



6. PORTS AND WATERWAYS

The South Carolina seaports are the state’s gateway into the global marketplace. Ports all around the globe are positioning themselves for the expansion of the Panama Canal, which is targeted for completion in 2014. Canal expansion will enable vessels, some with a maximum draft of 50 feet and width of 160 feet, to pass through the canal’s locks. Due to the anticipated growth of freight via waterways from the expansion of the Panama Canal, South Carolina must prepare to upgrade its freight facilities to position itself in the global market.

6.1 SOUTH CAROLINA PORTS AUTHORITY

The South Carolina Ports Authority (SCPA) is the governing authority for seaport operations in South Carolina. Serving as the owner-operator at the state’s two port facilities, Port of Charleston and Port of Georgetown, the SCPA owns the terminals and manages all operations at the two facilities. Serviced by the top carriers in the world, SCPA facilities offer competitive service for the state.

6.2 WATER PORTS

International trade is a principal component of South Carolina’s economy. A recent economic study⁹ found that the SCPA facilitates over \$44.8 billion in total economic output annually and impacts almost 11 percent of all jobs statewide. South Carolina’s railroads play a major role in landside transport relating to the state’s ports, making them major intermodal partners. The rail-seaport relationship in Charleston is discussed in the following paragraphs.

6.2.1 Port of Charleston

A wide variety of goods pass through the Port of Charleston, as indicated in **Table 6-1**, which lists the top ten export and import commodities.

Table 6-1: Leading Port of Charleston Export and Import Commodities

Top Ten Export Commodities			Top Ten Import Commodities		
Rank	Commodity	%	Rank	Commodity	%
1	Paper&Paperboard, Incl Waste	19%	1	Furniture	7%
2	Wood Pulp	8%	2	Auto Parts	6%
3	Auto Parts	4%	3	Sheets,Towels,Blankets	5%
4	Logs&Lumber	3%	4	Fabrics,Incl.Raw Cotton	3%
5	Fabrics,Incl.Raw Cotton	3%	5	Auto&Truck Tire&Tubes	3%
6	General Cargo, Misc	3%	6	General Cargo, Misc.	3%
7	Synthetic Resins, NSPF	2%	7	Menswear	3%
8	Mixed Metal Scrap	2%	8	Apparels,Misc.	2%
9	Unclassifiable Chemicals	2%	9	Women's&Infantware	2%
10	Poultry, Chiefly Fresh & Frozen	2%	10	Paper&Paperboard, Incl Waste	2%

⁹ SC State Port Economic Impact Study

The port primarily handles containerized cargo with container activities focused at North Charleston and Wando Welch Terminals, while a third is planned for the Naval Base Terminal. In 2012 the number of containers passing through the port increased by 9.6 percent, as shown in **Table 6-2**.

Table 6-2: Port of Charleston Container Traffic, 2011 and 2012

Year	Container Traffic (TEUs)			Percent Export
	Export	Import	Total	
2011	699,125	682,224	1,381,349	50.6%
2012	775,585	739,000	1,514,585	51.2%
Change	10.9%	8.3%	9.6%	

Source: Port of Charleston Press Office.

The Port of Charleston operates a number of terminals along the Cooper River and one located on the Wando River. They are described¹⁰ below and located in **Figure 6-1**.

6.2.1.1 Union Pier Terminal

The Union Pier Terminal is a dedicated break-bulk and roll-on/roll-off (RO-RO) terminal. It has on-dock rail service provided by connecting to both CSXT and NS. It has 2,410 feet of container berth space and over 500,000 square feet of sprinkler-protected and rail-served transit shed.

6.2.1.2 Columbus Street Terminal

The Columbus Street Terminal handles a combination of break-bulk, RO-RO, heavy-lift and project cargo on its 155 acres. The terminal has 3,500 feet of dock space with two warehouses that possess covered rail access. On-dock rail service is provided by SCPR with direct access by both NS and CSXT.

6.2.1.3 Veterans Terminal

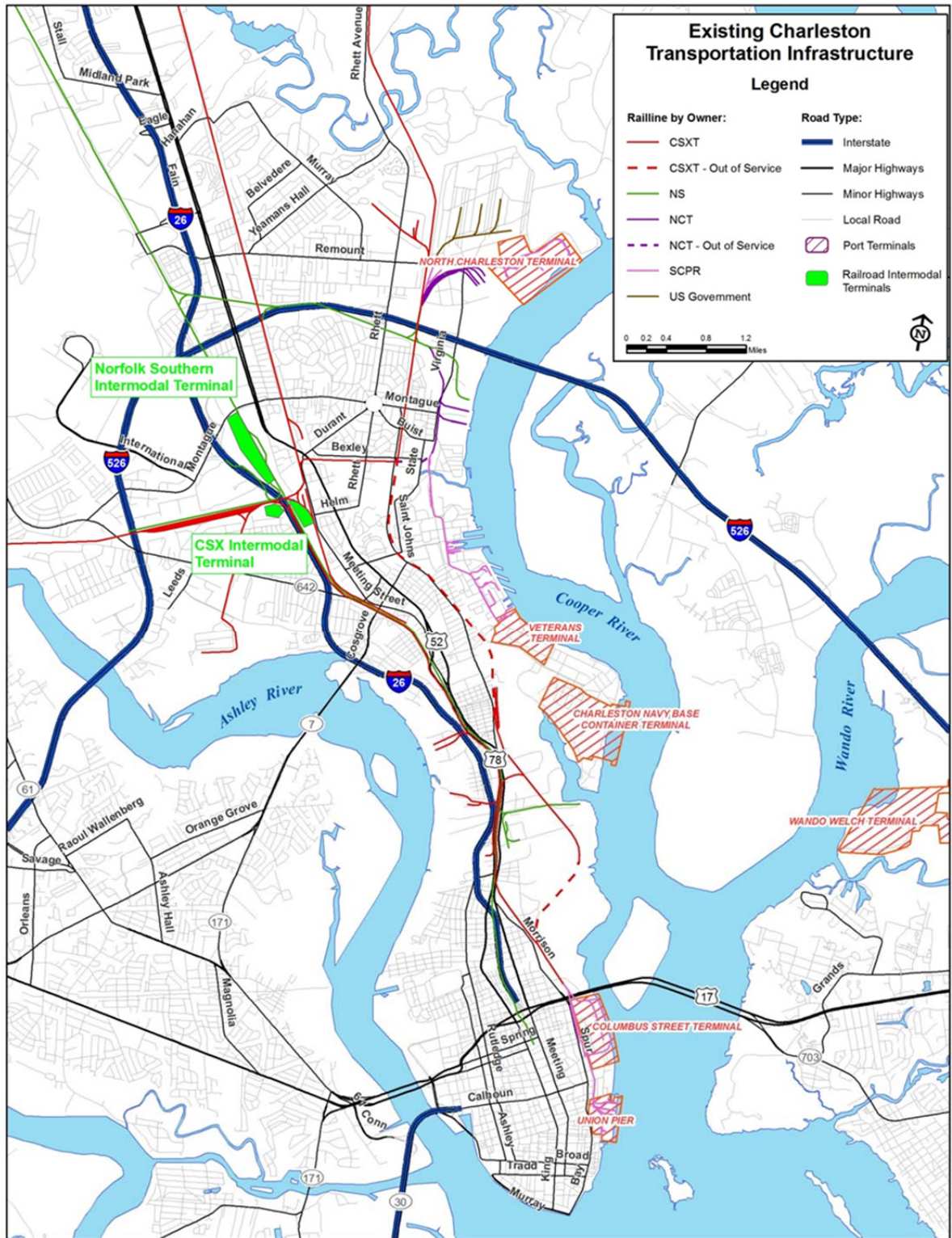
The Veterans Terminal is located on 110 acres in the Charleston Naval Complex. It is a dedicated bulk, break-bulk, RO-RO and project cargo facility with four piers: Pier Zulu, 1,250 feet long; Pier Mike, 1,100 feet long; Pier November, 1,150 feet long; and, Pier Lima, 952 feet long. The terminal is currently accessible by SCPR connecting with both CSXT and NS. Both open and covered storage are available.

6.2.1.4 North Charleston Terminal

The 200-acre North Charleston Terminal is a container terminal with three berths totaling 2,500 feet in length and a container freight station. On-dock rail service is provided by SCPR which has an on-dock yard, connecting with both CSXT and NS.

¹⁰ Data obtained from www.scspa.com/cargo/Facilities/Charleston/terminals.

Figure 6-1: Port of Charleston Facility Locations



Source: South Carolina Ports Authority

6.2.1.5 Wando Welch Terminal

The Wando Welch Terminal, opened in 1982, is the largest intermodal terminal in the Port of Charleston. It has 3,800 feet of continuous berth space (4 berths) and 246 acres of container storage space. It has an on-terminal container freight station, U.S. Customs and Department of Agriculture inspection facilities, immigration and maintenance facilities. The terminal is located on the Wando River and is not rail served. Current rail intermodal terminals are within 13 to 14 miles.

6.2.1.6 Navy Base Terminal

This new 280-acre, three berth container terminal is under construction on the Charleston Naval Complex. The 171-acre first phase of construction is scheduled for completion in 2018.¹¹ When fully developed, the terminal will increase the Port's capacity by 50 percent. A rendering of the new terminal is shown in **Figure 6-2**.

Figure 6-2: Rendering of the Built-Out New Terminal at Port of Charleston



Source: South Carolina Ports Authority

6.2.2 Port of Georgetown

The Port of Georgetown, a break-bulk and bulk cargo facility with four berths totaling 1,800 feet in length, is located on Winyah Bay in Georgetown. The Port has open and covered storage, specialty cargo handling facilities (metals, cement, chemicals, aggregates, forest products and ore) and on-dock rail. Principal commodities handled are steel, cement, aggregates and forest products. Rail service is provided by CSXT over its Georgetown Subdivision.

¹¹ South Carolina Port Guide, second edition, SCSPA, p. 30.

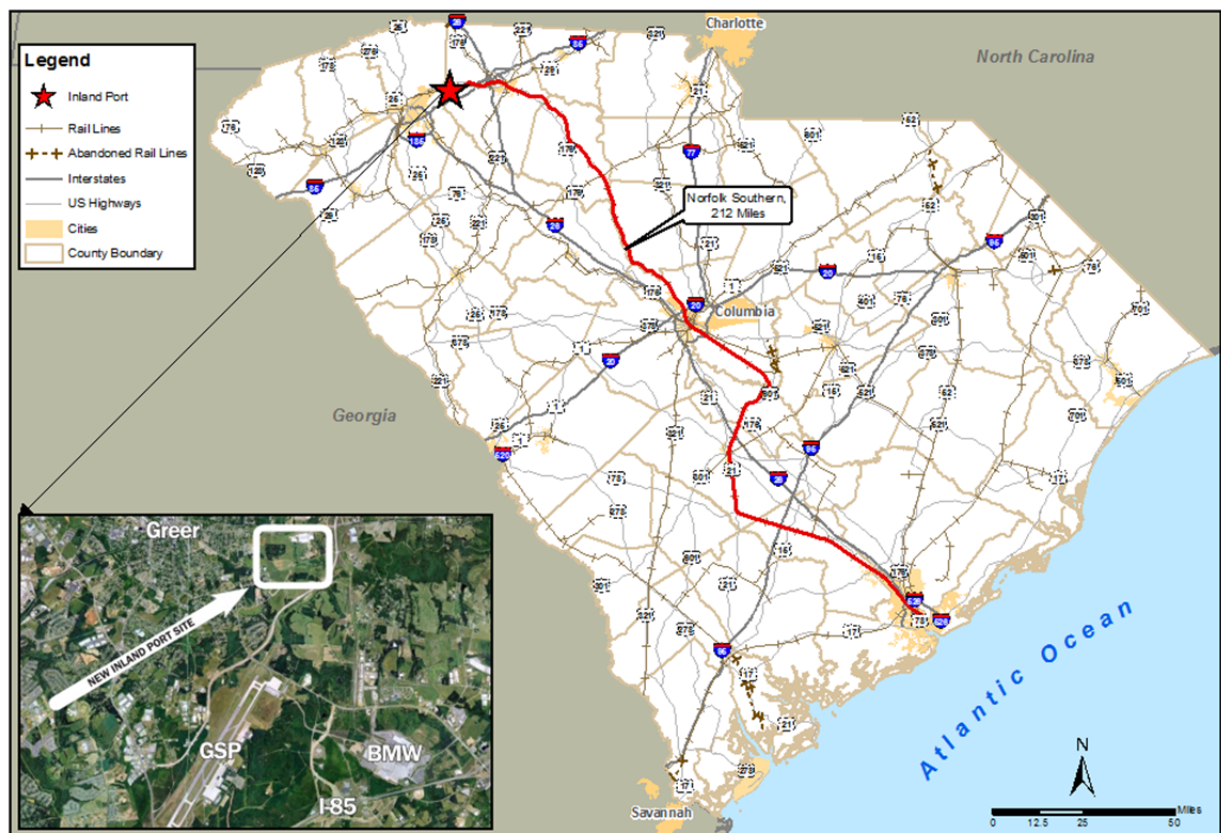
6.2.3 Jasper County

The SCPA and the Georgia Ports Authority have discussed developing a new marine terminal located in Jasper County, South Carolina on the Savannah River. The 1,500- acre terminal site is located just east of and across the river from the City of Savannah, Georgia, some five miles from a CSXT branch line which has been abandoned but remains intact. The nearest Norfolk Southern lines lie on the opposite side of the Savannah River.

6.2.4 Upstate Inland Container Port

The SCPA is developing a rail-served container terminal in Greer. The SCPA FY2012 capital budget included \$23.5 million for the project¹² being jointly developed with Norfolk Southern Railway, which will invest \$7.5 million. The impetus for the project is an initial 20,000-25,000 containers from BMW expected by SCPA to grow to 50,000 within three years and remove the same number of trucks from the highway. The Inland Container Port is expected to open by September 2013.¹³ The location of the Inland port in Greer is illustrated in the **Figure 6-3**.

Figure 6-3: Inland Port Location in Greer



¹² SCSA press release, 7-9-12.

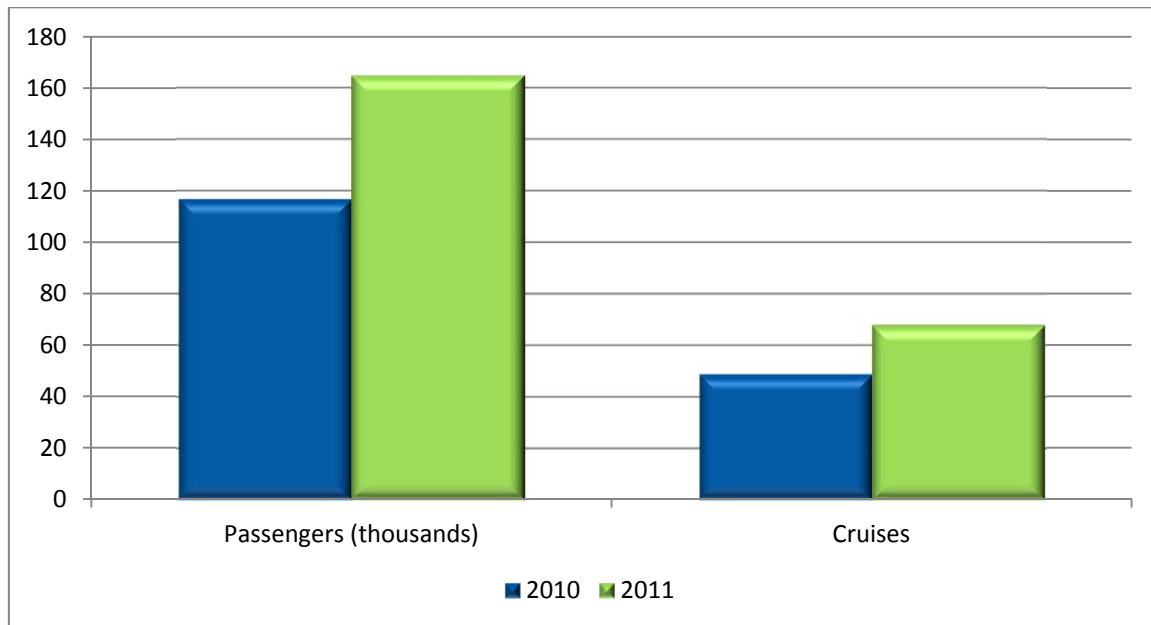
¹³ www.postandcourier.com, August 22, 2012

6.3 CRUISE SHIPS OPERATIONS

Currently, the only operating South Carolina port with cruise operations is the Port of Charleston’s Union Pier Terminal. The port includes an 18,000 square foot passenger terminal for cruise operations.

The port experienced a 41 percent increase between 2010 and 2011 in the number of cruise ship passengers who came through Charleston, as shown in **Figure 6-4**. In 2011, the Port of Charleston ranked in the top 15 ports for cruise passenger departures in the United States.

Figure 6-4: Port of Charleston Cruise Passengers



Source: U.S. Department of Transportation, Maritime Administration

6.4 FUTURE PORT DEVELOPMENT

The SCPA continues to develop and invest into port facilities to keep South Carolina competitive in the freight and passenger cruise market. Over the next decade, the SCPA plans on investing about \$1.3 billion into new and existing facilities. Examples of these investments include the following:

- At the Wando Welch Terminal, a new 25-acre refrigerated container yard which will increase the facility’s capacity by 10 percent.
- At all of the container facilities, a new standard gate operating structure has been put into place and will provide about 15 percent increase in container space port-wide.
- The Columbus Street Terminal is planning on adding a \$23 million vehicle and non-containerized cargo terminal.



7. PUBLIC TRANSPORTATION

The South Carolina Multimodal Transportation Plan (SCMTP) is a comprehensive analysis of transportation infrastructure and needs throughout the state. SCMTP, with a horizon year of 2040, will guide SCDOT efforts and initiatives to develop an efficient and effective intermodal transportation network for South Carolina’s citizens and economic development interests. The public transportation section is an important component of that planning effort.



7.1 OVERVIEW

SCDOT’s Office of Public Transit plans, programs, and administers the provisions of rural and urban transit systems, and services for elderly and people with disabilities in partnership with the federal government and local communities.

The roles of the staff include the following: developing policies and programs that provide technical and financial assistance to local transit programs, developing initiatives and projects that increase the coordination of resources, developing and evaluating the performance of local transit systems, ensuring effective utilization of state and federal investment in public transportation, and monitoring compliance with all pertinent state and federal laws, rules, and regulations.



The SCDOT Office of Public Transit recognizes that public transportation empowers individuals to be independent, seek and retain employment, access medical care, and reach new opportunities, including education, commercial activity, and recreation. With the federal funding programs in place, the DOT continues to work with local providers in meeting the state’s goals and improving mobility alternatives to South Carolina residents.

Over the past decade, SCDOT has implemented an overall policy emphasis on coordination, which began by developing the locally-adopted Regional and Statewide Human Services Coordination Plans. In addition, the SCDOT funds and supports planning efforts for the Regional Transit Plans for the 10

regions across the state. Stakeholders in this collaborative process are working on opportunities to better serve each region and effect public and human service transportation policies.

One example occurring in the state today includes the Lower Savannah Council of Aging proving general public service to local residents. The agency is able to use federal transit funding from multiple programs to support their transportation program. This process is one framework that could be used and applied in other areas of the state. These innovative steps will increase the overall efficiency and effectiveness of the agencies with each region.

7.2 PUBLIC TRANSIT IN SOUTH CAROLINA

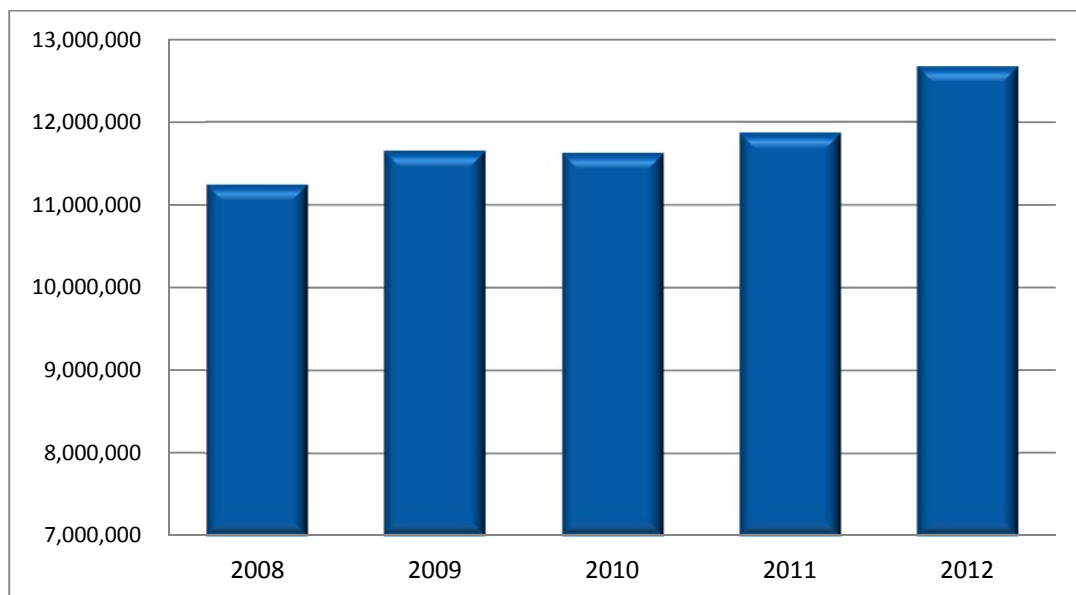
South Carolina public transportation agencies provided more than 12.7 million trips to South Carolina residents in the 2012 fiscal year, as shown in **Table 7-1**. Transit ridership across the state has increased 12.7 percent since 2008. **Figure 7-1** illustrates the statewide ridership trends. Fiscal Year 2012 shows a 6.8 percent increase from 2011, with approximately 805,000 additional transit trips.

Table 7-1: Urban and Rural Transit Ridership in South Carolina, 2012

Program	Ridership	Annual Revenue Hours	Annual Revenue Miles	Operating and Admin Budget
Urban Transit Service	9,318,403	640,089	9,710,602	\$35,461,967
Rural Transit Service	3,361,360	608,558	11,913,322	\$27,255,266
Statewide Transit Ridership	12,679,763	1,248,647	21,623,924	\$62,717,233

Source: SCDOT FY 2012 Transit Statistics

Figure 7-1: Transit Ridership in South Carolina FY 2008-2012



Source: SCDOT FY 2008-2012 Transit Statistics

According to the U.S. Census Bureau, less than one percent of all trips to work in South Carolina are made by public transportation. The primary mode of travel in the state is the single occupant vehicle. However, for those residents who do use public transportation by choice or due to not having a vehicle available, there are several examples across the state that offer alternative transportation means for local residents.

These include the ongoing SmartRide commuter-focused transit services and the Sumter Vanpool in the greater Columbia area, the CARTA Express and Tri-County Link Commuter Solutions in the greater Charleston region, and the 82X Commuter Express services from Rock Hill into the Charlotte, North Carolina business district. There are multiple examples of rural express and vanpool options throughout the state, collectively increasing the availability of modal choices for South Carolinians.

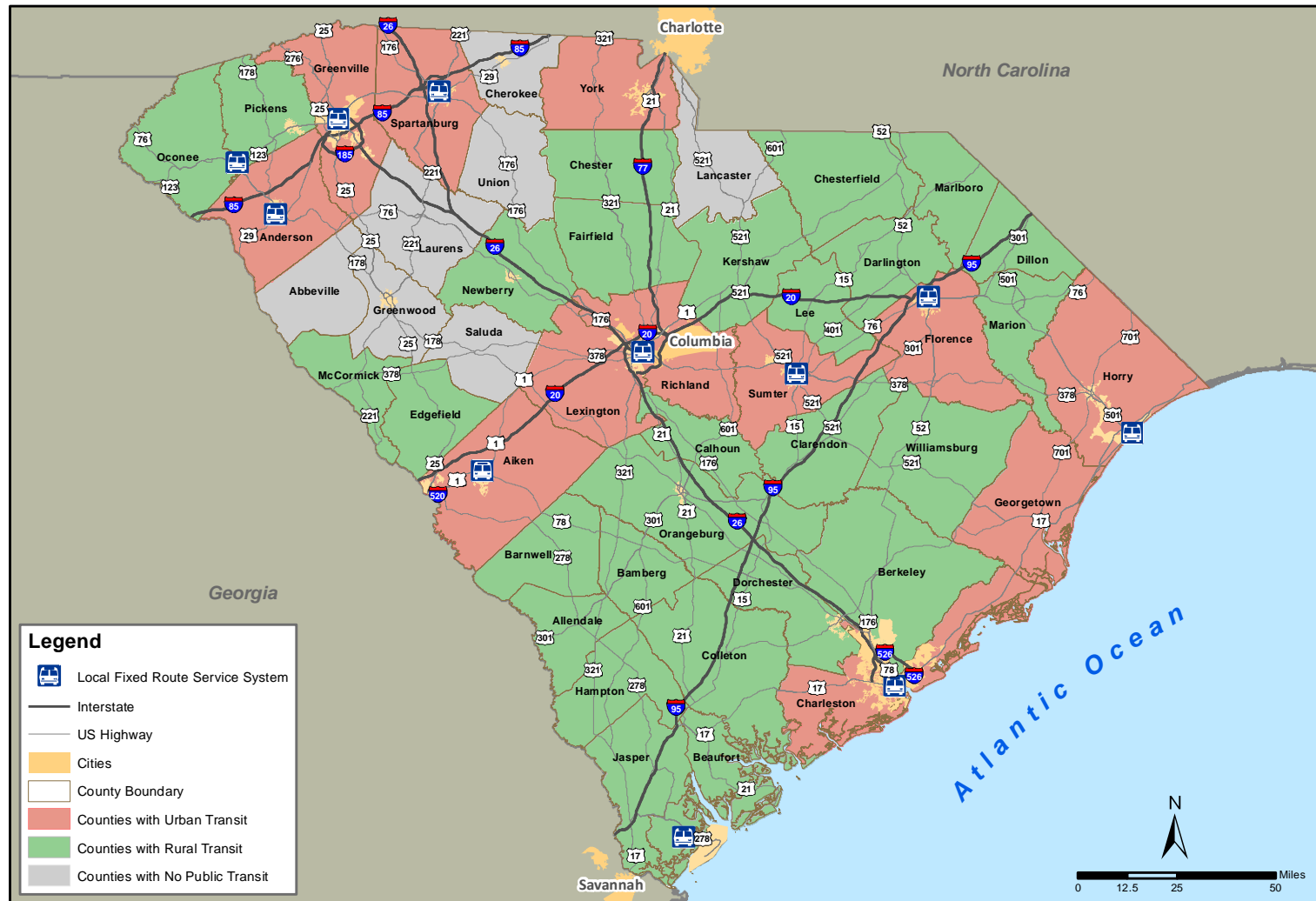


Public transit is available to residents in 39 of the 46 counties in South Carolina, as shown in **Figure 7-2**. The following seven counties have been identified as not having public transit service supported by any of the funding programs administered by the South Carolina Department of Transportation:

- Abbeville, Greenwood, Laurens and Saluda counties, which are all situated in the Upper Savannah Council of Government’s planning region;
- Cherokee County in the Appalachian COG planning region;
- Lancaster and Union counties of the Catawba COG planning region.

As of June 30, 2011, SCDOT identified 25 publicly-supported transit agencies operating in 27 areas of the state. Of these, seven are exclusively urbanized, 16 are exclusively rural or non-urbanized, and four offer both urbanized and rural services. These agencies provide a range of service options to residents, such as fixed-route, route deviation, and demand response. A brief description follows:

Figure 7-2: Public Transit Service



Source: SCDOT 2012

- **Fixed-route transit service:** Transit service using rubber tired passenger vehicles operating on fixed routes and schedules. Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

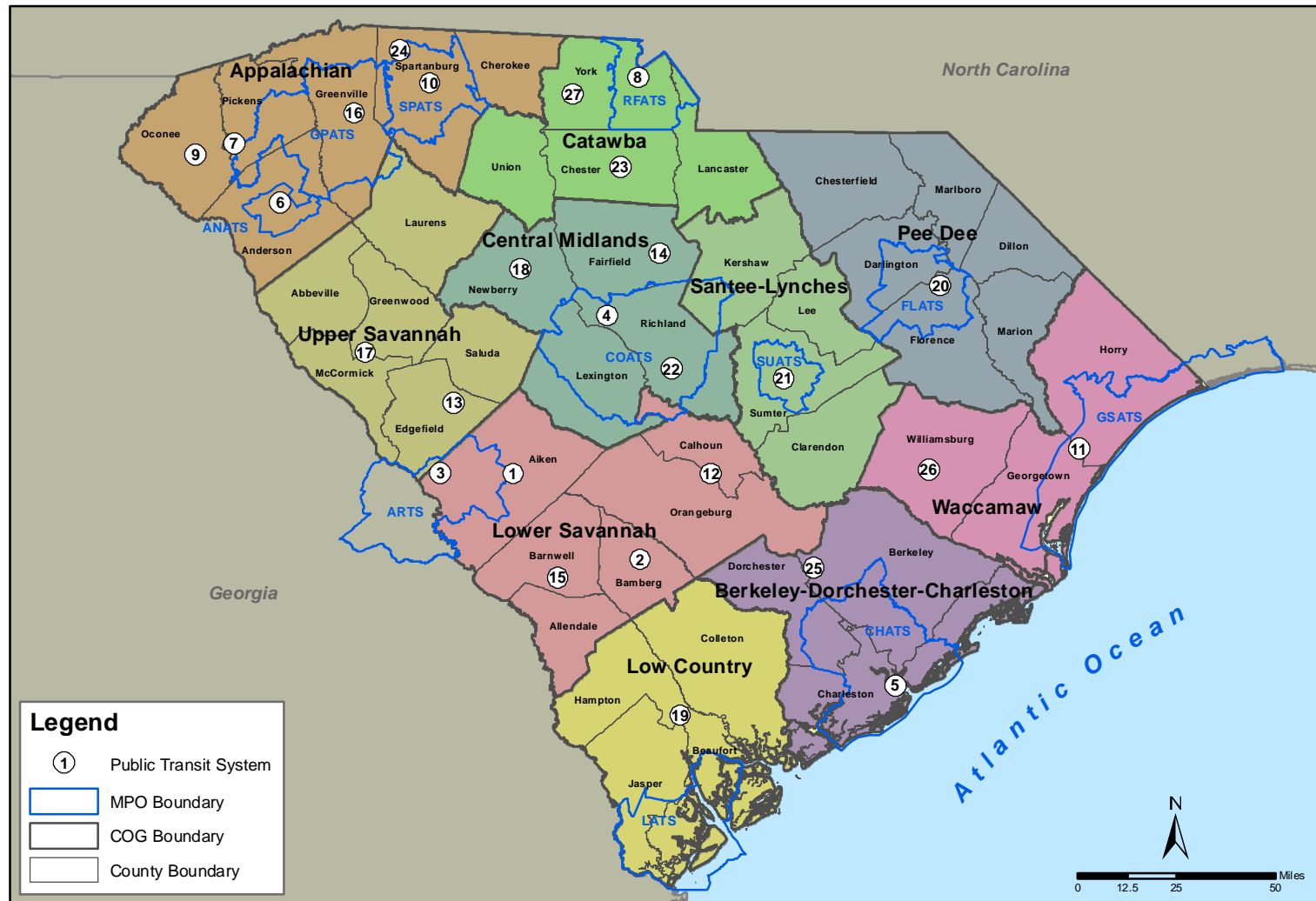
- **Route deviation service:** A type of transit service that operates as conventional fixed route bus service along a fixed alignment or path with scheduled time points at each terminal point and key intermediate locations. Route deviation service is different than conventional fixed route bus service in that the bus may deviate from the route alignment to serve destinations within a prescribed distance (e.g., ¼-mile) of the route. Following an off route deviation, the bus must return to the point on the route it left. Passengers may use the service in two ways:
 - If they want to be taken off route as part of a service deviation, they must tell the bus operator when boarding; or
 - If they want to be picked up at an off route location, they must call the transit system and request a pickup, and the dispatcher notifies the bus operator.

- **Demand response service:** A transit mode comprised of passenger cars, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. A demand response (DR) operation is characterized by the following:
 - The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need; and
 - Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.



Figure 7-3 and **Table 7-2** identify the transit agencies in South Carolina.

Figure 7-3: Public Transportation Systems by Council of Governments in South Carolina



Source: SCDOT 2012

Table 7-2: Transit Agencies in South Carolina

ID	Mass Transit Authority	Operation Type	Service Area
1	Aiken Area COA, Inc./Pony Express	Non-Urbanized	Rural Aiken County
2	Bamberg County Office on Aging/ Hand Ride	Non-Urbanized	Bamberg County
3	Best Friend Express/Lower Savannah RTMA	Urbanized	Augusta-Aiken
4	Central Midlands RTA	Urbanized	Columbia-Richland County
5	Charleston Area Regional Transit Authority	Urbanized	Charleston
6	City of Anderson/Electric City Transit	Urbanized	City of Anderson
7	City of Clemson Transit/ Clemson Area Transit	Non-Urbanized	Pickens County
8	City of Rock Hill	Urbanized	Rock Hill
9	City of Seneca Transit	Non-Urbanized	City of Seneca
10	City of Spartanburg/SPARTA	Urbanized	City of Spartanburg
11	Coast/Waccamaw RTA	Urbanized and Non-Urbanized	Horry and Georgetown Counties
12	Lower Savannah RTMA/ Cross County Connector	Non-Urbanized	Orangeburg and Calhoun Counties
13	Edgefield County Senior Citizens Council/ECSCC	Non-Urbanized	Edgefield County
14	Fairfield County Transit System	Non-Urbanized	Fairfield County
15	Generations Unlimited/Local Motion	Non-Urbanized	Barnwell County
16	Greenlink/GTA	Urbanized	Greenville
17	McCormick County Transit	Non-Urbanized	McCormick County
18	Newberry County COA/Newberry Express	Non-Urbanized	Newberry County
19	Palmetto Breeze/Lowcountry RTA	Non-Urbanized	Allendale, Beaufort, Colleton, Hampton, Jasper Counties
20	Pee Dee RTA	Urbanized and Non-Urbanized	Chesterfield, Darlington, Dillon, Florence, Marlboro and Marion Counties
21	Santee Wateree RTA	Urbanized and Non-Urbanized	Sumter, Kershaw, Lee, Clarendon Counties
22	Santee Wateree at Lower Richland	Non-Urbanized	Lower Richland Area
23	Senior Services of Chester Co./ Chester Connector	Non-Urbanized	Chester County
24	Spartanburg County Trans Service Bureau	Urbanized and Non-Urbanized	Spartanburg County and City
25	Tri-County Link/ Berkeley-Charleston-Dorchester	Non-Urbanized	Berkeley, Charleston, Dorchester Counties
26	Williamsburg County Transit System	Non-Urbanized	Williamsburg County
27	York County Access	Non-Urbanized	Rural York County

Source: SCDOT 2012

7.3 INTERCITY BUS SERVICE IN SOUTH CAROLINA

The Federal Transit Administration, Title 49 U.S.C. 5311(f) requires each state to spend 15 percent of its annual Section 5311 apportionment to carry out a program to develop and support intercity bus services, unless the state’s Governor certifies that the intercity bus needs are adequately met. Historically, SCDOT has not expended the full 15 percent and has routinely relied on the Governor’s Certification to assure the FTA that the State’s intercity bus needs are adequately met. SCDOT completed a Statewide Intercity and Regional Bus Network Plan in May 2012. The following data within this section is derived from that recently completed study.

7.3.1 Current Conditions

Intercity bus service in South Carolina has followed the national trend of significant route reductions and service frequencies, particularly since passage of the Bus Regulatory Reform Act of 1982. For example, just from 2001 to 2011, the number of intercity bus stops in the state decreased from 50 to 19. This decline in service primarily affected the rural areas, leaving many small communities without access to intercity bus service. The cities shown below are the current intercity bus stops.

- Appalachian: Anderson, Duncan, Greenville, and Spartanburg
- Berkeley-Charleston-Dorchester: Charleston and Summerville
- Central Midlands: Columbia and Fort Jackson
- Lowcountry: Beaufort and Walterboro
- Lower Savannah: Aiken and Orangeburg
- Pee Dee: Dillon and Florence
- Santee Lynches: Camden, Manning, and Sumter
- Waccamaw: Georgetown and Myrtle Beach



While intercity bus service in the state has declined over the years, 87 percent of the state’s population resides within 25 miles of an intercity bus stop, a commonly used “reasonable proximity” standard in the intercity transportation industry. Major intercity trip generators, including colleges and universities, major medical facilities, military installations, state/federal correctional institutions, and airports are generally well served, with very few outside the 25-mile radius. The majority of these key generators are located within 10 miles of an intercity bus station.

South Carolina is served by two Class A intercity bus carriers, Greyhound Lines and Southeastern Stages. The Cities of Columbia, Greenville, Myrtle Beach and Orangeburg are stops for both carriers. Connections are provided to regional destinations and beyond.

Greyhound operates 15 northbound (or eastbound) routes and 12 southbound (or westbound) routes and Southeastern Stages has seven northbound (or eastbound) routes, seven southbound (or westbound) routes, and three routes that are multi-directional. South Carolina has 11 Amtrak stations, but they are not currently served by intercity bus.

Southeastern Stages (SES) was formed in 1933 by a merger of three independent motor coach companies. The eventual interlining of passengers with Greyhound and other regular scheduled carriers at various transfer points provided an expanded service to travelers and the company began to grow. Southeastern Stages operates a fleet of 26 coaches, providing scheduled service between Georgia, North Carolina, and South Carolina. The level of intercity bus service provided by Southeastern Stages in and through South Carolina has remained relatively stable over the past ten years. The company's headquarters are in Atlanta, Georgia.

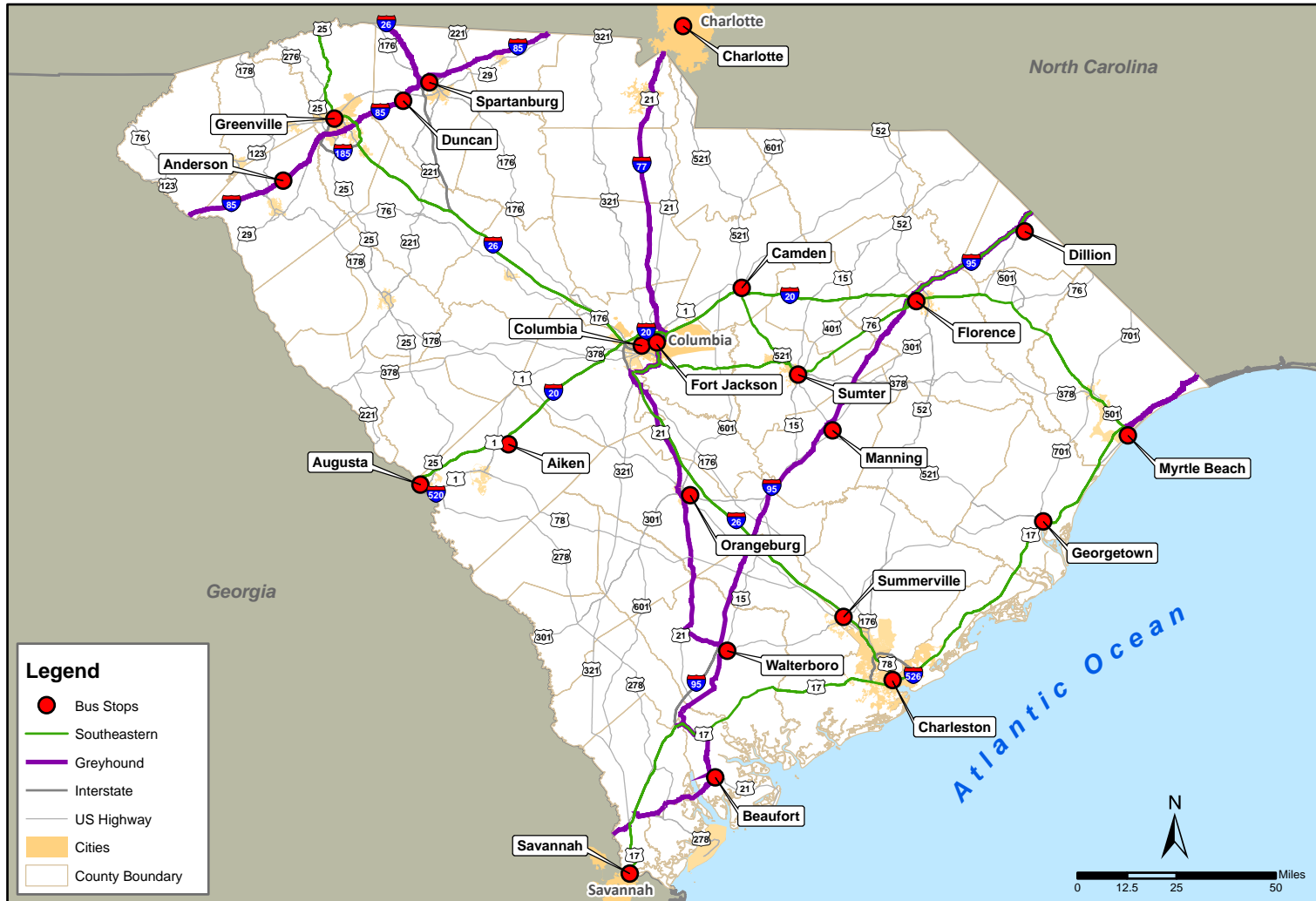


As an adjunct to the services provided by GHL and SES, one other private carrier provides limited service that carries passengers from four locations in South Carolina directly to the Chinatown section of New York City. Round trips are available also. These departure points are Anderson, Greenville, Spartanburg, Columbia, Charleston and Summerville.

I-95 Coach is an online ticket company that “arranges bus schedules and charters buses for these schedules from third parties” and serves as a broker by selling tickets for those trips. This method was confirmed during a telephone interview with a representative of I-95 Coach. They also partner with an organization named GotoBus for the sale of tickets.

Figure 7-4 illustrates the current intercity Greyhound and Southeastern Stage bus lines.

Figure 7-4: Greyhound and Southeastern Stage Bus Lines in South Carolina



Source: May 2012 Statewide Intercity and Regional Bus Network Plan



8. WALKING AND BIKING IN SOUTH CAROLINA

8.1 OVERVIEW

The state of South Carolina, its agencies, COGs and MPOs, counties, municipalities, stakeholders, and citizens are working toward improved walkability and bikability through planning, facility development, and advocacy.

8.1.1 Bicycle Friendly State Ranking

In the 2012 rankings of the Bicycle Friendly State Program run by the League of American Bicyclists (LAB)¹⁴, South Carolina ranked 32 out of 50 states and 8th in the southern region. The LAB provides a report card with scores in five categories. These categories are based on the five of the E’s of bicycle and pedestrian planning – Education, Encouragement, Enforcement, Engineering, and Evaluation. (Equity is often included as a 6th E.) South Carolina’s 2012 Report Card scores are shown in **Table 8-1**.

Table 8-1: 2012 South Carolina LAB Report Card

Category	Score (5 = High / 1 = Low)
Legislation and Enforcement	2
Policies and Programs	4
Infrastructure and Funding	1
Education and Encouragement	4
Evaluation and Planning	1

Source: League of American Bicyclists

The report card highlighted the strong partnership between SCDOT and the Palmetto Cycling Coalition. In the “Top 10 Signs of Success”, South Carolina achieved five of them:

- A Statewide Complete Streets Policy
- Active State Advocacy Group
- Bicycle Education for Police
- Bicycle Safety Emphasis in Strategic Highway Plan
- Share the Road Campaign

8.1.2 Bicyclist and Pedestrian Safety

While the mission of the SCDOT identifies safety as their number one priority, significant work remains in improving safety conditions for walking and bicycling. South Carolina is the second most dangerous state for bicyclists, having 13.5 deaths per 10,000 daily bicyclists, and the third most dangerous state for pedestrians, with 11.7 deaths per 10,000 daily pedestrians.¹⁵

¹⁴ <http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlystate/>

¹⁵ Alliance for Biking and Walking Bicycling and Walking in the United States 2012 Benchmarking Report: <http://www.peoplepoweredmovement.org/site/>

8.1.3 Walk- and Bicycle-Friendly Communities, Universities, and Businesses

The Bicycle Friendly America program recognizes communities, universities, and businesses that provide safe bicycling environments and encourage bicycling through projects, programs, and other efforts. Six South Carolina communities were recognized through the Bicycle Friendly America program, with Hilton Head at the Silver level and Charleston, Columbia, Greenville, Rock Hill, and Spartanburg at the Bronze level.

The Walk Friendly Communities program provides national recognition to places that support safe walking environments, support access to destinations by foot, and integrate pedestrianism into the transportation network. The program is operated by the Pedestrian and Bicycle Information Center of the University of North Carolina Highway Safety Research Center and is sponsored by the U.S. Department of Transportation Federal Highway Administration and FedEx. The program is run by the League of American Bicyclists. There are currently no recognized Walk-Friendly Communities in South Carolina.

8.2 EXISTING CONDITIONS

Using the LAB report card categories as an organizing principle, a review of state and regional planning documents was conducted with major themes related to existing conditions for bicycling and walking in South Carolina identified in the following sections.

8.2.1 Legislation and Enforcement

8.2.1.1 Legislation and Enforcement: Major Themes

- A few of the COG/MPO plans from the larger areas identified lowering posted speed limits as one tool to providing a safer environment for all roadway users.
- The state has bicycling enforcement as a part of a Police Officer Standards and Training course. However, no bicycling enforcement training is required as part of police academy training or offered as a part of continuing officer training.
- Vehicle Code: South Carolina affords bicycles the same legal status as motor vehicles. As such, bicyclists have all the rights on the roadway as a motorist while being subject to the same rules, regulations, and responsibilities.
 - Other laws specific to bicyclists include:
 - Bicyclists must use a front lamp and rear reflector when riding at night
 - Bicyclists traveling below the posted speed limit must ride in the right-hand lane or as close as practicable to the right-hand curb or highway edge, except when passing another vehicle or preparing for a left turn.

8.2.2 Policies and Programs

SCDOT sets statewide policy for facility design and accommodation of bicyclists and pedestrians. These decisions impact how roadways are built throughout the state (especially in unincorporated areas),

and ultimately how well the roads of South Carolina serve all users. Relevant statewide policies and programs include the following:

- *Engineering Directive Memorandum (EDM)-22* (latest revision December 16, 2009) states that bicycle accommodations “should be a routine part of the Department’s planning, design, construction, and operating activities.” The Memorandum describes different facilities and provides guidance on their design requirements for new projects.
- *Engineering Directive Memorandum (EDM)-53* (2011) relates to the installation of rumble strips on SCDOTs state highway system. Roadways that are part of the SC Bicycle Tour Route system require additional analysis by the Traffic Safety Office before installation. In such cases, the Traffic Safety Office shall coordinate with the Office of the Pedestrian and Bicycle Engineer and applicable stakeholders for input on designated routes where paved shoulders are less than four feet wide.
- *South Carolina Highway Design Manual (2003) Sidewalk Policy* - Generally, sidewalks are an integral part of city streets. For suburban residential areas, the construction of sidewalks is often deferred. However, sidewalks in rural and suburban areas are still often justified at points of community development such as schools, local businesses, shopping centers, and industrial plants that result in pedestrian concentrations along the highway. If pedestrian activity is anticipated, include sidewalks as part of the construction. The design manual is currently under revision.
- *South Carolina Bicycle/Pedestrian Resolution (Complete Streets)* (2003) - Now, therefore, be it resolved that the South Carolina Department of Transportation Commission in meeting duly assembled this 14th day of January 2003, affirms that bicycling and walking accommodations should be a routine part of the department’s planning, design, construction and operating activities, and will be included in the everyday operations of our transportation system; and Therefore, be it further resolved, that the South Carolina Department of Transportation Commission requires South Carolina counties and municipalities to make bicycling and pedestrian improvements an integral part of their transportation planning and programming where state or Federal highway funding is utilized.
- *Safe Routes to School (SRTS)* is a growing movement across the U.S. that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills. The South Carolina Department of Transportation has created the Safe Routes to School Resource Center to help schools, school districts, and communities throughout South Carolina to build and sustain SRTS programs. Partners of the Resource Center receive technical assistance and program support at no cost.

8.2.2.1 Policies and Programs: Major Themes

In general, the following policy and program themes emerged from a review of state and regional planning documents:

- Several of the MPOs/COGs have existing Complete Streets policies explicitly mentioned within the long-range transportation plan (**Table 8-2**).

Table 8-2: Local and Regional Complete Streets Policies

Location	Policy Type (Year)
Town of Summerville	Resolution (2012)
Town of Ninety Six	Resolution (2012)
Town of Hilton Head	In Progress
Town of Allendale	In Progress
City of Anderson	Resolution (2009)
City of Greenwood	Resolution (2008)
City of North Myrtle Beach	Land development ordinance (2008)
City of Spartanburg	Resolution (2007)
City of Columbia	Resolution (2010)
City of Camden	Resolution (2011)
City of Charleston	Resolution (2009)
City of Conway	Within Unified Development Ordinance (2011)
Spartanburg County	Resolution (2007)
Richland County	Resolution (2009)
Anderson County	Resolution (2009)
Greenville County	Resolution introduced in 2010 and voted down
Colleton County	Resolution (2011)
Richland County	Resolution (2009) / Commission (2011)

Source: Palmetto Cycling Coalition website: <http://www.pccsc.net/policies.php>

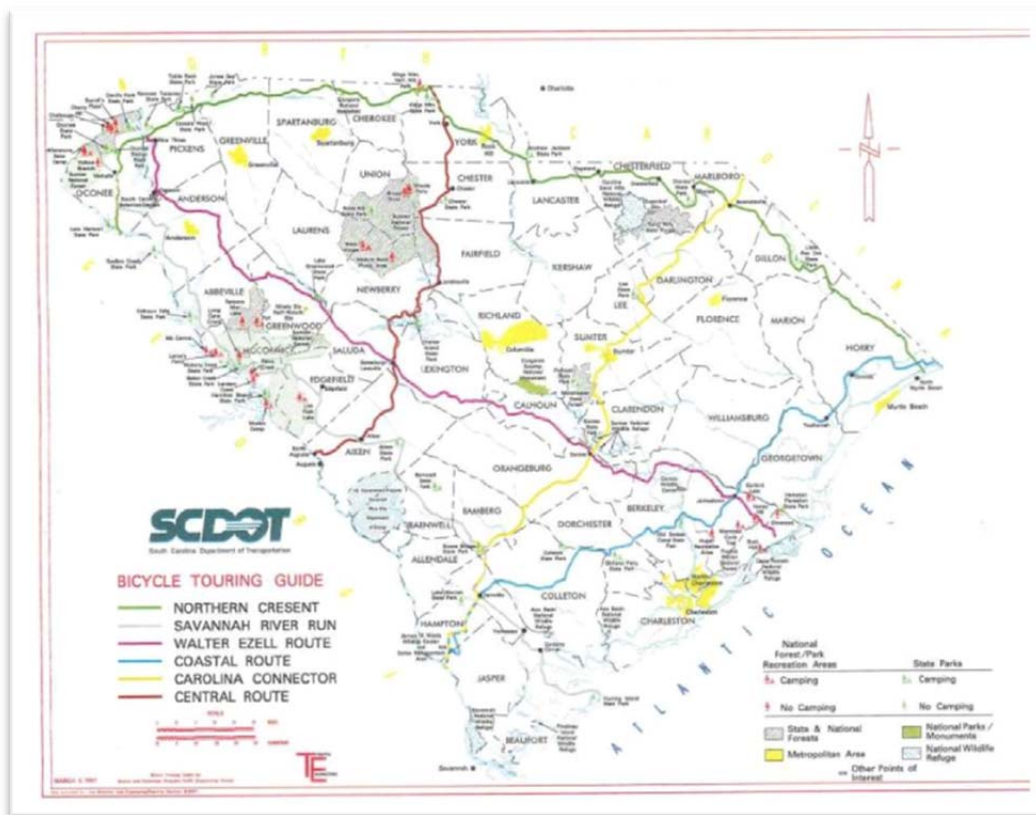
- Existing plans and stakeholder input identified a need for better/stronger development policies to encourage/require the construction of active transportation facilities as a normal part of development.
- Several of the plans recommended additional policies to increase the accommodation and safety of walking and biking in their region.
- Almost all regional planning documents highlighted safety as an important component of any active transportation plan.
- Several plans noted the need for better regional coordination, and the establishment of either (a) a regional committee dedicated to active transportation and/or (b) the creation of an active transportation coordinator at the COG/MPO level.
- Several of the documents, and some stakeholders, noted the need for government at all levels to recognize the importance and benefits of walking and biking for transportation and increase the priority of walking and biking modes in the transportation network.

8.2.3 Infrastructure and Funding

The South Carolina Department of Parks, Recreation, and Tourism, in coordination with SCDOT, have established a network of statewide bike routes. The SCDOT Bicycle Touring Routes (**Figure 8-1**) show recommended, cross-state routes for bicycle touring. While these roadways may not be improved with

bicycle-specific facilities, they are recommended for roads that have scenic qualities, traffic characteristics (especially lower volumes of motor vehicles and trucks) and access to key destinations that make them more suited for bicycling. These routes are also prioritized for enhanced shoulders in SCDOT widening and resurfacing projects.

Figure 8-1: SCDOT Bicycle Touring Routes



Source: South Carolina Department of Transportation

In addition to the on-road statewide bicycle routes designated by SCDOT, there are three identified statewide or regional trail/greenway networks in South Carolina. The Palmetto Trail, the Carolina Thread Trail, and the East Coast Greenway all have sections completed within South Carolina, while other sections are still in the planning and implementation phases.

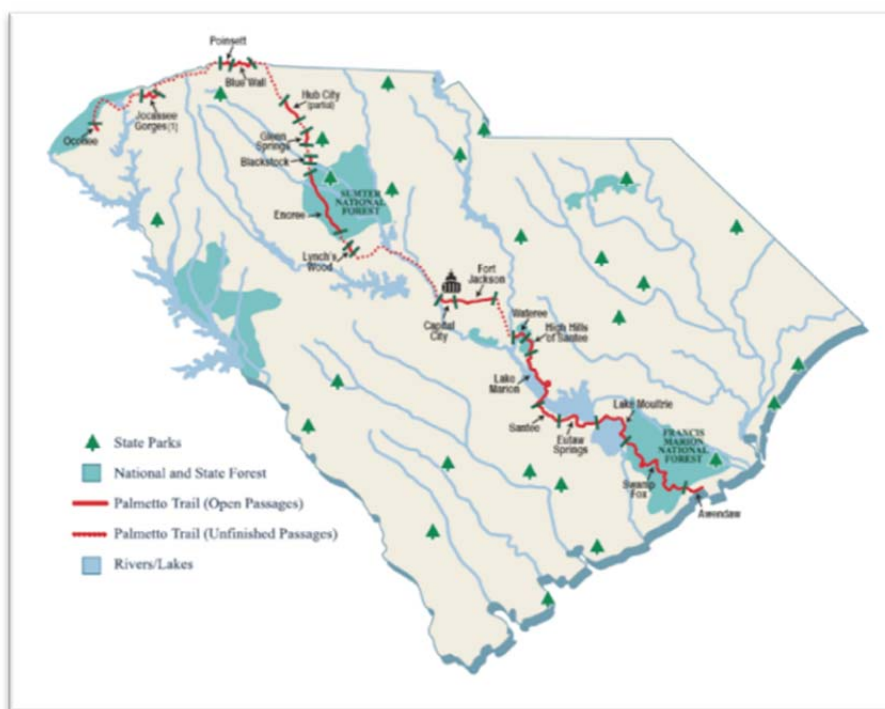
Under the previous Transportation Enhancement Program (TEP) many communities have received funding for projects to improve pedestrian and bike infrastructure. In addition, SCDOT utilized a portion of the State’s TEP funding for the provision of wide paved shoulders on the SC Bike Touring Routes, along with providing sidewalk improvements throughout state.

Following the passage of MAP-21, the Transportation Alternatives Program (TAP), which replaced the TEP, did not include provisions for state DOTs to use these funds directly. However, the SCDOT Commission focused the eligibility of TAP funding for both MPOs and rural areas on bike and pedestrian accommodations.

Guideshare funding is the primary funding mechanism of most COGs/MPOs for long-range transportation plan projects, and based on qualifying criteria for bike and pedestrian projects, SCDOT will provide the required state match.

Palmetto Trail - The Palmetto Trail (**Figure 8-2**), when finished, will be a 425+ mile recreational trail that traverses the state of South Carolina. The Trail will begin at Oconee State Park in the upstate and end north of Charleston on the coast. It will consist of several connecting passages that will showcase the unique history, culture, and geography of the Palmetto State. Each passage is designed for a weekend's enjoyment on the Trail. The Trail will connect the mountains to the sea forming a spine for a network of trails in South Carolina, the genesis of a statewide trail system. The planned trail corridor will run through the counties of Oconee, Pickens, Greenville, Spartanburg, Cherokee, Union, Laurens, Newberry, Fairfield, Richland, Sumter, Clarendon, Orangeburg, Berkeley, and Charleston.

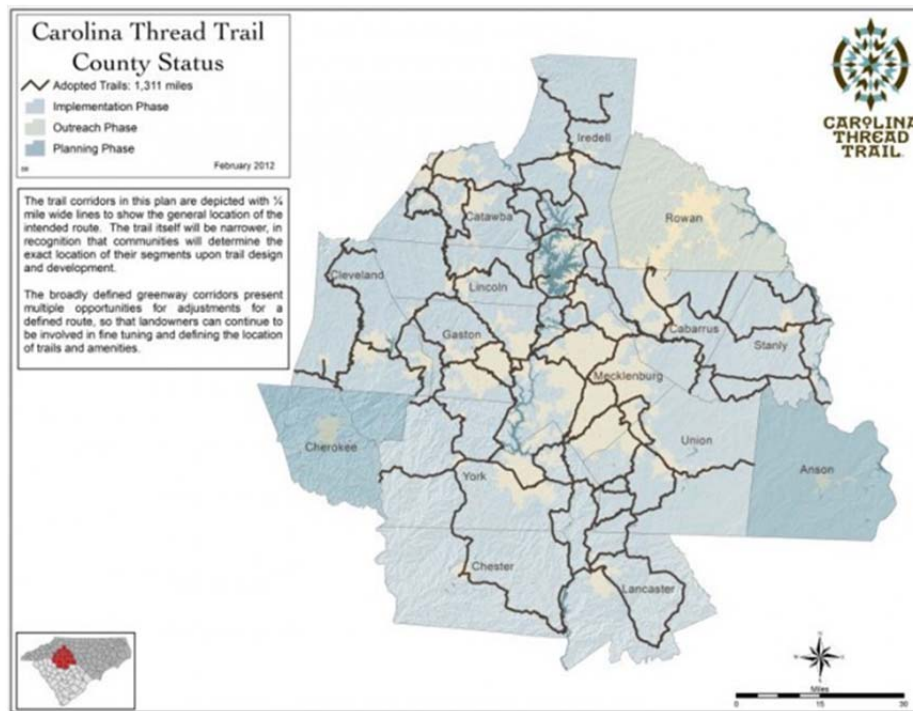
Figure 8-2: Palmetto Trail



Source: South Carolina State Trails Program website: www.sctrails.net

The Carolina Thread Trail (CTT) - The Carolina Thread Trail (**Figure 8-3**) is a regional network of greenways and trails that reaches 15 counties (4 in South Carolina) and 2.3 million people. There are 113 miles of The Thread open to the public – linking people, places, cities, towns and attractions. The Carolina Thread Trail is made up of segments that are designed, built and owned by the counties and towns through which the trail network is woven.

Figure 8-3: Carolina Thread Trail



Source: The Carolina Thread Trail Website: <http://www.carolinathreadtrail.org/>

East Coast Greenway (ECG) - In South Carolina, the ECG (Figure 8-4) route stays near the coast through the state’s low country, bringing travelers through Myrtle Beach, Georgetown, Charleston, and Beaufort, to the Georgia border. Completed trails furthest north include the Barefoot Resort section of the North Myrtle Beach Trail, the Harrelson Boulevard Trail, and Grissom Parkway Trails in Myrtle Beach. Continuing south, three segments of the Waccamaw Neck Bikeway are coming together to offer safe travel through Georgetown County. The route continues on road to Mount Pleasant, where a separated bicycle/pedestrian path on the Ravenel Bridge leads travelers onto Charleston’s West Ashley Greenway. Further south, Bluffton’s New River Trail brings users through antebellum rice fields with great bird-watching potential. Of the 291-mile route through South Carolina, 13% is currently on trails, and another 15 percent is in development. All but 43 miles have been mapped out for future trail. The East Coast Greenway Alliance is working closely with agencies, municipalities, and organizations throughout the state to get trail on the ground and find solutions to help progress accelerate.

8.2.4 Education and Encouragement

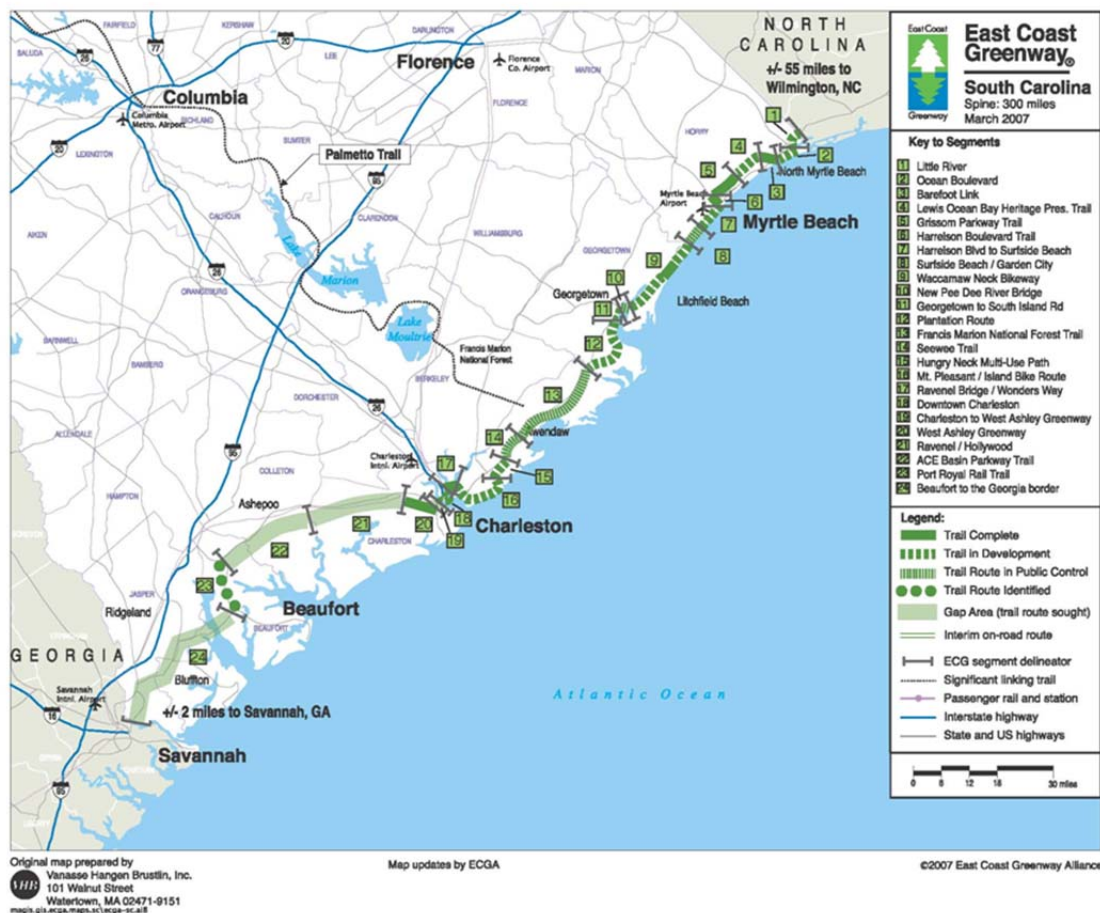
8.2.4.1 Education and Encouragement: Major Themes

Many of the larger urban area plans explicitly identified the need for additional education and encouragement programs and efforts at the regional and local level.

8.2.4.2 Evaluation and Planning: Major Themes

- Relevant Statewide Plans
 - ADA Transition Plan (2009)
 - Strategic Highway Safety Plan (2007)

Figure 8-4: East Coast Greenway



Source: East Coast Greenway

- Almost all of the plans reviewed acknowledged that biking and walking as a means of transportation is a growing trend, and that additional planning should occur to accommodate this growth and desire.
- Several of the long-range plans referenced or incorporated a bicycle and/or pedestrian plan, however many of the COGs and MPOs either did not reference an existing document or no such plan exists.

8.3 CONCLUSION

Many communities within South Carolina are working successfully toward encouraging and supporting bicycling and walking as viable modes of transportation. The state needs to capitalize on and promote the successful ongoing efforts in all six of the E's – Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity. The map to a more walkable and bikeable South Carolina is being developed as part of the Multimodal Transportation Plan, and the major themes identified in this section will help provide essential direction.