Appendix 1-D: Planning Studies Summary Matrix

Draft Report – February 2016

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The following provides a summary of the major plans/studies that are most relevant to the I-26 Corridor study area. The plans/studies provided in Table 1 are not inclusive of all the plans reviewed and considered during the I-26 Alternatives Analysis Study process.

Table of Planning Study Summaries

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Table 1: Planning Studies Summary Table

STUDY	YEAR	AGENCY	SUB AREAS	MAJOR RECOMMENDATIONS/NOTES
1 Charleston Metropolitan Area Commuter Rail Feasibility Study	2006	CARTA	1,2,3,4,5,6,7	• Preliminary study conducted as a revival of 1990 *Study of Potential Commuter Rail Services in the Charleston Urban Area*. • Scoped 22-mile corridor along existing Norfolk Southern rail line passing through Summerville, Lincolnville, North Charleston, and the Neck Area into downtown Charleston. • Study found that commuter rail service could potentially be successful in the Charleston/Summerville corridor due to the special geography of the peninsula that funnels travel and development along a well-defined corridor, pre-existing rail lines, and the projected population increase in the area's suburban districts. • Recommended future actions for Implementing Commuter Rail: - Foster or build momentum for commuter-oriented transit by effectively implementing and marketing express bus service along corridor; - Strengthening partnerships with stakeholders in the region; - Preserving ROW along potential routes/alignments into the peninsula; - Identify and preserve potential station and parking lands; - Need for CARTA to incorporate commuter rail planning into its planning process to undertake further studies or analysis needed to push the planning process along; - CARTA and BCDCOG should work jointly to develop a transit component of the regional travel demand model to produce indicator statistics such as projected ridership as a means of determining the viability of the project; - Undertake a more detailed and thorough land use collection effort for the commuter rail corridor; - Land use planning efforts should support ridership within the corridor. Policies should promote increased densities and other TOD patterns; - Continue the development of the Intermodal Facility in North Charleston provided it would serve as a multi-use center which provides access to passenger rail; and - Engage the freight rail operators in talks to secure a track-sharing agreement.
2 Charleston Metropolitan Area Commuter Rail Feasibility Study – Phase 2	2011	CARTA	1,2,3,4,5,6,7	• Expanded scope from 2006 study to consider commuter rail along CSX rail corridor in addition to the Norfolk Southern (NS) rail line in 2 phases: I. Summerville – North Charleston – Charleston (NS line) II. Moncks Corner/Goose Creek – Charleston line (CSX line) • Study resulted in an update to the regional travel demand model (CHATS Model) to include a mode share module that generates ridership estimates. • Trends identified to support commuter rail include: - Continued high rate of growth in distribution centers and other port-related businesses along the I-26 corridor. - Addition of Boeing as a major employer to the corridor and expansion of the Clemson Restoration Institute facility. - Interest in pursuing infill development in the Charleston Neck Area will work hand-in-hand with commuter rail. - Port terminal expansion is expected to increase truck traffic along I-26. • Model generated ridership for the proposed routes (1,500-2,200 est. ridership) is comparable to ridership seen by like-size communities with commuter rail services in operation (Portland, ME – 1,400; Albuquerque, NM – 3,900; Portland, OR – 1,400; Nashville, TN – 1,000; and Austin, TX – 1,600). • Study provided passenger station considerations (infrastructure/needs), possible locations, and estimated costs to construct. Study recommends locomotive-hauled trainsets as the preferred passenger equipment. Other equipment considerations included light rail vehicles, diesel multiple units, and non-compliant DMUs. • Peer City Analysis examining commuter rail implementation and operation experience in cities similar to Charleston including Albuquerque/Santa Fe, NM; and Charlotte, NC. • Next Step recommendations include: - Land use planning for the region should identify transit supportive land use for both under-served communities and areas that are conducive to development for this purpose; - Integrated land use and transportation planning in the Charleston Neck Area;

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				- Alternative Analysis should be conducted to examine all modes of transit along the corridor, with station siting and possible financial commitments; - Encourage and support regional participation in CARTA Express bus service since support of such services increases the likelihood for additional premium transit service in the region.
3 Transit Consolidation Feasibility Analysis	2013	BCDCOG	1,2,3,4,5,6,7	• Analysis of transit consolidation between CARTA and TriCounty Link service to identify more effective methods of providing transit and paratransit service by means of eliminating duplicate, competing services; distributing transit service more efficiently through consolidated planning, management, and operation of service; and stabilizing public funding levels by eliminating redundant administrative and management systems. • Analysis reveals that the two systems serve different markets, cover large geographic areas, and operate with lean staff, resources, and funds. • There are virtually no duplicative services since each operate in distinct geographic areas; therefore, there are no cost-saving opportunities in service rationalization. • The distance between the two facilities and the service area size in which they operate serve as barriers to relocate either. Consolidation of TriCounty Link and CARTA operations would require significant expansion of either facility, and if relocation was permissive, the added deadheading cost would not be cost effective. • Recommended phased approach to consolidation of two systems in the long-term.
4 TriCounty Link Comprehensive Operational Analysis	2014	BCDCOG	1,2,4	• Provides a Comprehensive Operation Analysis of current TriCounty Link Transit system. • The review of routes was undertaken to improve the system's service to local residents. This was done in an effort to understand the current use and performance of the TriCounty Link system as well as identify how the system is evolving over time. Recommendations from this study serve to identify corrective actions in response to changing conditions that work to strengthen services that are performing poorly and target resources to capture developing markets. • Provides near-term and future recommendations to TriCounty Transit system to maximize service in the tri-county area. Near term recommendations include: <u>Commuter Routes</u> - No changes to commuter routes ***#1 (Berkeley)***, ***#3 (Dorchester-Santee Cooper),*** #4 (Berkeley-Santee Cooper), Link to Lunch - Route ***#1 (Berkeley)*** should monitor last trip on route. Performance currently low and might need to be eliminated. - Eliminate commuter route ***#2 (Dorchester)*** due to duplication of service with the Dorchester Connector Shuttle and lowest performing route. - Commuter route **#5 (Berkeley-Santee Cooper)** route schedule changes suggested. - Commuter route ***#6 (Dorchester Connector)*** deviates off present route to Ridgeville to pick up proposed eliminated **#2 (Dorchester)** service. Additional stops along new route. - Eliminate ***Dorchester Connector Shuttle*** route for new **Commuter Route #7** from Summerville along I-26 terminating @ Health South CARTA connection and Ladson Area Shuttle service. Ladson Area Shuttle servicing Coastal Center and making connections to CARTA @ Health South and CARTA Park and Ride, North Charleston. - Introduce ***Link to Employment*** to replace commuter route ***#2 (Dorchester)***. Operates as employment shuttle servicing SC Works and links in Summerville. - Introduce Summerville Connector starting at Carnes Road (east of I-26) into Summerville along Trolley Road, CARTA Park and Ride, Ladson Road to US-78 servicing Health South CARTA Connection and CARTA Park and Ride, North Charleston. - Proposed Naval Nuclear Power School weekend route. Pilot project (3 months) to provide weekend transit service to students on Friday, Saturday, and Sunday. Serving the Naval school and Northwoods Mall with connections to CARTA Park and Ride, North Charleston. <u>Routes</u> - ***B102*** suggested service change to demand responsive. Removal from published schedule

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				- ***D305*** suggested elimination of route due to poor ridership and duplication of commuter routes. Currently comes from Moncks Corner, into Summerville and continues on to North Charleston via US 78 connection to Health South CARTA and CARTA Park and Ride, North Charleston. Summerville Connector proposed replacement - ***C204*** Blue and Green lines. Blue line proposed changes to ends of route; extension into Kiawah Island and connects to CARTA at Citadel Mall. Green line proposed removal of duplicate service to Citadel Mall from transfer point to continued service to James Island CARTA connection. • Future recommendations focuses on defining TriCounty Link services such as changing Commuter routes to "Express" routes, or redefining services currently offered on routes that have low productivity. For example using curb-to-curb Dial-A-Ride service or Check-point service. Routes with low productivity should be changed and productive routes should be maintained.
5 SCDOT HOV/HOT Lane Feasibility Study	2010	SCDOT	1,2,3,4,,6,7	• Study examines the feasibility of instituting High Occupancy Vehicle (HOV) lanes or High Occupancy Toll (HOT) lanes on five corridors in South Carolina. This initial study sought to provide a preliminary assessment of the applicability of the HOV or HOT concept given the available existing traffic data and forecasts within the study areas. Of the five corridors considered, one was located in the Charleston region: I-26 from N. Main Street in Summerville (US 17A) to the Septima Clark Expressway (US 17). Following the initial corridor screening analysis, it was determined that the Charleston I-26 corridor was the only one recommended for further study in the secondary screening process. • Following the secondary screening of the I-26 Charleston Corridor it was determined that near term congestion was not sufficient to warrant either HOV or HOT lanes. Intermediate term (5-10 years) indicated that a HOV lane implementation would provide benefits to mobility along the corridor, and HOT implementation may be appropriate in the long term (20-30 years). • This corridor produced the highest (existing/future) congestion index in comparison to the other corridors considered in the state and stands to benefit from HOV or HOT implementation in the future. However, further investigation indicated that the feasibility of implementing HOV or HOT lanes at a reasonable cost is unlikely in the absence of securing significant design exceptions. • The design concepts considered in this feasibility study ruled out the preferred design concept which would provide a single barrier-separated managed lane in each direction within the median of the roadway. This concept was not deemed feasible due to the physical limitations and high costs associated with the reconstruction of bridge infrastructure at several locations along the corridor. • The retrofit design concept, which provided for retrofitted type/buffer separated concurrent single lanes along the I-26 corridor, although more feasible, also had its limitations. • A concurrent flow buffer separating general purpose lanes from dedicated HOV/HOT lanes cannot be accomplished throughout the corridor due to the physical limitations that exist along the corridor at bridge locations. • The retrofit design would result in substandard features in several locations requiring either variances or design exceptions including: substandard shoulder widths, substandard travel lane widths, ramp terminal geometries adjustments at select locations, an overpass bridge replacement due to narrow shoulders and travel lane widths, and utility and ROW impacts due to adequate clear zone requirements. As per conversations with SCDOT and FHWA, it was determined that substandard lane widths of less than 12 feet would not be appropriate. A HOT Lane financial feasibility analysis, which compared the facility's expected revenue to its O&M costs, show a net loss on the facility through 2039 when revenue is expected to exceed fixed and variable costs of operating and maintaining the HOT lanes. • For purposes of this feasibility study, traffic projections based on continued growth and development indicate that congestion will worsen to a point needing future improvements by 2015-2020. At that time HOV/HOT lanes have the potential to serve as a viable alternative and would provide noted improvements to individual mobility. Demand for the HOV lane by 2020 is projected to be 500-800 vehicles in the peak travel direction during the peak hour, which exceeds the TRB guided minimum HOV volume of 400 vehicles per day. However, to avoid "empty lane syndrome" other transportation agencies recommend an HOV lane volume of at least 800 vehicles per day.
6 CHATS Long Range Transportation Plan	2008	BCDCOG	1,2,3,4,5,6,7	• Major transit recommendations include studying the potential alignment of fixed guideway service to connect major generators and attractions in the region, pursuing the preservation of rail corridor capacity for potential commuter rail service, examining critical corridors for Bus Rapid Transit (BRT) opportunities, and exploring potential water shuttle connections. • Enhance existing transit through provision of commuter services from outlying areas; continue to expand service oriented to special groups (tourists, colleges, Medical University, or key employers); expand community-based service in low-density areas

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				(expanded demand response options or hybrid service – point or route deviated service); and use of ITS enhancements such as signal preemption for buses, passenger information technologies to inform system users. • Proceed with North Charleston Regional Intermodal Center, examine the role of Transit Oriented Development as transit hubs to support nodal land use plans, clearly define and develop stronger coordination of land use and transportation planning (Our region, our Plan), and provide transit amenities throughout the region including bus shelters, enhanced signage, and traveler information systems to enhance the attractiveness, comfort, and safety of transit system.
7 **Berkeley-Charleston-Dorchester Housing Needs Assessment**	2014	BCDCOG	1,2,3,4,5,6,7	• Major regional issues and trends in housing include: - A lack of affordable housing to the majority of residents in the region. - A lack of affordable housing located near employment centers and a lack of transportation options results in residents driving further to find housing they can afford. This in turn can increase living expenses, increase traffic congestion, place large burden on transportation infrastructure, and negatively impact economic development and quality of life. - There is a lack of diverse housing options. The region's current housing stock consists of mainly single-family detached homes, which is not compatible with future housing trends. - Regulatory barriers at all levels of government often unintentionally discourage the provision of housing that is affordable to residents and raise housing costs to individuals. • Forecasted Growth Areas (areas identified as approved for high residential and employment growth by jurisdiction) that have been identified are located away from employment centers and services. Thus, transportation costs are expected to increase for both residents and government agencies, and traffic congestion is expected increase. • Major goal identified "to increase the proportions of both owner and renter occupied housing in the region that are affordable to households earning below 120 percent MHI ($61,598) and are located in close proximity to employment centers and existing public infrastructure, as identified in Our Region, Our Plan by at least 10% by 2020." One strategy suggested to achieve this goal is to advocate for public transportation improvements through: - Coordination with public transportation providers to improve current routes and explore transportation alternatives (BRT, LRT, etc.) that would link a greater proportion of the region's population with employment centers and services; - Coordinate efforts with local transit providers CARTA and TriCounty Link to adjust bus routes and create more transportation HUBs to serve and also encourage ridership along major corridors to lower transportation costs; and - Coordinate with governmental agencies, non-profit organizations, and the business community to actively support local legislative efforts to fund new transportation opportunities.
8 **North Charleston Regional Intermodal Transportation Center (EA)**	2001	CARTA	6	• Initiated from early 1990s study for proposed transit and visitor center and fixed-rail commuter service. • Presents an assessment of the environmental benefits and consequences of the construction of the North Charleston Regional Intermodal Transportation Center. • Study provides for consolidation of various transportation facilities including replacement of the deteriorating Amtrak passenger terminal and Greyhound bus station. • Intermodal facility to include all modes of public transportation including local and regional bus service, rural transit service, intercity rail passenger service (Amtrak), proposed commuter rail service, private taxi/airport shuttle services and hotel and auto rental shuttles, and pedestrian and bicycle services. • Provide overflow parking for the Charleston International Airport, and North Charleston Convention Complex. • ** Note- The original site proposed for the North Charleston Regional Intermodal Facility (7-acre site located off W. Montague Avenue) has since been reconsidered after it became apparent that the preferred site was no longer viable for the Intermodal Center due to various construction constraints. The process for reevaluating sites were initiated once more and focused on the original 13 sites identified in the 1996 Feasibility Study. As a result of this process, a new site for the North Charleston Intermodal Facility was determined to meet all the criteria established by Amtrak and CSX for the proposed intermodal facility. The Preferred Alternative identified the existing Amtrak Station (Gaynor Avenue) as the only site with sufficient acreage and rail frontage needed to support the facility's operation. The approximate 8 acre site will include dedicated bus transfer facilities for CARTA local bus service and Southeastern Stages intercity bus service; it will accommodate Amtrak trains and provide long-term and

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				short-term parking facilities.
9 Partnership for Prosperity: A Master Plan for the Neck Area of Charleston and North Charleston	2013	BCDCOG	5,6,7	• Provides a strategic Master Plan incorporating transportation, urban design, land use and economic development to support a more unified area of the cities of North Charleston and Charleston through the Charleston Neck Area. • Framework also calls for designs to be more pedestrian friendly where neighborhoods should accommodate shopping and services within a five minute walk radius, promotes community connectivity for both pedestrian and vehicular movements, emphasizes transportation options, and provides a diversity of land use. • Plan identifies corridors and catalyst areas or hubs for investments to encourage economic development and revitalization, connect local communities, and promote livable communities. • The plan identifies 8 catalyst areas. These areas are hubs where regional and local services are concentrated and regional and local transportation networks converge to create a high level of access for various purposes. These include: - *South of Mt. Pleasant Street* Located just north of downtown Charleston and the neighborhoods surrounding the Citadel and Hampton Park. Envisioned as "tech" or "knowledge community" with building sizes to range from 3-5 stories and 7-9 stories in southern area; to 1-3 stories in northern parts of catalyst area. Preliminary planning level program averages an approximate 850 residential and 1,000,000 square feet of non-residential uses could be developed. Plans for mixed use development, sidewalk improvements and addition of bicycle lanes in the short term. Intermediate term phasing plans for transit stop for BRT/LRT routes on Meeting at Brigade Street and Meeting at Romney Street. - *North of Mount Pleasant Street* Located to the east of I-26 this area currently transitions out of downtown Charleston to the north. Residential use transitions into commercial and light industrial use between I-26 and King Street. Catalyst area currently has railroad tracks between Meeting and King Street, the Magnolia Cemetery to the east of Meeting Street, and large scale industrial to the north of the cemetery and a number of historic structures. Envisioned with mid-rise (5-7 stories) with high density use around a transit core (Meeting Street at Mount Pleasant intersection) with access to share use path under I-26. Other areas will accommodate 3-5 stories transitioning down to 1-3 stories low rise heights especially to the north of catalyst area near open space (Magnolia Cemetery) and industrial use. Planned transit stop at Greenleaf Road. Preliminary planning level program averages an approximate 400 residential and 700,000 square feet of non-residential uses could be developed. Affordable housing options should be planned for low income senior population in the event that Joseph Floyd Manor is redeveloped. Short term plans for sidewalk improvements, bike lanes along Meeting Street, and extended share-use trail. Intermediate phasing establish transit stop for BRT/LRT on Meeting at Morrison and Greenleaf Road. Redesign Mt. Pleasant at Meeting Street intersection to improve safety and traffic operations. - *Stromboli Corridor* Located within Hampton Avenue and Jacksonville Road, it consists largely of industrial use and container storage areas which separate Five Mile and Windsor communities between Carner Avenue and Spruill Avenue; with residential, commercial and civic uses around area's boundaries. Envisioned primarily as low-rise (1-2 stories) to compliment residential character with 3-4 stories height at intersection of Carner and Spruill Avenues. To improve freight movement proposed extension of Misroon Avenue and improvements along Dorchester Corridor (Dorchester Road, Leeds Avenue, and Azalea Drive). Preliminary planning level program averages an approximate 300 residential and 250,000 square feet of non-residential uses could be developed. Short term phasing plan to open Stromboli Avenue between Meeting Street and Spruill Avenue as a complete street. Increase pedestrian connections, community open space, and mixed use development. Promote community center, workforce training, and other civic uses as community core. Intermediate development to extend Stromboli Avenue east of Spruill Avenue to connect to future port area development. Planned transit stop at Stromboli at Meeting Street.

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				- *Shipwatch Square* Current use include small commercial use, residences once used as base housing, and civic/service uses around the McMillian and Rivers Avenue intersection. The former Naval Complex, two shopping centers and hospital facility located in this area are either closed or under demolition. Railroad tracks located along Meeting Street from McMillian Avenue to Dorchester Road with abutting light industrial use. LAMC neighborhoods Chicora/Cherokee located in southern part of catalyst area. Reynolds Avenue serves as a neighborhood center with some local commercial and office uses along the area between Rivers Avenue and Spruill Avenue. Envisioned as a revitalization area. The demolished Shipwatch Square building provides a site ready for new development with mixed use at its core. Rivers Avenue at McMillian Avenue intersection envisioned as core with mid-rise (5-7 stories transitioning into 3-5 stories) and low-rise (1-3 stories) to complement existing uses and neighborhoods. Cosgrove Avenue planned as a through route for freight movement. Preliminary planning level program averages an approximate 500 residential and 700,000 square feet of non-residential uses could be developed. Short-term phasing develop mixed use core and community open space; realign McMillian Avenue west of Rivers Avenue to make perpendicular with Meeting Street and remove McMillian east of Rivers Avenue; fill in street face along Reynolds Street; sidewalk improvements and addition of bike shared lane markings along McMillian and Dorchester Road. Intermediate phasing to include transit stop for BRT/LRT at Rivers Avenue and McMillian Avenue intersection. Narrow travel lanes on Rivers Avenue to create multimodal roadway with transit operating in right of way. Redevelopment of naval hospital site to mixed use. Complete Street along McMillian Avenue between Rivers and Spruill Avenues. Plan for conversion of surface parking into parking structures in central area to accommodate development density/intensity increases. Planned commuter rail station south of McMillian. Relocation of Super Stop from Rivers Avenue and Cosgrove Avenue. - *Olde North Charleston* Mix of residential use around Park Circle and growing industrial use along the Cooper River. Neighborhood commercial core along Montague Avenue between Jenkins and Virginia Avenues. North Charleston High School located in this area. Revitalization area that is currently transitioning. Envisioned building sizes to be low-rise (1-3 stories) and street faces to complement neighborhood scale. Continued local bus service with enhanced multi-use trail along reconfigured Virginia Avenue. Virginia Avenue important freight corridor but planned to accommodate non-auto travel in separate right of way. Preliminary planning level program averages an approximate 250 residential dwelling units and 700,000 square feet of non-residential uses could be developed. Short term plan include redesign of Virginia Avenue cross section to provide separate travel routes for local and freight traffic as well as create shared-use path for pedestrian and bike use. Develop vacant parcels along Montague Avenue to complete street face, develop GARCO parcel (north of Montague Avenue) as a continuation of existing neighborhood area as community open space. Intermediate phasing steps include expansion of retail district along Ohear and Chateau Avenues to GARCO parcel, establish transit stop for BRT/LRT at Virginia and Montague Avenue intersection. Long term phasing includes continued development and redevelopment of area and development of parking structure to accommodate increased development intensity. - *Amtrak Station Area* Current neighborhood district located off Rivers Avenue. Bordered to the north by Liberty Hill LAMC neighborhood, the New Urbanist Mixson development to the east and CSX railroad tracks to the west. Area includes light industrial, commercial and civic uses. Since development of the plan, the North Charleston Regional Intermodal Facility has been re-sited to the Amtrak Station location. Envisioned low-rise (1-3 stories) development to complement neighborhood and historic Amtrak station. Mid-rise (3-5 stories) to accommodate difference in elevation between Rivers and Gaynor Avenues. Area seen for redevelopment. Preliminary planning level program averages an approximate 400 residential dwelling units and 50,000

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				square feet of non-residential uses could be developed. Short term phasing steps promote redevelopment (mixed use) around Amtrak station, provide connection to open space areas particularly the Felix Pinckney Community Center, realign Gaynor Avenue between Montague and Durant Avenues to reduce neighborhood cut-through traffic, crossing enhancements to make Rivers and Durant intersection more pedestrian friendly, sidewalk improvements, and added bike lanes on Rivers Avenue and shared lanes on Durant Avenue. Intermediate phasing provides multimodal connection to Mixson development, establish transit stop at Rivers and Durant Avenue intersection, and continued mixed use development around core intersection. - *Mall Drive Area* Regional district south of I-526 and I-26 intersection. Western portion of catalyst area framed by Montague Avenue, I-26, I-526 and international Blvd., primarily commercial district with small and big box retail, hotels and restaurants. Eastern portion between Rivers Avenue, Montague Avenue, I-526 and I-26 is a mix of civic, commercial, and light industrial uses, and includes the City of North Charleston Municipal Complex. Location for North Charleston City Hall. Charleston International Airport, Tanger Outlets, and the Coliseum envisioned as an urban center for the region with offices, retail, multi-family residential and related uses. Aviation flight path restrictions will limit building heights to moderate levels. Potential for infill of parking areas and vacant parcels to create regional center. Areas around North Charleston City Hall building envisioned as mid-rise (3-5 stories), around Tanger Outlets, low-rise (1-3 stories) and mid-rise. Along Rivers Avenue and Montague Avenue proposed low-rise (1-3 stories) transiting into neighborhoods. Proposed new circulator street that extends Mall Drive across I-26 and Rivers Avenue uniting the two sectors of the catalyst area. Preliminary planning level program averages an approximate 2,000,000 square feet of non-residential uses could be developed. Short term phasing steps include mixed use development around North Charleston City hall, realignment of Mall Drive and connection to Centre Pointe Drive with new bridge over I-526 to function as complete street parallel facility to Montague Avenue, improvements to sidewalks and addition of bike lanes along Montague Avenue, and shared lane markings on Mall Drive. Intermediate phasing steps include transit stop for BRT/LRT at Rivers Avenue and Mall Drive, mixed use development around Rivers Avenue and Montague Avenue intersection, and redesign of Rivers and Montague intersection to roundabout to improve traffic flow. Long term phase plans for commuter rail station. - *Convention Center* Located near major economic drivers Boeing and Charleston International Airport to the north and west. Has a campus-style core made up of the North Charleston Convention Center, North Charleston Coliseum, Performing Arts Center, and surrounding hotels and commercial land use. Catalyst area originally sited the new Regional Intermodal Facility in this area and its presence as a major opportunity to spur development and redevelopment in this area. With the relocation of the Intermodal Facility to the Amtrak Station catalyst area, this area is identified as an employment core. Envisions low-rise (1-3 stories) heights west of I-26 that transitions into neighborhoods. East of I-526 envisioned as (3-7 stories) to complement presence of the Coliseum. Preliminary planning level program averages an approximate 450 residential units and 2,000,000 square feet of non-residential uses could be developed. Short term phasing includes increased pedestrian facilities and bike lanes along International Blvd and Montague Avenue. Intermediate phasing includes transit stop near North Charleston Coliseum and long-term transit stop at Centre Pointe Drive between Montague Avenue and I-526. Many of the development intensities were based on the Intermodal Facility being sited in this catalyst area. • Corridor improvements to link catalyst areas include multimodal emphasis corridors along north-south corridors: - Rivers Avenue (I-526 to Meeting Street) - Spruill Avenue (E. Montague Avenue to Meeting Street) - King Street - Meeting Street

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				West-east corridors: - West and East Montague Avenue - Dorchester Road (Rivers Avenue to Michaux Parkway) • Plans for well-developed open space improvements to include preserved open spaces, recreational trails, greenway, playgrounds, community gardens, pocket parks, neighborhood parks, community parks, squares, and gateway parks.
10 Lowcountry Alliance for Model Communities (LAMC) Revitalization Plan	2010	LAMC	6,7	• Produced as a Community Mitigation Plan between LAMC, The South Carolina Sate Ports Authority (SCSPA), and City of North Charleston to address and carry out activities related to the direct and indirect impacts of the SCSPA's terminal development. • Includes seven environmental justice neighborhoods in the City of North Charleston includes Accabee, Chicora/Cherokee, Five Miles, Howard Heights, Liberty Hill, Union Heights and Windsor (between Montague Avenue and Pittsburgh Avenue). • Liberty Hill area is currently a mix of residential uses with institutional, commercial, and vacant lots. Industrial use and sizable vacant tract in southern area of community. Liberty Hill separated from oak terrace Preserve by large institutional use. Future land use to concentrate commercial development along Montague Avenue and Mixson Avenue with more uniform residential use throughout area. Conversion of heavy industrial use in south of area to buffered light industrial use. Convert vacant land to residential use, with park and greenspace conserved along I-526 and Oak Terrace Preserve. • Southern LAMC Neighborhoods Area (Accabee, Chicora/Cherokee, Five Mile, Howard Heights, Union Heights and Windsor) have scattered land use with mix of residential areas (single family, multifamily and mobile homes) with pockets of commercial, institutional and industrial uses. Vacant lots scattered throughout the area. Parklands are limited to small sites. Most all LAMC areas flanked by industrial use. Connectivity of neighborhoods poor due to existing rail lines, presence of I-26, and industrial properties. Future land use provides more consistent development patterns. Primary residential areas would convert current spot commercial use to residential. Commercial and mixed use concentrated along Meeting Street, Carner Street and as a community gateway between McMillan Avenue and Cosgrove Avenue. Industrial use dominant for southernmost neighborhoods but primarily located to the east of Naval Complex, and between I-26 and King Street • Identifies strong north-south roadway connections in this area (Rivers Ave/Carner Ave, Meeting Street, Spruill Ave) but poor west-east connectivity due to existing rail corridors that divide study area neighborhoods • Port related roadway additions/improvements include: - Port Access roadway providing direct access from container terminal to I-26 (new terminal currently planned to be serviced exclusively by truck) - Access Road will be primarily elevated so trucks serving port will not have to access the local road network. - Construction of new boulevard to provide local access to port, existing federal, commercial, and industrial facilities located on the former Naval Complex. - Stromboli Avenue will be reopened and reconstructed as a five-lane boulevard connecting east to new access road. - SCDOT provided streetscape enhancements along Stromboli Avenue, Spruill Avenue and Meeting Street/Carner Avenue between Naval Base Road and Pittsburg Avenue. Operational improvements provided along Meeting Street. • Other major corridor improvements include Cosgrove, McMillan, Rivers and Spruill Avenues to enhance mobility, pedestrian safety and access, bicycle travel, and street appearance. Street improvements include wider sidewalks, more street furniture, more street trees to develop "green streets." Neighborhood streets are currently narrow and challenging to two-way traffic; however, this provides traffic calming to neighborhoods. It is not recommended to convert streets to one-way traffic. • Intersection improvements to Spruill Avenue at Stromboli Avenue, Carner Avenue at Stromboli Avenue, Spruill Avenue at Meeting Street, and Spruill Avenue at Viaduct Road. • Sidewalk system in LAMC area lacks connectivity or is in poor condition. Most residential streets lack sidewalks or usable shoulders. • Sidewalks exist on one side of the road along Reynolds Avenue, Spruill Avenue, Carner Avenue, Burton Lane, and Naval Base Road. Existing sidewalks on both sides of the road run along North Rhett Avenue, Rivers Avenue, Montague Avenue, Ohear Avenue, and a portion of Virginia Avenue. No bicycle lanes exist within the study area. • Transit in area currently provided by CARTA, which provides a critical component to the mobility of residents of the LAMC areas.

STUDY	YEAR	AGENCY	SUB AREAS	MAJOR RECOMMENDATIONS/NOTES
				The CARTA Super Stop also located in area at Rivers Avenue and Cosgrove Avenue intersection. • Proposed redevelopment includes in-fill opportunities, corridor revitalization, and model block development. Model Block development would produce approximately 200 new residential units in LAMC area. Model Block development in Liberty Hill located on East Montague between Hassel and William Avenues; Chicora/Cherokee Model Block located along Success Street between Chicora and Troy Avenues; Accabee Model Block located on Appleton Street between Accabee Road and Accabee Community Center and second Block located along Easton Street. Five Mile Windsor and Howard Heights Model Block include Stromboli Avenue and vacant land adjacent to Stromboli site and Spruill Avenue. Union Heights Model Block includes intersection of Spruill Avenue and Meeting Street and extends north into neighborhood to include blocks between Little Avenue and Kingsworth Avenue. • Transit recommendations include increased frequency of buses along routes in area; added stop locations at Spruill Avenue and Stromboli Avenue (Route #11), near Rivers Avenue and Reynolds Avenue intersection (Route #102), and near Carner Avenue and Stromboli Avenue (Route #102). • Bus stop improvements to include highly visible and uniform bus stop signage at scheduled stop locations, ensure approach sidewalks are adequate with security lighting, construct bus pull outs at key locations where boarding and alighting warrant, install shelters with benches at stops with significant boarding and alightings or around major transit generators
11 Peninsula Mobility Report	2014	City of Charleston Historic Charleston Foundation	7	• Addresses mobility issues for the Charleston Peninsula through 2025. • Major recommendations: - Bring trolley/streetcar system back to the Peninsula utilizing the railroad right-of-way along abandoned rail line (Norfolk Southern) extending from Mt. Pleasant Street to Spring Street – Phase A. Utilize Tig/M solar powered vehicles that can run on any standard rail. Should explore traffic signal prioritization for streetcar at signalized intersections - Phase B entails an extension and possible loop on Meeting or King Street down to Broad Street - Phase C would run a boulevard system to the Charleston International Airport, likely on shared lanes or dedicated lanes (alternatively). - Relocation of Visitor's Center to location near I-26 and Morrison Drive intersection - Consolidation of municipal off-street parking into a number of facilities that allow 5 minute walk to high-traffic destinations on the Peninsula. - Alternative options (transit, shuttles, shared taxi) should be made more visible at the Charleston International Airport in the short-term. - Medical Center parking could consider off Peninsula parking with shuttle service connecting to hospital facilities. - A progressive registration fee, or excise tax on additional vehicles in residential areas, dedicated residential parking could be considered if parking alternative provided. - Large vehicle restrictions in narrow downtown streets such as large delivery trucks limited to off-peak hours; tour buses accessing Visitor's Center at edge of central core allowing visitors to move through peninsula by non-motorized means (walking, bicycle, etc.). - Fees applied to oversized vehicles to operate in the Peninsula. - Utilize parking pricing as congestion pricing mechanism to encourage alternative mode use. - Pedestrian improvements include sidewalk infrastructure, all red crossing at select intersections, pedestrian crossing hardware in crosswalks, etc. - Implement bicycle improvement strategies to encourage use. Including introduction of bike-friendly traffic policies, robust bike share program, bike lanes. - Use more wayfinding resources to create navigable, interactive place for visitors encourage exploration of city at human scale. - Partnering with major employers, colleges and medical centers in mobility strategies.
12 The Upper Peninsula Planning Study	2014	City of Charleston	7	• Planning area bounded to the south by Huger Street, to the west by I-26, Milford Street to the north and Morrison Drive and Drum Island to the east. • Initiative to transition area from heavy industrial and commercial uses to modern live/work/play development through redevelopment opportunities that are sustainable and community focused

STUDY	YEAR	AGENCY	SUB AREAS	MAJOR RECOMMENDATIONS/NOTES
				• Current zoning for area is primarily below 55 feet with spot zoning for heights more than 55 feet. Area composed mainly of warehouses, followed by single family detached housing along Meeting Street corridor. • Recommended urban design permits 1-3 stories, 1-4 stories, and 1-5 stories with bonus heights up to 8 stories for uses to the west of I-26, north of Mt. Pleasant Street. South of Mount Pleasant Street recommended 1-4 stories along Meeting Street corridor and higher 1-5 stories with bonus heights up to 8 stories to the areas east of Meeting Street along Morrison Drive on former industrial sites and around highway ramp. • Primary Streets in area include north-south Meeting Street and Morrison Drive; and east-west Brigade Street, Romney Street and Huger Street. Primary Streets to include tree plants and sidewalk connectivity to community. Secondary streets within blocks to provide community circulation. • Major transit element include major transit corridor (north-south) along Meeting Street, with transit stops at Mt. Pleasant Street, Brigade Street, Romney Street and Huger Street. • Include plan for area parking structures to accommodate higher densities. Structures located off Mt. Pleasant Street and Meeting Street, Romney Street at Morrison Drive, and off Morrison Drive at Cool Blow Street.
13 I-26 Widening and Sheep Island Parkway and Interchange (EA) *Project located outside Study Area	2011	Berkeley County	*1,*2	• Proposed Jedburg Road interchange improvement and widening of I-26 from Jedburg Road to connect to existing six-lane section of I-26 west of US 17A interchange. • Proposed Sheep Island Parkway extension and construction of new I-26 interchange approximately one mile west of US 17A. • Widening of I-26 will increase capacity along segment of I-26 which feeds into Corridor. • New Sheep Island Parkway interchange will impact access to the new Nexton development located in Sub Area 2 of the study area. • Improvements to interstate facility/interchange and new interchange are proposed to accommodate proposed residential development in area as well as industrial and commercial growth being promoted by Berkeley, Charleston and Dorchester Counties. Current and future land use surrounding this project study area includes commercial, warehouse, and manufacturing parks. • Improvements include partial frontage road paralleling I-26 from US 17A to Jedburg Road to improve movement of commercial and passenger vehicles.
14 Our Region Our Plan	2012	BCDCOG	1,2,3,4,5,6,7	• Provides a blueprint of the growth of the tri-county region, which builds upon local plans to guide development and focus growth towards the region's centers, prioritizes infrastructure investments such as transit, and identifies future lands for preservations and protection. • Plan promotes nodal development into community centers of varying sizes, which include villages (< 500 residents), small towns (< 5,000 residents), large towns (< 15,000 residents), small cities (< 50,000 residents), large cities (> 50,000 residents), and transit nodes (< 15,000 residents). • The more intense development nodes of 15,000 or more residents are envisioned along the I-26 corridor and include Charleston, North Charleston, Hanahan, Summerville and Goose Creek nodes which are located within the I-26 study area. • The region's growth development goals encourage compact, mixed use development through redevelopment, adaptive reuse and infill development patterns where appropriate; a mix of housing types that provide affordable housing options to residents; and a jobs-housing balance that discourages commuting trips and enhances quality of life. • Plan's mobility and transportation infrastructure goals seek to build a robust transportation system offering mode choice. • Promotes the development of an effective freight system that is compatible with planned mobility and place making goals of region. • Promotes the development of an integrated transportation system that maximizes the use of existing transportation infrastructure. • Region's residents expressed support of bikeways, greenways, waterways and pedestrian infrastructure. • Suggests the linear distribution of population and employment along Charleston peninsula lends itself to a high capacity transit line. • Envisions regional rapid transit corridor (commuter rail or light rail) connecting Ridgeville to downtown Charleston along I-26

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				Corridor; transit rapid corridor (express bus or bus rapid transit) connecting Moncks Corner to North Charleston along US 52 alignment, Moncks Corner to east Edisto development via Summerville, Ravenel, West Ashley/Mount Pleasant/Folly Beach to downtown Charleston and North Charleston along Folly Road, US 17 and I-526 corridors; ferry service around the Peninsula, and along the Ashley and Cooper Rivers joining the Peninsula with Hanahan and the Charleston International Airport; Amtrak service connections in North Charleston; and a regional network of greenways connecting nodal development. Envisioned rapid transit corridor within study area linking Ridgeville to downtown Charleston should include greenway element which ties into regional greenway network. • Promote alternative modes of travel through expansion of CARTA and TriCounty Link local bus routes and expand on-demand transit services that provide a more integrated and holistic regional system. • Seeks to reduce reliance on carbon-based fuels and promote use of alternative modes through implementing a regional transit system, incentivizing car-pooling and ride share, promoting the use of ride-share parking lots, encouraging major employers to implement carpooling and ride share programs, and competitively pricing parking fees in employment and tourist destinations. • Encourages cooperative and coordinated efforts among local jurisdictions to achieve regional vision which includes aligned investment decisions and revenue sources, linking transportation and development patterns, and sharing and leveraging investments that serve a regional vision.
15 Berkeley County Comprehensive Plan	2010	BCDCOG		• Transit in county overseen by TriCounty Link. • Supports commuter rail study along US 52. • Large area of county has rich wetlands and protected lands with development concentrated to the western portions of the county along Goose Creek, and Hanahan. • Promotes development in Principal Growth Areas (PGA) which includes larger incorporated towns, and limited existing rural areas already experiencing transitional development • PGA supports regional nodal development with emphasis in infill and redevelopment of land in PGA and development of mixed use development which promotes live/work/play communities that support transit service.
16 North Charleston Comprehensive Plan	2008			• Plan supports coordinated transportation land use planning, promotes expansion of multi-use, bicycle and pedestrian network, supports context sensitive roadway design to ensure compatibility between transportation facilities and surrounding neighborhoods and activity centers, encourages street connectivity, supports regional efforts that would provide regional mass transit (LRT/BRT/Commuter Rail). • Develop Travel Demand Management programs to reduce traffic including carpooling and high occupancy vehicles • Transportation Improvement Program includes Palmetto Commerce Parkway Phase III, Future Drive Loop, Northside Drive Extension, and the Port Terminal Access Road (CHATS LRTP).
17 Charleston County Comprehensive Plan	2014			• Major transportation recommendations arising from Plan include: - Adopt complete streets policies for public owned and maintained streets incorporating aesthetics as well as alternative modes of transportation like bike lanes, sidewalks and mass transit into transportation system. - Preservation of future transportation corridors and other right-of-way to reduce future acquisition costs. - Coordinate transportation infrastructure to be in place prior to or concurrent with additional development. - Coordinate transportation and growth management and land use strategies. - Support initiatives and plans to expand and enhance public transportation networks in both urban and suburban areas, as well as benefit residents by possibly decreasing transportation costs and providing more transportation options. - Support comprehensive trail plan, recognizing municipal bike and trail plans. - Encourage bike and pedestrian access on all public roads and bridges. - Coordinate potential extension of the Glenn McConnell Parkway with the City of Charleston, Dorchester County, Town of Summerville and SCDOT.
18 Summerville Comprehensive Plan	2009	BCDCOG	1,3	• Summerville identified within Dorchester County Future Land Use plan to be a major work/live town, with two major employment corridors/centers along US 78 between Jedburg to the north and New Town Summerville; and Ladson Road at US 78 and along Palmetto Commerce Parkway. • Transportation improvements include completion of Berlin G. Myers Parkway, and widening of Bacons Bridge Road, US 78,

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				Dorchester Road and Miles Jamison Road. • Encourages partnership with CARTA, TriCounty Link and Dorchester to support express transit, Park and Ride facilities, and commuter rail service within Summerville and the region. • Land Use policies will encourage transit supportive densities and transportation planning will support transit facilities to improve mass transit services. • Identified priority investment areas to improve major roadways and increase connectivity of Summerville including Dorchester Road, Old Trolley Road, Ladson Road, Bacons Bridge Road, Berlin G Myers Parkway, N. Main Street, and US 78. Priority investment areas also include commercial nodes/centers to include nodes at Bacons Bridge Road and Dorchester Road; Old Trolley Road and Dorchester Road; N. Main Street at Central Ave and Richardson Avenue; Richardson Avenue at US 78 and N. Main Street at US 78. • Transit planning element planned for potential commuter rail, with potential stations along rail line at Berlin G. Myers, Richardson Avenue and US 78, and at Fifth Street North (US 78) and Mallard Road.
19 Charleston Area Regional Transportation Authority 2015-2019 Strategic Plan	2014	CARTA		• Vehicle replacement/expansion program. • Intermodal Facility (North Charleston) • Capital Improvements to include: - Bus Shelter Installation - Real time electronic passenger information sign - Fare vending machines