



INTEGRATING THE TRANSIT NETWORK

Transit service with frequent access is an important criterion for the Neck area market; the area is largely made up of residents who depend on transit as their primary mode of transportation.

An integrated network of transit services and facilities will:

- ❖ Help support economic growth and livability
- ❖ Improve connectivity
- ❖ Lower household costs
- ❖ Enable more walkable development patterns
- ❖ Reduce vehicle miles of travel, a known source of pollutants and health impacts

Integrated Transit Network

Neighborhood

Emphasis on access with stop spacing every two blocks



Local

Balance between local access and mobility with stop spacing every 1/2 to 1 mile



Regional

Emphasis on regional mobility with stop spacing every 2 to 5 miles



CURRENT TRANSIT

The primary public transportation provider in the Neck area is CARTA, which operates 20 bus routes and over 200 miles of route service. CARTA provides a network of fixed routes, commuter express routes and paratransit service.

CARTA's SuperStop is located at Rivers Avenue near Cosgrove Avenue and serves as the major transfer hub for service in North Charleston.



CARTA Fixed Bus Route

FUTURE TRANSIT

The Master Plan recommends that the North Charleston Regional Intermodal Center be located at the existing Amtrak Site.

This site is a better location for existing transit users and planned future development because of its proximity to services and catalyst areas.



Future Transit



PLANNED INVESTMENTS

Given the existing infrastructure, four corridors have emerged as potential transit emphasis corridors:

TRANSIT EMPHASIS CORRIDORS

- 1 **I-26 Corridor:** Connecting Summerville to the peninsula of Charleston via express bus and park and ride locations for peak period commuting;
- 2 **Dorchester Road Corridor:** Connecting West Summerville to the heart of the Neck area via express bus and higher frequency transit service;
- 3 **Rivers Avenue Corridor:** Comprised of land that surrounds the rail corridors, Rivers Avenue and Meeting Street that stretches to Summerville via increased bus frequency initially, evolving to Bus Rapid Transit, and as densities in the corridor increase, light rail transit becomes more feasible over time;
- 4 **Freight Rail Corridor:** Extends from Goose Creek to Line Street Charleston, with commuter rail services and stations at North Charleston City Hall, Shipwatch Square and Line Street.

RECOMMENDED ALTERNATIVES

To serve the markets in these transit emphasis corridors, several alternatives are highlighted below:

- ❖ **Bus transit** (enhanced, express and bus rapid) is focused on increasing frequency of service, creating direct connections and premium sites at catalyst areas.
- ❖ **Install light rail** in dedicated guideway and **construct commuter rail** in freight rail corridor.

The BCDOG’s Transit Alternatives Analysis study currently underway will help further define the area’s premium transit strategy.

Planned Transit Network

