Bicycle and Pedestrian Master Plan

ADOPTED MAY 14, 2013
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Section I. Introduction

2009 Comprehensive Plan Recommendations

In 2009, the Town of Mount Pleasant adopted the Town of Mount Pleasant Comprehensive Plan 2009-2019. The Comprehensive Plan is a planning document used to guide and manage the physical, social, and economic growth, development, and redevelopment within its planning area. The Plan was developed through a series of public meetings with involvement from local citizens and community groups. During several visioning charrettes, common themes and target strategies were identified that were used as a basis for the Plan. One of the nine target strategies identified in the plan is:

To develop a pedestrian and bicycle connectivity plan that links to all of the Town’s existing and planned nodes as well as parks and schools.

Within the Future Land Use section of the Plan a ‘Bicycle and Pedestrian Corridor’ is proposed and illustrated on the Framework Map. This corridor and map were developed during the visioning workshops and are the direct result of input from the citizens and community groups that attended. The Framework Plan (Appendix A) was used as a guide when developing this Bicycle and Pedestrian Master Plan.

Purpose

This plan identifies specific projects to develop, explores funding options including identifying alternative funding sources, seeks to create partnerships, and recommends updating outdated sections of the Town Code of Ordinances related to bicycle and pedestrian activities. All of these elements are used to create an action plan with clear goals, and a master plan that can be referenced in conjunction with development projects, town transportation improvements, and other future planning efforts. This plan is intended to be used as a guide for future planning, public and private sector development, and roadway improvements.

The master plan is designed to accommodate a variety of users and will facilitate bicycle and pedestrian uses on multiple levels. The plan anticipates that the system will be used for recreation: kids biking, walking for leisure, running, and exercise; and for transportation: to work, to stores, or to school.

Chronological Sequence

Initiated through a strategic goal within the Comprehensive Plan, a draft of the Master Plan was created through efforts by the Planning Department using current publications and accessible resources to make the plan unique to the needs and specific to Mount Pleasant. The first draft was reviewed and recommended to be approved by the Planning Commission on October 24th, 2012. Upon a recommendation from the Planning Committee of Council, a public meeting was held on December 4th, 2012 where a number of residents shared ideas and
submitted comments. These comments can be found in Appendix E. The updated plan is presented to the Planning Committee of Council February 2013.

*This draft is subject to further revisions and shall be updated as the plan proceeds through the approval process.*
Section II. Considerations in Developing a Plan

The needs of bicyclists and pedestrians go beyond just providing a path or striping a lane. Multiple elements are necessary to complete a comprehensive, utilized network.

A. Average Users & Uses
In general, about half of all bike trips are three miles or less and the majority of riders (80%) are leisure trips by intermediate level riders. These riders tend to avoid biking on roads with fast-moving traffic and prefer bike paths or bike lanes on collector or arterial streets with slow-moving traffic. Child riders tend to ride on paths or sidewalks.

Advanced cyclists make up 20% of the biking population and they ride 80% of the bicycle miles traveled yearly. Advanced cyclists prefer biking on the roads as opposed to bike paths.

Pedestrians using sidewalks and trails for recreation and as an alternative to vehicles as a form of transportation is becoming more popular as safer and more convenient facilities are created.

Kayak, boating, water taxi and other forms of travel over the water are becoming more popular and should be considered as another alternative to vehicular transportation in addition to recreational uses.

B. Safety/Perception of safety
In order for a path to be used, people must feel safe using it. People tend to avoid paths that are located against the curb on a road if the speed limit is more than 35mph. In order to increase use, sidewalks, paths, and trails should be separated by a minimum five foot planted verge. Likewise, bike lanes should be striped where the speed limit is more than 25 mph. Routes should be clearly marked and well lit. Comments received at the public meeting indicated an overwhelming interest and concern with safety. Many residents submitted comment regarding improving safety and the perception of feeling safe while traveling on roadways, crossing intersections and biking and walking after dark. Comments were specific to areas where better signage, striping and lighting was needed.

C. Facilities
Bicycle, pedestrian and watercraft docking facilities need to be provided along routes and at all destination points. Shopping centers, parks, and CARTA shelters should incorporate benches, bike racks, water fountains, shade, lighting, and public restrooms to the best of their abilities. Longer trails should incorporate small parks along their routes. All of these elements are necessary components in a successful trail system that gets used. The Town needs to lead the way by ensuring that all town facilities are equipped for bicyclists and pedestrians. An audit of town facilities is provided in Appendix C.

D. Ordinance updates
Several areas of the Mount Pleasant Code of Ordinances would benefit from an update with regard to the treatment of bicycles, pedestrians and new developments. Recommended changes outlined below are provided in Appendix B.

The current Mount Pleasant ordinance section pertaining to bicycles was written in the 1950’s and has not been updated since. The Town has greatly expanded both in population and in area since the adoption of that ordinance and large sections of the ordinance may no longer apply. An example of an outdated ordinance is the mandatory license and registration for all riders and bicycles. This ordinance was enacted to help combat crime and although a voluntary registration can be helpful in recovering stolen property, a mandatory registration may not be feasible or desirable in a municipality of 70,000 residents.
Consideration should be given to the deletion or modification of Section 95.09 of the code of ordinances which prohibits riding bicycles on sidewalks.

Recent changes put into place in the zoning code include a new Cultural Landscape zoning district which requires the installation of bike and pedestrian trails. Consideration of expanding that to other zoning districts should be given.

Also, additional amendments could include revisions to the parking section in the zoning code to reduce the number of required parking spaces if bike racks are provided, and a requirement that bicycle storage facilities be included in multi-family developments.

E. Community Support
Mount Pleasant benefits from an interested, active, and involved citizenship as was evident from the many in attendance at our public meeting. It is essential in the development, implementation and continuance of a successful bike and pedestrian system. While the main corridors of the bicycle and pedestrian master plan have been identified, citizen involvement is imperative to the success of smaller connections between neighborhoods and the continuance of the program. Citizens, businesses, and local interest groups can identify potential routes and connections to be added; identify existing problem areas; and recommend solutions for future needs.

F. Funding
A consistent source of funding is necessary for the development of new and improved facilities, as well as for their maintenance. Options should be explored for such funding.
Section III. Existing Conditions

A. Existing Network
Currently, a strong foundation is in place and several large construction projects are underway which will provide additional facilities. However, multiple gaps exist throughout the system and some of the paths/trails do not meet the minimum standards.

Current strong points include: the Park West and Dunes West bike and pedestrian path that runs along Park West and Dunes West Boulevard from Highway 17 to Highway 41 (privately owned and maintained), Wingo Way and the Patriots Point sidewalks, Hungryneck Boulevard and Sweetgrass Basket Parkway, and portions of Coleman Boulevard, Whipple Road, the Isle of Palms Connector, and finally, the sidewalks within many of the residential subdivisions built within the last fifteen years.

Areas where trails or sidewalks exist but are in need of improvement include: Mathis Ferry Road, Rifle Range Road, Long Point Road, and the Old Mount Pleasant area.

Weak areas where little to no bike or pedestrian paths exist include: Highway 41 and Highway 17, older residential subdivisions, as well as a lack of connectivity that generally exists between neighborhoods and shopping centers.

Two major bicycle routes run through Mount Pleasant. One of these is the Battery2Beach route that extends through the Mount Pleasant and Charleston area by creating a connection between the beach communities with downtown Charleston. Enhancements to this route along the Ben Sawyer Blvd are to being in the near future. The route traverses Mount Pleasant by way of the Sullivan’s Island Causeway, the Ben Sawyer and Coleman Boulevards, and the Ravenel Bridge. The other route is the East Coast Greenway which links major cities along 3,000 miles from Canada to Key West. The East Coast Greenway traverses in and out of Mount Pleasant coming in from the north on Highway 17, goes down along Rifle Range Rd. to the Isle of Palms Connector where it crosses to the Islands, then comes back up Ben Sawyer through Old Mount Pleasant, and finally out to Coleman Blvd. where it crosses to Charleston over the Ravenel Bridge.

Several pedestrian trails have been completed in recent years. These trails do not serve as point to point connections, but provide recreational opportunities. These include nature trails at Patriots Point, Kearns Park, and the Hamlin Park. A map of these trails is included in this Plan.

The water trail is shown on the Existing Network map. Public kayak launch, boat ramps and water taxi stations are identified.

B. Projects Currently Under Construction
Several major roadway projects are currently underway that include bicycle and pedestrian improvements.

1. Johnnie Dodds. One of the largest road projects is Johnnie Dodds Boulevard currently under construction is scheduled to be completed in 2013. The Johnnie Dodds Blvd. plan includes bicycle lanes and pedestrian sidewalks along the frontage roads.

2. Coleman Boulevard. Improvements are currently being designed for Coleman Boulevard which will provide dedicated bike lanes and five foot sidewalks along Coleman from Shem Creek to Chuck Dawley Boulevard/Ben Sawyer Boulevards. This project is expected to start in the winter of 2012/2013.

3. Bowman Road. Bowman Road improvements from Highway 17 to Rifle Range Road will include sidewalks on both sides of the road. Bowman Road improvements are expected to be complete in February 2013.

4. Highway 17. Highway 17 widening and enhancements between the Isle of Palms Connector and Darrell Creek Trail will include
sidewalks and a 14’ shared-use lane to accommodate bicyclists. Construction is expected to be complete in 2013.

5. Highway 41. Charleston County is currently working on a sidewalk project along Highway 41 to include a five foot wide concrete sidewalk and associated drainage improvements along 1.3 miles of Hwy 41 between Virginia Rouse Road and Joe Rouse Road. This will be on the opposite side of the road from the current sidewalk and will extend the entire length of the Phillips community on Highway 41.

C. Status of areas identified on the Bike and Pedestrian corridor as shown on the Framework Plan

1. Johnnie Dodds Boulevard. Construction is currently underway that includes sidewalks and a bicycle lane along the frontage road for the entire length of Johnnie Dodds Boulevard.

2. Highway 17 North. Construction is currently underway that will change the current road section from two-lanes both in the North and South bound directions to a three lane road section in both directions that will include a fourteen foot shared-use lane and five foot wide sidewalks on both sides of Highway 17 from the Isle of Palms Connector (I-517) to Darrell Creek Trail.

3. Highway 41. With the exception of the existing sidewalks and sidewalks under construction (both adjacent to unincorporated properties) no bicycle or pedestrian facilities exist. Highway 41 is a major corridor that connects the Town’s Waterfront Gateway as identified on the 2009 Comprehensive Plan Future Land Use map at one end, to Highway 17 at the other. The topography of this route and connection with the Waterfront Gateway District provides an opportunity to be creative with a trail perhaps including a boardwalk.

4. Long Point Road. The section from Whipple to the SC Port contains sidewalks on both sides, with minimal separation from the street on one side and no separation on the other. From Whipple to Long Point Subdivision, there is a concrete sidewalk on one side only.

5. Boone Hall Trail. Nothing currently exists with regards to a trail around Boone Hall Plantation and there are no current plans for trail improvements. The plantation property is privately owned and will require coordination with the property owner.

6. Rifle Range Road. Currently Rifle Range Road has an asphalt path on the northwest side and a concrete sidewalk on the southwest side from Ben Sawyer Blvd. to Sullivan’s Island Elementary School (formerly Whitesides Elementary School), a distance of approximately 0.3 miles. The asphalt path is narrow with inconsistent widths from start to finish. From Sullivan’s Island Elementary
School to Six Mile Road a 4.5’ concrete sidewalk exists on the northwest side of Rifle Range Road only. This sidewalk needs to be upgraded to either run on both sides of the road, or be widened to accommodate pedestrian and bike traffic in both directions. Several schools are located along or in close proximity to Rifle Range Road. Opportunities to bike and walk to these schools need to be enhanced.

This trail is a good candidate for non-traditional designs and materials.

7. Coleman Boulevard/Ben Sawyer Boulevard. These boulevards are an essential part of the Battery to the Beach and Greenway initiatives. There are sidewalks on both sides of Coleman Boulevard and a bike lane on the north bound vehicular lane. Upcoming improvements to Coleman Boulevard include upgrades to the bike lane, and zoning requirements within the Urban Corridor require a large pedestrian-oriented activity zone located between the street right-of-way and buildings. The Ben Sawyer portion of Battery to the Beach will begin soon.

8. Mathis Ferry Road. Similar to Rifle Range Road, Mathis Ferry Road contains an asphalt sidewalk along one side of the road. Half-way down Mathis Ferry, the sidewalk switches sides requiring users to cross this busy road. The road is bordered by large trees on both sides making it difficult to develop a continuous path on both sides. The existing sidewalk needs to be upgraded however, to either run on both sides or be widened on one side to accommodate multi-directional traffic.

9. Bowman Road. Bowman Road between Mathis Ferry Road and Johnnie Dodds Boulevard was improved recently to include sidewalks on both sides of the street. Bowman Road between Johnnie Dodds Boulevard and Rifle Range Road is currently under construction and will also include sidewalks on both sides of the street.

10. Chuck Dawley Boulevard. Chuck Dawley Boulevard has sidewalks on both sides running the length of the road.

11. Hungryneck Boulevard. For the most of Hungryneck Boulevard and its associated segments (Watermark Boulevard, Midtown Avenue, and Sweetgrass Basket Parkway) the road contains an asphalt path along one side of the road and a sidewalk along the other side of the road. However, behind Towne Centre, there is only a sidewalk on one side. Other sections include either a path, or a path and sidewalk.
12. Park Avenue Boulevard. This road, connecting Carolina Park with Park West is built and the required sidewalk improvements were recently installed. The sidewalk will be five feet wide along one side of the road with varying separation from the street.

13. Whipple Road. Whipple Road connects Mathis Ferry Road with Long Point Road and utilizes a large SCE&G easement to accommodate a multi-use path. This path does not run the entire length of the road, but a sidewalk does.

14. Waterfront Trail. A waterfront bike and pedestrian trail was identified on the Framework Plan running along the waterfront from the Isle of Palms Connector north past Porchers Bluff Road. Due to the lack of roads and privately owned waterfront properties, no plans exist for a trail along this portion of the corridor but should be sought through development opportunities.

D. Areas for additional opportunities not identified on the Framework Plan
Although not identified as part of the Bike and Pedestrian corridor, several areas exist that would provide excellent bike and/or pedestrian opportunities, or would provide connections to enhance the network.

1. Laurel Hill Park. Charleston County Parks and Recreation recently entered into a long-term lease on this property located off of Highway 41 and has plans for a network of trails. This large park abuts Park West subdivision, Ivy Hall subdivision, Carol Oaks subdivision, and Highway 41. This property would offer opportunities for recreational biking, walking, and jogging, as well as bicycle and pedestrian connections between various neighborhoods and the Town’s Park West Recreation Facility.

2. Mount Pleasant Land Conservancy Properties. The Mount Pleasant Land Conservancy maintains easements on several pieces of property in Mount Pleasant. They are continually seeking new easements and opportunities may exist to incorporate trails on those properties.

3. New Town park on Rifle Range Road. The Town, in conjunction with Charleston County Parks and Recreation Commission, recently purchased a large tract of land off of Rifle Range Road. Trails should be established through the park and the Rifle Range Road path should be continued and enhanced along this section of roadway. Connections to the Jennie Moore school campus should be included.

4. Neighborhood connections. These are not identified in the Comprehensive Plan on a map, but the text of the Comprehensive Plan and ordinances promote interconnectivity. While some neighborhoods are connected, many more would benefit from the connection of HOA space or a trail using easements. Utilizing MPW or SCE&G easements may provide some opportunities.

5. Shopping center connections. Simple connections for bicyclists and pedestrians should be made that allow them to avoid busy and crowded main corridors.

6. Old Mount Pleasant. Much of the Old Mount Pleasant area benefits from an established system of sidewalks, but additional facilities and upgrades to the sidewalks along McCants Drive and Center Street would create greater connection with Moultrie Middle School and the Coleman Boulevard and Ben Sawyer Boulevard portions of the Town’s Urban Corridor.

7. Groves/Cooper Estates. The Groves and Cooper Estates are perfectly situated between Coleman Boulevard and Johnnie Dodds Boulevard and have the potential to provide greater connectivity for pedestrians and
bicyclists to Shem Creek Park and the Urban Overlay Districts. The addition of pedestrian facilities would enhance the walkability of this key area.

8. Wando Park Boulevard. A large job center is shown on the Framework map at the intersection of Long Point Road and Wando Park Boulevard. New residential developments on Wando Park Boulevard have increased the number of people traveling this road. As part of the development of Woodfield Apartments, five foot wide sidewalks have been installed along one side of Wando Park Boulevard extending from the new development to Edgewater Plantation. From Edgewater Plantation, the sidewalk runs into Etiwan Pointe subdivision. No other sidewalks exist along Wando Park Blvd. with the exception of a small strip in front of one commercial development. A plan is currently being designed for sidewalk improvements to continue the sidewalks towards Long Point Road.

9. Confederate Line Trail. The new town park on Rifle Range Road abuts a defense line dug by Confederate forces during the Civil War. The battery at the end of the line is currently proposed for placement in a conservation easement by a developer who is also proposing a trail for public access to the site. Connections should be made between the two properties, and a continuous trail developed that will run from Christ Church on Highway 17 to Palmetto Fort on the marsh.

10. Waterfront Path. The new proposed Waterfront Gateway Zoning District includes requirements for waterfront paths at both locations, the Cooper River District and the Wando River District. Public walkways are required for properties adjacent to the river/marsh with a strong emphasis for areas which connect pedestrians from the street to the waterfront.

E. Recommended Improvements
Several recommended improvements are presented in Appendix D and shown on the Bike and Pedestrian Facilities Map in this report. The recommended improvements are divided into several categories: Old Mount Pleasant, small gaps to close, neighborhood connectors, and large-scale connectors.

1. Old Mount Pleasant. Multiple improvements are recommended for Old Mount Pleasant to enhance connections to the urban corridor and improve lack of existing sidewalks. The majority of these are the installation of new sidewalks where none existed previously, but McCants Dr. and Center St. are recommended for additional sidewalks or widened sidewalks.

2. Small Gaps to Close. Missing sidewalks and small gaps to close are a priority to complete. These gaps act as a hindrance to established routes and their small size makes them easier to fund and build than many of the larger recommended projects.

3. Neighborhood Connectors. A few neighborhood connectors have been proposed. Additional opportunities beyond those presented in Appendix D exist and should be explored.

4. Large-scale Connectors. Large-scale connectors are vital to the creation of a comprehensive network throughout Mount Pleasant in order to provide citizens with the ability to use alternative modes of transportation for a greater percentage of their traveling needs. Comments at the public meeting emphasized the need to focus on arterial roads such as LongPoint, Mathis Ferry, Rifle Range and Hwy 41. Improvements to biking and pedestrian safety along these highly traveled roads were also a significant concern. Refer to Appendix E for written comments.
Section IV. Partnership Opportunities

A variety of partnership opportunities exist in the area. Outside organizations can aid the Town in planning, implementing, funding, educating, and promoting the use of bicycle and pedestrian facilities.

A. Berkeley-Charleston-Dorchester Council of Governments
The Berkeley, Charleston, Dorchester Council of Governments (BCDCOG) is a regional planning agency that works closely with local governments and coordinates regional transportation planning. The BCDCOG coordinates several committees that make transportation funding decisions; especially grants and other funding opportunities for bicycle and pedestrian-related facilities.

In 2005, the BCDCOG completed a regional Bike and Pedestrian Action Plan. The Action Plan strives to improve walking and bicycling conditions in the region and to encourage residents to walk and bike on a daily basis.

B. Local Schools and SC Safe Routes to School
Safe Routes to School is a national partnership designed to encourage and promote opportunities for children to walk or bike to school. In South Carolina the program is managed by SCDOT which has provided funding in the past for selected programs. In addition to providing the infrastructure for children, SRTS works in partnerships to make street crossings safer, reduce speeds in school zones and neighborhoods, teach children safe walking and bicycling skills, and encourages students (and their parents) to walk and bicycle on a regular basis, instead of driving to school.

There are currently seven public Elementary Schools, four public Middle Schools and one public High School in Mount Pleasant. The Town could consider partnering with the Safe Routes to School program.

In 2012, Safe Routes to Schools conducted parent surveys at several schools including Moultrie Middle School and Cario Middle School. The main concerns of parents with letting their children walk or bike to school are: distance, safety of intersections and crossings, sidewalks or pathways, and the amount and speed of traffic along routes.

C. Charleston Moves
Charleston Moves is a non-profit, 501(c)(3), that encourages mobility on bicycle and by foot for the improved health and well-being of greater Charleston -- the people, neighborhoods and business districts. They advocate for a safe and enjoyable bicycling and walking environment and to educate the public about the benefits of a bicycle- and pedestrian-friendly community.

D. Local Businesses
Local businesses could be another partner. This would include those that primarily do business in the walking or biking industry, in addition to other businesses that support such efforts and recognize the value of increased access or increased advertising.

E. Charleston County Parks and Recreation Commission
CCPRC runs several large parks located in the town and would be an invaluable asset in the creation of functional pedestrian and bicycle trails that connect destinations, and recreational pedestrian and bicycle trails. Local parks that they are involved with include: Palmetto Islands County Park, Mount Pleasant Memorial Waterfront Park, Laurel Hill Park, and the new Rifle Range Park, in addition to several boat landings. CCPRC is currently working on a master plan also and efforts should be coordinated.

F. Mount Pleasant Land Conservancy
The Mount Pleasant Land Conservancy is a local non-profit organization dedicated to the protection of land, natural resources and
important civic open spaces throughout Charleston County. They do this primarily by acquiring land and accepting voluntary conservation easements to maintain land and green spaces for public use, or preservation. The Mount Pleasant Land Conservancy oversees several properties in Mount Pleasant, the largest being located behind the Oakland Market Shopping Center.

G. Mount Pleasant Waterworks and South Carolina Electric & Gas. These two utility providers have a network of property and easements that run throughout the town that can be used for the development of trail systems and parks.

H. CARTA. Many CARTA riders rely heavily on pedestrian and bicycle paths to get to bus stops. It would be important to coordinate with CARTA on bike and pedestrian routes that would best serve their routes and stops.

I. Private Property Owners. Private property owners, particularly those with large undeveloped tracts of land such as Boone Hall, and Patriots Point could in the future incorporate trails/paths along or through their properties. These large tracts are capable of providing key route connections in town and can help pedestrians and bicyclists avoid the more dangerous roads while providing a unique environment for biking, walking, or jogging.
Section V. Funding Opportunities

This section suggests funding opportunities outside of the Town’s General Fund that may be options for improvements to bicycle and pedestrian facilities.

A. County Transportation Committee (CTC)
   The Charleston County Transportation Committee (CCTC) administers the CTC (“C” Fund) budget which is voted on by the CCTC and approved by SCDOT annually. There is no ceiling for project amounts within the overall budgeted amount, however projects are competing against a variety of transportation projects for secondary and municipal roads county-wide. (Projects include: paving of dirt roads, repaving roads, intersection improvements, traffic lights, street lights, drainage improvements for roads, sidewalks and bike lanes).

B. Charleston County Half-Cent Sales Tax Fund
   Charleston County RoadWise is the name of Charleston County government's management program for the construction of road, highway, resurfacing, paving, sidewalk and drainage projects that are funded by the Charleston County Transportation Half-Cent Sales Tax.

C. SCDOT Transportation Enhancement Grants
   The SCDOT TEG program facilitates and provides a greater opportunity for local governments to collaborate with DOT to pursue a broad range of non-traditional transportation related activities such as bicycle and pedestrian facilities, streetscaping, scenic and landscaping programs, and historic preservation. Eligible bicycle and pedestrian facility Transportation Enhancement projects include providing bicycle and pedestrian facilities for safe accommodation, either through construction of new facilities or modifications to existing facilities. The program may reimburse up to 80% of the allowable expenditures for an approved project. Applicants must provide the remaining 20% from other non-federal aid transportation sources either through direct funds, donated materials or in-kind services that meet federal and program guidelines.

D. TIF Funds
   In 2002, the Town initiated Tax Increment Financing to assist in the redevelopment of several identified areas. The funds generated by TIF are available until 2017. Some of the previously mentioned projects such as the improvements to Coleman Boulevard are to be funded using TIF dollars.

E. Community Development Block Grants (CDBG)
   The South Carolina Community Development Block Grant (CDBG) Program is designed to provide assistance to units of general local government in improving economic opportunities and meeting community revitalization needs, particularly for persons of low and moderate income.

F. Safe Routes to Schools
   National Center for Safe Routes to School funds a local $1,000 mini-grant program that supports the goal of Safe Routes to School (SRTS) programs, which is to enable and encourage children to safely walk and bicycle to school. SRTS programs are implemented nationwide by parents, schools, community leaders, and local, state, and tribal governments.

G. Bikes Belong Grants
   The Bikes Belong Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.
H. Recreational Trails Program Grants
The South Carolina Department of Parks, Recreation and Tourism (SCPRT) administers the Recreational Trails Program (RTP) under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. Funds can be spent on both motorized and non-motorized recreational trail projects to construct new recreational trails, improve/maintain existing trails, develop/improve trailhead or trailside facilities and acquire trail corridors. Trail grants are available for between $10,000 and $100,000. Grants have a 20% match requirement either cash or in-kind services. Priorities for funding are based on the 2002 South Carolina’s State Trails Plan: *Expanding the Experience, Trails for South Carolina* and advice from South Carolina’s State Trails Advisory Committee. The grant requires the preservation of trails/improvements for a minimum of 25 years.
Section VI. Engineering Standards & Guidelines (AASHTO guidelines)

These standards should be used as a guideline for planning and building bicycle and pedestrian facilities, but the Town should be flexible to allow for differences in design and material in certain areas where warranted.

A. Shared Roads

Width is the most critical variable affecting the ability of a roadway to accommodate bicycle traffic. In order for bicycles and motor vehicles to share the use of a roadway without compromising the level of service and safety for either, the facility should provide sufficient paved width to accommodate both modes. This width can be achieved by providing wide outside lanes or paved shoulders.

1. Paved Shoulders. Paved shoulders should be at least 4 feet wide to accommodate bicycle travel. However, where 4-foot widths cannot be achieved, any additional shoulder width is better than none at all. The measurement of usable shoulder width should not include the width of a gutter pan, unless the pan width is 4 feet or greater. Shoulder width of 5 feet is recommended from the face of guardrail, curb or other roadside barriers.

2. Wide Curb Lanes. Wide curb lanes for bicycle use are usually preferred where shoulders are not provided, such as in restrictive urban areas. On highway sections without designated bikeways, an outside or curb lane wider than 12 feet can better accommodate both bicycles and motor vehicles in the same lane and thus is beneficial to both bicyclists and motorists. In many cases where there is a wide curb lane, motorists will not need to change lanes to pass a bicyclist. In general, 14 feet of usable lane width is the recommended width for shared use in a wide curb lane. In situations where more than 15 feet of pavement width exists, consideration should be given to striping bike lanes or shoulders.

B. Sidewalks

While not prohibited by the state, utilizing sidewalks as bicycle paths is generally not desired due to conflicts with motor vehicles at intersections and pedestrians. However, sidewalk bikeways should be considered under certain circumstances, such as:

1. To provide bikeway continuity along high speed or heavily traveled roadways having inadequate space for bicyclists, and uninterrupted by driveways and intersections for long distances.

2. On long, narrow bridges. In such cases, ramps may be installed at the sidewalk approaches. If approach bikeways are two-way, sidewalk facilities also should be two-way.

In residential areas, sidewalk riding by young children is common. With lower bicycle speeds and lower cross street auto speeds, potential conflicts are somewhat lessened, but still exist. Nevertheless, this type of sidewalk bicycle use is accepted. It is inappropriate to sign these facilities as bicycle routes. In general, bicyclists should not be encouraged through signing to ride facilities that are not designed to accommodate bicycle travel.

C. Bike Lanes

Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings can increase a bicyclists’ confidence in motorists not straying into their path of travel. Likewise, passing motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic.

For roadways with no curb and gutter, the minimum width of a bike lane should be 4 feet. If parking is permitted, the bike lane should be...
placed between the parking area and the travel lane and have a minimum width of 5 feet. The recommended width of a bike lane is 5 feet from the face of a curb or guardrail to the bike lane stripe. This 5-foot width should be sufficient in cases where a 1-2 foot wide concrete gutter pan exists, given that a minimum of 3 feet of ridable surface is provided, and the longitudinal joint between the gutter pan and pavement surface is smooth. If the joint is not smooth, 4 feet of ridable surface should be provided.

D. Shared use paths
Shared use paths can serve a variety of purposes. Located in a park, they can provide an enjoyable recreational opportunity. Shared use paths can be located along rivers, ocean fronts, canals, abandoned or active railroad and utility rights-of-way, limited access freeways, within college campuses or within and between parks. Shared use paths can also provide bicycle access to areas that are otherwise served only by limited access highways closed to bicycles. They may also provide for a connection between residential neighborhoods or commercial areas.

Shared use paths should be thought of as a complementary system of off-road transportation routes for bicyclists and others that serve as a necessary extension to the roadway network. Shared use paths should not be used to preclude on-road bicycle facilities, but rather to supplement a system of on-road bike lanes, wide outside lanes, paved shoulders and bike routes.

Under most conditions, a recommended paved width for a two-directional shared use path is 10 feet. In rare instances, a reduced width of 8 feet can be adequate (but may not be allowed with certain grants). Under certain conditions it may be necessary or desirable to increase the width of a shared use path to 12 feet, or even 14 feet, due to substantial use by bicycles, joggers, skaters and pedestrians. The minimum width of a one-directional shared use path is 6 feet. It should be recognized, however, that one-way paths often will be used as two-way facilities unless effective measures are taken to assure one-way operation. A minimum 2-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions.
Section VII. Action Plan

This section of the plan provides an overview of recommendations that are targets to be achieved over the next seven (7) years. This duration is intended to coincide with the Comprehensive Plan update in 2019.

1. Complete Recommended Improvements. A list of proposed improvements has been provided in Appendix D. These are priority routes.

2. Increase the use of bicycle and pedestrian routes.
   a. Install appropriate bike and pedestrian furniture at Town facilities. This includes bike racks, benches, shade structures, water fountains, and restrooms where possible. An audit of town facilities has been provided in Appendix C. The audit identifies current conditions at town facilities and identifies areas for improvement.
   b. Create bike/pedestrian route maps.
   c. Work with schools to encourage and promote biking and walking options.
   d. Work with local businesses and CARTA to incorporate appropriate bike and pedestrian furniture at their sites such as; bike racks, benches and shade structures.
   e. Establish an annual event, such as bike week, dedicated to bicycling. Bike week could include a bike to work/school day, bicycle safety classes offered by the Police and Recreation Departments, bike maintenance workshops, and other events designed to promote walking and biking.

3. Revise and update appropriate sections of the Town Code of Ordinances (See Appendix B for recommended revisions).

   a. Chapter 73: Bicycles. Proposed updates to the Bicycle section of the ordinance includes removing sections 73.03 through 73.08 which require a license, regulate bike dealers and rental agencies, and discuss bicycle impoundment, and violations. Additional recommendations include removing the ordinances relating to the required registration of bicycles and prohibit performing stunts or trick riding.

   b. Chapter 95: Streets and Sidewalks. It is recommended that section 95.09 of the code of ordinances which prohibits roller skating and bicycle riding on sidewalks be deleted.

   c. Chapter 155: Land Development Regulations. The Land Development Regulations are currently being revised by staff and include updated provisions for sidewalks and multi-use paths. This plan recommends the adoption of those regulations.

   d. Chapter 156: Zoning Code. Proposed changes to the Zoning Code include the requirement that multi-family developments and large commercial developments include bicycle facilities. It also recommends a reduction in required commercial parking where adequate provisions are made for bicyclists.

4. Establish partnerships.
   a. Partner with local schools, SC Safe Routes to Schools, and Charleston County School District to promote biking and walking to schools and enhance access to and safety of routes.

   b. Partner with local utility providers MPW and SCE&G and develop agreements to utilize easements for trails.

   c. Partner with CCPRC and MPLC to work with them on trail systems through their
parks and protected sites and coordinate efforts on master plans.

d. Coordinate with CARTA
e. Continue to work with advocacy groups such as Charleston Moves with respect to education, promotion, and coordination on routes.

5. Funding.
Explore options for establishing a reliable source of funding for construction and maintenance of facilities to include consideration of establishing a sidewalk “bank” and partnering opportunities.

6. Recognition and Awareness.
   a. Consideration of a Bike/Walk Mount Pleasant campaign.

   b. Hold a logo competition for local artists and students to submit entries for a logo that can be used for the Mount Pleasant trail system.

   c. Apply for designation as a Bicycle Friendly America Community.
Section VIII.  Public Meeting Summary

On December 5, 2012, the Town hosted public meeting to introduce, discuss and receive feedback from the general public. The meeting was well attended and a number of written comments were received. These comments can be found in Appendix E.

It should be noted that at the time of the public meeting, Johnnie Dodds and Hwy 17 were both under construction. In addition, planned improvements to Coleman Blvd had not yet been made. Finalization of these projects could address some of the comments and recommendations made at the meeting.

The majority of the comments at the public meeting emphasized a strong interest in network links along the major arterial roadways. Comments also addressed safety issues related to striping, signage, cross-walks, and lighting.
## Action Plan

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Ordinance Updates</strong></td>
<td></td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Revise chapter 73 of the Town of Mount Pleasant code of ordinances</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Police Dept, Transportation Dept.</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Remove prohibition against riding bikes on sidewalks in section 95</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>Police Dept, Transportation Dept.</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Revise parking and multi-family development sections of the Zoning Code.</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Planning Department</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Adopt Revised Land Development Regulations</td>
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<td></td>
<td></td>
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<td></td>
<td>Planning Department</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Partnerships</strong></td>
<td></td>
<td></td>
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<tr>
<td>Partner with the Charleston County School District and Safe Routes to School</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Administration</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Partner with identified local organizations</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Recognition/Awareness (Bike Ped Mount Pleasant Campaign)</strong></td>
<td></td>
<td></td>
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<tr>
<td>Logo Competition (local artists and students)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Community Development &amp; Tourism</td>
<td>$0</td>
<td>$0</td>
<td>N/A</td>
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<tr>
<td>Apply for Bicycle Friendly America Designation</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Planning &amp; Transportation</td>
<td>$0</td>
<td>$0</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Promote use of bicycle and pedestrian routes</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install appropriate bike and pedestrian furniture at all Town sites, subject to funding</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Transportation, Planning, &amp; Recreation Departments</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Create Bicycle and Pedestrian Route Maps</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Planning &amp; Transportation</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Work with schools to encourage and promote biking and walking options</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planning, Police, and Transportation Depts.</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Work with local businesses to incorporate appropriate bike and pedestrian furniture at their sites</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planning Department</td>
<td>$0</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Establish an annual bike and pedestrian event</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planning, Police, Recreation, &amp; Community Development and Tourism Depts.</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Identify funding for construction of new facilities and upkeep of existing facilities</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Administration, Transportation</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Create Community Partners campaign. Solicit local businesses to offer support for bike and ped facilities in exchange for community recognition</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planning Department</td>
<td>$0</td>
<td>$0</td>
<td>N/A</td>
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<tr>
<td><strong>Construction</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>Complete recommended improvements</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Planning &amp; Transportation</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
CHAPTER 73: BICYCLES

GENERAL PROVISIONS

73.01 DEFINITION.
For the purpose of this chapter, the following definition shall apply unless the context clearly indicates or requires a different meaning.

*BICYCLE.* A device having two wheels, with tires 20 inches or more in diameter, connected by a frame of metal or wood, and arranged to be propelled by human power. This definition shall not apply to toy bicycles or velocipedes.

('81 Code, § 73.01) (Ord. passed 2-4-63)

DELETE:
73.02 License required; exceptions
73.03 Regulation of new and secondhand dealers
73.04 Regulation of rental agencies
73.05 Release of impounded bicycles
73.06 Bicycles not in possession of owner
73.07 Suspension; impoundment
73.08 Violations a noncriminal offense

DELETE: sections 73.20 thru 73.27 ‘Registration and Licensing’

OPERATION AND EQUIPMENT

73.40 APPLICABILITY.
The rules and regulations set out in this subchapter shall be observed in the operation of each bicycle on the streets and public places of the municipality.

('81 Code, § 73.30) (Ord. passed 2-4-63)

73.41 OPERATOR'S DUTY AS TO SAFETY.
Every person operating a bicycle shall at all times operate such bicycle with due regard for the safety of other persons and vehicles lawfully on the streets, highways, parkways, and public places, as well as for his or her own safety, and shall at all times and under all conditions yield the right-of-way to pedestrians on the streets, highways, parkways, public places, and on the crosswalks.

('81 Code, § 73.31) (Ord. passed 2-4-63) Penalty, see § 73.99

73.42 OBEDIENCE TO TRAFFIC LAWS, SIGNS, AND SIGNALS.
Every person operating a bicycle shall comply with all vehicle traffic laws, except where such laws, by their nature, do not apply to bicycles, and shall comply with all vehicle traffic signs and signals erected for the regulation of traffic. ('81 Code, § 73.32) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Rights and duties of bicyclist, see S.C. Code § 56-5-3420

73.43 LAMPS AND REFLECTORS.
It shall be unlawful for any person to operate a bicycle on the streets, highways, parkways, and public places of the municipality during the period of one-half hour after sunset to one-half hour before sunrise unless such bicycle is equipped with a front light, casting a beam of white light in front of such bicycle visible for not less than 500 feet, also a red reflector on the rear which shall be visible from all distances from 50 feet to 300 feet to the rear when directly in front of the lawful upper beams of head lamps of a motor vehicle, but a lamp emitting a red light visible from a distance of 500 to the rear may be used in addition to the red reflector. ('81 Code, § 73.33) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Lamps and reflectors, on bicycles, see S.C. Code § 56-5-3470
Time when vehicles must be equipped with lights, see S.C. Code § 56-5-4450

73.44 BRAKES AND CHAIN GUARDS.
It shall be unlawful to operate a bicycle on the streets, highways, parkways, and public places of the municipality if such bicycle is not equipped with adequate brakes. ('81 Code, § 73.34) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Brake on bicycle, see S.C. Code § 56-5-3490

73.45 MANNER OF RIDING.
It shall be the duty of all persons operating a bicycle to ride single file, in a straight line, and as near the right hand curb as possible, on all main highways and thoroughfares and in central business sections, and when riding on other streets will not ride in groups and more than two abreast. ('81 Code, § 73.35) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Riding on roadways and bicycle paths, see S.C. Code § 56-5-3430

73.46 HAND AND ARM SIGNALS REQUIRED.
Before stopping, turning, or changing the direction of any bicycle on any street, highway, parkway, or public place, it shall be the duty of the bicycle rider to give the proper hand and arm signal as specified in S.C. Code § 56-5-2170 to indicate his or her intention to stop or to turn to the right or left. ('81 Code, § 73.36) (Ord. passed 2-4-63) Penalty, see § 73.99

73.47 CLINGING TO MOVING VEHICLES.
It shall be unlawful for any person operating a bicycle on any street, highway, parkway, or public place to attach himself to any other moving vehicle.

(‘81 Code, § 73.37) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Clinging to vehicles prohibited, see S.C. Code § 56-5-3450

73.48 NUMBER OF RIDERS.
It shall be unlawful for any person operating a bicycle equipped for carrying only the operator to carry another person on the front or rear frame or handlebar of a bicycle.

(‘81 Code, § 73.38) (Ord. passed 2-4-63) Penalty, see § 73.99

Statutory reference:
Manner of riding bicycle; number of persons which may be carried, see S.C. Code § 56-5-3440

DELETE: section 73.49 Trick riding

73.99 PENALTY.
Any person over 17 years of age violating any of the provisions of this chapter shall, on conviction in the municipal court therefor, in addition to the suspension or revocation of any license as mentioned in this section, be punished by the payment of a fine not to exceed $500 or by imprisonment for a term not to exceed 30 days. Any corporation violating any of the provisions of this chapter, on conviction in the municipal court therefor, shall be subject to a fine not to exceed $500, which may be recovered by an action for debt, and by the suspension or revocation of any license mentioned in this chapter. However, no penalty shall exceed the penalty provided by state law for similar offenses.

(‘81 Code, § 73.99(D)) (Ord. passed 2-4-63)
DELETE:
95.09 Roller skating and bicycle riding.
No person shall skate on the public streets or sidewalks nor ride bicycles on the sidewalks except where permitted to do so by special notice erected by authority of the municipality.
Add: **156.317(E)(5): Bicycle facilities.** Multi-family developments in excess of 10 units must provide bicycle parking. Refer to section 156.177 for the full requirements.

Add: **156.177 Bicycle Parking Requirements.**

(A) Spaces required. Bicycle storage and parking shall be required for multi-family residential developments and commercial developments at the time of the initial construction of any principal building; or when a structural alteration or other change in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity, or that changes the use so as to require more parking to serve that use, or when a conversion in use occurs.

(1) Multi-family parking requirement. Multi-family developments in excess of ten (10) units shall provide enough secure bicycle parking to accommodate ten (10) percent of the units at one rack/space per unit.

(2) Commercial parking requirement. Commercial developments and redevelopments of 6,000sf or more shall provide enough secure bicycle parking in accordance with the following chart:

<table>
<thead>
<tr>
<th>Gross Floor Area</th>
<th>Required Number of Minimum Bicycle Parking Racks/Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 6,000 sq. ft.</td>
<td>1</td>
</tr>
<tr>
<td>6,001 - 10,000 sq. ft.</td>
<td>2</td>
</tr>
<tr>
<td>Over 10,000 sq. ft.</td>
<td>1 per every additional 10,000 sq. ft.</td>
</tr>
</tbody>
</table>

(B) Parking requirement reduction. Commercial developments outside of the Urban Corridor – Overlay District may be eligible for up to a 10% reduction in the number of required off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists in addition to the required bicycle parking. Examples of accommodations include enclosed bicycle lockers, personal lockers, employee shower facilities and dressing areas for employees. A reduction in parking may not be granted merely for providing outdoor bicycle parking spaces.

Examples of Class 2 Bicycle accommodations. Left, William Sonoma interior bike room (San Francisco). Right, employee bike parking and showers (Tucson).
(C) Design and Location. All bicycle parking is subject to design review. Required bicycle parking must:

(1) Consists of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;

(2) allow both the bicycle frame and the wheels to be locked using a standard U-lock;

(3) be designed so as not to cause damage to the bicycle;

(4) facilitate easy locking without interference from or to adjacent bicycles; and

(5) be located in convenient, highly visible, active, well-lighted areas, close to entrances, without interfering with pedestrian movements; and

(6) where provided for residential developments, must be protected from the elements; and

(7) where located in commercial parking lots, must utilize a paving material or surface different from the adjacent parking, and include parking islands located on each side of the bike facility to minimize vehicular conflicts. Parking islands must contain one 2.5 inch caliper tree.

Examples of protected bike parking for residential developments (left: Class 1 exterior parking, right: Class 2 interior parking)

Examples of Class 1 commercial development bike parking
<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>Description</th>
<th>Bike Racks</th>
<th>Public Restrooms</th>
<th>Accessible by Sidewalks</th>
<th>Vehicle Parking</th>
<th>Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pickett Bridge</td>
<td>990 Pitt St.</td>
<td>passive park with pier &amp; kayak launch</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Duffie Baseball Complex</td>
<td>615 Center St.</td>
<td>ballfields</td>
<td>no*</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Town Municipal Complex</td>
<td>100 Ann Edwards Lane</td>
<td>Town offices, municipal court, gym and track</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Jones Center</td>
<td>Egypt Road</td>
<td>Town recreation facility with gym, pool, fields</td>
<td>1 at entrance**</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Darby Building</td>
<td>302 Pitt St.</td>
<td>Music/art activity rooms</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Shem Creek Park</td>
<td>Coleman Blvd. at Shem Creek</td>
<td>dock, boardwalk and small pavilion</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Remleys Point Community Center</td>
<td>363 6th St.</td>
<td>activity center, playground &amp; basketball</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>inside</td>
</tr>
<tr>
<td>Greenhill Community Center</td>
<td>707 York St.</td>
<td>activity center, playground &amp; basketball</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>inside</td>
</tr>
<tr>
<td>Miriam Brown Community Center</td>
<td>118 Royall Ave.</td>
<td>activity center, playground &amp; basketball</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>inside</td>
</tr>
<tr>
<td>Alhambra Hall</td>
<td>131 Middle St.</td>
<td>assembly hall, field, &amp; playground</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Memorial Waterfront Park</td>
<td>Harry Hallman Boulevard</td>
<td>pier, visitors center, park</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Park West Facility</td>
<td>1251 Park West Blvd.</td>
<td>ballfields, gym, pool &amp; recreation center</td>
<td>entrance</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Patriots Point Soccer Complex</td>
<td>85 Patriots Point Blvd.</td>
<td>5 soccer fields and playground</td>
<td>war sub memorial</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>MP Tennis Complex</td>
<td>Whipple Rd.</td>
<td>tennis courts, ball field &amp; playground</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Senior Center</td>
<td>840 Von Kolnitz</td>
<td>fitness room, café, aerobics room</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Kearns Park</td>
<td>Wando Park Boulevard</td>
<td>passive park with nature trails</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Julian Weston Tennis Courts</td>
<td>330 Royall Boulevard</td>
<td>tennis courts</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Farmers Market Pavilion</td>
<td>645 Coleman</td>
<td>open air pavillions</td>
<td>none at pavilion</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Speights Field/Reid Field</td>
<td>530 Reid St.</td>
<td>baseball fields</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>in ROW</td>
<td>no</td>
</tr>
<tr>
<td>Carolina Park Active/Passive Park</td>
<td>Recreation Way</td>
<td>fields</td>
<td>no</td>
<td>yes***</td>
<td>no</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Fourth Street Dock</td>
<td>233 Fourth Avenue</td>
<td>dock</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
</tbody>
</table>

* Duffie Field has racks at School but none at the fields.
** Jones Center has a rack at the front door but none at the field.
*** Mobile Crowd Pleaser
## Recommended Improvements

<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Linear Feet</th>
<th>Type of Path</th>
<th># of sides</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbara St.</td>
<td>From McCants to Center</td>
<td>1,680'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$58,800</td>
</tr>
<tr>
<td>Bellview Ave.</td>
<td>From Ellis to McCants</td>
<td>1650'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$74,250</td>
</tr>
<tr>
<td>Center</td>
<td>From Middle to Pitt</td>
<td>360'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$18,000</td>
</tr>
<tr>
<td>Center St.</td>
<td>Entire length</td>
<td>6,880'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$309,600</td>
</tr>
<tr>
<td>Edwards St.</td>
<td>From McCants to Center</td>
<td>1,675'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$63,000</td>
</tr>
<tr>
<td>Erckman Dr.</td>
<td>From Coleman to Majore</td>
<td>1,820'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$58,100</td>
</tr>
<tr>
<td>Glencoe St.</td>
<td>From McCants to Center</td>
<td>1,660'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$50,400</td>
</tr>
<tr>
<td>Goblet Ave.</td>
<td>From McCants to Center</td>
<td>1,680'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$72,800</td>
</tr>
<tr>
<td>King St.</td>
<td>From Fairmont to Erckman</td>
<td>1,520'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$68,000</td>
</tr>
<tr>
<td>Majore St.</td>
<td>From Erckman to McCants</td>
<td>210'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$6,300</td>
</tr>
<tr>
<td>Mataoka St.</td>
<td>From McCants to Center</td>
<td>1,700'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$20,000</td>
</tr>
<tr>
<td>McCants</td>
<td>From Middle to Pitt</td>
<td>400'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$297,675</td>
</tr>
<tr>
<td>McCormick</td>
<td>From Middle to Pitt</td>
<td>400'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$16,000</td>
</tr>
<tr>
<td>Middle</td>
<td>From McCants to McCormick</td>
<td>940'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$37,600</td>
</tr>
<tr>
<td>Pherigo St.</td>
<td>From Coleman to McCants</td>
<td>2,080'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$72,800</td>
</tr>
<tr>
<td>Pocahontas St.</td>
<td>From McCants to Center</td>
<td>1,700'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$59,500</td>
</tr>
<tr>
<td>Royall</td>
<td>From McCants to the end</td>
<td>2,875'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$129,375</td>
</tr>
<tr>
<td>Royall</td>
<td>Entire length</td>
<td>6,760'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$304,200</td>
</tr>
<tr>
<td>Simmons</td>
<td>Entire length</td>
<td>4,865'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$218,925</td>
</tr>
<tr>
<td>Venning</td>
<td>From Whilden to Simmons</td>
<td>985'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$44,325</td>
</tr>
<tr>
<td>Waterworks Blvd.</td>
<td>From Center</td>
<td>420'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$14,700</td>
</tr>
</tbody>
</table>

## Small Gaps to Close

<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Linear Feet</th>
<th>Type of Path</th>
<th># of sides</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ben Sawyer Blvd.</td>
<td>From Ben Sawyer to RRR</td>
<td>170'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$6,800</td>
</tr>
<tr>
<td>Park West Blvd.</td>
<td>From Hwy 17 to the circle</td>
<td>375'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$13,125</td>
</tr>
<tr>
<td>South Morgans Point Rd.</td>
<td>From Hwy 17 to South Morgans Point Rd.</td>
<td>250'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>$6,800</td>
</tr>
</tbody>
</table>
## Recommended Improvements

### Neighborhood Connectors

<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Linear Feet</th>
<th>Type of Path</th>
<th># of sides</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hidden Cove, Oak Park &amp; Hobcaw Creek Plantation</td>
<td>From Hidden Blvd. to Hobcaw Bluff Dr. along easement?</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>Home Farm, Bay Club, North Point, New Parish Village, Riverwood, and Harbor Gate Shores</td>
<td>From Center St. Ext. to Rifle Range along MPW property.</td>
<td>1,730'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Harborgate, Scotts Creek, Oakhaven</td>
<td>From Island View Dr. to Scotts Creek Cir. and from Scotts Creek Cir. to Oaklanding Rd.</td>
<td>525'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Center St. Ext.</td>
<td>From Ben Sawyer to New Trail</td>
<td>1,360'</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>

### Large-scale connectors

<table>
<thead>
<tr>
<th>Street</th>
<th>Location</th>
<th>Linear Feet</th>
<th>Type of Path</th>
<th># of sides</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darrell Creek Trail</td>
<td>Carolina Park Blvd. to Commonwealth</td>
<td>2,950'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Darrell Creek Trail</td>
<td>Hwy 17 to Carolina Park Blvd.</td>
<td>5020'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Highway 41</td>
<td>Entire length</td>
<td>24,670'</td>
<td>10' Asph.</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Mathis Ferry</td>
<td>Entire Length</td>
<td>16,000'</td>
<td>10' path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>National Drive</td>
<td>Hwy 17 to Harleston Green Ln.</td>
<td>850'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>National Drive</td>
<td>Linksland to Victory Pointe Dr.</td>
<td>3,200'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Porchers Bluff</td>
<td>From Rifle Range to Hwy 17</td>
<td>4,365'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Porchers Bluff Rd.</td>
<td>Ricle Range Rd. to National Dr.</td>
<td>2,250'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Rifle Range Road</td>
<td>From Six Mile to Porchers Bluff</td>
<td>11,400'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Seacoast Parkway</td>
<td>entire length</td>
<td>5,425'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Seacoast Parkway Ext.</td>
<td>From terminus to Etiwan Point</td>
<td>4,350'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>South Morgans Point Rd</td>
<td>South Morgans Point Rd. to National Dr.</td>
<td>1,950'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Von Kolnitz</td>
<td>Mathis Ferry Rd. to Hospital Dr.</td>
<td>1,700'</td>
<td>5' conc. sidewalk</td>
<td>1</td>
<td>TBD</td>
</tr>
<tr>
<td>Wando Park Blvd.</td>
<td>Longpoint to Woodfield</td>
<td>4,655'</td>
<td>8'-10' Asph. path</td>
<td>1</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Note: This list may not include all improvements that should be considered. Additional improvements may be identified later.
“I would like to see wooded bike paths, lots of them. Charolette has created bike path along Sugar Creek from downtown (17 miles in total when done). Beautiful, peaceful. “

“why was this plan not presented – or why wasn’t this meeting called before – $100 million renovation Hwy 17? “

“sidewalk needed on north west side on mathis ferry road from hospital round up to Whipple Road. Cross-tunnel under/over 17 would be awesome.”

“safe way to cross Johnny Dodds from Mathis Ferry as you travel north on Hwy 17. Crosswalk sign (or something – road bump? )at point on Mathis Ferry where bike path crosses the street. Traffic rarely stops for bikes or pedestrians. Rifle Range NEEDS safe access to bikes the whole way (on both sides of the IOP Connector). “

“you’ve identified a need for improvements to the sidewalk on Mathis Ferry, which is a good idea as its in rather poor shape, however, what you should really focus on is the cross-walks. You take your life in your hands when you cross. Perhaps some bright yellow paint and some of those markers that say “pedestrian in crosswalk has right of way sc law” “

“This is a pivotal step. Thank you for going through this process. Ensure connectivity through all major arterials- biking on a sidewalk is not acceptable and changing the law in section 95 is a bad idea. Instead, every connection needs to either have a bike lane/sharrow multi-use path or have the speed limit lowered. I am glad to talk further”

“I support providing bicycle paths. It appears that bicyclist may opt to use the highway when bike paths are available. I urge you to require bike users to use the bike paths not the highway/streets when bike paths are available.”
1. Concerned about pedestrian cross walks at Royall Hardware roundabout.
2. Plan calls for pocket parks - please add water fountains, Summer is hot!
3. Need bike path or at least a bike lane on entire length of Rifle Range.
4. Safe pedestrian and cycle access to shopping areas, schools and parks.
5. Cross-walks!
6. Water fountains!
7. Safe bus stops.

“bike light signals would be very useful. As a daily commuter that obeys the traffic laws, I spend approximately 10 minutes one way per commute waiting for car activated light changes.”

Pedestrian and drivers should be educated on how to look for each other. The more pedestrian around, the more drivers are expecting them and on the look-out. I am in an advocate for bike lanes along the roads, and even more so an advocate for multi-use path that everyone can feel safe comfortable and happy using. There must be an opportunity for a green-way somewhere. We need to rid the perception of biking/walking as “unsafe”. If people feel safe, they will utilize the trails. Make them a part of nature instead of a sidewalk along a busy street. People should be encouraged to bike/walk to work, groceries, movie, dinner, etc… Take Seattle and Michigan as good examples of how to create pedestrian corridors. With over 300 days of favorable weather, lets encourage let’s get outside. Get fit, get healthy, get OUTSIDE!

1. Mark “Bike Routes” with more signage!
2. Sweep/clean bike lanes often.

Bike lanes on Rifle Range RD and Mathis Ferry NEED to be constructed to be able to safely move through Mount Pleasant on a bike.

We are very new to Mt. Pleasant and miss safe bike access that we enjoyed in Chicago, including designated, barriered bike lanes. Our two concerns are (1) a set-aside lane on RT. 17, which we expect (as is) will only increase in car volume with six lanes; and (2) safe routes to schools to keep our daughter empowered and active in her teenage years without a car. This is the future – make room for bikes!
Do not mix bike/pedestrian paths. Sidewalks are not a good mix for someone who rides recreationally or using as a means for transportation. Ok for kids and their friends but that’s all.

Must have marked bike lanes and increased awareness for cyclists. Attitude for cyclists in this area is very poor as we are constantly pushed out into traffic due to lack of pavement width. DO NOT let DOT put in ANY rumble strips!

Better bike “paths” are needed to allow bike traffic thru Mt P on alternates to RT 17, RT 41, Rifle Range, Ben Sawyer, Coleman, Long Point. Bike paths can NOT be expected to accommodate walkers – I will take my chances with a semi-tractor before I try to pass someone walking a dog.

I’ve lived in ME, MA, CT, MO, VA, CA, FL, and SC and bike thousands of miles in each. SC has the geography and climate to embrace cycling as an alternate transportation choice but has some of the worst roads and uneducated drivers that I have encountered. We can do better!

*Also: change definition of bicycle in the town ordinance: a lot of frames are no longer made of “wood or metal.” Just drop those two words and keep it to two wheels attached by a frame.

*Safe bike path on Coleman to Sullivans Island. Not one that is next to cars parking on Coleman. We will not be able to see the bike when we are parking or leaving the parking places and the bikes won’t have time to react to the turning cars.

*Bike path with a grass buffer next to Hwy 17 to Wando HS and all the way to Awendaw. Like the bike paths in Europe.

(Have lived here since 1981. Raised 3 children here.)

Good start but extend the networks of bike lanes and sidewalks. Please put more sidewalks in neighborhoods and make sidewalks wide (the one on Rifle Range is skimpy).

People ride on sidewalks because they have been hit by cars in the street, also children.

Need dedicated bike lanes that are wide enough.

Please put in sidewalks in Mt. Pleasant.

Need bike lane on Rifle Range.
Mathis and Rifle are the two main arteries where we can have a lot of success. By providing bike lanes adjacent to traffic N and S, you’d really open up MtP. With no shoulder, right now I have to avoid.

The intersection of Coleman and Patriots is a bit [illegible] fast traffic coming off bridge and lots of ped traffic. Coleman, just continue existing bike lanes.

On Mathis, maintain existing walkway for peds and strollers, etc. Add bike lane for commuters on both sides.

The town of MP should consider an ordinance that vehicles must allow for a minimum of 3’ space between them and cyclists when passing. This really should be a state-wide law. Mississippi passed such a law over 2 years ago.

(had second comment)

Bike path from MtP to Sullivan’s Island needs to be widened and there should be a separate bike path on each side of the causeway (SCIO3) to and from MP-SI

p.8 item #11, bottom of page – missing last part of sentence

Can accommodations tax $ be used? Esp. to develop trails/paths around hotel districts

What is the status of the buffer regs – cutting vines, invasives along Mathis Ferry.

p.17 3d Change to zoning code for multifamily – need to have new developments create/connect to trails in addition to providing bike parking

Tie in trails/paths to pocket parks, small dog parks, esp. around multifamily, hotels

Consider purchase of easements w/.5 cent sales tax

Need more traffic calming, esp. around schools, busy intersections

Sidewalks/bike paths are relatively cheap recreation, but crossing busy roads is daunting to many pedestrians. Public safety Dept. needs to be challenged to come up with some solutions, like ticketing drivers who do not stop for pedestrians (including schoolkids) in intersections. Put up pylons…?

Too many fenced off neighborhoods reduce flow for non vehicular traffic on side/back streets. Need connecting paths.
To encourage bike riders to ride “with the traffic,” bike lanes need to be on both sides of the road. I have almost hit several people while making a left turn and the bike rider is riding against traffic. I like the idea to being bike friendly. I live near Coleman, so that is where I’m most concerned.

Rifle Range Rd is critical for bike lanes, both sides. It is the link form “downtown” Mount Pleasant to the north side of town and the forest.

More than anywhere Rifle Range Rd needs a bike lane down the whole road.

41 needs room for bikes as well as designated lane for bikes. Thank you for doing this 😊

Thank you for supporting cycling in this beautiful city. More bike racks city-wide would be tremendously helpful. Also, if you focus on dangerous crossing (17 and Bowman) and dangerously narrow roads (Rifle Range, Sullivan’s Island Bridge) you could make the town much more cyclist-friendly.

-CofC Brian Fisher

-MUSC Christine Cooley (Von Kolnitz)

Sustainability Coords. Add to orgs to work with

noticed large sidewalk off Hungryneck extension ending at Six Mile Road (behind new Harris Teeter). Am hoping this is not what is going to be considered a bike path. This path crosses side access roads causing a bike rider to have to almost stop to traverse each and every eoad. This doesn’t work for people using bicycles for transportation, as I usually progress at over 20mph.

Great opportunity. Appreciate the thought and effort put forth so far. Public awareness campaign is desperately needed with new opportunities. Shared lanes are great for cyclists however public needs awareness to avoid conflicts on shared lanes.

My 4 priorities in order

1. Rifle Range – N(E?) of IOP connector, no sidewalks past Six Mile
2. Rifle Range – S(W?) of IOP to Coleman, need bike lanes (2 ft. of asphalt)
3. Rifle Range- Scotts creek interconnect should be extended to school, waterworks, and beyond. Right NOW can ride to Bowman on interconnect – need to extend it
4. Hwy 41 – needs sidewalk/bike path from river S to end of current sidewalk

Possible ways to have bike path on Mathis Ferry avoid crossing at Queensrow:

1. Fill in drainage ditch on North side of road up to light at Bowman. (Bury w/ pipes, etc.)
2. Connect sidewalk starting at Queensrow to Shelmore Blvd by making connections through Heritage Village and using existing path through woods by Bi-Lo

The plan relies heavily on the use of sidewalks. Yet the master plan itself (sec. VI B) indicates that “sidewalks as bicycle paths is generally not desired.” In addition to the reasons mentioned the existing sidewalks are not wide enough for two-way traffic, particularly for people with dogs on leashes!! Need more use of dedicated bike lanes (like Coleman).

As a cyclist and bike commuter, I feel that Rifle Range (entire), Longpoint, Coleman to Sullivans are vital connections. I regularly ride on Longpoint from Whipple toward Port and see at least 3-4 other commuters. Please check out Boulder, Colorado websites for planning and ideas. Simple signs and green paint can help navigate busy intersections and lane mergers to make them safe for cyclists. Also – bike lanes are better than bike paths so cars always expect a bike to be nearby. A raised barrier is helpful in school areas, as needed. “Bikes use full lane” signs are helpful near bridges where a bike lane cannot be added, and roundabouts.

In general: more bike signage, especially closer to schools. Several ways to navigate under 526 or over Chuck Dawley. Complete the bike lane on Coleman. Improve the causeway bikepath to Sullivans.

Bicycles should be registered for ID purposes. Also they should have a noise maker so you are aware they are behind you.

We need a way to safely cross Hwy 17. We could walk/bike to the movies, restaurants, shops if we could get from Mathis Ferry across 17! All that $ and no safe way to cross
1. Hwy 17 widening project – bikes need to be striped w/ signage on street and markings in lane to provide safe place for cyclists
2. Bike lanes and mixed use path needs to be added on Rifle Range Rd from Porcher’s Bluff to Ben Sawyer (min add bike lanes)
3. Need additional bike parking spots/bike racks at shopping centers and parks
4. Rules limiting riding to single file could create more danger than 2 abreast if long line of riders had to be passes by cars
5. Public awareness campaign – riders not allowed on sidewalks
6. More signage and street markings

General comments are: For the short term until bike lanes can be done at least put down the “bike share” symbols painted on the road (signs do no good)

Slow down speeds, time lights so traffic can flow, a little wait from side streets is better than being hit by someone racing from one light to another because not sure who will trigger it to go red

Fix what you have now, some sidewalks are in very poor condition

It seems that road fixes on current bike paths are not to the same spec as road patches

I did not see anything in your plan on the maintenance of all this, to is one thing but not to maintain is a crime

Why do you not address more items such as how to separate lanes, painting (stripping) schemes, a lot of cities who have had plans seem to be ahead, jump off their successes rather than starting your own

Look at Greenville and how they are addressing interaction of cars and bikes

Coleman Shem Creek bridge needs to be replaced or widen

I enjoyed the forum and Mt. P’s effort to get this going

Bike lane on Rifle Range and Mathis Ferry. Should be a dedicated bike lane and not a sidewalk. Please delineate the entire width on 17 with a stripe to allow for its use by bikes.

Mathis Ferry Road: Make the full MFR. A “linear path” connecting SR center to Waterfront Park. It’s a long, “straight,” shader [illegible] that could be marketed as a safe area for recreational biking/walking, particularly for “seniors.”
1. Make bike lane along Mathis Ferry Road safer, please.
2. Need some sort of safe “overpass” or something for bikers/pedestrians to cross US 17 – somewhere near MFR/Houston Northcutt.

---

1. The shared lane on 17 needs to be marked on the road. Signs alone will not get it done
2. Winter Garden, Florida has a 30 mile trail that is a great model and connects [illegible] parks. Great model go there every few months would be happy to provide pictures in the future if wanted.
3. Bike paths are more family child orientated while bike lanes are better for commuter cyclists.

Need more bicycle friendly options for Mathis Ferry Road.

---

Bowman Road should include a bike lane/pedestrian crosswalk at light. Husband bikes to and from work – Winifred Street to the Treasure Nest Art Gallery. I am concerned about the traffic and where he bikes to get to work, there are no bike lanes, he drives/rides on the road and people go around him. Bikes lanes on Bowman Road are necessary.

On Page 6 (#1) Mt. Pleasant has recognized Rifle Range Rd as part of the East Coast Greenway (that will have bike lanes) and Johnnie Dodds that will have bike lanes also – From Rifle Range Rd, you take Bowman Rd to get to Johnnie Dodds bike lane. Also, it is the beginning of Johnnie Dodds there. There should be an easy flow for bikers to get from Rifle Range (the East Coast Greenway) to the Johnnie Dodds Bike Route. There is also Kmart and Walmart and other stores that can be biked to from those roads, for basic needs.

My children, husband and I also bike to Whitesides from Winifred St, and take Rifle Range to get there, we ride on the sidewalk now and stop at every stop sign, look both ways, and cross. My children wear helmets, my husband and I do not. Our heart race is not up – we have noticed runners and other bikers that do not stop at the signs. If all bikers were made to wear helmets, then pedestrians esp. runners would have to wear helmets also – runners appear to be in less control of stopping than we are.

Great that you are doing this plan! Made comments on the maps. Need safe crossing of 17 at Houston Northcutt!

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Circuits are fine but what about crossing Hwy 17 to get to the Library. It should not be dangerous for a person or family to walk or bike night. School access for students on Rifle Range Rd is horrible. Remove
the rule about using sidewalks OR build proper lanes – everywhere. Partner w/ [illegible] to provide bike racks at stores and malls. Make the Coleman Blvd/Ben Sawyer lanes continuous not interrupted.

People walk and bike where they feel safe. All your projects should be designed to make a user feel that he or she and their family can get around without being frightened or endangered.

I like the long [illegible] but strongly feel that uses need to be able to safely get to and from sits like grocery stores, library, and general convenience as well as to parks.

Why not have a bike rodeo in 2013? Sponsor some regular like tours. Mt. P to Francis Marion Forest.

I support the plan to make pedestrian and bike paths safer and more accessible to the whole community.

Overall great plan! Suggestions: I live in Creekside and desire to walk/bike from neighborhood to bridge and/or shopping (Trader Joe’s, Whole Foods, movies, etc) – the new sidewalks and bike lane on frontage road will help but no sidewalks in some areas leading out of neighborhood. Also Cooper Estates has no sidewalks so very dangerous biking/running through there to get to Coleman.

1. Retrofit older neighborhoods w/ sidewalks (cost share??)
2. Add designated crosswalks to allow crossing over HW17 (Johnnie Dodds) – I belong to ESAC across from Dragoon but can not cross Hwy 17 – have to get in car and drive to Anna Knapp or Shelmore to cross frontage rd.
3. Add an attractive barrier along sidewalk at Mt. Pleasant base of Ravenel Bridge – I walk/run 2x week and lead school age children over the bridge – just waiting for a car speeding down the bridge onto Coleman to lose control (blown tire, texting, etc) and jump the sidewalk and hit pedestrians/cyclists.
4. Consider a bike share program throughout Mt. P and City of Charleston similar to San Antonio, TX program.

Mount Pleasant Council needs to know that putting bike and walking paths on large plots of undeveloped land opens the land owner up to liabilities from lawsuits for people getting injured around paths. Some public does not stay on paths like they are supposed to and may get hurt on those large plots of land.

Like that Mt. P is addressing issues.
Would love to see helmet law imposed especially for minors like being in car seats. Schools could help impose.

Need bike racks at all new shopping developments. Would love to see requirements for existing ones to add bike racks – i.e. Belle Hall Shopping Area

Hamlin Farms owns to low water. Any bike path near the farm would open the area to trespassers/vandals and liability of landowners. If paths come near farm (or other private land) something must be done to prevent users from accessing private land.

We need safe bike crossings of Johnnie Dodds also suitable for pedestrians – perhaps a push button actuated cycle of the light.

Bike lanes need to be painted lanes in the streets – sidewalks aren’t safe for bicyclists

1. Rifle Range Road is a major problem. It is unsafe and needs a dedicated bike lane for cyclists.
2. Ben Sawyer needs wider, multi-purpose lanes on both sides of the causeway, on both sides of the bridge.
3. Follow through on Coleman bike/ped plan.
4. I hope bike [illegible] will be on Dodds.

Path for bicycle and sidewalks desperately needed along Rifle Range from Oakhaven to Seaside Farms. As principal of Whitesides it is not safe for families who live from Oakhaven to cross the road twice (once w/out crossing guard) to come to school or go home. More pedestrian usage would be facilitated and less cars would clog Rifle Range.

Please create a bike path on both sides of the Shem Creek Bridge. I understand Mr. Morrison is studying this area, but I have witnessed numerous “close calls” on the bridge. There is room for a path. Please consider.

The Master Plan looks good. I would encourage complete connectivity with regard to bike lanes. Currently, the bike lane on Coleman just ends in the middle of traffic. Additionally, pay attention to connecting residential areas to commercial and schools. Electronic crosswalks and signage is key. Last
request – put pedestrian paths in the Groves. Next time big road decisions are made, please consider what that decision will do for walkability/bikeability.

Great this is happening! My only concern is legal declaration of bike paths vs. sidewalks. It is currently illegal to ride on the sidewalk. If a path is intended for cyclists it should be signed as such and officially declared maybe even documented with the county. Community awareness messages on TV go a long way too!

We’ve used the sidewalks along Rt. 17 twice in a few days – love it. However, a sidewalk connecting Bessemer (Park West) to Rt. 41 to Rt. 17 would be a lot shorter and phenomenal to be able to walk/bike to the stores.

Thank you for working on improving access! These types of paths really improve livability AND real estate value, in addition to providing opportunities for people to spend money @ local businesses while engaging in a healthy activity!

Need a bike/sidewalk from Needlerush Pkwy to 17N.

Sidewalk on Rifle Range Rd between roundabout and Ben Sawyer needs curb – cars behind left turn traffic go around on sidewalk rather than wait for cars in front trying to make left turn. Lady killed by a truck in 1995.

It would be great to have bike lanes going over the Shem Creek bridge on Coleman. If funding for full bridge replacement by DoT does not occur in the near-term, might it be possible to modify the existing bridge – adding new pedestrian pathways on either side and using current sidewalks for bikes.
5. Highway 41. Chattanooga County’s currently working on a side project along Highway 41. To include the five west concrete sidewalks and associated drainage inlets, the road will be improved between Virginia Road and Joe Rouse Road. The street will be the opposite side of the road from the current sidewalk and will extend the entire length of the Highlands community along Highway 41.

6. Notice of service identified on the Miller and Pedestrian corridor as shown on the Framework Plan

- Johnson Dodd Boulevard. Construction is currently underway that includes sidewalks and a bike lane along the frontage road for the entire length of Johnson Dodd Boulevard.

7. Highway 17 North. Construction is currently underway that will change the current road surface from two lanes to North and South bound directions to a three lane road section in both directions that will include a four lane front street on lane and four west front sidewalks on both sides of Highway 17 from the I-65 connector to Darral Creek Trail.

8. Highway 41. With the exception of the existing sidewalks and sidewalks under construction (both adjacent to unreinforced property) no sidewalks or pedestrian facilities are planned. Highway 41 is a major thoroughfare and NO sidewalks or pedestrian facilities are planned. The West Fork Waterway Gateway as identified on the 2003 Comprehensive Plan holds one at each end, at Highway 17 and the other. The transect of this route and its connection with the Waterway Gateway District provides an opportunity to create a corridor with a trail perhaps including a baseball field.

9. Lang Pool Road. The section from Whitegill to the SC Port contains sidewalks on both sides of the street with minor separation from the street on one side and no separation on the other. From Whitegill to Long Point Subdivision, there is a concrete sidewalk on one side only.

10. Chalk Dairy Boulevard. Chalk Dairy Boulevard has side sidewalks on both sides running the length of the road. It is not currently paved with continuous concrete sidewalk but is on both sides of the street. The street runs from Johnson Dodd Boulevard and side sidewalks are currently under construction and will also include sidewalks on both sides of the street.

11. Green Point Road. Between Boulevard. Bosse Boulevard and Riverside Boulevard, a side road running the length of the street. Green Point Road between Johnson Dodd Boulevard and Riffe Road is currently under construction and will also include sidewalks on both sides of the street.

12. Waterway Road. Waterway Road is a four lane road along the south side of the street. There are sidewalks on both sides of the street along the north side.

13. Green Cove Road. Currently Green Cove Road has an asphalt path on the northeast side and a concrete sidewalk on the southwest side from the street. Bosse Boulevard to the Section’s Elementary School (Southwest Elementary School), a distance of approximately 0.5 miles. The sidewalk path is narrow with inconsistent widths from street to street and the school. To make accessible for students, the sidewalk is replaced by a sidewalk on both sides of the road that is wide enough to accommodate pedestrians and bike traffic in both directions. School hours are located along or in close proximity to Riffe Road. Opportunities to ride and walk to schools need to be enhanced.

5. Park Avenue Boulevard. This road, connecting Carters Point with Park West, will include the required sidewalks improvements were mostly installed. The sidewalk will be the first west side along one of the road with varying separation from the street.

6. Whipple Road. Whipple Road connects Meadow Road with Long Point Boulevard and includes a large SHED improvement to access that makes a major road.

7. Waterfront Trail. A water trail and pedestrian trail is identified on the Framework Plan running along the waterfront from the site of Park Point Connector north past Porters Bluff Road. Due to lack of needs and mostly owned waterfront properties, no plans exist for a trail along this portion of the corridor but should be sought through development opportunities.

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