

Chapter 3.7 Transportation Element

Element Goal

A transportation system that is coordinated with land use patterns and community character. The level of service should support economic development and a high quality of life.

3.7.1: OVERVIEW

Transportation is an important *Comprehensive Plan* Element because it provides the strategies tying the movement of people and goods with the strategies of economic development and land use. Because roads are capital facilities maintained in part by the County, they are linked to the strategies for capital facility improvements and the provision of adequate public facilities. The impact of new development on the roadways is often felt on a countywide level. As development in areas of the County intensifies, one of the first things long time residents and new residents notice is an increase in traffic and traffic congestion. Furthermore, the general health, safety, and welfare of the citizens and visitors to Charleston County are strongly influenced by the road network's ability to handle evacuations during severe weather and other emergencies.

A transportation system that offers a complete network of transportation choices, including, but not limited to, pedestrian and bicycle facilities as well as public transportation and mass transit options, is key to developing a sustainable community. The provision of transportation in the County should reflect the unique characteristics of the landscape and adhere to the character outlined in the development quality strategies of the *Comprehensive Plan*. Safe and adequate transpor-

tation options should maintain and enhance the rural character throughout the County.

Transportation systems are not confined solely to roads. In Charleston County, the transportation system includes: a large port system; the Intercoastal Waterway, along with the Atlantic Ocean and various rivers used for shipping purposes; several airports, both public and private; Joint Base Charleston; public transportation systems; and a network of local roads, collector roads, arterial roads, and highways. The economy of the Berkeley-Charleston-Dorchester region is dependent upon the viability and success of these diverse transportation systems. Therefore, a key strategy in this Element is to support these systems and ensure that they are balanced with land use recommendations.

Purpose and Intent

The purpose of the Transportation Element of the Comprehensive Plan is to: present information and strategies that respect the scenic beauty, community character, natural resources, and cultural heritage of Charleston County in the provision and use of any transportation system; consider the impacts of proposed new development in the existing transportation systems during review of proposed developments; improve efficiency of the existing and planned transportation system by managing its supply and demand; encourage the provision of safe, convenient pedestrian and bicycle systems; encourage public transit options in the County; promote intermodal transportation systems such as park and ride, pedestrian and bike ways, and bus rapid transit; and support and improve the existing emergency evacuation and transportation planning policies.

3.7.2: BACKGROUND AND INVENTORY OF EXISTING CONDITIONS

The County's primary function in relation to transportation is through improvements of roadways and drainage. The Transportation Development Department is responsible for these roadway improvements, while the Public Works Department is responsible for drainage and maintaining county roads. In 2004, Charleston County voters approved a half-cent sales tax on purchases made within the County for 25 years, or until \$1.3 billion is collected. The intent of the sales tax is to fund the costs of highways, roads, streets, bridges, and other transportation-related projects and drainage facilities. To date, this successful sales tax program has funded the completion of 11 bonded projects and 218 annual allocation projects. In November 2016, the citizens of Charleston County voted to add a second half-cent sales tax. The passing of this referendum adds an additional half-cent to purchases made within the County beginning May 2017 for 25 years, or until \$2.1 billion is collected. Details regarding each of these half-cent sales tax programs are provided later in this section.

In Charleston County, transportation planning is a combined effort of Charleston County, adjacent counties and municipalities, the South Carolina Department of Transportation (SCDOT), and the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). The BCDCOG, one of South Carolina's ten Regional Planning Councils, provides regional planning for the tri-county area and is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Charleston Area Transportation Study (CHATS). The BCDCOG also provides staffing, management and oversight of the Charleston Area Regional Transportation Authority (CARTA), Charleston's urban public transportation system covering the metro area

of Charleston, South Carolina. Together, these agencies analyze the short- and long-range transportation needs of the region and offer a public forum for transportation decision making.

South Carolina Department of Transportation

The South Carolina Department of Transportation (SCDOT) is responsible for transportation planning for federal and state highways. Its focus is on providing statewide regional networks of transportation. Plans from SCDOT allocate federal and state funds toward projects. The SCDOT Commission determines the funding priorities for the federal-aid program following each new federal highway bill and annual appropriations act, which includes the funding level allocated to the BCDCOG through the Charleston Area Transportation Study (CHATS).

SCDOT, in partnership with the South Carolina Department of Commerce, South Carolina State Ports Authority, Federal Highway Administration, Federal Transit Administration, and other key stakeholders have updated the South Carolina Multimodal Transportation Plan (MTP), "Charting a Course to 2040". The MTP is updated every five years to reflect the latest information on travel and growth trends, goals and objectives, infrastructure conditions, future deficiencies, and estimated funding. The current MTP was adopted by the SCDOT Commission in December 2014.

For the first time in 30 years, SCDOT has been provided with an increased and sustainable revenue stream. Legislation known as the "Roads Bill" was passed by the South Carolina General Assembly and went into effect on July 1, 2017. The centerpiece of the legislation is the increase in sustained funding to fix more roads and bridges through a graduated increase in the state gas tax. A recently released SCDOT Ten Year Project Plan is one of several initiatives that will utilize this new funding. The Plan lists 16 new state highway system projects in



Charleston County that will increase interstate capacity, improve rural road safety, and eliminate load-restricted and structurally deficient bridges.

Charleston Area Transportation Study

In 1977, the BCDCOG was appointed to perform the planning and programming functions of the Charleston Area Transportation Study (CHATS), in cooperation with the SCDOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). CHATS currently serves approximately 1,000 square miles, comprised of the region's most urbanized areas. CHATS is governed by a 47-member board, representing governmental and transportation-related organizations from throughout the CHATS region. The CHATS Transportation Improvement Plan (TIP) lists three primary documents that encompass the region's urban transportation planning efforts:

1. The *Unified Planning Work Program* lists the transportation studies and tasks to be performed by the CHATS MPO staff on an annual basis;
2. The *Long-Range Transportation Plan* (LRTP) is used as a guide for region plans to invest in the transportation system over a 25 year period. The plan includes environmental, social, and intermodal considerations. The vision of the LRTP is guided by estimated available financial resources. The current LRTP was adopted by the CHATS Policy Committee on December 12, 2011, and BCDCOG staff is currently in the process of updating this document; and
3. The *Transportation Improvement Program* (TIP) is a short-range five year capital improvement program prioritizing projects for federal funding. The current five year transportation improvements program was adopted in April 2017 and the program spans from fiscal years 2017-2022. A project must have available funding and be included in the LRTP to be included in the TIP.

Similarly, the BCDCOG maintains three primary documents which encompass the region's rural transportation planning effort: the Rural Unified Planning Work Program (RPWP), the Rural Long-Range Transportation Plan (RLRTP), and the Rural Transportation Improvement Program (RTIP).

In June of 2016, the South Carolina General Assembly approved Act 275, which includes directing the revenue from certain fees and fines to the State highway fund for the Resurfacing Program and to the South Carolina State

Infrastructure Bank (SIB) for bridge and interstate projects. Some of the Act 275 bridge and interstate funding is programmed in the CHATS TIP, including funding for existing I-526 widening and interchange improvements within Charleston County.

Public Transportation

CARTA

Charleston Area Regional Transportation Authority (CARTA) provides local, express, and neighborhood bus service within the urban and suburban areas of the Berkeley-Charleston-Dorchester Tri-County region. In Charleston County, CARTA provides service in and between North Charleston, Charleston, Mount Pleasant, West Ashley, and James Island. CARTA has regular routes that travel to major destinations and DASH service that provides free bus transportation in the downtown area. A Tel-A-Ride Service provides curb-to-curb service for residents who meet the Americans with Disabilities Act (ADA) Certification Requirements. CARTA contracts Transdev Services, Inc., to manage its transportation system. Transdev is responsible for the day-to-day operations of CARTA bus and paratransit services in Charleston, which includes the hiring, training and managing drivers, maintenance, call center dispatch and other employees to ensure safety, maintenance and customer service standards for the riders of the CARTA service.

TriCounty Link

TriCounty Link provides rural bus service to Berkeley, Charleston, and Dorchester Counties. The current fleet consists of 49 vehicles that seat from 14 to 32 passengers. All TriCounty Link vehicles are ADA compliant and include wheelchair lifts. In Charleston County, three TriCounty Link bus routes serve the western portion of the County, including Johns Island, Kiawah Island, Seabrook Island, and Edisto Island, as well as the Towns of Meggett, Hollywood, and Ravenel. Two routes serve the eastern part of the County and extend into the Towns of Awendaw and McClellanville. Commuter routes are also available through TriCounty Link.



Bus Rapid Transit (BRT)

As a result of a BCDCOG-led 15-month study to identify a transit alternative that will improve transit service and enhance regional mobility along the 22-mile I-26 corridor connecting Summerville, North Charleston, and Charleston, Bus Rapid Transit (BRT) along the US 78/US 52 (Rivers Avenue) was recommended to move forward into planning and design. BRT is a system of rubber tired buses that operate like a conventional rail in its own dedicated guideway or in mixed traffic. The BRT recommendation includes 16 hybrid-electric articulated vehicles operating in a semi-exclusive guideway with transit signal priority. The planned service originates in Summerville and ends in downtown Charleston at Line Street. The plan calls for 18 stations with park and rides, transit hubs, and neighborhood stops serving major activity centers such as Summerville, Trident Health/Charleston Southern University, Northwoods Mall, North Charleston, the Amtrak Station, and downtown Charleston. Charleston County's 2016 Half-Cent Sales Tax will provide local matching funds to supplement federal funding to implement and operate this BRT program.

Charleston County Transportation Committee

By law each county in South Carolina is responsible for establishing a County Transportation Committee (CTC) appointed by the County's Legislative Delegation. Charleston County appoints two of the ten members of the Charleston County CTC, and the Charleston County Transportation Development Department acts as program manager for the CTC. The CTC is entrusted with the authority to select and approve projects to be funded utilizing "C" funds. The "C" funds are derived from the state gasoline tax and are distributed to each county based on an apportionment formula that takes into account the county's land area, population, and rural road mileage. Each year, the Charleston County CTC receives requests from municipalities and organizations and decides which improvement projects receive "C" funding.

Prior to 2017, every gallon of gasoline purchased within the State of South Carolina was taxed 16.75 cents. Counties within the state received 2.66 cents per gallon of all the gasoline sold, with this money being distributed to each county as the "C" fund. State law stipulated that the counties spend at least twenty-five percent of their apportionment of "C" funds on the state highway system for construction, improvements, and maintenance.

In 2017, the South Carolina General Assembly passed the Roads Bill Legislation (Act 40), which resulted in the authorization of additional funding for SCDOT to address essential improvements to the state's transportation system. This legislation also included the authorization of additional recurring funding for the CTC pro-

gram. The new legislation amends the "C" Fund law increasing the CTC's portion by .3325 cents a gallon beginning July 1, 2018, and each July first thereafter through July 1, 2021, until such time as the total amount equals 3.99 cents a gallon. The increase in proceeds resulting from the provisions of the new legislation must be used exclusively for repairs, maintenance, and improvements to the state highway system. Based on future gasoline sales projections, funding to the overall CTC program would increase incrementally each year for four years for an approximate total of \$8 million per year.

The Charleston County Half-Cent Sales Tax Programs

2006 Half-Cent Sales Tax Program

In the fall of 2004, Charleston County voters approved a Half-Cent Sales Tax on purchases made within the County for 25 years, or until \$1.3 billion is collected. The intent of the sales tax is to fund the costs of highways, roads, streets, bridges, and other transportation-related projects and drainage facilities. The sales tax also funds the Charleston County Greenbelt Program and mass transit systems operated by the Charleston Area Regional Transportation Authority (CARTA). Collection for the sales tax began in May 2005, and since then has funded 12 bonded projects (ten of these projects have been completed and two are currently under construction):

- Bee Street and Courtenay Drive Infrastructure Improvements;
- Bees Ferry Road Widening;
- Folly Road and Maybank Highway Interstation Improvements;
- Future Drive at Northside Drive;
- Glenn McConnell at Magwood Drive and I-526;
- Harbor View Road Improvements;
- Johnnie Dodds Boulevard Improvements;
- Palmetto Commerce Parkway Phase 1 and 2;
- Wesley Drive Project;
- West Ashley Traffic Circle;
- Folly Road at Camp Road Intersection Improvements (under construction); and
- Maybank Highway Improvements Phase 2 (under construction).

In addition to the 12 major bonded projects, County Council typically allocated \$10.5 million for the Half-Cent Sales Tax Allocation Program. To date, a total of 218 projects have been completed under the annual allocation program. The breakdown of allocation funds are as follows:

- Resurfacing - \$4 million
- Bike/Pedestrian - \$1.0 million
- Local Paving - \$2 million

- Intersection Improvements - \$2 million
- Drainage Improvements - \$0.5 million
- County Council/Public Works - \$1 million

2016 Half-Cent Sales Tax Program

In November 2016, the citizens of Charleston County voted to add a second Half-Cent Sales Tax. The passing of this sales tax added an additional half-cent to purchases made within the County beginning May 2017 for 25 years, or until \$2.1 billion is collected. The 2nd Half-Cent Sales Tax will be used to fund the costs of highways, roads, streets, bridges, and other transportation-related projects and drainage facilities related thereto, and mass transit systems operated by Charleston County or jointly operated by the County and other governmental entities, which may include, but not limited to:

1. Projects of regional significance: Airport Area Roads Improvements, Dorchester Road Widening, Michaux Parkway to County line, US 17 at Main Road flyover and widening Main Road from Bees Ferry Road to Betsy Kerrison Parkway with a parkway-type section at Bohicket Road.
2. Projects of local significance: Annual Allocation continuation: Resurfacing, Bike/Pedestrian Facilities, Local Paving and Intersection Improvements, Glenn McConnell Parkway Widening, James Island Intersection and Pedestrian Improvements, Northside Drive Realignment at Ashley Phosphate Road, Rural Road Improvements, Savannah Highway/Ashley River Bridges/Crosstown Congestion Infrastructure Improvements, SC 41 Improvements from US 17 to Wando Bridge, and US 78 Improvements from US 52 to County line.

Other Transportation Initiatives

Mark Clark Extension Project

The South Carolina State Infrastructure Bank (SIB) made a commitment to fund the Mark Clark Extension Project's construction, from its current terminus at US Highway 17 South to the James Island Connector, as funding becomes available to the Bank. At the time of this commitment in 2006, the total project cost was estimated to be \$420 million, and since then, the Bank has awarded the County \$99 million for preliminary design, environmental impact studies, engineering, and right-of-way acquisition.

North Charleston Intermodal Transportation Center

A groundbreaking took place in August 2017 for the North Charleston Intermodal Transportation Center. This new transportation center will be built at the current Amtrak Station site on Gaynor Avenue, and in addition to Amtrak, the new 15,000 square foot terminal will offer CARTA Local Bus Service, Southeastern Stages (bus line and charter coach service), additional office space and a community room. Much of the funding for the \$15 million project is from the Federal Transit Administration, with Charleston County, North Charleston and the Charleston Area Regional Transportation Authority also contributing. Construction is scheduled to be completed by the end of 2018, and the City of North Charleston will own and

manage the facility.

Existing Intermodal Freight Terminals

The South Carolina State Ports Authority (SCSPA) owns and operates five marine terminals in the Port of Charleston: Union Pier, Wando Welch Terminal, North Charleston Terminal, Columbus Street Terminal, and Veterans Terminal. The SCSPA has an approximate capacity of 2.6 million twenty-foot equivalent units (TEUs) at its three existing container facilities, encompassing 450 acres of land designated for container operations. TEUs are common units used to measure a ship's cargo carrying capacity. Union Pier, Columbus Street, and Veterans Terminals handle non-containerized cargoes such as vehicles and breakbulk goods. Palmetto Railways currently provides rail services to Union Pier Terminal, Columbus Street Terminal, Veterans Terminal, North Charleston Terminal, and various terminals of private industries in the region.

Presently, there are two existing intermodal terminals in the Charleston region operated by the two Class I line-haul carriers that serve the Port of Charleston and various local businesses and industries. The existing intermodal facilities in the Charleston region include the CSX Ashley Junction intermodal terminal and the Norfolk Southern (NS) 7-Mile intermodal terminal. Both terminals operate at high volumes today and are at or very near their throughput capacity. The stated combined capacity of the two existing intermodal terminals



Rendering of the North Charleston Intermodal Center (Source: www.RideCARTA.com, November 21, 2017).

is 498,800 Twenty-Foot Equivalent Units (TEUs) without infrastructure improvements, which are limited by the lack of contiguous available land for future expansion.

Intermodal Freight Terminals Under Construction

There are three major interrelated freight projects under construction on or adjacent to the former Charleston Naval Complex (CNC): the South Carolina Ports Authority’s Hugh K. Leatherman, Senior Marine Container Terminal, Palmetto Railways’ Intermodal Container Transfer Facility (ICTF), and SCDOT’s Port Access Road.

SCPA is currently building the Hugh K. Leatherman, Senior Marine Container Terminal at the CNC. It is the only permitted new container terminal on the U.S. East and Gulf Coasts, and at build out, the 280-acre terminal will boost capacity in the port by a full 50 percent.

Palmetto Railways is currently constructing and will operate an Intermodal Container Transfer Facility (ICTF) on a 130-acre site also located at the former CNC. The proposed Navy Base ICTF will provide capacity to meet projected future intermodal growth within the region and has focused on the provision of equal access for both Class I carriers in the region (CSX and NS).

The Port Access Road is a new roadway and structure project to provide direct access between the proposed marine container terminal location on the former Navy Base and I-26, while maintaining adequate service for local, commuter, and commercial traffic. Included in the project’s purpose is the intent to safely integrate container terminal traffic with existing traffic; support local and regional planning policies and strategies; and minimize adverse impacts on communities and the environment. The project consists of the construction of a new fully directional interchange on I-26, a Bainbridge Connector Road, the extension of Stromboli Avenue and associated roadway improvements to surface streets to serve the proposed Naval Base Terminal (NBT) in the County. The feasibility of constructing overpasses over railroad tracks along port roads should be explored.

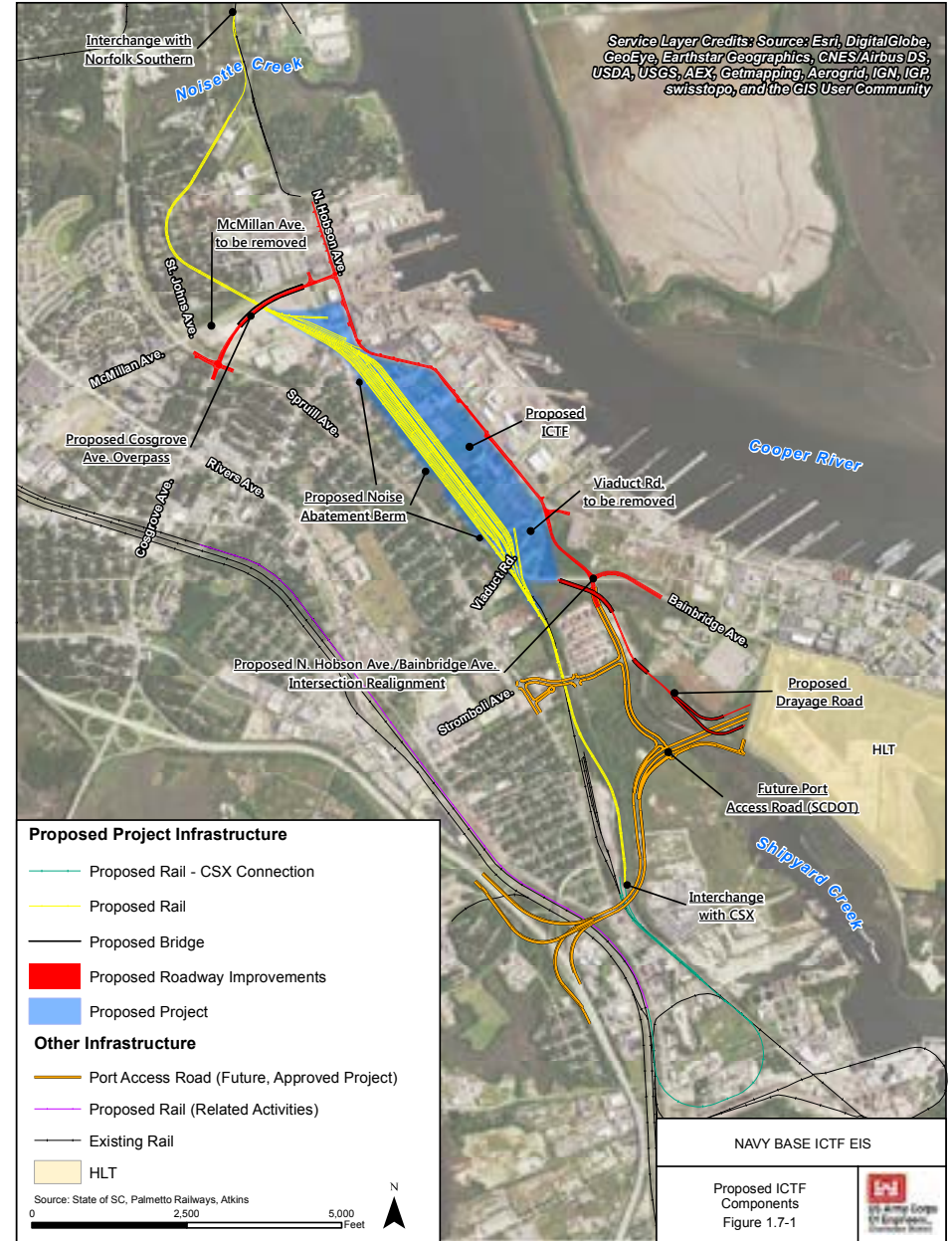
Airports

Charleston County contains three airports including the Charleston International Airport located in North Charleston, the Charleston Executive Airport located on Johns Island, and the Mount Pleasant Regional Airport located in Mount Pleasant.

Charleston International Airport

As reflected in Figure 3.7.2, the Charleston International Airport is experiencing unprecedented passenger growth due to the region’s increase in population, as well as growth in manufacturing, health care, tourism and technology industries.¹ The 3.7

¹ Charleston Business Journal, February 21, 2017.



Navy Base Intermodal Container Transfer Facility (ICTF) Components (Source: State of SC, Palmetto Railways), 2015.

million people who traveled through the airport in 2016 represented an increase of 8 percent from the previous year, and the Charleston County Aviation Authority anticipates over four million travelers in 2017.

While a recently completed \$200 million terminal renovation has dramatically improved the overall appearance and traveler experience, the airport is now contemplating bigger changes directed toward keeping up with traveler demand. Input from Charleston County Aviation Authority employees included in a 2017-2021 plan presented to airport board members in January 2017 includes expanding capacity and services to handle more passengers in the form of adding more space to airline ticketing and check-in counters, additional on-site parking, and even consideration of constructing an additional concourse.

Charleston International Airport's increase in service and significance to the local economy can be attributed to Boeing's investment in South Carolina. These investments include three major facilities on a Boeing's 141-acre "North Campus" and the new 787 Dreamliner Final Assembly Plant and state-of-the-art decorative paint facility, both located at the Boeing South Carolina's Main Campus adjacent to the airport.

Charleston Executive Airport

The Charleston Executive Airport is located on 1,333 acres on the eastern edge of Johns Island next to the Stono River. The Charleston County Aviation Authority owns and operates the facility as a reliever airport for the Charleston International Airport. A new 5,900 square foot General Aviation Terminal was opened in May 2007 and includes additional ramp parking for aircraft. The airport primarily serves western Charleston County, including Kiawah and Seabrook Islands and downtown Charleston. Its clientele tends to be corporate and business jets. Other on-site facilities include Charleston County Mosquito Abatement and the U.S. Coast Guard Air Facility Charleston.

Mount Pleasant Regional Airport

The Mount Pleasant Regional Airport is located in the Town of Mount Pleasant, and is owned and operated by the Charleston County Airport Authority. The airport does not provide scheduled passenger services but rather is primarily geared toward the

Charleston Harbor Deepening

Charleston Harbor has been a key economic driver for more than 300 years. The harbor maintains the deepest water in its competitive region today, including serving 16 post-Panamax vessel calls each week. However, to meet the depth requirements of the growing number of large vessels calling Charleston, a next-generation "Charleston Harbor Deepening" project is underway that will make Charleston the deepest harbor on the East Coast.

The project was authorized by Congress in December of 2016, and received appropriations in the FY17 Army Corps of Engineers work plan and the critical "new start" designation in May 2017. Construction on the project will soon begin, and with a channel depth of 52 feet and entrance channel depth of 54 feet, as well as enlarged turning basins, Charleston will be the deepest harbor on the East Coast.

Source: www.scsipa.com, November 22, 2017.



BOEING SOUTH CAROLINA, MAIN CAMPUS, WITH CHARLESTON INTERNATIONAL AIRPORT IN THE BACKGROUND.

(SOURCE: WWW.BOEING.COM/COMPANY/ABOUT-BCA/SOUTH-CAROLINA-PRODUCTION-FACILITY EXTRACTED NOVEMBER 22, 2017)

FIGURE 3.7.2: CHARLESTON INTERNATIONAL AIRPORT PASSENGER GROWTH

| Year | Charleston International Airport Passengers | Growth Since 2010 (%) |
|------|---|-----------------------|
| 2010 | 2,091,478.00 | |
| 2011 | 2,390,739.00 | 14.77% |
| 2012 | 2,592,753.00 | 24.27% |
| 2013 | 2,893,671.00 | 38.61% |
| 2014 | 3,141,073.00 | 50.90% |
| 2015 | 3,418,089.00 | 63.10% |
| 2016 | 3,794,770.00 | 81.36% |

Source: Charleston County Aviation Authority, 2017.

recreational flyer. Three flight schools are located on site. The majority of the air traffic at this airport, 60 percent, is local general aviation. Approximately 36 percent is transient general aviation, three percent is air taxi, and less than one percent is military air traffic. An addition completed in 2009 added 2,400 square feet in support of general aviation activities.

3.7.3: TRANSPORTATION ELEMENT GOAL

A transportation system that is coordinated with land use patterns and community character. The level of service should support economic development and a high quality of life.

Transportation Element Needs

Transportation Element needs include, but are not limited to, the following:

- Tying transportation needs with the strategies of housing, economic development, and land use;
- Encouraging alternative modes of transportation such as public transit and pedestrian/bicycle systems;
- Improving the efficiency of the transportation system;
- Ensuring transportation planning is coordinated with all jurisdictions; and
- Ensuring that evacuation routes are viable in the event of an emergency.

3.7.4: TRANSPORTATION ELEMENT STRATEGIES AND TIME FRAMES

The County should undertake the following action strategies to support the transportation Goal and the Vision for this Plan. These implementation strategies will be reviewed a minimum of every five years and updated every ten years from the date of adoption of this Plan.

- T 1. Require traffic impact studies consistent with the *Zoning and Land Development Regulations Ordinance*.
- T 2. Coordinate with municipalities, surrounding counties and SCDOT on all major projects.
- T 3. Adopt and administer standards, in accordance with the appropriate transportation agency based on traffic impact studies and made as a condition of approval for all proposed developments, zoning changes, or special use approvals, requiring provision of adequate transportation infrastructure including but not limited to:
 - Connecting existing sidewalk and bicycle facilities to proposed road facilities;
 - Adding turn lanes at driveways and intersections;
 - Installing traffic signals; and
 - Widening roads and bridges.
- T 4. Create and adopt a major thoroughfare plan including functional classifications as defined by the South Carolina Department of Transportation (SCDOT) and the Charleston County *Zoning and Land Development Regulations Ordinance* and identify planned right-of-way to be set aside for future roadways, sidewalks, and bicycle paths. The *Zoning and Land Development Regulations Ordinance* should provide incentives to dedicate thoroughfares during the development approval process.
- T 5. Incentivise and preserve future transportation corridors and other rights-of-way to reduce future acquisition costs.
- T 6. Mandate that adequate transportation infrastructure be in place prior to, or concurrent with, additional development.
- T 7. Coordinate transportation planning with growth management and land use strategies.
- T 8. Adopt “Complete Streets” policies to promote increased traffic safety along roadways, including but not limited to, separation of pedestrian and bicycle traffic from motorized traffic, intersection improvements, access management plans such as curb cuts, and lower speed limits.
- T 9. Support and participate in Metropolitan Planning Organization functions, as designated by the Federal Highway Administration and SCDOT.
- T 10. Continue to monitor the status of population evacuation for emergency preparedness for natural or man-made disasters.
- T 11. Continue to administer the Charleston County Transportation Half-Cent Sales Tax Programs and identify additional ways of financing transportation improvements including through public/private partnerships.
- T 12. Support the functions of the Charleston County Transportation Committee (CTC).
- T 13. Promote multi-transit opportunities, including the improvements at the Charleston International Airport/Air Force Base, State Ports Authority, maintaining the Intracoastal Waterway, and implementing and operating a bus rapid transit system.

TRANSPORTATION ELEMENT STRATEGIES (CONTINUED)

- T 14. Support the *People 2 Parks Plan* created by the Charleston County Park and Recreation Commission (CCPRC), the *Walk+Bike BCD Plan* currently being developed by the Berkeley Charleston Dorchester Council of Governments, and associated municipal plans, to continue to develop the pedestrian and bicycle network in Charleston County.
- T 15. Encourage pedestrian and bike access be incorporated on all public roadways, including bridges, and explore potential funding sources for additional pedestrian and bike access projects.
- T 16. Support the recommendations of the *Savannah Highway / Ashley River Bridges / Crosstown Congestion Management Study*.
- T 17. Coordinate with CARTA to ensure bus routes are consistent with land use and development patterns, to serve the maximum number of people.
- T 18. Design new publicly owned and maintained roadways to be in character with the Rural Area and ensure that they will not promote additional growth out of character with the rural landscape.
- T 19. Coordination with the City of Charleston, Dorchester County, Town of Summerville, and the SC Department of Transportation on the potential extension of the Glenn McConnell Parkway.
- T 20. Monitor emerging transportation technologies such as personal rapid transit systems and implement as feasible.

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