west ashley master plan: goals
(Starter list included in City RFP, to be refined)

• Encourage infill development over peripheral expansion to conserve environmental resources, spur economic investment, repair social fabric, reduce costs, and reclaim abandoned areas
• Incentivize development projects of exemplary location and design throughout West Ashley via catalytic small area plans
• Include strategies to focus on retrofitting suburbia
• Provide market driven recommendations for opportunity sites
• Be connected through meaningful transportation options and land-use patterns that support mobility, walkability, livability, and sustainability
• Provide community services and facilities that meet the physical, educational, and recreational needs of all
west ashley master plan: goals

(Starter list included in City RFP, to be refined)

• Provide complete, connected neighborhoods containing quality, affordable, and accessible housing choices to serve all income levels and age groups

• Build a foundation for economic prosperity that nurtures innovation, attracts national and international talent, offers high-quality infrastructure, improves education and workforce development, and increases tourism

• Improve the overall physical and mental health of citizens by increasing the quality of life in the region

• Secure the viability of environmental resources for West Ashley’s people, flora, and fauna so that future generations may experience a constantly improving, resilient environment

• Provide innovative and sustainable strategies for stormwater drainage systems
how will the plan be created?
phase 1: detailed analysis

- Review previous plans,
- Conduct stakeholder interviews,
- On-site analysis
phase 1: create public awareness

Stakeholder Group Meetings
April 14 – 17, 2014

Join the conversation about your area(s) of interest. Visit www.cata-brt.org for meeting dates and locations.

Areas:
1: Downtown Lansing
2: Stadium District
3: Sparrow Hospital area
4: 2000 block & environs
5: Red Cedar/ Frandor area
6: Chesterfield Hills to Delta
7: Hagadorn to Park Lake Road
8: Park Lake to Okemos Road
9: Meridian Mall & Meijer

for more information: www.cata-brt.org | facebook.com/rideCATA | twitter.com/rideCATA
phase 2: charrette workshops

Step 1: Kick-off / Hands-on Design Sessions
(4 community input sessions for focused geographic areas)

Step 2: Open Studio / Work-in-Progress
(5 days: on-site design studio, stakeholder meetings, open house, community work-in-progress presentation)
Community Image Survey Results
Participants at the Hands-on Design Session were asked to place red and green dots next to a series of images; green dots meant participants liked the image, red dots meant they did not like the image. The intent of the exercise was to start a dialogue about physical design elements participants would prefer to see and that were appropriate for the corridor. Results have been paired to highlight contrasting opinions on varying building typologies.
phase 3: documentation, strategy

Sparrow Hospital and Environs
Sparrow Hospital is a major presence along the Michigan Avenue corridor. The hospital is a major regional employer as well as provider of important healthcare services. As the existing environment surrounding the hospital was examined during the charrette, opportunities for improvements to the urban form became apparent.

Today, there are many empty sites and parking lots, and even when there are buildings in the right place they often have feeling of vacancy, with no visible doors and windows. As future infill happens it should be designed and positioned in such a way to address these problems and help the corridor grow out of its problems. Vacant sites can be utilized as opportunities for the hospital to grow while also helping the neighborhood get better by adding active building facades along the street.

In the streetscape, the replanting of missing street trees accompanies transit enhancements, leading to a rebalance of driving, walking, biking and transit use.

above: infill envisioned in and around Sparrow Hospital to create a more continuous street frontage.
	right: Existing Conditions, Michigan Avenue near Sparrow Hospital, 2013.
phase 3: documentation, strategy

applying the vision: Red Cedar / Frandor District

The Red Cedar/ Frandor District is located at the western edge of Michigan State University, at the site of the existing Frandor Shopping Center and former Red Cedar golf course. This area is envisioned to transform over time to a more sustainable settlement form, which provides a greater mix of uses (including housing), improved stormwater handling, and greater benefit to the surrounding community.

A continuous network of green/park spaces is introduced through the site, culminating at Red Cedar Park. Stormwater is managed with innovative techniques, including swales and water features that also provide civic art in green spaces. A portion of the former Red Cedar golf course is allocated for new development, the remainder is utilized for stormwater retention as well as active and passive recreation. New streets are added to the existing street network, subdividing large parcels and providing more ways to transverse the district. Streets are fronted by buildings; the tallest, most dense are envisioned for the Michigan Avenue frontage, decreasing in scale away from the corridor.

key recommendations

1. Design Michigan Avenue to incorporate dedicated BRT lanes and center stations, wide medians, crosswalks, street trees and on-street parking
2. Activate public park space along the Red Cedar river with recreational fields and mixed-use development adjacent to Michigan Avenue
3. New development between Homer and Clippert street includes apartments, townhouses, mixed-use and office buildings
4. Create defined center with civic, plaza and green spaces, and redefine Frandor Avenue as the central axis
5. Rethink intersection of Saginaw Street and East Grand Avenue (see page 4.22)
6. North to south connection of green spaces and parks, including new pedestrian/bicyclists paths
7. New buildings on corridor front the street with parking placed at the rear of lot
8. A new network of streets is introduced to subdivide large parcels and provide connectivity below: The existing Frandor Shopping Center consists of single story buildings surrounding a large parking lot with little trees or shelter. The view below area “A” in the plan at right shows the desired new form of development, enhancing the experience for users by placing parking behind finer buildings and creating high quality public park and plaza spaces at the core of the mixed-use district. Street trees and on-street parking along the open spaces and shopfronts provide shade and shelter for pedestrians.
phase 3: documentation, strategy

Michigan Avenue: Street Details
The redesign of Michigan Avenue itself will play an important role in creating a new transit-served, pedestrian-oriented identity for the Eastside District. The existing right-of-way is 99 feet wide in this area including sidewalks, parking lanes, two vehicle travel lanes in each direction, and a two-way left-turn lane. There is no exclusive bicycle facility; bicycles and motor vehicles share the rightmost lane.

The proposed cross-section for this area (shown below) shows a street designed for multiple modes, including the proposed Bus Rapid Transit (BRT) system. Sidewalk widths may be reduced slightly from their existing 20-foot width. However, other changes to the roadway design are anticipated to result in reductions in vehicle travel speeds, which would render the proposed 15-foot sidewalk space more pedestrian-friendly than the existing conditions.

A single 11-foot travel lane in each direction is proposed, which is a reduction from the current two lanes in each direction. An exclusive bicycle facility is not included, but it is expected that this travel lane would be shared between motor vehicles and bicycles. With a reduced width of the roadway for drivers, speeds are expected to decrease. This should make sharing the single travel lane more comfortable for cyclists.

A 7-foot parking lane is also retained on both sides of the roadway. Current usage of on-street parking is low in some areas; however, with the envisioned change to additional active, pedestrian-oriented uses along the street, demand in this area will increase. On-street parking offers a number of benefits to the urban environment, including providing a buffer between the sidewalk and the travel lane to separate the pedestrian and motor vehicle space. On-street parking is also desired by local businesses. Retaining on-street parking also improves the likelihood that off-street lots would be redeveloped into more vibrant land uses.

The center of the roadway is allocated to the exclusive use of the BRT vehicle, BRT stations, and left-turn storage lanes at signalized intersections. Left turns from Michigan Avenue would only be allowed across the BRT busway at signalized intersections. These turns would be made using a protected left-turn only phase at the signal.

Expected Traffic Operations
During the charrette, a preliminary operational evaluation of the intersection of Michigan Avenue and Pennsylvania Avenue was performed to test the functionality of the proposed street design. This evaluation included the reduction in travel lanes on Michigan Avenue from two in each direction to one in each direction and the addition of protected left turn phases for eastbound and westbound Michigan Avenue traffic. The following assumptions were applied:

- The City of Lansing’s PM Peak Hour model of the corridor and existing traffic volumes were used.
- No vehicle traffic growth rate was applied, and no mode-shift to the BRT was assumed.

Under these conditions, the intersection operated at an acceptable level of service (LOS D) during the PM peak hour, with some movements operating at LOS E which is considered acceptable for an urban area. (For an explanation of LOS and how it is used for transportation analysis, refer to page 4.22).
# Implementation Matrix

**Phase 3: Documentation, Strategy**

## Governance, Policy, Process and Marketing

<table>
<thead>
<tr>
<th>Project Name/Description</th>
<th>Timeframe</th>
<th>Responsible Party</th>
<th>Cost Range</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adopt the Rethink Folly Road Plan</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Enter into a Memorandum of Understanding and create a Steering Committee of elected officials</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County, BCDCOS</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Adopt zoning amendments</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$</td>
<td>N/A</td>
</tr>
<tr>
<td>Fund and Fire a day-to-day project manager</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Establish communication mechanism among jurisdictions</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Agree on and implement a design review process</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Prioritize first projects</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Develop a joint contract mechanism for future studies and construction by Charleston County</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Establish a timeline with milestones</td>
<td>Immediate</td>
<td>Project Staff, Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Negotiate a joint maintenance agreement for paths, green infrastructure, etc.</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>List projects on Long Range Transportation Plan and Transportation Alternatives Program</td>
<td>Immediate</td>
<td>Steering Committee, SCDOT</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Adopt incentives for property owners participation</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Conduct corridor transportation study that includes access management plans for Neighborhood Preservation, South Village, Carolina Core, and North Village/Westside areas</td>
<td>Immediate</td>
<td>BCDCOS</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Conduct engineering analysis for links to W. Ashley Trail from Folly Road</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$</td>
<td>Sales tax, SAP, TAP</td>
</tr>
<tr>
<td>Prepare Small Area Plan for Neighborhood Preservation Area</td>
<td>Immediate</td>
<td>Charleston County</td>
<td>$ – $5</td>
<td>Charleston County</td>
</tr>
<tr>
<td>Prepare feasibility study for TIGER grant projects (environmental review)</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Negotiate access easement agreements with SCERS to permit multi-use pathways, sidewalks, etc within existing SCERS corridor.</td>
<td>Immediate</td>
<td>Project Staff</td>
<td>–</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Create a Folly Road brand, marketing and social media campaign</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>$</td>
<td>Friends of Folly Road</td>
</tr>
<tr>
<td>Institute regular public meetings and events</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>$</td>
<td>Friends of Folly Road</td>
</tr>
<tr>
<td>Build public support</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>–</td>
<td>Friends of Folly Road, Charleston Moves</td>
</tr>
<tr>
<td>Create a community funding mechanism</td>
<td>Immediate</td>
<td>Steering Committee, Project Staff, Friends of Folly Road</td>
<td>$</td>
<td>Friends of Folly Road</td>
</tr>
<tr>
<td>Conduct a master bike ride to the beach</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>$</td>
<td>Friends of Folly Road</td>
</tr>
<tr>
<td>Organize a food truck tour</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>$</td>
<td>Friends of Folly Road, Charleston Moves</td>
</tr>
<tr>
<td>Link local property and business owners to technical assistance providers</td>
<td>Immediate</td>
<td>Project Staff</td>
<td>–</td>
<td>N/A</td>
</tr>
<tr>
<td>Work to amend state law regarding Friends Property using the Center for Friends Property Preservation as a resource</td>
<td>Near-term</td>
<td>Private owners and developers</td>
<td>$500,000</td>
<td>N/A</td>
</tr>
<tr>
<td>Monitor and update the Plan</td>
<td>Near-term</td>
<td>Project Staff, Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
<tr>
<td>Monitor and coordinate current and long-range growth management plans of all jurisdictions every five years</td>
<td>Long-term</td>
<td>Project Staff, Steering Committee</td>
<td>$</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
</tr>
</tbody>
</table>
phase 4: review & presentation
Phase 1: Analysis
- Community Outreach
- Stakeholder Interviews
- Preliminary Analysis

Phase 2: Charrette
- Hands-on Sessions
- 5-day On-Site Studio

Phase 3: Plan
- Draft Report
- Review Meetings

Phase 4: Review
- Report Revisions
- Final Presentations
opportunities to shape the plan

<table>
<thead>
<tr>
<th>PHASE 1: analysis</th>
<th>PHASE 2: charrette</th>
<th>PHASE 3: master plan</th>
<th>PHASE 4: review &amp; presentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Visit Interviews: identify opportunities &amp; issues to address</td>
<td>4 Hands-on Design Sessions: group brainstorming</td>
<td>Refine plans, report with City &amp; Steering Committee input</td>
<td>Public Draft + 2 rounds of revision</td>
</tr>
<tr>
<td>refine project goals and objectives</td>
<td>5-Day Studio: 1-on-1 conversations; review draft concepts; hold community Open House, present Work-in-Progress</td>
<td>refine charrette concepts</td>
<td>Final meetings &amp; presentations</td>
</tr>
<tr>
<td>short feedback loops = evolution of concepts</td>
<td></td>
<td></td>
<td>revise, finalize</td>
</tr>
</tbody>
</table>
kick-off & hands-on sessions

Sessions will be held in 4 locations in West Ashley
MY SUGGESTION for how to strengthen & improve the physical form of the Michigan Ave. / Grand River Ave. corridor is:

walkable community from Meridian to Trader

(what kinds of streets, buildings, public spaces?)

THE #1 PRIORITY to improve & strengthen the Michigan Ave. / Grand River Ave. corridor should be:

More diverse commercial

Mixed-use development

(in my opinion)

ONE IDEA for how to improve & strengthen the Michigan Avenue / Grand River Avenue corridor:

Need some nodes - public gathering spaces/plazas every so often along corridor

What PLACES that you visited have an image, character, or sense of place that could be a model for any future development in the Michigan Ave. / Grand River Ave. corridor?

Charlottesville VA, Ann Arbor

Grand Rapids (River utilization!)
Hands-on activities

Exercise 1A: Great places
Desirable character which should be replicated

Exercise 1B: Places to improve
Less than desirable character and lessons on what to avoid
Charrette Input - Hands-on Design Session
Charrette Input - “Build the Street, Your Way” Exercise
open design studio
# Sample 5-Day Charrette Schedule

<table>
<thead>
<tr>
<th>Time</th>
<th>Day 1</th>
<th>Day 2</th>
<th>Day 3</th>
<th>Day 4</th>
<th>Day 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 AM</td>
<td>Synthesis Map</td>
<td>Team Briefing</td>
<td>Team Briefing</td>
<td>Team Briefing</td>
<td>Presentation Prep</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>Technical / Stakeholder Meeting</td>
<td>Open Studio</td>
<td>Technical / Stakeholder Meeting</td>
<td>Technical / Stakeholder Meeting</td>
<td></td>
</tr>
<tr>
<td>11:00 AM</td>
<td>Open Studio</td>
<td>Technical / Stakeholder Meeting</td>
<td>Technical / Stakeholder Meeting</td>
<td>Technical / Stakeholder Meeting</td>
<td></td>
</tr>
<tr>
<td>12:00 PM</td>
<td>Open Studio</td>
<td>Technical / Stakeholder Meeting</td>
<td>Technical / Stakeholder Meeting</td>
<td>Technical / Stakeholder Meeting</td>
<td></td>
</tr>
<tr>
<td>1:00 PM</td>
<td>Technical / Stakeholder Meeting</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td></td>
</tr>
<tr>
<td>2:00 PM</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td></td>
</tr>
<tr>
<td>3:00 PM</td>
<td>Technical / Stakeholder Meeting</td>
<td>Open Studio</td>
<td>Open Studio / set-up for Open House</td>
<td>Technical / Stakeholder Meeting</td>
<td></td>
</tr>
<tr>
<td>4:00 PM</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td></td>
</tr>
<tr>
<td>5:00 PM</td>
<td>Open Studio</td>
<td>Open Studio</td>
<td>Open House at Design Studio 5pm - 7pm</td>
<td>Open Studio</td>
<td>Set-up for Presentation</td>
</tr>
<tr>
<td>6:00 PM</td>
<td>Internal Pin-up Review</td>
<td>Internal Pin-up Review</td>
<td>Internal Pin-up Review</td>
<td>Internal Pin-up Review</td>
<td>Work-in-Progress Presentation</td>
</tr>
<tr>
<td>7:00 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6pm-8pm</td>
</tr>
<tr>
<td>8:00 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
open house
tonight's event

- introductions
- update: the process so far
- draft: plan principles & illustrations
- economics: findings & strategy
- mobility strategy for great streets
- regulatory strategy: initial thoughts
- what happens next
gathering feedback: polling, surveys

Do you think the Downtown & Connectivity Plan is generally on the right track?

1. yes
2. probably yes
3. probably not
4. no

89%

Siloam Springs Downtown & Connectivity Plan Charrette
Work-in-Progress Presentation, April 4, 2014

Did you attend the Plan Kick-off Presentation (February 11, 2014)?
Yes    No

Did you attend the Hands-on Design Session (Monday, March 31st)?
Yes    No

Did you visit the Design Studio (Tuesday, April 1st – Thursday April 3rd)?
Yes    No

Of the many ideas you heard tonight, which idea should be made a top priority?

Are there any elements of your vision for Downtown we might have missed?
Charrette Work-in-Progress: Keypad Polling Results
Of the many ideas you heard, which ones seem most exciting to you?
(responses from participants at hands-on design workshop on May 1, 2013)

Architectural Character
- Attention to architecture's wide window walls and gathering places, less road 
- Resilience, Micro climate 
- Keeping a view from the road

Attractive Parking
- Attractive multi-family parking

Changing Density
- Building development throughout: Loring to Webster; increase density 
- Housing; housing; housing; housing
- Increased density, mixed-use
- Changing density patterns - adding balance, density
- Higher density development
- Connecting Loring and Loring
- More Loring and Loring

Changing Regulations
- Form-based code for urban lots
- Smaller signage (reduces buffeting)

Code Enforcement
- More code enforcement
- Code enforcement on business
- More code enforcement on businesses

Comprehensive Plan
- A comprehensive plan for the region 
- Nature to theme too much on natural resources and outdoor spaces.

Complete Streets
- Complete and complete
- Rail trails
- Rail trails
- Rail trails
- Rail trails
- Rail trails
- Rail trails
- Rail trails
- Rail trails

Connected Trails
- Complement and complete
- Traffic signals
- Traffic signals
- Traffic signals
- Traffic signals
- Traffic signals

Connectivity
- Connect neighborhoods/borders (drawing with more pathways and non-motorized opportunities)
- Transportation loops
- Connectivity
- Connectivity
- Connectivity

Culture
- Cultural emphasis on urban entertainment

Economic Development
- More focus on arts and culture as economic development tool

Gateways
- More focus on arts and culture

Green Street, Tree-lined Streets
- More focus on arts and culture

High-Quality Public Spaces
- Focus around the Center (in the center of what is enhanced by public spaces)
- Common spaces for families, parks, events
- Public gathering spaces in the center
- Enhance natural features
- More farmers markets, public gathering spaces, white space... for use by coffee
- Large fountain around downtown
- Green space, parks, pocket parks, canoe trails
- Red Cedar development for recreation

Jobs & Business
- Concentrate businesses offerings
- Congestion and density
- Dense and dense offerings
- Meridian Mall

Keep Rural Character
- Keep the rural character between Meridian and Webster

Keep the Mall
- I didn’t like the idea about getting rid of the mall – it’s a popular spot for activities

Meridian Mall Town Center
- Make Meridian Mall multi-use – two story – multi-use – multi-use
- Changes in Meridian Mall - eliminating vacant big box stores, greening parks
- The center of Meridian Mall

Michigan Ave Main Street
- Improving Michigan Ave from I-94 to Meridian – multi-use – multi-use
- Better design for multi-use
- Traffic signals
- Traffic signals

Mixed-use, Mixed Housing
- Mixed-use, mixed-use
- Mixed-use, mixed-use
- Mixed-use, mixed-use
- Mixed-use, mixed-use

Optimize the Villages
- Make Meridian Mall
- Meridian
- Meridian
- Meridian

Rethink Retail
- Better shopping
- Less focus on

Sense of Place
- Mixed-use with a center for arts and culture
- Create a sense of place in downtown (ideas on success properties in downtown and Webster - small parks, pocket parks)
- Design for sense of place
- Sense of place

Strategic Infill
- Fill in the missing teeth
- Less parking lots and more density

String of Pearls
- "String of pearls" concept with new developments
- "String of pearls" concept with new developments
- "String of pearls" concept with new developments
- "String of pearls" concept with new developments
- "String of pearls" concept with new developments

Sustainable Design / Energy
- Incentives for LEO (LEO) development, SCA
- CDA
- Better framing of markets and sustainable design
- Sustainable growth
- Sustainable growth
- Sustainable growth

Transit
- More public transit, more transit, more transit
- More public transit, more transit, more transit
- More public transit, more transit
- More public transit, more transit
- More public transit, more transit

Walkable & Bikeable
- More foot traffic to walk into downtown (ideas on success properties in downtown and Webster - small parks, pocket parks)
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- More foot traffic to walk into downtown (ideas on success properties in downtown and Webster - small parks, pocket parks)
of the many ideas you heard, which ones seem most exciting to you?

Walkable and Bikeable
Greener Tree-lined Streets
Rethink Frandor and 127
High-Quality Public Spaces
steering committee participation

PHASE 1: analysis

Initial actions:
- identify key issues & opportunities
- provide input on charrette schedule
- assist with stakeholder outreach
- review preliminary analysis

FEB-MARCH

PHASE 2: charrette

Participate in charrette:
- review input from community
- participate in technical / stakeholder meetings
- review work-in-progress at daily review, open house, and WIP presentation

APRIL-MAY

PHASE 3: master plan

Review draft work products:
- review draft concepts / provide input for first report draft

MAY-JUNE

PHASE 4: review & presentation

Review & advise:
- provide comments on first and second draft
- discuss comments & feedback received
- attend public hearings

JULY+
examples
re-imagining corridors
re-imagining corridors

Boundary Street Master Plan (2006)
<table>
<thead>
<tr>
<th>Project Name</th>
<th>State(s)</th>
<th>TIGER Grant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago Blue Line Renewal &amp; City Bike Share</td>
<td>IL</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>I-95 HOT Lanes</td>
<td>VA</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>St. Louis City Arch River Revitalization</td>
<td>MO</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>State Route 91 Corridor Improvements</td>
<td>CA</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>South Jersey Port Rail Improvements</td>
<td>NJ</td>
<td>$18,500,000</td>
</tr>
<tr>
<td>LYNX Blue Line Capacity Expansion</td>
<td>NC</td>
<td>$18,000,000</td>
</tr>
<tr>
<td>Sellwood Bridge Replacement</td>
<td>OR</td>
<td>$17,700,000</td>
</tr>
<tr>
<td>Port of Long Beach Rail Realignment</td>
<td>CA</td>
<td>$17,000,000</td>
</tr>
<tr>
<td>Port of New Orleans Rail Yard Improvements</td>
<td>LA</td>
<td>$16,738,246</td>
</tr>
<tr>
<td>Buffalo Main Street Revitalization</td>
<td>NY</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>I-5 Lewis-McChord Area Congestion Management</td>
<td>WA</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Rutherford Intermodal Facility Expansion</td>
<td>PA</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Westside Multimodal Transit Center</td>
<td>TX</td>
<td>$15,000,000</td>
</tr>
<tr>
<td>Alton Regional Multimodal Station</td>
<td>IL</td>
<td>$13,850,000</td>
</tr>
<tr>
<td>Saddle Road Improvements</td>
<td>HI</td>
<td>$13,500,000</td>
</tr>
<tr>
<td>Boundary Street Redevelopment</td>
<td>SC</td>
<td>$12,635,000</td>
</tr>
<tr>
<td>Mayfield Transit Station</td>
<td>OH</td>
<td>$12,503,200</td>
</tr>
<tr>
<td>I-95/US-301 Interchange Improvement</td>
<td>SC</td>
<td>$12,100,000</td>
</tr>
<tr>
<td>Prichard Intermodal Facility</td>
<td>WV</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>Muldraugh Bridges Replacement</td>
<td>KY</td>
<td>$11,558,220</td>
</tr>
<tr>
<td>Cincinnati Streetcar Riverfront Loop</td>
<td>OH</td>
<td>$10,920,000</td>
</tr>
<tr>
<td>Kennebec Bridge Replacement</td>
<td>ME</td>
<td>$10,810,000</td>
</tr>
<tr>
<td>Stamford Intermodal Access</td>
<td>CT</td>
<td>$10,500,000</td>
</tr>
<tr>
<td>IL 83 (147th Street) Reconstruction</td>
<td>IL</td>
<td>$10,438,000</td>
</tr>
<tr>
<td>Caparra Interchange</td>
<td>PR</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>Caracas Express Elevated Bridge</td>
<td>PA</td>
<td>$10,000,000</td>
</tr>
</tbody>
</table>
c. 1992
5879 Sunset Drive
A location in South Miami
Walk Score
95
Walker's Paradise
Daily errands do not require a car.

About your score

Nearby Public Transit

Kenneth Garcia
re-imagining corridors

Existing, 2002  Vision  Existing, 2010

Columbia Pike, Arlington County, VA
re-imagining corridors
Columbia Pike, Arlington County, VA: Form-Based Code Projects Complete, Approved, or Under Construction
Columbia Pike, Arlington County, VA: Form-Based Code Projects Complete, Approved, or Under Construction
making towns more complete: mixed-use infill

Glenwood Park – Atlanta, GA
making towns more complete: mixed-use infill
making towns more complete: mixed-use infill
Folly Road Charrette Hands-on Design Session: Thursday, May 7

RETHINK FOLLY ROAD
A COMPLETE STREETS STUDY

3 TOP IDEAS
TABLE # 7

1. Continuous sidewalk along corridor for bike and pedestrian - shared trees.

2. Bus transit lane

3. Dedicated transit/carpool lane

RETHINK FOLLY ROAD
A COMPLETE STREETS STUDY

3 TOP IDEAS
TABLE # 19

1. Trees + buffers to calm traffic

2. Boardwalk along marsh/places to walk and bike
Folly Road Charrette On-site Design Studio: Friday, May 8 – Tuesday, May 12
23% mentioned
VEHICULAR MOVEMENT
sync traffic signals - 20
new connectivity - 17
lower speed limits - 15
roundabouts - 8
improve traffic flow - 8
connect parking lots - 8
76 MENTIONS TOTAL

17% mentioned
PUBLIC TRANSIT
"Folly Trolly" - 22
improve public transit - 16
dedicated transit lane - 12
park-and-ride - 6
56 MENTIONS TOTAL

26% mentioned
LANDSCAPE & GREEN INFRASTRUCTURE
more trees - 27
bury power lines - 17
beautification - 9
stormwater / flooding - 9
green infrastructure - 9
planted medians - 9
protect ecological system - 6
86 MENTIONS TOTAL

35% mentioned
NON-VEHICULAR
separate bikes from road - 37
continuous bike path/sidewalk - 31
safety - 14
boardwalk - 13
improve pedestrian crossings - 11
encourage non-car transportation - 9
115 MENTIONS TOTAL

Folly Road Charrette Community Input
WHAT IF you could safely bike, down a world-class protected bikeway, all the way to the beach?
WHAT IF you could safely bike, down a world-class protected bikeway, all the way to the beach?
WHAT IF shade trees lining Folly Road were once again the rule, rather than the exception?
WHAT IF shade trees lining Folly Road were once again the rule, rather than the exception?
WHAT IF you could walk safely down a pleasant sidewalk, between any two points along the corridor?
WHAT IF there could be frequent, first quality transit service, with bus stops so good it is fun to be there?
WHAT IF there could be frequent, first quality transit service, with bus stops so good it is fun to be there?
WHAT IF the architecture was gradually upgraded, becoming a jewel of the Lowcountry?
WHAT IF the architecture was gradually upgraded, becoming a jewel of the Lowcountry?
<table>
<thead>
<tr>
<th>EXISTING</th>
<th>GOOD</th>
<th>BETTER</th>
<th>BEST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WALKING</strong></td>
<td><strong>WALKING</strong></td>
<td><strong>WALKING</strong></td>
<td><strong>WALKING</strong></td>
</tr>
<tr>
<td>missing / discontinuous sidewalks, infrequent crosswalks, high vehicle speeds (40-50 mph)</td>
<td>complete sidewalks/crosswalks at intersections; begin to consolidate curb cuts and add street trees; slower speeds (30-40 mph)</td>
<td>“good” plus shared-use path on west side of corridor; additional mid-block crosswalks; slower speeds (majority 30-35 mph)</td>
<td>“better” plus consolidated curb cuts and street trees complete; slower speeds (all 30-35 mph)</td>
</tr>
<tr>
<td><strong>BIKING</strong></td>
<td><strong>BIKING</strong></td>
<td><strong>BIKING</strong></td>
<td><strong>BIKING</strong></td>
</tr>
<tr>
<td>4’ bike lane, missing facilities in key segments of corridor and connection across Wappoo Cut</td>
<td>mark paved shoulders as bike lanes in missing gaps, add sharrows marking in select locations</td>
<td>“good” plus shared-use path on west side of corridor; better connections off-Folly; upgrade Wappoo Cut Bridge</td>
<td>“better” plus cycle track on northern corridor; complete network off-Folly; multi-use boardwalk in conservation area; replace Wappoo Cut Bridge</td>
</tr>
<tr>
<td><strong>DRIVING</strong></td>
<td><strong>DRIVING</strong></td>
<td><strong>DRIVING</strong></td>
<td><strong>DRIVING</strong></td>
</tr>
<tr>
<td>congestion (peak hour); signal timing problematic</td>
<td>walk/bike/transit initiatives begin to help reduce volumes; optimized signal timing</td>
<td>“good” plus walk/bike/transit initiatives continue to reduce volumes; adaptive controls for signal timing; new streets add more options</td>
<td>“better” plus full implementation of access management/new streets improve flow; walk/bike/transit initiatives reduce volumes</td>
</tr>
<tr>
<td><strong>TRANSIT</strong></td>
<td><strong>TRANSIT</strong></td>
<td><strong>TRANSIT</strong></td>
<td><strong>TRANSIT</strong></td>
</tr>
<tr>
<td>90 minute wait for bus; no shelters; inhospitable walk and bike environment at stops</td>
<td>60 minute wait for bus; bus stop improvements; “Folly Folly”</td>
<td>“good” plus 30 minute wait for bus; new routes added</td>
<td>“better” plus bus-only or shared bus-bike lanes</td>
</tr>
</tbody>
</table>

**OVERALL VALUE:**
- **EXISTING**: D-  
- **GOOD**: C+  
- **BETTER**: B+  
- **BEST**: A++
implementation steps

1. Plan Initiation
   – Adopt & Take Ownership of the Plan, MOU

2. Codify the Plan
   – Zoning & Development Standards

3. Manage & Maintain the Plan
   – Project Management

4. Prioritize & Monitor the Plan
   – Implementation Matrix

Funding Sources: federal, state, local
<table>
<thead>
<tr>
<th>Project Name/Description</th>
<th>Timeframe</th>
<th>Responsible Party</th>
<th>Cost Range</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Adopt the Folly Road Plan</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>2. Enter into a Memorandum of Understanding and create a Steering Committee of elected officials</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>3. Adopt zoning amendments</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>4. Fund and hire a day-to-day project manager</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>5. Establish communication mechanism among jurisdictions</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>6. Agree on and implement a design review process</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>7. Prioritize first projects</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>8. Develop a joint planning mechanism for future studies and construction by Charleston County</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>9. Establish a timeline with milestones</td>
<td>Immediate</td>
<td>Project Staff, Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>10. Negotiate a joint maintenance agreement for paths, green infrastructure, etc.</td>
<td>Immediate</td>
<td>Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>11. List projects on Long Range Transportation Plan and Transportation Alternatives Program</td>
<td>Immediate</td>
<td>Steering Committee, SCDOT</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>12. Adopt incentives for property owner participation</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>13. Conduct transit transportation study that includes access management plans for Neighborhood Preservation Area</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>14. Conduct engineering analysis for 15th Ave. Trail from Folly Road</td>
<td>Immediate</td>
<td>BCDCOG</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>15. Prepare Small Area Plan for Neighborhood Preservation Area</td>
<td>Immediate</td>
<td>Charleston County</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>16. Prepare feasibility study for TIGER grant projects (environmental review)</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>17. Negotiate access easement agreements with SCG for multi-use pathways, sidewalks, etc within existing SECrS overhead power line utility easements along the Folly Road Corridor</td>
<td>Immediate</td>
<td>Project Staff</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>18. Create a Folly Road brand, marketing and social media campaign</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>19. Institute regular public meetings and events</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>20. Build public support</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>21. Create a community funding mechanism</td>
<td>Immediate</td>
<td>City of Charleston, Town of James Island</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>22. Conduct a mass bike ride to the beach</td>
<td>Immediate</td>
<td>Charleston Moves, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>23. Organize a food truck rodeo</td>
<td>Immediate</td>
<td>Charleston Moves, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>24. Link local property and business owners to technical assistance providers</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>25. Work to expand state law regarding Planned Property using the Center for Historic Preservation as a resource</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>26. Monitor and update the Plan</td>
<td>Immediate</td>
<td>Project Staff, Friends of Folly Road</td>
<td>—</td>
<td>N/A</td>
</tr>
<tr>
<td>27. Monitor and coordinate current and long-range growth management plans of all jurisdictions every five years</td>
<td>Longer-term</td>
<td>Project Staff, Steering Committee</td>
<td>—</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## CORRIDOR-WIDE: PHYSICAL IMPROVEMENTS

<table>
<thead>
<tr>
<th>Project Name/Description</th>
<th>Timeframe</th>
<th>Good/Better/Be</th>
<th>Responsible Party</th>
<th>Cost Range</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>28 Optimize traffic signal timing, update annual or biannual interval</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>29 Clean drains and gutters/curbs, and institute regular street sweeping</td>
<td>Immediate</td>
<td>Good</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>30 Reduce speed limits, and provide traffic calming</td>
<td>Immediate</td>
<td>Good</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>31 Install crosswalks at signalized intersections</td>
<td>Immediate</td>
<td>Good</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>32 Complete continuous sidewalk (minimum one side)</td>
<td>Immediate</td>
<td>Good</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>33 Continue sidewalk construction on side streets</td>
<td>Immediate</td>
<td>Good</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>34 Construct bike lanes by paving shoulders and marking as bike lanes, provide shared lane markings and connect mixed-use paths on alternative routes</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>35 Construct a demonstration bus stop with green roof</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston, CARTA</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>36 Install bus stop improvements: signage, shelters</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>37 Construct pedestrian lane through the entire corridor, connect sidewalks and add crosswalks</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>38 Identify possible park in ride lot location</td>
<td>Immediate</td>
<td>Good</td>
<td>City of Charleston, CARTA</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>39 Organize a tree plan/inventory infrastructure demonstration project</td>
<td>Immediate</td>
<td>Good/Better</td>
<td>Project Staff, Friends of Folly Road</td>
<td>$500,000</td>
<td>Foundation grant</td>
</tr>
<tr>
<td>40 Close selected cut outs and install landscaped medians</td>
<td>Near-term</td>
<td>Good/Better</td>
<td>Charleston County for the Street Commission</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>41 Reduce speed limits, and provide traffic calming</td>
<td>Near-term</td>
<td>Better</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>42 Install additional mid-block crosswalks at key locations</td>
<td>Near-term</td>
<td>Better</td>
<td>SC DOT, City of Charleston, Town of James Island, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>43 Implement &quot;road diet&quot; south of Folly Road (reduce number of vehicle lanes, add green infrastructure, erect additional pedestrian islands for row use)</td>
<td>Near-term</td>
<td>Better</td>
<td>SC DOT, City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>44 Construct additional sides ride sidewalks</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>SC DOT</td>
</tr>
<tr>
<td>45 Install bike lanes and facilities</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>46 Add bike trail amenities</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>47 Improve the bike network (including Cane Run, George G. White, and the Tryon Park Bikeway)</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>48 Reduce bus headways to 60 minutes</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>49 Explore excess bus service to fully-beach from the Peninsula, possibility be a shuttle</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>50 Install green infrastructure along shared use path</td>
<td>Near-term</td>
<td>Better</td>
<td>Charleston County for the Street Commission</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>51 Plant trees</td>
<td>Near-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>52 Commission and install public art</td>
<td>Longer-term</td>
<td>Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>53 Close selected cut outs and install landscaped medians</td>
<td>Longer-term</td>
<td>Better/Better</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>54 Install adaptive controls for real-time adjustments to traffic signal timing</td>
<td>Longer-term</td>
<td>Better</td>
<td>City of Charleston</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>55 Enhance signal prioritization for emergency vehicles and buses</td>
<td>Longer-term</td>
<td>Better</td>
<td>City of Charleston</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>56 Underground utilities in portions of the corridor</td>
<td>Longer-term</td>
<td>Best</td>
<td>SCBEG</td>
<td>$500,000</td>
<td>TIGER, sales tax, Clean Water Act 30</td>
</tr>
<tr>
<td>57 Install a two-way cycle track on east side of Folly Road from Grimball Road to Harbour View Rd</td>
<td>Longer-term</td>
<td>Best</td>
<td>Charleston County for the Street Commission</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>58 Improve the bike network (including Shenandoah Hwy, Parish Rd, Magnolia Rd, West Oak Forest Drive, Bunting Rd, State St, Davis Blvd Road)</td>
<td>Longer-term</td>
<td>Best</td>
<td>City of Charleston, Town of James Island, City of Folly Beach, Charleston County</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>59 Reduce bus headways to 30 minutes</td>
<td>Near-term</td>
<td>Better</td>
<td>CARTA</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>60 Evaluate potential for dedicated transit and carpool lines, or bus and bike only lines</td>
<td>Longer-term</td>
<td>Better</td>
<td>CARTA</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
<tr>
<td>61 Plant additional trees</td>
<td>Longer-term</td>
<td>Best</td>
<td>Town of Charleston, CARTA, BDCOG, SC DOT, CARTA</td>
<td>$500,000</td>
<td>TIGER, sales tax, TAP</td>
</tr>
</tbody>
</table>

**Rethink Folly Road: A Complete Streets Study**

**Implementation**

**Draft 10.01.15**

**5.12**

**5.13**

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**$ Under $200,000**

**$200,000-$999,999**

**$1,000,000-$4,999,999**

**$5,000,000-$9,999,999**

**$10,000,000 and over**
let’s discuss
thank you!