

city of
charleston



west
ashley

GREENWAY

master plan 2009



West Ashley Greenway Masterplan

Charleston, SC
September 2009

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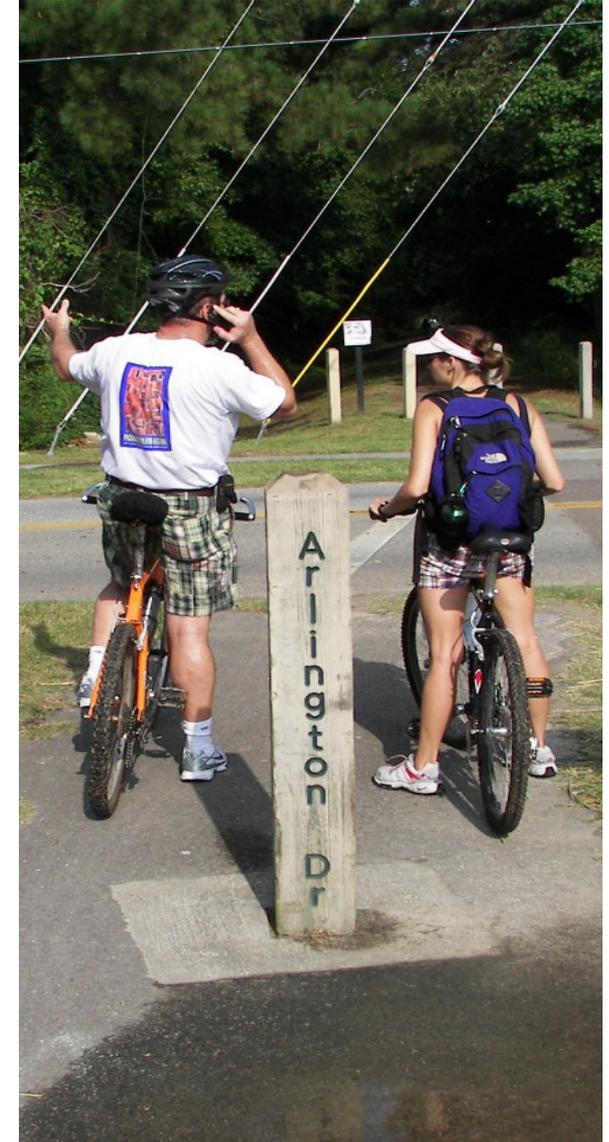
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introduction and process

The purpose of this project is to create a master plan for the West Ashley Greenway that is focused on providing solutions for issues with the existing Greenway while proposing opportunities to improve the future greenway experience. Working with the City of Charleston, a public charrette process was used as a means to discover the greenway's problems and potentials, as well as to gauge public opinion to various solutions and design ideas.

Good planning is not a "band-aid". Good planning is inclusive in its process and thorough in its execution. Good planning provides creative but pragmatic solutions. Real solutions are not only embraced by the citizens of the community but are in fact derived from a participatory process with the public. The solution is of the community, not dictated to it.

A strong collection of ideas were generated during the charrette. These ideas were then discussed with the City of Charleston, evaluated, honed, and are now tailored into design recommendations that can be found within this document. The design recommendations are implemented and achievable; some immediately and some incrementally.

They are all capable of becoming real and bringing about positive change.

The Team would like to thank the Citizens of West Ashley and the City of Charleston, The team would like to extend a special thanks to business and home owners located near the greenway for their involvements and contributions to the process.

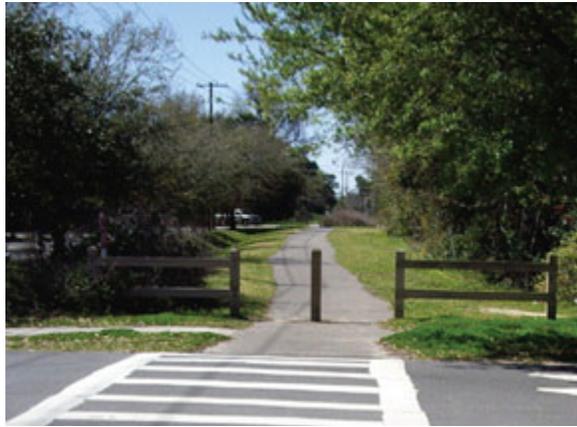


Trail Inventory and Assessment

A few weeks before the public charrette, the design team met with members of the city staff to ride the length of the greenway. Along the trail the team looked for both positive and negative attributes of the existing conditions.

After a few miles our water supply began to run dry and the lack of shade started to drain our enthusiasm. We noted these as negatives and talked about opportunities along the way for water and rest stations.

Overall, the trip was a success in that many key observations were made and problems were identified. This was a vital exercise for the design team to understand every inch of the trail.



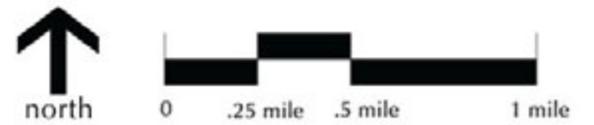
overall study area



north



0 .25 mile .5 mile 1 mile



public workshop

A day long Public Workshop, or Charrette, was held at the Charleston Horticultural Society on Windermere Blvd. The charrette lasted most of the day, where the public was encouraged to drop by and share their thoughts with the project team. Visitors were polled on important questions that related to the greenway and encouraged to leave written responses. During this open house, designers worked energetically to put the public ideas on paper, while several brief meetings took place with representatives of the local utility companies, the school district, and others.



From the workshop came conceptual sketches that identified different thematic zones of the Greenway that correlate to the individual greenway users. The greenway was then analyzed to identify opportunities for parks, playgrounds, community gardens, water stations, restroom opportunities, view lookouts, and picnic spots.

Finally, connection possibilities were studied and proposed with the purpose of generating synergy between the greenway and surrounding neighborhoods and businesses.



Big Idea Statement

Create a safer and more beautiful greenway that is a linear park, with a series of nodes that provide diverse recreational and scenic opportunities, while also serving as an alternate transportation connection.

big idea

Guiding Principles

- First and foremost this is a City Park
- Its character changes several times over its length - this should be respected
- It currently provides diverse recreational and leisure opportunities
- The predominant uses change somewhat over its length
- It connects neighborhoods and it connects people
- There is perceived ownership in some neighborhoods
- Design should strengthen the connections
- Design should minimize environmental impacts
- Design should be sustainable (environmentally, economically, and socially)
- Design should make the greenway even safer than it is now



Possible Nodal Activities

- Walking/Jogging/Bicycle Path (not nodal but primary use of greenway)
- Neighborhood Gathering Places
- Playground / Totlots
- Picnic Areas
- Overlooks (Scenic)
- Quiet Sitting Areas: Rest, Watch, Read, Reflect
- Community Gardens / Urban Agriculture
- Fishing/Crabbing Areas
- Wildlife Habitat / Viewing
- Neighborhood and Community Connectivity is important

How Do You Use the Greenway?

- Rollerblading Would be Nice
- Walking the Dog
- Bicycles
- Walking
- Exercise
- To Get to Shopping Centers and Restaurants
- Commute by Bike
- Running/Jogging
- Rollerblading
- Skateboarding
- Fishing (South End)
- Push Strollers
- Children's Programming (Campers from CHS)



public responses



What Areas Need Improvement?

- Water fountains with Dog Level Water
- Need Safe way to Cross Folly Road
- Stop Signs for Greenway Traffic
- Line of Sight at Intersections
- Adequate Signage - Way Points/Landmarks
- Drainage Ditches that Have Not Been Mowed
- Nicholson to Timmerman
- Folly Road Crossing
- Carolina Bay Area to Greenway
- Connection to Peninsula
- Connect to East Coast Greenway
- Nearby Businesses Need Bike Racks
- Intersections
- Wapoo Road Between Pearlott & Caprise
- Coburg Road - Speed Bumps
- Stinson and Piper Road - Sulfur Fragrance
- Hankel Property



What Types of Materials Would you Prefer for Surfacing?

- Asphalt is Okay!
- Hard Surface
- No Hard Surface
- Dirt
- Pervious Paving
- Dirt and Path Paved
- Recycled Tires - Support Runners/Bicycles
- Pervious Asphalt or Concrete-Separate Unpaved for Walkers
- Unpaved for Walkers - Especially Elderly Need
- Any Surfacing is Better than None
- Any Surface, but Must be Maintained
- Light Color Asphalt to Reduce Heat
- Crushed Granite
- Mixed - Pervious, Semi Pervious
- Better for Bikers
- Soft Enough to Run On, Hard Enough to Ride On
- Porous for water
- Recycled
- Environmentally Friendly - More Material
- Hard Surface from Folly to 1/2 Way Point
- No Pavement from Main Rd. to 1/2 Way Point
- Pavement That Won't Burn Pets Paws



public responses



What Types of Facilities Do You Think Need to be Included?

- Bike Patrols
- Playgrounds
- Benches
- Trash Cans & Butt “Cans”
- Dog Waste Receptacles
- Water fountains for People and Dogs
- Water fountains in the Shade
- More Trees - Natives Species
- Intermediate Stop w/ Portapotty
- Railing at Where Marshes Border
- Integrated Bus Stops
- Dog Park
- Pavilion
- Kiosks for Greenway/Community Announcements
- Fitness Trail - Stations Along Route (1-2 miles)
- Signage to Local Attractions
- Community Corp.Sponsorship Opportunities (For Funding)
- Picnic Tables
- Overpass at Folly Road
- Make Existing Crossings Safer
- Natural Playscape
- Flower Gardens-Maintained by Neighborhoods and Friends of WAG
- Small Park
- Agility Course for Pets and People to Use



What are Your Concerns With Improving the Greenway?

- Posts Need to be Farther Apart Near Streets
- Picnic Shelters/Tables
- Once Improved, How Will it be Maintained
- Put Parks/Sitting Areas in Wider Spaces Along the Greenway (Not Narrow, Steep Areas, or Behind the Shopping Centers)
- Folly Road Crossing Safety
- Safety
- Lighting
- Each Neighborhood Should Have Preferences Respected
- Paving Needs to Happen
- Preserve Natural Environment
- No Lights!
- Unauthorized Motorized Vehicles
- Maintenance and Upkeeping
- Control & Reg. Safety Management to Control Motorized Vehicles
- Broken Limbs are Never Moved or Trimmed
- Smooth, Paved Walk/Run Path (No Rocks, No Sand)
- Intersections Need to be Open - Easy to See Both Ways
- Public Art
- Water fountains
- Put Railing Where Marsh Borders
- Signage Made of Sustainable Material
- Security in Some Less Developed Areas
- Safety at Intersections
- Signage - Greenway Etiquette
- Security on the Greenway

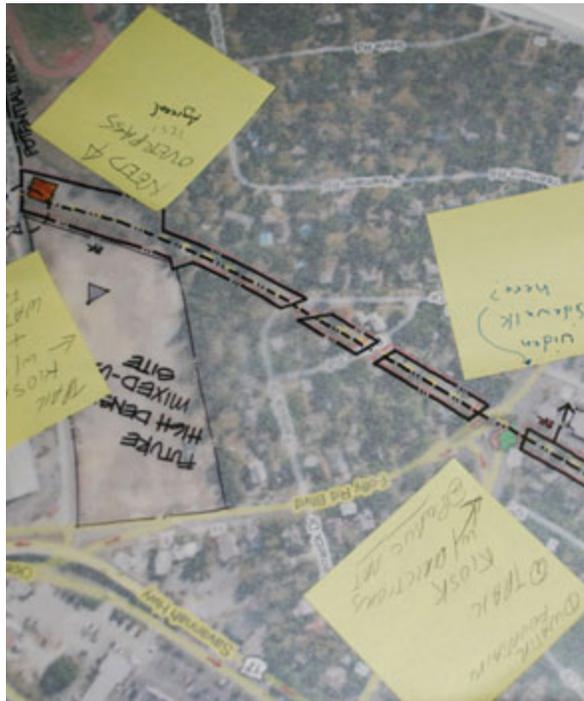


design approach

The Team discussed the lessons learned during the greenway ride and the public workshop as well as their initial impressions of ways to solve some of the issues, and also reviewed the “big idea” statement. They also conducted site analysis studies as an internal effort to guide decision making. These efforts opened the way for design exploration and possible recommendations.



The Team began crafting design solutions and held an Open House after the charrette at St. Andrews Elementary School. At the Open House, the public was invited to write comments on post-it notes for all working drawings. The Design Team was also on-hand to field questions and provide explanations of design decisions. The input received in this session was quite valuable and guided our design solutions.





Off-Site Destination

This denotes a place off the greenway, but that is still used and visited by greenway riders.



Bike Racks

This denotes a location that is highly used and needs new or more places to store bikes.



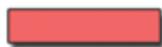
Interest Node

This denotes a location or opportunity for parks, rest areas or other park uses.



Restrooms

There are no public restrooms on the greenway, this symbols denotes facilities off the trail that riders can use.



No Mow Zone

This designates areas along the path that can be allowed to grow naturally and no longer need to be mowed.



Water fountain

This denotes possible locations for water fountains. They commonly occur near roads where water lines currently exist.



Mile Marker

This denotes distance along the path and will be marked on the greenway.



Way finding Signage

This denotes locations on the trail that need directional signage to guide users at intersections and other nodes.



Sidewalk Connection

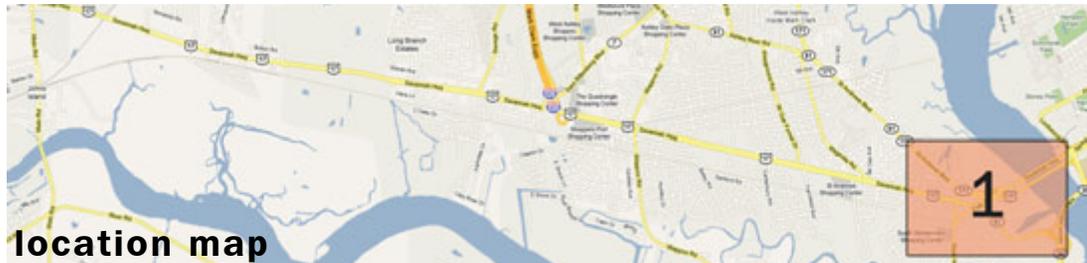
Denotes a sidewalk that needs to be upgraded or added. These will connect users from neighborhoods to the path.



Multi-Use Path

This designates connections that need to be made with a 10' wide multi-use path.

ashley river bridge to chadwick drive



location map

Key Features

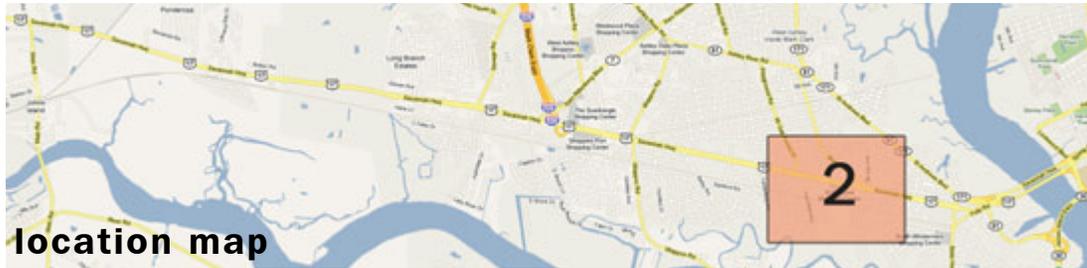
- Trail head- bike rack and signage needed.
- Connection needed to Porter Gaud.
- Multi-use path connection is needed to future crossing of Ashley River Bridge.
- Signage needed at CARTA bus stop.
- Windermere Shopping Center is a popular off trail destination and activity zone. Bike racks, water fountains, rest rooms are all needed in this location.

ashley river bridge to chadwick drive

-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path
-  no-mow zone



chadwick drive to parkwood estates



location map



Key Features

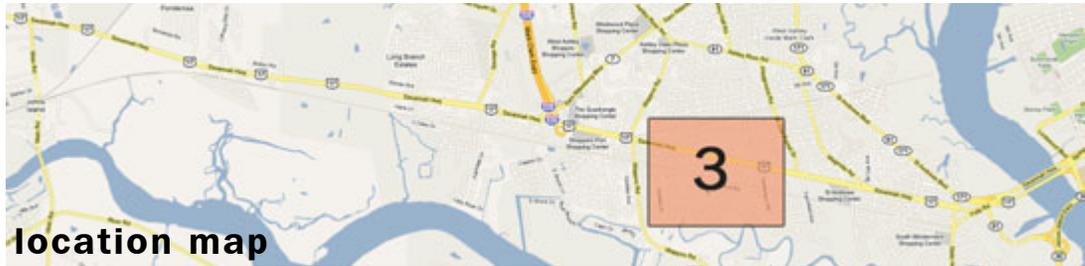
- Directional signage and water fountain needed at Campbell Dr. intersection.
- Playground and parking opportunity between Campbell and Nicholson.
- Multi-use path is needed from 17 to Nicholson
- Avondale District is an off-site destination, bike racks are needed.
- Community park opportunity between Nicholson and Timmerman Dr. See page 34 for detail sketch. Park will include bike racks, benches, picnic tables, water fountains and signage.
- A multi-use path is need along Coburg Rd. to connect to St. Andrews Shopping Center.
- St. Andrews Center is an off-site destination and needs bike racks and water fountains. There may be an opportunity for rest room use here as well.
- The creek crossing is a great opportunity for a crab or fishing dock. This area should also have benches and picnic tables.
- A multi-use path and signage is needed along Farmfield Ave to connect to the Tennis Center and CARTA bus stop at 17.
- The Tennis Center is a good location for water fountains, rest rooms and bike racks.



-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path connection
-  no-mow zone



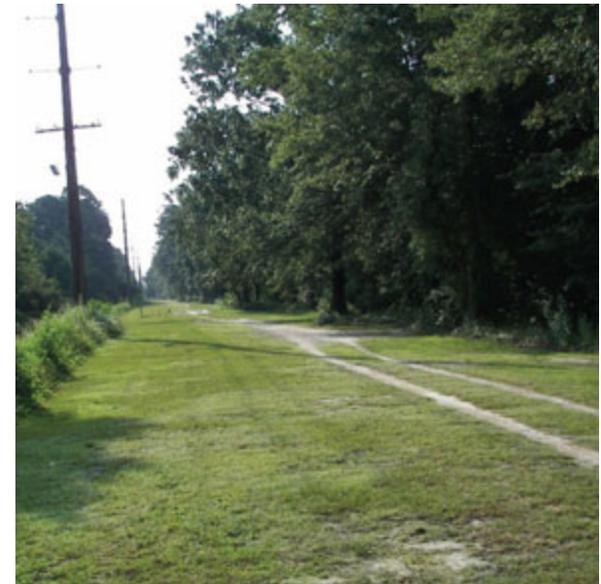
parkwood estates to braxton avenue



location map

Key Features

- A bike shop is located at Canterbury Rd and HWY 17. Directional signage is needed on the greenway.
- The pond located between Markfield and Leinbach is a great opportunity for a park and wildlife enhancement. This area should have benches, bike racks and water fountains.
- The K-mart shopping center is an off-site destination.
- Buffer enhancements are needed on the back side of K-mart.
- Signage is needed on Betsy Rd.
- A connection between Betsy Rd. and HWY 17 is needed.
- A multi-use path is needed to connect to Randolph Park.
- Randolph Park will need bike racks and a water fountain.



parkwood estates to braxton avenue

-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path connection
-  no-mow zone



braxton to boardwalk drive



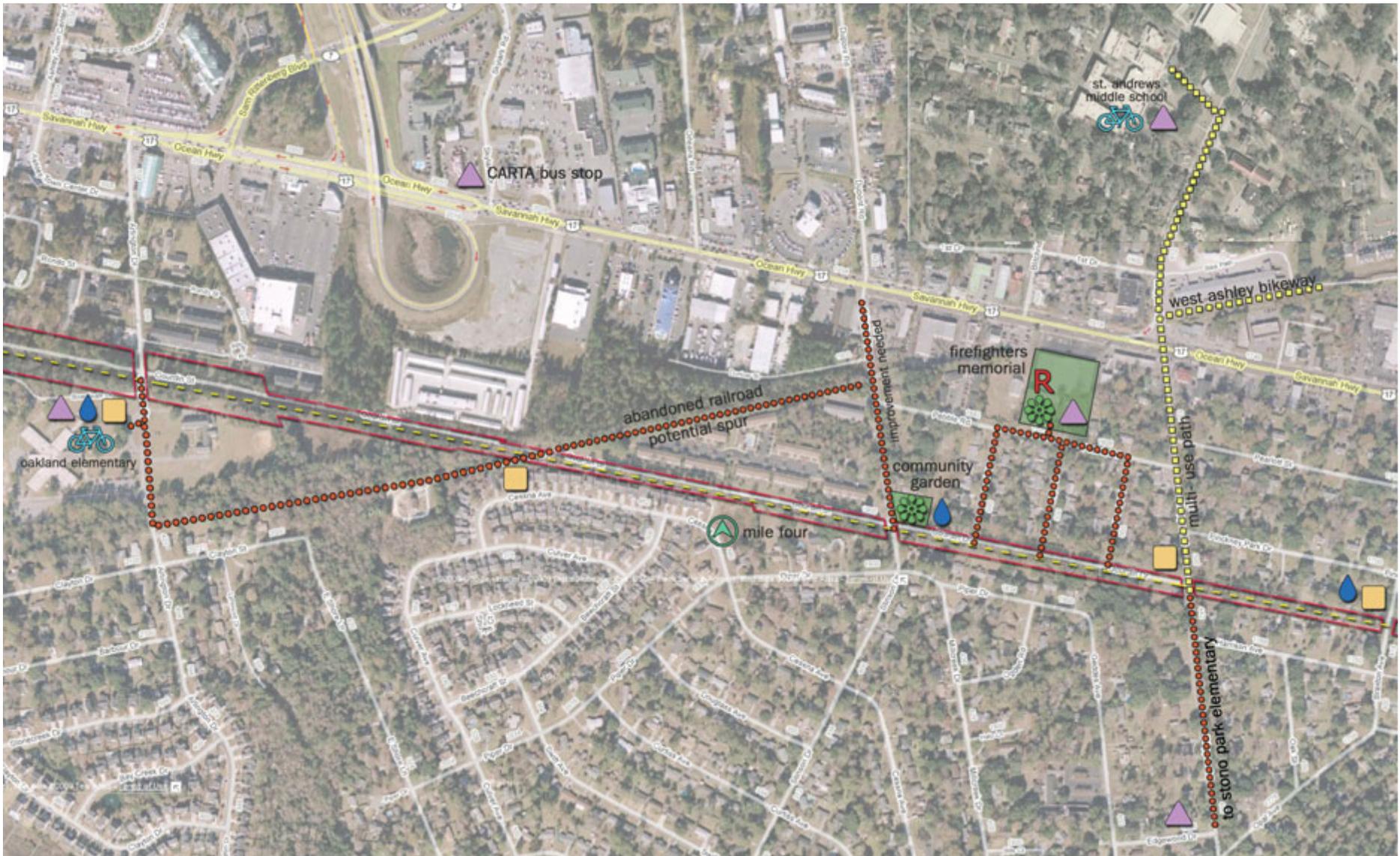
location map

Key Features

- Signage and a water fountain is needed at Braxton Ave.
- A multi-use path and signage is needed along Wappo Rd to connect to the West Ashley Bikeway on the west side of 17. This path should also connect to Stono Park Elementary.
- The future Fire Fighters Memorial on 17 and Pebble Rd. will need connection to the greenway.
- The intersection of the Stinson drive and the greenway is a great location for a community garden. See the detailed sketch on page 35. A water fountain should be located here.
- Improvements are needed to the existing path on Stinson Dr.
- The abandoned rail line would be a great opportunity to extend the greenway and connect to 17.
- Signage is needed to keep riders on the path that leads to CPW building.
- There is a CARTA bus stop located at Citadel Mall, signage is needed here.
- A connection and signage is needed to St. Andrews School. The school has rest rooms and water fountains that may be able to be used by riders.



-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path
-  no-mow zone



arlington drive to creek crossing



location map



Key Features

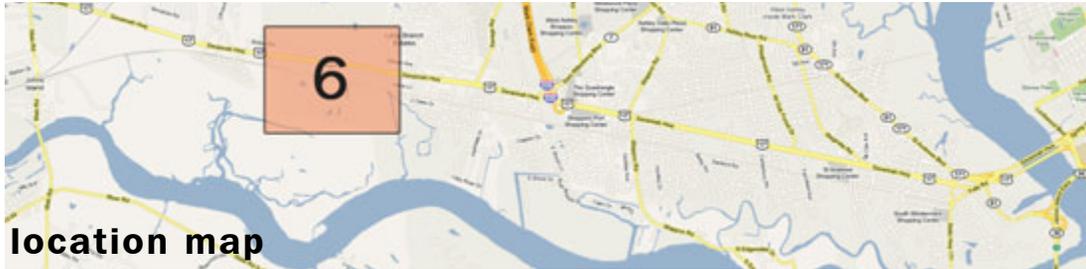
- The creek is a good spot for a rest area and overlook.
- A water fountain and signage is needed on Parkdale Dr.
- A multi use path is needed along Mutual Dr. to connect to 17. A water fountain and signage is also needed.
- A multi use connection is needed along Dobbin Rd.
- The creek crossing past Dobbin Rd is an opportunity for a community crab dock and rest area.



-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path connection
-  no-mow zone



creek crossing to mcleod road



location map

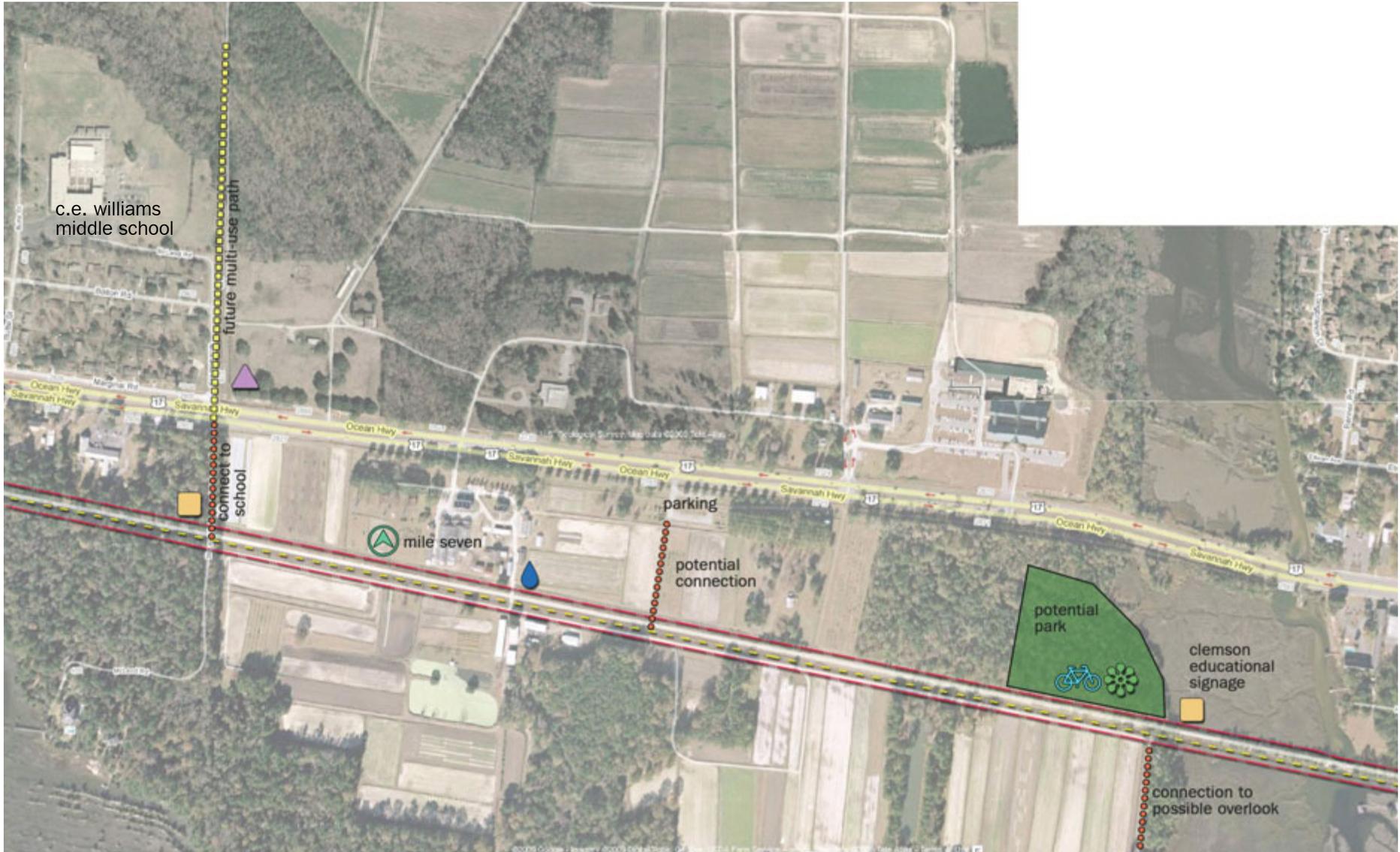


Key Features

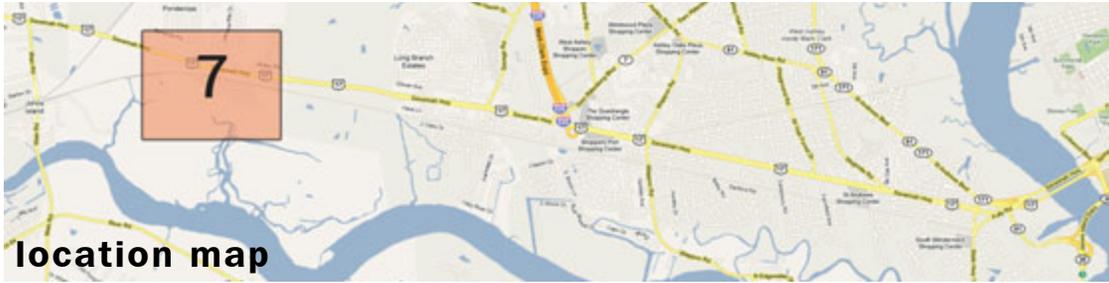
- Signage is needed at the Clemson Extension agriculture fields.
- A path connection is needed to the east of the trail. There is a potential overlook area.
- The forest area to the west of the trail is a great opportunity for a natural park and possibly camping. Bike racks would be needed.
- A connection to the parking lot at the Clemson Extension is needed.
- This span of greenway is very hot and exposed, a water fountain is needed within the Clemson Extension property.
- Signage and a path connection is need for C.E. Williams Middle School.



-  off site destination
-  water fountain
-  restroom
-  bike rack
-  wayfinding/signage
-  interest node
-  proposed sidewalk connection
-  mile marker
-  multi-use path
-  no-mow zone



mcleod road and carolina bay

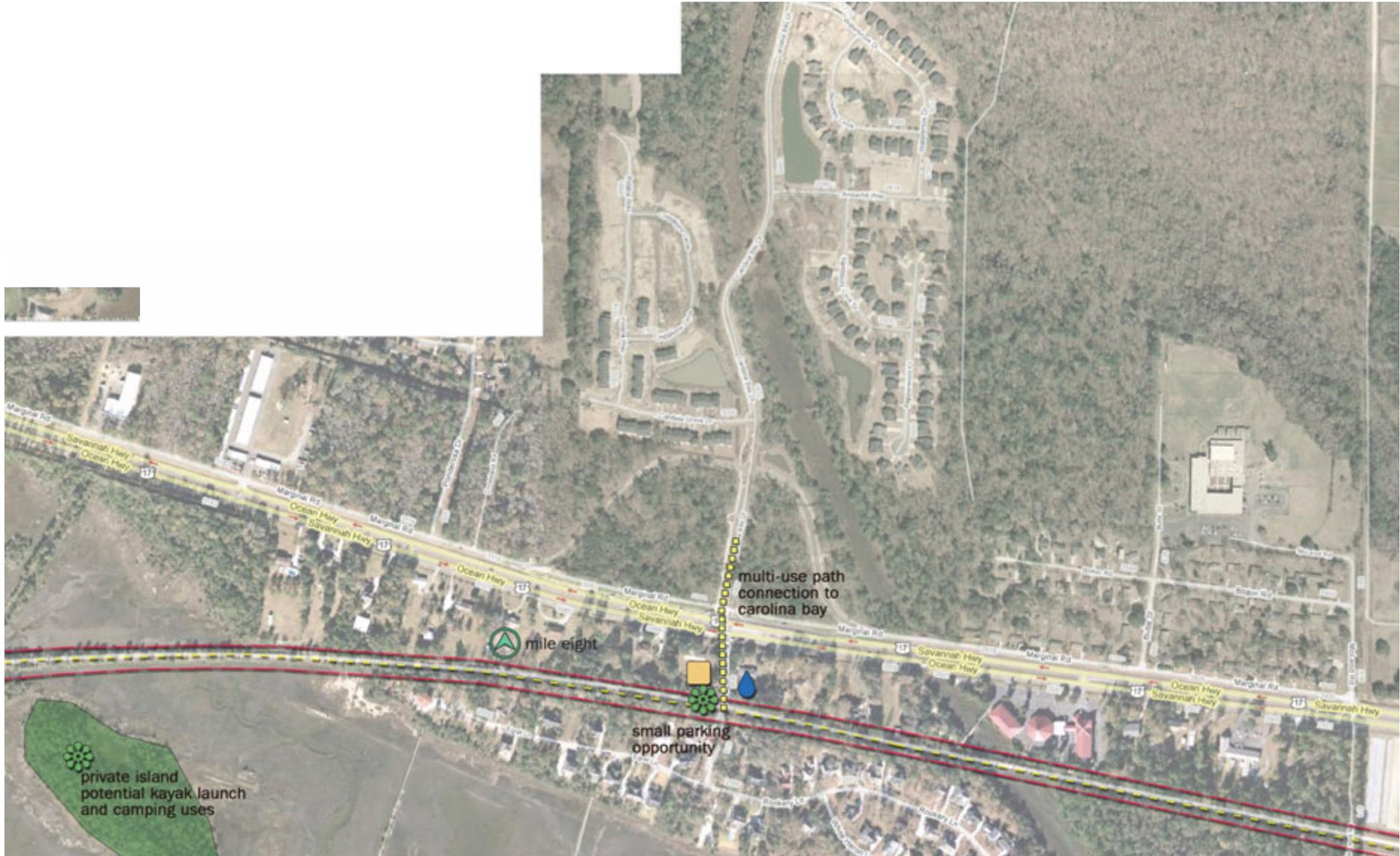


Key Features

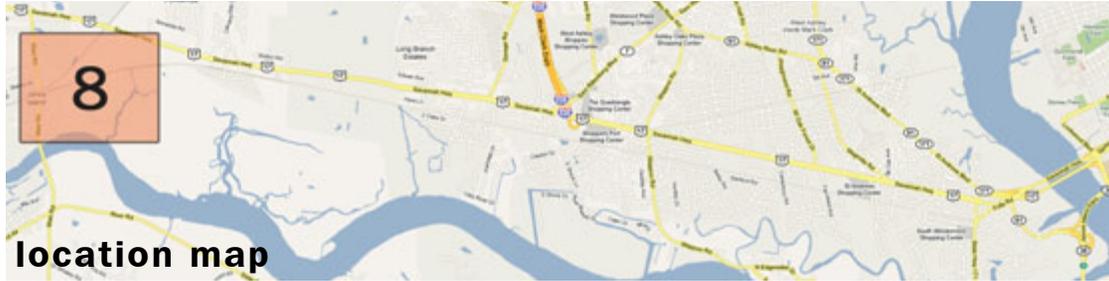
- A multi-use path is needed to connect to the Carolina Bay bike trail and walking paths (far left photo).
- The intersection of Carolina Bay and 17 will need safe crossings.
- Signage and water fountains are needed on the trail at this intersection.
- There is a privately owned island to east of the trail. This may be a potential area for kayak launch and camping sites.



-  off site destination
-  restroom
-  wayfinding/signage
-  proposed sidewalk connection
-  multi-use path
-  water fountain
-  bike rack
-  interest node
-  mile marker
-  no-mow zone



carolina bay to main road



Key Features

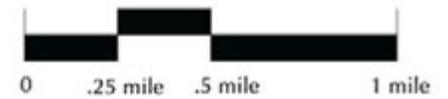
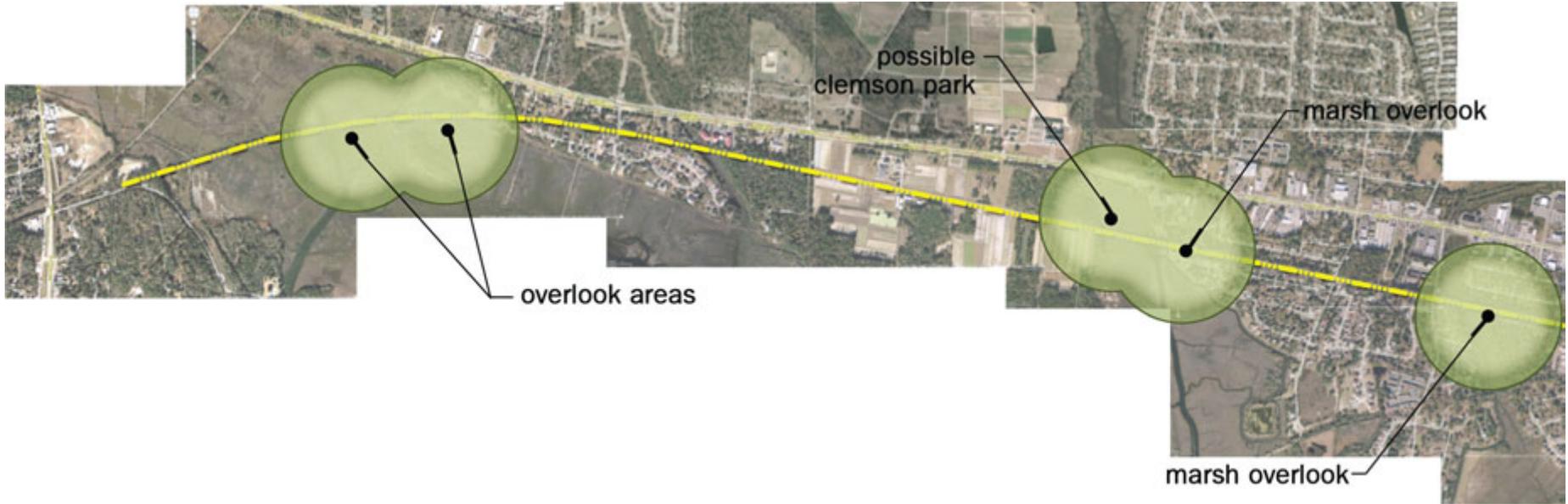
- This area is characterized by a raised crossing along a mile of marsh and creek. There are many opportunities for benches and rest areas along this part.
- The bridge crossing over the creek needs to be wider and improved.
- This is popular spot for crabbing and fishing.
- The trail head at Main Rd. needs signage, bike racks and a water fountain.
- Signage and connection is need to access the East Coast Greenway.

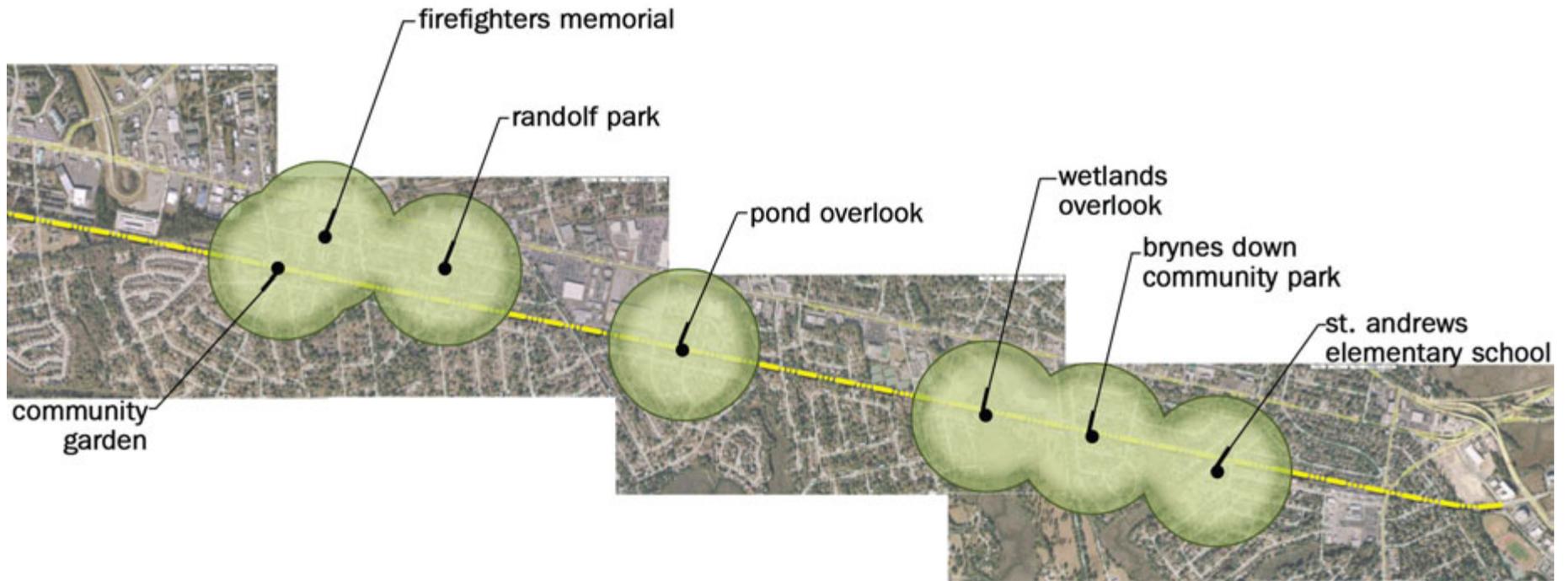
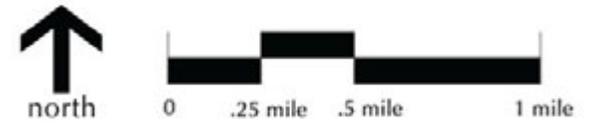


- off site destination
- restroom
- wayfinding/signage
- proposed sidewalk connection
- multi-use path
- water fountain
- bike rack
- interest node
- mile marker
- no-mow zone



overall node locations





node sketches

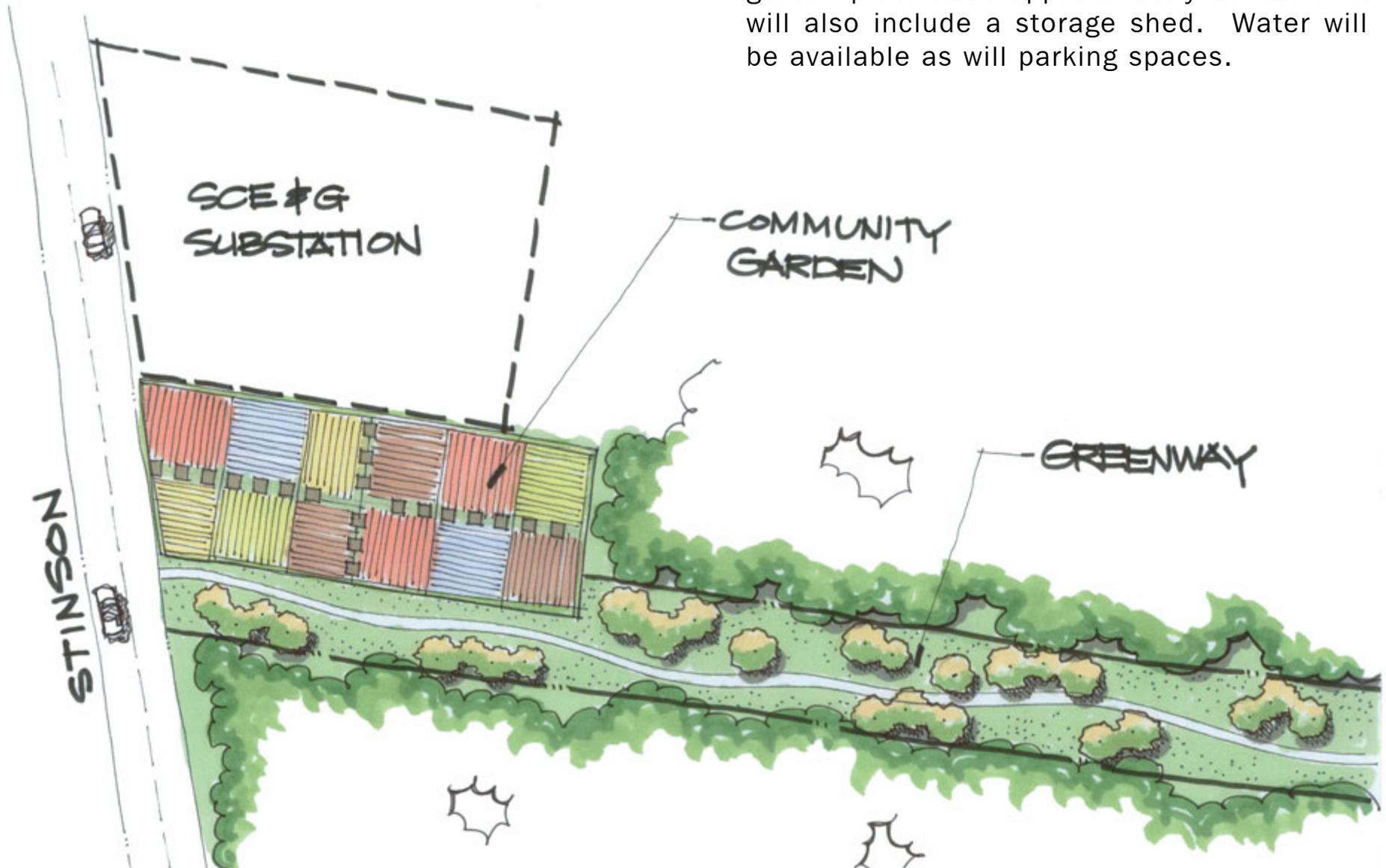


Byrnes Down Community Park

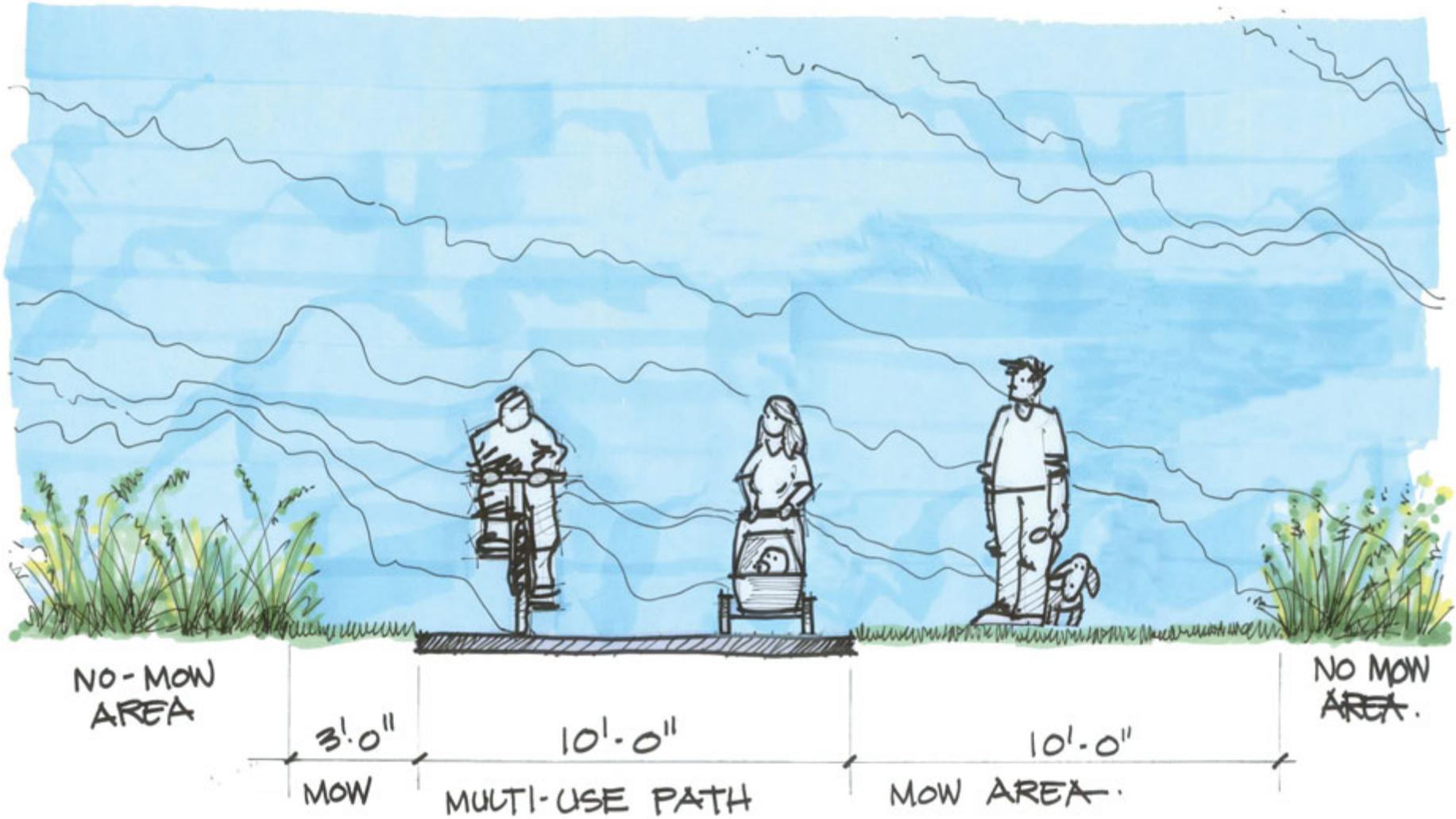
This park is characterized by sitting areas, picnic tables, shade trees, a community garden area and lawn area. The wider right of way in this areas allows for the greenway path to meander.

Community Garden

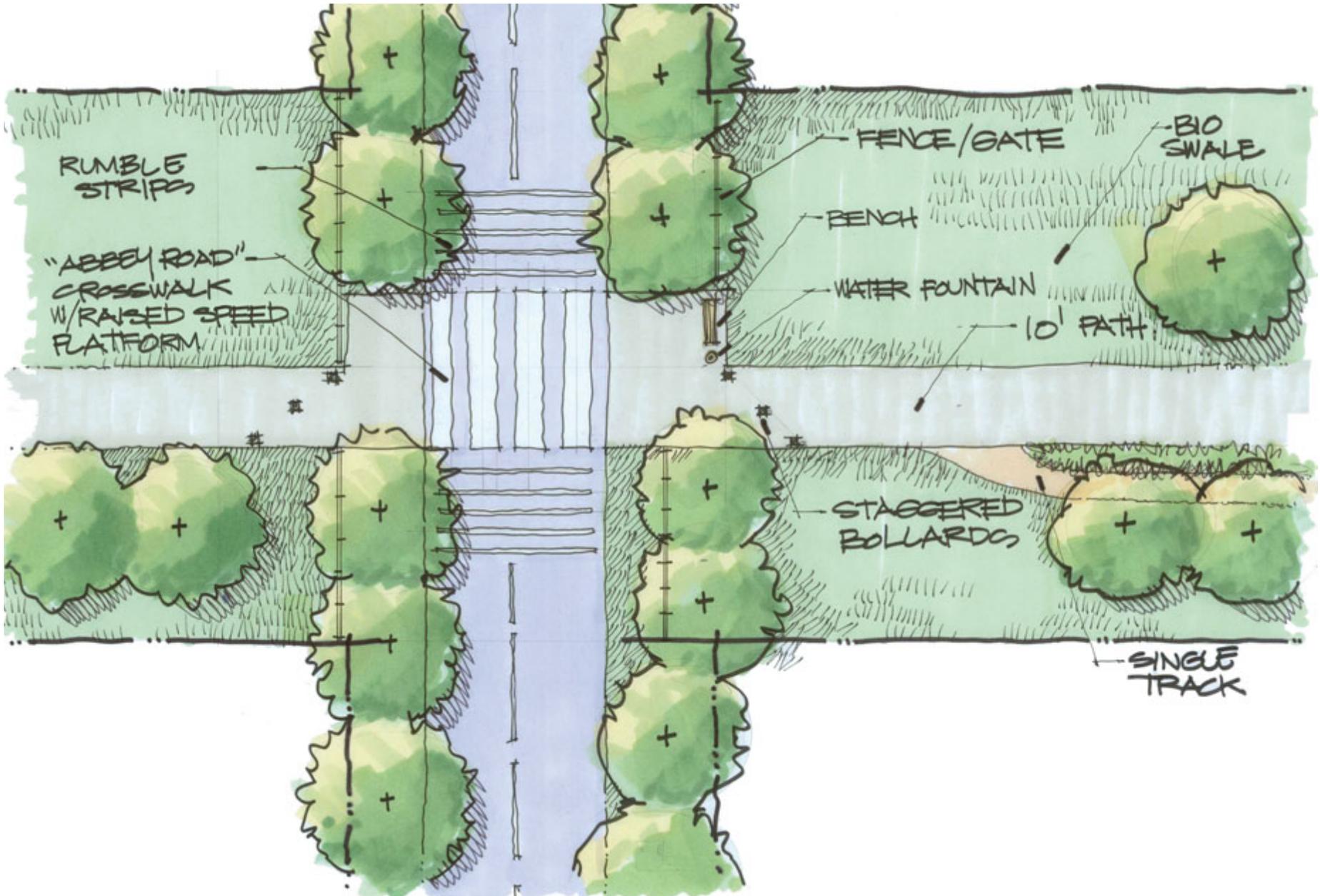
This community garden space will have garden plots sized approximately 10'x20'. It will also include a storage shed. Water will be available as will parking spaces.



sections



typical intersection





Pedestrian Scale Park Sign



Pedestrian Scale Way finding Sign

sign examples from city standards developed by slant media

phasing options

1. West Ashley Bridge Extension- this will provide a vital connection between downtown and the Greenway
2. Improve dangerous and unsafe intersections
3. Developing Nodes especially the community garden and Byrnes Downs Park
4. Resurfacing from Windermere Shopping Center (or Folly Road) to Betsy Road
5. Replacing and upgrading bridge
6. Water fountains, signage, mile markers, and site furniture
7. Resurfacing from Betsy Road to Clemson Extension property

