

# NCAMPO 2019

## BRT in an Integrated Transit Network

**Lowcountry Rapid Transit Project**

Sharon Hollis, BCDCOG  
David Leard, HDR Engineering

April 25, 2019



BERKELEY-CHARLESTON-DORCHESTER  
COUNCIL OF GOVERNMENTS

PLANNING, PARTNERSHIP & PROSPERITY



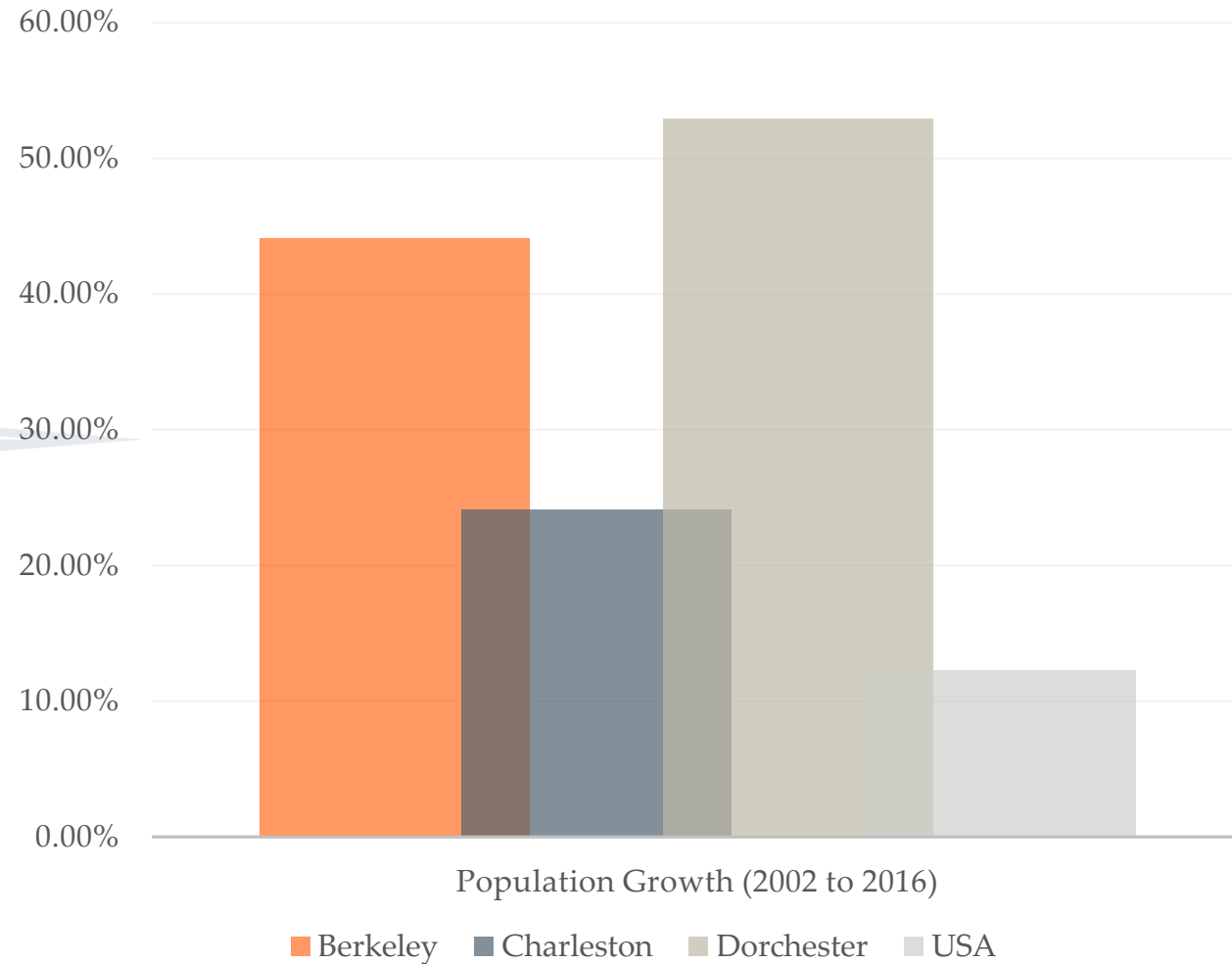




# A Growing Region

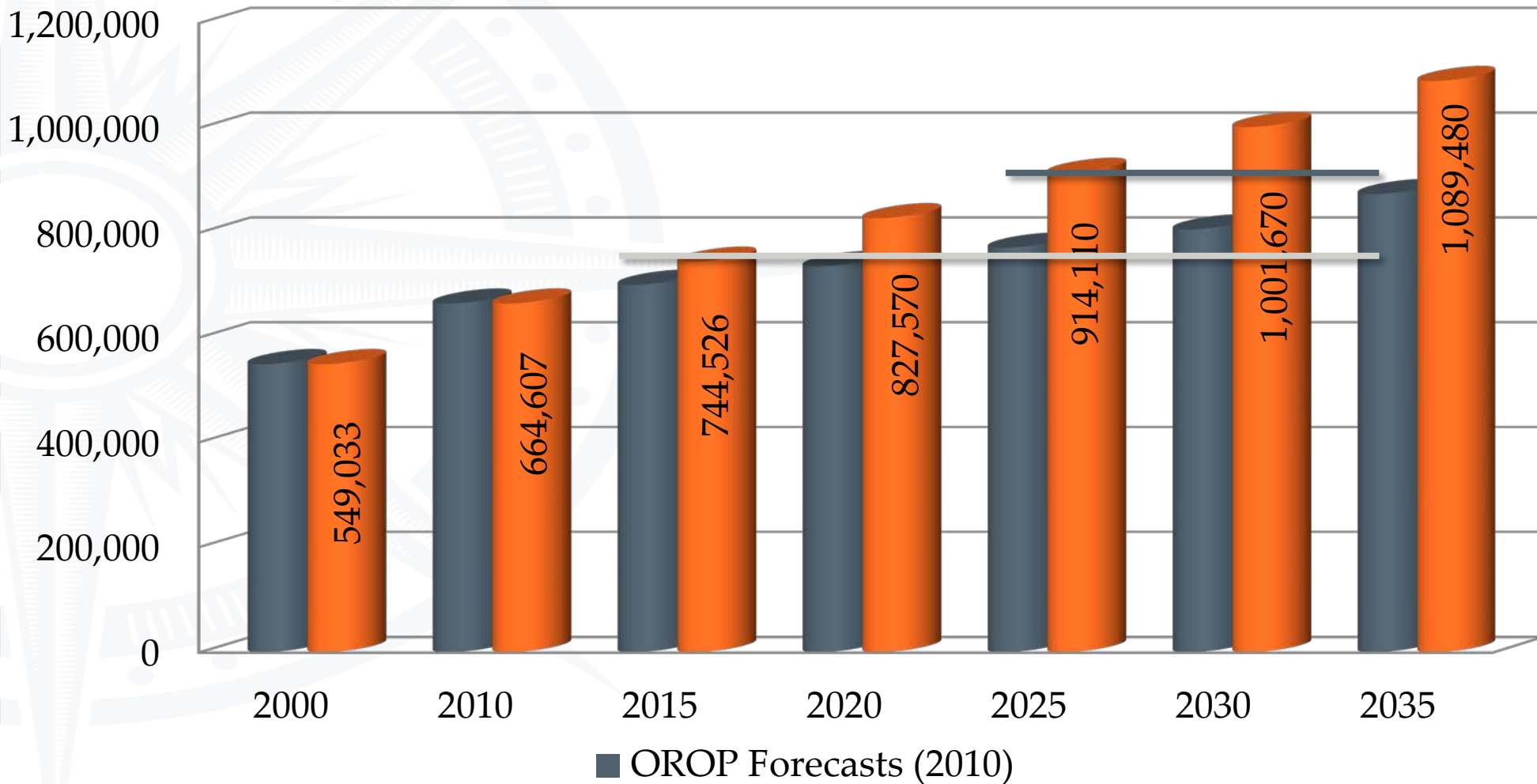


- Population **744,195** (2017 ACS)
- From 2012 to 2016 MSA Population grew **14.5%**
- **45** New Residents per Day



# Regional Growth

Regional Growth Trend (2000-2035)

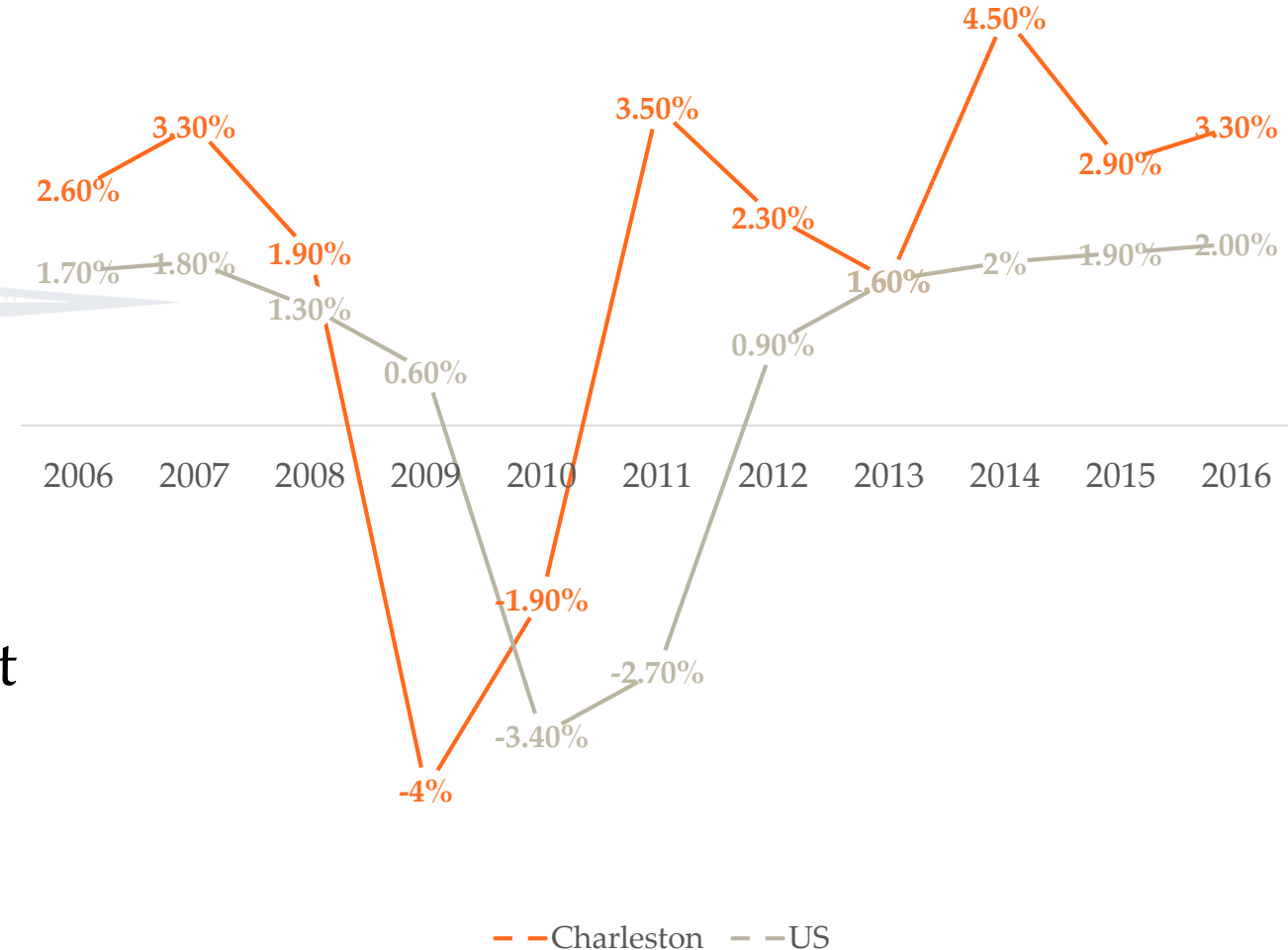




# An Active Economy

- **Aerospace** – Boeing (2009)
- **Automotive** – Volvo and Mercedes-Benz Sprinter Vans
- **Logistics** – SC Ports Harbor Deepening & New Container Facility
- **Government** – Joint Base Charleston
- **IT** – Silicon Harbor & SPAWAR
- **Life Sciences** – MUSC
- **Tourism** – 5 to 6 Million Tourists  
Generate \$3.7 Billion Economic Impact and \$41,000 Jobs

## EMPLOYMENT GROWTH











BERKELEY-CHARLESTON-DORCHESTER  
COUNCIL OF GOVERNMENTS

PLANNING, PARTNERSHIP & PROSPERITY

- Regional Planning
- Transportation Planning
- Workforce Development
- Economic Development
- Community Development
- Comprehensive Planning
- Regional Water Quality Management





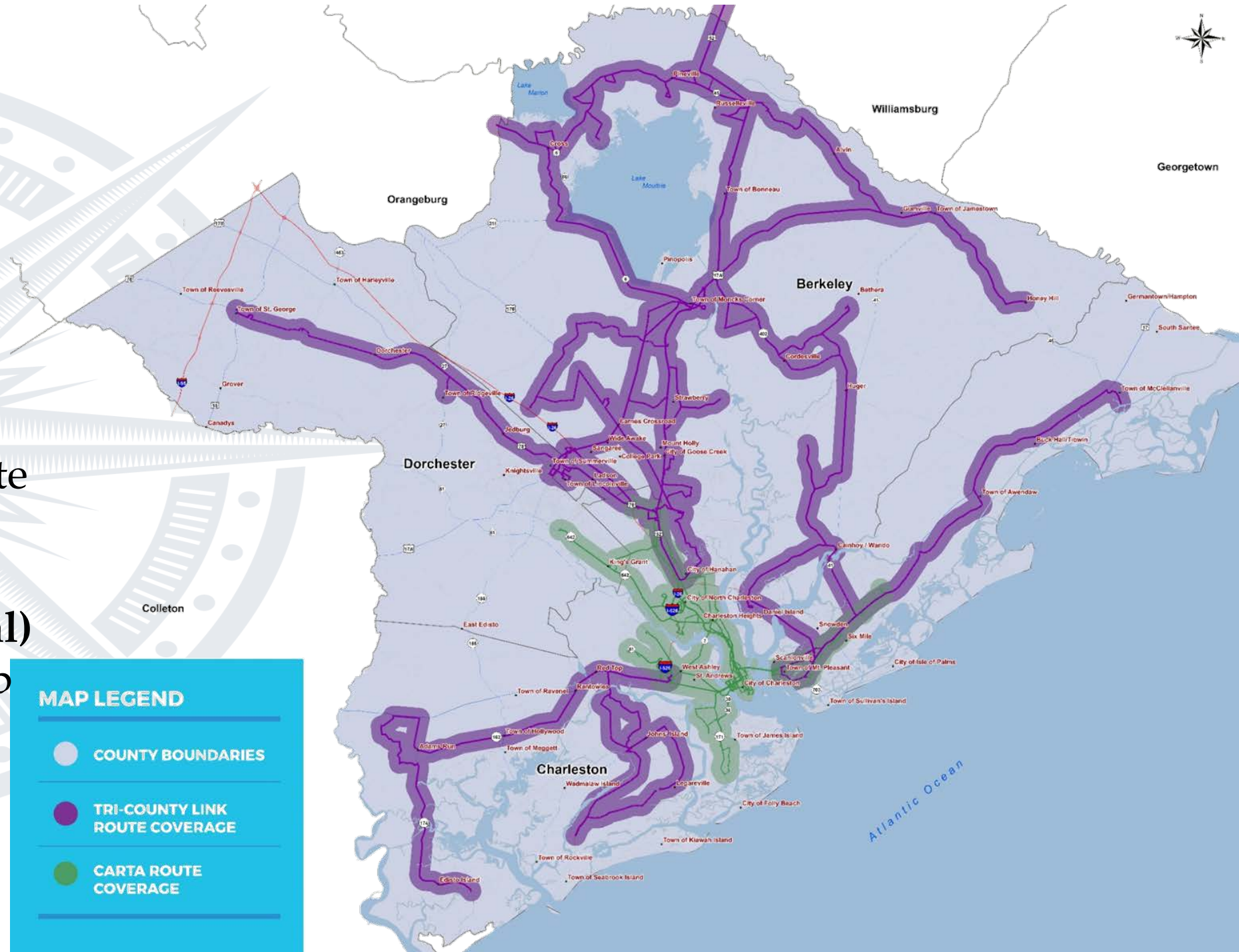
# Transit

## CARTA (Urban Area)

- 17 Fixed Routes
- 4 Express Routes
- 3 Downtown Area Shuttle (DASH)
- 1 Hospitality on Peninsula PNR Route (HOP)
- Tel-A-Ride

## TriCounty Link (Rural)

- 9 Deviated Flag Stop Routes
- 8 Commuter Routes





# Regional Transit Framework Plan

## \$2 Billion Investment in Bus Rapid Transit Network

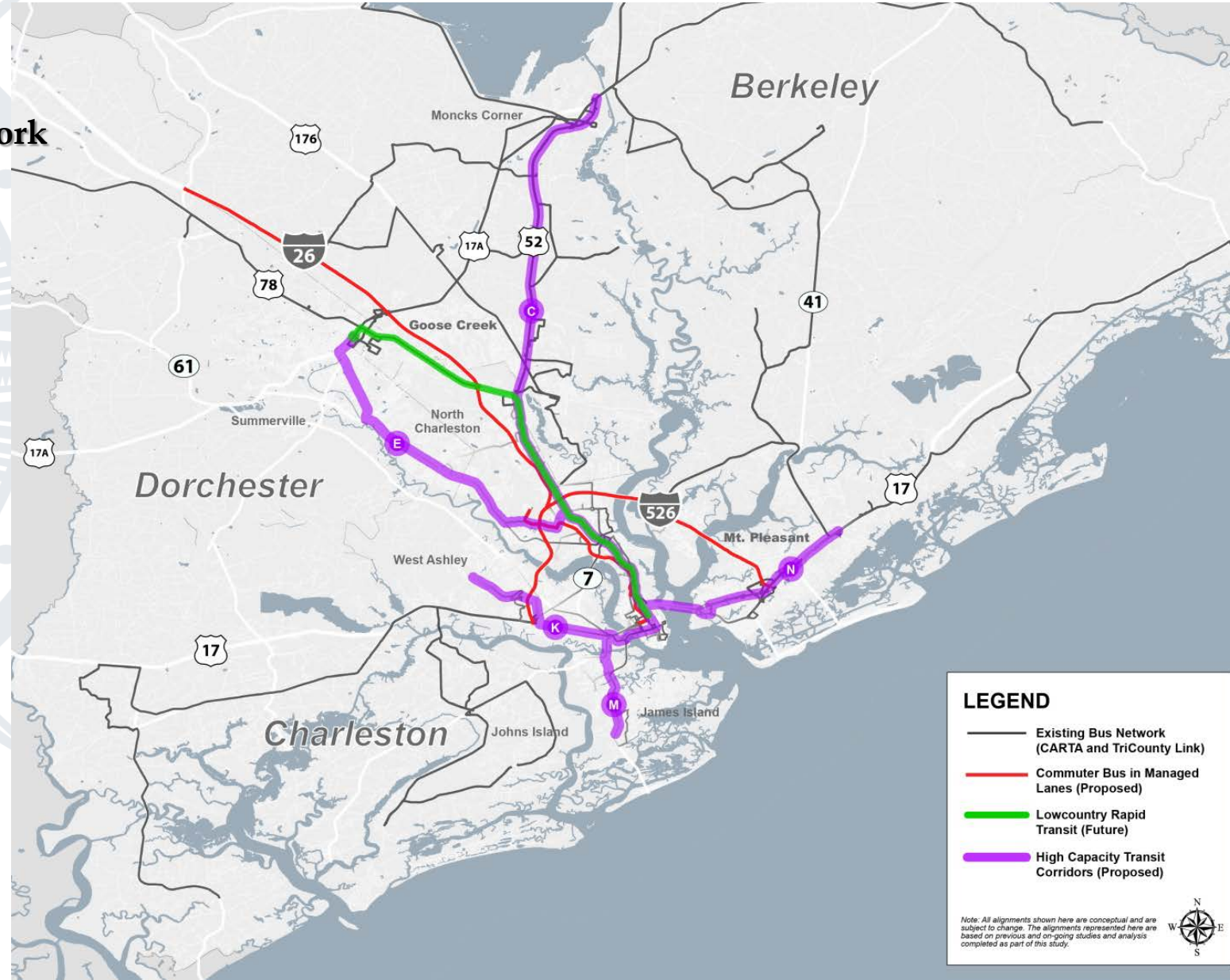
### Express Bus in Managed Lanes

- I-26 (Advance with SCDOT Projects)
- I-526 (Advance with SCDOT Projects)

### Bus Rapid Transit

- Summerville – Charleston (Dorchester Road)
- West Ashley (Glenn McConnell/US 17)
- Mount Pleasant (US 17)
- Moncks Corner-Charleston (Hwy 52)
- James Island – Charleston (Folly Road)

### Lowcountry Rapid Transit Corridor (US 78)





Berkeley-Charleston-Dorchester Council of Governments

# LOWCOUNTRY RAPID TRANSIT PROJECT

Modern transportation to transform our region.





# LC RT | PROJECT HISTORY

## Commuter Rail (1990-2011)

- Study of Potential Commuter Rail Services in the Charleston Urban Area: 1990
- Updated Study of Commuter Rail Services in the Charleston Urban Area – Phase 1: 2006
- Charleston Metropolitan Area Commuter Rail – Feasibility Study – Phase 2: 2011

## Bus Rapid Transit (2012-2016)

- Our Region Our Plan: 2012
- I-26ALT- I-26 Fixed Guideway Alternatives Analysis & CARTA COA: 2014-2016
- Charleston County Sales Tax Referendum: 2016

## Lowcountry Rapid Transit (2016-2019)

- Regional Transit Framework Plan: 2018
- Lowcountry Rapid Transit Advanced Planning & Program Development: 2017-2018





## FUNDING

- \$250 million allocated from Charleston County half-cent sales tax funds
- The project will pursue federal funds under FTA Capital Improvement Grants (New Starts/Small Starts programs)

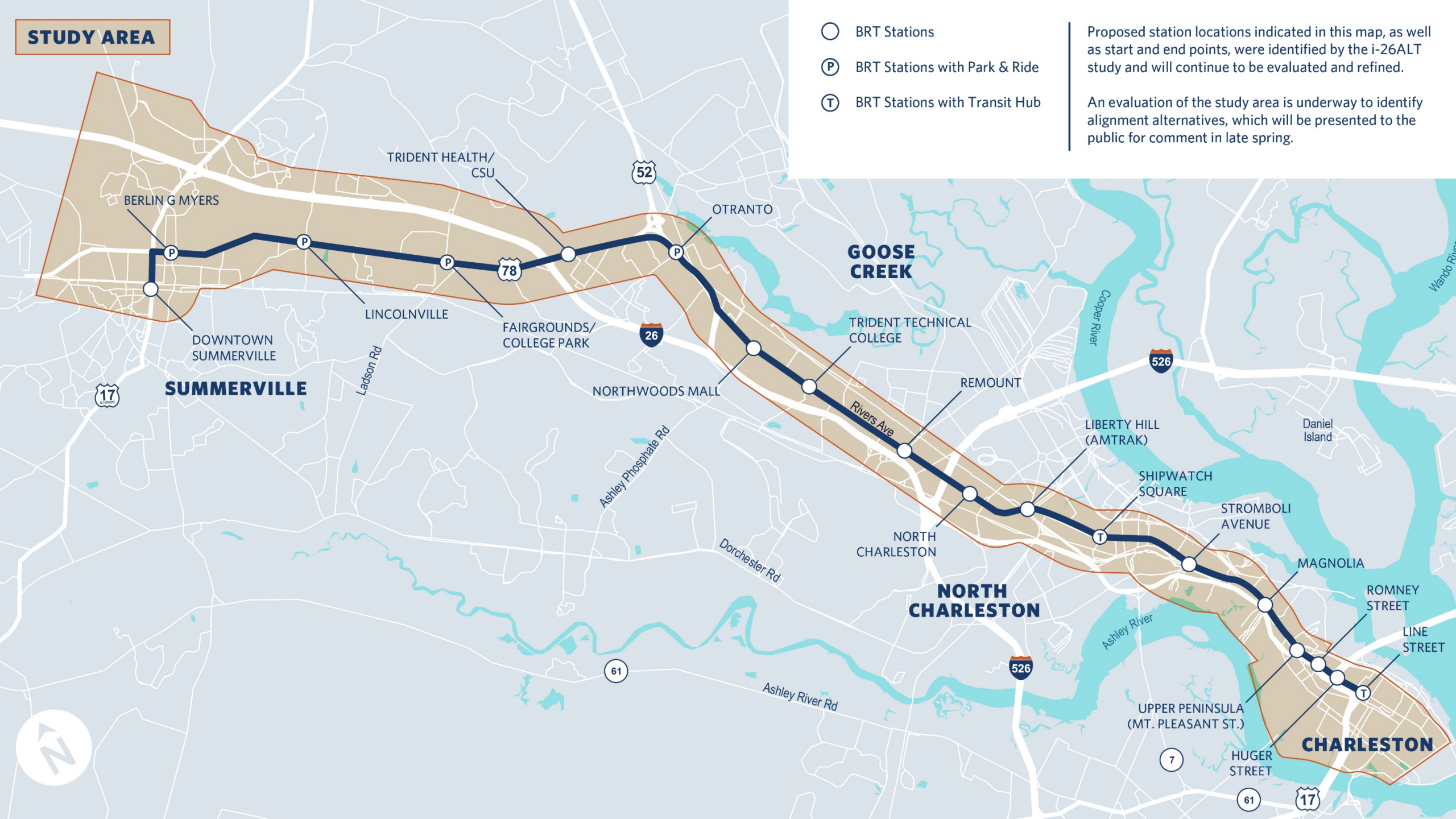


**STUDY AREA**

- BRT Stations
- Ⓟ BRT Stations with Park & Ride
- Ⓣ BRT Stations with Transit Hub

Proposed station locations indicated in this map, as well as start and end points, were identified by the i-26ALT study and will continue to be evaluated and refined.

An evaluation of the study area is underway to identify alignment alternatives, which will be presented to the public for comment in late spring.



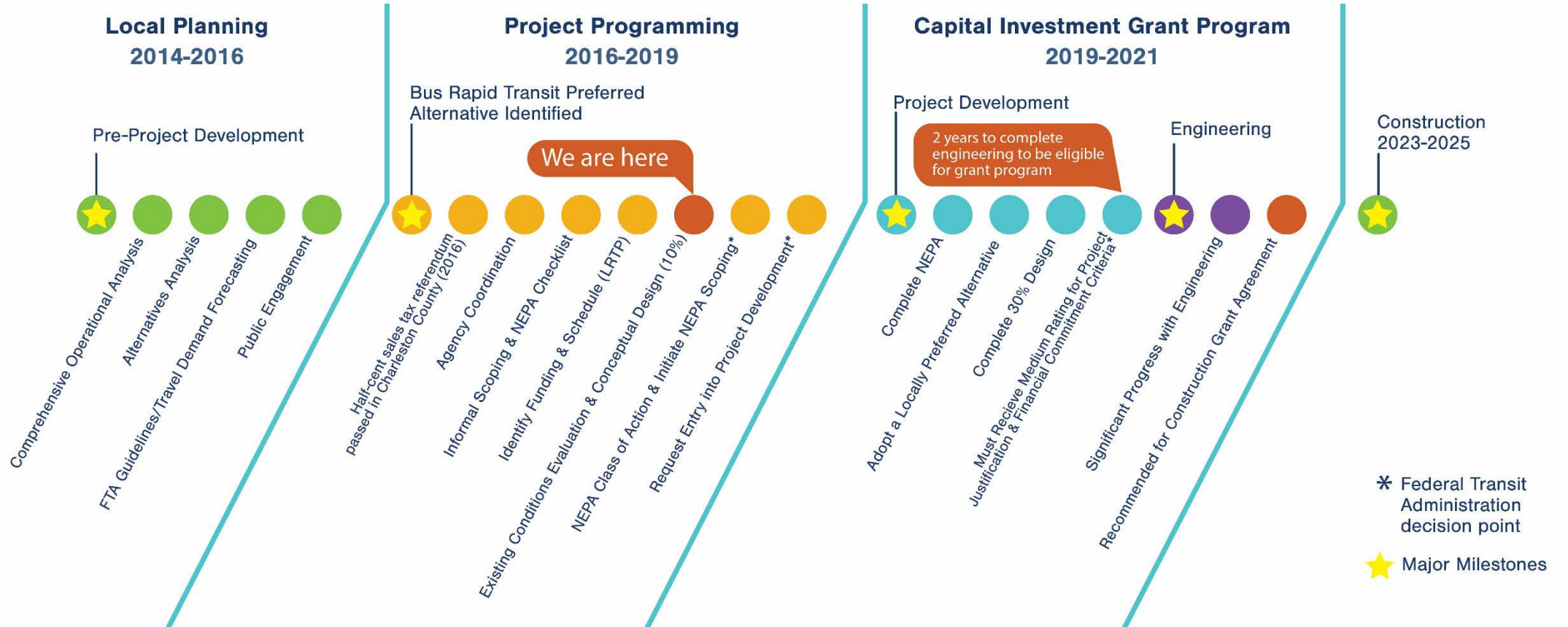


# LC | Lowcountry RT | Rapid Transit

## THE CORRIDOR TODAY



# L C R T | Lowcountry Rapid Transit



Project timeline is estimated under the New Starts Capital Investment Grant program guidelines.



# What is Bus Rapid Transit





FTA defines BRT as a bus system that meets all of the following criteria:

1. Over 50 percent of the route must operate in a separated right-of-way dedicated for transit use
2. Defined stations that meet ADA standards, offer shelter, and provide information on schedules and routes.
3. Faster passenger travel times by using active signal priority or que jump lanes.
4. Frequent, bidirectional service
5. Unique stations and vehicle identity

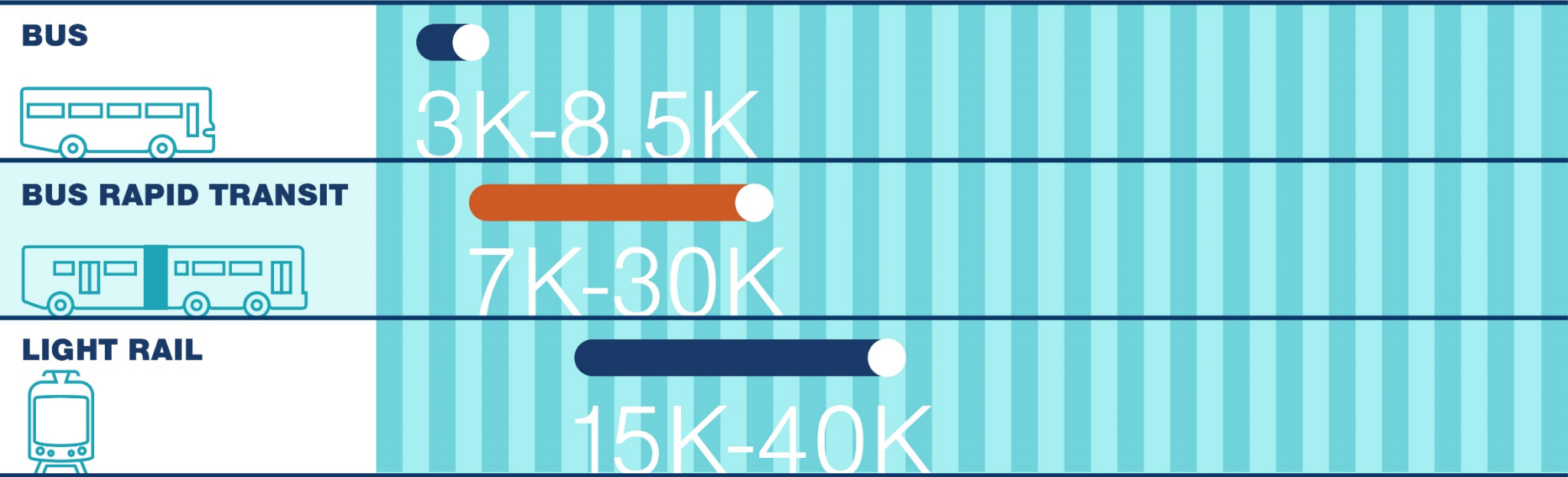




## It Depends

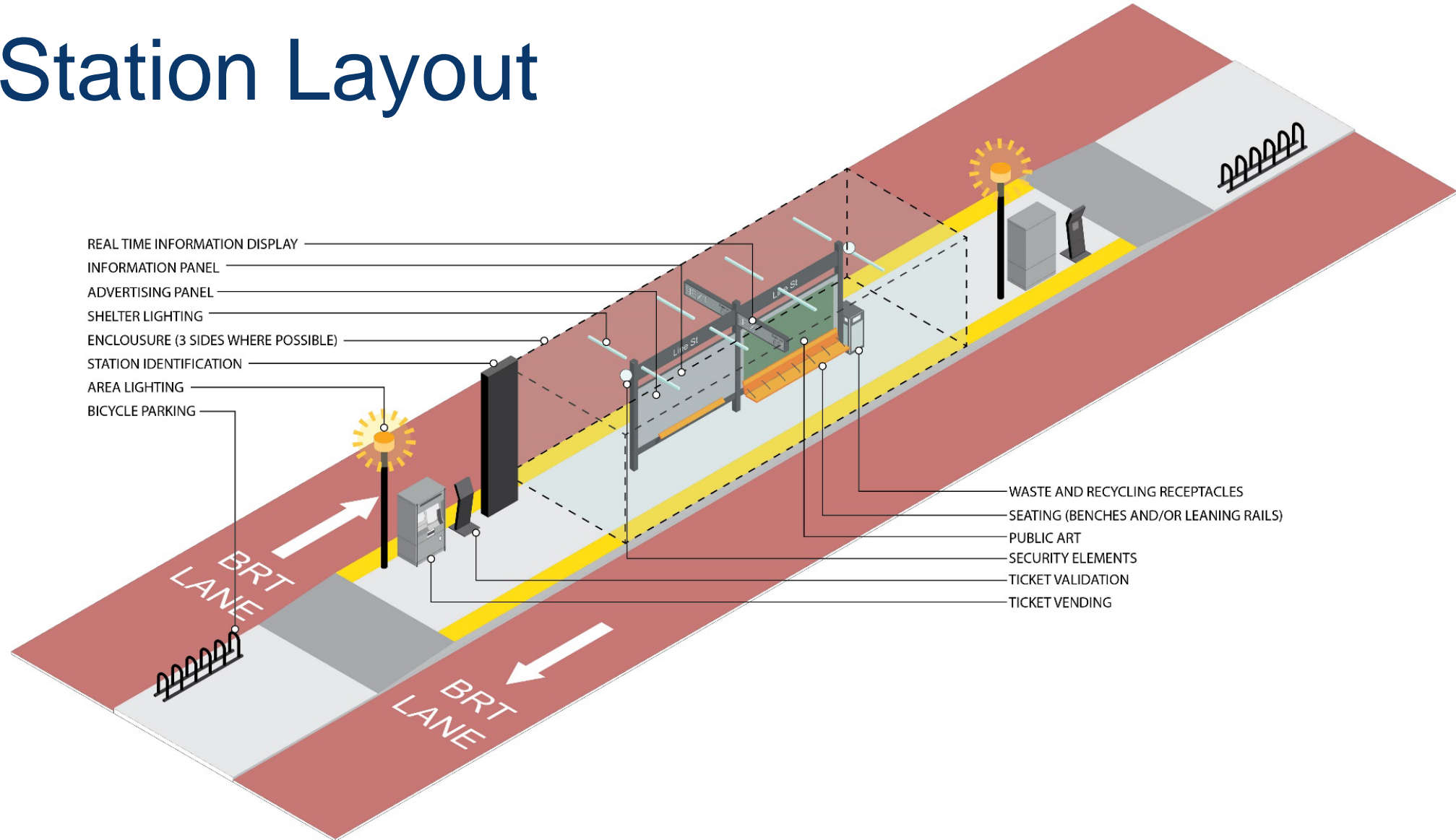
- Why?
  - Purpose and Need
- What?
  - Projected Demand
  - Development Patterns
  - First Leg of System
  - Transit or Corridor Improvement

**BRT in Charleston:** A modern, transit system that operates like conventional rail in dedicated, separated lanes and with the added flexibility to work in mixed traffic.





# Median Station Layout



# Conceptual Cross Sections



# U.S. 52/78 (Rivers Ave)

From Carner Avenue to Durant Avenue



## Existing Typical Section



## Proposed Typical Section



# U.S. 52/78 (Rivers Ave)

From Remount Road to Ashley Phosphate Road



## Existing Typical Section



## Proposed Typical Section



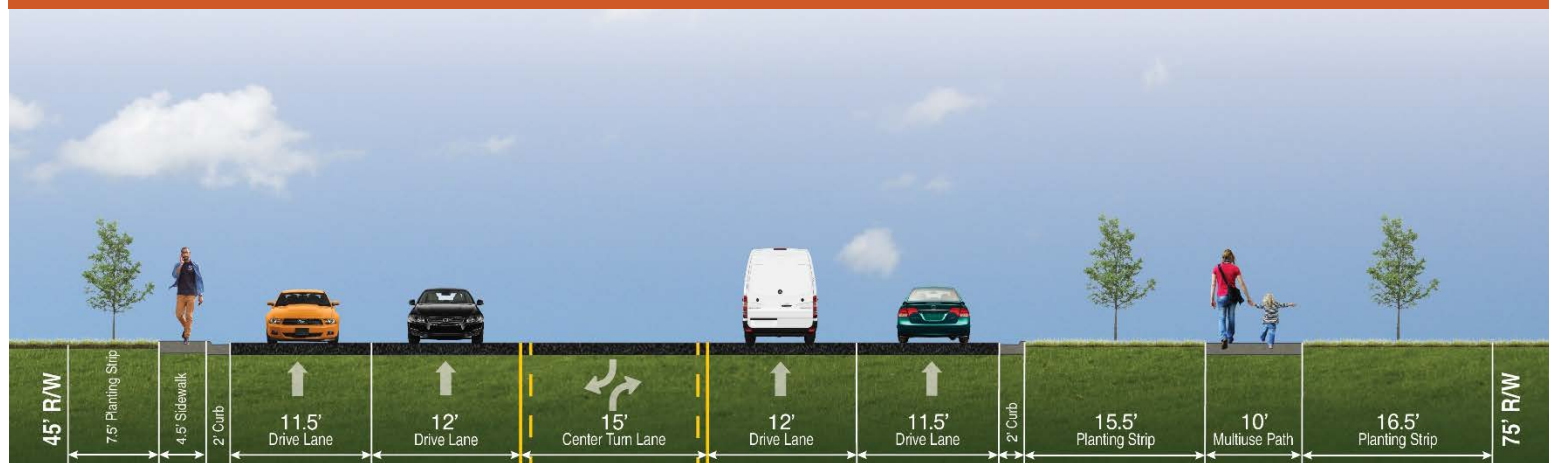


# U.S. 78 (University Boulevard)

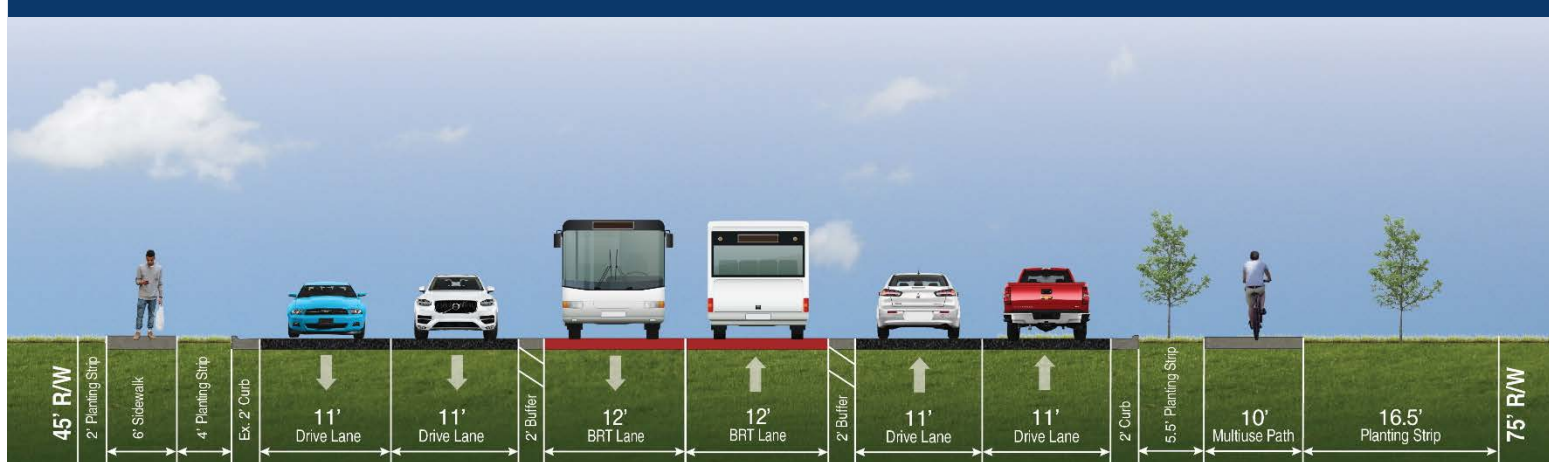
From Old University Boulevard to I-26



## Existing Typical Section



## Proposed Typical Section



# CONNECT

[www.lowcountryrapidtransit.com](http://www.lowcountryrapidtransit.com)

[info@lowcountryrapidtransit.com](mailto:info@lowcountryrapidtransit.com)

Sharon Hollis, AICP  
*BCDCOG Project Manager*  
[sharonh@bcdcog.com](mailto:sharonh@bcdcog.com)

David Leard  
*HDR Program Manager*  
[David.Leard@hdrinc.com](mailto:David.Leard@hdrinc.com)



*@LowcountryRapidTransit*













