Moving Bicycle and Pedestrian Planning Forward Through Advocacy

American Planning Association South Carolina Chapter: Winter 2021 Virtual Conference
We envision a connected, safe, accessible and equitable Charleston — where each of us has a choice in how we move from one place to another. Because the streets belong to everyone. All of us moving. Safely. Together.
Mobility choice means:
• equitable opportunities
• better access to affordable food and housing
• job security
• improved local economy
• cleaner air and water
• climate change mitigation
• improved public health
• reduced traffic congestion
Planning Opportunities

• Zoning Overlays
• Area or Corridor Plans
• Advocate Proposals
• Policies
Zoning Overlays
Overlay + Plan
**CROSSING**

**INTERSECTION UPDATES**

- Foot sidewalk on the east side of Folly Road, from Camp Road to Mon Street
- Foot sidewalk on the west side of Folly Road, from Ellis Creek to Eugene Gibbs Street

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**WHAT'S NEXT? BICYCLE**

- LANE DELINEATION
  - 4.5-foot wide bike lane from Ellis-Crest to Eugene Gibbs
  - Green paint to improve visibility

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**WHAT'S NEXT? PEDESTRIAN**

- **WALKING NETWORK**
  - Pedestrian sidewalks along Folly Road
  - Bike lanes integrated with pedestrian areas

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**WHY DOES IT MATTER?**

- Designated infrastructure for bicyclists helps encourage more bicycling and promotes safety for all roadway users.
- Green paint is a standard for bicycle facilities; the bright color makes them visible to look for people bicycling as they make turns and drive curves.
- One uncomfortable segment of cycling between two destinations is removed to encourage bicycling. The Plan recommends a network of safe paths and bike lanes.

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**CYCLING**

- **Delineated Travel**
  - 4.5-foot wide bike lane from Ellis-Crest to Eugene Gibbs
  - Green paint to improve visibility
People Pedal Plan

KEY POINTS

Here is what you need to know about this plan:

1. BETTER FOR TRAFFIC

   This plan benefits motorists. Urban bikeways allow for better traffic flow because cyclists have a place to be and are given physical cues to ride more predictably. Also, when motorists choose to ride a bike, their car is not on the road.

2. PAINT, NOT CURB WORK

   This bike plan does not require the movement of curbs. Only roads wide enough to support a bike lane or lanes have been considered for the bike plan. With the exception of a few intersections that will need a new signal light and a study to re-time the lights to optimize them to bike usage, the only real cost of this bike plan is paint.

3. UNLOCK THE GRID

   More people will choose to ride a bicycle if comfortable facilities are provided. Many streets on the Charleston peninsula are already safe to ride, but these are isolated by a system of streets that are very unsafe. Providing this system of urban bikeways will “unlock” the currently-isolated grids of safe streets and form a complete, comfortable network.

4. SCDOT & NACTO

   The plan is based on demonstrated projects and standards in the real world. Standards are proposed for the unique Charleston context. Many of these will challenge the South Carolina Department of Transportation (SCDOT) outdated and poorly-performing standards for bicycle infrastructure. When in doubt, the North American City Transportation Officials (NACTO) Urban Bikeway Design Guide should be consulted.

5. DESIGN FORMULA

   Each element of the plan will have to be designed in detail on an individual basis. Suggestions in this plan may change accordingly. The Bikeway Design Toolkit offers a formula to test each roadway and provide ideal treatments according to speed and traffic volume.

6. STARTING POINT

   This is a bold vision for an urban bikeway system that begins on the peninsula. The plan is a booklet with a simple design approach, while a series of maps forms a detailed diagram for further project coordination. Individual projects will be designed by the City and others to implement the plan.
A SURVEY OF COLLISIONS

BICYCLE COLLISIONS IN DOWNTOWN CHARLESTON: 2009-2015

Compiled by the City of Charleston based on data from the South Carolina Department of Public Safety, the maps below display the type and concentration of automobile/bicycle collisions from 2009-2015. High concentrations are found wherever unsafe automobile routes correlate with the high presence of people on bikes. Locations especially affected include the King/St. Philip corridor, Calhoun Street, Ashley/Rutledge, and Meeting Street. There is also a notable presence of recorded collisions surrounding the Crosstown, College of Charleston and MUSC campuses.

INJURY SEVERITY

- FATAL
- INCAPACITATING

CRASH CONCENTRATION

- VERY LOW
- LOW
- MEDIUM
- HIGH
- VERY HIGH

DOWNTOWN PENINSULA SURVEY

TOTAL NUMBER OF SURVEYS COMPLETED: 1303
TOTAL NUMBER OF ROUTES SUBMITTED: 1738

HOW MANY MILES PER WEEK DO YOU RIDE?

The survey was successful in gathering data from bicyclists of all riding habits. Whether an avid cyclist (over 25 miles per week) or casual bicyclist, people of all skill levels responded to the survey.

DO YOU FEEL SAFE WHEN YOU RIDE?

Only 2% of those surveyed always felt safe every time they ride in Charleston. As understanding of the bike culture in Charleston grew, it became apparent that many city streets present no danger to bike riders, but the need to cross or ride on a few key streets makes the whole biking experience feel less than safe.

This was the first comprehensive survey of cycling patterns in Charleston.

SURVEY FINDINGS

The follow routes are most used by cyclists bridge connections, the peninsula’s perimeter, the north/south routes of King/St. Philip/Comin and Ashley/Rutledge, and the east/west routes of Huger, Bee, Calhoun, and George. This survey forms the basis for design recommendations.
#BridgeTheAshley
BRIDGE THE ASHLEY MEANS SAFE + CONNECTED BIKE/PED ACCESS FOR:

• Ashley River Bridge
• North Bridge to Cosgrove
• James Island Connector + Wappoo Cut Bridge
Ground-level conceptual rendering of stand-alone pedestrian-bicycle bridge existing bridges.
North Charleston Mayor Keith Summey presents 2020 State of the City address

by Matt Dillane | Thursday, January 23rd 2020

North Charleston Mayor Keith Summey (Lia Sestric/WCIV)
Editorial: Fund the North Bridge bike-pedestrian study now. Lives are at stake

BY THE EDITORIAL STAFF
JUL 7, 2020 UPDATED 7 HRS AGO

Traffic on the "North Bridge" crosses the Ashley River on Tuesday May 29, 2018. Charleston Moves, a nonprofit that advocates for improved mobility in the region, is working with North Charleston and Charleston County on creating safe access for walkers and cyclists who cross the bridge.
North Bridge Coalition

American Civil Liberties Union of South Carolina (ACLU SC)
Austen & Gowder, LLC
Bike Law
Charleston City Councilmembers Appel, Brady, Jackson, Sakran and Shahid
Charleston County Sheriff's Office
Charleston Police Department (CPD)
Charleston Trident Urban League
City of Charleston Mayor Tecklenburg
Coastal Conservation League (CCL)
Freehouse Brewery
Frothy Beard Brewing Company
Gruenloh Law Firm
League of Women Voters of the Charleston Area
Lowcountry Alliance for Model Communities (LAMC)
Lowcountry Food Bank
Metanoia
Operation Home, Inc
Palmetto Cycling Coalition (PCC)
Reynolds Avenue Area Merchants Association (RAAMA)
SC State Representative Marvin Pendarvis (District 113)
SC State Senator Marlon Kimpson (District 42)
Second Chance Bikes
Smithey Ironware Company
South Carolina Community Loan Fund (SCCLF)
The Bend
Trident United Way
ULI SC
West Ashley Connects
Complete Streets Policies