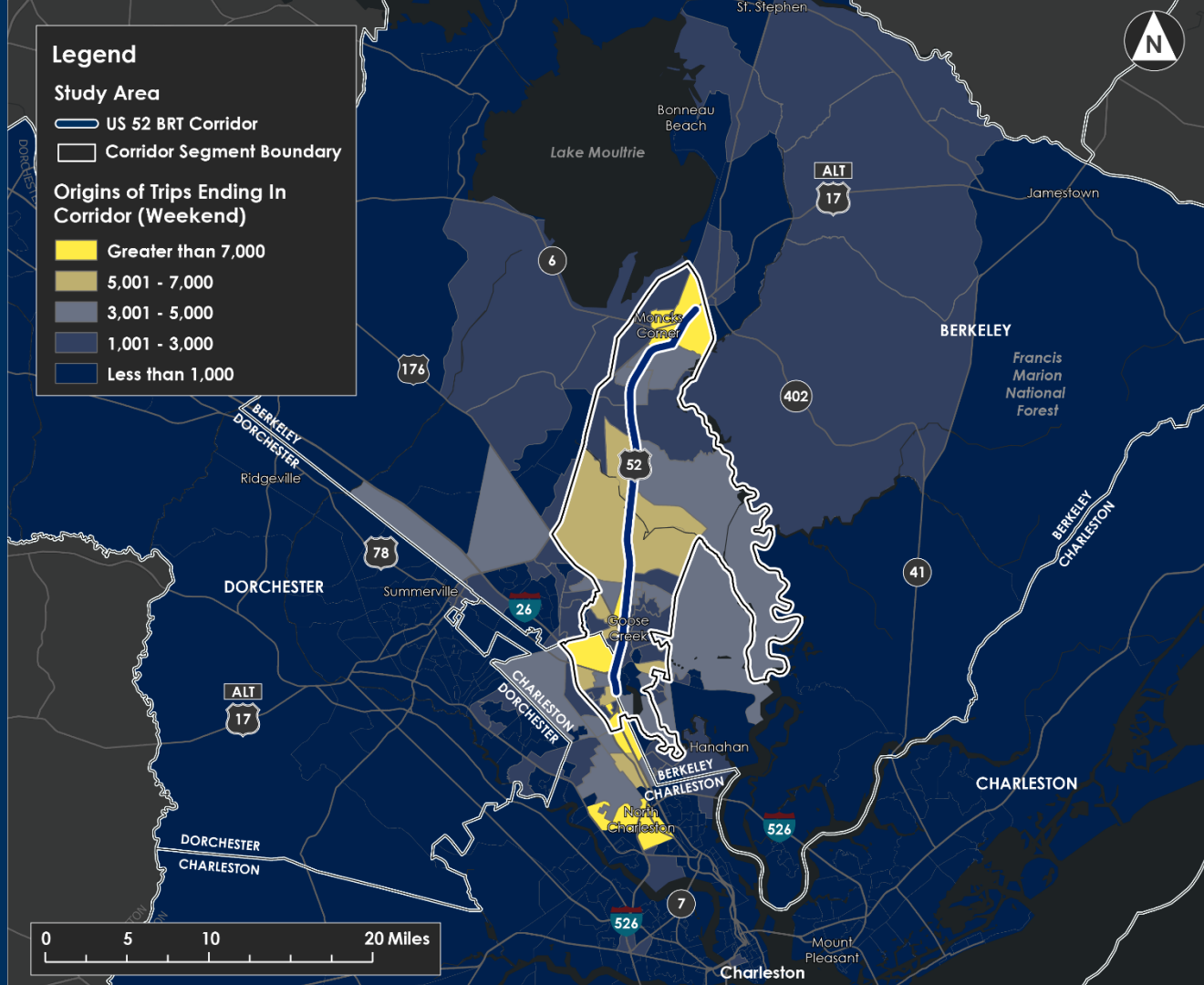


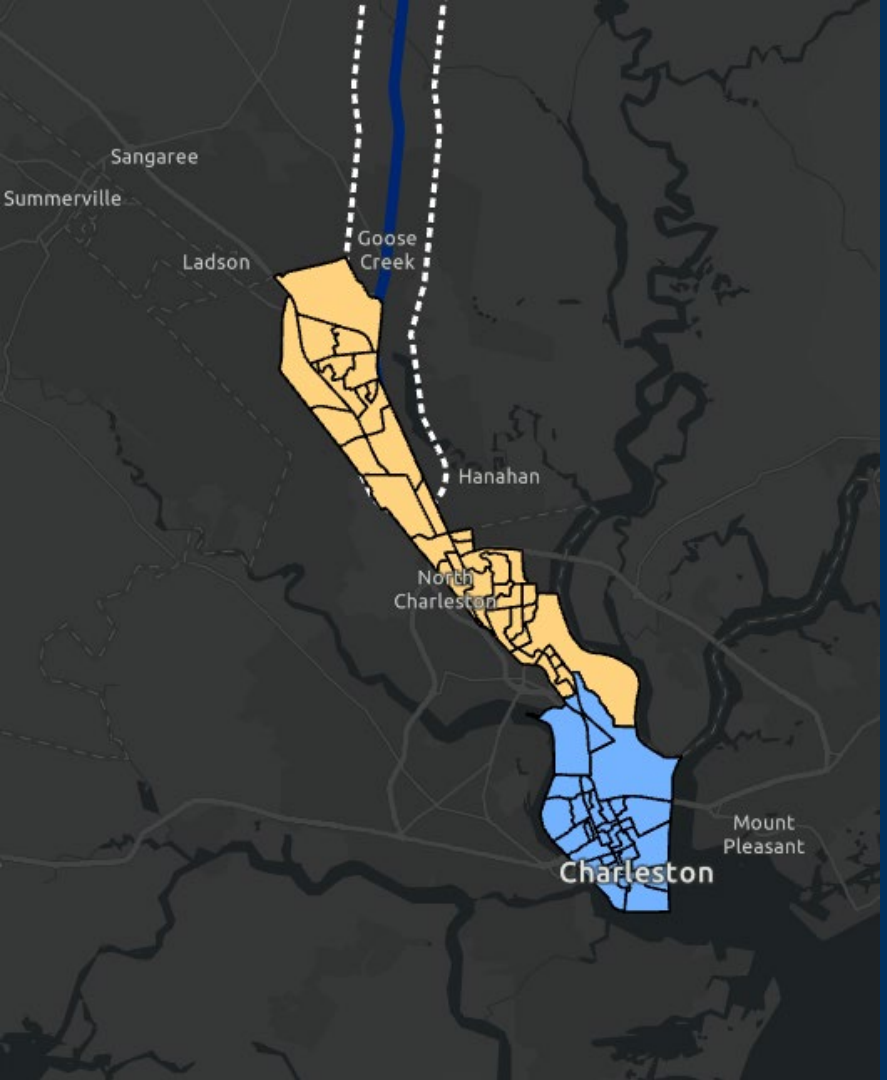



# Origins of Trips Ending in Corridor

## 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.

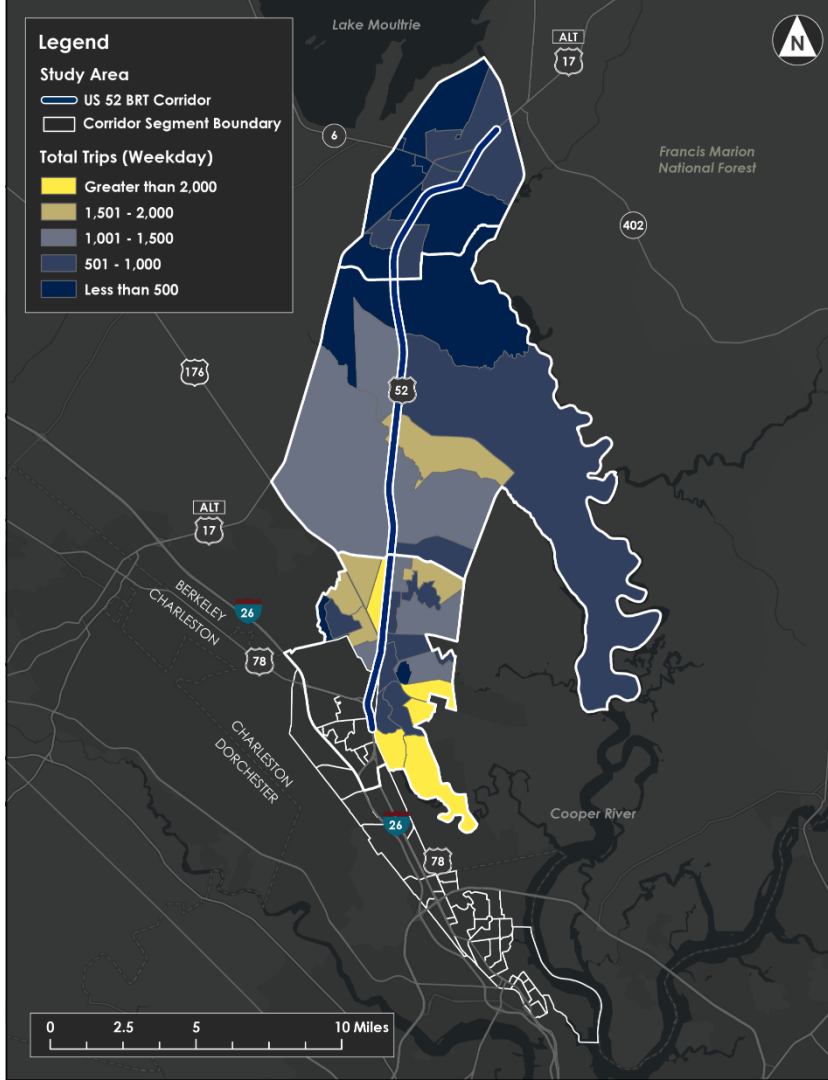
### Key Findings:

- 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

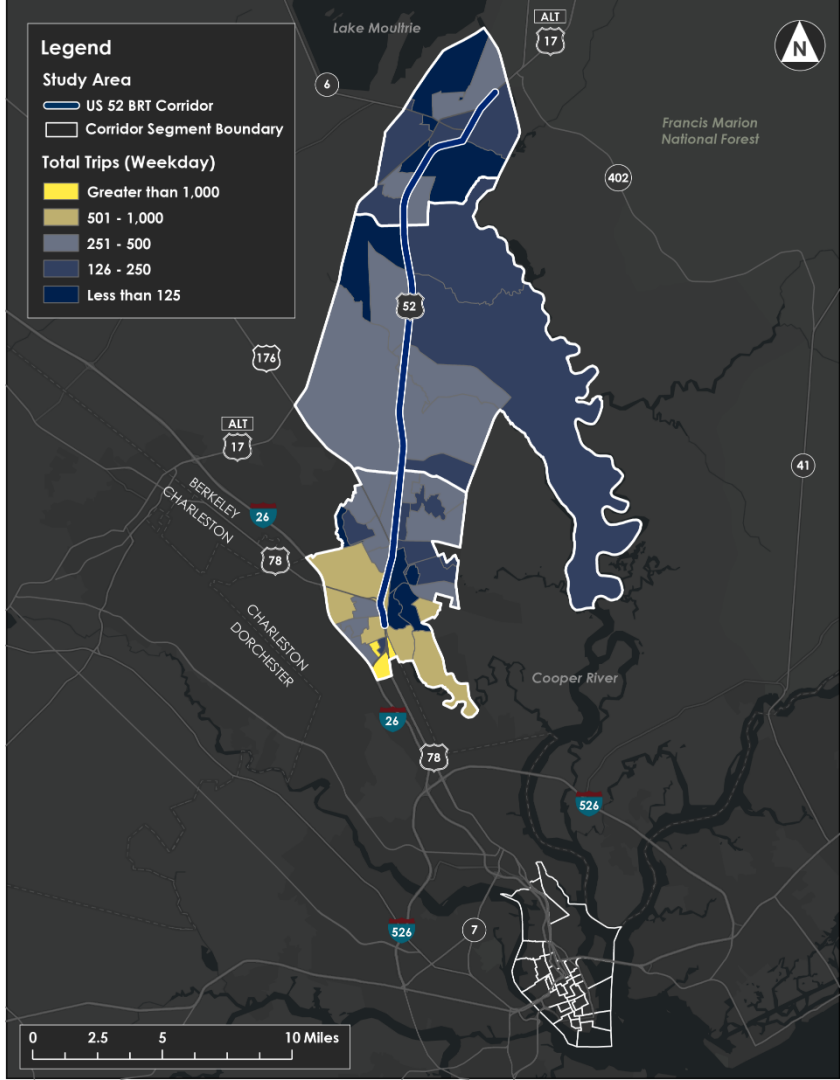
**Trips between Downtown Charleston and the US 52 Corridor** were also quantified to help identify existing travel patterns and connections between the corridor and Charleston.

### 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

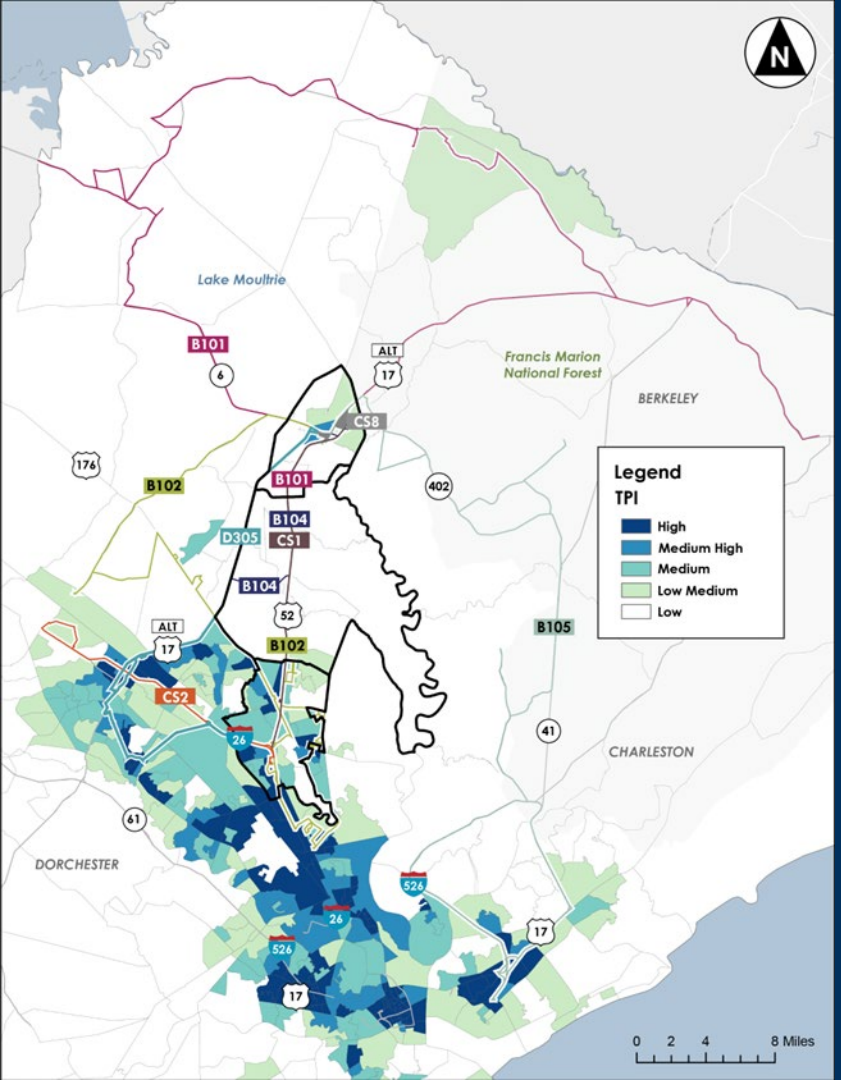
## Transit Market Profile

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**.

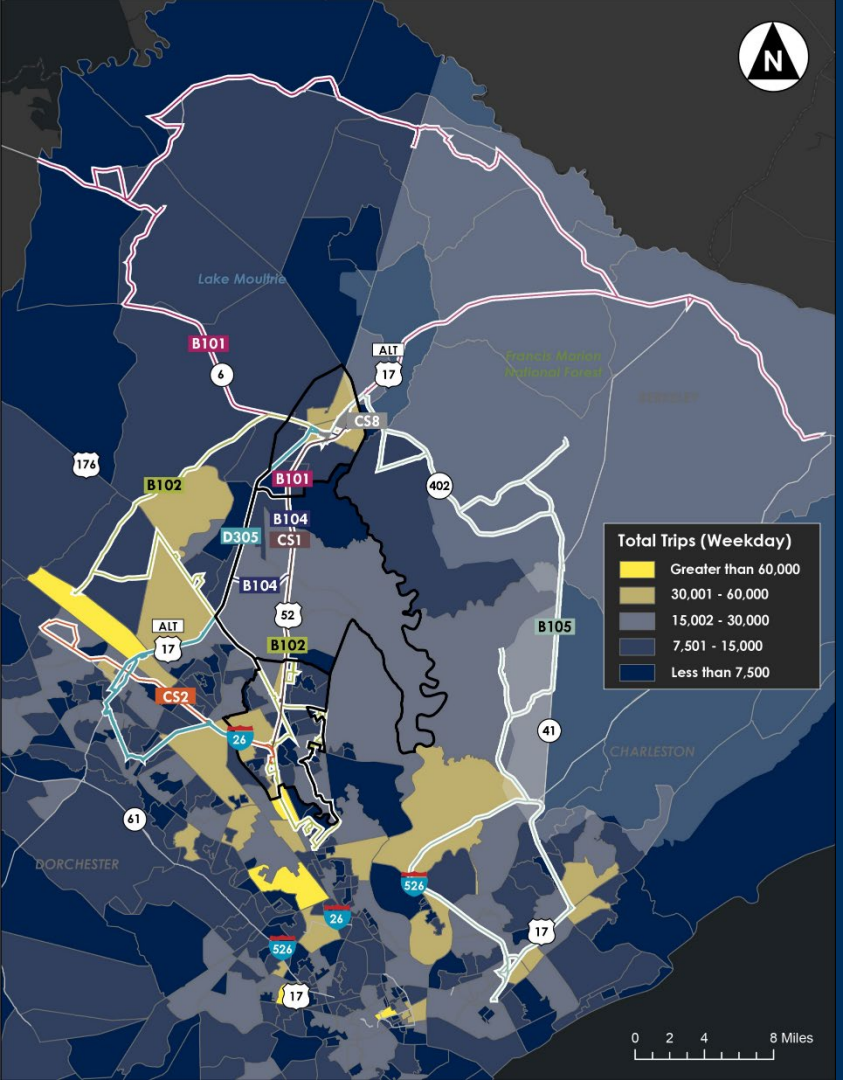
Where is there ***transit demand*** but ***no*** transit?




# Transit Coverage & Transit Propensity Index

Demographic Analysis

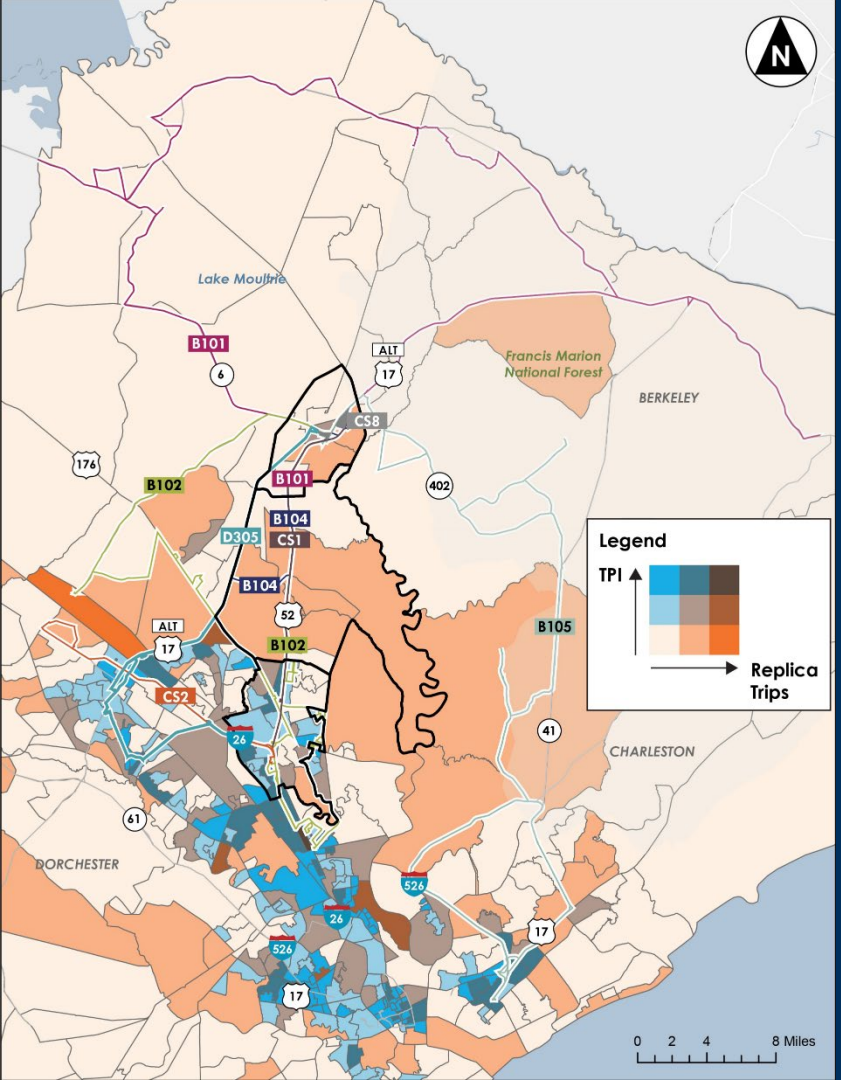
- Routes through Moncks Corner, such as B101, only operate twice per day. There may be demand for a few more daily trips.
- North Charleston and Goose Creek are well served by the CS1 alignment, which has 19 daily trips.
- Some routes, like B102, serve medium/high TPI block groups and low TPI block groups, 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.

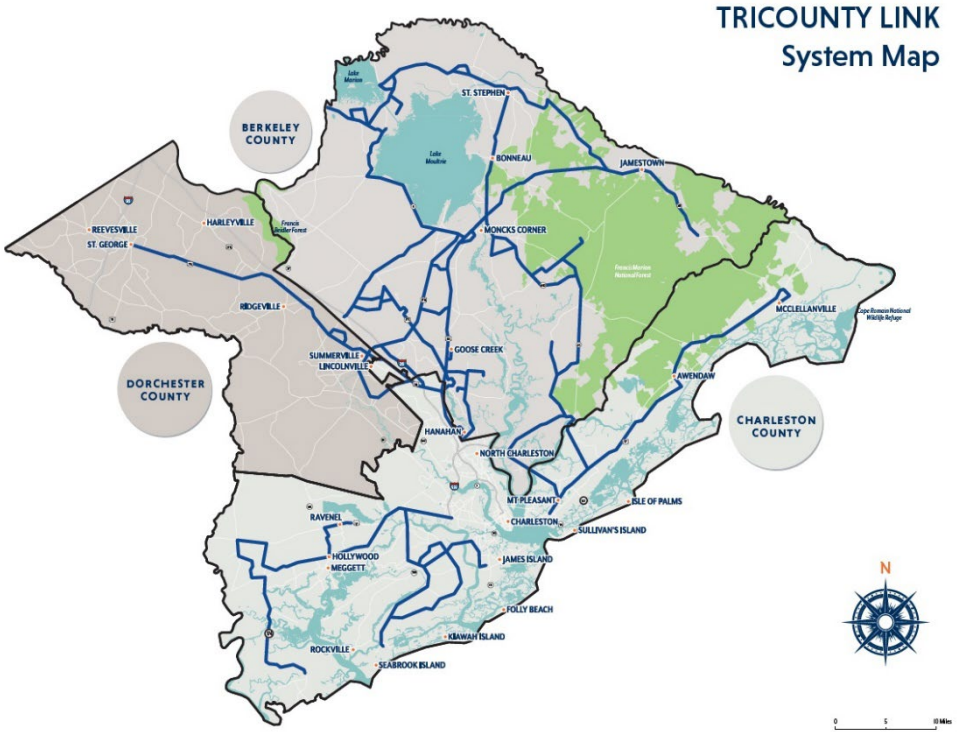
# Corridor Overview

- 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:**

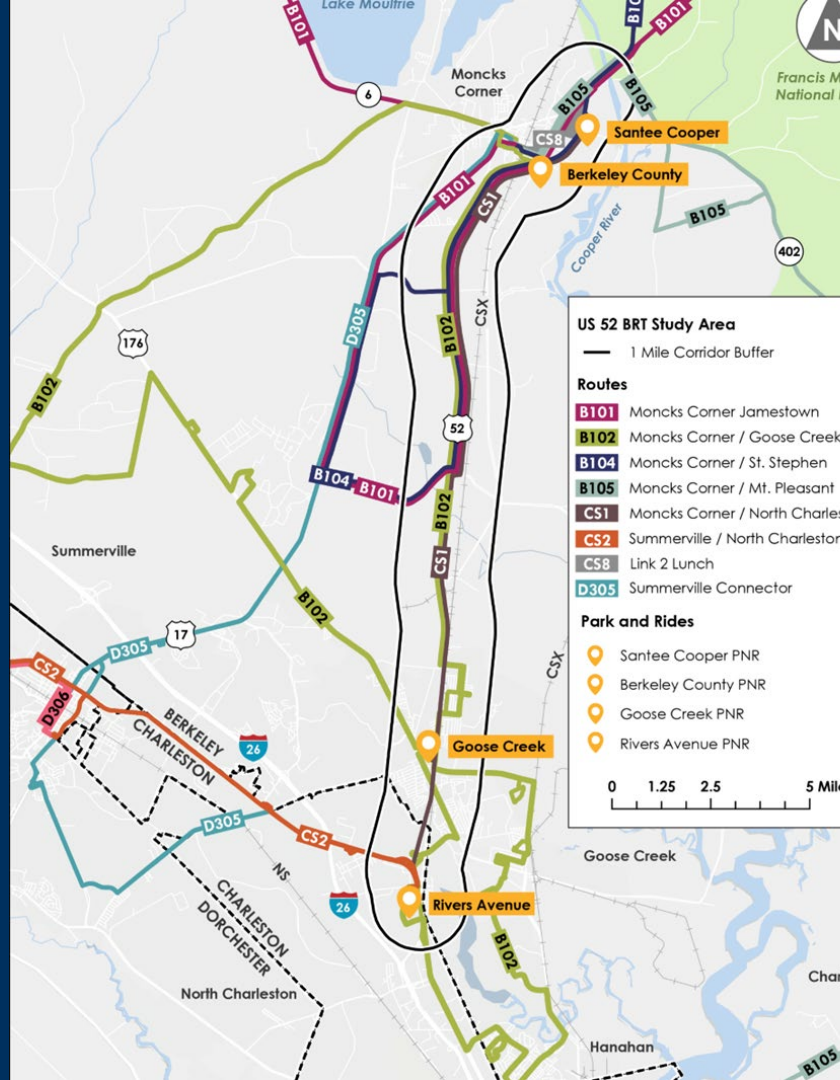
- Fleet of 32 cutaway vehicles (seating 14-22 passengers)
- Local routes allow for up to 3/4 mile deviations and are also a flag stop system
- Commuter routes make stops at posted stops only
- Fares are $2.25 per trip; $18 for weekly or $70 for monthly passes

**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**

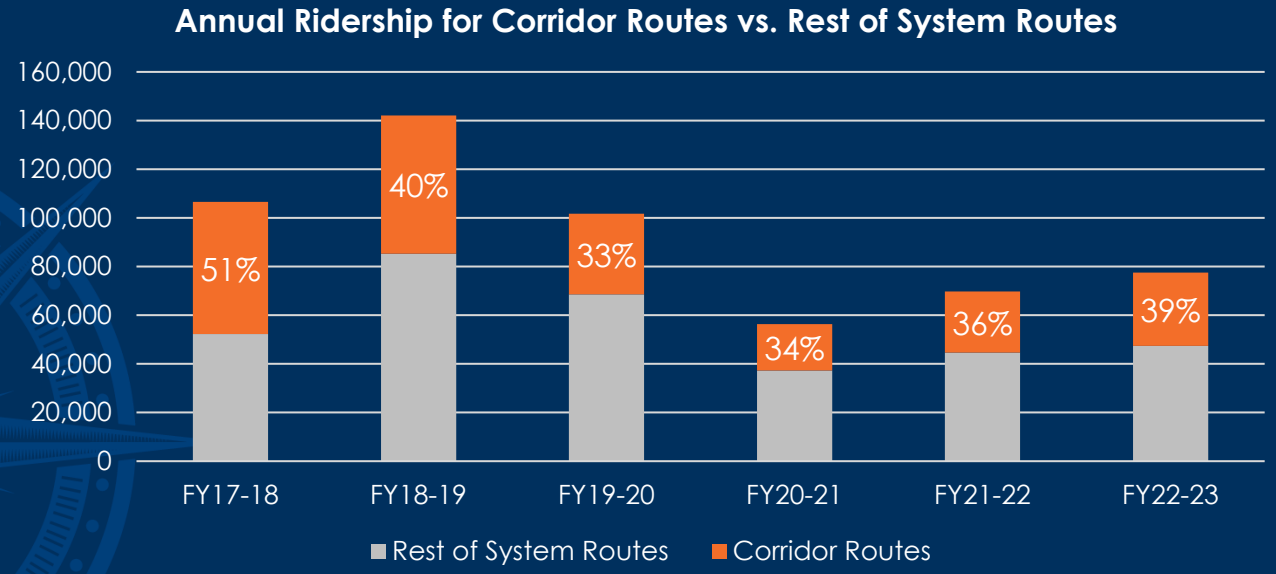
- Berkeley County PNR
- Goose Creek PNR
- Rivers Avenue PNR
- Santee Cooper PNR



# 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%).



# 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)

# 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

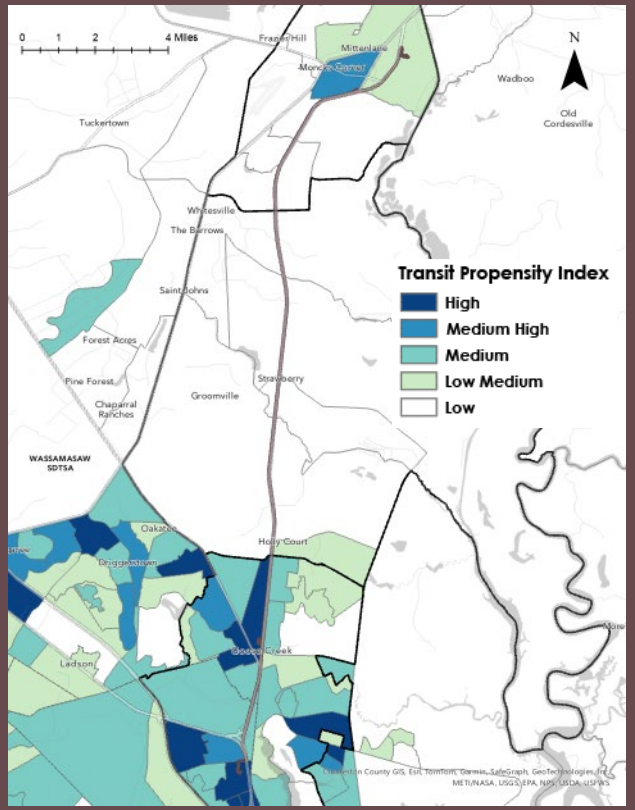
## Key Destinations

Santee Cooper

Berkeley Co Admin Building

Rivers Ave Park-n-Ride

# CS1: Moncks Corner / North Charleston




## 2024 Performance

### Operating Statistics

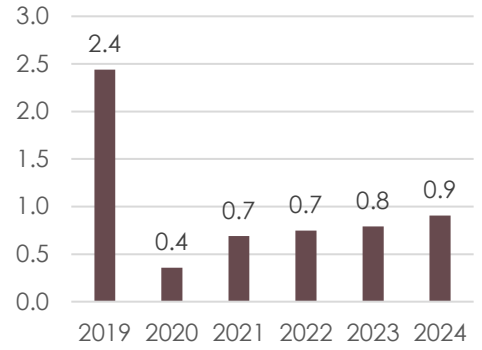
| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 2.17 | 0.10 | 0.9 |

### Financial Performance

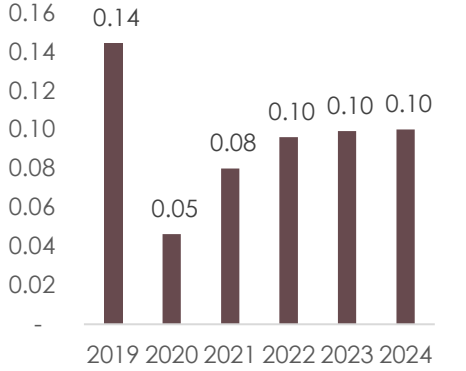
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $1.17 | $0.05 | $10.74 | $34.69 | $34.15 |

## 5-Year Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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 |

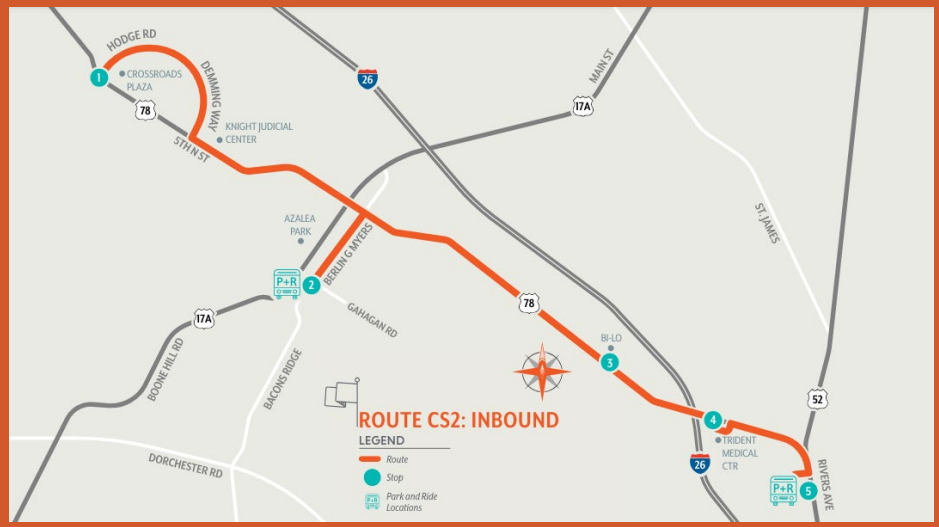
| Outbound | Service Span | # Trips / Day |
|---|---|---|
| AM | 6:15 AM-9:00 AM | 5 |
| PM | 4:10 PM-7:30 PM | 6 |

### Metrics (2024)

| | |
|---|---|
| Daily Ridership | 13 |
| Daily Operating Cost | $610.43 |
| Daily Revenue | $11.44 |

## Key Destinations

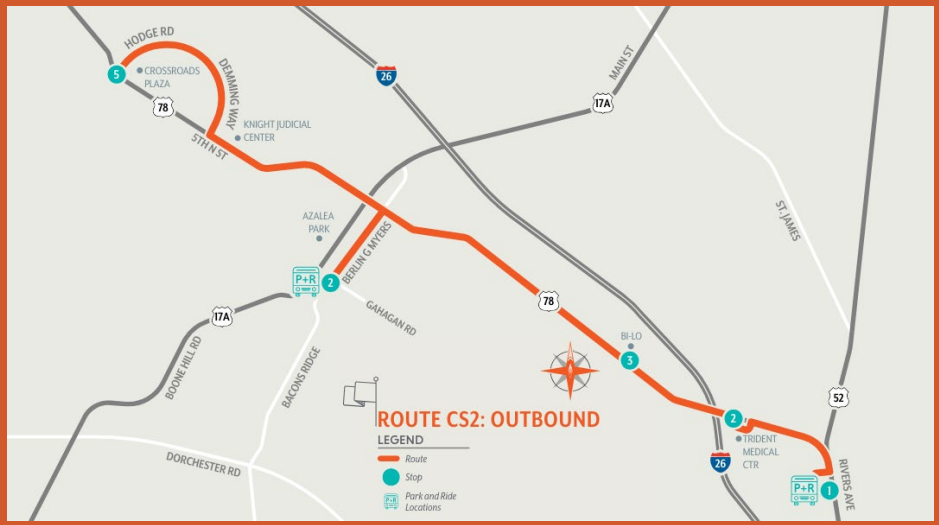
- Crossroads Plaza
- Azalea Park
- Bi-Lo
- Trident Medical Center
- Knight Judicial Center




## Coverage

**7,500** people

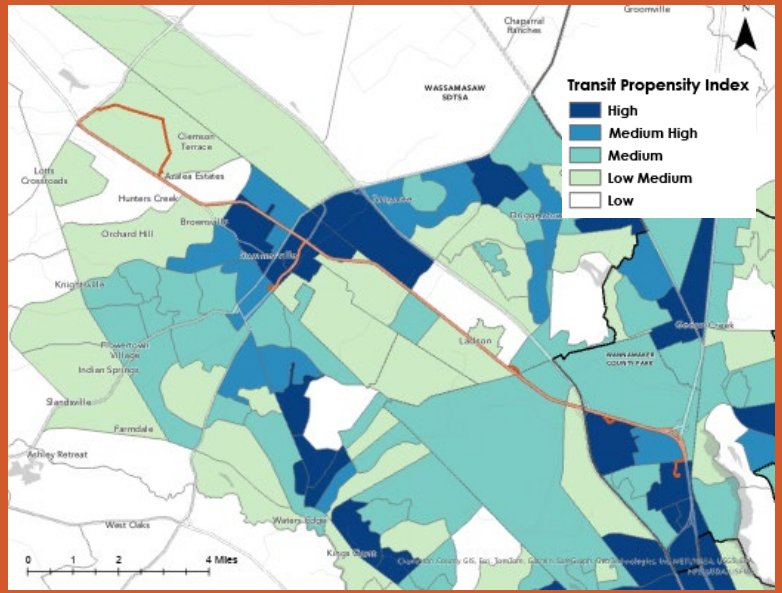
**3,100** households



Tri County Link

# CS2: Summerville/North Charleston

## Transit Propensity Index (TPI)




## 2024 Performance

### Operating Statistics

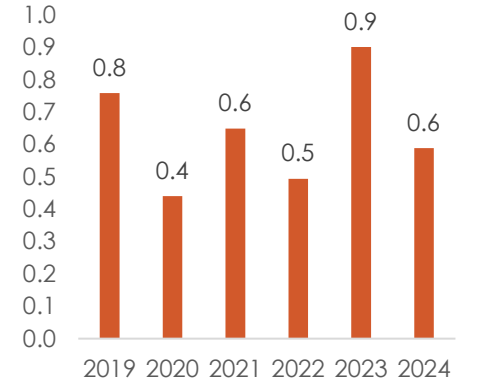
| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 1.60 | 0.09 | 0.6 |

### Financial Performance

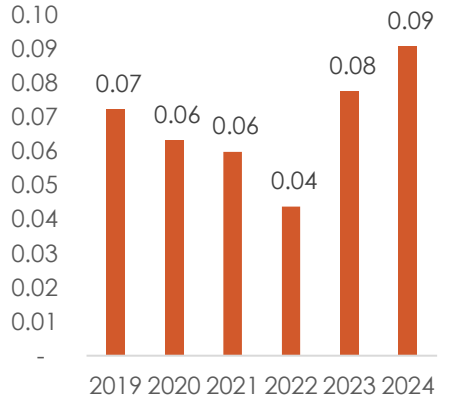
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $1.41 | $0.08 | $0.52 | $47.12 | $46.24 |

## 5-Year Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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:

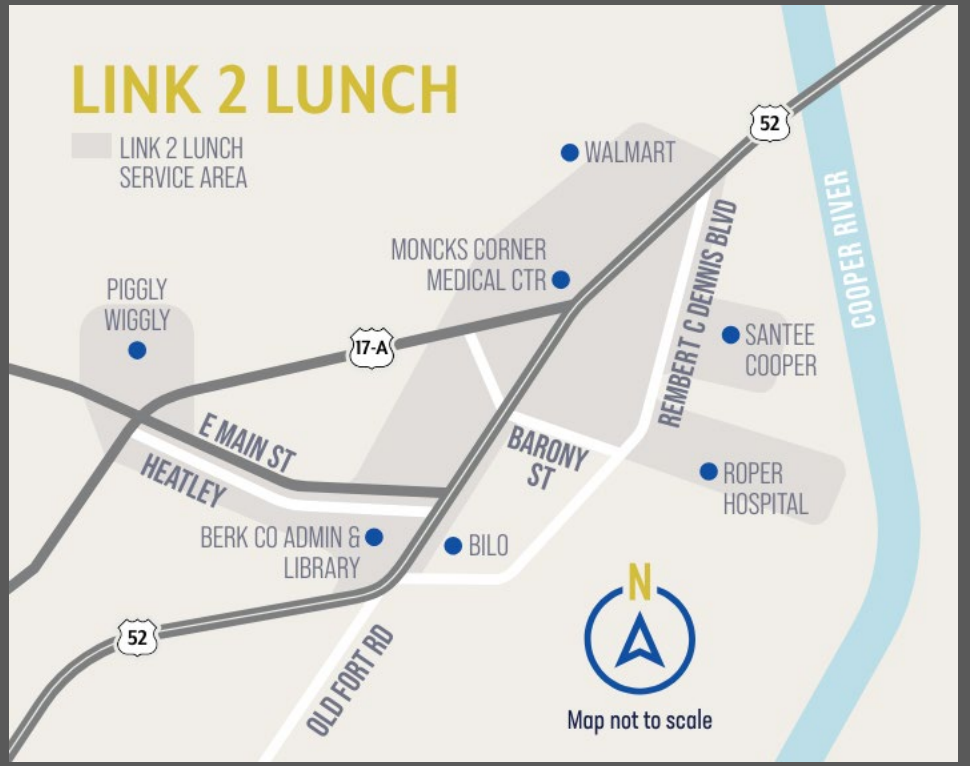
1. Call (843) 899-4096 during Link2Lunch service hours
2. Use the TCL OnDemand App

### 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

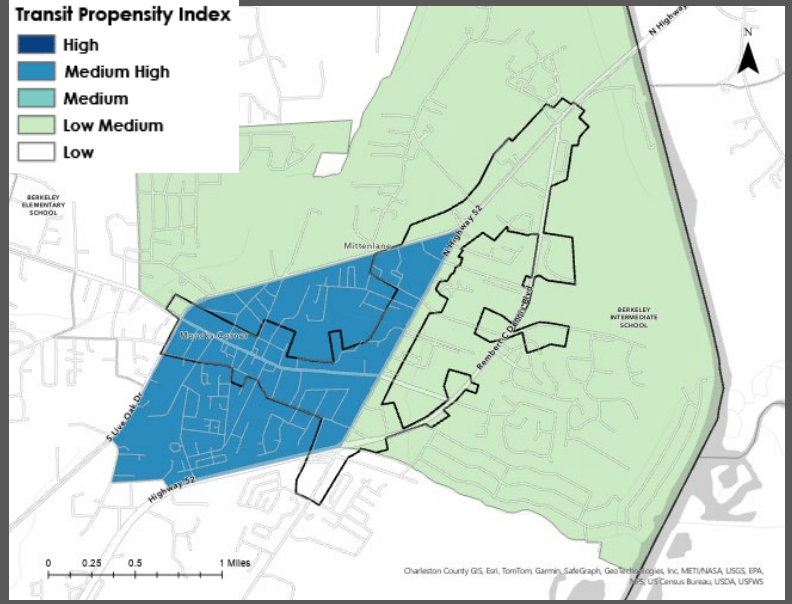
### Coverage

**1,201** people

**475** households

# CS8: Link 2 Lunch

## Transit Propensity Index (TPI)




## 2024 Performance

### Operating Statistics

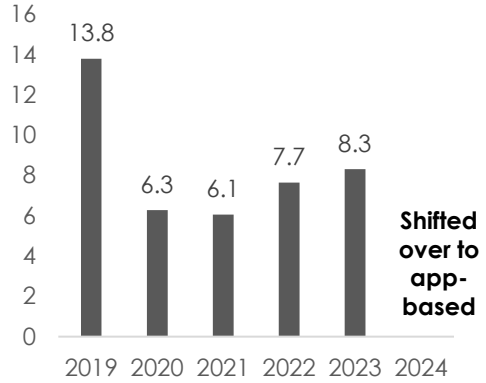
| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 5.10 | 0.54 | n/a |

### Financial Performance

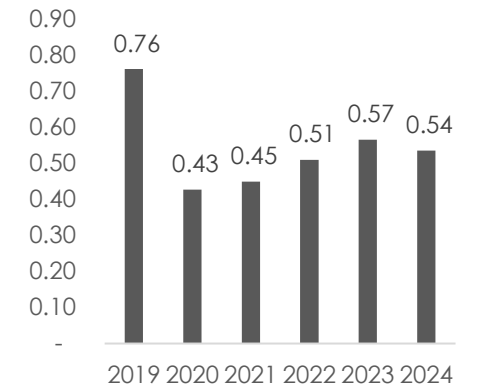
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| n/a | n/a | n/a | $14.78 | $14.78 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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

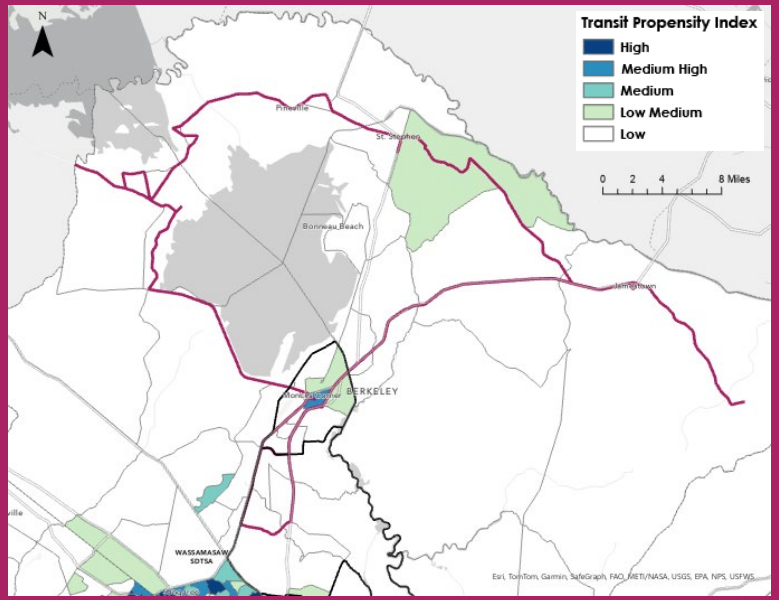
TriCounty Link Terminal
Dollar General
Alvin Community Center
Bi-Lo

## Coverage

**23,213** people
**8,792** households

# B101: Monck's Corner / Jamestown

## Transit Propensity Index (TPI)




## 2024 Performance

### Operating Statistics

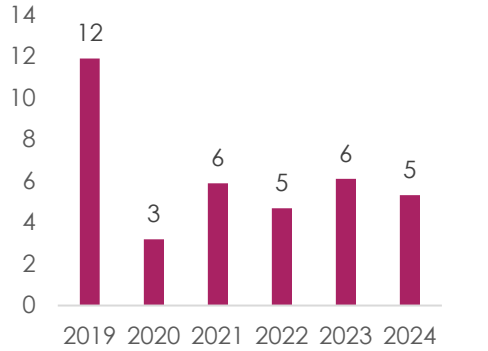
| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 1.52 | 0.05 | 5.3 |

### Financial Performance

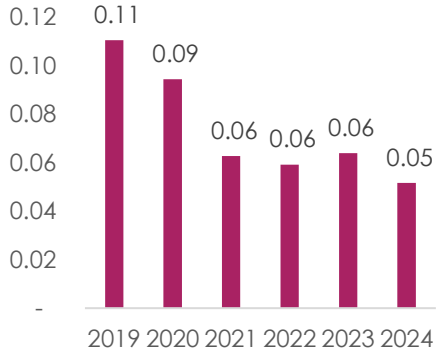
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $8.60 | $0.29 | $30.06 | $49.50 | $43.85 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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

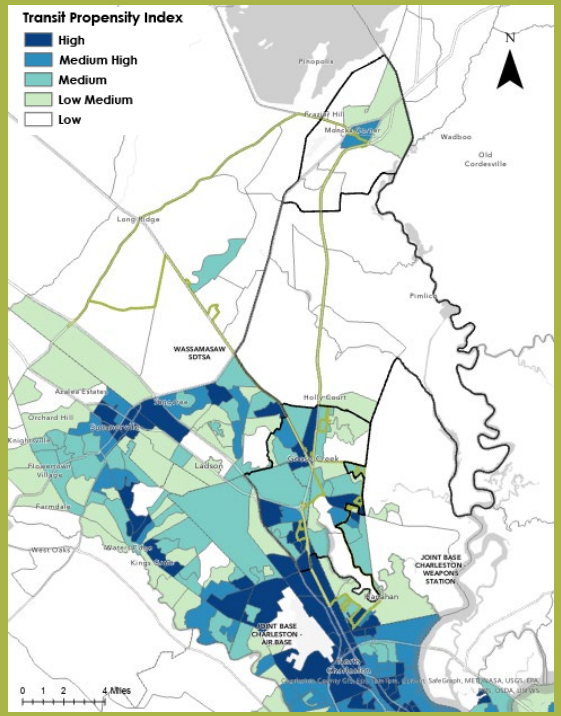
### Coverage

**112,380** people

**42,089** households


# 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 |

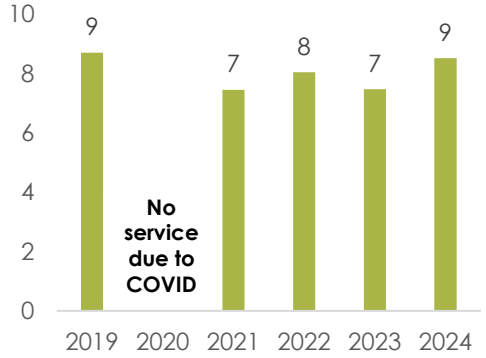
* Based on Daily Revenue Hours

### Financial Performance

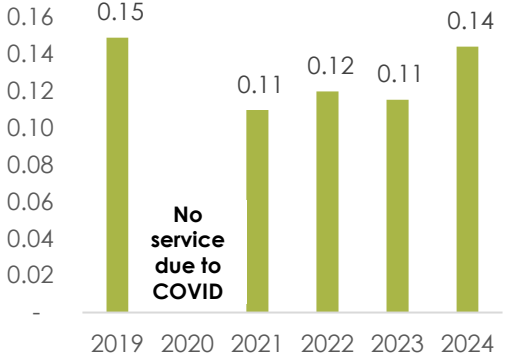
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $22.07 | $1.15 | $68.34 | $27.37 | $19.36 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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

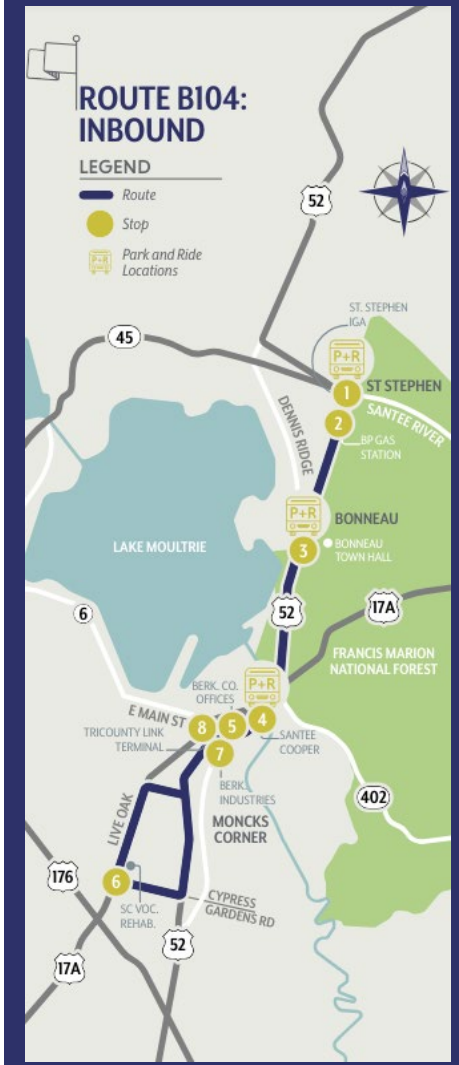
| Inbound | Service Span | # Trips / Day |
|---|---|---|
| AM | 7:05 AM – 9:10 AM | 1 |
| PM | 4:10 PM – 4:50 PM | 1 |

| 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

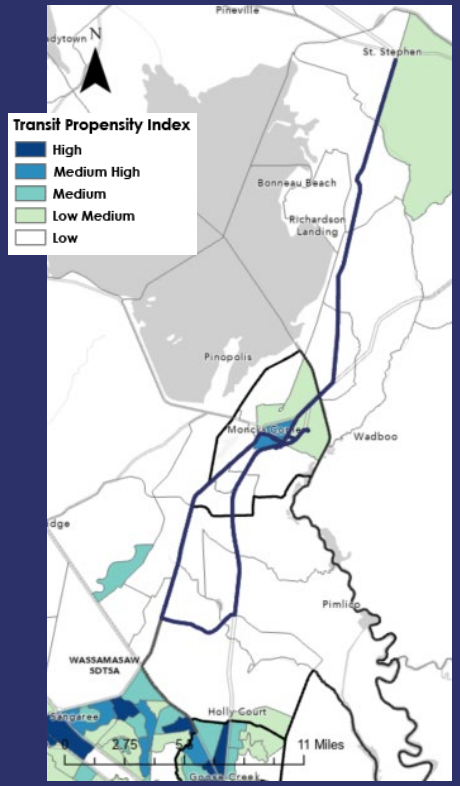
**6,215** households

## Key Destinations

- Santee Cooper
- Bonneau Town Hall
- TriCounty Link Terminal
- BP Gas Station

# B104: Moncks Corner

## Transit Propensity Index (TPI)




## 2024 Performance

### Operating Statistics

| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 1.36 | 0.07 | 0.9 |

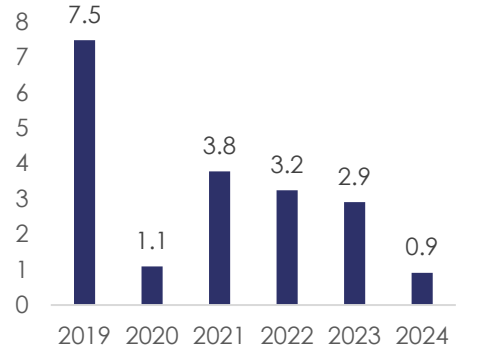
* Based on Daily Revenue Hours

### Financial Performance

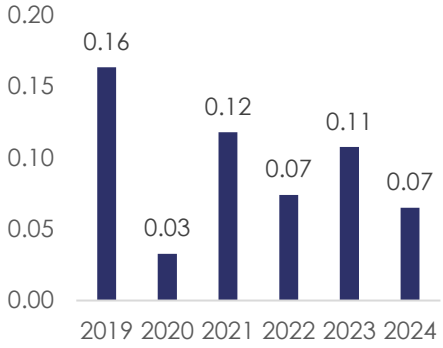
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $0.60 | $0.03 | $0.40 | $55.25 | $54.81 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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

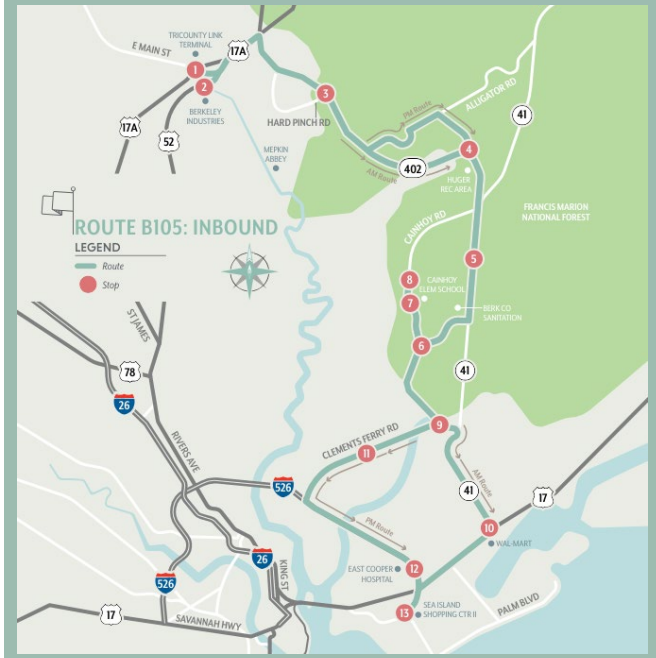
| Inbound | Service Span | # Trips / Day |
|---|---|---|
| AM | 5:45 AM – 7:25 AM | 1 |
| PM | 2:00 PM – 4:25 PM | 1 |

| 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

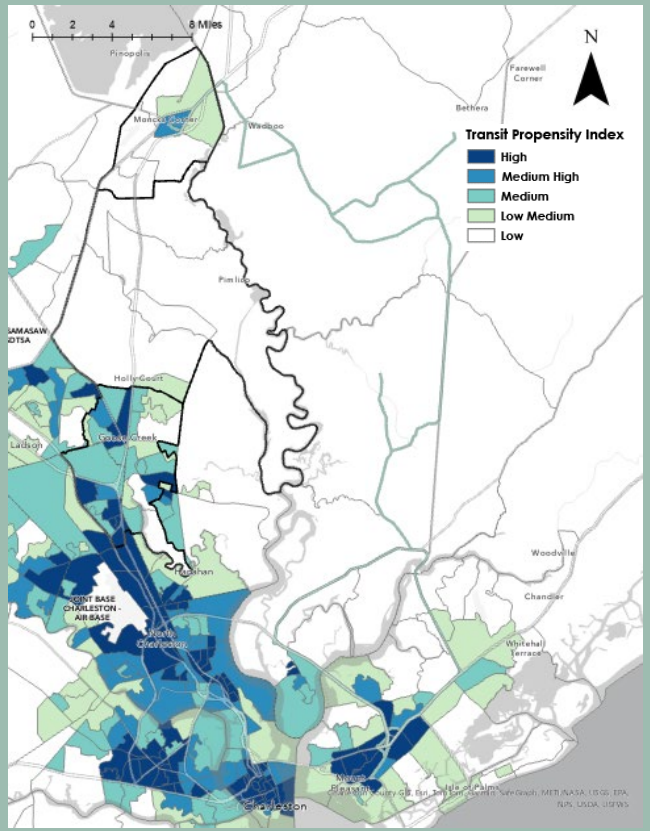
### Coverage

**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 |

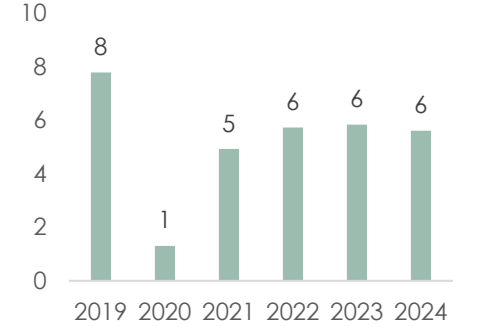
* Based on Daily Revenue Hours

### Financial Performance

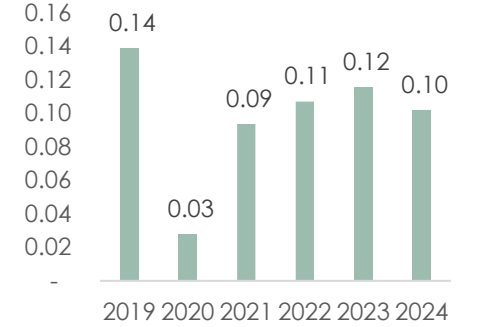
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $18.18 | $0.71 | $39.15 | $28.96 | $21.97 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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.

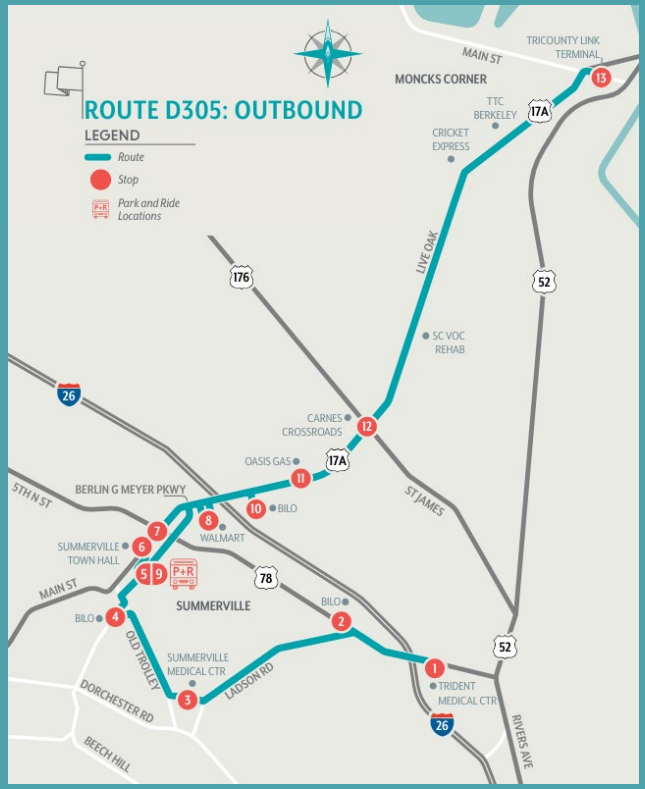
### Service Characteristics

| 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

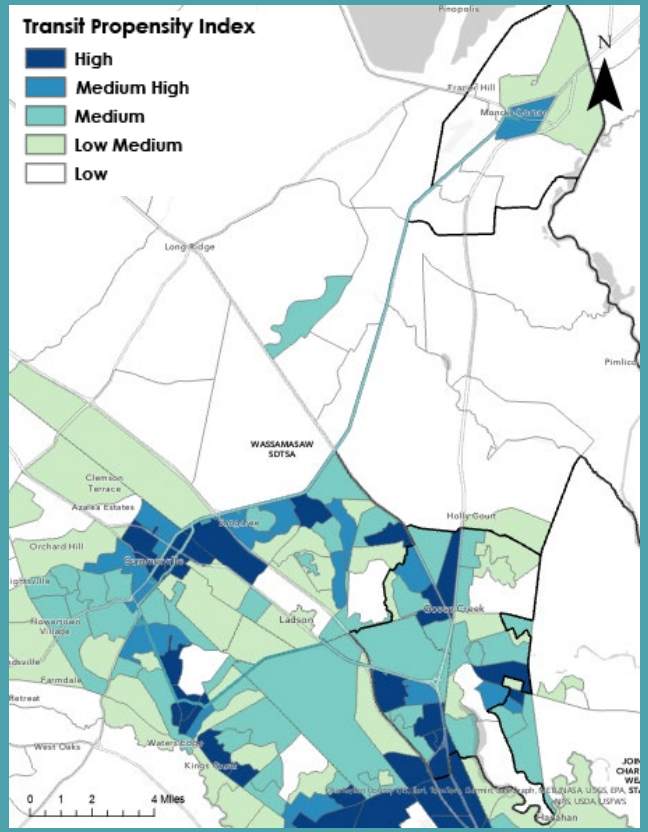
## Coverage

**63,893** people

**25,088** households

Tri County Link

# D305: Summerville Connector




## 2024 Performance

### Operating Statistics

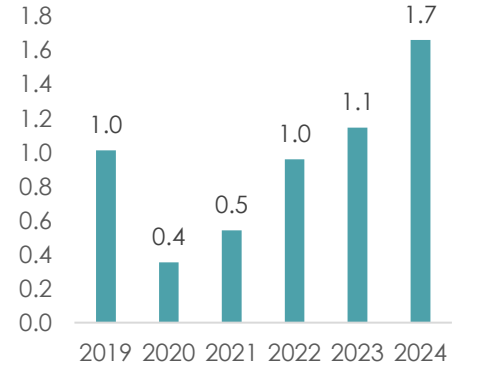
| Riders / Hour | Riders / Mile | Riders / Trip |
|---|---|---|
| 1.85 | 0.10 | 1.7 |

### Financial Performance

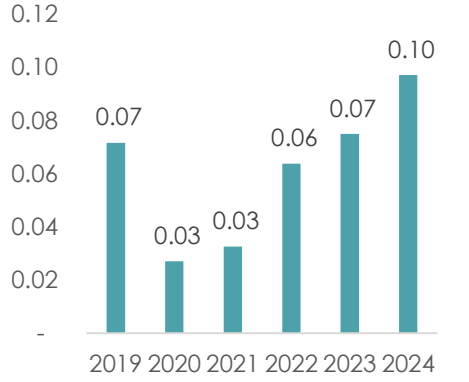
| Revenue / Revenue Hour | Revenue / Revenue Mile | Revenue / Trip | Cost / Rider | Subsidy / Rider |
|---|---|---|---|---|
| $1.44 | $0.08 | $1.29 | $40.73 | $39.95 |

## Historic Trends

### Riders per Trip




### Riders per Revenue Mile



# 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

## 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.

# 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.).<br>• **Lack of sidewalks and signalized intersections**, especially in the Central segment of the corridor, will have to be a consideration in BRT planning.<br>• 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.**<br>• 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.<br>• B102 and B105 are productive with limited service.<br>• There could be **exploration of adding more trips and/or modifying alignments**, especially through medium-high transit propensity areas.<br>• 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

# Appendices

- This section is for internal purposes and intended to document additional data collected for the BRT Feasibility task.

# Appendices

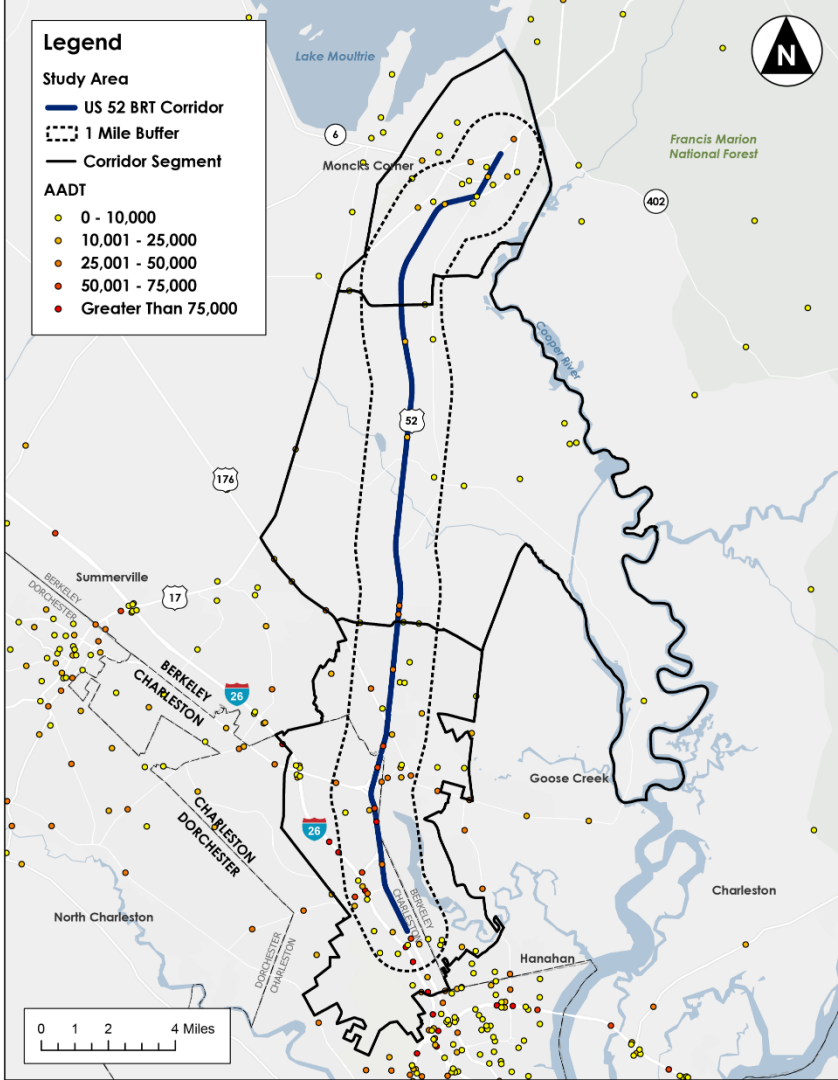
## Appendices

| 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

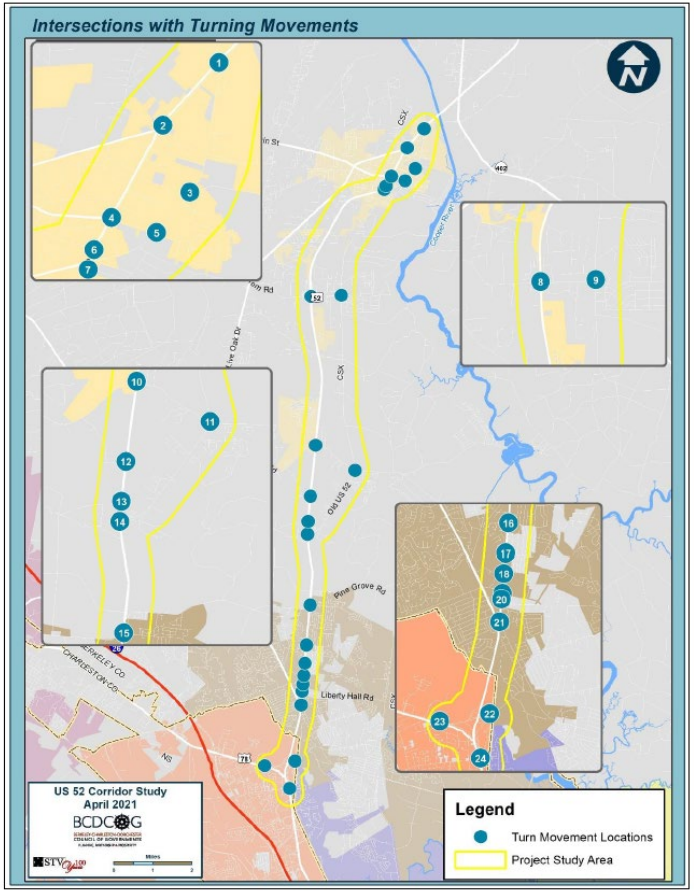


# B. Intersection Turning Movements

## 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 |

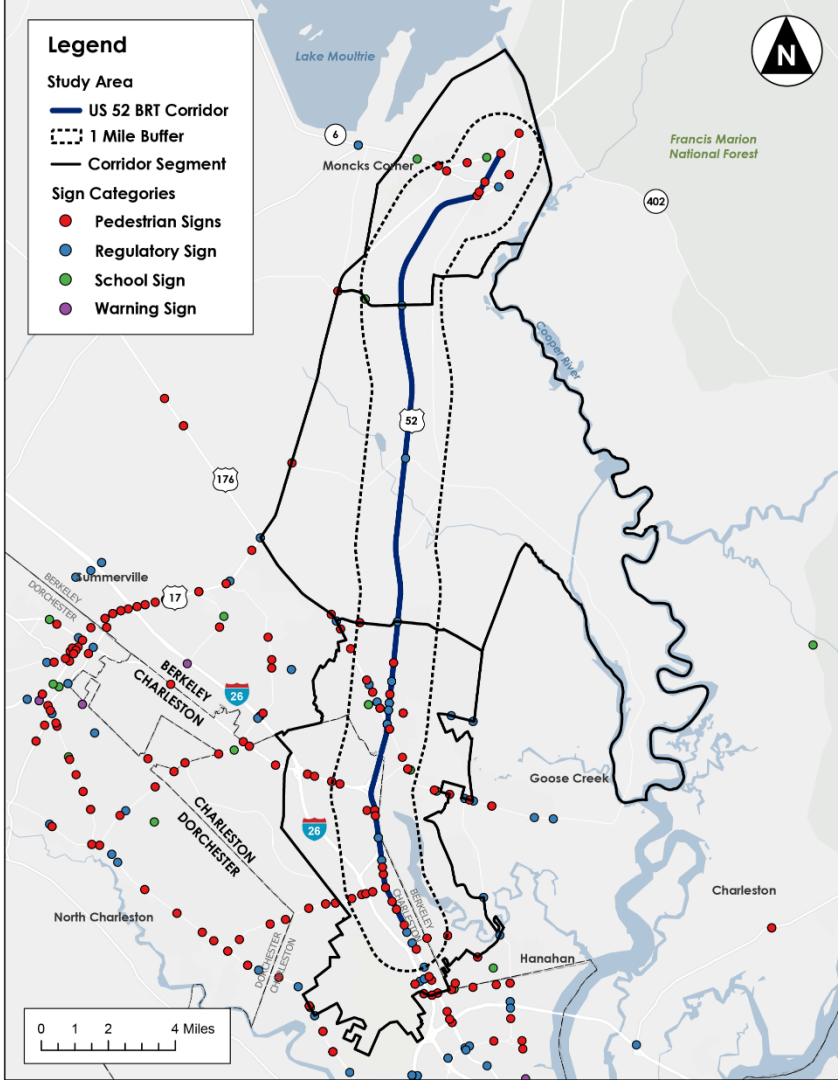



Source: Existing Conditions Report

# C. Signage

## Appendices

Source: SCDOT

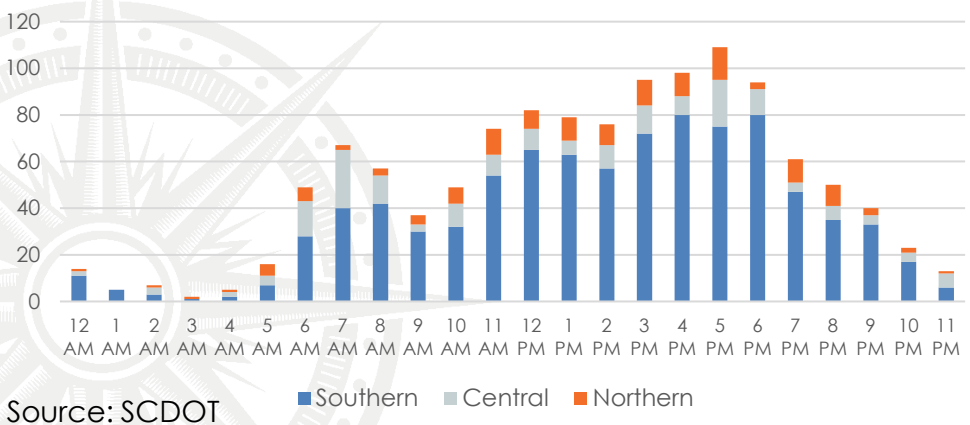


# D. Vehicle Crashes (2021)

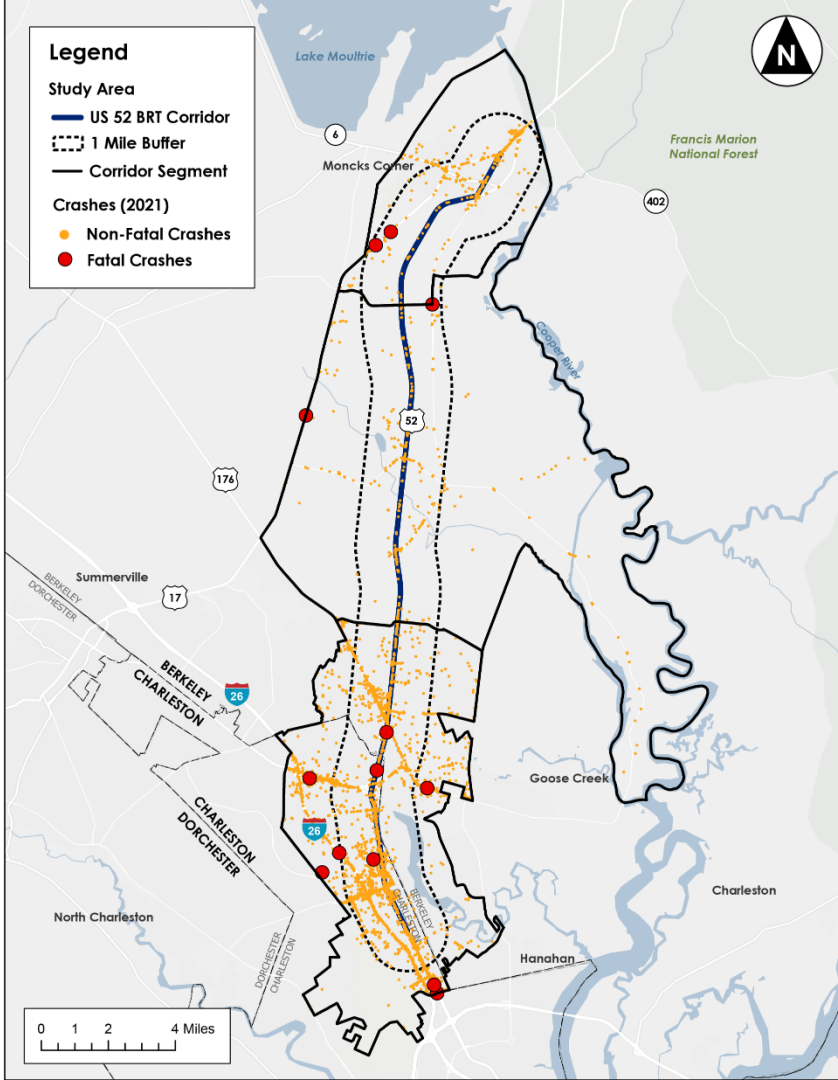
## Appendices

**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 |



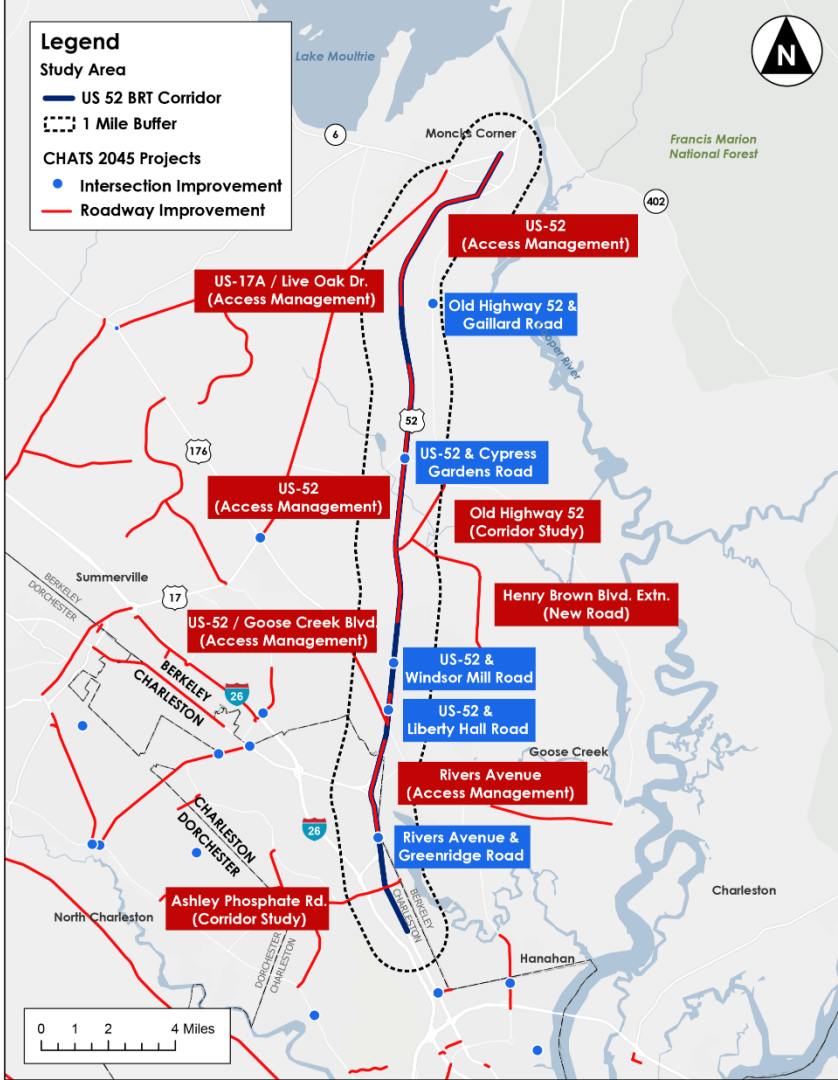

Source: SCDOT



# E. Future Improvements

## Appendices

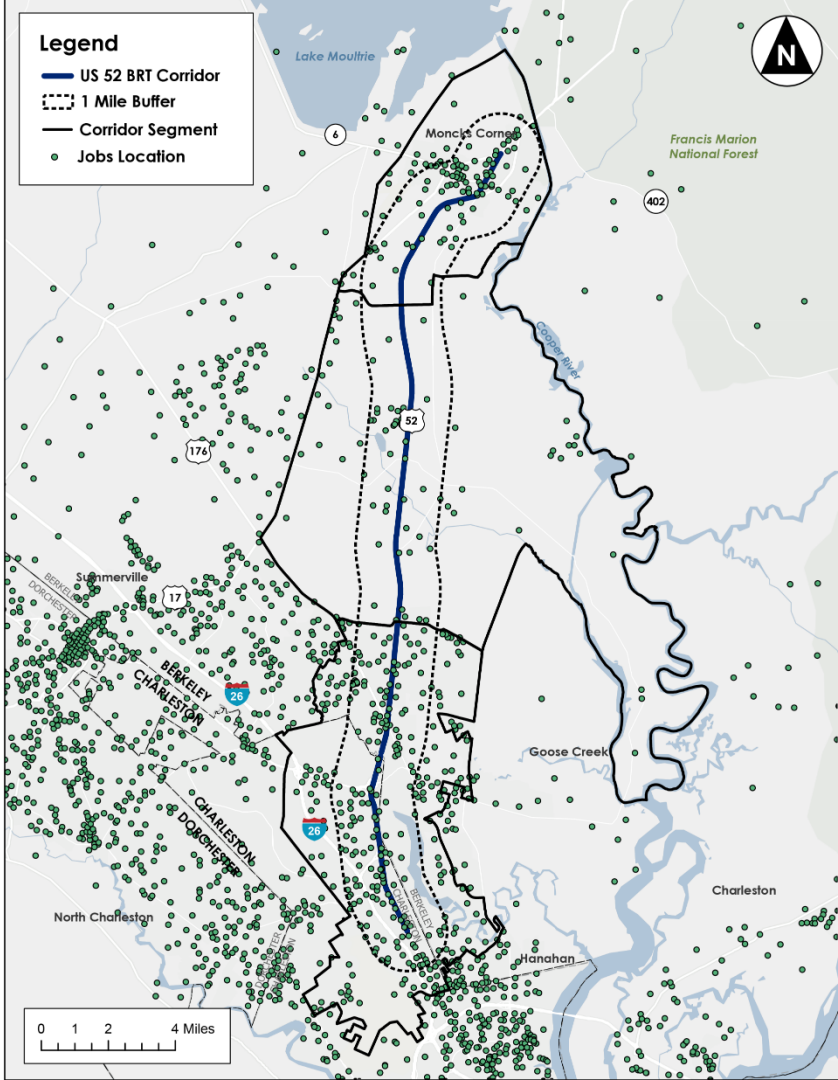
Source: CHATS



# F. Employment Density

## Appendices

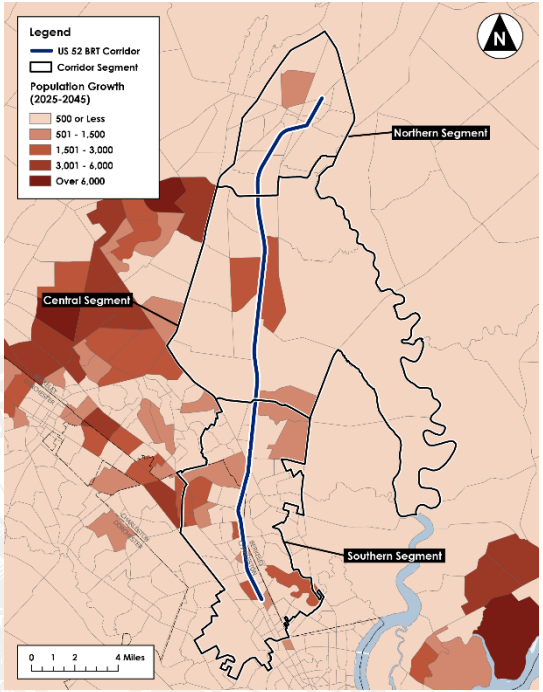
Source: LEHD



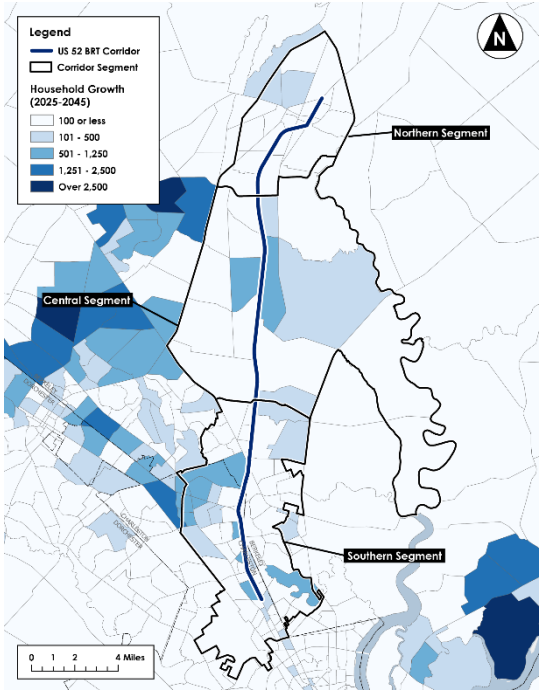
# G. Future Growth Patterns

## Appendices

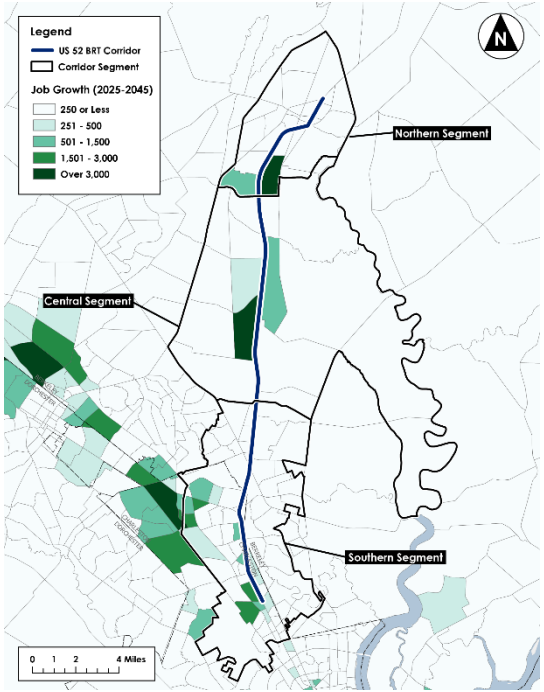
**Population Growth (2025 – 2045)**




**Household Growth (2025 – 2045)**




**Employment Growth (2025 – 2045)**



# H. ROW Parcel Boundaries & Appraisal Data

Appendices

# 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 |
| 1FDFE4FS0DDB30379 | 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 | McCellanville, Linc | 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 | McCellanville, Linc | 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

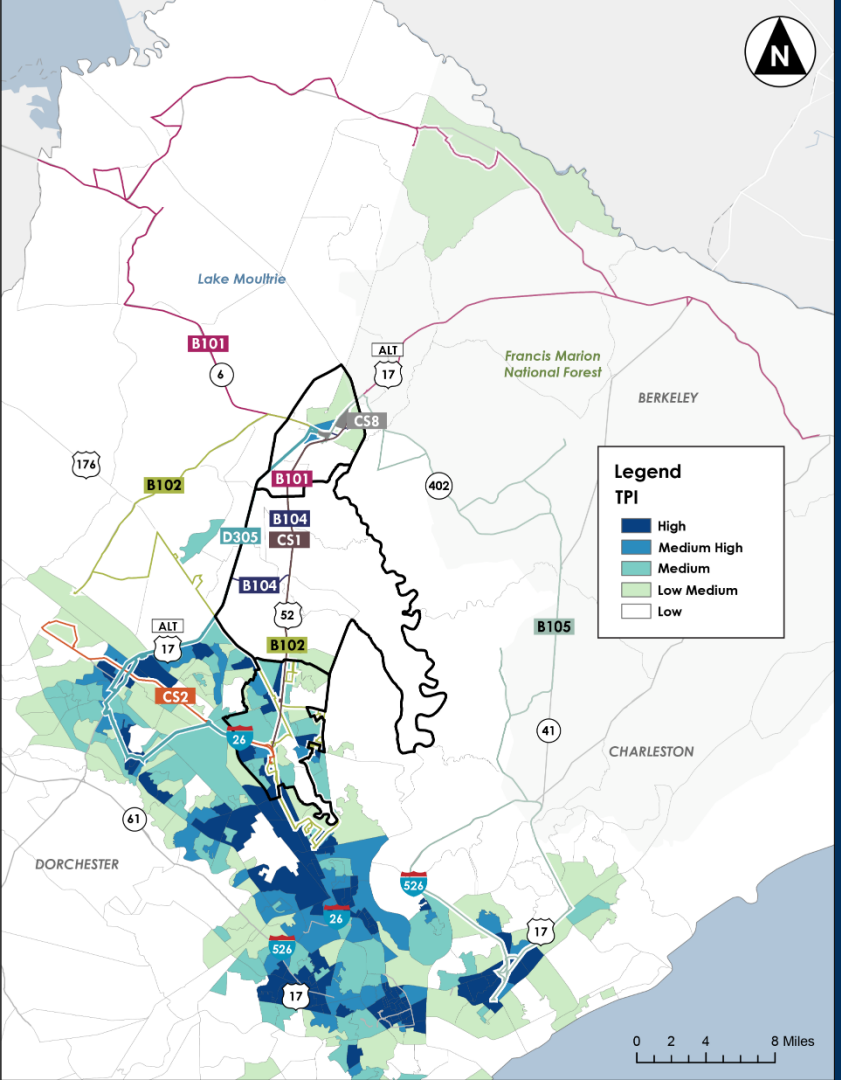
### 2023 Income Statement

**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 | |

# H. Gap Assessment Tables

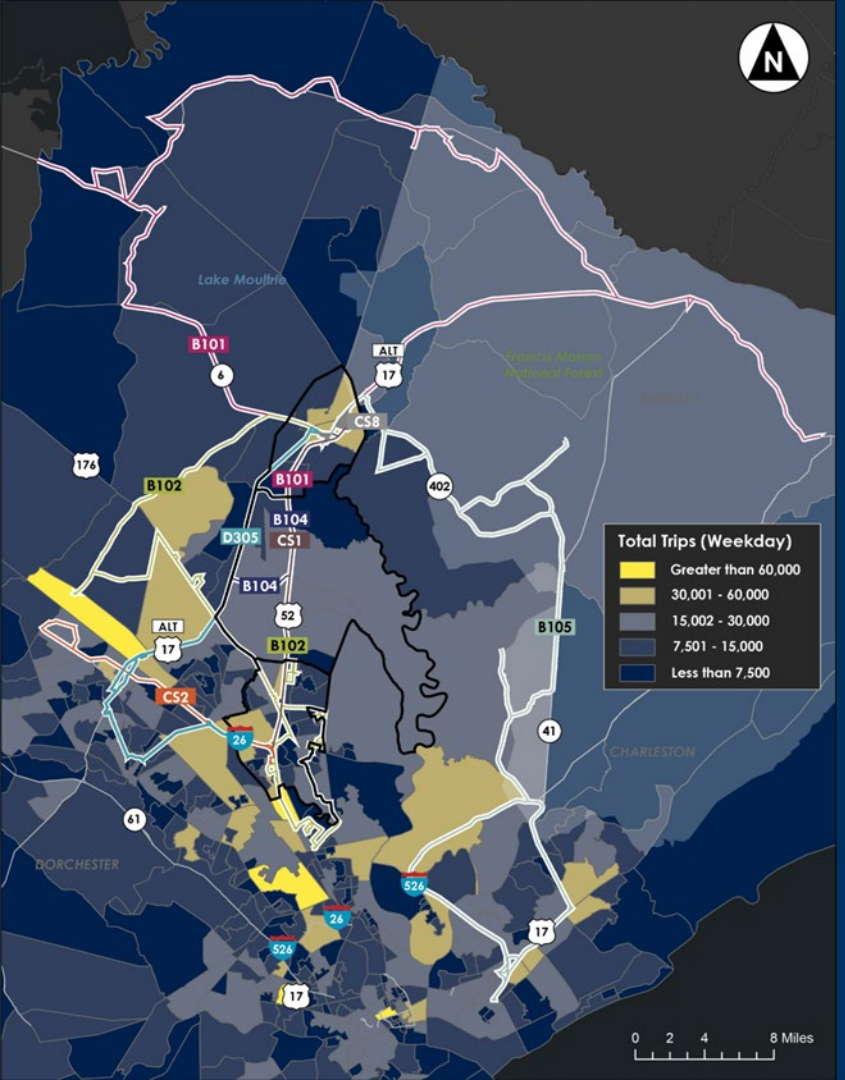
Appendices




# Transit Coverage & Transit Propensity Index

## Demographic Analysis

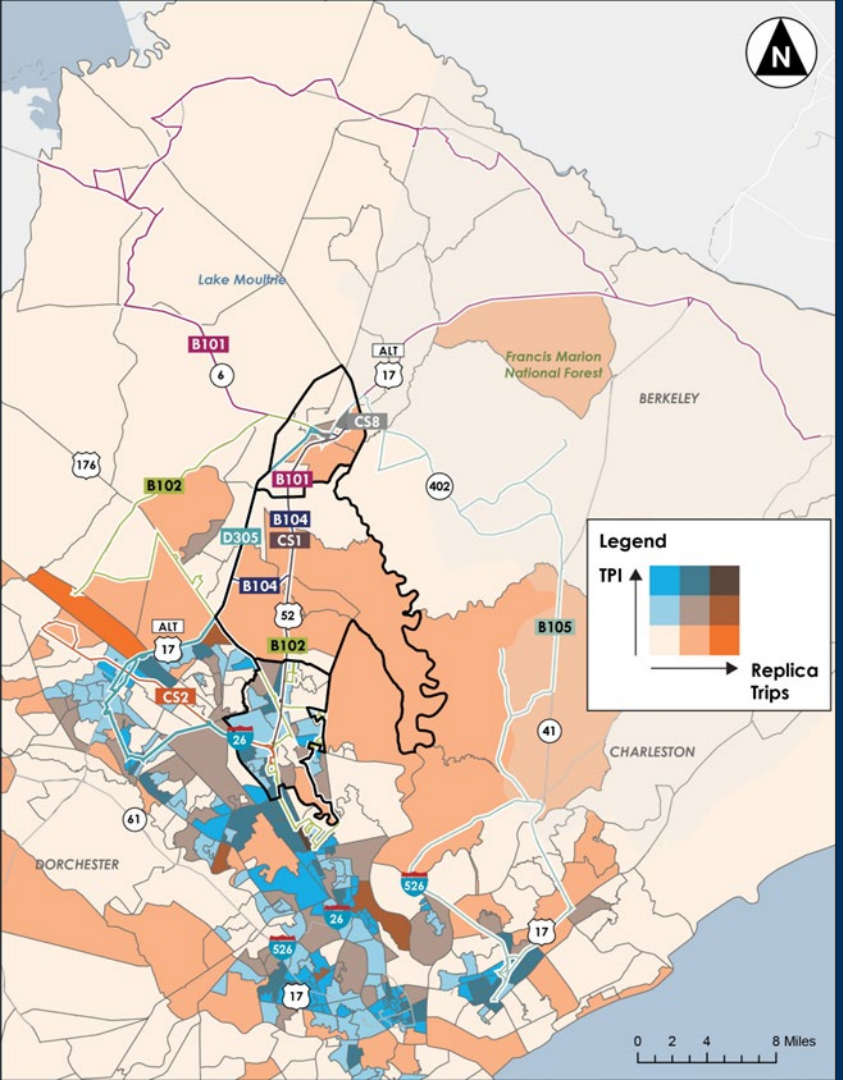
| | Daily Route Trips | # of Block Groups by TPI | | | | |
|---|---|---|---|---|---|---|
| | | High | Medium -High | Medium | Medium -Low | Low |
| B101 | 2 | 0 | 1 | 0 | 3 | 29 |
| B102 | 2 | 15 | 7 | 18 | 14 | 25 |
| B104 | 3 | 0 | 1 | 0 | 2 | 14 |
| B105 | 4 | 7 | 4 | 3 | 9 | 17 |
| D305 | 16 | 9 | 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 & 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 & 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