

TRANSPORTATION SALES TAX PUBLIC INPUT OVERVIEW

JANUARY 13, 2026



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OVERVIEW

On September 25, 2025, the recently formed Charleston County Council Special Transportation Sales Tax Committee directed County staff to initiate a comprehensive public input process to inform decisions regarding the future of the Transportation Sales Tax program.

In response, County staff developed a public input survey and launched an extensive public listening, municipal, and stakeholder outreach effort. To date, 67 presentations have been conducted as part of a broad and transparent engagement process designed to solicit feedback from residents, community leaders, and stakeholders on priorities related to roadway and infrastructure improvements, greenspace preservation, and public transportation.

As a result of these efforts, the County has received nearly 29,000 public comments, along with letters and formal input from stakeholder and advocacy organizations. In addition, the County is in the process of receiving publicly vetted and ranked lists of transportation priorities from each municipality within Charleston County.

In parallel with the survey, which was made available both in person and online through the County website, social media channels, and earned media outreach, a statistically representative public opinion poll was conducted among 693 Charleston County residents.

Together, these complementary methodologies provide the County Council with robust, data-driven insight into public perceptions, challenges, opportunities, and investment priorities. This input is intended to inform and guide policy discussions and decision-making related to the future of the Transportation Sales Tax program in the months ahead.

While this report summarizes public input received to date, County staff have continued and will continue to schedule meetings with community organizations, stakeholders, and public bodies to ensure transparency and ongoing engagement throughout this process.

PUBLIC OPINION POLLING

In parallel with the online survey, a statistically representative public opinion poll of Charleston County residents was conducted to ensure the overall findings reflect countywide perspectives. While the online survey captures detailed input from highly engaged participants, the poll provides a broader baseline of public opinion, helping County Council distinguish between widely held priorities and issue-specific advocacy. Together, these methodologies offer clear, data-driven guidance for policy discussions related to the future of the Transportation Sales Tax.

Opinion Diagnostics, a public opinion polling and market research firm based in the Carolinas and Massachusetts, surveyed a representative sample of 693 Charleston County residents from November 11–13, 2025.

The findings indicate that residents have significant concerns regarding congestion and growth. There is broad willingness to support a renewed Transportation Sales Tax, provided it is structured to directly address these challenges and deliver tangible results. The following key themes reflect shared expectations for the path forward:

- Growth must be managed more effectively.
- Priority should be given to roads and congestion relief.
- Greenspace preservation is viewed as an important tool for managing growth and reducing congestion.
- Projects should be delivered more quickly and with greater visibility.
- Investments should be distributed equitably across all geographic areas.
- Transparency and accountability within the program must be strengthened.
- Communication about progress and priorities should be clear, consistent, and ongoing.

QUALITY OF LIFE VS. INFRASTRUCTURE PERCEPTIONS

Residents generally feel positive about living in Charleston County. Nearly 70 percent rate the county's overall quality of life as a 7 or above on a 1-to-10 scale, and public safety receives similarly strong evaluations at 64 percent.

However, 57 percent of residents rate road conditions negatively (scores of 4 or below or unsure), compared to 43 percent who rate them positively (5 or greater). Traffic and congestion are the most frustrating issues, with 59 percent giving negative ratings and only 41 percent offering positive ones.

This gap between overall satisfaction and infrastructure dissatisfaction is one of the most defining dynamics in the poll.

AWARENESS AND OPENNESS TO EXTENSION

Although the Transportation Sales Tax (TST) program has existed for nearly twenty years and last appeared on the ballot in 2024, public awareness remains low. Nearly six in ten residents say they are unfamiliar with the program. This lack of awareness means many opinions are soft and can be shaped by additional information.

Despite this, residents are open to supporting an extension. About 67 percent of residents say they are open to supporting a Transportation Sales Tax extension, with 21 percent outright and another 46 percent depending on what it would fund, signaling a strong opportunity to build support through clear communication about priorities and improvements.

VIEWS ON THE CURRENT TST PROGRAM

When asked specifically about the TST program, residents express mixed and uncertain views. About 37 percent believe the program has benefited the county, while 30 percent view it negatively and one-third remain unsure, underscoring the overall low familiarity.

Supporters cite road and transit improvements, green space preservation, and the benefit of tourists contributing to the tax. Critics focus on the slow pace of project delivery, the perception of uneven investment across the county, and the lack of visible results given the amount of revenue collected.

A central finding emerging from these concerns is that 71 percent of residents believe infrastructure projects in Charleston County are completed entirely too slowly. This perception is a major obstacle to trust in the TST and a clear area for reform.

INFRASTRUCTURE PRIORITIES AND PROJECT EXPECTATIONS

Despite mixed views of the program, the survey shows that residents want continued investment in infrastructure, if the right priorities are emphasized.

Roadway improvements dominate expectations.

- 73.3 percent say roads should be the top focus of a renewed TST.
- 27.1 percent prioritize public transit and 21.8 percent prioritize the Greenbelt Program.



PUBLIC OPINION POLLING

When asked about specific road and infrastructure needs, residents identify:

- Improving pavement conditions (51.3 percent)
- Adding lanes to reduce congestion (39.8 percent)
- Improving key intersections (39 percent)

While public transit and green space investments are still valued, roads and congestion relief clearly drive public demand. Notably, among respondents who value the Greenbelt Program, the top priority is reducing overdevelopment, with 61.3 percent selecting it.

This reflects a broader concern that growth is outpacing infrastructure and that green space preservation is an essential tool for managing development pressures.

DESIRE FOR OVERSIGHT, TRANSPARENCY, AND FAIRNESS

Alongside project priorities, residents want a renewed TST to include stronger accountability measures.

Many say they would feel more confident in supporting an extension if:

- Project selection were more data-driven
- Independent audits and routine public reporting were standard
- Investments were distributed more evenly across the county

This demand reflects a core theme: residents are not opposed to the TST itself, they are opposed to inefficiency, unclear prioritization, and inequitable investment.

Methodology: Opinion Diagnostics conducted a poll of Charleston County Residents from November 11 to 13, 2025. Potential respondents were randomly selected from a database of Charleston residents and contacted via either a live-operator phone call or an SMS message that led to a web-based survey. Respondents were screened to ensure they were residents of Charleston County. Results were weighted using an iterative proportional fitting process to match the known attributes of the Charleston population on the traits of gender, age, ethnicity, educational attainment, geographic area, and political party affiliation. This weighting model was created using data sourced from the United States Census Bureau American Community Survey Public Use Microdata, as well as the South Carolina Election Commission. The final sample of qualified respondents is n=693 residents, and the survey has a margin of error of ±3.7% with 95% confidence.

PUBLICINPUT SUMMARY

Overall Participation

- Participants: 2,486
- Responses: 28,808
- Comments: 2,933

Respondent Profile

- Residency: 96% residents, 13% commuters, 11% business owners, 1% visitors (multiple selections allowed).
- Top Areas Represented:
 - City of Charleston (35%)
 - Town of Mount Pleasant (28%)
 - Unincorporated Area (9%)
 - City of North Charleston (8%)
 - Town of James Island (5%)
- Travel Behavior: 90% primarily drive alone.

Investment Category Importance

- Question: “Please rate the importance of each category for the next phase of investments.”
- Respondents: 2,188

**CHARLESTON COUNTY - TST PUBLIC INPUT SUMMARY
AS OF JANUARY 12, 2026**

Category	Not Important	Slightly Important	Important	Very Important	Combined Important + Very Important
Roadway infrastructure (paving, rural road safety, bottleneck fixes)	3%	9%	21%	67%	88%
Transit service expansion & Lowcountry Rapid Transit (LCRT)	21%	26%	27%	26%	53%
Bike & pedestrian network (closing gaps, improving safety)	13%	21%	28%	38%	66%
Greenbelt program (parks, waterways, protective land purchases)	7%	14%	27%	51%	78%

Budget Allocation (Hypothetical \$100)

- Respondents: 764
 - Roadways: 29%
 - Greenbelt: 25%
 - Bike/Pedestrian/Sidewalks: 24%
 - Public Transit: 22%

Top Three Rank Question 1: Road & Infrastructure Improvements

- Respondents: 1,264
- Top Rankings (lower = higher priority):
 1. Road Widening – Rank 1.69
 2. Bike & Pedestrian Improvements – Rank 1.86
 3. Intersection Improvements – Rank 1.87

Top Three Rank Question 2: Public Transit Improvements

- Respondents: 1,056
- Top Rankings (lower = higher priority):
 1. Dedicated bus lanes / LCRT expansion – Rank 1.71
 2. Additional routes to more areas – Rank 1.81
 3. Faster travel times – Rank 1.94

Top Three Rank Question 3: Greenbelt Program Priorities

- Respondents: 1,179
- Top Rankings (lower = higher priority):
 1. Natural floodwater storage & clean water – Rank 1.73
 2. Public parks – Rank 1.90
 3. Wildlife habitat & natural resource conservation – Rank 1.91

OPEN-ENDED COMMENT OVERVIEW

EXECUTIVE SUMMARY

Public comments reflect strong, consistent, and urgent themes across all regions of Charleston County. Residents describe a transportation system under strain from continued growth, insufficient roadway capacity, worsening congestion, safety concerns, and flooding impacts. Many comments express frustration with slow project delivery, perceived inequities in investment, and a desire for clearer planning, accountability, and alignment between infrastructure investment and growth decisions.

The open-ended feedback reinforces key priorities identified in the quantitative survey:

- Roadway infrastructure and congestion relief remain the dominant concerns.
- Safety issues, particularly for pedestrians and bicyclists, are widespread and urgent.
- Flooding, drainage, and resiliency are increasingly viewed as essential transportation investments.
- Public transit improvements are supported but must be practical, reliable, and competitive with driving.
- Growth management and infrastructure coordination are central to public confidence in any future Transportation Sales Tax.

KEY THEMES IN PUBLIC FEEDBACK

Congestion Relief and Roadway Capacity

Congestion is the most frequently cited issue across all comments, with repeated references to daily delays, unreliable travel times, and long-standing bottlenecks. Johns Island, West Ashley, James Island, Mount Pleasant, and major regional corridors are consistently identified as problem areas.

Recurring requests include:

- Road widening and intersection improvements on major corridors
- Completion of long-planned projects and addressing “low-hanging fruit” bottlenecks
- Improved traffic-signal timing as a near-term, cost-effective solution
- Greater focus on fixing existing roads before adding new capacity

Representative comments include:

- “It takes me over an hour to travel what should be a 20-minute commute.”
- “Traffic congestion has become unbearable and affects every aspect of daily life.”
- “Fix the bottlenecks and signal timing before proposing new roads.”

Safety Concerns for Drivers, Pedestrians, and Cyclists

Safety concerns are widespread and often urgent in tone. Residents describe dangerous conditions for all users, including speeding, red-light running, poorly marked intersections, lack of sidewalks, and inadequate lighting.

Common themes include:

- Need for continuous sidewalks, safer crossings, and protected bike facilities
- High-risk corridors for pedestrians and cyclists, particularly along major arterials
- Poor visibility, missing signage, and deteriorated pavement contributing to crashes
- Calls for stronger enforcement and traffic-calming measures

Representative comments include:

- “Every day I see people run red lights and nearly cause serious accidents.”
- “There is no safe way for my children to walk or bike in our community.”
- “Basic safety improvements should not be optional or delayed.”

Flooding, Drainage, and Resiliency

Flooding and drainage failures are increasingly cited as barriers to safe travel and reliable infrastructure. Residents note that roads, bridges, and intersections routinely flood during storms and high tides, creating safety hazards and limiting mobility.

Frequent concerns include:

- Investment in known flood-prone corridors and intersections
- Integrating drainage and flood mitigation into roadway projects
- Addressing sea-level rise and protecting evacuation routes
- Preserving wetlands and marshes as natural flood-mitigation systems

Representative comments include:

- “Roads flood regularly and become impassable after moderate rain.”
- “Transportation projects must include drainage and resiliency, not treat them separately.”
- “Wetlands are critical infrastructure and should be protected.”

Public Transit: Reliability, Access, and Alternatives to Driving

Residents generally support public transit improvements but emphasize that current systems often fail to meet daily transportation needs. Support is strongest when transit is framed as a practical alternative to driving that reduces congestion.

Top issues include:

- Commutes that take significantly longer by bus than by car
- Limited service frequency, geographic coverage, and hours
- Need for shelters, lighting, amenities, and real-time information
- Interest in expanded LCRT, express service, rail, and microtransit options

Representative comments include:

- “Transit only works if it is reliable and doesn’t triple commute times.”
- “I would use public transit if it were practical for working families.”
- “Congestion will never improve without viable alternatives to driving.”

Growth, Planning, and Infrastructure Coordination

Many comments express concern that development and population growth are outpacing the County’s transportation infrastructure, particularly in island and rapidly growing communities. Residents consistently call for stronger alignment between land-use decisions, infrastructure capacity, and long-term planning to ensure investments keep pace with growth and protect quality of life.

Recurring themes include:

- Better coordination between development approvals and roadway capacity
- Long-term planning that accounts for future growth, not just current conditions
- Greater transparency in project selection, design, and prioritization
- Expectations that development should be paired with appropriate infrastructure investment

Within this broader theme, a subset of comments, largely concentrated in the north Mount Pleasant area, focused on Highway 41 and the proposed Laurel Hill Parkway. Many of these comments used identical or near-identical language, reflecting a coordinated advocacy effort. Respondents raised concerns about environmental impacts, project design, and the need for updated analysis and additional public engagement. While geographically focused, this feedback reinforces broader expectations around responsible growth, infrastructure planning, and transparency.

Representative comments include:

- “Growth keeps coming, but the infrastructure never catches up.”
- “Approving development without roads in place is irresponsible.”
- “I will not support any extension of the Transportation Sales Tax until there is a better plan for Highway 41.”
- “Transportation projects need to reflect community input and long-term sustainability, not short-term fixes.”

Strong Support for Greenbelt and Conservation

Residents consistently express strong support for the Greenbelt Program, particularly as it relates to flooding mitigation, conservation, and quality of life.

Common points include:

- Protecting wetlands, marshes, forests, and rural land
- Using conservation to complement infrastructure and resiliency efforts
- Preserving natural buffers and community character

Representative comments include:

- “Greenbelt investments help prevent flooding and protect our quality of life.”
- “Every acre of preserved land matters.”
- “Conservation should be part of any responsible growth strategy.”

CONCLUSION

Across thousands of open-ended comments, residents consistently call for visible progress, safer roads, reduced congestion, flood-resilient infrastructure, and better coordination between growth and transportation planning. Public support for any future Transportation Sales Tax is closely tied to confidence that investments will be prioritized strategically, delivered efficiently, and aligned with the real-world transportation challenges residents experience across Charleston County.

GUIDING PRINCIPLES

In addition to using public input to inform funding allocations, project selection and prioritization, and operational improvements, we recommend adopting a set of guiding principles to serve as the foundation for decisions regarding the Transportation Sales Tax and its future.

Based on the input received to date, the following guiding principles are offered for consideration:

Finish What Was Promised

Complete key projects carried forward from the existing Transportation Sales Tax program.

Focus on Congestion Relief and Safety

Invest fairly across the county to reduce congestion and improve roadway safety brought on by growth.

Support Multimodal Mobility

Enhance communities with sidewalks, bicycle facilities, and transit services that address identified needs and improve mobility.

Use Greenbelt Investments to Manage Growth and Protect Quality of Life

Protect natural areas through continued Greenbelt investments that help limit overdevelopment and support long-term quality of life.

Build Resilient Infrastructure

Integrate flood mitigation and resiliency measures into transportation projects to strengthen infrastructure.

Ensure Transparency and Accountability

Maintain strong oversight and clear communication to demonstrate progress and responsible stewardship of public funds.

APPENDIX A: POLL RESULTS



SURVEY OF CHARLESTON COUNTY RESIDENTS

n=693 RESIDENTS MoE=±3.7% FIELDED: NOV 11-13, 2025

The survey was fielded November 11 to 13, 2025. Potential respondents were randomly selected from a database of Charleston residents and contacted via either a live-operator phone call or an SMS message that led to a web-based survey. Respondents were screened to ensure they were residents of Charleston County. Results were weighted using an iterative proportional fitting process to match the known attributes of the Charleston population on the variables of gender, age, ethnicity, educational attainment, geographic area, and political party affiliation. This weighting model was created using data sourced from the United States Census Bureau American Community Survey Public Use Microdata, as well as the South Carolina Election Commission. The final sample of qualified respondents is n=693 residents, and the survey has a margin of error of ±3.7% with 95% confidence.

DEMOGRAPHIC ATTRIBUTES OF CHARLESTON COUNTY RESIDENTS	
GENDER	
Female	51.4%
Male	47.6%
Non-binary or Other	1.0%
AGE	
18-34 years old	28.9%
35-44	18.4%
45-54	14.1%
55-64	15.8%
65+	22.8%
ETH	
White or Caucasian	67.4%
Black or African American	21.3%
Other	11.4%
EDUCATION	
Attended high school but have not graduated, or a high school degree or equivalent	23.7%
Attended some college, but have not earned a degree yet, or Earned an Associate's degree	26.8%
Earned a Bachelor's degree	30.1%
Earned a Master's degree, Doctoral degree, or professional degree beyond a Bachelor's degree	19.5%
POLITICAL	
Democrat	18.6%
Republican	22.3%
Unaffiliated, Third Party, Unsure, or Not Registered	59.1%
GEO*	
City of Charleston	32.7%
City of North Charleston	25.0%
North and East	21.6%
South and West	20.7%

* "North and East" includes Mount Pleasant, Isle of Palms, Sullivan's Island, Awendaw, and McClellanville.
"South and West" includes Summerville, James Island, Hollywood, Ravenel, Folly Beach, Seabrook Island, Kiawah Island, Meggett, Lincolnville, Rockville, and all unincorporated areas of the county. *



TOPLINE SURVEY RESPONSES		
About how long have you lived in Charleston County?		
Q3 - RESIDENCY	Entire life	22.6%
	Moved here less than 1 year ago	3.1%
	Moved here 1-4 years ago	16.7%
	Moved here 5-9 years ago	13.5%
	Moved here 10-19 years ago	19.4%
	Moved here 20 years ago or more	24.7%
For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.		
The overall quality of life.		
Q4A - RATING - QUALITY OF LIFE	10 - Excellent	13.8%
	9	9.8%
	8	24.7%
	7	19.6%
	6	10.6%
	5	8.0%
	4	4.6%
	3	2.9%
	2	2.1%
	1 - Very poor	2.0%
	Unsure	2.0%
	Average Rating	7.0
	5 or greater	86.5%
	4 or less or unsure	13.5%

For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.

Public safety.

Q4B - RATING - PUBLIC SAFETY

10 - Excellent	13.5%
9	10.5%
8	24.0%
7	16.0%
6	10.4%
5	10.0%
4	3.9%
3	2.3%
2	2.2%
1 - Very poor	5.0%
Unsure	2.3%
Average Rating	6.8
5 or greater	84.4%
4 or less or unsure	15.6%

For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.

The conditions of roads and infrastructure.

Q4C - RATING - ROADS & INFRASTRUCTURE

10 - Excellent	1.1%
9	2.3%
8	4.6%
7	7.7%
6	11.0%
5	16.5%
4	11.3%
3	15.4%
2	8.3%
1 - Very poor	20.7%
Unsure	1.3%
Average Rating	4.0
5 or greater	43.1%
4 or less or unsure	56.9%



Q4D - RATING - PUBLIC EDUCATION

For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.

Public education.

10 - Excellent	4.8%
9	2.8%
8	7.4%
7	12.5%
6	9.1%
5	12.3%
4	9.4%
3	7.9%
2	5.3%
1 - Very poor	9.5%
Unsure	18.8%
Average Rating	4.2
5 or greater	48.9%
4 or less or unsure	51.1%

Q4E - RATING - TRAFFIC

For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.

Traffic and congestion; the time it takes you to get to places.

10 - Excellent	1.9%
9	1.5%
8	5.3%
7	9.0%
6	9.1%
5	14.2%
4	10.5%
3	15.0%
2	8.8%
1 - Very poor	22.5%
Unsure	2.3%
Average Rating	3.9
5 or greater	40.9%
4 or less or unsure	59.1%

For the following aspects of life in Charleston County, please rate each on a scale from 1 to 10, where 1 means very poor and 10 means excellent.

The availability of public transportation.

Q4F - RATING - PUBLIC TRANSPORTATION	
10 - Excellent	4.2%
9	2.7%
8	4.8%
7	5.7%
6	4.8%
5	8.5%
4	6.2%
3	9.8%
2	7.8%
1 - Very poor	21.3%
Unsure	24.3%
Average Rating	3.1
5 or greater	30.6%
4 or less or unsure	69.4%

Q5 - COUNTY COUNCIL APPROVAL

Do you strongly approve, somewhat approve, somewhat disapprove, or strongly disapprove of the job being done by the Charleston County government, which is directed by the Charleston County Council? Or would you say you're unsure?

Strongly approve	6.7%
Somewhat approve	28.5%
Somewhat disapprove	21.9%
Strongly disapprove	12.0%
Unsure	30.9%
Net Approval	1.3%

Q6 - MUNICIPAL COUNCIL APPROVAL	<p>NOT ASKED TO RESIDENTS OF UNINCORPORATED AREAS Do you strongly approve, somewhat approve, somewhat disapprove, or strongly disapprove of the job being done by the [CITY OF RESPONDENT] government, which is directed by the [CITY OF RESPONDENT] council?</p> <table border="1"> <tbody> <tr> <td>Strongly approve</td><td>7.9%</td></tr> <tr> <td>Somewhat approve</td><td>33.5%</td></tr> <tr> <td>Somewhat disapprove</td><td>17.7%</td></tr> <tr> <td>Strongly disapprove</td><td>12.5%</td></tr> <tr> <td>Unsure</td><td>28.4%</td></tr> <tr> <td>Net Approval</td><td>11.1%</td></tr> </tbody> </table>	Strongly approve	7.9%	Somewhat approve	33.5%	Somewhat disapprove	17.7%	Strongly disapprove	12.5%	Unsure	28.4%	Net Approval	11.1%
Strongly approve	7.9%												
Somewhat approve	33.5%												
Somewhat disapprove	17.7%												
Strongly disapprove	12.5%												
Unsure	28.4%												
Net Approval	11.1%												
Q7 - PROJECT PACE	<p>How would you describe the pace at which infrastructure projects are completed in Charleston County? Would you say it is:</p> <table border="1"> <tbody> <tr> <td>Very fast</td> <td>4.3%</td> </tr> <tr> <td>Somewhat fast</td> <td>6.7%</td> </tr> <tr> <td>About right</td> <td>11.6%</td> </tr> <tr> <td>Somewhat slow</td> <td>34.3%</td> </tr> <tr> <td>Very slow</td> <td>37.1%</td> </tr> <tr> <td>Unsure</td> <td>5.9%</td> </tr> </tbody> </table>	Very fast	4.3%	Somewhat fast	6.7%	About right	11.6%	Somewhat slow	34.3%	Very slow	37.1%	Unsure	5.9%
Very fast	4.3%												
Somewhat fast	6.7%												
About right	11.6%												
Somewhat slow	34.3%												
Very slow	37.1%												
Unsure	5.9%												
Q8 - FAMILIARITY	<p>How familiar are you with the Charleston County Transportation Sales Tax Program?</p> <table border="1"> <tbody> <tr> <td>Very familiar</td> <td>9.1%</td> </tr> <tr> <td>Somewhat familiar</td> <td>23.7%</td> </tr> <tr> <td>Not very familiar</td> <td>22.4%</td> </tr> <tr> <td>Not at all familiar</td> <td>36.1%</td> </tr> <tr> <td>Unsure</td> <td>8.7%</td> </tr> </tbody> </table>	Very familiar	9.1%	Somewhat familiar	23.7%	Not very familiar	22.4%	Not at all familiar	36.1%	Unsure	8.7%		
Very familiar	9.1%												
Somewhat familiar	23.7%												
Not very familiar	22.4%												
Not at all familiar	36.1%												
Unsure	8.7%												

In 2004, Charleston County voters approved a half-cent sales tax to fund roads and infrastructure, public transportation, and greenspace projects for 25 years.

In 2016, voters approved an additional half-cent sales tax to continue funding these initiatives.

Overall, do you think the Transportation Sales Tax Program has been a good thing or a bad thing for Charleston County, or are you unsure?

Definitely a good thing	12.3%
Probably a good thing	24.2%
Probably a bad thing	14.9%
Definitely a bad thing	15.2%
Unsure	33.3%
Net	6.4%



In a few words, please state why you believe the existing Charleston County Transportation Sales Tax Program has been a good thing for Charleston County. Summary:

The survey responses on the Charleston County Transportation Sales Tax Program highlight several key themes from the participants, focusing on its contributions to addressing the county's infrastructure needs amid rapid growth. A primary emphasis is on funding for road improvements and maintenance, with benefits like pothole repairs, road widening (e.g., Glenn McConnell Parkway and Bees Ferry Road), and reduced traffic congestion. For instance, one participant noted, "We need money to fix these roads," underscoring the tax's role in preventing further deterioration. Broader infrastructure funding emerged as a dominant theme, portraying the program as essential for generating resources that state or federal levels fail to provide adequately. Many appreciated its low burden—a one-cent sales tax—partly shouldered by tourists and visitors, spreading the cost without overly straining locals, as one response stated: "Infrastructure is severely lacking and I'd rather it be funded by a tax that tourist partially pay than one only paid by locals."

Q10 - GOOD / OPEN RESPONSE
Public transportation enhancements were referenced, with praise for new buses, routes, and options that improve mobility, especially for lower-income residents and tourists. Green spaces, parks, bike lanes, and sidewalks were lauded, contributing to better quality of life and environmental preservation, such as the addition of playgrounds and trails. Growth management was a recurring concern, where the tax is seen as crucial for keeping pace with population influx and development, preventing gridlock and supporting projects like interchanges and flood control. Respondents often linked this to the need for proactive planning, with comments like, "Infrastructure improvements are need to support growing population."

However, criticisms appeared, focusing on slow project execution, perceived misallocation of funds (e.g., favoritism toward areas like Mount Pleasant over Johns Island), and delays in major initiatives like the I-526 extension. Some expressed frustration over incomplete projects or questionable quality, such as, "Projects have taken entirely too long considering when the extra tax was applied." Calls for better transparency, equitable distribution, and potentially higher taxes to accelerate progress were common. In summary, the responses credit the program, in place for over two decades, with tangible improvements like new roads and greenbelts, while highlighting opportunities for refinement to maximize its impact on livability and sustainability.



In a few words, please state why you believe the existing Charleston County Transportation Sales Tax Program has been a bad thing for Charleston County. Summary:

The survey responses on the Charleston County Transportation Sales Tax Program center on its failure to deliver meaningful improvements despite years of collection. A dominant theme is the lack of visible progress in road conditions and infrastructure, with many highlighting persistent potholes, crumbling pavement, and inadequate maintenance, as one respondent stated, "The roads are a joke and so is the public transportation offerings." Respondents frequently criticized the program's inability to keep pace with rapid population growth and overdevelopment, noting that new housing, apartments, and hotels are approved without corresponding upgrades to roads or traffic management, leading to worsening congestion and safety issues. For example, complaints about bottlenecks on highways like 61, 17, and 41 underscore the view that the tax has not addressed core problems, with some arguing developers should bear more costs upfront rather than relying on taxpayer funds.

Mismanagement and misuse of funds emerged as another key concern, with accusations of corruption, favoritism toward affluent areas like Mount Pleasant or downtown Charleston over underserved regions such as Johns Island, North Charleston, or West Ashley, and redirection of money to unintended projects like bike lanes instead of major roadways. Delays or outright failures in promised initiatives, particularly the I-526 extension, were repeatedly cited, fueling distrust in county officials for slow execution, poor planning, and lack of transparency—respondents demanded better accountability, such as public votes on fund allocation or detailed reporting on expenditures. The tax burden itself drew ire, seen as excessive and regressive, exacerbating high sales taxes that hurt small businesses and residents without yielding benefits, as encapsulated in comments like, "Taxes gone up, cost-of-living has gone up and the infrastructure and roads are still crap." Public transportation received similar scorn for remaining inadequate, with calls for rail systems or better bus services unmet. Overall, the responses portray the program, implemented for over two decades, as a wasteful measure that has eroded public confidence, with suggestions to halt new taxes, repurpose existing revenues, or prioritize equitable, timely projects to restore faith in local governance and enhance livability.



Q12 - TSTP EXTENSION	<p>If a proposal were placed on the ballot to extend the Charleston County Transportation Sales Tax Program to continue funding roads, infrastructure, public transportation, and Greenbelt improvements, which of the following best describes how you would likely vote?</p>	
	I would vote yes to extend the Transportation Sales Tax Program.	21.5%
	My vote would depend on what the Transportation Sales Tax Program would pay for.	45.9%
	I would vote no to extending the Transportation Sales Tax Program under any circumstance.	19.5%
	Unsure	13.1%
Net		2.0%
Q13 - ATTENTION	<p>Regardless of how you feel about extending the Charleston County Transportation Sales Tax Program, which of the following areas do you think should receive the most attention if County leaders move forward with a proposal for voters to consider in 2026? Select up to two.</p>	
	Roadway infrastructure (congestion, drainage, paving, rural road safety, bottleneck fixes)	73.3%
	Public transit service improvements and expansion (including Lowcountry Rapid Transit)	27.1%
	Greenbelt Program (parks, waterways, protective land purchases)	21.8%
	Bicycle and pedestrian network (safety and connectivity improvements)	18.9%
	Unsure	6.4%
	Other (please specify)	5.0%
Q14 - ROADS & INFRASTRUCTURE PRIORITIES	<p>Thinking specifically about roads and infrastructure, which of the following project outcomes should be the highest priorities for County Council to focus on? Select up to three.</p>	
	Improving pavement conditions	51.3%
	Adding traffic lanes to reduce congestion	39.8%
	Improving intersections (turn lanes, flyovers, roundabouts, medians, crosswalks)	39.0%
	Improving signal coordination (synchronizing multiple signals to improve traffic flow)	35.2%
	Increasing the safety of rural roads (brighter signage, wider shoulders, guardrails)	23.7%
	Improving bike and pedestrian paths	21.1%
	Other (please specify)	7.6%
	Unsure	5.1%



Q15 - GREENBELT PRIORITIES	Thinking specifically about the Greenbelt Program, which of the following should be the highest priorities if funding continues? Select up to three.	
	Reducing overdevelopment	61.3%
	Maintaining wildlife habitats and resources	43.7%
	Preserving natural floodwater storage	33.2%
	Protecting scenic and cultural sites	24.2%
	Creating public parks	21.3%
	Preserving agricultural land	18.0%
	Unsure	8.4%
Other (please specify)		3.7%

Q16 - PUBLIC TRANSPO PRIORITIES	Thinking specifically about public transportation, which of the following project outcomes should be the highest priorities? Select up to three.	
	Adding new routes to more areas of the County	34.1%
	Unsure	27.7%
	More frequent service and shorter wait times	26.0%
	Expanding service hours during evenings and weekends	25.9%
	Dedicated bus lanes or expansion of Lowcountry Rapid Transit	20.4%
	Enhanced rider amenities (shelters, benches, technology improvements)	19.4%
	More express services to park-and-ride locations	14.7%
	Shorter ride times and improved connections	14.6%
Other (please specify)		4.6%

Q17 - TAX CONFIDENCE	Which of the following would give you the most confidence in the success of a future Transportation Sales Tax Program. Select up to three.	
	Using data on growth and traffic patterns to choose projects	36.1%
	Independent audits and public reporting	32.4%
	Ensuring fair distribution across all parts of the County	30.3%
	Citizen advisory committee for oversight	26.5%
	Unsure	18.2%
	The extension of I-526 is not being considered	17.2%
	Clear environmental safeguards	15.3%
	Focusing on smaller, targeted projects	11.0%
	Nearly half of funding will be provided by non-County residents	6.3%
Other (please specify)		4.9%



What is your total annual household income before taxes?	
Under \$25,000	7.9%
\$25,000 – \$49,999	10.3%
\$50,000 – \$74,999	16.2%
\$75,000 – \$99,999	12.6%
\$100,000 – \$149,999	14.0%
\$150,000 – \$199,999	9.2%
\$200,000 or more	12.7%
Prefer not to say	17.1%

APPENDIX B: PROJECT REQUESTS

More than 600 specific requests for items to be funded at an estimated value of \$68 Billion.

- Nearly 230 road and signal projects requested to combat congestion.
- Approximately 200 bike and pedestrian projects to close gaps, address safety needs and provide modal options.
- Nearly 90 transit requests from expanded service, improved amenities, expand planned LCRT, and add light rail service across the region.
- More than 100 Greenbelt and Resilience opportunities identified to help combat growth, preserve areas within the communities and address recurring flooding concerns.

Requested Road Projects Received via Public Input Process for a Potential TST 3		
	Location	
Line R1	James/Johns Island	Maybank Highway Corridor
Line R2	Johns Island	Maybank Hwy from Pineland Dr/Towne St to the Stono Bridge
Line R3	James Island	Maybank Hwy Corridor: Stono Bridge to Folly Rd
Line R4	Johns Island	Maybank Hwy Corridor: Main-Bohicket Roads to River Rd
Line R5	Johns Island	Maybank: River Road to Stono Bridge
Line R6	Johns Island	Pitchfork @ Maybank/River Road
Line R7	Johns Island	Southern Pitchfork on Maybank
Line R8	James Island	Maybank @ Riverland
Line R9	Johns Island	Maybank @ Main + Brownwood
Line R10	Johns Island	Maybank @ River Rd
Line R11	James Island	Maybank @ Folly
Line R12	Johns Island	Maybank @ Main/Bohicket
Line R13	James Island	Maybank @ Woodland Shores / Wappo Hall
Line R14	Johns Island	Maybank @ Timberline Dr
Line R15	James Island	Fleming @ Maybank
Line R16	Johns Island	Sailfish @ Maybank
Line R17	Johns Island	Replace scissors merge
Line R18	Johns Island	Main Road Corridor
Line R19	Johns Island	Main Rd-Bohicket Rd Corridor: Chisolm Rd (by the schools) to Plow Ground Rd
Line R20	Johns Island	Main Rd Corridor: Old Pond Rd to Mary Ann Point Rd
Line R21	Johns Island	Main/Bohicket @ Maybank
Line R22	@ Johns Island	US 17 @ Main Road
Line R23	@ Johns Island	Main @ Bayou Road / Main & McCleod
Line R24	Johns Island	Kiawah: Main @ MaryAnn Point Rd
Line R25	Johns Island	Kiawah: Main @ St John's High School
Line R26	Johns Island	Kiawah: Main @ Old Pond Rd
Line R27	@ Johns Island / W Ashley	US-17 Corridor: Main Rd to Dobbins Rd
Line R28	James Island	Harborview Road
Line R29	James Island	Harborview @ Folly
Line R30	Johns Island	River Road Corridor
Line R31	Johns Island	Upper River Rd Corridor: Main Rd to Stardust Dr
Line R32	Johns Island	All intersections along River Road
Line R33	Johns Island	River Road from Stardust Way to Cane Slash Rd
Line R34	Johns Island	River @ Main Road
Line R35	Johns Island	River @ Maybank
Line R36	Johns Island	River / Bohicket / Betsy Kerrison
Line R37	Johns Island	River Road @ Cane Slash -roundabout
Line R38	Johns Island	River Road @ Murraywood / Rushland Landing Rd
Line R39	Johns Island	River Road @-Edenvale -Abbaapoola
Line R40	Johns Island	Bohicket Road Corridor
Line R41	Johns Island	Kiawah: Widening from Edendale to Maybank Highway
Line R42	Johns Island	Bohicket Rd Corridor: South of Plow Ground Rd
Line R43	Johns Island	All intersections along Bohicket Road
Line R44	Johns Island	Bohicket @ Edenvale
Line R45	Johns Island	Bohicket @ Berry Hill
Line R46	Johns Island	Plow Ground @ both ends
Line R47	Johns Island	Brownswood Road roundabout @ S curve
Line R48	James Island	Ft Johnson Road
Line R49	James Island	Ft Johnson / Bayview Farms / Grand Concourse
Line R50	James Island	Secessionville @ Ft Johnson
Line R51	James Island	Town of James Island: Lighthouse Blvd @ Ft Johnson intersection improvement
Line R52	James Island	Folly Road Corridor
Line R53	@ James Island / W Ashley	SC 61/US17/Folly Rd
Line R54	James Island	Folly Road @ River Point
Line R55	James Island	Folly @ Ft Johnson
Line R56	James Island	Folly @ Grimball



Line R57	James Island	Folly @ Camp Road
Line R58	James Island	Folly @ Battery Island Drive
Line R59	@ James Island / W Ashley	Folly @ Windermere
Line R60	James Island	Riverland @ Central Park
Line R61	Johns Island	Betsy Kerrison Parkway (river road to Kiawah Parkway)
Line R62	Johns Island	All intersections along Betsy Kerrison
Line R63	Johns Island	Cane Slash Road
Line R64	Johns Island	New Road: Extend Cane Slash to the bridge
Line R65	W Ashley	Bees Ferry Road Corridor
Line R66	W Ashley	Bees Ferry @ Glenn McConnell
Line R67	W Ashley	Bees Ferry @ US 17
Line R68	W Ashley	SC 61 Ashley River Road Corridor
Line R69	W Ashley	SC 61 Ashley River Road (Bees Ferry to Paul Cantrell)
Line R70	W Ashley	SC 61 Ashley River Road(Bees Ferry to Old Parsonage Rd)
Line R71	W Ashley	SC 61 Ashley River Road Intersection improv. (From Village Green/W Bridge Rd to Bees Ferry)
Line R72	W Ashley	Sam Rittenberg @ Ashley River
Line R73	W Ashley	SC 61 @ Magwood
Line R74	W Ashley	SC 61 @ Muirfield Parkway
Line R75	W Ashley	Savage @ Orleans
Line R76	W Ashley	Savage @ Glenn McConnell / Paul Cantrell
Line R77	W Ashley	Magwood @ Glenn McConnell/ Paul Cantrell
Line R78	W Ashley	Magwood @ Ashley Crossing Drive
Line R79	W Ashley	Tobias Gadsen @ Paul Cantrell
Line R80	W Ashley	Tobias Gadsen @ Orleans
Line R81	@W Ashley	New Alignment: Extend Glenn McConnell from Bees Ferry towards Summerville
Line R82	@W Ashley	Finish Glenn McConnell from W Ashley Circle to SC 165
Line R83	W Ashley	US 17 South
Line R84	W Ashley @ Johns Island	US 17 South (Dobbin Rd to Main Rd)
Line R85	W Ashley	US 17 bewteen Campbell Dr and White Oak
Line R86	W Ashley	US 17 @ Coburg
Line R87	W Ashley	US 17 @ Nicholson
Line R88	W Ashley	US 17 @ Wappoo
Line R89	W Ashley	US 17 @ Wesley Dr
Line R90	W Ashley	US 17 @ Sam Rittenberg
Line R91	W Ashley	US 17 @ Dupont & Stinson
Line R92	@ Johns Island	US 17 @ Bolton Landing
Line R93	@W Ashley and North Charleston	New Alignment: extend Michaux Parkway to Ashley River Road to alleviate congestion
Line R94	@W Ashley and North Charleston	New Alignment: extend Bees Ferry from SC 61 to Dorchester Rd to alleviate congestion
Line R95	W Ashley	Old Town @ St Andrews
Line R96	W Ashley	Old Town @ Sam Rittenberg
Line R97	W Ashley	Wesley Drive @ Windermere Blvd
Line R98	W Ashley	Sam Rittenberg @ Orleans
Line R99	W Ashley	Wesley Drive @ Savannah Highway
Line R100	W Ashley	US 17 @ SC 61 off-ramp
Line R101	Hollywood	SC 162
Line R102	Hollywood	All intersections along SC 162
Line R103	Ravenel / Hollywood	SC 165
Line R104	Ravenel	Davison/County Line Road
Line R105	Mt Pleasant	SC 41 in Mt Pleasant
Line R106	Mt Pleasant	SC 41 / US 17
Line R107	Mt Pleasant	SC 41 widening from US 17 to Clements Ferry
Line R108	Mt Pleasant	SC 41 @ Dunes West Blvd
Line R109	Mt Pleasant	US 17 @ Darrell Creek Trail
Line R110	@ Mt Pleasant	Halfway creek road @ SC 41
Line R111	Mt Pleasant	Eliminate middle turn lanes on Ben Sawyer and Coleman Blvd
Line R112	Mt Pleasant	Houston Northcutt @ Johnnie Dodds
Line R113	Mt Pleasant	Darrell Creek Trail identified as a congestion need
Line R114	Mt Pleasant	Carolina Park Blvd @ Darrell Creek
Line R115	Mt Pleasant	Carolina Park Blvd @ Park Ave Blvd
Line R116	Mt Pleasant	Faison Road / US 17
Line R117	Mt Pleasant	Oakland Market Road @ US 17 North



Line R118	Mt Pleasant	Lexington Drive and N US 17
Line R119	Mt Pleasant	US 17 @ Long Point identified as congested
Line R120	Mt Pleasant	US 17NB & Bowman Road Interchange identified as congested
Line R121	Mt Pleasant	US 17 @ Ravenel Bridge end (NB & SB) identified as congested
Line R122	Mt Pleasant	US 17 & Shelmore Blvd identified as congested
Line R123	Mt Pleasant	US 17 @ Brickyard Parkway
Line R124	Mt Pleasant	US 17 @ Hungry Neck
Line R125	Mt Pleasant	US 17 @ Coleman Blvd
Line R126	Mt Pleasant	US 17 @ Snee Farm Parkway
Line R127	Mt Pleasant	US 17 @ Boone Hall event entrance
Line R128	Mt Pleasant	Frontage roads along Hwy 17 (Johnnie Dodds Blvd)
Line R129	Mt Pleasant	Houston Northcutt @ Chase Bank
Line R130	Mt Pleasant	Mathis Ferry Road
Line R131	Mt Pleasant	Wando Plantation Way (Dunes West) @ Park West Blvd
Line R132	Mt Pleasant	Johnnie Dodds Blvd Improvements?
Line R133	Mt Pleasant	Long Point Rd Corridor Improvements?
Line R134	Mt Pleasant	Coleman Blvd @ Chuck Dawley?
Line R135	Mt Pleasant	Whipple Road Corridor Safety Improvements?
Line R136	Mt Pleasant	Coleman Corridor Safety Improvements?
Line R137	N Charleston	North Rhett
Line R138	N Charleston	Rivers Ave
Line R139	N Charleston	Rivers @ Reynolds
Line R140	N Charleston	Rivers @ Durant
Line R141	N Charleston	Reynolds @ Spruill
Line R142	N Charleston	Spruill @ Stromboli
Line R143	N Charleston	New Alignment: Azalea Dr Extn (King to Stromboli) identified to alleviate congestion
Line R144	N Charleston	I 26 @ Cosgrove identified as congested
Line R145	N Charleston	Connectivity around the airport, PCP3
Line R146	N Charleston	Connectivity around the airport, Stall Rd
Line R147	N Charleston	North Charleston-Daniel Island Connector identified to alleviate congestion
Line R148	N Charleston	Northbridge
Line R149	N Charleston	Mall Road Widening (Montague to Rivers Ave) ?
Line R150	N Charleston	Noisette/Virgina Ave/Empire Overpass?
Line R151	N Charleston	Patriot Blvd Widening (Weber to PCP) ?
Line R152	N Charleston	Ladson Rd Widening (US 78 to Dorchester Rd)?
Line R153	N Charleston	Remount Road
Line R154	N Charleston	Noise Walls
Line R155	N Charleston	Cosgrove @ Azalea
Line R156	N Charleston	Rhett@ Holmes @ Rugheimer @ Bexley
Line R157	N Charleston	International Boulevard
Line R158	N Charleston	East Montague Ave @ Gaynor Ave
Line R159	@ N Charleston	Ashley Phosphate
Line R160	Pennisula	Connector @ Calhoun
Line R161	Pennisula	Lockwood @ Beaufain
Line R162	Pennisula	James Island Connector / Lockwood / Calhoun
Line R163	Pennisula	US 17 @ Lockwood
Line R164	Pennisula	Huger @ Ashley Ave
Line R165	Pennisula	Huger @ Meeting
Line R166	Pennisula	Huger improvements up to King
Line R167	Pennisula	Line Street west of Meeting to King
Line R168	Pennisula	South Street
Line R169	Pennisula	Grace Bridge Street
Line R170	Pennisula	Mt. Pleasant Street @ Meeting
Line R171	Pennisula	Ashley @ Congress
Line R172	Pennisula	Calhoun Corridor
Line R173	Pennisula	Calhoun @ Meeting
Line R174	Pennisula	E Bay, Concord, Morrison Dr Flooding Improvements?
Line R175	Pennisula	Calhoun Corridor Flooding Improvements?
Line R176	Pennisula	Lockwood Dr / Hagood Flooding Improvements?
Line R177	Daniel Island	New Alignment: New river crossing to connect I 526 and Clements Ferry
Line R178	@ Daniel Island	Clements Ferry Widening



Line R179	@ Daniel Island	All neighborhood intersections along Clements Ferry
Line R180	Awendaw	US 17 @ Steed Creek
Line R181	Awendaw	Doar Rd @ Sewee Rd
Line R182		New Alignment: Provide a 3rd river crossing from East Cooper to I 26
Line R183		New Alignment: Connect Folly Road Connector to River Road
Line R184		Finish I 526
Line R185		Widen existing 526
Line R186		I26/526 Interchange
Line R187		I 526, Replace & Widen Don Holt Bridge
Line R188		I 526 @ US 17 Turn lanes
Line R189		I 526 @ Leeds Ave (merge & ITS)
Line R190		I 526 @ Rivers Ave (merge & ITS)
Line R191		I 526 @ North Rhett
Line R192		I 526 @ McConnell / Paul Cantrell
Line R193		I 526 Airport exits
Line R194		I 526 @ Sam Rittenberg
Line R195		Widen 526 from Wando Bridge to US 17
Line R196		Widen I 26
Line R197		Ferry system to get container trucks off of I 526
Line R198		Car Pool Lanes

Requested Signal Projects Received via Public Input Process for a Potential TST 3	
Line S 1	Coleman
Line S 2	Johnnie Dodds
Line S 3	US 17 Savannah Highway
Line S 4	Maybank Highway
Line S 5	Folly @ Battery Island Dr
Line S 6	Ft Johnson @ Folly
Line S 7	St Andrews Blvd
Line S 8	Dorchester Rd
Line S 9	Dorchester Rd @ I 26
Line S 10	US 17 @ Wappo
Line S 11	Henry Tecklenberg @ Savage
Line S 12	Sanders @ Halfshell
Line S 13	US 17 @ Bluewater Way
Line S 14	Signal @ Wando Crossing
Line S 15	Glenn McConnell @ Magwood
Line S 16	SC 61 signals
Line S 17	US 17 in Mt Pleasant
Line S 18	US 17 @ SC 41
Line S 19	US 17 @ Brickyard Parkway
Line S 20	Folly Road
Line S 21	Azalea @ Cosgrove
Line S 22	Bees Ferry @ Glenn McConnell
Line S 23	Rutledge and Simons
Line S 24	Hwy 41 and Dunes West Blvd
Line S 25	Hwy 17 & Bonanza Rd
Line S 26	Calhoun Street intersections with almost all cross streets
Line S 27	The traffic lights at the intersections of Coming, St. Philip, King and Meeting Streets with Calhoun should allow for pedestrian traffic to go diagonally and cross streets in all directions,
Line S 28	Henry Tecklenburg/Glenn McConnell

Requested Bike/Ped Projects Received via Public Input Process for a Potential TST 3

Line BP 1	Northbridge
Line BP 2	Ashely River Path
Line BP 3	Replace Ashley River Rd bridge over train tracks in W Ashley & include bike/ped
Line BP 4	Gadsen Creek Trail/Path
Line BP 5	Sidewalks and bikepaths on Maybank
Line BP 6	Seawee Road bike lanes/path
Line BP 7	Bike Share Program
Line BP 8	Expand bikeshare program @ Mt Pleasant
Line BP 9	Folly Road
Line BP 10	James Island Connector bike lanes
Line BP 11	Extend and Improve sidewalks at Savage & Orleans
Line BP 12	W Ashley Greenway - connect all the way to downtown
Line BP 13	W Ashley Greenway - connect to James & Johns Island
Line BP 14	Crosswalks on Rivers Ave
Line BP 15	Rivers Ave
Line BP 16	Sidewalks on Maybank Highway & Woodland Shores
Line BP 17	Wappoo Creek Bridge
Line BP 18	Fleming Road (between Maybank & Central Park)
Line BP 19	River Road south of Maybank
Line BP 20	Upper River Road
Line BP 21	East & West Montague Ave (entire length from Dorchester Rd to Virginia Ave)
Line BP 22	Upper River Road bike and ped
Line BP 23	Rethink Folly
Line BP 24	Harborview Road
Line BP 25	Old Military Road sidewalks
Line BP 26	Grimball Extn sidewalks
Line BP 27	Secessionville sidewalks
Line BP 28	Ft Lamar sidewalks
Line BP 29	Battery Island Dr sidewalks
Line BP 30	Ft Johnson Road sidewalks
Line BP 31	Camp Road (between Middle and Walgreens) sidewalks
Line BP 32	Dills Bluff sidewalks (between Seaside Land to Condon)
Line BP 33	Sol Legare
Line BP 34	Nabors Dr
Line BP 35	Bur Clare drive sidewalks
Line BP 36	Main Road
Line BP 37	Dorchester Road
Line BP 38	Need sidewalks from Savage Road to bus stop @ Citadel Mall
Line BP 39	Bike Paths / Sidewalks from I'On to schools and grocery stores
Line BP 40	Ravenel Bridge to New Ashley River Bike/Ped Bridge
Line BP 41	Bike lanes on Lockwood from Bee Street to Rutledge
Line BP 42	Bike lanes North of Calhoun - Ashley, Rutledge, Courtney
Line BP 43	Bike lanes Spring and Coming, Wentworth to the Crosstown
Line BP 44	Sidewalks on WB side of Ashley Ave on Wentworth, Beaufain and Montagu



Line BP 45	Palm Ave (IOP)
Line BP 46	Waterway (IOP)
Line BP 47	Move IOP Connector bike lane to just one side
Line BP 48	Brownswood Road sidewalks
Line BP 49	Connect new Johns Island Rec center with communities along Brownswood with sidewalks
Line BP 50	Chisolm Road - connect bikepath to new bikepath over Limehouse bridge
Line BP 51	Riverland
Line BP 52	Bohicket Road
Line BP 53	Betsy Kerrison Parkway
Line BP 54	Safe way for bikes to enter/exit Ravenel Bridge
Line BP 55	New bike path from Kiawah Town Hall to Freshfields
Line BP 56	New sidewalks from Kiawah River to South Market/Main - Kiawah
Line BP 57	New bikepath to Kiawah from Bohicket
Line BP 58	Repair sidewalks from Freshfields to Maybank Highway
Line BP 59	Spruill - better bike safety from Morrison to E Bay
Line BP 60	Spruill - sidewalks
Line BP 61	Connect W Ashley bikeway to Charlestown Landing and Old Towne Creek Park
Line BP 62	Bike paths on Folly beach, end to end
Line BP 63	Bike/Ped path on King Street Extension
Line BP 64	Bike Crossing at US 17 @ Ashley Town Center drive
Line BP 65	Replace bridge to Sullivans Island to provide better bike/ped accommodations
Line BP 66	Azalea
Line BP 67	King Street
Line BP 68	City of Folly Beach: Arcti Ave
Line BP 69	NCHS: Noisette Creek Trail ?
Line BP 70	Invest in BCDCOG's forthcoming safety action plan
Line BP 71	Sidewalks near schools
Line BP 72	Riverland Drive shared use path between Maybank and Folly
Line BP 73	Mathis Ferry Rd sidewalk
Line BP 74	Rifle Range Road sidewalk upgrades & maintenance
Line BP 75	Hamlin Rd sidewalks
Line BP 76	Pedestrian bridges over River Road + more protected crosswalks
Line BP 77	St Philip bike accomodations
Line BP 78	Vanderhorst bike accommodations
Line BP 79	Meeting @ Brigade - pedestrian safety
Line BP 80	Sam Rittenberg sidewalks leading to and away from Northbridge park
Line BP 81	Old Town Road bike accomodations
Line BP 82	Sanders Road sidewalks
Line BP 83	Bees Ferry sidewalks
Line BP 84	Bike paths connecting Park Circle to the riverfront
Line BP 85	Bike Paths connecting Park Circle better to Charleston Farms & Hannahan
Line BP 86	Thru Ivy Hall powerline easement to Laurel Hill
Line BP 87	Connecting Mt Pleasant Way to North Mt Pleasant
Line BP 88	Bees Ferry bikepaths
Line BP 89	SC 41 bikepaths
Line BP 90	Midland Park
Line BP 91	Long Point Road Shared use path



Line BP 92	Bay street bike lane
Line BP 93	Caneslash sidewalks
Line BP 94	Ashley River Walk/Lockwood Dr (from Ashley River bridge to Marina)
Line BP 95	Ashley River Walk/Lockwood Dr (from Brittlebank to westedge)
Line BP 96	Fishburne Complete Streets
Line BP 97	Hagood Ave
Line BP 98	Huger Street bike/Ped from Meeting St to Citadel
Line BP 99	Bee Street bikeway
Line BP 100	Rutledge Ave Cycle Track
Line BP 101	Morris Street Cycle Track
Line BP 102	Mt Pleasant street / Meeting Street / King Street intersections
Line BP 103	Calhoun, E Bay, Concord, Morrison, Cooper complete Streets
Line BP 104	King Street Sidewalk widening
Line BP 105	King Street Bike lanes
Line BP 106	King Street ramp onto Carolina Street
Line BP 107	US 17 S bike/ped connectivity
Line BP 108	Parish/St. Andrews Boulevard bike/ped crossing
Line BP 109	Old Towne Road complete street
Line BP 110	Sam Rittenberg Boulevard
Line BP 111	Better North Bridge Area Connectivity
Line BP 112	61/Ashley Crossing area connectivity (including 61/Muirfield crossing)
Line BP 113	Sanders Rd path
Line BP 114	WAG-Main Rd gap
Line BP 115	Bees Ferry shared use path extension toward Ravenel
Line BP 116	Magnolia Rd complete streets
Line BP 117	Wappoo Dr. Complete streets
Line BP 118	Maybank/Main intersection complete streets
Line BP 119	Johns Island Greenway segments
Line BP 120	Maybank multi-use path from River Rd to Stono Bridge
Line BP 121	Maybank "Main Street" complete street from Johns to James
Line BP 122	James Island Connector cycle tracks from Harborview to Albemarle
Line BP 123	Harborview Rd from Folly to James Island Connector
Line BP 124	Rethink Folly Road (remaining phases) from Wappoo Cut to Sol Legare
Line BP 125	Wappoo Cut Bridge + Folly Road Blvd to WAG
Line BP 126	Riverland/Maybank intersection bike/ped
Line BP 127	Spruill Avenue Complete Street
Line BP 128	Meeting Street Road Complete Street
Line BP 129	Azalea Trail + Leeds to Lowline (segment of King St Ext > Azalea Dr > Leeds Ave; Misroon St and S.T. Simmons Dr from Meeting St Rd/Hwy 78 to Azalea Dr)
Line BP 130	Cosgrove Avenue Complete Street
Line BP 131	LCC West Trails
Line BP 132	Remount Road Complete Street
Line BP 133	Dorchester Road Complete Street
Line BP 134	Ladson Road Complete Street
Line BP 135	Ashley Phosphate Road multi-use path
Line BP 136	Michaux Parkway bike/ped connection
Line BP 137	Rivers Avenue/Durant Avenue overpass bike/ped connection



Line BP 138	South Rhett Avenue shared use path
Line BP 139	North Rhett Avenue bike path
Line BP 140	Park Circle shared use path
Line BP 141	Montague Avenue Complete Street (Dorchester Rd to Park Circle)
Line BP 142	LCRT connectivity: Otranto Rd, McMillian Ave, Durant Ave, Stall Rd/Midland Park Rd
Line BP 143	Palmetto Commerce Parkway Phase 3 multi-use path
Line BP 144	Patriot Blvd multi-use path
Line BP 145	Noisette Creek Trail
Line BP 146	Coleman Blvd Complete Street (safety enhancements from Patriots Point to Pherigo, Mt. P. Way from Erckmann to Ben Sawyer)
Line BP 147	McCants Drive Complete Street (Ben Sawyer to Royall)
Line BP 148	Mount Pleasant Way segments:
Line BP 149	• Long Point Road (Whipple Road to US17 + bike/ped connection along Wando Park Blvd from 526 LCC East path to Long Point RD)
Line BP 150	• Whipple Road (Long Point Road to Mathis Ferry)
Line BP 151	• Rifle Range Road (IOP Connector to Bragg; Bragg to Six Mile Road)
Line BP 152	• Hungryneck Boulevard from IOP Connector to past Hazen Court
Line BP 153	• Bowman Road (Mathis Ferry to Chuck Dawley; Chuck Dawley to Rifle Range)
Line BP 154	• Ben Sawyer (Coleman to Rifle Range)
Line BP 155	• Chuck Dawley Boulevard (Ben Sawyer Boulevard/Coleman Boulevard, along Chuck Dawley to Bowman)
Line BP 156	• Mathis Ferry (Wingo Way to 5th)
Line BP 157	• Alexandra Road at Wingo Way (intersection improvements must incorporate Mount Pleasant Way path connectivity)
Line BP 158	Houston Northcutt Boulevard Complete Street from Coleman through US17 through Mathis Ferry/Wingo Way/Johnnie Dodds
Line BP 159	Multi-use path on Betsy Kerrison Parkway (River Rd to Freshfields Dr)
Line BP 160	Widened shoulder + ped crossings on Bohicket Rd (Plow Ground Rd to River Rd)
Line BP 161	Multi-use path on Main Road/Bohicket Road (Chisolm Rd near Limehouse Bridge to Plow Ground Rd)
Line BP 162	multi-use path or widened shoulder on Chisolm Road
Line BP 163	Arctic Avenue Complete Street
Line BP 164	W Ashley Ave from Center St to Folly Beach County Park + upgrades to all mid-block crossings for beach ac
Line BP 165	Ben Sawyer Bridge causeway bicycle accommodations
Line BP 166	Palm Boulevard bicycle accommodations (10th Avenue to 21st Avenue, and connecting to IOP Connector bike/ped lanes)
Line BP 167	Caw Caw Shared Use Path (along US 17 from the intersection of Bees Ferry Road & US 17 to Old Jacksonboro Rd. in Ravenel)
Line BP 168	Old Jacksonboro Road widened shoulder or shared-use path
Line BP 169	Awendaw East Coast Greenway Phases 3-4 (complete greenway from current terminus at Doar Road to Sewee Visitor Center)
Line BP 170	Sewee Road widened shoulder or shared-use path
Line BP 171	Main Rd-Bohicket Rd Corridor: Chisolm Rd (by the schools) to Plow Ground Rd
Line BP 172	Maybank Hwy Corridor: Main-Bohicket Roads to River Rd
Line BP 173	Main Rd Corridor: Old Pond Rd to Mary Ann Point Rd
Line BP 174	SC 61 - extend multi purpose path to Bacons bridge in Dorchester County
Line BP 175	Crosswalks on Sam Rittenberg, Savannah Hwy, SC 61
Line BP 176	The West Ashley Greenway needs to safely connect to the West Ashley Bikeway.
Line BP 177	Rutledge, King, and Meeting Sts north of Line St need much safer east/west crosswalks
Line BP 178	Add pedestrian flashing lights at Carolina Park Blvd and Park Ave Blvd
Line BP 179	Sidewalks for Houghton Drive in the Laurel Park neighborhood
Line BP 180	Clements Ferry sidewalks



Line BP 181	Priority improvements are needed along Upper Peninsula corridors that connect neighborhoods such as WagenerTerrace, Hampton Park Terrace, North Central, and the Eastside to downtown Charleston's Historic District.
Line BP 182	Pedestrian crossing with ADA landing is badly needed at Opal Avenue and Wappo Road.
Line BP 183	There is no Sidewalk Connectivity from Overdell Street to the new City Park at the WPAL site.
Line BP 184	There is approximately 1/4mile of Wappo Road with no shoulder and no sidewalk preventing connectivity between the West AshleyGreenway/Maryville Bikeway with the new park.
Line BP 185	Create a new crosswalkat Wando/Mixson intersection, and reestablish the one at Wando/Buist!
Line BP 186	Park West
Line BP 187	Greenway under 17 and 26
Line BP 188	Upgrade sidewalks in historic downtown
Line BP 189	Bike lanes connecting highway 41 to clements ferry road and francis marion forest
Line BP 190	Crossover ped walkways in the Phillips community so the can visit family over a widened HWY 41
Line BP 191	Bike lanes on Center and /or McCants in Mt Pleasant
Line BP 192	Pedestrian bridges at the President St and Lockwood Septima P Clark crossings
Line BP 193	Sumter & Ashley Avenue
Line BP 194	Rutledge & Sumter
Line BP 195	Mitchell Elementary concerns (Perry & Sheppard Streets)
Line BP 196	Clean Up and Improve atmosphere of the Crosstown crossings & pedestrian bridge
Line BP 197	Park Circle, circle
Line BP 198	Filbin Creek greenway
Line BP 199	Yeaman's Hall Rd
Line BP 200	Leeds Ave
Line BP 201	Bike path extended to the new county park on Old Town extending to Parkshore park
Line BP 202	The greenway crossing on St Andrews Blvd (near Hamby's) needs revisiting
Line BP 203	A bike path (gravel or road) leading from Mt. Pleasant to McClellanville



Requested Transit Projects Received via Public Input Process for a Potential TST 3

Line T1	Covered Bus Stops (Spruill Ave)
Line T2	Service on Johns Island
Line T3	On-demand Transit / Rideshare
Line T4	More Park and Ride and Express Service (W Ashley, Bees Ferry)
Line T5	Shuttle Connections to hubs
Line T6	Real time info
Line T7	Trolleys
Line T8	Ferries
Line T9	Free Transit
Line T10	Folly Beach Service
Line T11	Expand Transit to Hollywood
Line T12	expand to Mt Pleasant business district
Line T13	plan for an expansion of BRT
Line T14	expand BRT to Airport
Line T15	dedicated lanes for BRT
Line T16	expand hours of service to 2 am on weekends and midnight on weekdays for downtown
Line T17	more service from North Charleston to downtown
Line T18	Service from IOP to downtown
Line T19	Folly Road bus shelters
Line T20	Regular routes to downtown and W Ashley from Wadmalaw
Line T21	Reliable Service
Line T22	Better Amenities at stops
Line T23	Shorter wait times
Line T24	Better service at Orleans Road / Citadel Mall
Line T25	Service from James Island to Mt Pleasant
Line T26	# 20 needs more frequent service times
Line T27	Service from James Island to W Ashley
Line T28	More service on Harbor View Rd
Line T29	Smaller Buses vs Large ones
Line T30	Express Routes to areas outside of the City of Charleston
Line T31	Expand planned LCRT to include US 17 W Ashley-Mt Pleasant and Folly Rd from Folly Beach to James Island
Line T32	Transit Oriented Development Infrastructure supporting walkable stations around LCRT
Line T33	Expand the number of park n ride facilities
Line T34	A bus route from W Ashley to downtown Charleston w/o going thru N Charleston
Line T35	Express service from downtown to Sam Rittenberg/Savannah Highway
Line T36	Better marketing of transit
Line T37	Denser coverage of the Peninsula (Wagener Terrace, Hampton Park Terrace, Historic areas)
Line T38	Last mile/first mile connections
Line T39	Discounts for seniors
Line T40	Reduced fares
Line T41	Tap to Pay
Line T42	connect buses to bike share programs



Line T43	Micro transit
Line T44	More Service with Summerville, Cane Bay, Goose Creek, Nexton, Moncks Corner
Line T45	Expansion of Dash/HOP service, not just for tourists
Line T46	Downtown Transit Center
Line T47	shuttle service from Amtrak and Airport
Line T48	Better Maintenance, Safety & Cleanliness
Line T49	Better connectivity with rural system to reduce the need to transfer within the system
Line T50	Bring back hospitality worker parking and ride to downtown/pennisula
Line T51	Light Rail
Line T52	Light Rail from Mt Pleasant to downtown
Line T53	Light Rail from Summerville to downtown
Line T54	Light Rail from Daniel Island to downtown
Line T55	Light Rail from W Ashley to downtown
Line T56	Light Rail from Charleston to Columbia to Greenville
Line T57	More stops near grocery stores
Line T58	Bike Parking at Bus stops
Line T59	Service to Ravenel
Line T60	Coleman Blvd & Ben Sawyer to downtown
Line T61	Better transit access to employment areas (Boeing, VA, MUSC)
Line T62	New crosstown routes
Line T63	Shorter wait times along Dorchester Rd, Rivers Ave, Savannah Highway, Sam Rittenberg)
Line T64	Service from Park Circle to downtown
Line T65	Daniel Island Service
Line T66	Service along Maybank Highway corridor: Church Creek Bridge to Folly Road
Line T67	Trams
Line T68	Bus Turnout lanes
Line T69	More transparency about cancelled buses
Line T70	Better link riders to access to grocery stores (Downtown - specifically the upper Eastside - is a food desert by way of bus service)
Line T71	Better time coordination at major transfer points
Line T72	Connecting the #20 better to the Meeting Street Manor (projects) area would offer access to DT Food Lion.
Line T73	Upgrade busses to include bike racks that can carry 3 bikes
Line T74	The express CARTA bus service from downtown Charleston to the Airport was terminated. Bring it back.
Line T75	Shuttles from neighborhoods along transit corridors, e.g. Maybank Highway inside the UGB, neighborhoods too far to walk to bus stop along Folly Rd, e.g. Camp, Ft Johnson, Harborview.
Line T76	Monorail to reduce traffic on 26-eastbound to take people living in Ladson/ Summerville/Goose Creek downtown to where they work.
Line T77	A trolley downtown
Line T78	dedicated lanes for buses only.
Line T79	Expansion of LRT route From the Naval Hospital Station to West Ashley via a new LRT equipped Northbridge to Sam Rittenberg Blvd to Citadel Mall and back to a Dorchester Road station via the I-526
Line T80	Transit hub in Hollywood or Ravenel to drive car to, park there and take bus
Line T81	Carta stop at 272 Fleming Rd and people have to stand on the road and next to a ditch to wait for the bus
Line T82	Ferry service
Line T83	Better service to/from College of Charleston



Line T84	A park and ride for the Isle of Palms from Towne Center and both Walmart's on highway 17 in Mt. Pleasant
Line T85	Service all the way to Ravennel.
Line T86	Better amenities along Sam Rittenberg

Requested Greenbelt Projects Received via Public Input Process for a Potential TST 3

Line GB 1	Floodwater mitigation
Line GB 2	Protect wetlands and locations with grand trees
Line GB 3	More passive parks and hunting options
Line GB 4	Expand beachwalker park
Line GB 5	Historic Sites
Line GB 6	More greenspaces downtown
Line GB 7	Establish large scale grey and nature-based flood infrastructure
Line GB 8	Creation of culturally rich interpretive eco-experiences
Line GB 9	Equitable distribution of greenbelt funds
Line GB 10	Purchase large vacant parcels of land like the densely wooded property adjacent to Ashley River Road (Hwy61) in west Ashley between William Kennerty Drive and Ashley Hall Plantation Road.
Line GB 11	Sufficient percentage allocated to urban greenbelt projects
Line GB 12	Ensure that at least 50% of the funds are continued to be used in rural areas.
Line GB 13	A connected trail system on Johns Island would be amazing!!
Line GB 14	Acquiring property along vulnerable coastlines for nature-based buffers that protect against erosion and storm surge while preserving marsh and tidal habitats, particularly important for the Sealslands.
Line GB 15	Historic Gullah Geechee cultural landscapes
Line GB 16	Land acquisitions in areas projected for future flooding or sea level rise that can serve as natural water management zones and future retreat corridors, providing long-term resilience for the region.
Line GB 17	Places for off road vehicles to be used
Line GB 18	Make a greenbelt that goes down to Folly Beach, that attached to the West Ashley green belt.
Line GB 19	Consider buying ALL the remaining super-beachfront lots on Folly Beach.
Line GB 20	Rail Trails
Line GB 21	Waterfront property for future ferry landing use
Line GB 22	Waterway access, especially along the harbor.
Line GB 23	Expansion of the Lowcountry lowline further north along King Street Extension.
Line GB 24	Complete the East Coast Greenway through the County
Line GB 25	Mt Pleasant Way
Line GB 26	Meggett
Line GB 27	West Ashley
Line GB 28	Restore Creeks on Peninsula: Halsey, Gadsden, Newmarket
Line GB 29	Johns Island
Line GB 30	Wadmalaw Island
Line GB 31	Mt Pleasant
Line GB 32	N Charleston
Line GB 33	Awendaw
Line GB 34	protect undeveloped property near the shoreline
Line GB 35	More greenspaces downtown
Line GB 36	focus on acquisitions that can complete greenways
Line GB 37	ecological buffers
Line GB 38	flood resilient landscapes
Line GB 39	protect watersheds near rapidly growing areas
Line GB 40	recover the wetlands of the major river watersheds
Line GB 41	better water access in N Charleston



Line GB 42	Area around Cooper River Marina
Line GB 43	purchase un-used industrial spaces and convert back to natural area
Line GB 44	Highway 162 @ US 17
Line GB 45	Park Circle
Line GB 46	The Neck
Line GB 47	Along Church Creek in W Ashley
Line GB 48	Ashley River corridor
Line GB 49	Ravenel / Hollywood
Line GB 50	Wadmalaw - from the proposed rec center
Line GB 51	Navy Yard / Riverfront
Line GB 52	Charleston Farm / Creek
Line GB 53	Noisette Creek
Line GB 54	Old Baker Hospital site
Line GB 55	McClelanville & Awendaw
Line GB 56	Along Glenn McConnell
Line GB 57	Trophy Lake
Line GB 58	Parcels outside of UGB
Line GB 59	Rec and Aquatic Center Phase 2
Line GB 60	Expand the Griffith Tract
Line GB 61	Republic Tract
Line GB 62	Retain Historic areas
Line GB 63	Public Boat Ramps
Line GB 64	Public Parks – passive greenspace, sports parks, community parks, regional parks
Line GB 65	Wildlife habitat and natural resource conservation – upland forests, wetlands, marsh islands, Carolina bays and Lowcountry savannahs
Line GB 66	Natural floodwater storage and clean water – streams, wetlands, swamps, flood plains, and buffers on these landscapes.
Line GB 67	Protect beachfront and estuaries
Line GB 68	Saving trees
Line GB 69	More money toward conservation easements in urban, suburban, and rural areas.
Line GB 70	Food forests, acquiring open spaces
Line GB 71	Convert Patriots Point to a Park for ALL citizens to enjoy. Music festivals, parks for children, sidewalks for walking, biking, skating.
Line GB 72	Buy down development rights
Line GB 73	nature based solutions to flooding
Line GB 74	Rural areas of upper Charleston County in the vicinity of Awendaw and Northern part of County
Line GB 75	A citywide greenway that connects different parts of town (North Charleston/Downtown/West Ashley)
Line GB 76	Encourage preservation in rural areas such as Hollywood, Meggett, Ravenel and Edisto as well as close to Charleston & North Charleston
Line GB 77	Ecocorridor projects
Line GB 78	A greenbelt on the Cooper-side of the peninsula
Line GB 79	Preserve viewsheds
Line GB 80	The Gadsden Creek should be protected
Line GB 81	purchase 295 Calhoun back from developers
Line GB 82	Unfinished land in front of 144 BullSt.
Line GB 83	more boat/kayak launches.
Line GB 84	Conservation easements (small and large tracts), creating more freshwater floodwater impoundments former ricefields on the south Edisto River-Chas Co.



Line GB 85	More money for purchasing development rights to preserve agricultural land and openspace areas.
Line GB 86	Just outside the Urban Growth Boundary. Along Bohicket Rd. Along River Rd. Along Chisolm Rd.
Line GB 87	Along SC 41
Line GB 88	linear park at Lee Street
Line GB 89	Anywhere there is current greenspace, public parks, wildlife habitats, trails, and waterway access should be added or expanded.
Line GB 90	Water access for residents and visitors around the peninsula
Line GB 91	Guerins Bridge Road
Line GB 92	All lands north of Mt. Pleasant
Line GB 93	South James Island along Stono
Line GB 94	Providing trails within Francis Marion, and routes for people to access them from Park West/ Cainhoy would be a huge asset to the area.
Line GB 95	Old phosphate quarry on Clements Ferry
Line GB 96	Purchase and protection of 79 Farmfield Road in Charleston.
Line GB 97	Create connectivity between the West Ashley Greenway and the historic structures located at the old USDA lab on the Clemson Extension property.

Requested Resilience Projects Received via Public Input Process for a Potential TST 3

Line F1	Calhoun West Drainage Project
Line F2	Medical District
Line F3	Radcliffeborough Neighborhood
Line F4	Meeting Street
Line F5	Grimball Road Extension
Line F6	Westchester Neighborhood
Line F7	Ferguson Village
Line F8	Battery Island Drive
Line F9	Creek Point Neighborhood
Line F10	Signal Point Road
Line F11	Ft Johnson / Folly Road
Line F12	Toogoodoo Road
Line F13	City of Folly Beach: Folly Causeway
Line F14	Mt Pleasant: Long Point at Boone Hall Creek
Line F15	US 17 @ SC 61
Line F16	Edisto causeway
Line F17	Long Point Road
Line F18	Lockwood @ Fishburne
Line F19	Johnson Street
Line F20	Harleston village flooding
Line F21	Wappo Road at the Stono Outlet crossing (300 block) and near Capri Isle(Sandy Bay).
Line F22	Floodwater storage and mitigation around the Alberta Sottile Long Lake/ Lockwood area.