

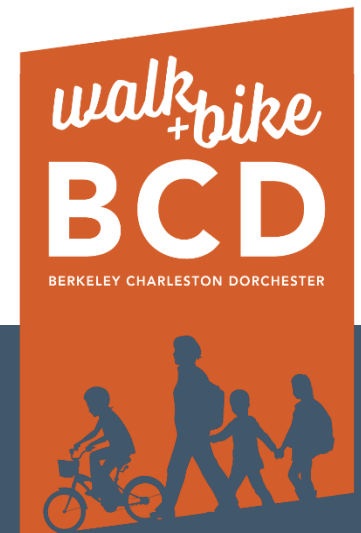


*walk + bike*  
**BCD**

BERKELEY CHARLESTON DORCHESTER

# A regional plan.

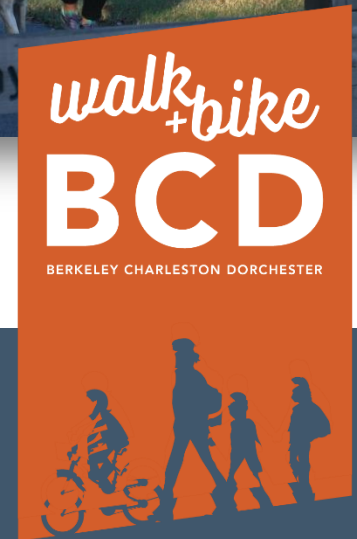
- Three Counties
- 30 members
- Transportation Planning







For active transportation...



[www.WalkBikeBCD.com](http://www.WalkBikeBCD.com)



# ...and advancing regional goals.

- Mobility
- Access
- Safety
- Health
- Equity
- Economic Development
- Quality of Life



# Regional Leadership

## County Staff & Officials

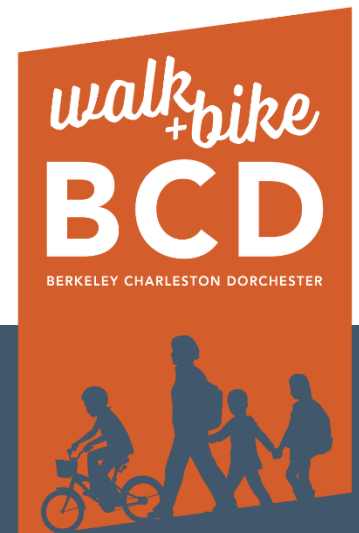
- Berkeley County
- Charleston County
- Charleston County Parks & Recreation Commission
- Charleston County School District
- Dorchester County

## State, Regional, and Local Partners

- South Carolina Department of Transportation
- Francis Marion and Sumter National Forest
- Medical University of South Carolina
- Coastal Conversation League
- Charleston Moves
- East Cooper Land Trust

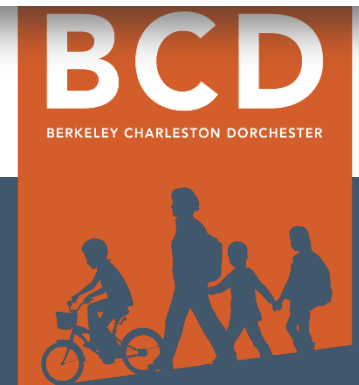
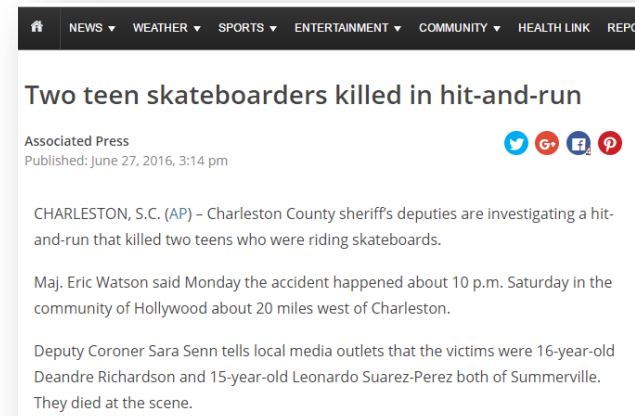
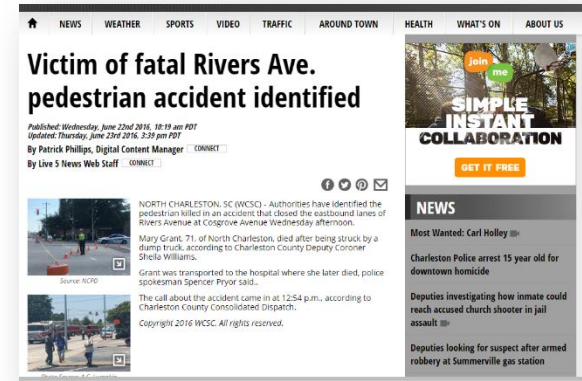
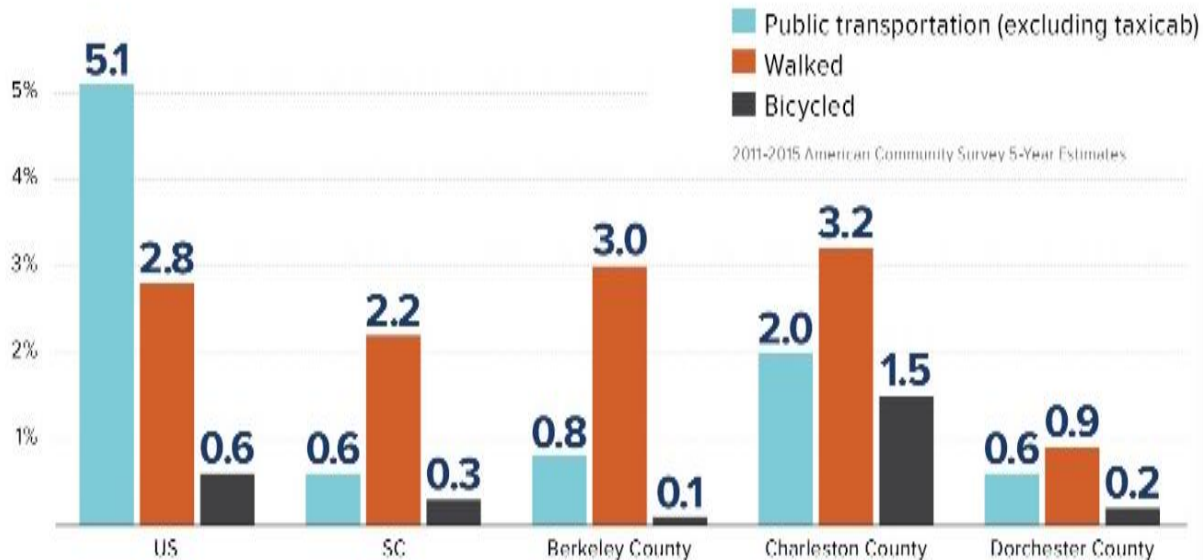
## Local Staff & Officials

- Town of Awendaw
- City of Charleston
- City of Goose Creek
- Town of Moncks Corner
- Town of Mount Pleasant
- City of North Charleston
- Town of Ravenel
- Town of Summerville



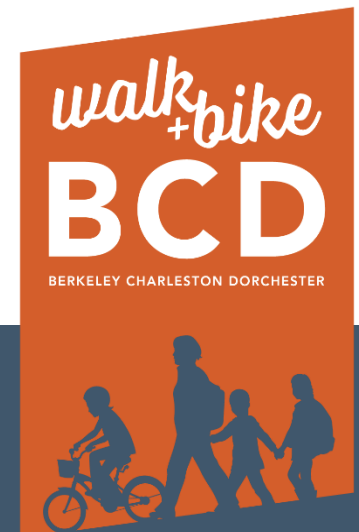
# Regional Baseline

## MEANS OF TRANSPORTATION TO WORK





# Overarching Framework



## Workshops + Meetings

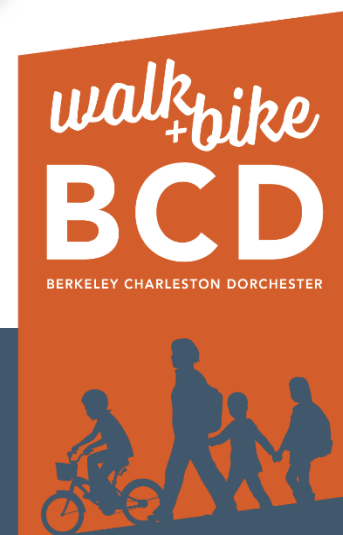


POP-UP MEETINGS

REGIONAL ACTIVE TRANSPORTATION FORUM

PUBLIC MEETINGS

STEERING COMMITTEE





## Online Tools



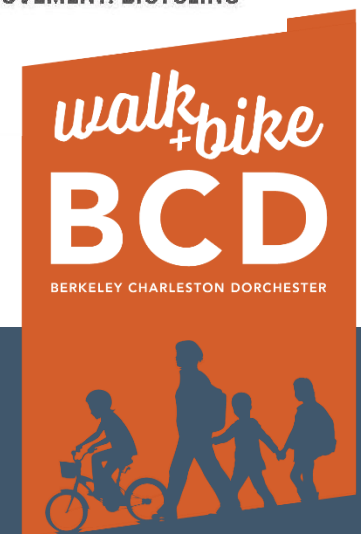
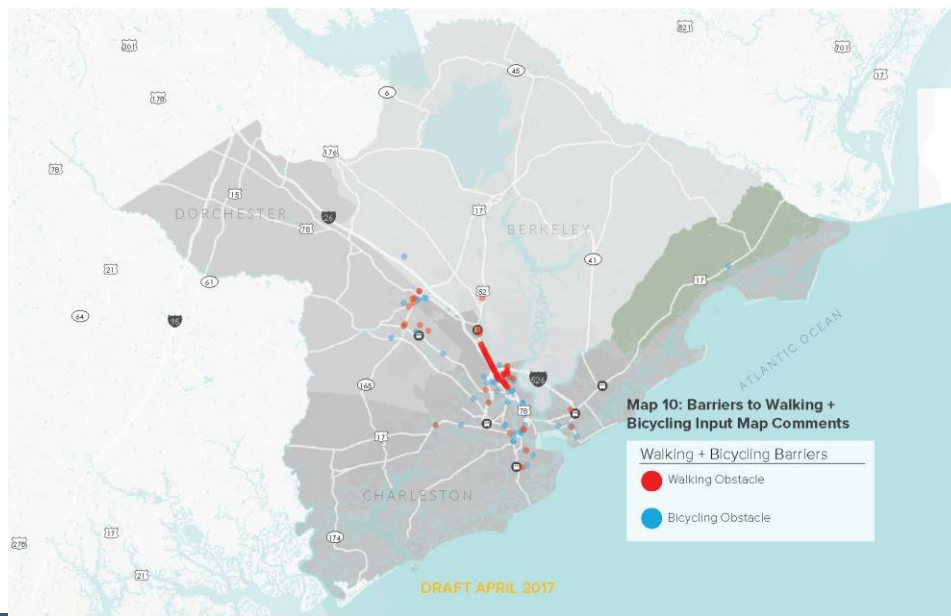
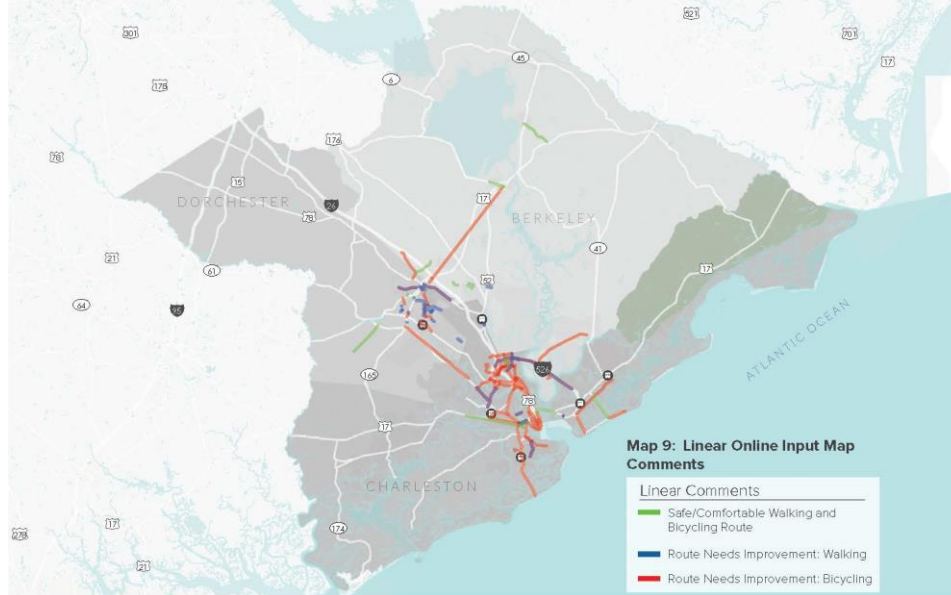
ONLINE INPUT MAP

ONLINE SURVEY



# 123 LINES & 254 POINTS

## MILES OF LINE COMMENTS DRAWN

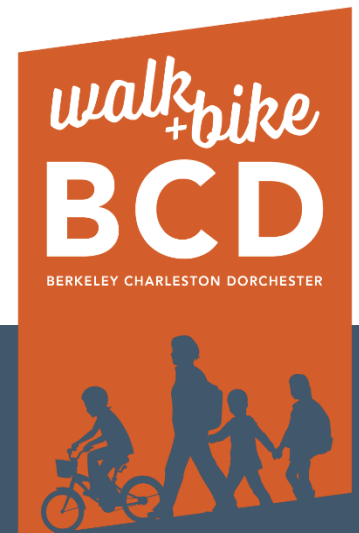


## On-Line Input Map

[www.WalkBikeBCD.com](http://www.WalkBikeBCD.com)

# Seamless Regional Network

- Regional system
- Prioritize community connections
- Develop Main Street “Concepts”
- Sidewalk projects of regional significance
- All ages and abilities bike network

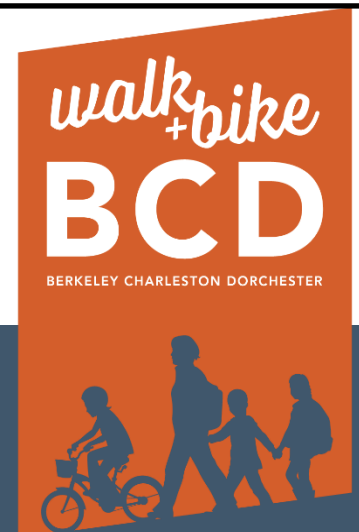




# Mileage by Facility Type

Facility Type	Existing (mi)	Proposed (mi)
Shared Use Path	96	546
Separated or Buffered Bike Lane	0	47
Paved Shoulder or Bike Lane	37	767
Sharrow or Bike Route	24	101
Priority Sidewalk Infill	n/a	117
Sidewalk Maintenance	n/a	36

**Spot Improvements – 42 locations**



**Safety**

**Regional  
Access**

**Network  
Connectivity**

**Demand  
& Need**

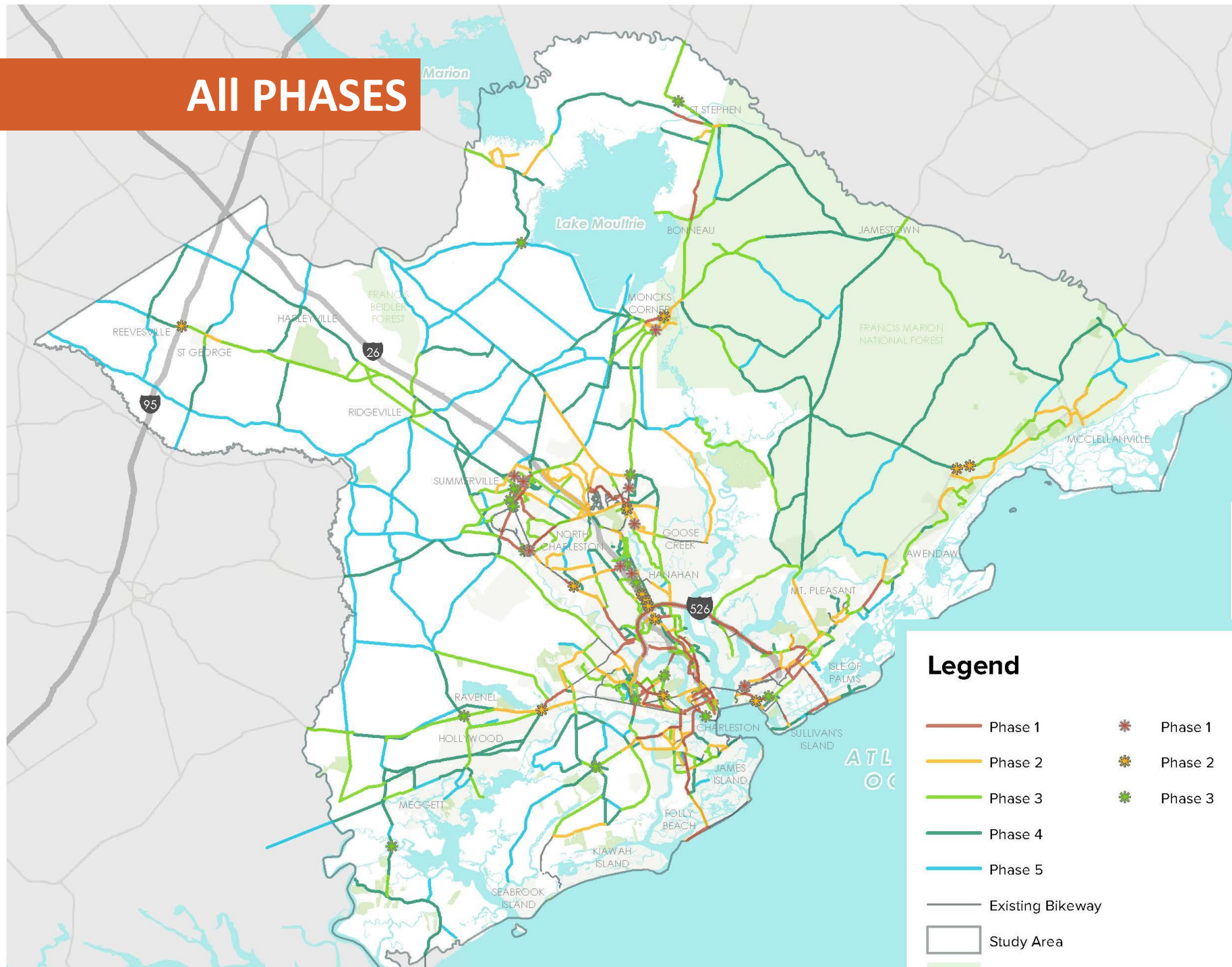
**Equity**

**Local  
Access**

**Criteria**

**P**

# All PHASES



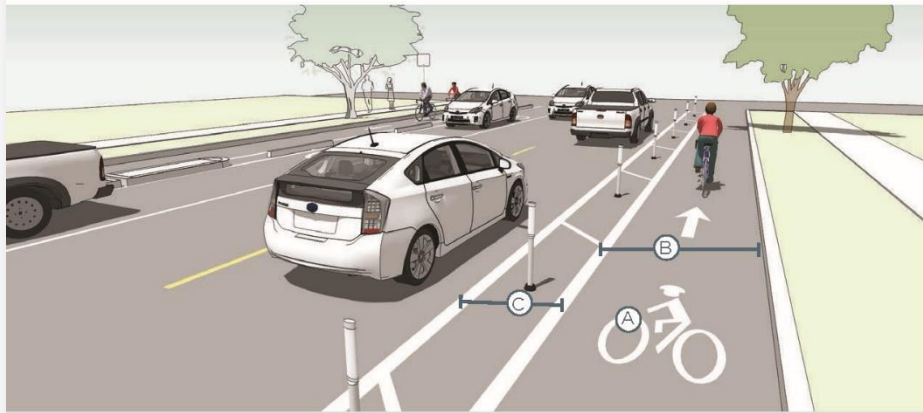


# Design Guidance

## Bicycle Infrastructure

### Separated Bike Lanes

Separated bike lanes provide protection through physical barriers and can include flexible delineators, curbs, on-street parking or other barriers. Separated bike lane can be at the same elevation as adjacent travel lanes or can be raised.



#### Typical Application

- Streets with high motor vehicle volumes and/or speeds and high bicycle volumes.
- Streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.
- Appropriate for most riders on most streets, although caution should be used when approaching intersections or other conflict areas.

#### Design Features

- (A) Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bike lane and at intervals along the facility (MUTCD 9C.04).
- (B) 7 ft width preferred (5 ft minimum).
- (C) 3 ft minimum buffer width adjacent to parking, 18 inch minimum adjacent to travel lanes (NACTQ, 2012). Channelizing devices should be placed in the buffer area.
  - If buffer area is 4 ft or wider, white chevron or diagonal markings should be used.

## Pedestrian Infrastructure

### Sidewalk Zones & Widths

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved safety, and the creation of social space.



Curbside Lane	Furnishing Zone	Pedestrian Through Zone	Frontage Zone
The curbside lane can act as a flexible space to further buffer the sidewalk from moving traffic, and may be used for a bike lane. Curb extensions and bike corrals may occupy this space where appropriate.	The furnishing zone buffers pedestrians from the adjacent roadway, and is also the area where elements such as street trees, signal poles, signs, and other street furniture are properly located.	The through zone is the area intended for pedestrian travel. This zone should be entirely free of permanent and temporary objects.  Wide through zones are needed in downtown areas or where pedestrian flows are high.	The frontage zone allows pedestrians a comfortable "shy" distance from the building fronts. It provides opportunities for window shopping, to place signs, planters, or chairs.

In the edge zone there should be a 6 inch wide curb.

# THE ACTION PLAN

The programmatic, policy, and network recommendations are informed by best practices, an assessment of community and institutional opportunities and challenges, and the key findings of the existing conditions analyses.

## Proposed Programs:

- Regional Pedestrian and Bicycle Count Programs
- Region-Wide Multi-modal User Maps and Trip-Planning
- Regional Wayfinding Program
- Branding/Tourism Partnerships
- Promote Walk, Bike, and Take Transit to Special Events
- Safety Education and Targeted Enforcement
- Campaign for Humanizing People Who Walk and Bike
- Professional Development for Active Transportation
- Regional Coordination of Safe Routes to School
- Transportation Demand Management Programs

## Proposed Policies:

- Active Transportation and Trail Coordinating Council
- Regional Vision Zero Policy Endorsement
- Funding Prioritization for Active Transportation
- Policy Best Practices for Counties and Municipalities
- Design Guidelines Adoption
- Prioritizing Walk/Bike Access to Transit
- Annual Active Transportation Forum

