



Topic Name: Public Transportation Improvements in your Community

Idea Title: Utilize existing railroad parallel to I-26 for commuter rail service from Ridgeville to downtown Charleston

Idea Detail: There is already railroad paralleling I-26 extending from Ridgeville to Downtown Charleston. It already passes through the following areas, which would be station sites: 1. Central Ridgeville, 2. Downtown Summerville, 3. Ladson Rd, 4. Palmetto Commerce Parkway area, 5. Ashley Phosphate Rd, 6. Aviation/Remount near CHS airport and AFB, 7. Montague Ave/Mall Dr, 8. Dorchester/Cosgrove Rd, 9. The Neck Area, and currently ends in Wagener Terrace. The service may be extended further downtown by reopening portions of unused railroad that extend alongside the elevated portion of I-26.

CARTA bus routes may be reconfigured or new routes created to include the rail stations. Free transfer may be allowed from train to bus. This would increase CARTA ridership and help bring rail commuters from a broader area. The downtown terminal could be a hub for the free CARTA trolley, allowing excursions to downtown Charleston from Summerville and North Charleston without a car.

Park and ride stations should be utilized in stations located in lower-density residential areas. Stations in higher density commercial areas could potentially include newsstands or retail/food kiosks.

A shuttle should operate between the airport and the station at Aviation/Remount. Large employers like Boeing and MUSC could consider implementing shuttles for their employees.

The rail could also serve as a hurricane evacuation route. The railroad extends to Columbia, and trains could shuttle thousands of residents inland if needed.

Idea Author: Nick S

Number of Stars 39

Number of Comments 1

Address: 221 Church St 29472, United States

Comment 1: I received an interesting article.

"U.S. Transportation Secretary Foxx Announces LadderStep Technical Assistance Program" .



<http://content.govdelivery.com/accounts/USDOT/bulletins/100ace9>

I would like to see our Representatives assist with getting findings for transportation projects instead of cutting it. At the end of the day, the low country is growing and the problem is not going away.

| By Michelle M

Idea Title: Light rail system

Idea Detail: Light rail system from Summerville to Charleston with multiple stops with parking. Another light rail system for downtown an upper peninsula.

Idea Author: Edward A

Number of Stars 27

Number of Comments 0

Idea Title: Regional Transportation Hubs

Idea Detail: My thoughts are to install throughout the Charleston region Multimode Transportation hubs that are capable of accommodating the different modes of public transportation and private passenger vehicles. These hubs will serve as the initial hubs for "light Rail" and Transit Buses. Also keep in mind that the use of these hubs should be designed with multi-use and expansion into the future. While studies are currently underway these hubs should be first phase of the plan in order to put into use now for reducing area congestion. During this phase we will need to also increase the number of transit buses in our region to serve these hubs. I can not get into more detail with this medium but I am willing to share more of my vision with whoever will listen.

My key ideas are to install the necessary infrastructure that will allow us to transition into a regional multi-use transportation facility (Hubs), expand the number of transit buses, and continue the current studies being conducted.

Idea Author: Blanks B

Number of Stars 25



Number of Comments 0

Address: 184 Pavilion St 29483, United States

Idea Title: Bike path under I-26

Idea Detail: Future growth in Charleston is going to hamper opportunities to expand alternate transportation. Right now the railway easement still exists parallel to I-26. This is a great opportunity to build a wide bike path and possibly a light rail that connects downtown, park circle, and north charleston. As downtown continues to gentrify and rent prices increase, many of the people who work or go to school downtown can no longer afford to live there, and soon will not be able to afford to park. We need to find ways to allow people to come down to the peninsula without bringing their cars with them.

Idea Author: Jon M

Number of Stars 12

Number of Comments 0

Address: 67 St Augustine's Ct 29403, United States

Idea Title: Demolish the Midland Park Road Bridge and build a new one

Idea Detail: This map does not work as designed, as the location I click is not the location that pops up. I am trying to point out that the Midland Park Road bridge is a choke point that causes traffic to continue to be clogged well above the 526 interchange. The Remount/Aviation ramp merges traffic at the same point that the highway loses a lane.

Idea Author: Roger C

Number of Stars 9

Number of Comments 0

Address: 2262 Townsend Rd 29406, United States

Idea Title: Summerville Hub

Idea Detail: If there is going to be a transportation hub in Summerville should it be within walking distance of the new Hotel in downtown Summerville. It would be a great selling point



for the condo's that will be build by the Hotel as well as Hotel Guests can take mass transit to go to Charleston.

Idea Author: Patricia H

Number of Stars 9

Number of Comments 0

Idea Title: Add Bike Lanes to E Montague

Idea Detail: Add dedicated bike lanes to E/W Montague Ave (especially on bridges and at major intersections, such as this one).

Idea Author: David C

Number of Stars 9

Number of Comments 0

Address: I 26 29418, United States

Idea Title: Add Bike Lanes to W Montague

Idea Detail: Add dedicated bike lanes to W Montague Ave (especially on bridges and at major intersections, such as this one).

Idea Author: David C

Number of Stars 9

Number of Comments 0

Address: 3824 W Montague Ave 29418, United States

Idea Title: Sync the stop lights at this notorious triangle

Idea Detail: Install computer controlled lights that work together surrounding lights to help control the flow of this area

Idea Author: David S



Number of Stars 9

Number of Comments 0

Address: 9616 Highway 78 29456, United States

Idea Title: Eliminate the cloverleaf

Idea Detail: This interchange design is horribly outdated, probably why we see traffic and accidents at this location almost daily. Instead of building a new highway that's not needed (526), fix the one that we already have so it's not made for 1950's traffic volumes

Idea Author: Roger C

Number of Stars 8

Number of Comments 1

Address: I 526 29406, United States

Comment 1: Fly overs are the way to go. | By David S

Idea Title: Downtown Summerville commuter train station

Idea Detail: Having a commuter rail system within walking distance from the new Hotel being built in downtown Summerville will be a great economic booster in that area Hotel visitors can commute between here and Charleston, A great selling point for the condo's that are going up next to the Hotel Boutique. What about creating bike paths that lead to the station from Knightsville and Oakbrook

Idea Author: Patricia H

Number of Stars 7

Number of Comments 0

Idea Title: Add bike lane

Idea Detail: Help Boeing bike commuters, reduce congestion/parking issues.



Idea Author: Krystina J

Number of Stars 7

Number of Comments 1

Address: 5297 International Blvd 29418, United States

Comment 1: Agreed! I'm a bike commuter in North Charleston and always appreciate having more safe options for getting around by bike. It would be nice to have it situated near / parallel to transit, so that you could ride transit for longer distances and then hop on your bike to get to your final destination. Or if someone is feeling ambitious, just bike the whole way. | By David C

Idea Title: Need another Bridge across the Ashley

Idea Detail: Need another Bridge across the Ashley

Idea Author: David S

Number of Stars 6

Number of Comments 0

Address: 7490 Dorchester Rd 29418, United States

Idea Title: Finish Frontage roads

Idea Detail: Connect Gateway Drive to Excellence Way

Idea Author: David S

Number of Stars 4

Number of Comments 0

Idea Title: Accessible Route Across the Bridge

Idea Detail: I would like to see an accessible route (bike and pedestrian) to cross the bridge to downtown and then take transit up the i26 corridor.



Idea Author: Elizabeth L

Number of Stars 4

Number of Comments 0

Address: 59 Folly Rd Blvd 29407, United States

Idea Title: Another outdated cloverleaf interchange

Idea Detail: Fix it!

Idea Author: Roger C

Number of Stars 3

Number of Comments 0

Address: I 26 29405, United States

Idea Title: Tear down the viaduct

Idea Detail: And create an urban boulevard that repairs some of the damage inflicted on these neighborhoods when a highway was built through them.

Idea Author: Roger C

Number of Stars 3

Number of Comments 0

Address: 97 Romney St 29403, United States

Idea Title: Finish Frontage Roads 2

Idea Detail: Connect Blue House Rd. to Seabrook Dr. and then Connect Ancrum Rd to that.

Idea Author: David S



Number of Stars 3

Number of Comments 0

Address: 3067 Ancrum Rd 29456, United States

Idea Title: Finish Frontage Roads 3

Idea Detail: Connect Frank Jones Rd to Judy Hill Dr. Also Bring Jockey Ct By Walmart all the way down and connect into Royle Rd. Frontage Roads will also help with evac situations for Hurricanes.

Idea Author: David S

Number of Stars 3

Number of Comments 0

Address: 1025 Jockey Ct 29483, United States

Idea Title: Review Train/Intermodal Station Project for capacity & expansion

Idea Detail: The scope of the new station needs to be reviewed for future capacity and integrated for bikes, pedestrians, cars, train, taxi access, traffic and parking. The Rivers Ave train overpass at Durant needs to be addressed as well.

Idea Author: Tasha G

Number of Stars 3

Number of Comments 0

Address: 4529 Gaynor Ave 29405, United States

Idea Title: Integrated Easy to Use Payment System

Idea Detail: With instant fillable cards available via vending machine or smart phone at the many locations and stops including the Super Stop.

Idea Author: Tasha G



Number of Stars 3

Number of Comments 0

Address: 3366 Rivers Ave 29405, United States

Idea Title: No new interchange

Idea Detail: Adding new interchanges does not solve the traffic problems we have to face every day, it just adds more cars to the equation and makes traffic even worse. This survey is a good idea but there's a pervasive culture here that shuns public transportation and seems to think adding more lanes will solve all of their problems. Good luck getting anything done, I expect the uneducated masses will strike down any good idea you guys put forward. At least there are some cities in this country that see the true value in public transit and has better ideas than building more and bigger highways.

Idea Author: Roger C

Number of Stars 2

Number of Comments 0

Address: 2999 Buckfield Dr 29406, United States

Idea Title: Underpass/overpass so neighborhood isn't cut off by rail

Idea Detail: 526 access stunted by rail line.

Idea Author: Krystina J

Number of Stars 2

Number of Comments 0

Address: 5160 N Rhett Ave 29405, United States

Idea Title: Bike/ped lane or bridge?

Idea Detail: No easy access to Daniel Island



Idea Author: Krystina J

Number of Stars 1

Number of Comments 0

Address: I 526 29405, United States

Idea Title: Add bike access route

Idea Detail: Add bike lane

Idea Author: Krystina J

Number of Stars 1

Number of Comments 0

Address: 216A 29405, United States

Idea Title: Public Bike Sharing in Downtown Charleston

Idea Detail: Downtown would have to be more accommodating to bikes, but this would greatly reduce number of cars downtown.

Idea Author: Matthew F

Number of Comments 0

Idea Title: Hwy 78 Widening

Idea Detail: Hwy 78 needs to be widened between fairgrounds and Summerville,, bad bottleneck there every day all day and worse during rush hours.

Idea Author: Carol D

Number of Comments 0

Address: 1110 Limehouse Ln 29456, United States



Idea Title: Commuter Rail

Idea Detail: The roads are all ready slammed full of cars and buses. People complain about road construction all the time what do you think they are going to say when they are tearing up the median of Dorchester, Rivers Ave or where ever they are going to put Light Rail or the Bus Rapid system. That system is only a temporary fix. What I mean by that is, it might work now but 20 years from now when Ridgeville and other small towns start growing it will be a mess they will be tearing up more road's to build the light rails or Bus Transit. The best option is Commuter Rail. This is a easy option that we could use and guess what the construction on the roads is slim to none. Also, its out of sight of the public.The Rail Traffic in the Summerville area is also very low, a train might pass through town maybe once an hour. The commuter train might start off small but once it gets started and the towns start to grow in the future all the construction that is going to have to take place is building the stations. The tracks from Summerville lead all the way to Columbia so there is plenty of room to grow and expand and on the Goose Creek side its all set up for commuter rail, the reason for that is the Amtrak runs through town everyday. So most of the construction would take place between Summerville and Charleston.

Idea Author: Garrett W

Number of Comments 0

Idea Title: Park and Ride Station for Light Rail

Idea Detail: As an alternative to driving on I26, Summerville commuters can park their cars and ride into town on a new light rail transit line which is constructed along nearby electric transmission lines right of way. This will decrease traffic on 78 which is already a bottleneck during rush hours.

Idea Author: Mary Alice W

Number of Comments 0

Address: Ingleside Blvd 29456, United States

Idea Title: underpass/overpass for connectivity

Idea Detail: rail line currently blocks road--cars/buses/bikes

Idea Author: Krystina J



Number of Comments 0

Address: 1891 E Montague Ave 29405, United States



Topic Name: Final Round of Public Meetings!

Idea Title: Light rail system from Summerville to Downtown

Idea Detail: I recently made a trip to Dallas TX and was blown away at the rail system (DART) that is integrated into the entire city. Cost me \$5 to go from the airport to Downtown (25miles). The streets of downtown are amazingly light with traffic. I believe this similar system could be implemented into Charleston. If I worked and commuted downtown I would gladly pay up to \$5 to take a train. Thank you for working towards preplanning on this much needed transit system.

Idea Author: Tyler C

Number of Stars 18

Number of Comments 2

Comment 1: to add on to the light rail discussion... wasn't there a monorail study several years back; what was the result of that? Seems like that would be a good system to use to conserve land and bridge over waterways/wetlands. Recently read about a monorail type system call Metrail <http://www.metrail.com/> which might be something to look into. Another thing to consider is how future development will impact light rail, roads, bikeways, etc. The issues I see with public transportation around the tri-county area is that businesses, homes, and public transportation are so far apart from each other that I do not see a whole lot of people utilizing public transportation unless it is convenient to where they work, live, shop, etc. Making it convenient is going to be an essential part of the planning process. | By Gerald S

Comment 2: I was commenting that I work down charleston and would gladly use an efficient cost effective solution. I do not use the express bus because I would have to travel 10 miles in any direction to get to an express lot. when it takes me 12 miles to get to downtown. CARTA would also add at least 1 to 1.5 hours to my day. If someone could show me a solution that would be comparable to my current commute and cost per year I would be all in. | By jeanette C

Idea Title: Bus Rapid Transit between Monks Corner and Charleston

Idea Detail: Dedicate lanes to buses, have terminals for pre-boarding check in, have parking and/or local connecting buses for commuters & tourists who live beyond walking distance of terminals (but don't require tourists to have "fast pass" cards), have amenities (WiFi, newspapers, fruit, doughnuts, coffee) available. The bus driver should have remote traffic-light control. The bus should be faster (or at least as fast) as a car on this route. There should also



be links from N.Charleston to Summerville via Dorchester Rd and via Ladson. Beyond the metro area, primary routes should be upgraded to provide controlled-access divided-highway alternatives to I-26 to get to Columbia, Augusta, and Florence. Without them, emergency evacuation will almost certainly be snarled by even the most minor accident on I-26

Idea Author: L E M

Number of Stars 9

Number of Comments 0

Idea Title: Line Extensions & Spurs

Idea Detail: Would be very useful to present add/alternative cost for:

- extending the line from Line St to the Mary St transit center
- extending a spur to MUSC/West Edge development
- extending a spur to Boeing/Airport

Idea Author: Tasha G

Number of Stars 5

Number of Comments 1

Comment 1: what would be the overall commute times ? | By jeanette C

Idea Title: Sidings to allow Express Service

Idea Detail: If sidings could be added so that local service could pull off to allow Express Service from the northern-most stops to the southern-most stops (with 1-2 intermediate stops instead of 18), there would be more buy-in for the project and ridership adoption.

Idea Author: Tasha G

Number of Stars 5

Number of Comments 4

Comment 1: I cannot imagine a scenario where CARTA would stop the local service; and I completely agree that the proposal has far toooooo many stops. | By Charles D



Comment 2: Thanks for clarifying, Tasha - I agree with this suggestion! | By David C

Comment 3: According to the first presentation last night (repeated tonight downtown and tomorrow in S'ville), the current draft proposal is for one route of semi-local with 18 stops between S'ville and downtown that runs every 10 minutes during peak hours and every 20 minutes during non-peak. My comment here proposes *adding* an express route (not taking away the local). To do that, they would need sidings (additional parallel track) at stops to let the express bypass those stops. It's similar to how express subways run concurrently with local subway trains in NYC. You would continue to have local service for groceries, appointments etc while increasing the participation (ridership) from the northern-most stops (S'ville, Moncks Corner, etc). More ridership means more income for the system and less cars on the road. But the commute time needs to be same or less for riders to adopt. I'm suggesting that northern-most ridership would be negatively impacted by 18 stops and the resulting increased commute time.

| By Tasha G

Comment 4: How do you know this? Has anyone done a study on how most people along this route get to and from work. What about cost analysis they currently incur compared to time lost and additional cost and inconveniences of not being able to stop for groceries in route | By jeanette C

Idea Title: Funding Sources

Idea Detail: The City of North Charleston and developers in the Rivers Ave corridor stand to benefit from this route financially. The City should contribute to this route from general operating funds and should/could also establish a TIF district and/or developer impact fee to provide additional funding (especially to fund an add/alternative spur to Boeing/Airport. The corridor is also ripe for an overall overhaul of Rivers Avenue and certain areas should be examined for PUD zoning. Affordable Housing projects should be prioritized in any PUD or redevelopment efforts.

Idea Author: Tasha G

Number of Stars 5

Number of Comments 1

Comment 1: Industry and development has dumped on this area and it has not seen any improvement in these oldest communities. So no, I think we have paid our dues in property value and deserve some consideration to the amount of noise and chemical pollution we have been subjected to. | By jeanette C



Idea Title: Rapid transit

Idea Detail: Know it's more expensive, but won't even a separate bus lane still be hindered when there is an accident on the interstate? Also widening the entrance ramps and merge lanes where 526 meets 26 needs to happen asap in both directions.

Idea Author: Pam M

Number of Stars 5

Number of Comments 1

Comment 1: I think a bus with a truly separated lane (i.e., physical barrier between cars and buses, even if it's just concrete parking block like they use in Bogota:

<http://i26alt.mindmixer.com/ideas/215864/bogota-colombia>) would keep buses moving even when there is a car crash, unless the car somehow jumped the barrier while crashing. | By David C

Idea Title: Provide integrated bike infrastructure

Idea Detail: Bikes are a great way to span the first and last mile of transit trips. Please be sure the proposed system supports bike integration with the following features:

--When the road cross section is redesigned (e.g., Rivers Ave), provide separated bike lanes alongside the bus lanes for the entire length of the corridor. Provide a physical barrier between the bikes and other traffic (curb, planters, etc.) to make the lanes safe and protected. Ideally paint the entire bike lane green, as Charlotte and other cities have done.

--Provide bike lockers and bike racks at all transit stops, especially major nodes. Provide video surveillance if possible, or at least ample lighting.

--Consider establishing a bike-share program with racks at major nodes (Downtown Summerville, Rivers & Durant, Downtown Charleston, for example) to allow visitors to bike to their final destination.

--Provide space in transit buses for people to carry their bikes with them.

--Use NACTO Transit Street Design standards.

Idea Author: David C

Number of Stars 3

Number of Comments 0



Idea Title: Utilize our waterways

Idea Detail: The low country already has the infrastructure in place for moving people from Summerville to Kiawah. Take people off the highways and put them on the water.

Idea Author: Robert B

Number of Stars 3

Number of Comments 0

Idea Title: Light Rail- no one likes riding the bus.

Idea Detail: Light rail would be ideal if your going to sell it to the public and vistors to our city. Charleston would be the first in the state to have a greener mass transit option . People for some reason feel better about saying , " I took the train in to work today." Vers I rode the bus. It's more money but better option and more people will use it. It shouldn't even be a question . We have needed this for years, it's time to think ahead vers the problem right now. Traffic is only going to get worse.

Idea Author: Matthew H

Number of Stars 3

Number of Comments 0

Idea Title: Light rail would seem to be the most efficient, & reliable

Idea Detail: Train is most efficient and most reliable mode. Most major cities use this with much success

Idea Author: Valerie C

Number of Comments 0

Idea Title: We need rapid transit rail Charleston /airport/

Idea Detail: Please look at successful transit all over the world moving large numbers of people supported by bus system arteries. Use I26 as the main corridor between Charleston / airport / Summerville



Idea Author: Patricia D

Number of Comments 0



Topic Name: Improving Our Community's Transportation

Idea Title: The existing transit options are not adequate enough.

Idea Detail: Since moving here from New York in 1997 where exists the "best and largest" public transit system in the world, the population growth of people can definitely appreciate a much better and convenient system here in the Charleston area. I would love to be able to take a train or bus from Goose Creek where I live to downtown Charleston, Mt.Pleasant, the other neighboring cities in the Low Country and leave my car parked at or near home within walking distance.

Idea Author: MARLENE D

Number of Stars 16

Number of Comments 1

Comment 1: Great idea to build on!! | By Elaine Yates A

Idea Title: HOV Lane

Idea Detail: There needs to be an HOV lane on 26 and 526. This would be for buses, motorcycles, and any vehicle with 2+ passengers. This would provide a faster route for the responsible commuters, and reduce traffic for the other drivers.

Idea Author: Logan M

Number of Stars 12

Number of Comments 4

Comment 1: Another Paper from a Professor at UC Berkeley..
<http://www.uctc.net/access/27/Access%2027%20-%2002%20-%20What%20We've%20Learned.pdf>
| By David S

Comment 2: Here is a study done on HOV lanes by the California State University...
http://robotics.eecs.berkeley.edu/~varaiya/papers_ps.dir/HOV.pdf
| By David S

Comment 3: HOV Lanes are bad for traffic and pollution. If you are going to add a lane then let



everybody use it so people get off the roads faster. If you are converting an existing lane to HOV then you add to the problem for all of the traffic that is not allowed in that lane. Any way you cut it HOV means more cars on the roads for longer periods of time there by increasing traffic and pollution. All around bad idea | By David S

Comment 4: HOV Lanes are bad for traffic and pollution. If you are going to add a lane then let everybody use it so people get off the roads faster. If you are converting an existing lane to HOV then you add to the problem for all of the traffic that is not allowed in that lane. Any way you cut it HOV means more on the roads for longer there by increasing traffic and pollution. | By David S

Idea Title: Existing transit options suck

Idea Detail: The "express" buses sit in the same traffic as everyone else. At the very LEAST, this corridor needs an HOV lane. The interchanges need to be redesigned and perhaps consolidated near the airport corridor, the c/d lanes don't work when they dump you out right at the next exit and cause everyone to have to weave and merge. There's an abandoned rail corridor under the city end of 26 and between King and Meeting as you go through the neck. There's also an absurdly wide median on much of Rivers Ave. This should be used as a busway or for some type of rail! The line is just sitting there, ugly as can be...in a city that's supposed to pride itself on historical reuse, it's the obvious place for mass transit. An HOV lane is sorely needed on the interstate, perhaps from Cosgrove Ave north (this would eliminate extra cost by building one on the elevated section) that completely bypasses the 26 interchange (see I-77 in Charlotte for motivation) and has a THREE person limit in cars

Idea Author: Roger C

Number of Stars 10

Number of Comments 0

Idea Title: A mag-lev, busses, van-pools, and bike trail

Idea Detail: Mag-Levs are energy efficient and environmentally friendly. The bus system could be made more robust with more stops through-out Summerville, Ladson, goose-creek, Hanahan, moncks corner, etc., more routes, and frequent pick-up drop off times. A bike path can be constructed to encourage a fit community. Incentives can be offered to those who leverage these alternatives. I believe there are enough commuters in the area to make these ideas successful, and the area is only growing.

Idea Author: Amy L



Number of Stars 9

Number of Comments 0

Idea Title: More park and ride locations. Bike capacity.

Idea Detail: Otranto kmart express works well. Need more routes like that. Ball field at N. Rhett and Remount may be a good place for park and ride to downtown and mt. P. Also increasing bicycle capacity. If you wait for a bus and the rack is full you're out of luck. 4 position racks or space inside needed. Smaller shuttles for local routes. I have watched the fullsize bus go by my area around Rhett and Remount for several years with less than 3 riders. Improved timing of routes so when you have to change buses you are not waiting, makes commute time too long.

Idea Author: martin B

Number of Stars 9

Number of Comments 1

Comment 1: Otranto KMart express works well...except the fact that the bus has to sit in the same traffic as everyone else on 26, so it's not really "express" at all except for the fact that it doesn't have intermediate stops. An HOV lane or busway would be the logical way to make it truly "express" and give commuters a legitimate option besides sitting in traffic on 26. Imagine the incentive to use transit or carpool when you see other people whizzing by on the HOV lane getting from Cosgrove to Ashley Phosphate in only minutes at the height of rush hour. They are too worried about adding new interchanges for unbuilt developments and reconfiguring interchanges for the port traffic when it's all moot anyways because everyone STILL has to sit through the 26/526 debacle. This whole area needs to be redesigned along with the 526/Rivers exit | By Roger C

Idea Title: Light Rail is the Optimum

Idea Detail: Having worked in the Light Rail industry, I believe that our area would benefit from such a system. Compared to Heavy Rail, more and conveniently located stops can be provided thereby improving the level of service. Commuter buses would be handicapped by the freeway congestion that currently, and for the foreseeable future, exists. Bus service can be re-directed to feed the rail stops. Commuter parking lots can be provided at rail stops along with kiss-and-ride lanes.



Idea Author: Dennis Z

Number of Stars 8

Number of Comments 0

Idea Title: Potential North Charleston-West Ashley crossing and parkway

Idea Detail: Michaux Parkway currently terminates at the entrance to a residential neighborhood in North Charleston. There is unoccupied land along the north of this neighborhood extending from Dorchester Rd to the Ashley River. There is also unoccupied land on the opposite side of the Ashley River to the south and east of Drayton Hall Plantation extending to Highway 61.

Michaux Parkway could be realigned to intersect and extend beyond Dorchester Road, cross the Ashley River and intersect Highway 61. It would continue parallel to Bees Ferry Road, eventually intersecting the upcoming extension of Glenn McConnell Parkway from West Ashley Circle.

This would alleviate a significant amount of congestion on Glenn McConnell Parkway, Highway 61 and I-526 between North Charleston and West Ashley, thereby shortening the commutes of thousands of drivers.

Idea Author: Nick S

Number of Stars 7

Number of Comments 2

Comment 1: David C nailed it...you want to build a "new" Bees Ferry Road...in 20 years it'll be just like the "old" one and then we'll need yet another "new" one...we need to start thinking of true alternatives to even more roads, more lanes, and ultimately more SPRAWL | By Roger C

Comment 2: I see how this would benefit lots of drivers, but I fear that it would encourage more "sprawl" growth in West Ashley. It would be nice if the new bridge were accessible to transit, walkers, and bikers, but not to single occupancy vehicles. | By David C

Idea Title: Right Hand Turn Lanes, Public Transportation

Idea Detail: I think there is a serious lack of right hand turn lanes at busy intersections which causes the traffic to back up for quite a way. I also think some safe, convenient form of public



transportation would be a great option. I would be willing to park my car and ride a train if it was convenient and easy to access.

Idea Author: Abby P

Number of Stars 6

Number of Comments 1

Comment 1: I think a lot more people would park their cars if we had a dependable public transportation system. A BRT system with the articulated bus. After all, the company that makes the bellows and articulation is in Mount Pleasant, SC. | By Michelle M

Idea Title: Express bus park and ride

Idea Detail: Express bus park and ride from Ball field at Remount and N. Rhett to downtown and Mt. Pleasant.

More bicycle capacity to allow people to get from home to the bus and the bus to work. I have ridden buses with rack / wheelchair space inside, We CAN do it.

Idea Author: martin B

Number of Stars 6

Number of Comments 0

Idea Title: Passenger train out of downtown Summerville.

Idea Detail: Would bring much tourism to Summerville to advertise "let us drive you to Charleston for the day." Summerville--on the "Edge of Everything!" No parking, no one way streets, no heavy traffic to find a place to stay... Summerville can especially offer new Marriott nearby and down town hotel to come & Bed & Breakfast can benefit, too ! I would never drive into Charleston again to shop if could ride from Summerville. Free trolleys once you get there to get around...

Idea Author: Elaine Yates A

Number of Stars 6

Number of Comments 0



Idea Title: Nodal Developments, zoned pricing, and park n rides

Idea Detail: Intense development in specific locations along corridors. Charge for rides based on distance between origin and destination zones. Strategically locate PnRs to get more people out of their cars. Once these things are in place the system will become more robust and can generate the needed metrics to contemplate alternative modes.

Idea Author: Charles D

Number of Stars 5

Number of Comments 0

Idea Title: improving the way we get around to work and more

Idea Detail: They should be some type of transit system going from downtown connecting at the new main n.chas station. Then from there it will split 3 ways. one going up dorchester ending around the wescott/old trolley area. Another one going up rivers ending somewhere near goose creek. And one going up 26 ending in summertime. With main stops at places like ash phos. Also connecting to jobs like bosch, boeing, airport, and trident. These places can promote ridership to and from work. Also a better bus system to help along with this. Also downtown Charleston should have a trolley system that will help with visitors getting around town

Idea Author: clif C

Number of Stars 5

Number of Comments 0

Idea Title: A commuter train

Idea Detail: Train is in Summerville on a side track overnight. at 7:00 am it takes commuters to Boeing area and downtown Charleston. At 10 am it brings Tourists back here to Summerville to lunch and tour. Then at 3:00 it takes tourists back to Charleston and brings the commuters back here about 6:30. Costs for running a car everyday would be about \$700 in gas alone for a year. If you could price this at \$550 for a year pass, 6 days a week for 52 weeks people would ride. I would ride twice a month for \$250 a year, just to go downtown and shop and come back. To avoid I-26 would be heaven. Parking for the commuters could be in a large lot and a shuttle could bring them to the train station in downtown Summerville. Boeing would pay for a shuttle for their group and the hospitals and businesses downtown Charleston could run a



shuttle down there...or use the current shuttle system with non-stops to different locations. It makes sense and it really needs to happen SOON.

Idea Author: Deb C

Number of Stars 5

Number of Comments 0

Idea Title: I would like a train to run between the metro areas

Idea Detail: a train - like the marta train that runs between Atlanta and surrounding areas.

Idea Author: lisa P

Number of Stars 4

Number of Comments 0

Idea Title: Ferry System

Idea Detail: At the risk of being repetitive, I think we need to delve more deeply into the prospect of a regional ferry system with connection possibilities near I-526 on the Cooper, at the end of Seven Farms Dr on the Cooper, at Patriots Point - existing on CHS harbor, downtown - existing on CHS harbor, and Fort Johnson area on CHS harbor.

Investments in this type of infrastructure tend to run in the millions and tens of millions, but not in the hundreds of millions.

Aside from being a viable way to remove commuter traffic from the roads, ferries have the added benefit of attracting tourism dollars and choice riders.

I have looked into fleet investments to try to roughly calibrate travel times that would be incurred from those general locations listed above; there is a wide variety in the speeds and types of ferries that can be operated. "Fast ferries" operate around 25 to 50 knots and that seems to create viable transit times.

Idea Author: Charles D

Number of Stars 3

Number of Comments 0

Idea Title: more park and ride locations.



Idea Detail: Ball field at Remount and N. Rhett would be a good location for park and ride. Could have express buses to downtown and Mt, Pleasant.

Idea Author: martin B

Number of Stars 3

Number of Comments 0

Idea Title: Coach/pick up runs parrallel too I26 down Rivers Ave

Idea Detail: Stop points to pick up & deliver by coach to downtown Charleston near MUSC. Charge monthly fees like subways. Adequate park & stop pick places. Not everyone wants to travel Interstate or that speed! The interstate is not for all drivers!! Especially with the seniors moving to this area! Other alternate routes to downtown necessary & can travel by coach or car service. Much needed alternate Highways to downtown. Car Services to offer monthly fees, too.

Idea Author: Elaine Yates A

Number of Stars 3

Number of Comments 0

Idea Title: Commuter Rail

Idea Detail: This would be the best mode of transportation for the Summerville, North Charleston, Charleston and the Goose Creek area. The roads are all ready packed with cars, there is still a tone of rail capacity left. Summerville has very light rail traffic a train might pass threw town maybe once every hour. And the Goose creek side is all ready running Amtrak on the lines so they are already for the commuter rail. On the other hand Summerville is not so lucky there is only a freight line running threw town. If Norfolk Southern does agree to let a Commuter Rail run on there tracks I believe that they will half to double line the tracks to accommodate the traffic difference because freight does not run on a time schedule it would be hard to make a scheduled up for the commuter rail to run. With this mode of transportation in place, the area can evolve around this if this is successful the rail can be expanded to accommodate the future needs. A great example would be Sun Rail and Tri Rail in FL

Idea Author: Garrett W



Number of Stars 2

Number of Comments 0

Idea Title: How about developing a carpool lane,

Idea Detail: ParkNgo points could be established where carpools could be established as well as pickup points for express buses.

Idea Author: John G

Number of Stars 1

Number of Comments 0

Idea Title: Better downtown Charleston public transit is needed

Idea Detail: Public bike sharing like Savannah would be very beneficial to reduce the number of cars downtown. I'd like the ability to transit downtown Charleston without a car. An all day trolley pass for tourists would be beneficial.

Idea Author: Matthew F

Number of Comments 1

Comment 1: FYI - trolley is already free! So why need a pass? | By Dan Y

Idea Title: Inner-City Trolleys

Idea Detail: We have DASH Trolleys in downtown Charleston; we need additional trolley-like services to facilitate short trips in other high-population areas, such as Summerville and Mt. Pleasant.

Idea Author: Dan Y

Number of Comments 0

Idea Title: Light rail transit, see what New Mexico did

Idea Detail: During my 30 years in New Mexico the state had the same problem we have here. They went out and purchased some rail from AMTRAK and some of their own and created an



80 mile commuter rail system that carries 5,000 daily to and from Santa Fe and Albuquerque. Rail is more efficient in the fact that as the population grows there is no need to widen roads, just add more rail cars which carry more people. They did it and succeeded. Thank you for listening.

Idea Author: Clark A

Number of Comments 0

Idea Title: More destinations for express bus

Idea Detail: The airport, the Air base, Boeing, Bosch, the Medical Complex, CoC, and the Tanger Outlets all have stops on Express bus lines. Other similar destinations could be the Navy Base, the Citadel, Blackbaud, Trident, etc. These specific places could probably even form their own loop around 526, 17, and 26 with a park and ride location or 2.

Idea Author: Sean R

Number of Comments 0



Topic Name: Drawing Inspiration

Idea Title: Bogota, Colombia

Idea Detail: Bogota is much larger than Charleston (about 9 million people) but has one of the best BRT systems in the world (called Transmilenio). Key elements are walk-in, pay first, bus-level stations and separated bus lanes. It works like a subway system but with buses.

Other cities in Colombia with populations much closer to Charleston's (Cartagena, Barranquilla, Cali) have smaller versions of Transmilenio that could work here.

Idea Author: Ed B

Number of Stars 9

Number of Comments 1

Comment 1: I'm a big fan of Bogotá's system too - especially the visibility of buses running right next to cars but in separated lanes. It's good advertisement for transit when cars stuck in traffic are repeatedly passed by buses. I'd love to see bike lanes incorporated as well (Bogotá's system includes one of the most comprehensive bike lane networks in the world I believe.). | By David C

Idea Title: Savannah

Idea Detail: Wonderful bike sharing program.

Idea Author: Matthew F

Number of Stars 6

Number of Comments 2

Comment 1: Integration of modes! David's #3 above providing bike sharing at key transit stops would be great and would be made far more effective if safe bicycle travel lanes were established in areas surrounding said key transit stops | By Charles D

Comment 2: I agree that it would be great to integrate bikes into the transit plan.

- 1.) Provide protected bike lanes alongside all transit lanes.
- 2.) Provide bike racks on board the transit buses/trains.
- 3.) Consider providing bike share stations at key transit stops, so people can get off the



bus/train and complete their trip on a bike.

4.) Provide bike lockers (or at least covered, secure bike racks) at key transit stops so people can start/finish their trip by bike and use transit in the middle, knowing their bike is safe where they left it. Washington, DC, has done a great job of implementing this near Metro stops. | By David C

Idea Title: Aesthetics

Idea Detail: Make the system attractive to passengers, this is a BRT system that I would want to ride! Everybody needs some mother nature in their commute.

Idea Author: Nick A

Number of Stars 6

Number of Comments 2

Comment 1: No final plan is started yet, so I don't understand your comment. And I believe the people that live near these encroachments would appreciate aesthetics to be part of the final plans inspiration... | By Nick A

Comment 2: aesthetics are important but so are the values of the people that have long lived near these encroachments. They should be better informed of new projects well before any final plan is started | By jeanette C

Idea Title: Look at europe.

Idea Detail: While Europe has many differences than america they still have an existing rail that allows for commuter traffic between municipalities. That is really what the I26alt is looking at. We are looking to connect different municipalities. This is not terrible different than the rail connecting London to France with the exclusion of crossing the channel of course. But getting different governments cooperating and crossing different levels of jurisdiction should be quite similar. Also every instance that makes America unique can be found somewhere in Europe at one place or another even if there is no where with all of our circumstances.

Idea Author: Herbie R

Number of Stars 6

Number of Comments 1



Comment 1: Rail is the way to go.

| By Ron J

Idea Title: Before we consider a fixed rail system

Idea Detail: Yes, a fixed rail system like the 2.7 mile (won't even get you off the peninsula) retro street car rail as in Tampa may be glamorous but, I believe we should first develop a better bus system.

One system that I was impressed with is in Oahu. This system is used by tourists and locals alike. Much like it would be used here. You can travel quickly to Pearl Harbor , Waikiki, Hanauma Bay, Hotels , The Convention center along with business and shopping areas.

People resist mass transit and carpooling because they want to be in control. To overcome this buses have to run at least every 15 minutes, 10 during peak times. They also need to be equipped with GPS and the ETA has to be posted at the stop. This keeps passengers informed and gives them a sense of control. I agree, a kiosk or prepaid card is a must to speed boarding. Also when the capacity is not required use smaller buses.

I need more than 1000 characters.

Idea Author: martin B

Number of Stars 5

Number of Comments 1

Comment 1: I agree that these would be great features to add to the buses. | By David C

Idea Title: St Louis

Idea Detail: The light rail, elevated system St. Louis has running from the airport into the downtown area provides relatively small vehicles so you don't feel like you're on a subway, which get off and stop where you want them to - inexpensively. It follows right-of-way already established by roads and railroads. One stop is Union Station (the only pic I have), now a hotel and shopping mall. Since so many people are "commuting" from the airport to the city, it's similar to our needs, with people commuting from Summerville to Charleston.

Idea Author: James P

Number of Stars 5

Number of Comments 0



Idea Title: Before we consider a fixed rail system cont.

Idea Detail: Every driver complains about traffic but, they are the traffic. This is akin to a fisherman who does not practice catch and release complaining there are no fish left in the lake. We have to change peoples attitudes and behavior. Unfortunately the only way I know to do this is to make the behavior you want to change more painful or expensive. As evidenced by the consumption data people are driving much more now than when gasoline was \$4/gal. Raising the cost with a decent tax will reduce the number of cars on the road and fund alternatives.

It is true if you build it they will come. More and wider roads will definitely lead to more cars using them.

Idea Author: martin B

Number of Stars 3

Number of Comments 0

Idea Title: London

Idea Detail: In order to increase the incentive to ride on the transit, a congestion price could be added to travel on roads in certain areas at certain times of days. London does this with cameras keeping track of which license plates have passed by the cameras. This story describes a study that found that the availability of transit itself won't decrease traffic (but is worth installation for other benefits) so other ways than just availability are needed to get people to ride. <http://journalistsresource.org/studies/environment/transportation/fundamental-law-road-congestion-evidence-u-s-cities>

Idea Author: Sean R

Number of Stars 3

Number of Comments 1

Comment 1: Very interesting article, thanks for sharing. | By David C

Idea Title: Check out Eugene, Ore.

Idea Detail: Their BRT is great -- and growing!



Idea Author: Daniel B

Number of Stars 3

Number of Comments 1

Comment 1: Looks great - I like it! | By David C

Idea Title: Tucson

Idea Detail: Tucson has started with a 3.9 mile long streetcar system to complement its bus network. Baby steps!

Idea Author: Charles D

Number of Comments 0

Idea Title: Miami

Idea Detail: The Miami Metro Rail is awesome. Elevated and gets you pretty easily around the city and several other local attractions.

Idea Author: Jerry L

Number of Comments 0

Idea Title: Before we consider a fixed rail system one more

Idea Detail: Cities also have to improve the job/housing/quality of life balance in all areas so people are not commuting so far. Mt Pleasant for example has an abundance of food service and retail jobs but, you can't live there on those wages so you have to live in Summerville or N. Charleston and commute every day. N. Charleston has a lot of good paying jobs But, not the fluff (AKA quality of life) people desire.

Idea Author: martin B

Number of Comments 0

Idea Title: If Walt Disney were alive today, what would he build.....



Idea Detail: If Mr. Disney were alive today, how would he build a system without raising taxes and keep the fares minimal or free for citizens to use?

- 1) He would use a guide way mag-lev system similar to SKYTRAN.
- 2) Power the system with LOCAL energy via wind, solar, tidal and subdivision produced methane and hydrogen gas. De-Centralized energy production instead of SCE&G central energy that would be a single point of failure.
- 3) He would use existing public easement over roads, highways, railroads, and power lines so minimal further land would be required.
- 4) Use Kickstarter and non-profits to ensure all financial records are accountable and verifiable in real time for everyone to see.
- 5) Use ad revenue from wifi and sponsor ships to generate operational income.
- 6) Harness our local high school students to RUN the system as a part of their EDUCATION.
- 7) No one over 21 allowed to work or serve on board.
- 8) Use retired volunteer stewards to oversee operations via social media/open records

Idea Author: Philip B

Number of Comments 0

Idea Title: Atlanta.... for sure!

Idea Detail: To continue to request and enlist input from all sources. The answer is there for the seeking.

Idea Author: Elaine Yates A

Number of Comments 0

Idea Title: Atlanta, Ga. Savannah, Ga.

Idea Detail: Summerville can become a self-contained pod just like Nexton and Carnes plans to do in the future. If transportation can be readily available to these Pod areas as well will promote it well. Charge monthly like the subways in NY. if possible.

Idea Author: Elaine Yates A

Number of Comments 0

Idea Title: topic details can not be viewed

Idea Detail: I can not because I have tried to open link but it will not open so from the one



picture I see I could not tell you about features, lighting parking routes location

Idea Author: jeanette C

Number of Comments 0

Idea Title: no ideas yet will read provide information and get back

Idea Detail: thank-you I can read it now

Idea Author: jeanette C

Number of Comments 0



Topic Name: Preserve and Protect

Idea Title: Limiting access to the downtown peninsula

Idea Detail: Set up tolls at the 6 entry points into the peninsular region of Charleston. Add an impact fee to vehicular registration for residents of the tri-county region so that they can "fast pass" the tolls, and make the toll fee large enough to generally discourage out of town travelers from bringing their cars onto the peninsula. Set up major transit stations just outside the toll areas with park and ride lots. Allow hotels to utilize the space as well as the regional transit provider. Bam! increased ridership for the system, refocused routing, more robust service, and a windfall of local money to build alternative modes of transportation.

Idea Author: Charles D

Number of Stars 6

Number of Comments 0

Idea Title: Focus on Reducing Carbon Footprint

Idea Detail: Invest in sustainable energy designs: solar energy, net-zero energy buildings and bus stations. We have the potential to be a national leader in sustainable public transportation.

Greenfield Massachusetts has already built the first zero net energy transit center in the U.S. Obviously a different climate has helped, but this is a very doable solution.

Idea Author: Matthew F

Number of Stars 6

Number of Comments 0

Idea Title: Require project to be Envision certified

Idea Detail: Envision is like LEED, but for infrastructure. LEED is for vertical buildings like offices, Envision is for horizontal infrastructure projects like roadways, pipelines, and transit systems.

Require the project to be designed in a way that achieves at least a Silver rating in the Envision system (ideally Platinum, although that would probably add significant cost.), and require the design firm to have staff with the ENV SP credential (Envision Sustainability



Professional) working on the planning and design. Incorporate this from the very beginning, since even the scoping of the project can be affected by sustainability considerations.

<http://www.sustainableinfrastructure.org/index.cfm>

Idea Author: David C

Number of Stars 3

Number of Comments 0

Idea Title: Incentives for living where you work

Idea Detail: The traffic is a mess because, simply, there are too many cars on the road. The roadways cannot possibly accommodate everyone who wishes to travel by automobile. I propose offering financial incentives for living close to your work / working close to where you live. By reducing the need to drive, you naturally reduce the number of cars on the road.

Idea Author: Enrique P

Number of Comments 0



Topic Name: Next Round of Public Meetings!

Idea Title: Rethink School Schedules

Idea Detail: I enjoyed all of the ideas about limiting congestion downtown. However, the problem is not downtown. Also, a bike lane will fix nothing. The problem is I26 between Ashley Phosphate and Ladson in the AM - and 526/I26 interchange in PM. I live in North Charleston and have ZERO PROBLEMS during the summer months - however, EXACTLY when school begins, do we see ROUTINE gridlock. Will commuter rail fix this? No. Statistically 75% of kids take a personal vehicle to school. They say NO to busing and they will say NO light rail. Light rail does not address the problem. Also, public transit doesn't work in the south due to CRIME, temperature, and urban sprawl. Anything short of building NEW ROADS and offering MORE OPTIONS, I26 will continue to just get worse by the day. Solution Summary: Build a toll road from raised gas tax, enforce the MANDATORY use of school buses, MANDATE staggered release schedules from Boeing, Bosch etc

Idea Author: Nick C

Number of Stars 3

Number of Comments 0



Topic Name (Instant Poll): Transit Oriented Development (TOD)

Idea Title: Quality public transit

Number of votes: 40

Idea Title: Pedestrian and bicycle-oriented design

Number of votes: 22

Idea Title: Vibrant public spaces

Number of votes: 15

Idea Title: Preservation of open space and natural resources

Number of votes: 13

Idea Title: Connected streets

Number of votes: 12

Idea Title: Higher densities

Number of votes: 12

Idea Title: Mix of uses including office and retail

Number of votes: 11

Idea Title: Limited surface parking and efficient parking management

Number of votes: 10

Idea Title: Infill development

Number of votes: 6

Idea Title: Mix of housing types, including multifamily



Number of votes: 5

Idea Title: Other (please explain)

Number of votes: 4

Idea Title: I do not think we should incorporate TOD along the i-26ALT corridor (please explain)

Number of votes: 3

Comments

Number of Comments 6

Comment 1: I agree with Charles D that I would like to have checked all the boxes (except the "do not incorporate TOD" box). | By David C

Comment 2: David have you ever heard any response or up-dates on your comparison to the Bogata, Columbia system | By Jeanette C

Comment 3: Light rail appears the suggestion most favorably received. Would vehicular traffic be held up when trains cross streets just as it is at present? To build over-passes would probably be cost prohibitive and unwelcome in most neighborhoods. | By Margot C

Comment 4: This is also a question I have with light rail. I thought the thought at the last meeting at city hall it was discussed that the best corridor would be down the middle of Rivers Ave. How would this affect vehicular cross traffic?, how will you get riders to this rail? Where would you park cars? Would you plan to have small public transit buses pick-up commuters from neighborhoods? | By Jeanette C

Comment 5: Public transit should go where their customers are, not vice versa.. Smaller buses that transport residents from their subdivisions' to a CARTA bus stop might encourage many to leave their vehicle at home.. | By Margot C

Comment 6: I would have liked to check all of the boxes! | By Charles D



Topic Name (Instant Poll): Air Quality and Greenhouse Gas Emissions

Idea Title: 5 - Very Important

Number of votes: 21

Idea Title: 4 - Important

Number of votes: 9

Idea Title: 2 - Not important

Number of votes: 2

Idea Title: 3 - Not sure

Number of votes: 2

Idea Title: 1 - Not important at all

Number of votes: 0

Comments

Number of Comments 0



Topic Name (Instant Poll): Regional Transportation

Idea Title: Light Rail Tranist

Number of votes: 21

Idea Title: Commuter Rail

Number of votes: 10

Idea Title: Bus Rapid Transit

Number of votes: 8

Idea Title: Commuter Bus

Number of votes: 1

Comments

Number of Comments 6

Comment 1: I think any public transit which will allow for faster commute than driving will be best because that will offer more incentive to use that system. | By Herbie R

Comment 2: BRT most flexible alternative; can be mixed with CB and existing bus routes. Free bus service for students, as in Clemson area. Routes need to be changed to meet riders' needs - not everyone needs to get downtown Charleston. Need routes in new development areas - i.e. Cane Bay to Summerville & Goose Creek. | By Dan Y

Comment 3: BRT most flexible alternative; can be mixed with CB and existing bus routes. Free bus service for students, as in Clemson area. Routes need to be changed to meet riders' needs - not everyone needs to get downtown Charleston. Need routes in new development areas - i.e. Cane Bay to Summerville & Goose Creek. | By Dan Y

Comment 4: BRT is a much faster and cheaper path to implementation. Need to include shelters at all stops, easier payment systems, safe pedestrian and bike access, crossings and overpasses. With BRT, more routes can be implemented across the region faster. BRT can use alternate fuel sources.

| By Tasha G



Comment 5: Any mode that most motivates commuters to use public transit is an improvement. | By Enrique P

Comment 6: Emission Free!! also could add multiple stops just like BRT. BRT get its own lane so does Light Rail. Its would be awesome to see something futuristic in this historic town. In Phoenix where I lived for few years Students ride for free gives them opportunities to live out side of expensive area. Seniors ride for discounted rate. Main connections were Hospitals, Retails, Business District, Airports, and colleges. In Charleston not only it will be benefit for those who live in surrounding towns but also tourist attraction will increase they can go out side of historic downtown with easy access. Over the years it will eventually tickets sales will increase and opportunities to expand further out. Doing construction for light rail tracks will allow us to update any utility lines that are underground which could be updated for better and newer lines. | By Vedit P



Topic Name (Instant Poll): Local Funding Sources

Idea Title: Local taxes

Number of votes: 11

Idea Title: Government bonds

Number of votes: 6

Idea Title: Public Private Partnership

Number of votes: 6

Idea Title: Other (please explain)

Number of votes: 6

Idea Title: State taxes

Number of votes: 5

Idea Title: Special assessments (i.e. TIF District, Community Improvement District, etc.)

Number of votes: 3

Comments

Number of Comments 7

Comment 1: State Transportation Infrastructure Bank can bond out funds for projects like this - it doesn't all have to be roads | By R T

Comment 2: All of the above. Transit should be a priority at the local, regional, and state level and we should seek investments from as many sources as possible so that no one entity bears the entire financial responsibility for the match. Local tax and government bonds (through the state infrastructure bank) are the most obvious sources of funding and are the most commonly used, but we should also explore public/private partnerships (with major industries/employers), special assessments, and state taxes (specific to transit--not merely a gas tax without prioritization of project funding because the money will be wasted on useless new road projects) as well. | By Natalie O



Comment 3: Charge tolls for entering the peninsula. Tri-County residents pay for the toll annually with vehicle property tax and receive an EZ pass. All others pay a toll to use the peninsula or they can park outside the peninsula and take transit in. | By Charles D

Comment 4: Plus local business tax and local gas tax. | By Charles D

Comment 5: check out what the state of New Mexico did and how they funded it. They bought the existing rail line and leased it back to the railroad. So the railroad pays the state! | By Clark A

Comment 6: GAS TAX. DONE!

Raises the funds, people will drive less, makes alternative transportation more attractive. | By martin B

Comment 7: Public Private Partnership (Boeing, MUSC, Volvo, CARTA, etc). SC residents are already bogged down with taxes, but see very little improvement. SC roads, bridges, infrastructure are in desperate need of improvement; overhaul in some cases. It would be poor management of funds and resources to force tax payers to contribute to public transit when only a fraction of those tax payers will actually use it. While folks sit in traffic, companies lose money. Their employees are often late to work which result in loss of productivity. Companies also lose qualified candidates because the commute is a headache. Roads really need to be the primary focus. Until that is resolved, I don't think public transit should be on the table unless public private partnerships can meet federal government funding. | By Tracy S



Topic Name (Instant Poll): Potential Fixed Guideway Alignment

Idea Title: Norfolk Southern (NS) Rail Alignment (Blue Line, Image #2)

Number of votes: 5

Idea Title: US78-US52 Roadway Alignment (Green Line, Image #7)

Number of votes: 5

Idea Title: I-26 Roadway Alignment (Light Blue Line, Image #5)

Number of votes: 3

Idea Title: Dorchester Roadway Alignment (Purple Line, Image #6)

Number of votes: 3

Idea Title: US176-US52 Roadway Alignment (Orange Line, Image #8)

Number of votes: 2

Idea Title: CSX Rail Alignment (Red Line, Image #1)

Number of votes: 1

Idea Title: SCE&G Utility Alignment (Yellow Line, Image #4)

Number of votes: 1

Idea Title: Santee Cooper Utility Alignment (Pink Line, Image #3)

Number of votes: 0

Comments

Number of Comments 0



Topic Name: Funding

Idea Title: New Fixed Guideway Transit System

Allocation 63

Number of Funds 21

Number of Comments 0

Idea Title: Other (i.e. Carpooling, new roads, etc.)

Allocation 18

Number of Funds 17

Number of Comments 2

Comment 1: Rather than building roads or transportation systems to promote or entice sprawl, we should focus getting people to live closer to employment and other places of business. I think the best way to fix a problem is by the root cause. Sprawl and the distance between home, work etc, is the root cause of traffic. Getting this places closer together opens up the option to walk or bike also.

| By martin B

Comment 2: I would like to see a much bigger emphasis on installation of protected bike lanes along busy corridors (e.g., E & W Montague Ave, Dorchester Rd, Ashley Phosphate Rd, Rivers Ave north of the existing bike lanes). I understand from talking with the I-26ALT project engineers that a "well done" BRT system includes revamping the entire streetscape to include facilities for pedestrians, bicyclists, transit, and automobiles. In that case I wholeheartedly support a "well done" BRT system and would encourage local leaders not to settle for anything less. | By David C

Idea Title: Existing Transportation System

Allocation 17

Number of Funds 14

Number of Comments 1



Comment 1: Are you serious? | By Nick C

Idea Title: I prefer not to spend any money on relieving traffic congestion

Allocation 1

Number of Funds 1

Number of Comments 2

Comment 1: I support MartinB17's comment, although I think a robust transit system is still needed in Charleston given the sprawl that has already occurred. | By David C

Comment 2: " If you build it they will come" I think the best way to fix a problem is by the root cause.

Rather than building roads or transportation systems to promote or entice sprawl, we should focus on getting people to live closer to employment and other places of business.

I guess we could do nothing and when it becomes too expensive or unbearable people will move or find employment closer to home. I went through this years ago and found even with a pay cut I came out way ahead.

It's all positive, big savings in transportation costs, more time to yourself, ability to walk or bike to work rather than paying that gym membership, never late for work due to traffic and less stress.

Incentives could help move this process along. Reward people who put one less car on the road by building proper pedestrian and bike ways that seamlessly connect places they need to go. | By martin B



Topic Name (Instant Poll): Primary Transportation

Idea Title: Auto

Number of votes: 0

Idea Title: Bicycle

Number of votes: 0

Idea Title: Bus

Number of votes: 0

Idea Title: Ride Share

Number of votes: 0

Idea Title: Train

Number of votes: 0

Idea Title: Walking

Number of votes: 0

Comments

Number of Comments 0



Survey: Level of Service

Question: How often do you ride Transit?

If other, please explain. : 2

Frequency depends on events happening in the various regions of Charleston.

I would use transit an days I don't want to bike to work if it was easier to get from downtown to the area around the navy base where I work. I would also use transit to get over to a school by ashley phosphate and dorchester roads I sometimes help at after work at 4 and home at 6 if the timing were to work out well for me.

If there was a route more convenient for the train station I would use it when I travel by rail. I use transit when traveling by air and the timing works out.

Daily : 0

Weekly : 0

Monthly : 0

Yearly : 1

Question: In your opinion, which routes need greater frequency?

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 1

Route #10 : 1

Route #11 : 0

Route #12 : 1



Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 2

Route #32 : 2

Route #40 : 0

Route #41 : 1

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 2

Question: In your opinion, which routes need less frequency?

Route #1 : 0



Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 1

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 1

Route #32 : 1

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0

Route #104 : 1

Route #105 : 0

Route #201 : 1

Route #203 : 0



Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 1

Question: In your opinion, which routes need to start earlier?

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 1

Route #10 : 1

Route #11 : 0

Route #12 : 1

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 1

Route #32 : 2

Route #40 : 0

Route #41 : 0



Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 2

Question: In your opinion, which routes need to end later?

Route #1 : 1

Route #2 : 1

Route #3 : 1

Route #4 : 0

Route #10 : 1

Route #11 : 0

Route #12 : 1

Route #13 : 0

Route #20 : 0



Route #21 : 0

Route #30 : 0

Route #31 : 2

Route #32 : 2

Route #40 : 0

Route #41 : 1

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 2

Question: In your opinion, which routes should operate on Saturdays?

Route #1 : 1

Route #2 : 0

Route #3 : 1



Route #4 : 1

Route #10 : 2

Route #11 : 1

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 1

Route #31 : 1

Route #32 : 1

Route #40 : 1

Route #41 : 1

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 1

Route #201 : 0

Route #203 : 0

Route #210 : 1

Route #211 : 1



Route #213 : 1

Route #301 : 1

Question: In your opinion, which routes should operate on Sundays?

Route #1 : 1

Route #2 : 0

Route #3 : 1

Route #4 : 1

Route #10 : 2

Route #11 : 1

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 1

Route #31 : 1

Route #32 : 1

Route #40 : 1

Route #41 : 1

Route #102 : 0

Route #103 : 0



Route #104 : 0

Route #105 : 1

Route #201 : 0

Route #203 : 0

Route #210 : 1

Route #211 : 1

Route #213 : 1

Route #301 : 1

Question: If "yes" to any of the questions above, please explain. (i.e. what frequency, how early, how late)

At certain times of the day, rt 4 could use more than 1 trip/hr. It could also start earlier, bc by 7 am, there are already flights.

On summer weekends, routes 31 and 41 could be used to get to (or at least near to) the beach for people who are interested in avoiding traffic and parking. These specific buses might need more space for bicycles. People might also need this to be suggested to them such as with alternate names for the routes or signs. rts 1 and 3 could also help get to downtown.

West Ashley to North Charleston is underserved for morning commute. Better WA transit will alleviate congestion.

With regard to running late the routes chosen should operate at lease until 12:00 AM

Comments

Number of Comments 1

Comment 1: Why does the #10 Rivers southbound bus waste time going through the Trident Tech campus on the weekends??? There is never anyone getting on or off here, it's such a waste of 10 minutes with the way the bus has to do the funky north-then-south on Rivers again



after exiting. Leave this loop for the weekdays only! And even then it's probably a waste besides a few trips a day. Make them walk to the bus on Rivers just like everyone else, I'm sure everyone would like if the bus detoured off Rivers to serve each individual area but it's such a waste of time for everyone else! Northbound #10 needs to continue across Rivers at Greenridge and take Antler to KMart instead of turning back onto Rivers and having to wait for the left turn light at KMart parking lot. Perhaps it could continue on Antler to Old Univ Blvd to get to 78 instead of waiting for the light at Otranto (although the left pullout onto 78 without a light might be an issue). And why stop at the RR crossings that aren't even used?? | By Roger C



Survey: Route Alignment Alternatives

Question: Which transit alternative alignment do you prefer? *See images above

US 52/78 (Image #1) : 27

US 52/176 (Image #2) : 8

Dorchester Road (Image #3) : 8

Question: Which mode of transit would you like to see on your preferred alignment?

Light Rail : 38

Bus Rapid Transit : 5

Question: Where would you like to see stations along your preferred route alignment?

1. Frequently visited shopping plazas and 2. densely populated (relatively within a determined radius) residential areas. 3. Key historical/tourist sites & attractions, 4. the beaches

176 and 17A with plenty of parking for park and ride, stop at North woods mall, and downtown to connect to the trolley system

526&17, 526 & Dorchester Rd., Ashley Phosphate Rd.

A station close to MUSC and one near Park Circle

Air base/Airport, Dorchester/Ashley Phosphate, Summerville's town center (connect Summerville, the airport, and Downtown Charleston by light rail)

All along the favorable stops into Charleston through busy areas.

Amtrack

Montague

An average of every two miles along the whole route, generally, with more stop density as the route nears downtown Charleston.



Berlin G. Meyers Parkway and 78

BRT is so much cheaper you could do it on all 3 alignments for the price of one light rail line. Stops at the obvious major intersections and neighborhoods.

**Cane Bay / Nexton - 75,000 new homes being built there
Northwoods Mall**

Close to schools and businesses please.

Dorchester Rd & I 26

downtown

Downtown Charleston, Cosgrove Avenue, Montage Avenue, Ashley-Phosphate Avenue

Downtown Summerville and Rutledge Ave,

Downtown Summerville/Knightsville area

Empty/under developed areas that could be turned into "Park and Ride" stations.

**I do not see a CHOICE for the SKYTRAN System to be implemented...??
These surveys and every meeting I go too support BIG OIL...! Do you know how many citizens actually know about SKYTRAN as a CHOICE.....that is the problem. NO ONE is aware or even EDUCATED about all the choices. Light Rail and Bus still use ground easement instead of easement ABOVE the existing roadways. Just for your awareness....how hard is it for YOU to search the Post and Courier for articles telling citizens.?**

I live off Liberty Hall Rd. I would like someplace in Goose Creek that would be convenient to reach from my home

I would like to see as many as possible along the route which would allow for the most users.

intermodel n charleston and old center summerville



K-Mart, Northwoods Mall

Ladson Road

Ladson Road, near the Fairgrounds or Palmetto Commerce area; North Charleston, near Tanger Outlets; and Mount Pleasant, near Coleman/Arthur Ravenel exit.

Major Roads and Developments

Major shopping centers, community centers, government centers

Morrison/Meeting, Greenleaf/Meeting, Spruill/Meeting, Burton/Meeting, Cosgrove/Rivers, Durant/Rivers, Montague/Rivers

Near Mt Pleasant St, Cosgrove Ave, Durant Ave, Remount Rd, College Dr (Trident Tech), Ashley Phosphate Rd, and Trident Medical Center / Charleston Southern Univ. I'm not familiar with the area beyond that so I can't provide any good recommendations for stops there.

not sure

OFF TOPIC!! BTR is a cheaper option but if your making and investment look for something in long run. LR is expensive but in the long run it will be worth it. Look at the quality of the product not cost. As far as the station go on 78 where CSU and Trident Health and on Rivers ave by Northwoods Mall area, walmart target, and perhaps around Remount Rd area.

Park Circle

Park Circle, Boeing/Airport, CARTA transit center, Tanger, Downtown Lower, Downtown Upper

Ridgeville, Northwoods Mall Area

Stations near Micheax parkway, Ashley Phosphate, Trolley Rd,

Summerville, Goose Creek, Hanahan, I526/I26, Intermodel Facility (train station), Rivers Ave. (old Navy Hospital building), Windsor Place, Wagner Terrace, Arthur Ravenel Jr. Bridge



The image is too small on a tablet; therefore, I cannot see the detail needed to pinpoint where I feel stations should be located. Downtown Summerville is foremost. Wescott, Airport, Tanger, North Charleston PAC and Arena, Downtown Charleston Visitor's Center, etc. would all be good.

There are plenty of natural stops along the route such as Montague, Remount, Hanahan Road, Trident Tech, Ashley Phosphate, Northwoods Mall, etc, etc

Though I marked light rail, I really believe that the route should be heavy rail. Light rail would be beneficial from The Market to the old naval yard, airport, and park circle. Heavy rail could run along CSX lines in place. Use Sunrail as an example in Orlando.

I would love to discuss more,

Eric Pohlman, CNU-A

eapohlman@gmail.com

We ride/share and park and ride stops along 26. CARTA only has a few routes in the am and pm to MUSC. Buses are often full with people standing. People take cars in case they need to leave in the middle of the day. I live in Hanahan and would have to back-track to KMart on Rivers Avenue to get the CARTA bus. Traffic rules need to be better enforced as well. Many accidents are caused by rude, impatient drivers.

Where 52 & 78 join.

yes I think a monorail system serviced by light bus. Dorchester road and connecting to Red bank road through intermitted bus pick-ups and so forth all the way up to the Summerville area. Kind of like small U shaped routes all dumping to monorail transport stations with the monorail connecting all the way to Charleston

You would reach a broader range of areas that people could commute to then get on mass transit.

Comments

Number of Comments 1



Comment 1: I want to welcome you to come to SPAWAR Atlantic and brief the command about this informative transportation planning. Considering that your tax dollars as well as mine have been put to use to develop the SKYTRAN System out at the Ames Research Facility, do you find it interesting how it is NEVER MENTIONED ...? I realize as you sit and read this that you may be offended at my tone.....butyou do realize how many troops have DIED for fossil oil in Iraq, and "other" locations, don't you. We at SPAWAR Atlantic aim to be informational-ly Dominant to enable our troops to be the most informed...but yet when it comes to the troops' parents and fellows citizens, they are kept in the fossil OIL dark.!!

I welcome your feedback.... Philip C. Branton 8432183243 | By Philip B



Survey: Route Alignments

**Question: Are there any portions of routes that could be served by a higher frequency?
(choose one route and tell us which portion needs more frequent service)**

Which portions need more frequent service? : 0

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 0

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0



Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 0

Question: Are there any routes that should be altered by adding stops? (choose up to three)

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 0

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0



Route #30 : 0

Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 0

Question: Are there any routes that should be altered by removing stops? (choose up to three)

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0



Route #10 : 0

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0



Route #301 : 0

Comments

Number of Comments 0



Survey: Route Connections

Question: Which routes do you think should be realigned?

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 1

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 1

Route #103 : 1

Route #104 : 1



Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 0

Question: Are there route segments that should be part of a different route?

I do not use any other routes.

Those 3 lines should be redesigned to be short feeders into the #10.

Question: Are there route segments that should be removed?

#41 should meet the #40 at the foot of the bridge, so the #41 never leaves MtP

I do think that a number of routes are just entirely too long.

Comments

Number of Comments 0



Survey: Route Efficiency

Question: In your opinion, are there any two routes that should be combined into a single route? (choose two)

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 0

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0

Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0

Route #104 : 0



Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 0

Question: In your opinion, are there any routes that should be separated into two or more routes?

Route #1 : 0

Route #2 : 0

Route #3 : 0

Route #4 : 0

Route #10 : 0

Route #11 : 0

Route #12 : 0

Route #13 : 0

Route #20 : 0

Route #21 : 0

Route #30 : 0



Route #31 : 0

Route #32 : 0

Route #40 : 0

Route #41 : 0

Route #102 : 0

Route #103 : 0

Route #104 : 0

Route #105 : 0

Route #201 : 0

Route #203 : 0

Route #210 : 0

Route #211 : 0

Route #213 : 0

Route #301 : 0

Comments

Number of Comments 0



Survey: Route Markets

Question: Are there any areas or places where a route should be extended to serve?

Question: Are there any areas or places that need a new route?

Question: Are there any routes you think should be eliminated?

Comments

Number of Comments 0



Survey: Transfer Centers and Bus Stops

Question: Where should transfer centers & transfer hubs be located?

Away from clutter near airport or in between Tanger outlet area and exit 209 to give enough room to flow traffic through all directions or else it will be another choke point.

In areas with open land to create multiple parking opportunities. It'd be nice to have these built in areas that could be redeveloped (provided that the redevelopment opportunities are presented fairly for all citizens to take part).

Midway between Summerville and Downtown Charleston = North Charleston, both along the Rivers Ave./I-26 corridor and along Dorchester Road. Also in West Ashley and Mt. Pleasant, midway between outer limit of routes and downtown Charleston.

The transfers centers and hubs s/b located at the major intersections.

Question: Where is there a need for shelters, benches, or other amenities?

Everywhere

In my opinion no benches but if it needs to be cost efficient then yes. Shelters yes good idea get local artist involved have them create funky/historic shelters give them opportunity to be creative and it can be cool standing art/landmark.

Shelters should be provided at as many locations as possible.

There is a need for these amenities at all bus stops.

Question: Are there any stops that are no longer needed?

don't know; but don't make hasty decision on this

Dont travel on buses but where ever there is less ticket sales no need for one their. Best to do research and see wherever there is mediocre income and who depends on public transportation. Just a thought! Downtown, airport, beaches?, historic attraction, business/industrial parks, recreational is must obviously.



Not knowledgeable about routes to answer confidently.

unknown

Comments

Number of Comments 0



Survey: Transit Priority

Question: What is your top priority for transit over the next five years? (short term)

Bus transit hubs where a high volume of commuters travel to a similar place. Two suggestions: 1-Citadel Mall to MUSC and C of C and Boeing. Park and ride lot at Citadel Mall. 2- Gathering Place on James Island to the Albermarle area and then on to MUSC and College of Charleston.

Plan strategically for short-term congestion events to minimize traffic. Use electronically smart buses for special events in Charleston.

Pass the gas tax to fund transportation projects.

Commuter Rail from Summerville to Charleston

Improve reliability of existing routes; extend service to later and night and on weekends. Provide more covered bus stops.

Keeping traffic flowing along Rt 78, Rivers Ave, and I-26

More frontage, secondary, and tributary roads

My top priority for transit over the next five years is to be able to travel by bus or train from Goose Creek to anywhere I want to go in the Lowcountry.

Question: What is your top priority for transit over the next five to ten years? (mid-term)

A commuter train in place which will allow me to CONNECT from Goose Creek to anywhere I want to go.

Create transportation infrastructure before development is completed. Rapid shuttle service on Norfolk Southern railroad line with greenways for bikes and pedestrians. Rapid service should include park and ride sites in Summerville, Goose Creek, and Moncks Corner so service workers can get to Volvo, Boeing, and downtown colleges and hospitals.

Design a fixed rail system to supplement CARTA. Find funding and build consensus for the route alignments.

Getting an alternate mode of transportation to the automobile.



Light Rail in downtown and neck area of Charleston

**More sidewalks, bike lanes. Emphasis on building homes UP versus OUT.
Creating more live/work/shop centers.**

Question: What is your top priority for transit over the next ten to twenty years? (long term)

A complete transit hub with a rail system

A transit that will enable senior citizens to be picked up at home and transported to the transit station.

Commuter Rail Mt. Pleasant to West Ashley

**Do everything in the "Accelerate Charleston" plan proposed by Ginny Deerin. The plan is available at
<http://ginnyformayor.com/news/KeepCHSMoving>**

Expanding the non-auto mode beyond the Summerville-to-peninsula corridor.

Install a robust, reliable, affordable, clean, easy transit system that allows people to live in Charleston without owning a car, and allows visitors to get from the airport to any major destination easily and quickly. See Philadelphia for a good, mature example.

Comments

Number of Comments 0