



Prepared
November 2023



Addendum to the City of Goose
Creek Connectivity Master Plan

City of Goose Creek Micromobility Report

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1.2 Project Overview

From August 23rd to November 3rd, 2023 the City of Goose Creek collected feedback from the community about the current conditions of the City's pedestrian infrastructure. This feedback has been gathered via a walking and biking survey that was created and promoted within this time frame.

Validated questions came from a survey that was produced by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG). The survey aimed to better understand whether residents felt safe while using the City's walking and biking infrastructure, and how and why they used the infrastructure.

A copy of the survey can be found in Appendix A.

Survey promotion began on September 17th and continued consistently until the closure of the survey. Promotion included:

- Posting the survey link on the city's website
- Instagram posts asking for responses
- Flyers posted around Central Creek Park
- TikTok posts
- Direct engagement with members of the community during community sponsored events

Examples of promotional materials can be seen below.



Trunk or Treat Night

Residents who attended the City's trunk or treat night had the opportunity to take the survey when they came to the City's trunk. The photo on the left is of the decorations the City used to promote this survey. Residents were able to scan a QR code to take the survey.



Zoning Ordinance Open House

The proposed zoning ordinance includes language that would encourage the development of new walking and biking infrastructure and the connection of existing infrastructure. Community members were invited to engage with the proposed ordinance at open houses held on October 18th in the Fire Department Training Room and November 8th in City Council Chambers. During the open houses residents were able to engage with the concept of a “complete street” and choose from a list of pedestrian infrastructure projects they would like to be a priority.

WHAT IS A COMPLETE STREET?

PEDESTRIAN INFRASTRUCTURE

A complete streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation network.

- Create a community network of on and off street walkways, bikeways, and trails designed for all ages, abilities, and user groups.
- Improve the safety and comfort of bicycling and walking routes to destinations such as schools and parks.
- Ensure all recommendations are implemented equitably.

TAKE THE SURVEY

Proposed Projects				
Corridor	From	To	Miles	Priority
Hiker-Biker Trail Extension #1	Montague Plantation Road	Recreation Center	0.29	●●●●●
St. James Road Shared Use Path	Carnegie/North Main Street	Old Mount Holy Road	3.28	●●●●●
Old Mount Holy Road Shared Use Path	N. Goose Creek Blvd.	St. James Avenue	1.96	●●●●●
Rhinovex Trail	North Wannamaker Parkway	St. James Avenue	1.36	●●●●●
Hiker-Biker Trail Extension #2	Existing Hiker-Biker Trail at NAC Road	Red Bank Road	1.15	●●●●●
Wannamaker County Park Connector	Existing North Wannamaker Trail	Existing Hiker-Biker Trail along Rivers Avenue	0.93	●●●●●
Liberty Hall Shared Use Path	N. Goose Creek Blvd.	Henry Brown Blvd.	2.13	●●●●●
Red Bank Road Complete Street	St. James Avenue	Henry Brown Blvd.	2.87	●●●●●
Button Hill Road Shared Use Path	St. James Avenue	N. Goose Creek Blvd.	0.95	●●●●●
St. James Avenue Complete Street	Old Mount Holy Road	Red Bank Road	1.31	●●●●●

TAKE THE GOOSE CREEK WALKING AND BIKING SURVEY TODAY!

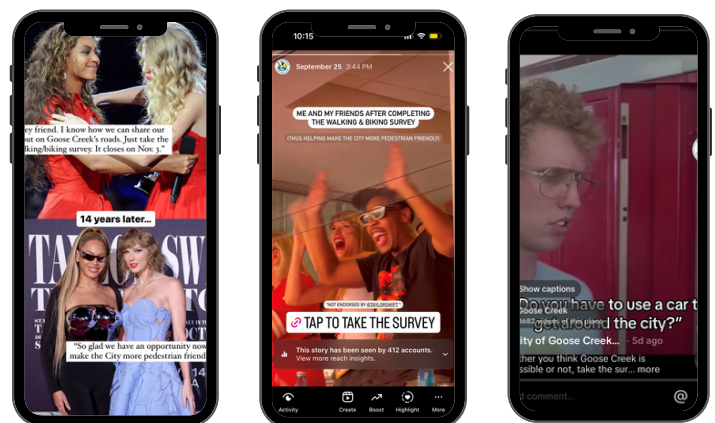
Scan the QR Code

Central Creek Park

The flyer on the left was designed to encourage people to take the survey. This flyer was posted at Central Creek Park. As the City’s most popular park and playground, it was a prime location to advertise a survey dedicated to pedestrian infrastructure.

Social Media

The City was able to capitalize on culturally relevant material to advertise the survey to residents. Platforms like Instagram, Facebook, and TikTok were used to great effect in the promotion of the survey. Posts incorporated current cultural trends and formats to encourage viewers to take the survey.





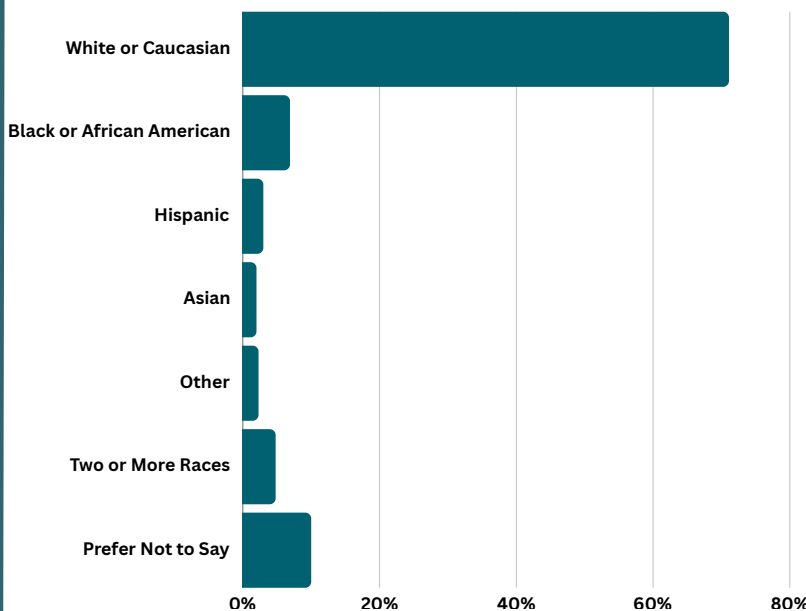
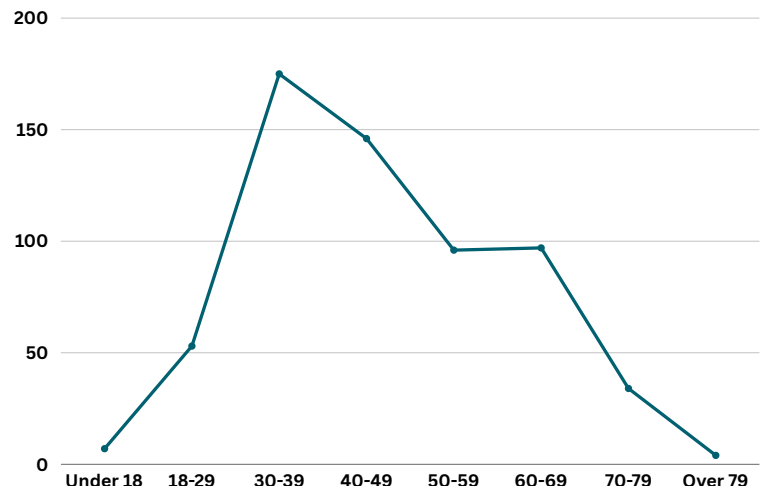
2. Survey Results

2.1 Demographics

The survey received 768 responses. 612 of those responses were complete and it is from this set of data that results will be drawn. Note that not all respondents answered every question.

Age Demographics of Survey Respondents

Survey results came primarily from individuals aged between 30 and 49 with individuals between 30-39 comprising the largest portion within that group. The median age of residents in the City is 33 years old and this is generally reflected in survey results.



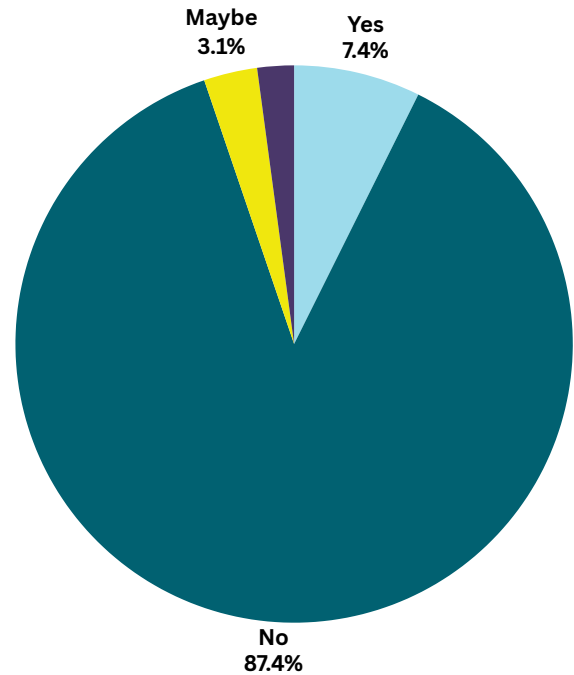
Racial and Ethnic Demographics of Survey Respondents

Approximately 71.1% of survey respondents identified as white or Caucasian. Approximately 6.9% of Respondents identified as Black or African American and 3% identified as Hispanic. Additionally, 4.8% of respondents identified as two or more races. A significant portion of respondents opted not to disclose their race or ethnicity in the survey with 10% selecting prefer not to say. The estimated racial characteristics of the City for 2023 show that approximately 52.7% of the population is white, 24.1% is Black or African American, and 12.6% is Hispanic or Latino.

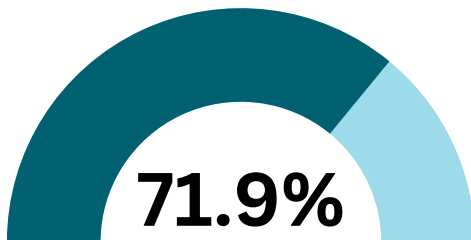


Survey Respondents with a Disability

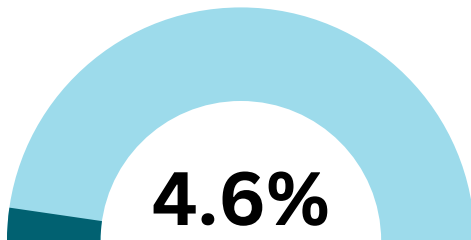
Approximately 7.4% of survey respondents identified that they had a disability that could make accessing biking or pedestrian infrastructure difficult. A further 3.1% said that they might, and 2.1% preferred not to respond. Approximately 87.4% of survey respondents identified that they did not have a disability that could make accessing biking or pedestrian infrastructure difficult.



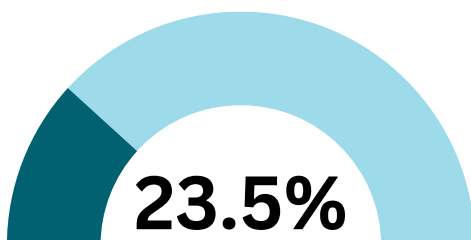
I Live in Goose Creek



I Work in Goose Creek



I Live and Work in Goose Creek



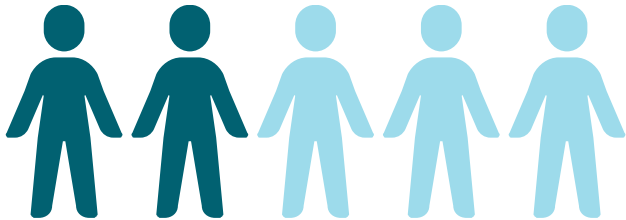
Where Survey Respondents Live and Work

The majority of survey respondents live in Goose Creek but work elsewhere. Approximately 23.5% of survey respondents live and work in the City, significantly less than those that just live in the City. A much smaller group, 4.6% of survey respondents, work in the City but do not live in it. The majority of survey respondents live in neighborhoods that were not listed by the survey.



2.2 Why Residents Walk and Bike

On average, residents of Goose Creek walk to get from one place to another a few times a year

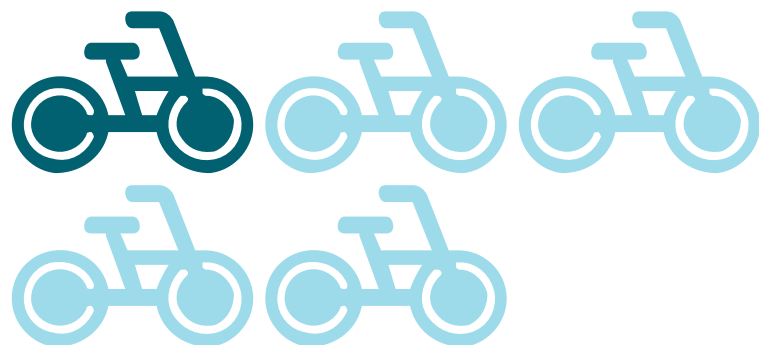


The City of Goose Creek is split between a group of residents who walk to get from one place to another at least weekly and a group of residents who rarely, if ever, walk to get from one place to another. Taken as a group, a resident of Goose Creek can be expected to walk to get from one place to another at least a few times a year.

How often do you walk to get from one place to another?	#
Every Day	106
1 or more times per week	165
Once a month	35
A few times a year	34
Rarely	104
Never	168

How often do you bike to get from one place to another?	#
Every Day	45
1 or more times per week	96
Once a month	32
A few times a year	47
Rarely	102
Never	290

On average, residents of Goose Creek rarely bike to get from one place to another



The majority of residents who regularly bike to get from one place to another in the City do so 1 or more times per week, but not every day. This group is outnumbered by residents who rarely bike to get from one place to another, if ever. Taken as a whole, it can be expected that any given resident rarely bikes to get from one place to another.



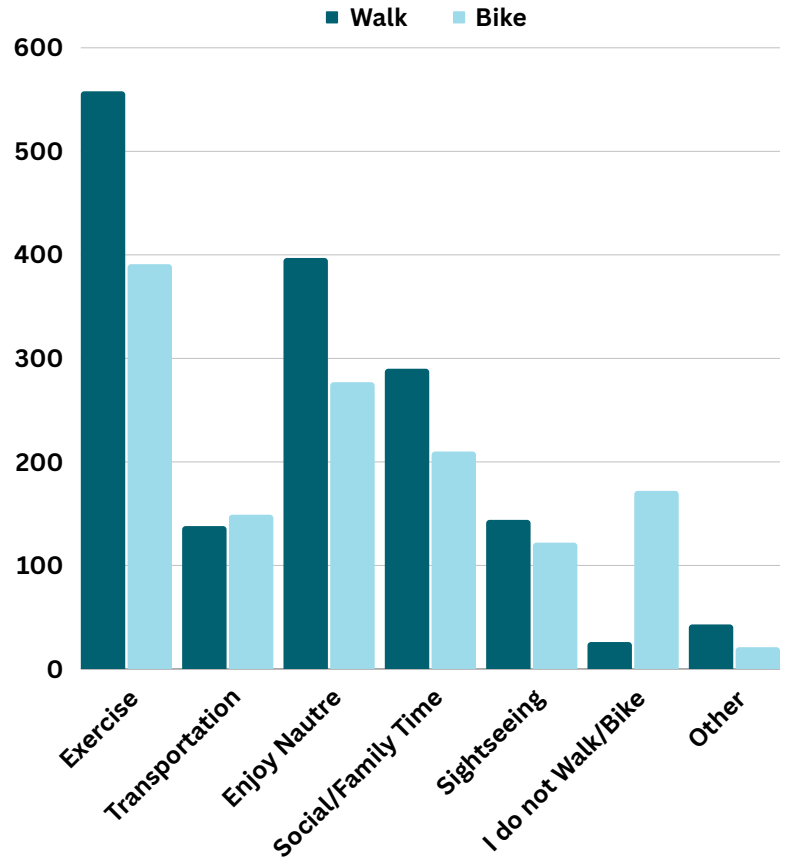
Reasons for Walking and Biking

When asked for what reason they walk and bike, or why they would like to walk and bike more, the top three responses were:

- Exercise
- Enjoy nature
- Have social/family time

These results were consistent when asked about both walking and biking. A larger portion of respondents indicated that they do not bike, signifying that their priority is on their ability to be able to walk.

Residents of Goose Creek seem to walk and bike for recreational purposes rather than as a primary means of transportation.

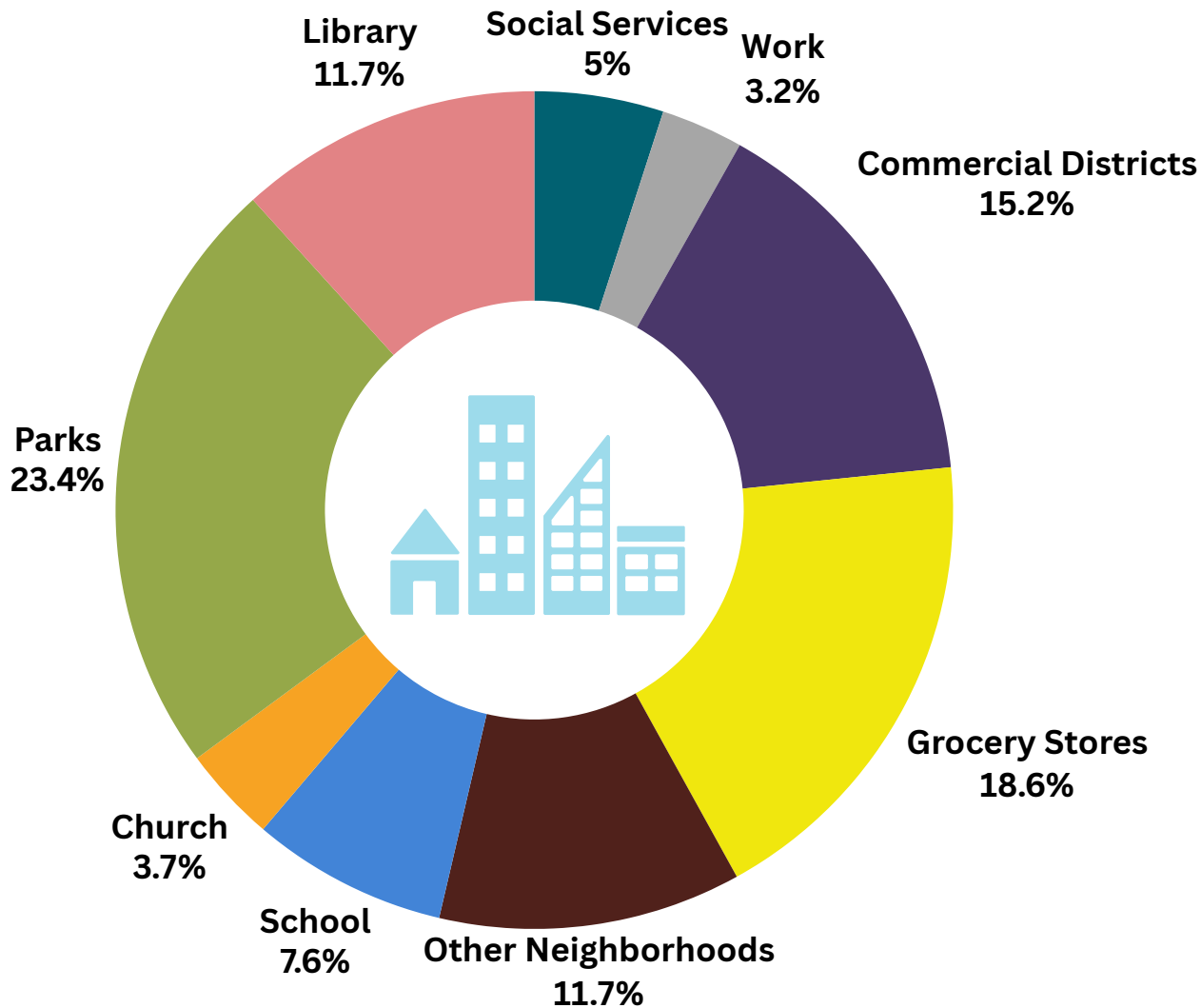


Likelihood to Participate in Community Sponsored Walking and Biking Events

Survey respondents indicated a high level of enthusiasm for community sponsored walking and biking events. On average, on a scale of 1-5, with five being the most likely, survey respondents indicated a **3.87 out of 5** for their likelihood to participate in community sponsored walking and biking events. Only 60 out of 514 respondents indicated that they were not likely to participate in community sponsored walking and biking events by selecting 1 or 2.



Destinations Residents Would Like to Walk or Bike to



Results suggest that the top destinations that residents would like to walk or bike to include **parks, grocery stores, and commercial districts**. These results line up with those seen in the previous question, with parks being the most chosen place that residents would like to walk or bike to. One survey respondent identified that currently **“the individual trails are nice, but they don’t connect to anything”**. The City is working to build parks, encourage greenspace in commercial areas, and build infrastructure to connect people. These initiatives would help connect people to the top three chosen choices in the question examined above.

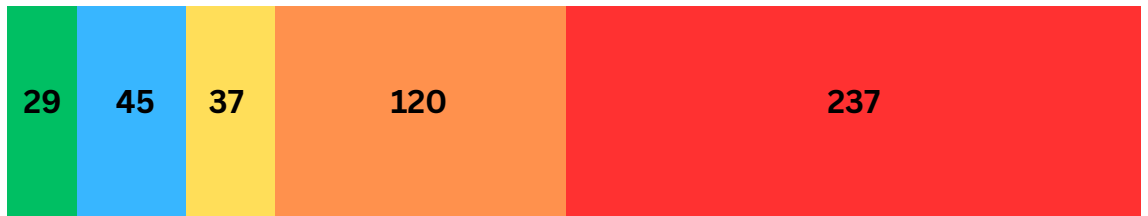


2.3 Why Residents Don't Walk and Bike

During the survey respondents were asked to indicate whether they agreed or disagreed with a series of statements. These statements were intended to give staff a better understanding of how residents felt while using the pedestrian infrastructure in Goose Creek.

■ Strongly Agree
 ■ Somewhat Agree
 ■ Neither Agree Nor Disagree
■ Somewhat Disagree
 ■ Strongly Disagree

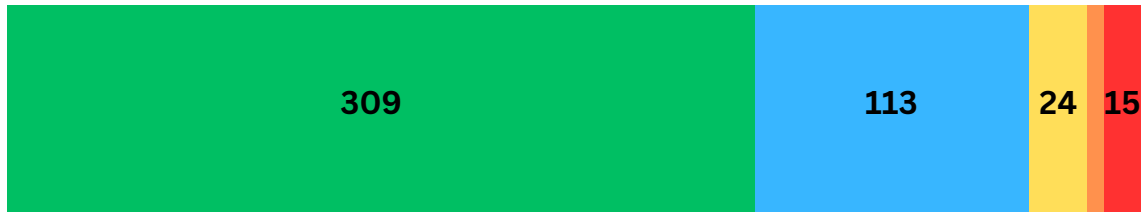
I feel safe walking and biking in the non-residential areas of Goose Creek, such as “St James Ave”, “Highway 52”, and “Redbank Rd”.



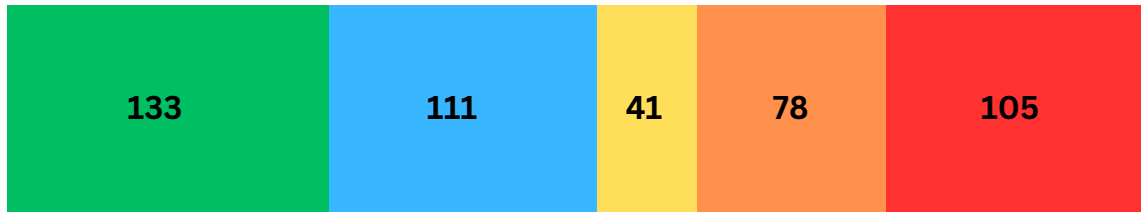
I feel that the walking and biking paths in Goose Creek are well lit.



Automobile traffic makes me nervous when walking and/or biking in Goose Creek.



The walking and biking paths in Goose Creek are easily accessible to me from my home



The intersections in Goose Creek are safe for pedestrians and bikers to use.

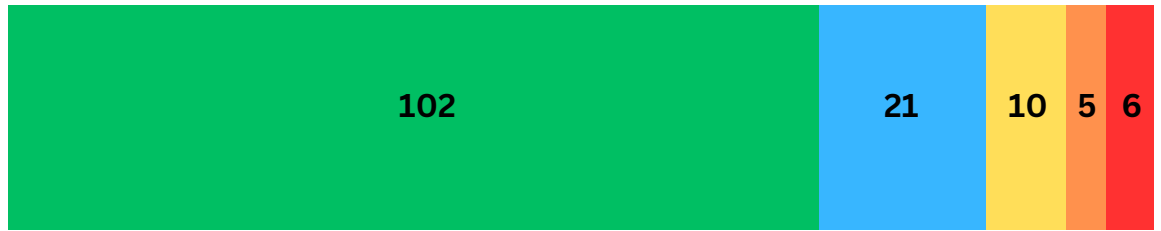




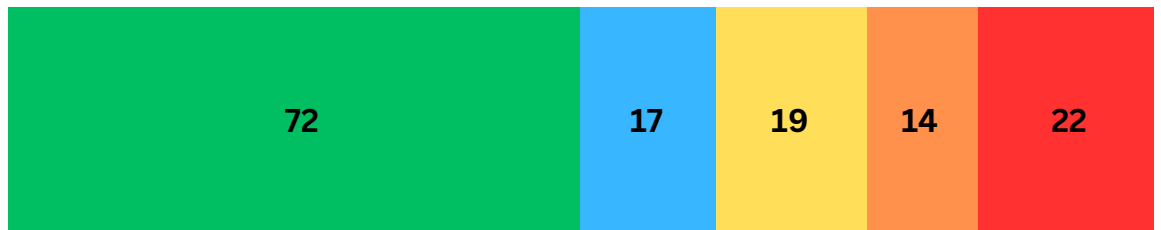
Additionally, an alternative set of statements was prepared for individuals who identified that they never walk or bike earlier in the survey. This group consisted of 143 individuals whereas those who do walk or bike consisted of 468 individuals



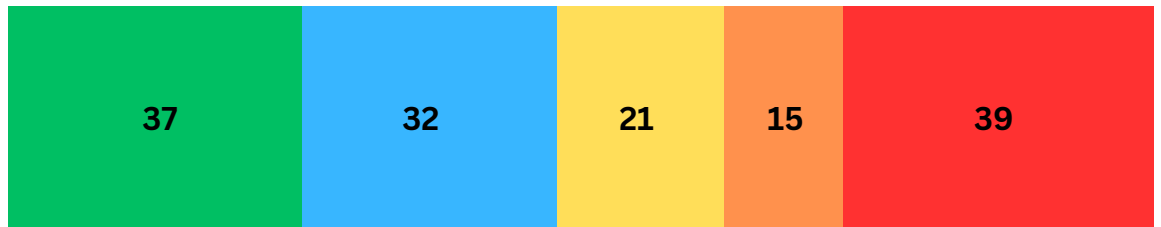
I do not walk or bike in Goose Creek because I do not feel safe doing so in non-residential areas such as “St James Ave”, “Highway 52”, and Redbank Rd”.



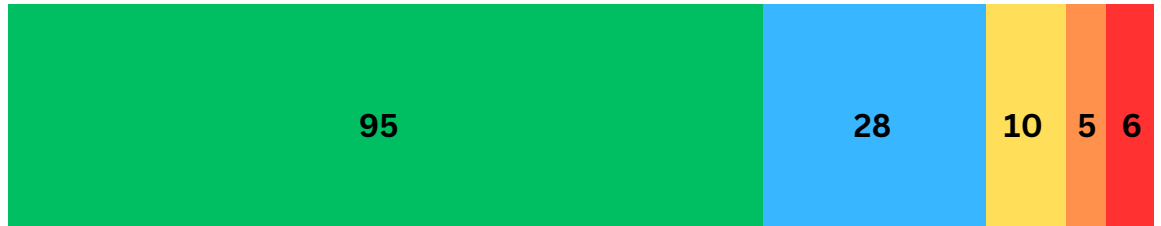
I do not walk or bike in Goose Creek because I cannot easily access walking and biking paths from my home.



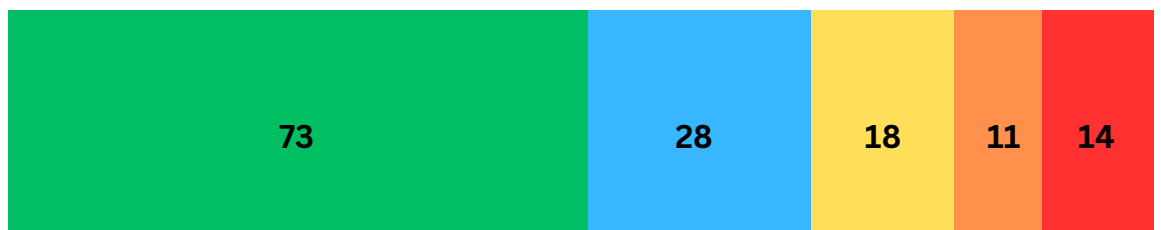
I do not walk or bike in Goose Creek because I am not aware of where the biking and walking paths are.



I do not walk or bike in Goose Creek because automobile traffic makes me nervous.



I do not walk or bike in Goose Creek because there are not enough destinations that I would enjoy walking or biking to near where I live.

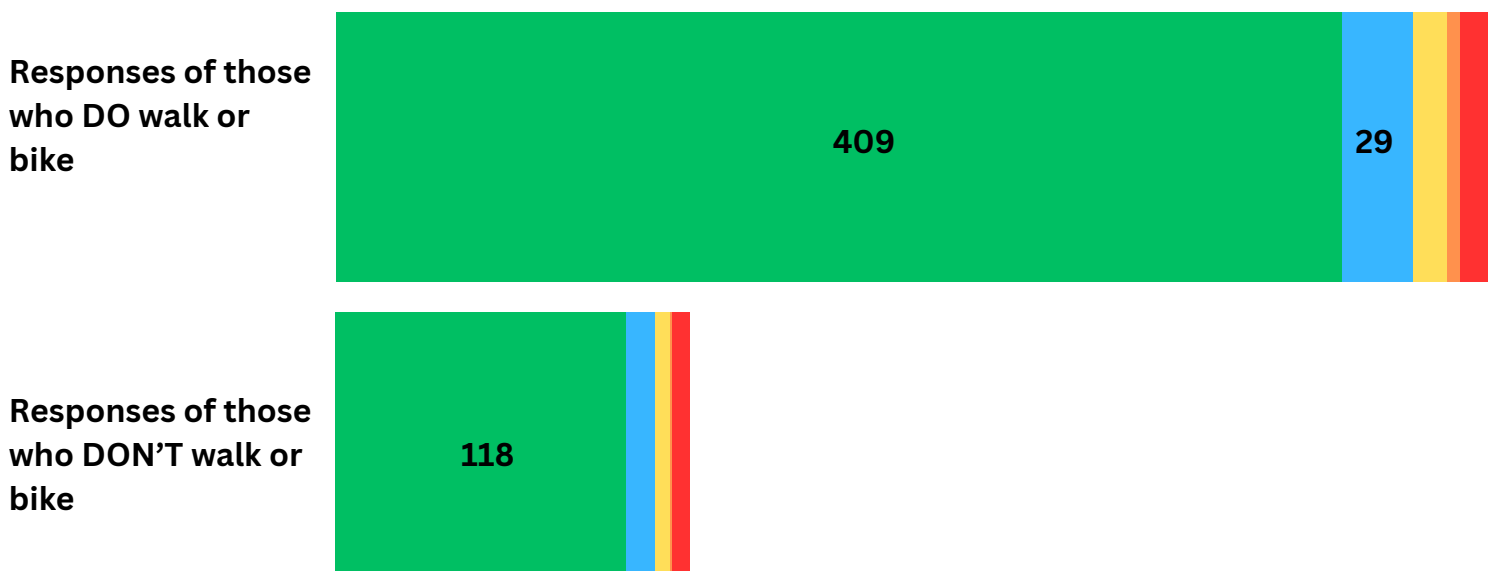




In general, among those who identified that they do walk or bike, **residents do not feel safe while walking or biking**. Survey results identify both non-residential areas in the City and intersections located within the City as being unsafe for walkers and bikers. Similarly, responses from those who do not walk or bike indicate that the non-residential areas of the City are unsafe for pedestrians as well. The two groups also agree at similar rates, that **automobile traffic makes them nervous** about the prospect of walking or biking in the city. Those who do walk or bike indicated that the pedestrian infrastructure was easily accessible to them from their home, but that the infrastructure was not well lit. The lack of proper lighting was a key theme in the final thoughts section with one survey respondent saying **“the trails are pitch black at night and highly unsafe in mornings and evenings”**. Those who do not walk or bike agreed at a higher rate with the statement “I do not walk or bike in Goose Creek because I cannot easily access walking and biking paths from my home”. This **lack of easy access may be a key reason why some residents never walk or bike**. These respondents also indicated that there were not enough destinations that they would like to walk or bike to near where they live. There was not a clear consensus among those who do not walk or bike regarding their awareness of the pedestrian infrastructure, the data more strongly indicates that the reason they do not walk or bike is because they cannot easily access the infrastructure from their homes.

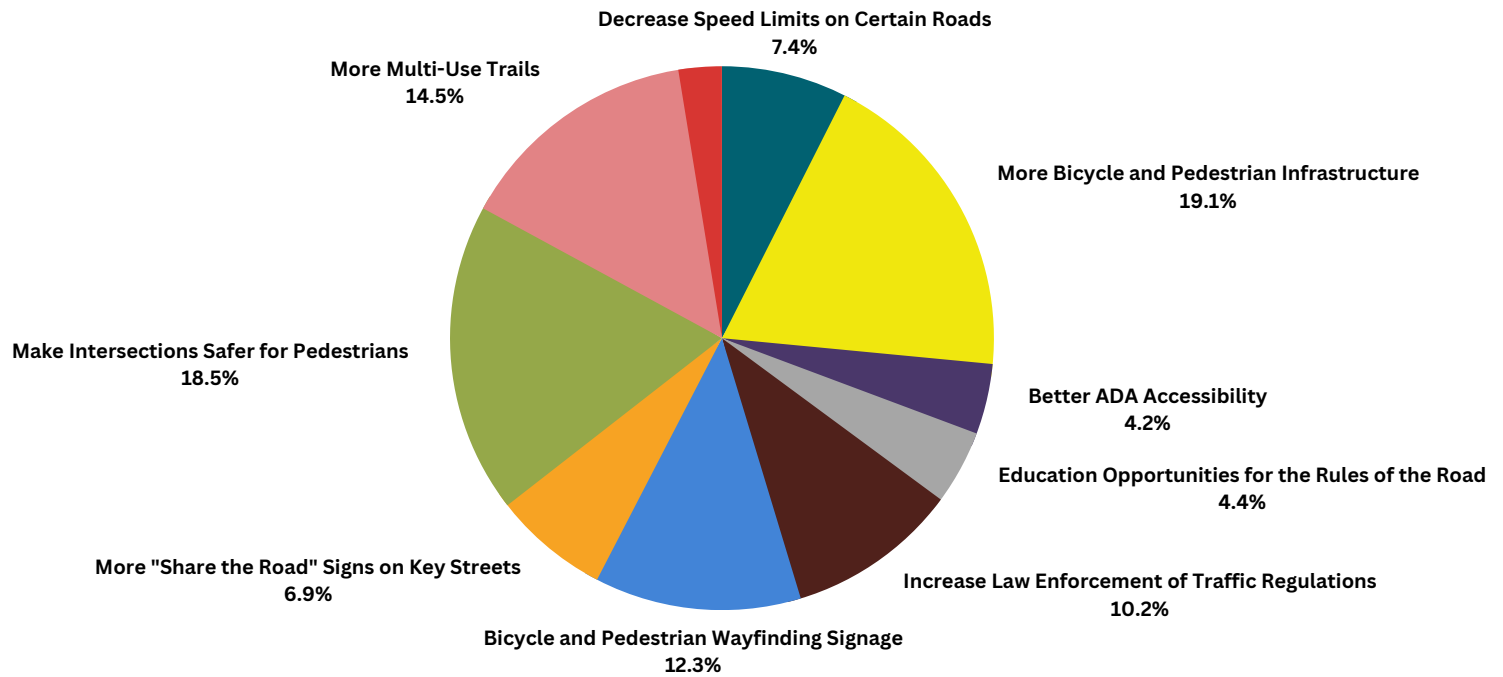
Both groups were asked to respond to one identical statement: **“I would like to see more walking and biking infrastructure in the City of Goose Creek”**. Both groups indicated strong support for the construction of more walking and biking infrastructure in the City, as seen below.

■ Strongly Agree
 ■ Somewhat Agree
 ■ Neither Agree Nor Disagree
■ Somewhat Disagree
 ■ Strongly Disagree



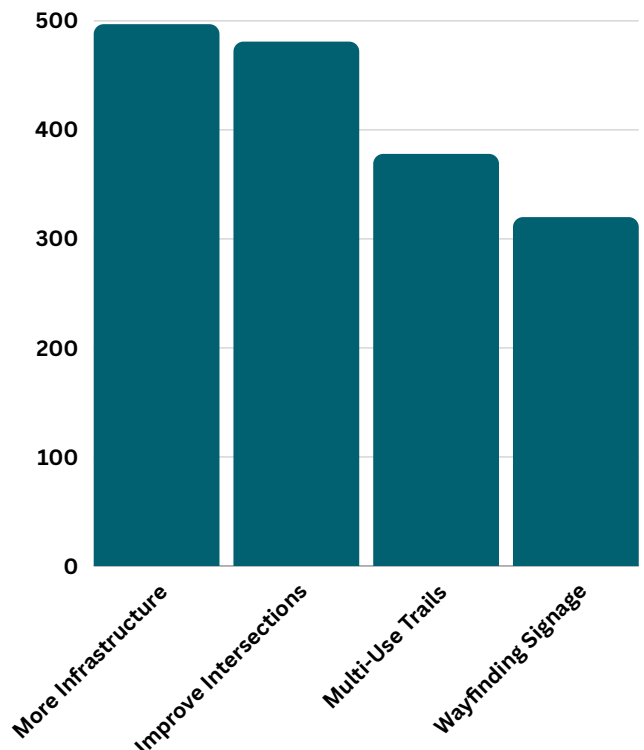


Do Residents Want More Enforcement or More Infrastructure?



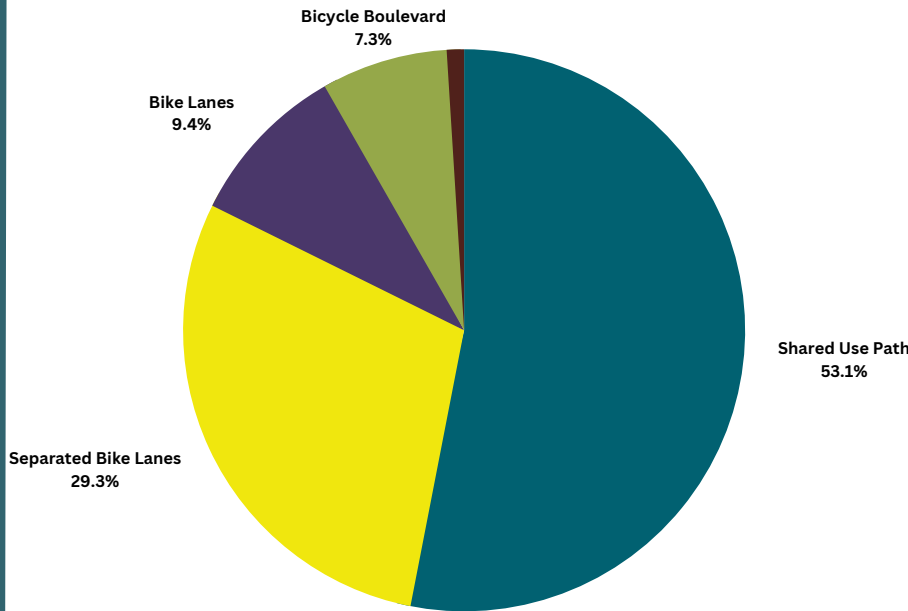
The Top 4 Responses

Survey respondents were asked to select the top 5 initiatives they felt would make Goose Creek a safer and friendlier place for walking and biking. The initiatives most chosen are not policy changes but **infrastructural investments**. The initiative most chosen by survey respondents is to build more infrastructure, with intersection improvements a close second. The type of infrastructure that they would like to see can be determined to be **multi-use trails** as this was the third most chosen initiative. Finally, residents would also like to see bicycle and pedestrian **wayfinding signage**. This can include signs which indicate where bike trails and multi-use trails are, but also the amenities that can be found if trails are followed and the time it would take to reach them.





2.4 Infrastructure

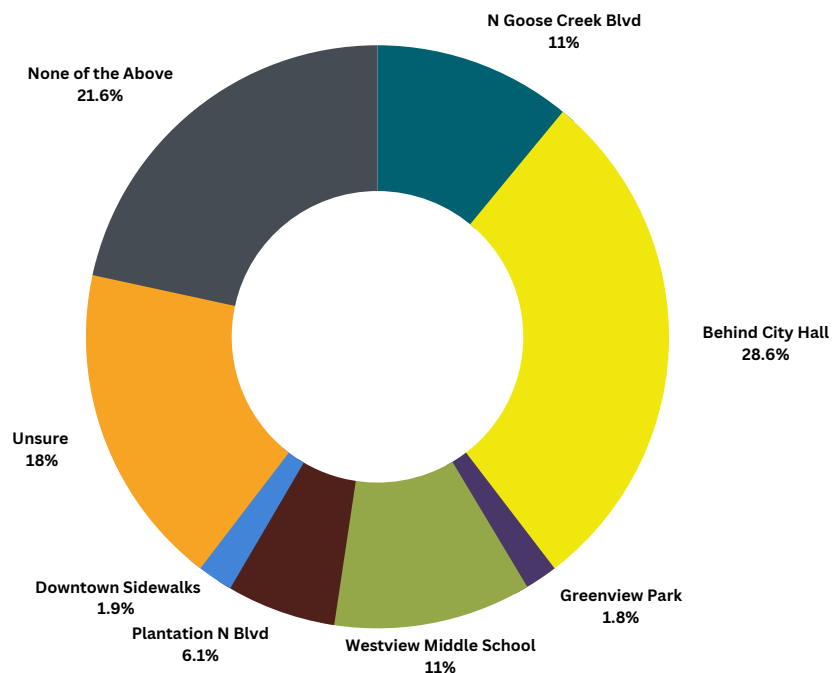


Preferred Bike Facility

The most chosen preferred bicycle facility among survey respondents was the shared use path with 53.1% of responses. The second most chosen facility were separated bike lanes with 29.3% of responses. The other three choices, bike lanes, bicycle boulevards, and none collectively received less than 20% of the responses. Survey results indicate that the **residents of Goose Creek prefer bicycle facilities that are separated from automobile traffic.**

Favorite Trail

The City Trail behind City Hall was identified by survey respondents as the most popular trail in the City. Talking about this trail, one survey respondent said **“I really wish we had those all over Goose Creek”**. Future trails should try to emulate the aspects of this trail including green space and total separation from a roadway. There was also a large portion of respondents who were unsure what their favorite trail was or selected none of the above. Only sidewalks and trails maintained by the City were included in this list. It is possible that there are privately maintained trails in the City that residents favor over trails other than the City Trail behind City hall. These should be examined in order to try to emulate what they do well.

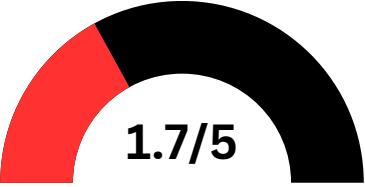
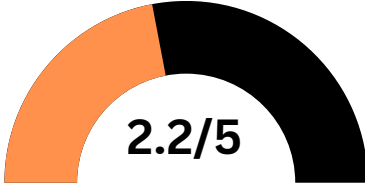
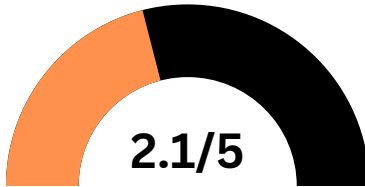
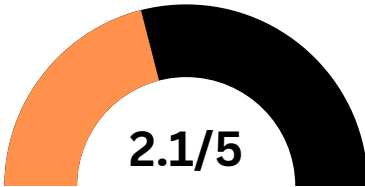
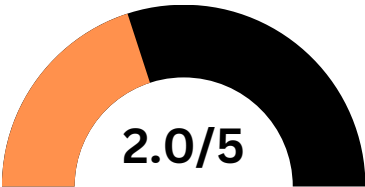
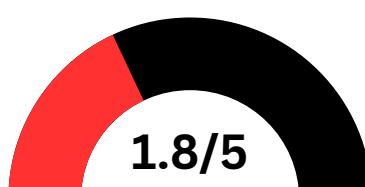




Intersection Safety Rankings

None of the intersections survey respondents were asked to rank achieved a rank higher than 2.2 out of 5 in terms of safety. This data indicates that when given the chance to consider the safety of specific intersections in the city, survey respondents gave very similar results to their responses in the agree/disagree section regarding the intersections in the City in general. Survey respondents do not feel that the intersections in the City are safe for pedestrians and bikers.

The Central Ave & St James Ave intersection was chosen for this survey as a control intersection as it incorporates pedestrian friendly crosswalks that are not present in much of the City. As predicted, it achieved the highest score, yet it still failed to achieve a score over 3.0 to be considered a generally safe intersection. What this suggests is that the presence of painted crosswalks and brick paved crosswalks are not adequate to ensure pedestrians feel safe while crossing a busy intersection.

 1.7/5	Montague Plantation Rd, Old Mt Holly Rd, & N Goose Creek Blvd	 2.2/5	Central Ave & St James Ave
 2.1/5	Vixen Blvd, Gainsborough Dr, & St James Ave	 2.1/5	Carnes Crossing Blvd & N Main St
 2.0/5	Forest Lawn & Redbank Rd	 1.8/5	Old Mt Holly Rd, Plantation N Blvd, & St James Ave

Referencing the intersection of Carnes Crossing Boulevard & North Main Street, one resident said **“It’s a huge intersection and the cars feel they rule the road and would rather take their turn than let people cross. The timer also isn’t long enough for walking”**.



3. Good for the Gander

The recommendations contained in this section are **informed by survey results** and are intended to create the walking and biking infrastructure survey respondents indicated a preference for.

3.1 Investment

3.1.1 Intersections

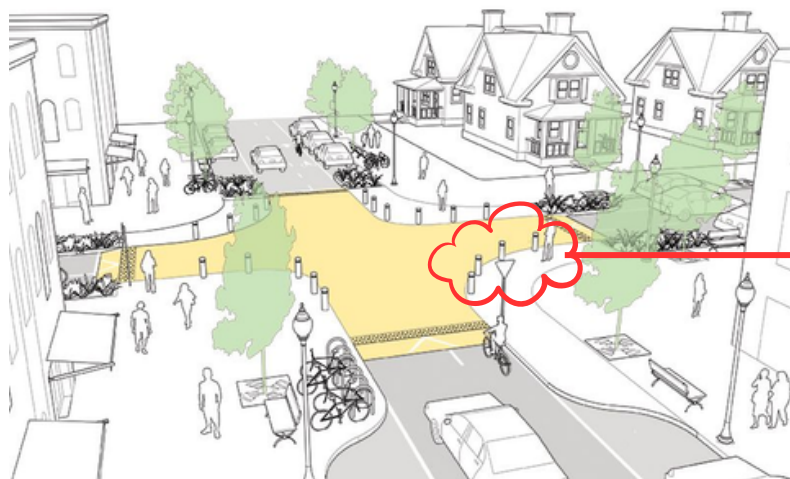
The 2021 Goose Creek Comprehensive Plan indicates, and survey results confirm, that residents of the City want their pedestrian infrastructure to be separate from vehicular roadways. In order to attain an interconnected city with multiple methods of transportation however, there are points at which pedestrian infrastructure must intersect with vehicular infrastructure. Survey results indicated that residents feel that **the City’s intersections are not safe for pedestrians**. The City’s Comprehensive Plan states that it hopes to encourage its already existing trails, but **the presence of unsafe intersections can act to discourage people from walking and biking in the City**. Below are some examples of infrastructural improvements that can make intersections safer for pedestrians.

Raised Intersections

This type of intersection involves raising both the crosswalks and the roadway above the level of the streets leading up to it. This **encourages cars to slow down** as they approach the intersection, and yield to pedestrians. They are often flush with the sidewalk they are connected to, and **raise the profile of the pedestrians** that use them making them more visible to cars. They are most often used at four way stops and low speed limit roads.



Raised intersection in Phoenix, AZ



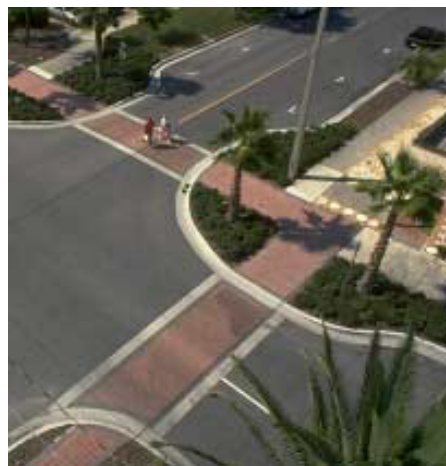
They can include bollards along corners to protect pedestrians waiting to cross.

Graphic from the National Association of City Transportation Officials



Bulb-outs

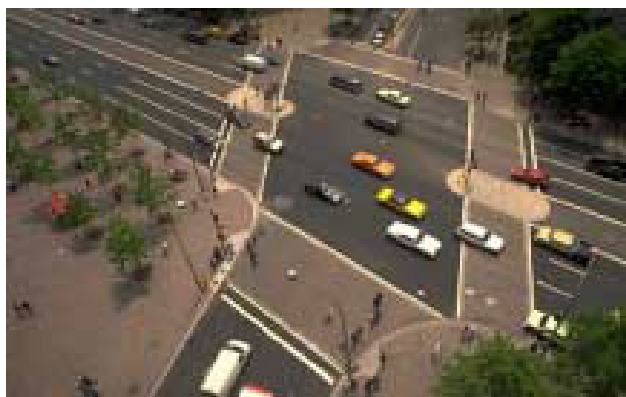
Bulb outs are curb extensions that increase the amount of space of the sidewalk and **reduce the distance that pedestrians have to walk in the roadway**. They can only be provided on streets with on-street parking, but can be used to provide greenspace at intersections and improve pedestrian safety. They can be used to best effect at four way stops and can be paired with raised intersections.



Graphic from Federal Highway Administration

Median Refuges

Median refuges can be used on large boulevards with heavy traffic. They are meant to provide an area for pedestrians who can not cross the street in the given **time to rest** and wait for the next light. They provide a safe space for pedestrians to wait within an arterial roadway. They can also be use to provide **greenspace and other amenities**.



Graphic from Federal Highway Administration

Rectangular Rapid Flashing Beacon

RRFBs are pedestrian crosswalk signs that alert motorists to a pedestrians intent to cross. They have a button on the post that allows pedestrians to activate a series of flashing lights located below the sign itself. **This can get motorists attention, and encourages them to yield to the pedestrian**. They are best used to connect trails or other public amenities like parks.



Image from Federal Highway Administration



Crosswalk Visibility

Survey responses indicate that the pedestrian infrastructure in the City are not well lit. Well lit infrastructure leads to improved safety. This is especially important for crosswalks and intersections. According to the Federal Highway Administration, the goal of crosswalk lighting should be to make it easier for a driver to identify a pedestrian in the crosswalk. **Luminaries should be placed in forward locations to avoid a silhouette effect of the pedestrian.** The inclusion of yield to pedestrian signs located in the middle of the road can help to increase crosswalk visibility as well.



Depiction of a visible crosswalk from the Federal Highway Administration

Leading Pedestrian Interval

Briefly mentioned in the Connectivity Master Plan, Leading Pedestrian Intervals (LPI) can make Intersections safer simply by giving pedestrians a head start. According to the Federal Highway Administration, these intervals typically give pedestrians the opportunity to enter the crosswalk **3-7 seconds** before vehicles are given a green indication. This allows pedestrians to better establish their presence in the crosswalk. There are several intersections in Goose Creek that could benefit from this technique, such as the intersection of Old Moncks Corner Rd. and St James Ave.



Additionally, the crosswalk connecting **the shared use path on Old Moncks Corner Road to Central Creek Park** could be made safer for pedestrians by installing a raised crosswalk made of different material from the road, and two RRFBs facing either side of traffic. This is an intersection that connects the park to a shared use path, as well as Braemoor, a neighborhood located nearby. The park is popular and **making this crosswalk safer could encourage residents who live nearby to walk or bike to the park with their children.**

These safe intersection techniques should be strategically placed in areas where pedestrians are most likely to be. Places where shared use paths intersect roadways and intersections near residential areas and public amenities should be prioritized for investments of this type.



3.1.2 ADA Accessibility

Not only would the intersection recommendations listed above help to make the City's intersections safer, they would improve the ADA accessibility of the pedestrian infrastructure in the City. **The majority of infrastructural improvements that can increase ADA accessibility have to do with intersections.** This process could be paired with ongoing efforts in the City, such as the therapeutics program and the creation of inclusive parks. Raised crosswalks and intersections can improve accessibility for those in a wheelchair and can increase their profile making them more visible to motorists. Additionally, audible pedestrian signals can make intersections and crosswalks more accessible to those with vision impairments. These are crosswalk signals that make sound and alert pedestrians when it is time to cross, when to wait, and how much time is left on a signal.



Adobe Stock Image

Some audible pedestrian signs are automatic and audibly alert pedestrians to the conditions of the intersection at all times. Others require a button to be pushed to activate the audible feature. This type of crosswalk should include a sign with braille on it to alert those with vision impairments of the features of the crosswalk.

The Americans with Disabilities act of 1990 mandates that public services must be made accessible to those with a disability. For this reason, pedestrian infrastructure is designed with ADA accessibility in mind. **Concrete and asphalt can deteriorate over time however, and regular maintenance is vital** to ensure that pedestrian paths remain accessible to individuals with a disability. Recommendations for the development of a maintenance plan for the City of Goose Creek can be found in Section 3.2 of this report.



Image of a heaved sidewalk from the Department of Transportation



3.1.3 Priority Investment

The following is a condensed list of priority projects listed in the City of Goose Creek Connectivity Master Plan. **These projects were chosen as the most likely to respond to the feedback gathered from this survey.** Feedback gathered during the Zoning Ordinance Open Houses was also used in the selection of this list.

Corridor	Benefit
Hiker-Biker Trail Extension #2	This project would connect the City’s most popular trail with a major park. It also has the potential to connect residents to commercial centers and grocery stores in the future.
Red Bank Road Complete Street	This was the most chosen project that the City should make a priority during the Zoning Ordinance Open Houses. This project would connect neighborhoods located along Red Bank Rd to commercial centers and grocery stores.
Pineview Trail	This project would connect the Pineview Neighborhood to the North Wannamaker Trailhead. It would also provide the Westview school system easy access to this park.
Liberty Hall Shared-Use Path	This project would give residents along Liberty Hall Rd access to commercial centers and grocery stores. It would make it safer for residents to access Dogwood Park, located on Liberty Hall Rd. It also has the potential to give these residents access to Central Creek Park.
Old Mount Holly Road Shared-Use Path	This project was also very popular during the Zoning Ordinance Open Houses. In addition to giving residents that live off of Old Mount Holly Rd access to the City Trail behind City Hall, it would connect currently separated existing shared use paths. It would connect a commercial center to City Hall and, if paired with Hiker-Biker Trail Extension #2, would connect these areas to Central Creek Park.



3.2 Maintenance Plan

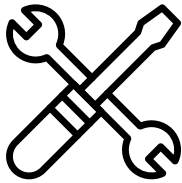
In order to ensure that the walking and biking infrastructure is accessible to all residents, they must be maintained. One survey respondent said **“I live near Plantation North and like to ride my bike there, but the roots have torn it up in places”**. The creation of a maintenance plan would assist the Department of Public Works in repairing any damage the walking and biking infrastructure may suffer in a timely manner. Elements of a successful plan include:



Zone Map - The division of the City’s pedestrian infrastructure into zones would help organize efforts to inspect that infrastructure on a regular basis.



Inspection Schedule - The City should regularly inspect its pedestrian infrastructure to remain aware of any structural deficiencies.



Repair Strategy - The creation of a strategy to repair structural deficiencies would ensure that damage to pedestrian infrastructure is fixed in a timely manner.

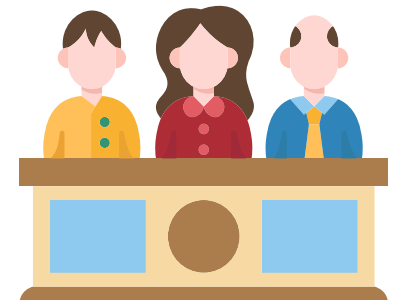


Citizen Reporting - The City’s current system of citizen reporting could be improved by updating it to include sidewalk and shared use path specific reporting options and by advertising it along key walking and biking paths.

3.3 Planning and Zoning

The City of Goose Creek is currently in the process of updating its zoning ordinance. The proposed ordinance contains language that requires developers to provide pedestrian infrastructure as a part of their design. Adoption of this ordinance would further the goal of creating a multi-modal transportation system in the City, as well as the connection of already existing walking and biking infrastructure.

The City should also consider the creation of a **Bicycle & Pedestrian Citizen Committee**. Such a committee would be able to research and make recommendations to council regarding walking and biking infrastructure without having to manage other municipal matters. The responsibilities of this Committee could include:





Identifying Potential Funding Sources



Making Recommendations to Council



Suggesting Walking and Biking Focused Community Sponsored Events



Keeping up to Date with the Latest Pedestrian Oriented Techniques and Technology

3.4 Walking and Biking Community Sponsored Events

Cities should always be looking for ways to engage with the community. It is how they remain relevant in people’s lives and how they **foster engagement in other areas of municipal government**. This type of activity could be used to promote the City’s already existing pedestrian infrastructure as well as encourage residents to consider walking and biking as a viable form of transportation. There are several practices in other municipalities that Goose Creek could modify to work best for members of the community.

Walk to School Day

The first Wednesday in October is international Walk to School Day. This is an activity which **Berkeley County has expressed a willingness to encourage in the past** on Daniel Island. Westview Primary, Elementary, and Middle Schools are situated near two already existing shared use paths that service two neighborhoods. The City could coordinate with the schools and Berkeley County School district to promote and facilitate an activity like this.



Awareness Campaigns

Awareness campaigns often hold walk & rolls to get their message out. These activities help support a good cause and **demonstrate the importance of inclusive pedestrian infrastructure to the community**. The success of these types of events can be seen in past awareness campaigns, such as the spina bifida walk n roll, that the City has held.



Photo from Spina Bifida Walk n Roll



Races

The City of Goose Creek hosts an annual GCPD Hot Pursuit 5k that gives residents the opportunity to walk and run on the shared use paths in the City. The City could build upon this event by pairing it with a mini-festival for contestants, their family members, and spectators. GCPD can coordinate with the Parks Department to put on a festival during the race. **By making this a larger, community wide event, the city can encourage cardiovascular health among the whole community.** The event could culminate in the award ceremony that could be held in the future Joe Daning Ampitheater.



3.5 Enforcement

As the City grows, the Goose Creek City council should remain aware of opportunities to draft legislation that ensure the City’s walking and biking infrastructure is well maintained, accessible, and safe for all. Examples of ordinances adopted by other municipalities include:

Assessments for Permanent Improvements: Chapter 26, Article III of the Rock Hill Code of Ordinances allows the City to levy assessments on property owners abutting a sidewalk for the purpose of improvements and maintenance. **Requiring property owners whose property abuts a sidewalk to maintain said sidewalk is a fairly common practice according to the Department of Transportation.**



Outdoor Cafes: Sec. 24-9 of the Summerville Code of ordinances regulates Outdoor Cafes and requires a permit to run them. The proposed design standards for the Central Creek Overlay District allows outdoor dining as an amenity space. Adopting language regulating these spaces will **allow Goose Creek to prepare for venues with outdoor seating options that run the risk of improperly encroaching upon the public right of way.**





Appendix A: Survey Transcript

Goose Creek Walking and Biking

This survey is meant to help the City of Goose Creek better understand the wants and needs of members of the community regarding the biking and pedestrian infrastructure in the city. The survey will ask questions regarding the current state of the infrastructure, as well as what is needed to ensure it is safe, convenient, and accessible for all.

All responses to this survey are anonymous and confidential. It should take approximately 5 - 10 minutes to complete.

Part 1: Demographics

1. Please select your age group.
 - a. Under 18
 - b. 18-29
 - c. 30-39
 - d. 40-49
 - e. 50-59
 - f. 60-69
 - g. 70-79
 - h. Over 79
2. Please select your race/ethnicity. Please select all that apply.
 - a. Asian
 - b. Black or African American
 - c. Hispanic
 - d. Latinx
 - e. American Indian or Alaskan Native
 - f. Native American
 - g. Native Hawaiian or other Pacific Islander
 - h. White or Caucasian
 - i. Prefer not to say
 - j. Other _____
3. Do you have a disability that could make accessing biking or pedestrian infrastructure difficult?
 - a. Yes
 - b. No
 - c. Maybe
 - d. Prefer not to say



4. What neighborhood/area of Goose Creek do you currently live?

- a. Crowfield Plantation
- b. Carnes Crossroads
- c. Greenview Acres
- d. Pineview
- e. Foxborough
- f. Neighborhoods off E. Montague
- g. Colonial Heights/Braemoor/Windosr Mill
- h. Prefer not to say
- i. Other _____

5. Do you live or work in Goose Creek?

- a. I live in Goose Creek
- b. I work in Goose Creek
- c. I live and work in Goose Creek

Part 2: How often do you walk and why?

1. How often do you WALK to get from one place to another in Goose Creek?

This includes trips such as walking to lunch, the gym, school, work, etc.

- a. Every day
- b. 1 or more times per week
- c. Once a month
- d. A few times a year
- e. Rarely
- f. Never

2. For what reasons do you WALK, or for what reasons would you like to WALK more? Choose all that apply.

- a. Exercise
- b. Transportation
- c. Enjoy Nature
- d. Social/Family Time
- e. Sightseeing
- f. I do not walk
- g. Other _____



Part 3: How often do you bike and why?

1. How often do you BIKE to get from one place to another in Goose Creek? This includes trips such as biking to lunch, the gym, school, work, etc.
 - a. Every day
 - b. 1 or more times per week
 - c. Once a month
 - d. A few times a year
 - e. Rarely
 - f. Never
2. For what reasons do you BIKE, or for what reasons would you like to BIKE more? Choose all that apply.
 - a. Exercise
 - b. Transportation
 - c. Enjoy Nature
 - d. Social/Family Time
 - e. Sightseeing
 - f. I do not bike
 - g. Other _____

Part 4: How do you feel about the infrastructure

Respondents who answered Never to question 1 in parts 2 and 3 were not asked to respond to this part

Please state the degree to which you agree or disagree with the following statements. If you are unsure please select “neither agree nor disagree”.

1. I feel safe walking and biking in the non-residential areas of Goose Creek, such as “St James Ave”, “Highway 52”, and “Redbank Rd”.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree



2. I feel that the walking and biking paths in Goose Creek are well lit.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
3. Automobile traffic makes me nervous when walking or biking in Goose Creek.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
4. The walking and biking paths in Goose Creek are easily accessible to me from my home.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
5. The intersections in Goose Creek are safe for pedestrians and bikers to use.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
6. I would like to see more walking and biking infrastructure in the City of Goose Creek.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree



Part 5: Why don't you walk or bike?

Only respondents who answered Never to question 1 in parts 2 and 3 were asked to respond to this part

Please state the degree to which you agree or disagree with the following statements. If you are unsure please select "neither agree nor disagree".

1. I do not walk or bike in Goose Creek because I do not feel safe doing so in non-residential areas such as "St James Ave", "Highway 52", and Redbank Rd".
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
2. I do not walk or bike in Goose Creek because I cannot easily access walking and biking paths from my home.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
3. I do not walk or bike in Goose Creek because I am not aware of where the biking and walking paths are.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
4. I do not walk or bike in Goose Creek because automobile traffic makes me nervous.
 - a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree



5. I do not walk or bike in Goose Creek because there are not enough destinations that I would enjoy walking or biking to near where I live.
- a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree
6. I would like to see more walking and biking infrastructure in the City of Goose Creek.
- a. Strongly agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Strongly disagree

Part 6: Where do you want to go?

1. What destinations would you most like to safely walk or bike to in Goose Creek? Choose your top 5 choices.
- a. Social services and government buildings
 - b. Work
 - c. Commercial districts and retail shops
 - d. Grocery stores and farmers markets
 - e. Other neighborhoods
 - f. School
 - g. Church
 - h. Parks and trails
 - i. Library
2. Which of the following initiatives would make your community a safer and friendlier place for walking and biking? Choose your top 5 choices.
- a. Decrease speed limits on certain roads
 - b. More bicycle and pedestrian infrastructure
 - c. Better ADA accessibility
 - d. Education opportunities for the rules of the road
 - e. Increase law enforcement of traffic regulations
 - f. Bicycle and pedestrian wayfinding signage
 - g. More “Share the Road” signs on key streets
 - h. Make intersections safer for pedestrians
 - i. More multi-use trails
 - j. Other _____



Part 7: What bicycle facilities do you prefer?

1. please select which bicycle facility you prefer. See image below for example of facilities.



- a. Bicycle Boulevard (quiet neighborhood streets)
 - b. Bike lanes
 - c. Shared use Paths
 - d. Separated bike lanes (protected bike lanes)
 - e. On road (shared with traffic, no bike facilities)
2. Please select your favorite walking or biking trail in Goose Creek.
- a. City Trail on North Goose Creek Boulevard
 - b. City Trail behind City Hall
 - c. City Trail in Greenview Park and Lake
 - d. City Trail by Westview Middle School
 - e. City Trail on Plantation North Boulevard
 - f. Downtown Goose Creek Sidewalks
 - g. Unsure
 - h. None of the above



Part 8: Intersection Safety

On a scale of 1-5, with 5 being the most safe, how safe are the intersections listed below for walkers and bikers? If you are unsure or are not familiar with the intersection, please leave the ranking blank.

1. Forest Lawn Avenue and Redbank Road

- a.1
- b.2
- c.3
- d.4
- e.5

2. Carnes Crossing Boulevard and North Main Street

- a.1
- b.2
- c.3
- d.4
- e.5

3. Central Avenue and St James Avenue

- a.1
- b.2
- c.3
- d.4
- e.5

4. Old Mt Holly Road, Plantation North Boulevard, and St James Avenue

- a.1
- b.2
- c.3
- d.4
- e.5

5. Montague Plantation Road, Old Mt Holly Road, and North Goose Creek Boulevard

- a.1
- b.2
- c.3
- d.4
- e.5



6. Vixen Boulevard, Gainsborough Drive, and St James Avenue

- a. 1
- b. 2
- c. 3
- d. 4
- e. 5

Part 9: Last thoughts?

1. On a scale of 1-5, with 5 being the most likely, how likely are you to participate in community sponsored biking/walking events and activities in the City of Goose Creek?

- a.1
- b.2
- c.3
- d.4
- e.5

2. Is there anything else you would like to say about pedestrian and/or biking infrastructure in the City of Goose Creek?
