PLANNING COMMISSION
November 18, 2026

The public may view the public meeting at:
www.youtube.com/user/cityofisleofpalms

Public Comment: Citizens may provide public comment here:
https://www.isleofpalms.gov/public-comment-form

AGENDA

The Isle of Palms Planning Commission will hold its regular meeting on Wednesday, November 18, 2026, at 4:00 p.m. in Council Chambers of City Hall, 1207 Palm Boulevard.

A. Call to order and acknowledgment that the press and the public were duly notified in accordance with state law.

B. Approval of minutes- October 14, 2026

C. Discussion of identifying potential CHATS project candidate(s) based on Mobility Study

D. Miscellaneous business

E. Adjourn

Planning Commission Meeting
4:00pm, Wednesday, October 14, 2026
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: https://www.youtube.com/user/cityofisleofpalms

MINUTES

1. **Call to Order**

Present: Ron Denton, Bill Laughlin, Sandy Stone, Tim Ahmuty, Sue Nagelski, Jeffrey Rubin, Rich Steinert

Staff present: Administrator Kerr

2. Approval of minutes

MOTION: Mr. Laughlin made a motion to approve the minutes of the September 9, 2026 meeting. Ms. Nagelski seconded the motion. The motion passed unanimously.

3. **Discussion of commercial district parking requirements**

Commission members revisited their discussion and recommendations related to commercial parking district requirements in the GC-3 zoning district as requested by City Council. After a lengthy discussion about the unintended consequences of any change to the setbacks and parking requirements in the GC-3 district, the Commissioners made the following motions:

MOTION: Mr. Stone made a motion to reduce the setbacks on JC Long Boulevard to 0'. Dr. Rubin seconded the motion. A vote was taken as follows:

Ayes: Stone, Rubin, Steinert, Laughlin, Ahmuty, Denton
Nays: Nagelski

The motion passed 6-1.

MOTION: Mr. Stone made a motion to reduce the setbacks on Pavilion Drive from 25' to 10'. Dr. Rubin seconded the motion. The motion passed unanimously.

MOTION: Mr. Stone made a motion eliminate further residential development in the GC-3 zoning district. Dr. Rubin seconded the motion. The motion passed unanimously.

The Planning Commission stated their previously recommended 25% parking requirement reduction stands as is.

DRAFT

4. Miscellaneous

The next meeting of the Planning Commission will be Wednesday, November 4, 2026 at 4:00pm.

5. Adjournment

Mr. Denton made a motion to adjourn, and Mr. Stone seconded the motion. The meeting was adjourned at 5:27pm.

Respectfully submitted,

Nicole DeNeane
City Clerk

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FFY 26-27 Timeline (subject to change)

10/28/26 - Call for Applications open
09/02/26 - Part 1 Webinar (2:00-3:00 PM)
01/13/27 - Part 1 Question Deadline (4:00 PM)
02/10/27 - Part 1 deadline (4:00 PM)
03/03/27 - Part 2 invitations shared
03/10/27 - Part 2 Webinar (2:00-3:00 PM)
03/31/27 - Part 2 deadline (4:00 PM)
04/15/27 - Presentations (10:00 AM-12:00 PM)
TBD - CHATS award recommendations
TBD - SCDOT award letter

Estimated Total Funding Available
FFY 26-27: $1,100,000 (subject to change)

Instructions

To fill in this application, please open the PDF in Adobe Acrobat, which can be downloaded for free at: get.adobe.com/reader/

This application is divided into **two parts** with separate deadlines for each. Please submit Part 1 and 2 applications and related technical questions to Kyle James (kylej@bcdcog.com).

Part 1 requests basic Applicant and project information, including a budget reviewed by a Professional Engineer. Part 1 applications are due on February 10, 2027 (4:00 PM), and BCDCOG reserves the right to ask clarifying questions of Applicants.

Part 1 applications will be reviewed by BCDCOG, and qualifying Applicants will receive an invitation to complete **Part 2**. This invitation will include initial quantitative scores for Part 2 questions. For the Part 2 submittal, Applicants will have an opportunity to supplement the initial BCDCOG quantitative scoring with short narrative responses. Part 2 applications are due on March 31, 2027 (4:00 PM).

Each qualified applicant will be required to provide a **formal presentation** about their project to the CHATS Transportation Enhancement Committee on April 15, 2027.

How to Attach Documents to this PDF
Click on the red box in a given section of this PDF, navigate to and select the file that you would like to attach, and click "Upload". The file then will be attached to the PDF.

Project Award Size FFY 26-27	Min. Award	Max. Award*
Infrastructure	$300,000	$1,100,000
Non-Infrastructure	$25,000	$300,000

* Applications that exceed the max award size are encouraged to apply in the event additional funding becomes available.

PART 1: PROJECT INFORMATION

1A: Applicant Information

Project Name: Max 33 characters

Applicant Name: Applicant Name (Max 33 characters)

Applicant Street Address: Max 33 characters

City: Max 33 characters SC

Zip Code:

Applicant Primary Contact

First Name: Max 33 characters

Last Name: Max 33 characters

Title/Position: Max 33 characters

Phone Number:

Email Address: Max 50 characters

Implementing Agency

Is the Implementing Agency different than the Applicant?

- ◯ No
- ◯ Yes, Agency Name: Max 33 characters

If yes, have you coordinated with the Implementing Agency?

- ◯ No
- ◯ Yes

Does the Implementing Agency intend to apply to SCDOT to become an LPA for this project?

- ◯ No (the Applicant will request SCDOT to administer)
- ◯ Yes (the Implementing Agency has received approval from SCDOT to serve as an LPA on another project within the last 3 years and will apply to be an LPA for this proposed project)

Eligible Applicants

The following entities are eligible to apply for this grant opportunity:

- City/town government
- County government
- Regional transportation authority
- Transit agency
- Other local/regional governmental entity with responsibility for or oversight of transportation or recreational trails (except for a Metropolitan Planning Organization)
- Natural resource or public land agency
- School district, local education agency, or school
- Tribal government
- Non-profit
- State (at the request of another eligible entity)

Local Public Agency (LPA)

SCDOT is the default project administrator. SCDOT can delegate the management of Federal-aid projects, such as the implementation of a TA Set-aside project, to eligible public entities. In order to be the Implementing Agency on a TA Set-aside project, an Applicant must apply to SCDOT to become a Local Public Agency (LPA) for the project after receiving an award. Fore more info, visit: scdot.org/business/lpa.html

This section is reserved for BCDCOG staff.
All screening criteria met: ◯ Yes ◯ No, missing:

1B: Project Type (check all that apply)

Infrastructure

☐ Bikeway — Insert proposed length — feet

Ex. On-street Bicycle Lanes, Protected Bicycle Lanes, etc.

☐ Pathway — Insert proposed length — feet

Ex. Shared-use Path, Sidepath, Over/Undercrossing, etc.

☐ Walkway — Insert proposed length — feet

Ex. Sidewalk, Dune Crossover, Boardwalk, etc.

☐ Trail — Insert proposed length — feet

☐ Intersection — Insert number of intersections

☐ Traffic Calming — Describe (max 33 characters)

Ex. Road Diet, Pedestrian Refuge Island, Bulb-outs, etc.

☐ Wayfinding — Describe (max 33 characters)

Other: — Describe (max 33 characters)

Ex. Shared Micromobility Stations, Bicycle Signals, Demonstration Projects, Quick-Build Projects, etc.

Non-infrastructure / Temporary Projects

CHATS will prioritize applications for infrastructure projects, including infrastructure projects with a programming component. If funding remains after the award of infrastructure-focused projects and no other eligible infrastructure project can be funded with the remaining amount of FFY 26-27 funding, standalone non-infrastructure and temporary projects may be awarded. In addition, if an awarded project is terminated, funds may be made available for programming or municipal-wide plans.

☐ Programming (education, encouragement, enforcement, data collection, and data analysis programs)

☐ Municipal-wide Pedestrian, Bicycle, or Target Zero Plan

☐ Safe Routes to School (K-12) / Safe Routes to Transit Plan

☐ Temporary Pilot Project
(must include pre- and post-installation analysis)

Ineligible Activities

Funding is not available for standalone design without a construction component; lighting; turnouts; overlooks/ viewing areas; historic preservation and rehabilitation of historic transportation facilities; vegetation management; management of outdoor advertising; archaeological activities; environmental mitigation; habitat restoration; mitigation of vehicle-wildlife collisions; and landscaping.

Eligible Activities

Funding is available for the planning, design, construction, and programming of publicly-accessible on- and off-street facilities within the CHATS boundaries dedicated to pedestrians, bicyclists, other non-motorized forms of transportation, and low-speed electric vehicles. For a map of the CHATS boundaries, please visit tinyurl.com/CHATSmap.

Standalone non-infrastructure projects (programming, planning, and temporary pilot projects that do not have a long-term construction component) will only be considered for funding if no eligible infrastructure project can be funded with outstanding FFY 26-27 funds after initial award selection.

1C: Relevant Plans & Policies

Is the proposed project in a local city- or town-wide pedestrian and bicycle plan that has been adopted within the last ten years?

◯ No ◯ Yes, attach: Attach Relevant Section of Plan

Is the proposed project recommended in BCDCOG's *Walk Bike BCD*?

◯ No ◯ Yes

Does the applicant or the local municipality in which the project is located have a locally-adopted Complete Streets policy?

◯ No ◯ Yes, attach: Attach PDF of Policy

Does the applicant or the local municipality in which the project is located have an adopted Target Zero/Vision Zero policy?

◯ No ◯ Yes, attach: Attach PDF of Policy

1D: Project Location & Termini

Max 100 characters

Attach Project Location Map: Attach PDF of Map

Screening Criteria

Responses to screening questions 1C through 1H will be marked as complete or incomplete by CHATS. Responses will be reviewed for their accuracy, but no points will be assigned to this section for FFY 26-27.

Relevant Plans & Policies

Note: Future CHATS application cycles may require an applicant to be able to answer "Yes" to the first two screening questions about an adopted city- or town-wide pedestrian and bicycle plan and integration into BCDCOG's *Walk Bike BCD* in order to be eligible to apply.

Project Location

Briefly describe the proposed project's specific begin and end extents.
Ex. *Maple Drive between First Street and Third Street in Summerville, SC.*

In addition, attach a map illustrating the project location and extents.

1E: Existing Conditions

Max 500 characters

Photos: Attach PDF of Photos

1F: Future Conditions

Max 500 characters

Supporting Documentation: Attach PDF of Supporting Documents

Existing Conditions
Briefly describe the current nearby land uses, pedestrian facilities, and bicycle facilities at the proposed project location.

Ex. There is a total of 0.5 linear miles of existing sidewalk on both sides of Maple Drive along the project corridor, and there are no existing bikeways. The sidewalk connects to a 1.2-mile network of sidewalks; however, the existing sidewalks are in poor condition. There are no existing crosswalks along the project corridor. There are two elementary schools, one grocery store, and an employment center with 50 jobs along the project corridor.

Optional: Attach photos of existing conditions to support your narrative.

Future Conditions
Briefly describe the future land uses near the project if they differ from existing conditions. Also describe any nearby planned or fully funded transportation facilities at the proposed project location.

Optional: Attach supporting documentation to help illustrate future conditions near the proposed project.

1G: Proposed Project & Need

Max 500 characters

For non-infrastructure projects, attach a Scope of Work:

Attach PDF of Scope of Work

1H: Past Performance

Does the Applicant have an ongoing TE/TAP/TA-funded project?
◯ No ◯ Yes, project name: Max 33 characters

Is the Applicant proposing a project that is a continuation or extension of a project that was previously allocated TE/TAP/TA funding?
◯ No ◯ Yes, project name: Max 33 characters

Has the Applicant terminated or canceled a TE/TAP/TA-funded project over the past nine Federal Fiscal Years (FFY17-FFY25)?
◯ No ◯ Yes, describe:

Max 100 characters

Project Purpose
Briefly describe the project, why it is needed, and how it will benefit local and regional residents, including any safety components.

Applicants proposing a project that includes one of the non-infrastructure project types listed in Question 1B as either a standalone project or as part of an infrastructure project must attach a Scope of Work for the non-infrastructure component(s).

BCDCOG staff will review if the Scope of Work is complete and thorough. Applicants are encouraged to share their draft Scope of Work with BCDCOG staff for feedback before the Part 1 deadline.

Past Performance
In future application cycles, BCDCOG may require an Applicant be able to respond "No" to whether or not they have terminated or canceled a TA-funded project within the past five Federal Fiscal Years as a condition of Applicant eligibility.

BCDCOG may also limit an Applicant to only one open TA-funded project at any given time.

This section is reserved for BCDCOG staff.
All screening criteria met: ◯ Yes ◯ No, missing:

1I: Right-of-Way Impacts (select closest match)

◯ Not applicable (standalone non-infrastructure project)

◯ Project is 100% within the public right of way and will not require an easement(s), encroachment permit(s), or other approval(s) from a utility provider (10 bonus points)

◯ Project is 100% within the public right of way but may require an easement(s), encroachment permit(s), or other approval(s) from a utility provider (5 bonus points)

◯ Project (all or partially) will likely require right-of-way acquisition, in fee ownership, permanent easements, or temporary construction easements from private owners or will require utility relocations from utility providers outside of the Applicant or Implementing Agency's control

◯ Project (all or partially) will likely require right-of-way acquisition, easements, or approval involving a governmental body other than SCDOT

1J: Completed Project Phases

Check box and type completion date (mm/dd/yyyy) for all that apply.

☐	Planning	
☐	Preliminary Design	
	Attach PDF of Preliminary Design	
☐	Environmental Review/ Permitting	
	Attach PDF of Supporting Documentation	
☐	Final Design	
	Attach PDF of Final Design	
☐	Right-of-Way Acquisition	
☐	Utility Relocation	
☐	Added to the TIP/STIP	

Project Feasibility

Responses to project feasibility Questions 1I and IJ will be marked as complete or incomplete by BCDCOG. Bonus points will be awarded to projects with fewer right-of-way acquisition hurdles or to projects with completed phases. Proposed projects that require right-of-way acquisition or that have not completed any project phase will not be negatively impacted in the overall project score during the FFY 26-27 application cycle.

Right-of-Way Impacts

Projects that are entirely within the right of way of the Applicant or Implementing Agency will receive the following bonus points:

- 10 pts - Permanent control
- 5 pts - Temporary control

Completed Project Phases

Projects that have already completed phases in a manner that meets federal regulations, as determined by BCDCOG, will receive the following bonus points:

- +5 pts - Preliminary Design
- +5 pts - Environmental Review
- +10 pts - Final Design
- +10 pts - TIP/STIP

Attach documentation of completed project phases.

This section is reserved for CHATS staff.
All screening criteria met: ◯ Yes ◯ No, missing:
Bonus points:

1K: Remaining Project Schedule

Using the drop-down menus in the table below, insert the estimated start date and completion date for each project phase. If a phase has already been completed (as indicated in Question 1J) or if a phase is not proposed as part of the Applicant's project, leave the corresponding row blank.

Phase	Estimated Start Date (mm/yy)	Estimated End Date (mm/yy)
Planning		
Preliminary Design		
Environmental Review/Permitting		
Final Design		
Right-of-Way Acquisition		
Construction/Utility Relocation		
Programming		

1L: Maintenance

For proposed infrastructure projects, what agency will be responsible for maintaining the infrastructure over its expected useful life and what level of maintenance will this agency provide?

Max 250 characters

1M: Estimated Costs

The TA Set-aside is a cost reimbursement program, not a grant. The Applicant must pay the project expenses and request reimbursement for eligible expenditures. Any cost incurred prior to written authorization is not eligible for reimbursement. TA Set-aside funds are available for obligation for a period of three years after the last day of the Federal Fiscal Year for which the funds were authorized. For example, FFY 26 CHATS TA Set-Aside awards funds must be obligated by September 30, 2029. If all funds are not obligated by this deadline, the funds may lapse and will no longer be available to the Implementing Agency. The Applicant will be liable to repay obligated funds if a project is terminated, and a history of termination or lapsing funds may impact the Applicant's eligibility for future funds.

For FFY 26-27, BCDCOG anticipates awarding up to $1.1 million in total funding. For infrastructure projects (including infrastructure projects with a non-infrastructure component), the minimum award size is $300,000, and the maximum award size is $550,000. For standalone non-infrastructure projects, the minimum award size is $25,000, and the maximum award size is $300,000.

In the table below, insert the estimated cost for each project phase by Federal Fiscal Year (October 1st through September 30th). If actual implementation costs exceed an Applicant's cost estimates, the Applicant will be responsible for these additional costs.

	Total Estimated Project Costs				
Phase	**FFY27**	**FFY28**	**FFY29**	**FFY30**	**FFY31**
Planning	$	$	$	$	$
Preliminary Design	$	$	$	$	$
Environmental Review/ Permitting	$	$	$	$	$
Final Design	$	$	$	$	$
Right-of-Way Acquisition	$	$	$	$	$
Construction/ Utility Relocation	$	$	$	$	$
Programming	$	$	$	$	$
Subtotal	$0	$0	$0	$0	$0
Total	$0				

Note:
SCDOT may charge up to 30% of the total project cost if they are administering the project. This should be reflected in your project budget.

An itemized project budget for infrastructure projects must be developed or reviewed by a Professional Engineer certified in the State of South Carolina. Budgets for non-infrastructure projects do not require review by a Professional Engineer, but must be broken down by task.

Attach PDF of Budget

This section is reserved for BCDCOG staff
All screening criteria met: ◯ Yes ◯ No, missing:

1N: Matching Funds

For most TA Set-aside projects, Applicants can request funding for up to 80% of the total cost of eligible activities, and the **remaining 20% must be provided through non-federal funds**.

Non-federal funds may be provided by a non-federal government agency, non-profit, or private entity. These funds should be available at the time of award.

Requested TA Set-aside funding: $

Please indicate the source(s) of non-federal matching funds in the table below.

No.		Funding Source
#1	$	Max 33 characters
#2	$	Max 33 characters
#3	$	Max 33 characters
#4	$	Max 33 characters
#5	$	Max 33 characters
Total	$ 0	
% Match	0%	

BCDCOG will review responses to Question 1N for completeness and to confirm that the Applicant can provide the required 20% minimum non-federal match. Bonus points will be awarded to projects that exceed the required minimum match. For each 1 percentage point of the total cost of eligible activities that an Applicant provides in non-federal matching funds, 0.2 bonus points will be added to the Applicant's overall project score. See the table below for examples.

Percent Non-Federal	Bonus Points	Percent Non-Federal	Bonus Points
20%	0.0	30%	2.0
21%	0.2	40%	4.0
22%	0.4	50%	6.0
23%	0.6	60%	8.0
24%	0.8	70%	10.0
25%	1.0	80%	12.0

End of Part 1
Email completed PDF to kylej@bcdcog.com by 09/25/2026 at 4:00 PM EST

Stop Here for Part 1
Part 1 applications will be assessed by BCDCOG and SCDOT staff for completeness and feasibility. Qualified Applicants with qualified projects will be encouraged to submit a Part 2 application and to present to the CHATS TE Committee on 12/09/26.

This section is reserved for BCDCOG staff.
All screening criteria met: ◯ Yes ◯ No, missing:
Bonus points:

PART 2: EVALUATION CRITERIA

Instructions for Part 2 differs based on if the Applicant is requesting funding for an infrastructure project or a non-infrastructure project.

Infrastructure Project Instructions

Based on the information submitted in Part 1 about the proposed infrastructure project (including infrastructure projects with non-infrastructure components), the quantitative components of Part 2 will be initially scored by BCDCOG staff. The results of this initial scoring will be shared with the Applicant. To complete the application for infrastructure projects, the Applicant then:

- Can choose to supplement the quantitative analysis completed by BCDCOG staff for Questions 2A - 2D with additional information to potentially improve their final score for each evaluation criterion.
- Must share completed and anticipated public engagement activities in Question 2E.
- Must certify the application in Question 2F to verify the accuracy of the information provided in Part 1 and Part 2.

The TE Committee reviewers will review supplemental information provided by the Applicant, as well as the Applicant's response to the public engagement question.

Incomplete applications will not be reviewed by BCDCOG.

Non-Infrastructure Project Instructions

For standalone non-infrastructure projects, the Applicant must only complete Questions 2E and 2F. No quantitative analysis will be provided by BCDCOG staff for Questions 2A - 2D, and the Applicant will not need to provide supplementary information for these sections. Standalone non-infrastructure projects will be evaluated by the CHATS TE Committee reviewers based on the Applicant’s response to Question 2E and supplemented by the Scope of Work attached to Question 1G.

Incomplete applications will not be reviewed by BCDCOG.

2A: Accessibility (20 available points)

How well will the proposed infrastructure project be able to improve access to facilities that help meet residents' basic daily needs?

CHATS Accessibility Criteria	Radius (mi)	No.
Total existing public transit stops and lots, plus planned Lowcountry Rapid Transit stations	0.25	
Total healthcare and social service facilities, grocery stores, and community centers	0.25	
Total acres of park space (10 acres = 1 facility)	0.25	
Total K-12 and college school enrollment (500 students = 1 facility)	0.25	
Total part- and full-time jobs (1,000 jobs = 1 facility)	0.25	
Initial Accessibility Score		0.0

After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will improve access to facilities that help meet residents' basic daily needs in the box below.

Max 500 characters

Initial Accessibility Score
Based on the project information provided in Part 1, BCDCOG staff will provide an initial accessibility score for each proposed infrastructure project. Park space, school enrollment, and jobs will be weighted so that they can be compared to transit and major facilities. BCDCOG will tally the total number of facilities listed in the table to the left.

- 0 points – 0 facilities
- 7.5 points - 1-5 facilities
- 15 points - 6-10 facilities
- 20 points - 11+ facilities

Final Accessibility Score
Applicants can choose to add additional information about how their proposed project will improve accessibility. Based on the narrative, CHATS reviewers will decide if the final accessibility score should be higher than the initial score. This additional information is optional, and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score: /20

Reviewer Initial:

2B: Economic (20 available points)

What percentage of the project in the surrounding Census Tract(s) is located in an Area of Persistent Poverty?

CHATS Economic Criteria	Count	Percent
Total Population		100%
Area of Persistent Poverty		0%
Initial Economic Score		

After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will benefit a high-need community in the box below. Other criteria that an Applicant may consider citing are low-income or transit-dependent populations that would directly benefit from the proposed project.

Max 750 characters

Initial Economic Score

Based on the project information provided in Part 1, BCDCOG staff will provide an initial economic score for each proposed infrastructure project. BCDCOG will identify the Census Tracts in which the proposed project is located, and then will calculate the percent of the population that is considered an Area of Persistent Poverty by USDOT. For each whole 1% of the population that meets USDOT's definition, 0.2 points will be awarded. Therefore, if 50% of the population near the proposed project is considered historically disadvantaged, the project will receive 10 points.

Final Economic Score

Applicants can choose to add additional information about how their proposed project will benefit high-need communities. Based on the narrative, CHATS reviewers will decide if the final economic score should be higher than the initial score. This additional information is optional and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score: /20

Reviewer Initial:

2C: Connectivity (20 available points)

How well will the proposed infrastructure project be able to increase connections to walkways, bikeways, or pathways by either closing gaps in the existing network or extending the network?

CHATS Connectivity Criteria	Lane Miles
Total distance of connected walkways after project completion	
Total distance of connected bikeways after project completion (including bicycle boulevards but excluding paved shoulders and shared lanes)	
Total distance of connected pathways after project completion*	
Initial Connectivity Score	0.0

* Because 12-foot or wider pathways allow for travel in both directions, each mile of pathway will count as 2 lane miles.

After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will increase connectivity for pedestrians, bicyclists, other non-motorized travelers, and low-speed electric vehicle users in the box below.

Max 500 characters

Initial Connectivity Score
Based on the project information provided in Part 1, BCDCOG staff will provide an initial connectivity score for each proposed infrastructure project. CHATS will sum the number of lane miles (miles of facility in a given direction of travel) of walkways, bikeways, and pathways.

- 0 points - 0 lane miles
- 7.5 points - 0.1-0.5 lane miles
- 15 points - 0.6-1.0 lane miles
- 20 points - 1.1+ lane miles

Final Connectivity Score
Applicants can choose to add additional information about how their proposed project will increase connectivity. Based on the narrative, CHATS reviewers will decide if the final connectivity score should be higher than the initial score. This additional information is optional and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score: /20

Reviewer Initial:

2D: Safety (20 available points)

How well will the proposed infrastructure project be able to reduce the probability of crashes leading to pedestrian or bicyclist injuries?

Safety Countermeasure		Monetized Crash Value*	Crash Reduction Factor	Estimated Monetary Benefit
No.	Name			
#1		$	0.00%	$
#2		$	0.00%	$
#3		$	0.00%	$
#4		$	0.00%	$
#5		$	0.00%	$
Initial Safety Score				0.0

**Monetized crash value based on USDOT guidance ($13,200,000 for fatalities, $1,254,700 for serious injuries, and $246,900 for minor injuries) for crashes between 1/1/2020 and 12/31/2024*

After the submission of Part 1 of the application and receiving the initial score in the table above from BCDCOG staff, an Applicant can provide supplementary information about how their proposed project will address pedestrian and bicyclist safety issues in the box below.

Max 500 characters

Initial Safety Score

Based on the project information provided in Part 1, BCDCOG staff will provide an initial safety score for each proposed project. BCDCOG will identify the safety countermeasures proposed by the Applicant and the corresponding crash reduction factor (CRF) from FHWA's Clearinghouse. The CRF will be applied to monetized injury values based on severity for each reported crash along the corridor:

- 0 points - $0
- 5 points - $1-$1m
- 10 points - $1.1m-$5m
- 15 points - $5.1m-$15m
- 20 points - $15.1m+

Final Safety Score

Applicants can choose to add additional information about how their proposed project will address safety needs. Based on the narrative, CHATS reviewers will decide if the final safety score should be higher than the initial score. This additional information is optional and the Applicant's final score will not be lowered from the initial score.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score: /20

Reviewer Initial:

2E: Engagement (20 available points)

Describe how the need for the proposed infrastructure project was identified through a community-based public engagement process that culminated in the project proposal, including noticed public meetings, surveying, consultation with stakeholders, and targeted input from disadvantaged communities? If engagement is planned but has not been completed, describe planned engagement activities. If there is opposition to the project, the Applicant should summarize major concerns raised and provide a response.

Max 1,250 characters

Attach and cross-reference any letters of support within the narrative: Attach Letters of Support

Final Engagement Score

BCDCOG staff will not provide an initial engagement score, and the final engagement score will be determined by CHATS reviewers using the rubric below:

- 0 points - No completed public engagement to-date, and planned engagement activities are not thoroughly described or not appropriate for the context of the project.
- 7.5 points - No completed public engagement to-date, but planned engagement activities are thoroughly described and appropriate.
- 15 points - Have thoroughly described completed engagement activities and documented how the feedback received supports the need for the project.
- 20 points - Have thoroughly described completed engagement activities, including targeted engagement of disadvantaged communities, and documented how the feedback received supports the need for the project.

This section is reserved for CHATS Transportation Enhancement Committee reviewers.

Reviewer Score: /20

Reviewer Initial:

2F: Certification

To complete this application, authorized personnel at the Applicant's agency must provide their name below to certify the accuracy of the technical information provided in their application.

First and Last Name of Authorized Personnel

End of Part 2
Email completed PDF to kylej@bcdcog.com by 12/01/2026 at 4:00 PM EST

Stop Here for Part 2

Part 2 applications will be assessed by the CHATS TE Committee reviewers during the Applicant presentations on 12/09/26.

This section is reserved for BCDCOG staff.

All screening criteria met: ◯ Yes ◯ No, missing:

Project Scoring & Selection

Screening Criteria Feedback

After submission of Part 1 by an Applicant, BCDCOG and SCDOT staff will evaluate if the proposed infrastructure or non-infrastructure project meets all screening criteria. If the project does not meet all screening criteria, BCDCOG and SCDOT staff will provide feedback to the Applicant on how to improve an application for submittal during a future funding cycle.

Project meets screening criteria: ◯ Yes ◯ No, and staff feedback:

Space reserved for feedback from BCDCOG and SCDOT staff

Selection Process:

Reviewers from the CHATS Transportation Enhancement Committee will use an Applicant's responses to Part 2 and their presentation to provide a final score of the Part 2 evaluation criteria for infrastructure and non-infrastructure projects. There will be at least three reviewers per application, and the total number of reviewers will be based on the total number of applications received. Reviewers will not be able to review a project in which their agency is the Applicant, in which the project is within their jurisdiction, or in which they are providing matching funds.

BCDCOG staff will collate the bonus points and final scores into one of the corresponding infrastructure or non-infrastructure scoring tables on page 20. BCDCOG staff will calculate the average score for each proposed project. There is no minimum score needed to qualify for project funding.

BCDCOG staff will present the project rankings to the CHATS Transportation Enhancement Committee. Tied project rankings will be broken by BCDCOG staff based on project feasibility. The highest-ranking infrastructure project will be recommended for award funding to the CHATS Policy Committee. If the second highest-ranking infrastructure project can be accommodated with the remaining FFY 26-27 TA Set-aside funding, it will also be recommended to the CHATS Policy Committee. If the requested funding amount for the second highest-ranking project exceeds remaining funding, BCDCOG staff will either request that the Applicant amend the project scope and budget to align with the available remaining funding or will move onto the next highest-ranking infrastructure project. This process will continue until no available funding or proposed infrastructure projects are left.

If no proposed infrastructure project can be completed with the remaining FFY 26-27 TA Set-aside funding, proposed non-infrastructure projects will be considered using the same approach as described for the infrastructure projects. BCDCOG reserves the right to work with an Applicant on modifying their Scope of Work for a standalone non-infrastructure project before recommending it to the CHATS Policy Committee.

The award recommendations will be submitted to the CHATS Policy Committee for approval.

If approved by the CHATS Policy Committee, the projects will be forwarded to SCDOT, and the Applicants will work with SCDOT to complete all preliminary steps needed to execute a financial participation agreement. For more information on SCDOT's process, please visit:

https://www.scdot.org/business/lpa.html

Infrastructure Scores

Reviewer	Part 1 Bonus Points			Part 2 Evaluation Criteria					Sub-total
	1I	1J	1N	2A	2B	2C	2D	2E	
Points	+0-10	+0-25	+0-12	0-20	0-20	0-20	0-20	0-20	0-100
BCDCOG Staff								-	
Reviewer #1	-	-	-						0
Reviewer #2	-	-	-						0
Reviewer #3	-	-	-						0
Reviewer #4	-	-	-						0
Reviewer #5	-	-	-						0
Reviewer #6	-	-	-						0
Reviewer #7	-	-	-						0
Reviewer #8	-	-	-						0
Reviewer #9	-	-	-						0
Reviewer #10	-	-	-						0
Subtotal	-	-	-	-	-	-	-	-	-
Total	0	0	0	-	-	-	-	-	-
Average	0								0

Non-Infrastructure Scores

Reviewer	Part 1 Bonus Points			Part 2	Sub-total
	1I	1J	1N	2E	
Points	+0-10	+0-25	+0-12	0-20	0-20
BCDCOG Staff				-	-
Reviewer #1	-	-	-		-
Reviewer #2	-	-	-		-
Reviewer #3	-	-	-		-
Reviewer #4	-	-	-		-
Reviewer #5	-	-	-		-
Reviewer #6	-	-	-		-
Reviewer #7	-	-	-		-
Reviewer #8	-	-	-		-
Reviewer #9	-	-	-		-
Reviewer #10	-	-	-		-
Subtotal	-	-	-	-	-
Total	0	0	0	-	-
Average	-	-	-	0	0

City of Isle of Palms South Carolina

MOBILITY STUDY 2026

IOP 2026 Mobility Study was developed by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG)



INTRODUCTION

The City of Isle of Palms (IOP) is a barrier island community located less than ten miles from Charleston Harbor along South Carolina's coast. The City's nearly five miles of public beachfront is among its most valuable assets, attracting thousands of visitors each year and serving as the cornerstone to the local economy, residents' quality of life, and the community's coastal identity.

BACKGROUND

Mobility – the ability of people to move throughout and access different parts of a community – is essential for coastal communities, like IOP, that experience a significant influx of daily visitors. As tourism and the subsequent traffic volume continue to grow each year, the demand for additional, safer alternative connections across the island also increases. The City recognizes that improving and expanding its current infrastructure to meet the rising demand is key for enhancing mobility and maintaining a network accessible to both residents and visitors of all ages and abilities.

PURPOSE

The purpose of this Mobility Study is to provide the city with the guidance and resources needed to inform them on future decision making related to improving safety, accessibility, and connectivity around the island. A safe, well-connected network of streets, sidewalks, bike facilities, and off-road paths can provide greater mobility for people to access jobs, schools, shops, dining, parks, beaches, community centers, and other public spaces. These connections are vital for the ongoing social, economic, and physical health and success of the community.

The main components of this study will be to:

1. *Assess the existing conditions of IOP's current infrastructure*
2. *Identify any gaps in the network to/from popular destinations*
3. *Gather public input needs*
4. *Identify projects based on a needs assessment*
5. *Provide the City with a set of prioritized projects and recommendations to be implemented in the future as funding becomes available*

DEVELOPING THE STUDY

The Mobility Study was developed between Spring 2025 and Summer 2026 with close coordination between IOP residents, community organizations and committees, Planning Commission, City Staff, and the BCDCOG. It incorporates priorities, goals, themes, and ideas from other City plans, including its Comprehensive Plan, Strategic Plan, and Community Enrichment Plan.

The planning process consisted of three main steps: Data Collection & Analysis, Needs Assessment, and Project Recommendations.

The two primary data collection methods used were: a field survey to document existing conditions and public engagement to better understand community priorities and needs. The results of both the field survey and public engagement were used as the foundation for the Needs Assessment. This resulted in a list of identified projects which were then scored and prioritized based on their anticipated impact, feasibility, and alignment with community needs.

Other information, such as demographics, public health statistics, crash history, and walk and bike counts were also gathered from various sources as part of the existing condition analysis and used to inform the Needs Assessment.

PROJECT TIMELINE

APRIL 2025
- ✓ *Project Kick Off*

JUNE-JULY 2025
- ✓ *Field Survey*

SEPTEMBER-OCTOBER 2025
- ✓ *Online Public Survey*
- ✓ *In-Person Public Open House*

NOVEMBER 2025-FEBRUARY 2026
- ✓ *Existing Condition Analysis*

MARCH-MAY 2026
- ✓ *Needs Assessment*
- ✓ *Project Identification*

JUNE-JULY 2026
- ✓ *Project Scoring*
- ✓ *Selection of Recommended Projects*
- ✓ *Cost Estimates of Recommended Projects*

AUGUST 2026
- ✓ *Final Adoption*

The IOP 20026 Mobility Study was commissioned by the City of Isle of Palms using funding from Explore Charleston and the Accommodations Tax (A-Tax).

SIDEWALK FIELD SURVEY

A field survey was conducted during Summer 2025 and was essential to accurately evaluate and catalog the existing conditions of IOP's current sidewalk network. This involved several in-person site visits and walkthroughs, providing firsthand observations of sidewalk conditions throughout the city.

The field survey focused on the city's publicly accessible sidewalk infrastructure. Facilities within the gates of the Wild Dunes resort area were not considered within this study. A summary table of the sidewalk inventory is included as Appendix A.



AT-GRADE SIDEWALK WITH TRUNCATED DOMES

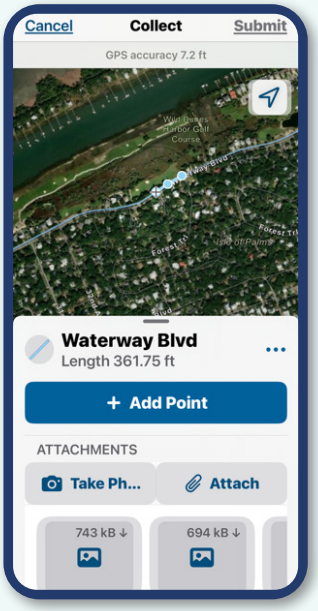


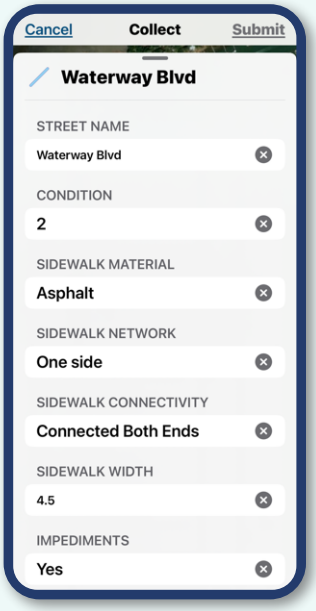
DELINEATED CROSSWALK WITH PEDESTRIAN CROSSING SIGN

MOBILE FIELD SURVEY APP

For the site visits, an online mobile field survey application was developed to evaluate and catalog sidewalk conditions in real time using a smartphone or tablet. Each sidewalk segment was mapped as an individual GIS feature with a customized attribute form to record key sidewalk characteristics, including surface type and condition, pavement width, pavement elevation, safety and ADA infrastructure, and the presence of impediments or obstructions to walkability.

Photo attachments created a visual record of issues, including sand, sediments, and debris covering the pavement, overgrown vegetation, pavement damage, standing water, and other safety concerns.





A complete assessment of the city's sidewalk inventory from the mobile GIS app and be viewed using the QR Code or by going to: https://arcg.is/TCe5b1

Once in the app, select any sidewalk segment and click the table icon to view all of the collected data, including the photographs.

PUBLIC ENGAGEMENT

Public engagement was a key step in identifying the needs and priorities of the community. There were two public engagement opportunities offered throughout the planning process - an online survey and an open house event. Results from both methods of public engagement provide an assessment of the city's network based more on firsthand knowledge and personal experiences compared to the more analytical assessment from the field survey.

PUBLIC SURVEY

The online public survey was live from September 16th to October 31st, a total of 45 days. During that period, there were about 13,700 total responses and nearly 500 comments collected from the 463 total participants.

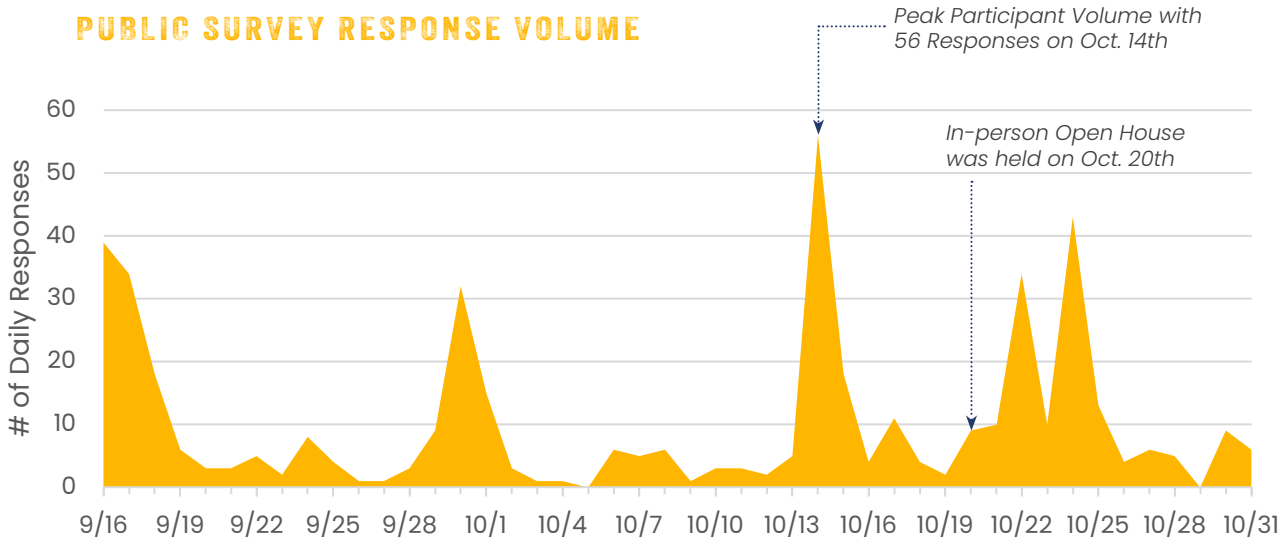
The survey was organized into six topics - Residency, Transportation Modes, Destinations, Safety, Projects, and Support Level - guiding participants through a logical flow and strategic thought process to encourage more focused and reflective responses.

Paper copies of the survey were available at City Hall upon request.

WHO PARTICIPATED

463 TOTAL ONLINE SURVEY PARTICIPANTS

13,724 TOTAL RESPONSES & 477 COMMENTS

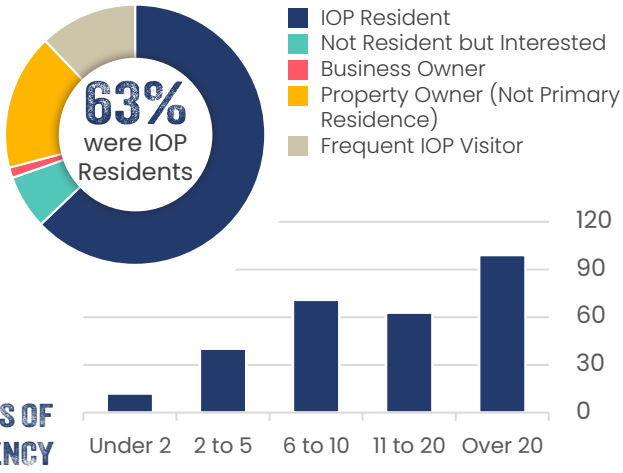


RESIDENCY

Q: What is your relationship with the City of Isle of Palms?
Q: Are you a full-time or part-time resident?
Q: How long have you lived on Isle of Palms?

Of the 463 participants, a vast majority had a direct relationship with IOP - being either an IOP resident, business owner, and/or property owner.

Nearly all residents who participated in the survey lived on the island full-time (98%), with just over half reporting that they had been a resident for over ten years.



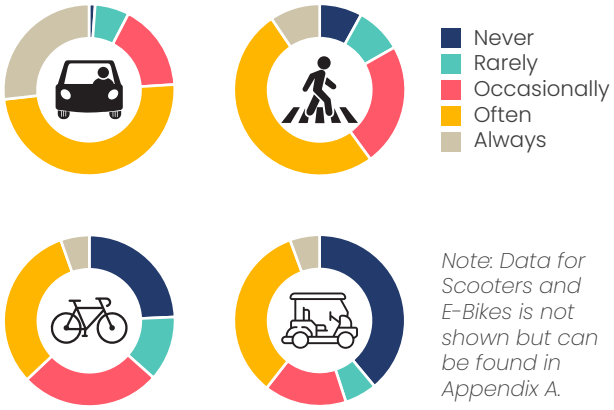
TRANSPORTATION MODES

Q: How often do you take short trips on the island using the following modes of transportation?

As expected, most participants prefer to drive when taking short trips around the island, with nearly three-quarters responding "Often" or "Always."

Despite the limited inventory of sidewalk and bike infrastructure, 60% of participants reported frequently walking, and 37% reported frequently biking.

Although not every household has access to a golf cart or LSV, those that do likely use them just as frequently as cars for those short trips on the island.



Note: Data for Scooters and E-Bikes is not shown but can be found in Appendix A.

REASONS FOR WALKING OR BIKING

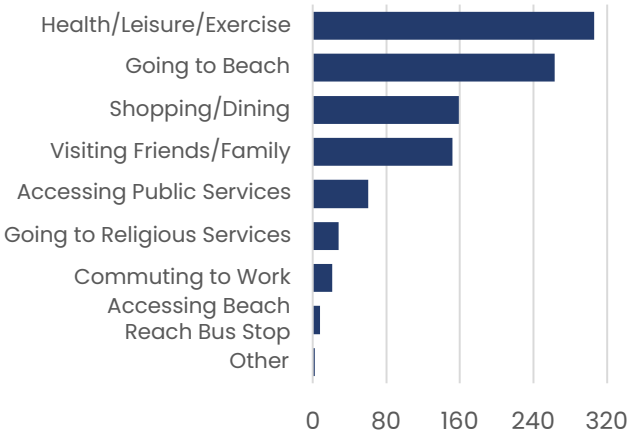
Q: Please select your most common reasons for walking or biking.

Identifying common reason(s) for walking or biking around the island revealed potential behavioral patterns of residents.

Roughly 9 out of 10 participants chose "Leisure/ Health/Exercise" as one of their most common reasons for walking or biking while three-fourths chose "Going to the Beach."

"Walking Pets" was a common write in answer.

Most reasons for walking or biking are associated with a specified destination, such as going to the beach, shopping/dining, and commuting to work, while some, like for leisure, health, or exercise and walking pets are not necessarily.



DESTINATIONS

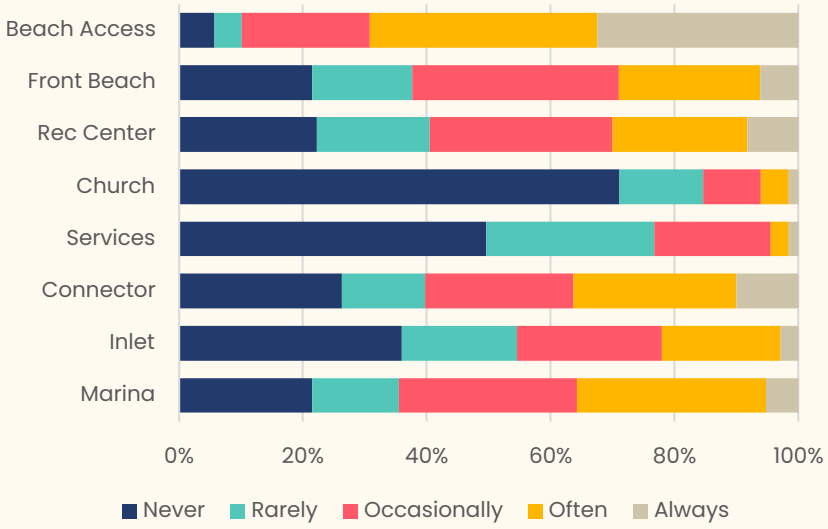
Q: How often do you walk and/or bike to these points of interest on IOP?

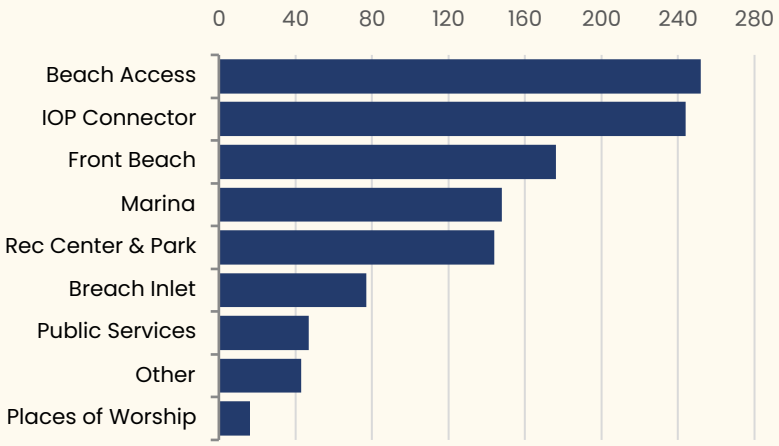
Q: Please select the IOP points of interest that should be prioritized for future connectivity improvements.

Walking and/or biking is by far the most common way that participants travel to the beach on IOP. With the numerous beach access points across the island, accessibility to the beach is greater than most other popular destinations on the island which are usually limited to a specific area.

In addition, participants were asked to select the points of interest that should be prioritized for future connectivity improvements. The Beach Access Points and IOP Connector Intersection and Shopping Centers were both selected by nearly two-thirds of participants.

With about 40% of participants indicating that they either never or rarely walk and/or bike to the IOP Connector, expanded infrastructure in that area would greatly improve the mobility and connectivity of that important destination and help address the needs expressed by residents.

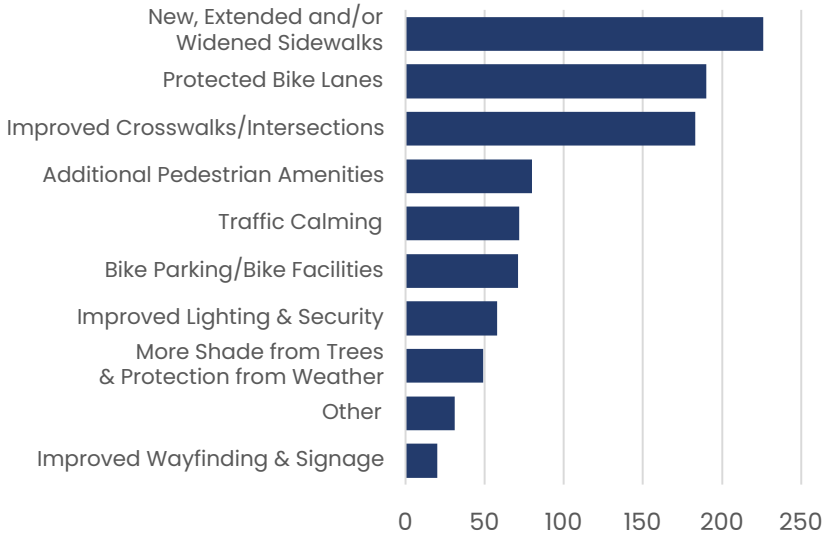




PROJECTS

Q: Please select which of the following improvements would most likely influence your decision to walk and/or bike around the island.

When asked which of the following improvements would most likely influence a respondent's decision to walk and/or bike around the island, the top responses were focused primarily on physical aspects of IOP's network – improving and expanding infrastructure – rather than enhancing the quality and experience.



SURVEY MAP Q1: UNSAFE STREETS

Participants were asked to identify any specific walking and/or biking routes/streets that they felt unsafe on. Palm and Waterway Boulevards received the majority of comments.



- Point Placed (58 Total)
- Line Drawn

SURVEY MAP Q2: UNSAFE INTERSECTIONS

In addition to identifying unsafe streets, participants were also asked to identify any intersections - including crosswalks - that they felt unsafe at when walking and/or biking. Points were again concentrated along Palm Boulevard.

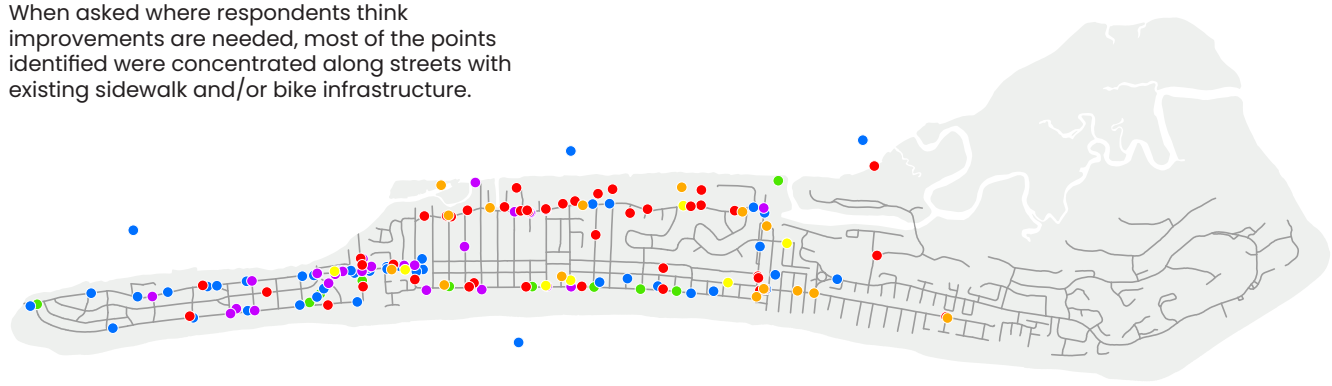


- Point Placed (62 Total)

Nearly 1 in 5 participants reported feeling unsafe at the IOP Connector-Palm Boulevard intersection.

SURVEY MAP Q3: NEEDED INFRASTRUCTURE

When asked where respondents think improvements are needed, most of the points identified were concentrated along streets with existing sidewalk and/or bike infrastructure.



- Bike Lane (51 Total)
- New Sidewalk (43 Total)
- Crosswalk (29 Total)
- Sidewalk Widening (15 Total)
- Benches, Bike Rack, Shade Trees (10 Total)
- Lighting (7 Total)

MOBILITY GOALS

Q: Please indicate your level of agreement with each of the following connectivity goals for the City of Isle of Palms:

The following goals have been identified throughout the years and across several plans. An overwhelming majority of survey participants "Agreed" with each of the statements.

EXPAND SAFE PEDESTRIAN & BICYCLE ACCESS ISLAND-WIDE

77% Agreed	18% were Unsure	5% Disagreed

IMPROVE TRAFFIC FLOW, ESPECIALLY DURING HIGH-TRAFFIC DAYS

78% Agreed	18% were Unsure	4% Disagreed

REDUCE VEHICLE & PEDESTRIAN CRASHES & INJURIES

77% Agreed	22% were Unsure	1% Disagreed

ENCOURAGE ALTERNATIVES TO PRIVATE CAR USE

71% Agreed	19% were Unsure	9% Disagreed

EXPAND INCLUSIVE INFRASTRUCTURE DESIGNS FOR ALL AGES, HOUSEHOLDS, & ABILITIES

64% Agreed	29% were Unsure	7% Disagreed

PLAN FOR FUTURE GROWTH, CLIMATE RISKS, & INFRASTRUCTURE OWNERSHIP

78% Agreed	14% were Unsure	8% Disagreed

FALL OPEN HOUSE

The Fall open house was held on October 20th from 5:30pm to 7:30pm at the IOP Rec Center. Approximately 20 people attended the event.

There were several interactive stations including one that asked attendees to map the routes that they take to the beach, for their daily walk or run, to walk their pet, etc, and another that asked about the needed micromobility improvements throughout the island.



COMMUNITY PROFILE

For decades, IOP has slowly been transitioning from being a primarily residential, commuter community to a popular vacation and retirement destination. As a result, the demographic composition of the city has also changed over time - consisting of more retirees and empty nesters as opposed to working adults and young families. This shift requires the city to not only adapt to the changing needs of its residents but also to its changing role in the region.

With the island approaching build out, IOP's population has remained relatively steady since 2000, fluctuating between 4,000 and 4,800 residents. In 2023, IOP's resident population was estimated at 4,350 people. However, during the peak summer months, the island witnesses as high as 25,000 additional daily trips from visitors and vacationers, essentially quadrupling the number of people on the island. This was a key factor in the city's recent IOP Thrives! Community Enrichment Plan and will be taken into consideration during the Needs Assessment of this study.

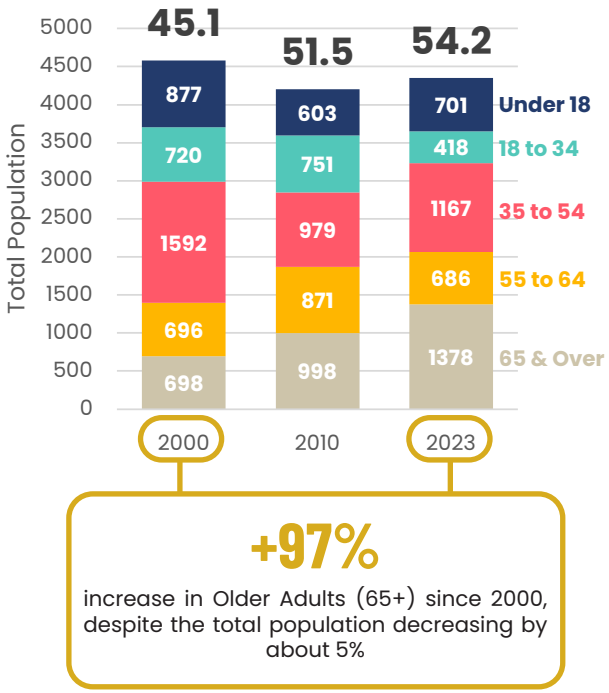
AGE

Age shapes how communities move - influencing social connections, daily routines, mobility choices, and safety needs. People of different ages often rely on different mobility infrastructure to meet their needs. IOP's increasing median age is likely due to the city's ongoing popularity as a retirement destination as well as current residents aging-in-place.

54 YEARS
IOP 2023 MEDIAN AGE

Compared to...
39 years in Charleston County,
38 years in the BCD Region, and
40 years in South Carolina.

Data Source: US Decennial Census and American Community Survey (ACS) 5-Year Estimates

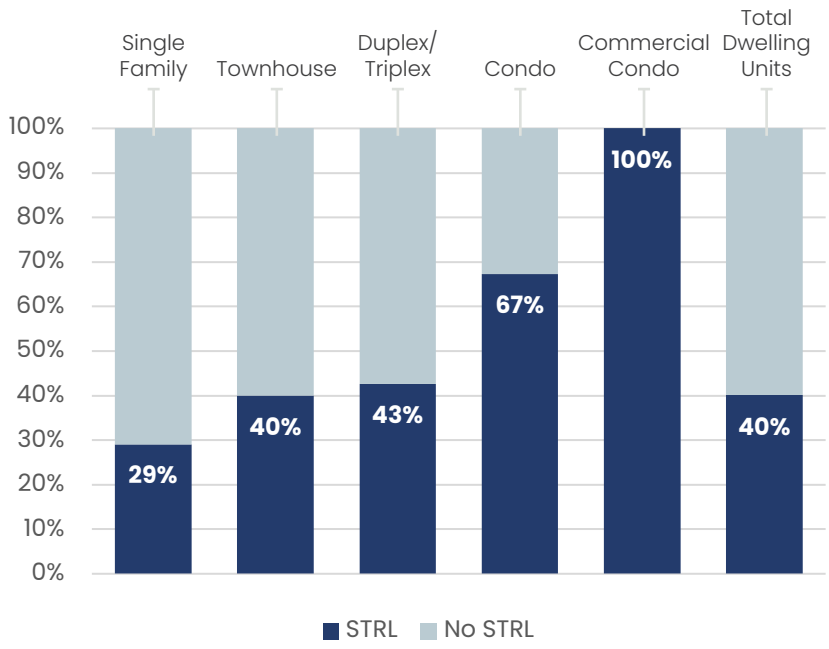


HOUSING & SHORT TERM RENTALS

A 2023 analysis of dwelling units and short term rental licenses (STRL) revealed that of the 4,610 total dwelling units in IOP, an estimated 40% had a STRL. These units are major contributors to the islands growing seasonal visitation numbers and the increased demand for additional safer and more accessible connections islandwide.

Data Source: Analysis of Short-Term Rentals per Type of Dwelling

https://www.iop.net/sites/default/files/uploads/STRs/str_analysis_10.31.2023.pdf



HEALTH CONDITIONS & DISABILITIES

The health conditions and disability status of residents can influence the transportation and infrastructure needs of a community.

In 2023, an estimated 11% of IOP residents reported having a disability.

Data Source: CDC PLACES
Note: Percentages are of Adults aged 18 years and older



CENSUS TRACT 49.01

- 10.2% had a mobility disability
- 14.7% were physically inactive
- 10.7% experienced frequent mental distress
- 3.2% lacked reliable transportation of the past 12 months

CENSUS TRACT 49.02

- 10.3% had a mobility disability
- 13.9% were physically inactive
- 9.6% experienced frequent mental distress
- 2.7% lacked reliable transportation of the past 12 months

BUSINESSES & EMPLOYEES

In 2026, there were an estimated 195 businesses located in IOP that employed 2,165 people. Retail Trade, Real Estate, Rental, & Leasing, and Accommodations & Food Services industries account for a significant portion of businesses and employees.

	BUSINESSES		EMPLOYEES	
TOP INDUSTRIES	NUMBER	PERCENT	NUMBER	PERCENT
Retail Trade	27	13.8%	253	11.7%
Real Estate, Rental, & Leasing	34	17.4%	363	16.8%
Accommodations	11	5.6%	685	31.6%
Food Services	24	12.3%	272	12.6%
All Other Industries	99	50.8%	592	27.3%

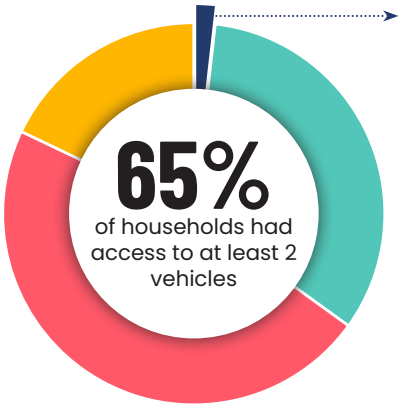
Data Source: Esri's Business Analyst, Business Summary Report

COMMUTING TRENDS

Multi-vehicle households continue to be the norm in IOP. High levels of household vehicle availability are closely tied to taking private vehicles to work, reflecting residents' continued preference for driving alone as their primary travel mode.

Encouraging residents to use alternative modes of transportation, such as walking, biking, golf carts/LSVs, etc. for short trips on the island will help reduce the demand for on- and off-street parking. This can have major impacts on traffic patterns and needs islandwide - particularly during the summer months, in the Front Beach area, and at the beach accesses.

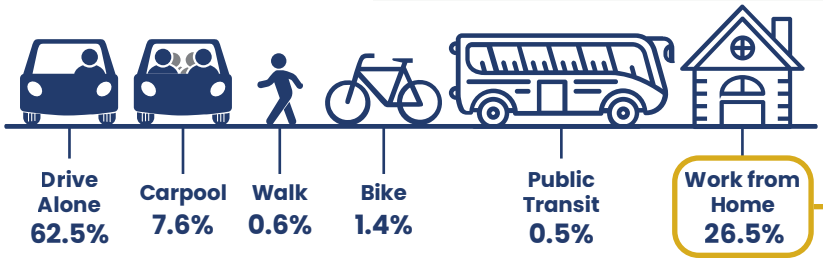
HOUSEHOLD VEHICLE AVAILABILITY



Only about 2% of households had no access to a vehicle in 2023, most of which were within the gates of Wild Dunes development.

COMMUTER MODES OF TRANSPORTATION

IN 2010, 13% of commuters either walked, biked, or rode public transit to work → that percentage has decreased to **<3% IN 2023**

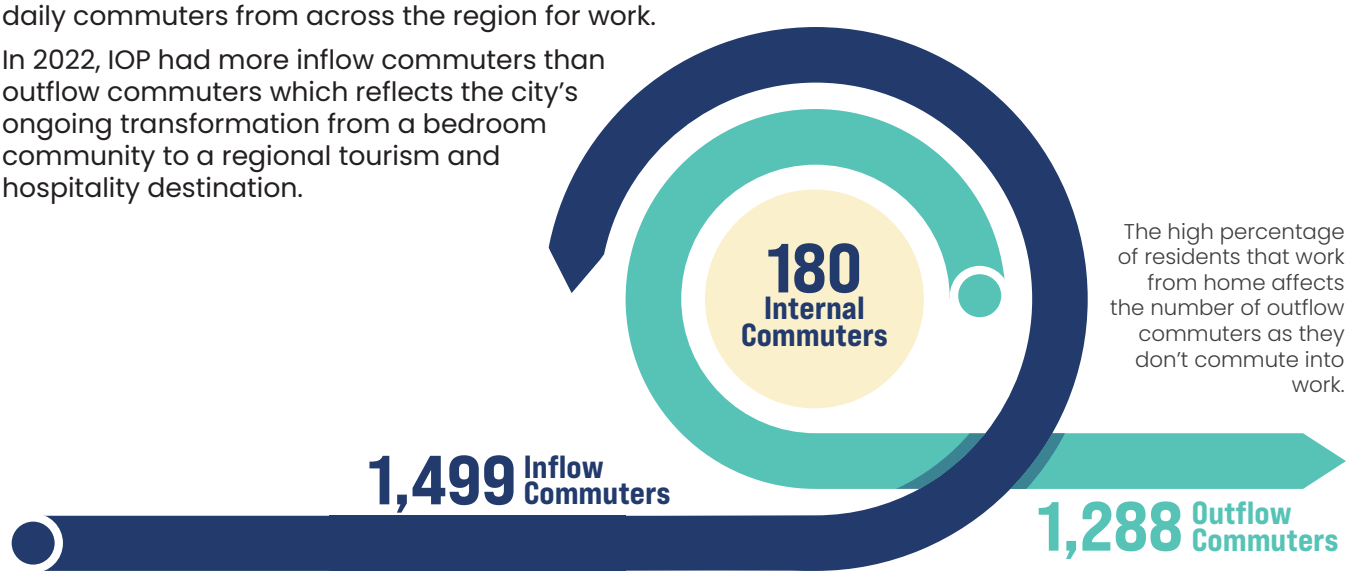


+15 Points
in commuters Working from Home since 2019, a common trend since the COVID-19 pandemic which prompted a nationwide shift towards remote working

COMMUTER FLOW

IOP's retail, restaurant and hospitality industries draw daily commuters from across the region for work.

In 2022, IOP had more inflow commuters than outflow commuters which reflects the city's ongoing transformation from a bedroom community to a regional tourism and hospitality destination.



The high percentage of residents that work from home affects the number of outflow commuters as they don't commute into work.

Data Source: US Census OntheMap Tool 2022



ACTIVITY GENERATORS & HUBS

Activity generators are places that consistently attract people for a specific reason or purpose, such as to work, shop, dine, learn, exercise, worship, or gather. IOP features numerous activity generators - including beach access points, restaurants, shops, lodging, entertainment venues, recreation facilities, and community services - that collectively establish the city as a destination in and of itself. While many of these places serve both residents and visitors, some primarily cater to one group over the other. For example, city services, places of worship, and recreation facilities are generally resident-oriented, while lodging and entertainment venues primarily serve visitors.

The location, type, and concentration of activity generators influence how people a the transportation network, where they travel, how often they travel, and whether they choose to walk, bike, drive, or use other modes of transportation. Identifying these places provides valuable insight into existing and future travel demand, as well as the infrastructure needed to safely and efficiently connect people to the places they want to go.

Five areas across the island were identified as having high concentrations of activity generators:

- *Front Beach commercial area*
- *Island "Entrance" shopping centers*
- *IOP Recreation Center & Park*
- *"Palm Boulevard beach access" area*
- *IOP Marina*

These activity "hubs" generate a significant share of trips throughout the island, making safe and accessible multi-modal connections to and between them essential. Evaluating how well the transportation system - particularly the city's micromobility infrastructure - serves these places helps identify opportunities to improve safety, accessibility, connectivity, and overall mobility.

FRONT BEACH

Front Beach includes a wide range of land uses that cater primarily to visitors, tourists, and vacationers, but are utilized by residents as well. Most of the island's higher intensity development, including restaurants, hotels, and retail shops are located within this area and routinely generate high volumes of foot traffic during peak seasons.

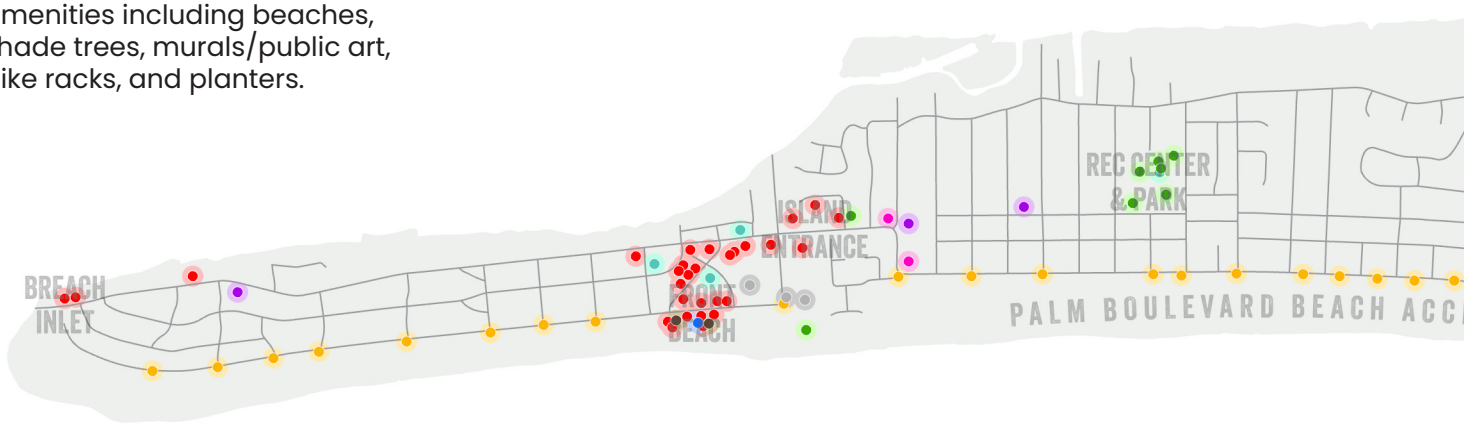
Ocean Boulevard is a prime example of what successful Complete Street policies could look like. This corridor was designed to encourage walkability by having wide and accessible sidewalks, frequent and safe pedestrian crossings, limited storefront parking, and different pedestrian and cyclist amenities including beaches, shade trees, murals/public art, bike racks, and planters.

Windjammer Bar & Event Venue

Pavilions Shoppes at Front Beach

Isle of Palms County Park

IOP Public Safety Building



97 ACTIVITY GENERATORS WERE IDENTIFIED ACROSS THE ISLAND, INCLUDING:

- *Dozens of Businesses*
- *40+ Beach Access Points*
- *Places of Worship*
- *Beach Reach Shuttle Stop*
- *Dewees Island Ferry Terminal*
- *Recreation Center & Park*
- *Isle of Palms County Park*
- *IOP Marina*
- *City Hall*
- *Public Safety Building*

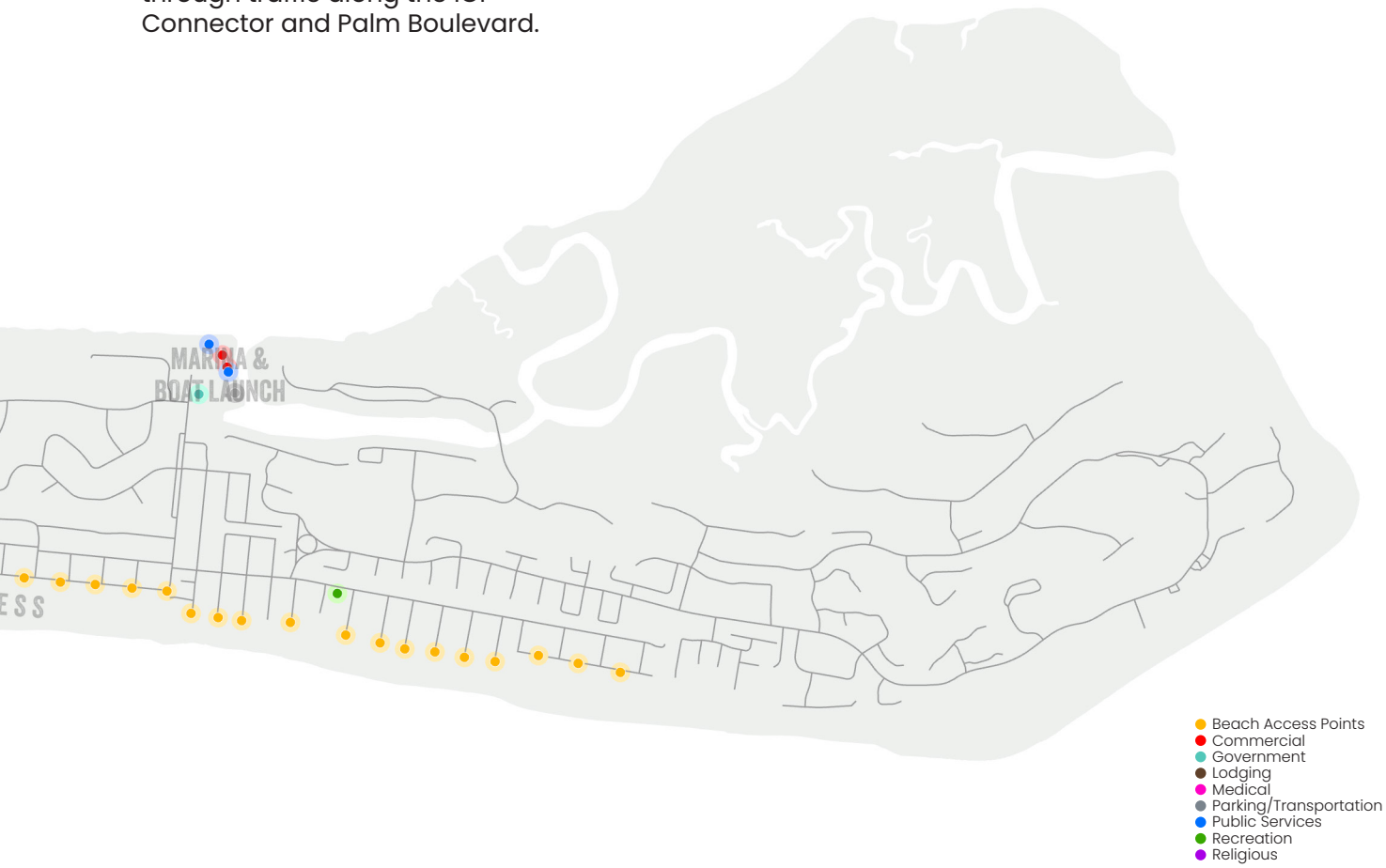
ISLAND ENTRANCE

Characterized by its vehicle-oriented development, the IOP Island Entrance is mostly comprised of shopping centers that feature different businesses that provide essential daily services for IOP residents and visitors, like restaurants, banks, salons, offices, and stores.

These destinations are primarily supported by the vehicular through traffic along the IOP Connector and Palm Boulevard.

Island Center Shopping Center

Ocean Park Plaza Shopping Center



EXISTING CONDITIONS

IOP's transportation system is comprised of a multi-modal network of streets, sidewalks, bike facilities, multi-use paths, and off-road paths. The interconnectedness of the infrastructure is crucial for the city as residents and visitors rely on these connections for their daily needs, to travel between destinations, and to access employment, education, and other essential services.

Assessing the existing conditions of the transportation infrastructure is a key element of this study which formed the foundation for the strategies and recommendations outlined later in the Implementation section.

ROADWAY NETWORK

IOP's roadway network shapes the city's transportation system, enabling both IOP residents and visitors to move throughout and access different parts of the community. With driving being the primary mode of travel for most people, it has become a critical component in the city's overall mobility and accessibility. The existing network supports the year-round traffic demand generated mostly by residents with the seasonal traffic brought on by visitors.

The island is connected to the mainland and Town of Mount Pleasant via SC 517 - more commonly known as the IOP Connector - and to the neighboring Town of Sullivan's Island via SC 703 (Palm Boulevard). Palm Boulevard is the main roadway that connects different parts of the community, including Breach Inlet, Front Beach, and the Wild Dunes resort area.

OWNERSHIP & MAINTENANCE

Street and right-of-way ownership and maintenance is a common challenge for municipalities as oftentimes the ownership influences the ability to improve infrastructure in a timely manner. Different government agencies typically have different funding sources, schedules, and priorities which can impact the consistency of improvements and maintenance.



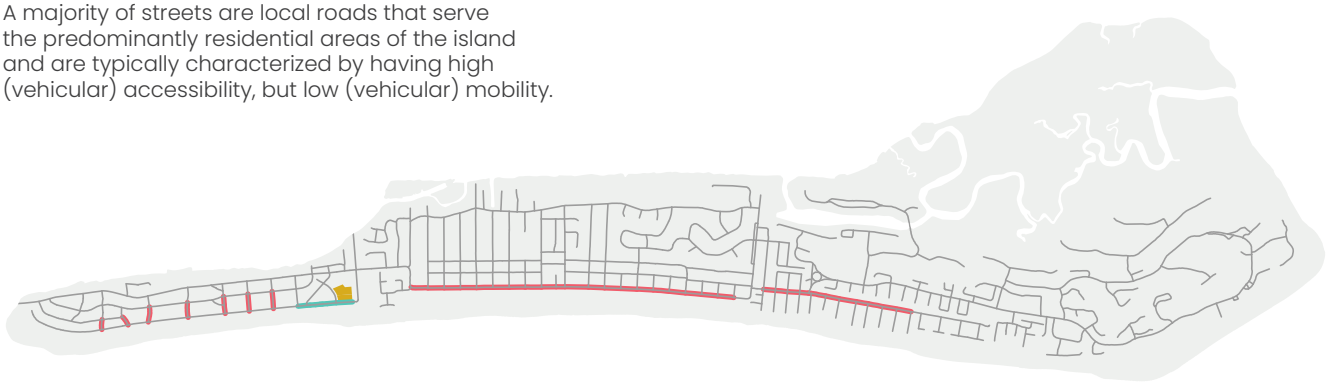
TRANSIT ROUTES

The Beach Reach Shuttle is a seasonal shuttle service operated by CARTA and is the only public transit route that travels to IOP. It operates on weekends and select holidays from Memorial Day to Labor Day. These additional visitors further add to the volume of people that IOP attracts during the summer months.

Shuttle riders are typically heavily reliant on the local pedestrian infrastructure to travel between destinations. The shuttle stop is at the Isle of Palms County Park and connects to Mt Pleasant's Town Center/Market Center Boulevard.

ROADWAY NETWORK & PARKING LOCATIONS

A majority of streets are local roads that serve the predominantly residential areas of the island and are typically characterized by having high (vehicular) accessibility, but low (vehicular) mobility.



- Streets
- On-Street Parking
- Right of Way Parking
- Municipal Parking Lot

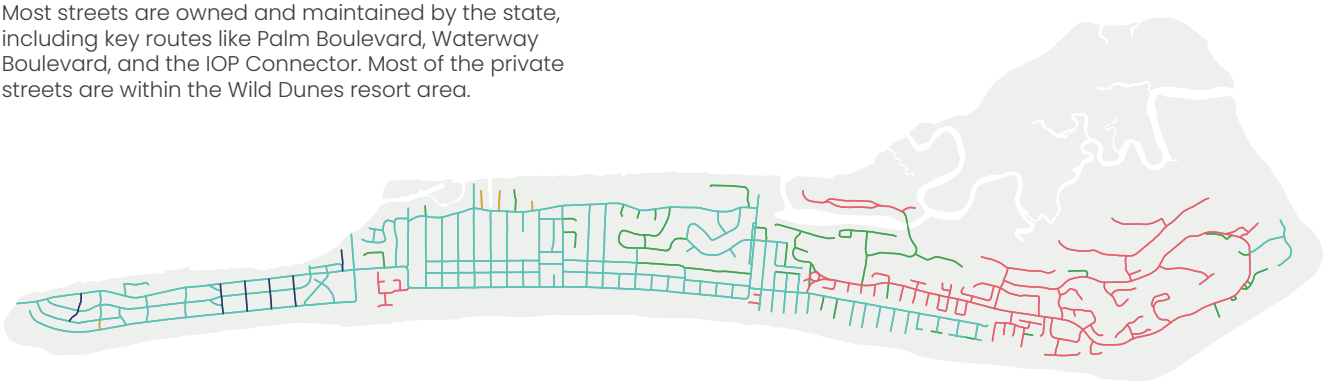
PARKING FACILITIES

There are numerous dedicated parking facilities located across the island. They include:

- *Municipal Parking Lots on Pavilion Drive*
- *Front Beach On-Street Parking*
- *Public Road Right-of-Ways*
  - *3rd Avenue between Ocean Boulevard and Charleston Boulevard*
  - *East side of 4th Avenue between Ocean Boulevard and Charleston Boulevard*
  - *5th Avenue, between Ocean Boulevard and Carolina Boulevard*
  - *6th Avenue, between Ocean Boulevard and Carolina Boulevard*
  - *7th Avenue, between Ocean Boulevard and Carolina Boulevard*
  - *East side of 8th Avenue, between Ocean Boulevard and Carolina Boulevard*
  - *East side of 9th Avenue, between Ocean Boulevard and Carolina Boulevard*
  - *Palm Boulevard between 21st Avenue and 40th Avenue*
  - *Palm Boulevard between 42nd Avenue and 53rd Avenue*

STREET OWNERSHIP & MAINTENANCE

Most streets are owned and maintained by the state, including key routes like Palm Boulevard, Waterway Boulevard, and the IOP Connector. Most of the private streets are within the Wild Dunes resort area.



- Federal
- State
- County
- Private
- Public

ACTIVE TRANSPORTATION

Active modes of transportation - including human-powered forms of travel such as walking and biking - are essential for coastal communities to provide alternative ways for both residents and visitors to move throughout and access different parts of the community. This is particularly important during the summer months to help alleviate the seasonal traffic congestion and reduce the strain on parking facilities.

In addition, commercial areas, like Front Beach, heavily rely on high volumes of foot traffic. This makes pedestrian safety infrastructure, easily accessible storefronts, and overall walkability crucial for supporting the local island's economy.

SIDEWALK INFRASTRUCTURE

Sidewalks are a crucial part of IOP's overall transportation network, providing pedestrians, cyclists, and other non-motorists with dedicated public space and safe travel routes. However, not all streets require sidewalks. Lower density areas, like most of IOP's residential areas, often lack the consistent volume and safety concerns needed to warrant the infrastructure investment. This is in contrast with the Front Beach area which experiences higher and more consistent foot traffic volumes - particularly during the summer months. Most of the streets in Front Beach have sidewalks on at least one side which supports the areas commercial businesses.

There are currently approximately 8 miles of sidewalk infrastructure across the island (excluding the Wild Dunes area). This includes traditional elevated sidewalks, at-grade sidewalks, and at-grade paved shoulders.

A complete inventory of the sidewalks is included as Appendix A of the report.

8 Miles of Sidewalks
along 7.5 Miles of Streets

63% *were Concrete Pavement Material*

37% *were Asphalt Pavement Material*

12% *Exceed the Standard Width*
Most of which are in the Front Beach Area

86% *Standard 4-5 Ft Width*

2% *Under the Standard Width*

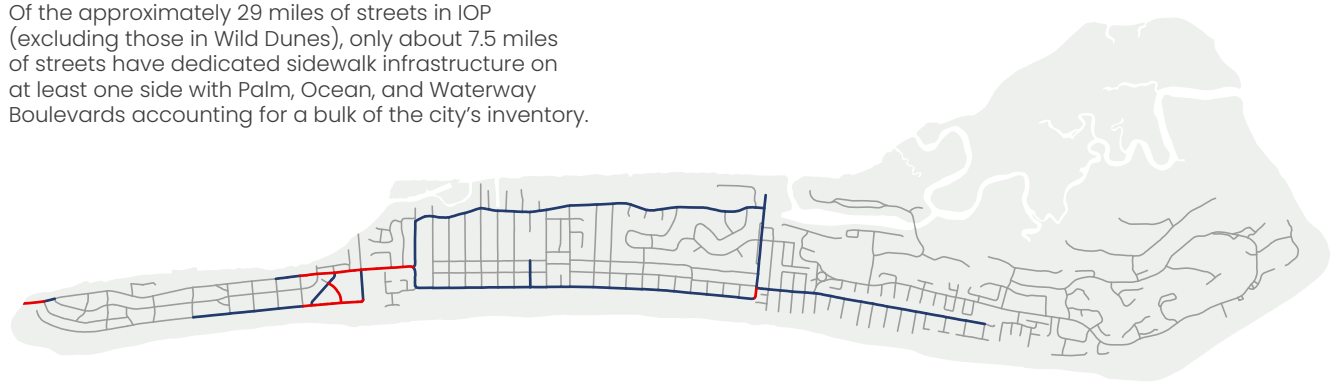
5% *were identified as in Poor condition*

62% *were identified as in Ok condition*

33% *were identified as in Good condition*

SIDEWALK INVENTORY

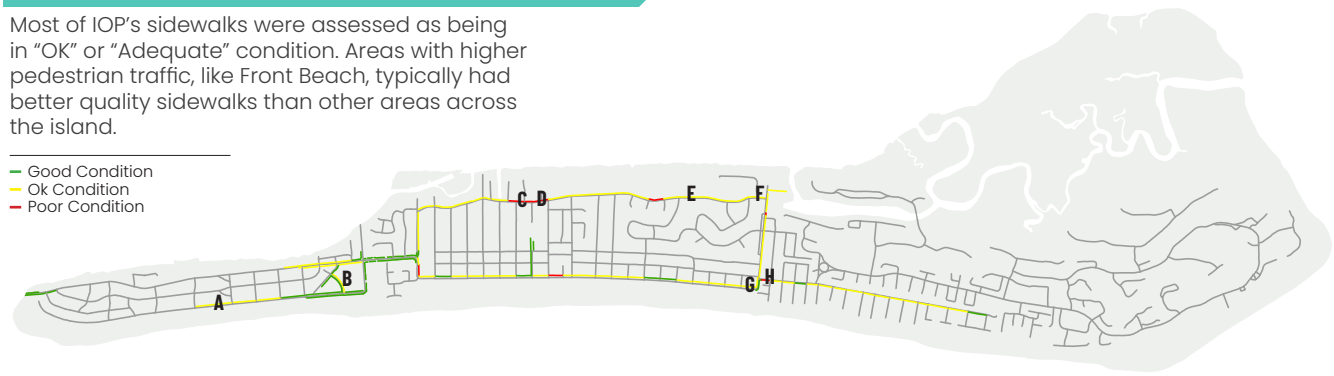
Of the approximately 29 miles of streets in IOP (excluding those in Wild Dunes), only about 7.5 miles of streets have dedicated sidewalk infrastructure on at least one side with Palm, Ocean, and Waterway Boulevards accounting for a bulk of the city's inventory.



- Sidewalk on One Side
- Sidewalk on Both Sides

SIDEWALK CONDITIONS & IMPEDIMENTS

Most of IOP's sidewalks were assessed as being in "OK" or "Adequate" condition. Areas with higher pedestrian traffic, like Front Beach, typically had better quality sidewalks than other areas across the island.



Some of the impediments or obstructions observed included:

A Overgrown Vegetation



B Sand or Dirt



C Debris



D Bumps or Cracks



E Pieces Missing



F Potholes



G Standing Water



H Uneven Pavement



The most common impediment found across the island was sand and/or dirt covering the sidewalk. While small amounts are expected, there were several instances where the sand was fairly deep, creating an obstacle particularly for those with wheels, such as bikes, scooters, strollers, wagons, etc.

BIKE FACILITIES

Bike facilities, like sharrows and dedicated bike lanes, are a major component of IOP's overall transportation system. Although most of the existing bike facilities are currently limited to Palm Boulevard and the IOP Connector, cyclists in other parts of the island utilize the roadway and sidewalks alongside pedestrians and motor vehicles.

In 2026, three bike repair stations were installed at the Public Safety Building in Front Beach, Recreation Center, and the Isle of Palms Fire Station 2 near the Marina. These stations were donated to the city by the Law Enforcement Neighborhood Support (LENS) Foundation of Isle of Palms.





REGIONAL NETWORKS

There are two major multi-use systems that travel through IOP: the East Coast Greenway and Battery 2 Beach.

EAST COAST GREENWAY

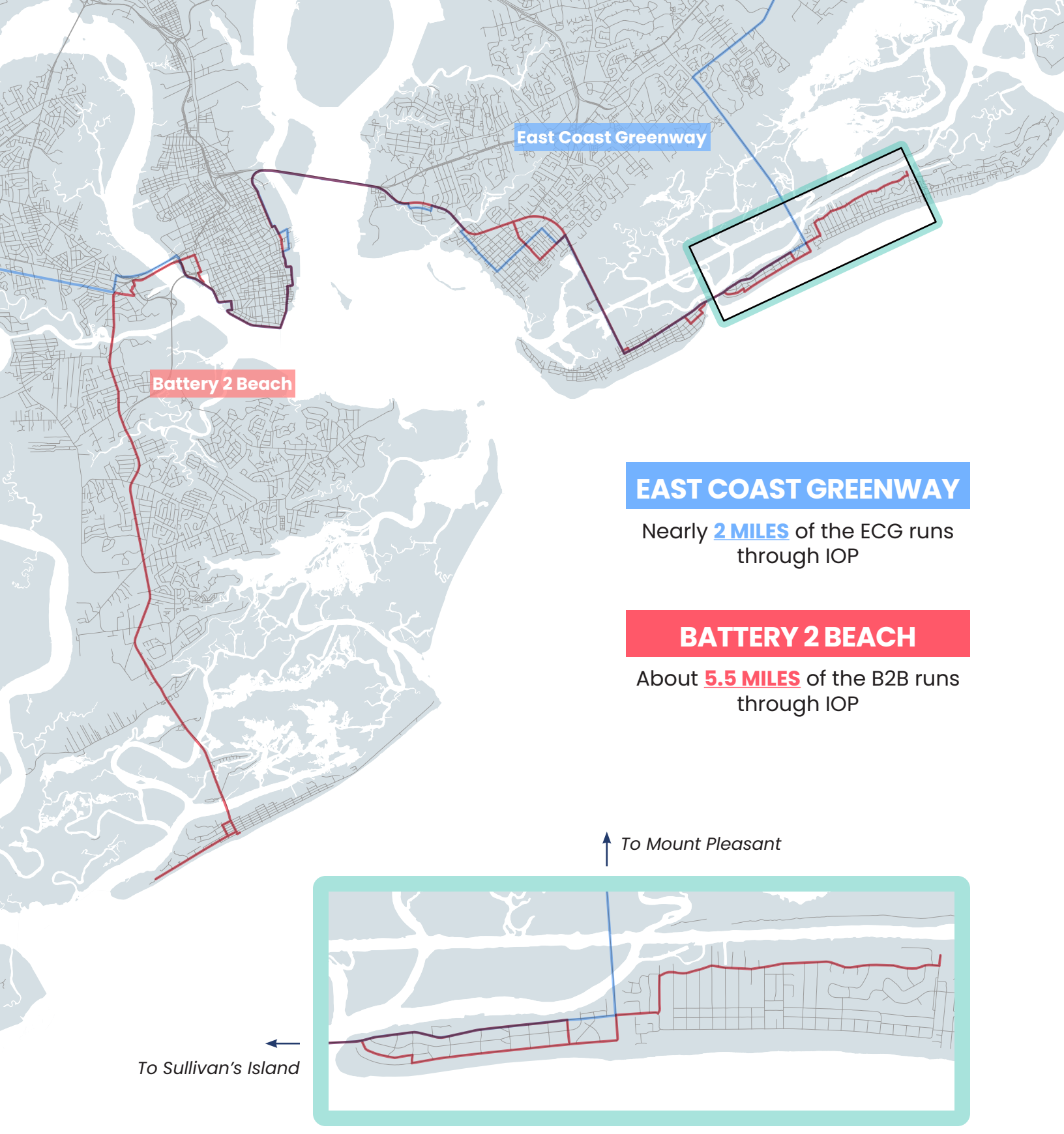
The East Coast Greenway (ECG) is a continuously evolving national multi-use trail system that extends from Maine to the Florida Keys. Currently over 2,600 miles in total length, it comprises of on-road and off-road trails, footpaths, sidewalks, bike lanes, etc.

The IOP Connector and Palm Boulevard are segments of the current ECG route as it passes through IOP.

BATTERY 2 BEACH

Battery 2 Beach (B2B) is an approximately 32-mile long regional multi-use path system created by local advocacy group, Charleston Moves. It connects the Battery in downtown Charleston to three Charleston-area beaches - Folly Beach, Sullivan's Island, and Isle of Palms - passing through five municipalities.

The B2B route on IOP is mostly on Palm, Ocean, and Waterway Boulevards with small segments on Charleston Boulevard and on 3rd, 10th, 14th, and 21st Avenues.



EAST COAST GREENWAY

Nearly **2 MILES** of the ECG runs through IOP

BATTERY 2 BEACH

About **5.5 MILES** of the B2B runs through IOP

NETWORK USAGE

IOP draws thousands of visitors each day who rely on the local network to move through and access different parts of the island. Understanding who uses the network, how they use it, and for what purpose is essential for developing a system safe and accessible for all users. This analysis can provide insight on current and future demand, helping the city identify priority areas and potential infrastructure needs across the island.

In Fall 2025, there were an estimated 37,000 total daily trips that either originated, ended, or passed through IOP's transportation system. These trips were made by nearly 12,300 trip takers. This includes everyday trips taken by IOP residents and locals going the beach as well as tourists and vacationers visiting the island and commercial deliveries to businesses.

A majority of trips on the island were taken by residents of the BCD Region. An estimated 29% of the total Trip Takers were local IOP residents while another 50% were residents of the BCD Region. IOP Trip Takers accounted for roughly one-third of all trips taken on the island.

12,300 Total Daily Trip Takers

RESIDENTS OF IOP	3,600	29%
RESIDENTS OF BCD REGION*	9,700	79%

37,000 Total Daily Trips

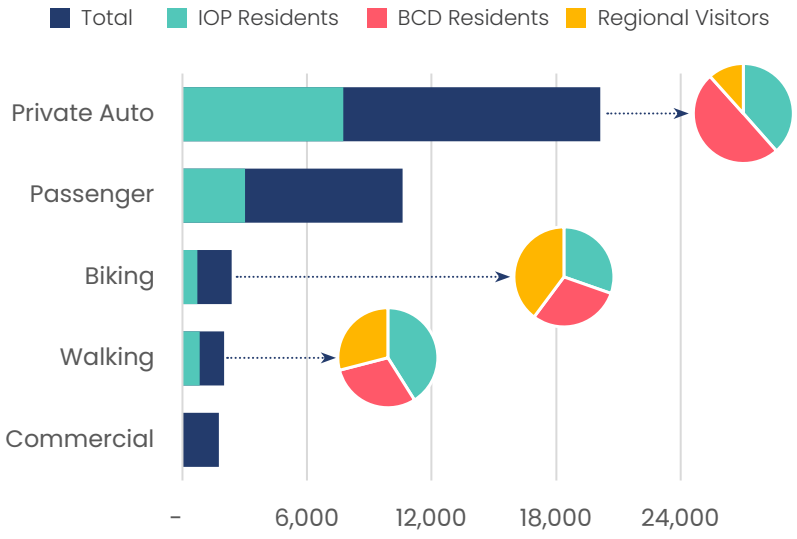
TAKEN BY RESIDENTS OF IOP	12,300	33%
TAKEN BY RESIDENTS OF BCD REGION*	27,600	75%

** Includes IOP Residents*

TRANSPORTATION MODE OF TRIPS

Over half (55%) of all trips were private vehicles with another 29% being Auto Passengers. The breakdown of trips by driving (Private Auto) shows that only about 12% of trips were generated by Regional Visitors - that most trips are from IOP Residents and daily visits by BCD Residents.

Trips by Walking and Biking were much more evenly distributed by IOP Residents, BCD Residents, and Regional Visitors.

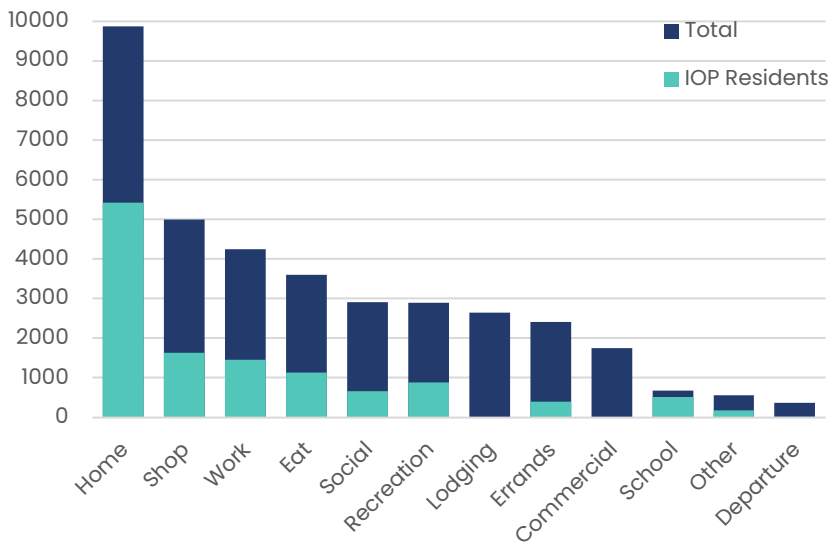


Data Source: Replica Network Link Volumes, Fall 2025

Other Modes of Transportation, including On-Demand and Public Transit, accounted for less than 1% of trips.

TRIP PURPOSE

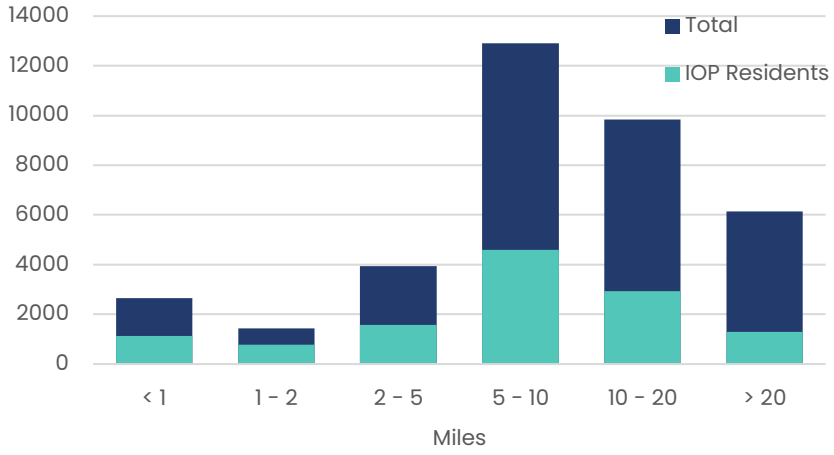
Traveling home is the most frequent trip purpose as residents and visitors ultimately return home following their other daily activities. In addition, going home is not limited to certain age groups as opposed to work and school which is geared more towards working aged adults and kids respectively.



Data Source: Replica Network Link Volumes, Fall 2025

TRIP DISTANCE

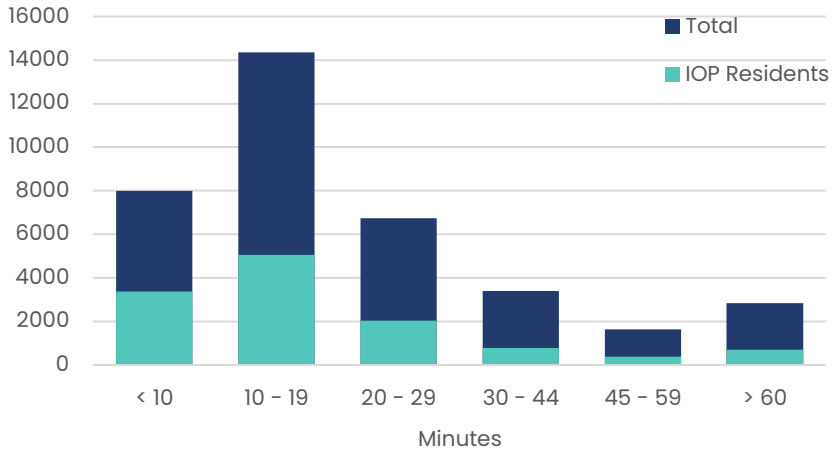
Visitors accounted for a significant share of medium and long distance trips. This is expected as IOP's beaches attract people from across the region and beyond.



Data Source: Replica Network Link Volumes, Fall 2025

TRIP DURATION

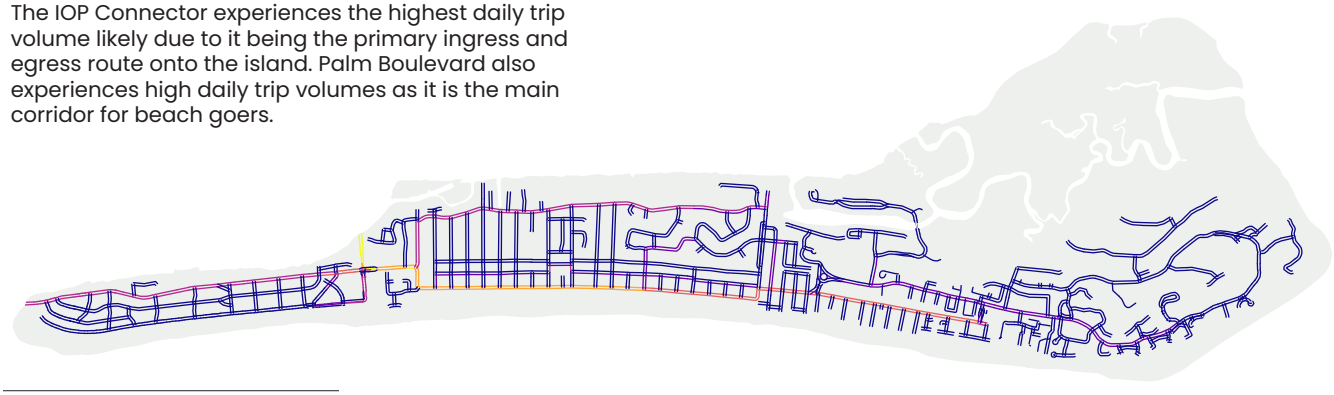
About two-thirds of trips taken by IOP residents were under 20 minutes.



Data Source: Replica Network Link Volumes, Fall 2025

TOTAL TRIPS BY STREET SEGMENTS

The IOP Connector experiences the highest daily trip volume likely due to it being the primary ingress and egress route onto the island. Palm Boulevard also experiences high daily trip volumes as it is the main corridor for beach goers.



- < 500 Trips
- 501 - 1000 Trips
- 1001 - 2500 Trips
- 2501 - 5000 Trips
- 5000 - 10000 Trips
- > 10000 Trips

Data Source: Replica Network Link Volumes, Fall 2025

WALK COUNTS

Some of the highest walk counts outside of the Wild Dunes area were along Palm and Ocean Boulevards - likely a result of people parking along the streets and walking to the beach.

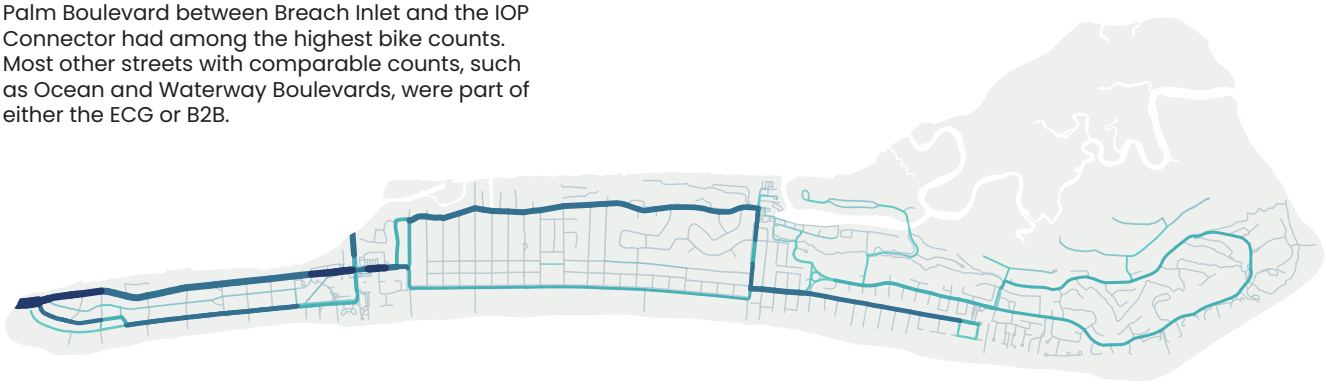


- < 500
- 501 - 1000
- 1001 - 2000
- 2000 - 3000
- > 3000

Data Source: Strava 2024 Annual Walk Counts

BIKE COUNTS

Palm Boulevard between Breach Inlet and the IOP Connector had among the highest bike counts. Most other streets with comparable counts, such as Ocean and Waterway Boulevards, were part of either the ECG or B2B.



- < 1000
- 1001 - 2500
- 2501 - 5000
- 5001 - 10000
- > 10000

Data Source: Strava 2024 Annual Bike Counts

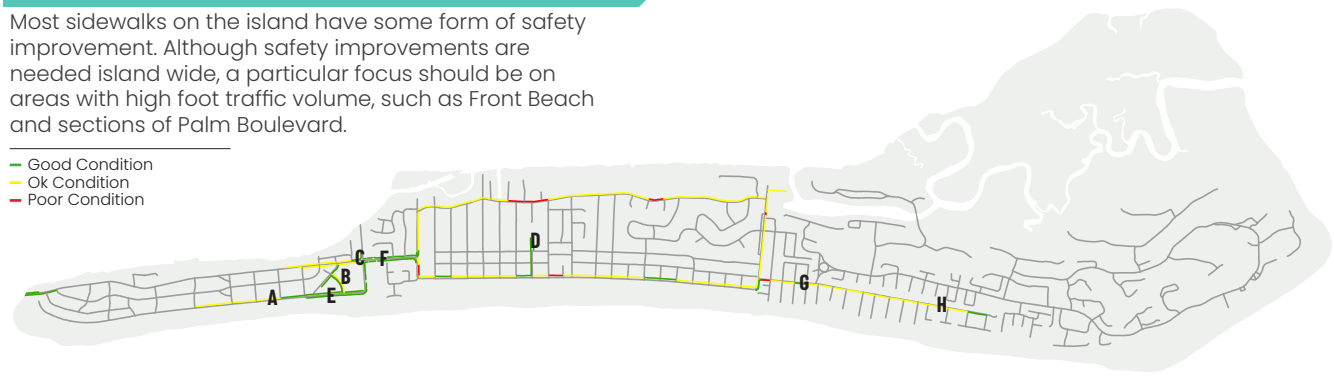
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SAFETY CONDITIONS

Developing a transportation network with a strong sense of safety for both motorists and non-motorists is crucial for cultivating a more connected and mobile future. IOP's function as a beach community adds to this challenge as the city experiences significant influxes of visitors who are often unfamiliar with local traffic patterns, routes, and key intersections and/or crossings. This makes safety improvements, such as crosswalks, pedestrian yield signs or signals, and ADA infrastructure, particularly important to reduce the risk of crashes and ensure safety for all people.

SAFETY IMPROVEMENTS

Most sidewalks on the island have some form of safety improvement. Although safety improvements are needed island wide, a particular focus should be on areas with high foot traffic volume, such as Front Beach and sections of Palm Boulevard.



The different types of safety infrastructure around the island included:



CROSSWALKS & INTERSECTIONS

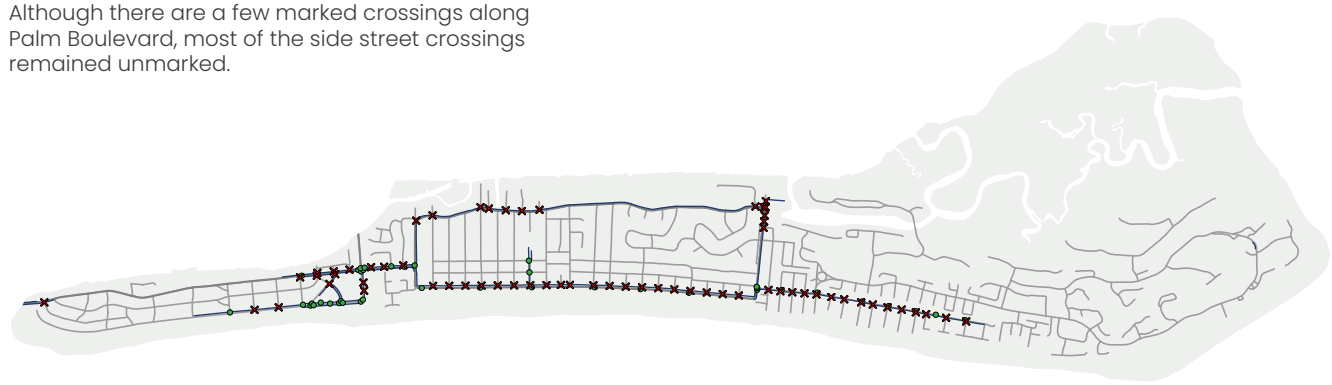
Most of the marked crosswalks are in the Front Beach area and along Palm Boulevard. There are two types of crosswalks most commonly used on the island: the standard crosswalk with simply two parallel lines and the delineated crosswalk which looks like it is made of different materials such as brick.





SIDEWALK-STREET CROSSING LOCATIONS

Although there are a few marked crossings along Palm Boulevard, most of the side street crossings remained unmarked.



- Sidewalks
- Marked Crossing
- Unmarked Crossing

RECENT CRASH HISTORY

Crash history can provide insight into the safety conditions of the community as well as reveal any high risk areas. Between 2019 and 2024, there were 335 total crashes reported on the island. This is equivalent to about one crash every 5.5 days.

The frequency of crashes was expectedly higher during the summer months when the island experiences an influx of visitors.

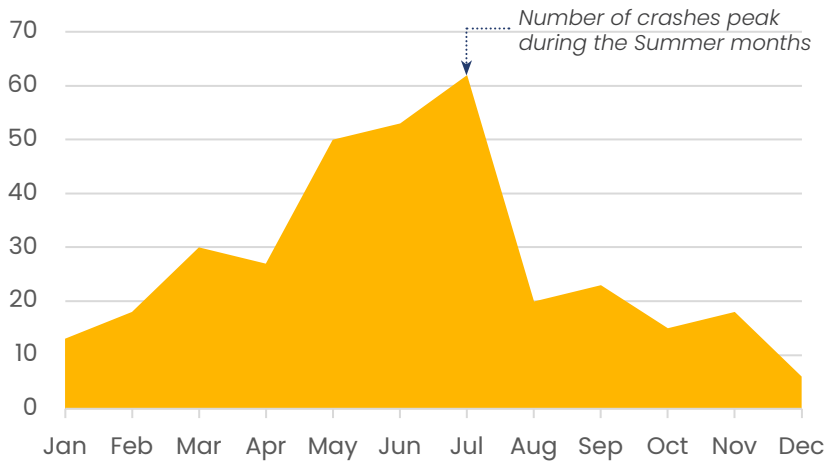
There were 10 total reported crashes that involved non-motorists: six pedestrians and four cyclists. The reported probable cause of the crash for four of the ten crashes were driver distraction with another three being failure to yield the right of way.

Data Source: SCDOT Crash Reports, 2019-2024

335 TOTAL CRASHES REPORTED BETWEEN 2019 AND 2024

57	63	57	56	64	38
CRASHES IN 2019	CRASHES IN 2020	CRASHES IN 2021	CRASHES IN 2022	CRASHES IN 2023	CRASHES IN 2024

TOTAL CRASHES BY MONTH



RECENT VEHICULAR CRASHES

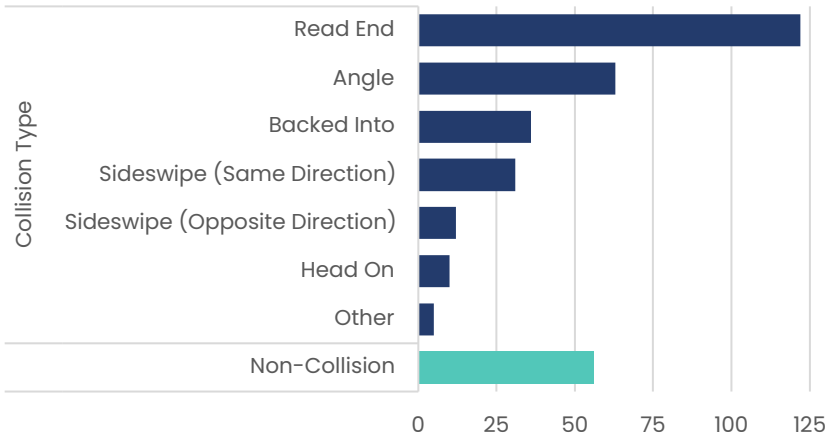
Over half (52%) of all crashes reported between 2019 and 2024 were along Palm Boulevard. This includes 8 of the 10 crashes that involved either a pedestrian or cyclist.



- All Crashes (335 Total)
- Crash Involving Pedestrian (6 Total)
- Crash Involving Cyclist (4 Total)

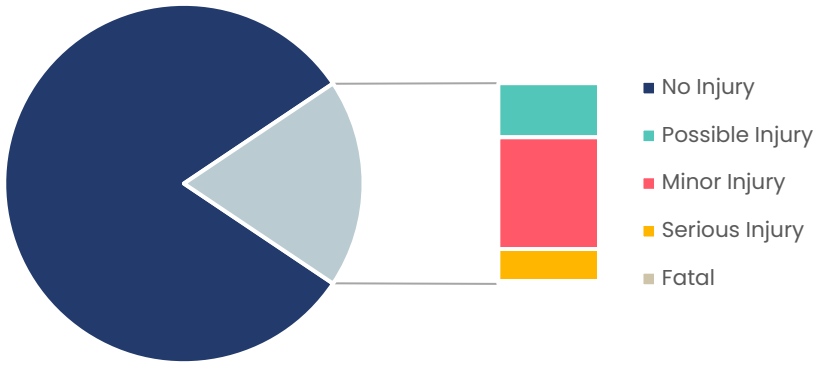
COLLISION TYPE

Most crashes typically involve some sort of collision. The type of collision can provide insight into larger safety concerns. Rear End collisions (36% of all crashes) and Angle collisions (19% of all crashes) are commonly attributed to speeding, high traffic congested areas, and unsafe intersections.



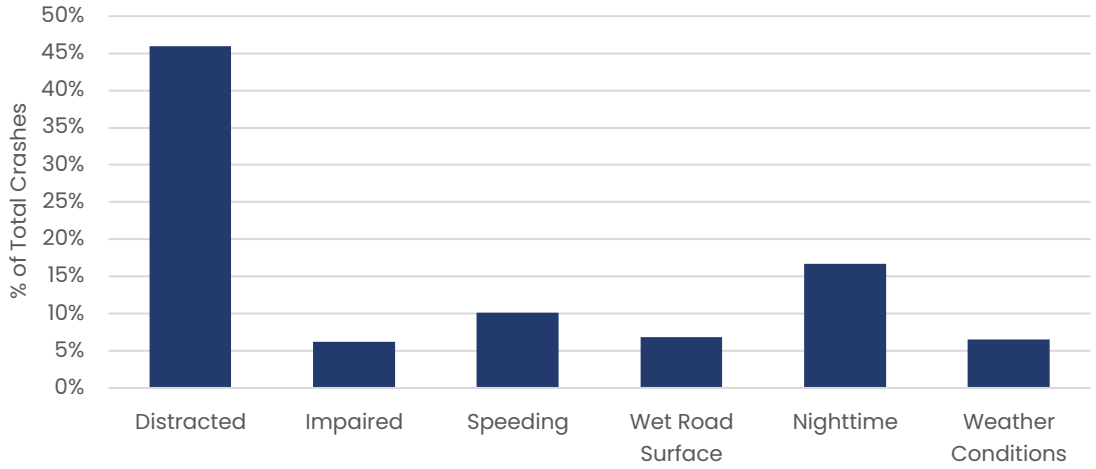
MAXIMUM INJURY SUSTAINED

A majority of all crashes between 2019 and 2024 resulted in no injury. Only one reported crash over the six-year period resulted in a fatality. This incident was one of the six crashes involving a pedestrian.



CONTRIBUTING FACTORS

There are numerous contributing factors that can influence the likelihood of a crash, some self-inflicting like driving impaired and speeding while others are more environmental, like weather conditions and time of day. Overall, approximately two-thirds of all crashes involved one or more of the contributing factors listed below.



NEEDS ASSESSMENT

The needs assessment was a critical step in the planning process, shaping the direction of all subsequent steps, including the identification of recommended projects and the development of the project scoring criteria. A running list of needs was continuously maintained throughout the planning process and includes those identified during the field survey and public engagement process. Some of the reoccurring topics that emerged from the needs assessment include improving accessibility, comfort, safety, connectivity, resiliency, traffic mitigation, maintenance, and multi-modal options across the island.

A list of over 60 projects and other needed improvements were initially identified and later consolidated into 56 recommended projects. They are centered around improving and expanding infrastructure to better connect destinations, improve safety, and encourage walkability. These projects were categorized into six Project Types based on the type of improvement. Maps illustrating the locations of the recommended projects by project type are provided on the following pages.

10 BIKE FACILITIES	9 NEW SIDEWALKS
19 CROSSWALKS & INTERSECTIONS	3 PLANNING
8 SIDEWALK IMPROVEMENTS	7 OTHER PROJECTS

A matrix of the identified projects was created and continuously updated throughout the remainder of the planning process. It outlines project details such as project type, segment endpoints (location), and project origin - whether identified from the field survey, public engagement, or both. The matrix was vetted with IOP City Staff prior to the project scoring and prioritization process to ensure the viability of the projects and whether they align with the city's mobility goals. The final recommended project matrix was summarized and included as Appendix B.

Projects or needed improvements that were consolidated may have included those that the city identified as not necessary or redundant, overlapping projects, similar projects but at various locations, and projects that may already be underway.

PROJECT SCORING

The project scoring criteria was developed to provide a technical score to the identified projects based on several key factors related to mobility, including accessibility, safety, connectivity, universal design/conditions, and project feasibility as well as other considerations. Most of the metrics used for the project scoring originated from the Data Collection & Analysis step of the planning process. This includes results from public engagement and most of the data and information outlined in the Existing Condition section - particularly the evaluations and observations from the field survey.

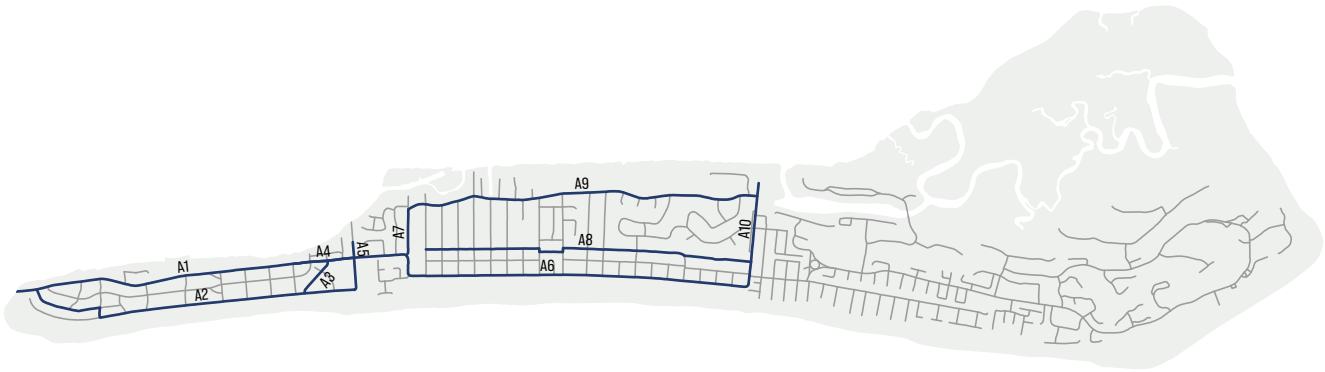
PROJECT SCORING CRITERIA

KEY FACTORS	MAX SCORE	METRIC	DATA	SCORING
Accessibility	5	Proximity & Access to Activity Generators	Points of Interest/ Activity Generators	Within Quarter Mile (5); Partially (3); No (0)
Safety	15	Crash Clusters	SCDOT Crash History	Cluster (5); Multiple-but spread out along corridor (3); Single (1); None (0)
		Unsafe Street Segments	Public Survey Results	> 5 Comments (5); 3-5 Comments (3); 1-2 Comments (1); None (0)
		Unsafe Intersections	Public Survey Results	> 5 Comments (5); 3-5 Comments (3); 1-2 Comments (1); None (0)
Connectivity	16	Gaps in Network	Identified Gaps from Field Survey	Yes (5); No (0)
		Volume	Annual Walk Counts	> 2000 (3); 1000-2000 (1); < 1000 (0)
			Annual Bike Counts	> 5000 (3); 2500-5000 (1); > 2500 (0)
		Needed Infrastructure	Public Survey Results	> 5 Comments (5); 3-5 Comments (3); 1-2 Comments (1); None (0)
Universal Design/ Condition	15	ADA Accessible	Sidewalk Inventory	Not Accessible (3); Accessible (0)
		Sidewalk Width	Sidewalk Inventory	Narrow (3); Adequate Width (0)
		Pavement Condition	Sidewalk Inventory	Poor (3); Ok (1); Good (0)
		Maintenance/ Impediments	Observations from Field Survey	Multiple (3); Yes (1); None (0)
		Evidence of/Susceptible to Flooding	Observations from Field Survey	Yes (3); No (0)
Project Feasibility	8	Cost Estimates		< $1M (5); > $1M (0)
		Requires Acquisition of Right of Way	County Parcel Data	No (3); Yes (0)
Other Considerations	9	Overlapping Projects		Yes (3); No (0)
		Mentioned in Previous Plans		Yes-Project Specifically Mentioned (3); Yes-General Project Idea Mentioned (1); Not Mentioned (0)
		Part of Regional Network	Regional Bike Routes	Yes (3); No (0)
Priorities	10	Planning Commission Priority		Identified by PC (10); Not Identified (0)
Max Total Score	78			

Not all projects were assigned a score for each metric. For example, the metrics under Universal Design/Conditions are based on field survey results assessing existing sidewalk infrastructure and, therefore, are not applicable to projects involving new sidewalk infrastructure.

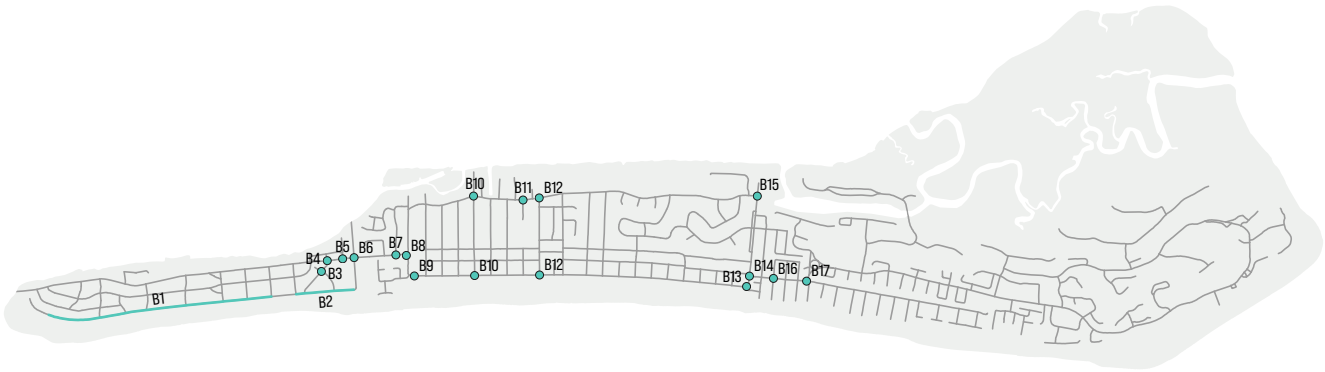
A preliminary project score consisting only of the analytical scoring that relied on the data, information, and results collected throughout the planning process was presented to IOP's Planning Commission in Summer 2026. They were tasked with identifying priorities for the future which was included as an additional consideration in the scoring criteria.

BIKE FACILITIES



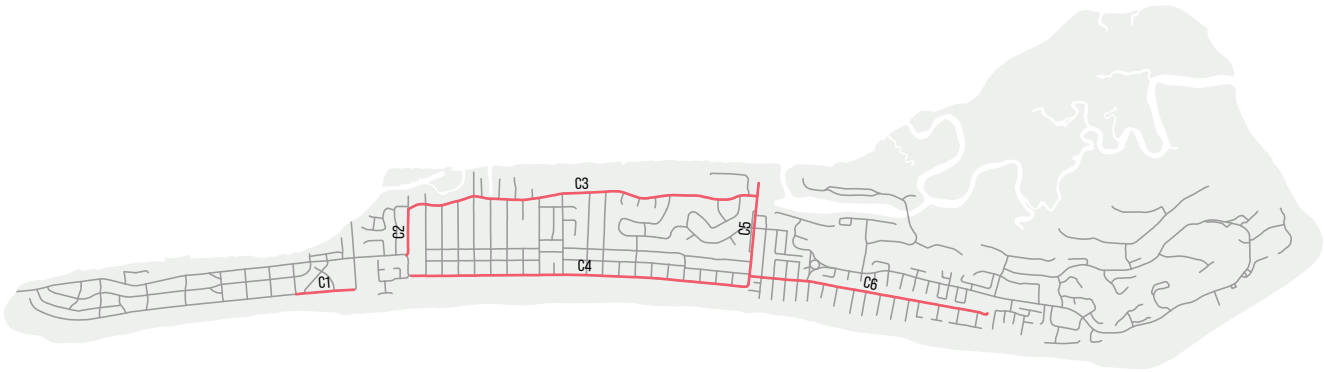
MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
A1	Restripe existing Bike Lane markings along Palm Blvd	Breach Inlet	IOP Connector	56
A2	Add a Bike Lane along Ocean Blvd, Charleston Blvd and 14th Ave to follow B2B Route	Ocean Blvd Dead End	IOP Connector	35
A3	Add a Bike Lane along JC Long Blvd	Ocean Blvd	Palm Blvd	25
A4	Extend dedicated Bike Lane along Palm Blvd	10th Ave	IOP Connector	45
A5	Extend Bike Lane along both sides of IOP Connector to fully connect with Palm and front beach	End of Bridge	Palm Blvd	53
A6	Add a Bike Lane along Palm Blvd heading north	IOP Connector	41st Ave	53
A7	Add Bike Infrastructure along 21st Ave	Palm Blvd	Waterway Blvd	29
A8	Add a Bike Lane along Hartnett Blvd	22nd Ave	41st Ave	22
A9	Add a Bike Lane along Waterway Blvd	21st Ave	41st Ave	51
A10	Add a Bike Lane along 41st Ave	Palm Blvd	Marina	38

CROSSWALKS & INTERSECTIONS



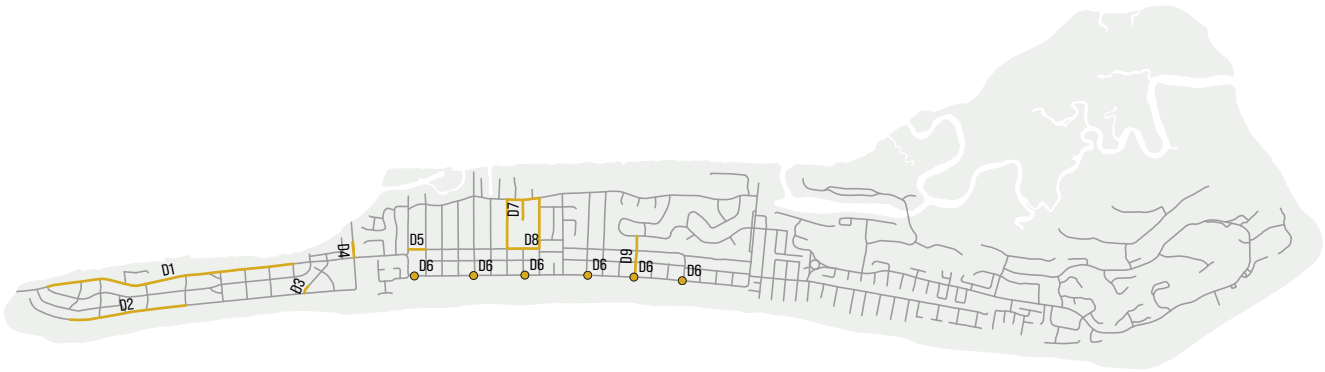
MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
B1	Mark Crosswalks to Beach Access Points along Ocean Blvd	Beach Access 1B	Beach Access 9	25
B2	Improve Markings and potentially add pedestrian Signage/Signals along Ocean Blvd in Front Beach	10th Ave	14th Ave	27
B3	New Crosswalk at JC Long Blvd and Palm Blvd Intersection	Point at Intersection		34
B4	New Crosswalk near Public Safety Building along JC Long Blvd	Point at Crosswalk		20
B5	New Crosswalk near City Hall along Palm Blvd	Point at Crosswalk		30
B6	IOP Connector Crosswalk & Intersection overall Improvement	Point at Intersection		53
B7	New Crossing with Signage/Signals at Palm Blvd and 20th Avenue	Point at Intersection		42
B8	Improve Crosswalk Safety and Visibility at 21st Ave and Palm Blvd Intersection	Point at Intersection		42
B9	Improve Crosswalk Safety potentially with new signage/ signals along Palm Blvd at Beachside Ave	Point at Intersection		21
B10	Improve markings and potentially add pedestrian Signage/Signals at 25th Ave and Palm intersection	Point at Intersection		25
B11	New Crosswalk at Waterway Blvd and 28th Ave	Point at Intersection		23
B12	New Crosswalks at 29th Ave and both Palm Blvd and Waterway Blvd Intersections	Point at Intersections		25
B13	New Crosswalk with Signage/Signals at 41st Ave Beach Access	Point at Crosswalk		19
B14	Intersection Improvement at Palm Blvd and 41st Ave	Point at Intersection		27
B15	Improve Crosswalk at Waterway Blvd and 41st Ave	Point at Intersection		27
B16	Improve Crosswalk Markings at Palm Blvd and 43rd Ave Intersection	Point at Intersection		26
B17	Improve Crosswalks at Palm Blvd and Wild Dunes Entrance Gate (46th)	Point at Intersection		26
N/A	Consistent Crosswalk Markings across all Side Streets	Various Locations (Not Mapped)		25

SIDEWALK IMPROVEMENTS



MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
C1	Widen Sidewalk along Ocean Blvd & 14th Ave in Front Beach Commercial Area	10th Ave	IOP Connector	28
C2	Widen Sidewalk along 21st Street	Palm Blvd	Waterway Blvd	22
C3	Improve Sidewalk along all of Waterway Blvd	21st Ave	41st Ave	43
C4	Widen Sidewalk along Palm Blvd	21st Ave	41st Ave	52
C5	Improve shoulder with a sidewalk along 41st Ave	Palm Blvd	Marina	27
C6	Widen Sidewalk along Palm Blvd	41st Ave	57th Ave	26
N/A	Continuous Maintenance, Removal or Enforcement of Obstructions	Islandwide (Not Mapped)		12
N/A	Repair Cracked, Damaged, Eroded, or Uneven Sidewalk Segments	Islandwide (Not Mapped)		12

NEW SIDEWALKS



MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
D1	Extend Sidewalk along Palm Blvd	Carolina Blvd	10th Ave	37
D2	Extend Sidewalk along Ocean Blvd	Beach Access 1B	Beach Access 6	27
D3	Sidewalk Extension along JC Long Blvd to Ocean Blvd	End of Sidewalk	Ocean Blvd	29
D4	New and Extend Sidewalk along IOP Connector	End of Bridge	Palm Blvd	48
D5	New Sidewalk/Multi-Use Path that connects Hartnett Blvd to 21st Ave	21st Ave	22nd Ave	14
D6	Connect Crosswalks to Existing Sidewalk Infrastructure along Palm Blvd	Various Locations		39
D7	New Sidewalk along 28th Ave from Waterway to back of Recreation Center	Rec Center	Waterway Blvd	26
D8	New Sidewalks around the Recreation Center Block	Various Segments		13
D9	New Sidewalk along 34th Ave to connect Palm with Forest Trail	Palm Blvd	Forest Trail	20

PLANNING



MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
E1	Conduct a Road Diet Study along Palm Boulevard between Breach Inlet and the Connector	Breach Inlet	IOP Connector	Not Scored
E2	Evaluate feasibility of adding a bus pull off at pedestrian entrance to County Park	Point at Transit Stop		Not Scored
E3	Evaluate Feasibility of New Multi-Use Path in ROW connecting 13th Ave to 20th Ave (along Cassina Ave)	13th Ave	20th Ave	Not Scored

OTHER PROJECTS



MAP LABEL	RECOMMENDED PROJECT	SEGMENT ENDPOINT 1	SEGMENT ENDPOINT 2	PROJECT SCORE
F1	Add Bike/Ped Amenities or Golf Cart Parking at Major Destination Points	Various Locations		19
F2	Add Street Lights along streets or at certain intersections and/or crosswalks	Various Locations		18
F3	Pave Off-Road Path parallel to Palm Blvd sidewalk connecting to Bunch Park	Cassina Ave	20th Ave	16
F4	Pave Off-Road Path/goat path adjacent to parking along southside of Palm Blvd at 21st Ave curve	21st Ave curve	21st Ave	19
F5	Add Bike/Ped Amenities near Beach Access Points	Various Locations		18
F6	Ensure beach access at 25th Ave and 34A are ADA accessible/graded or mats	Point at Intersections		32
F7	Sidewalk Drainage Project along Palm Blvd	36th Ave	41st Ave	24

PRIORITY PROJECT AREAS

There were five recommended priority project areas identified for the city to implement as funding becomes available. These areas include most of the major roadways throughout IOP, including the IOP Connector, Palm Boulevard, and Waterway Boulevard. Each priority area includes a list of Quick Build Improvements and Enhanced Improvements along with cost estimates to help inform and guide future decision-making.

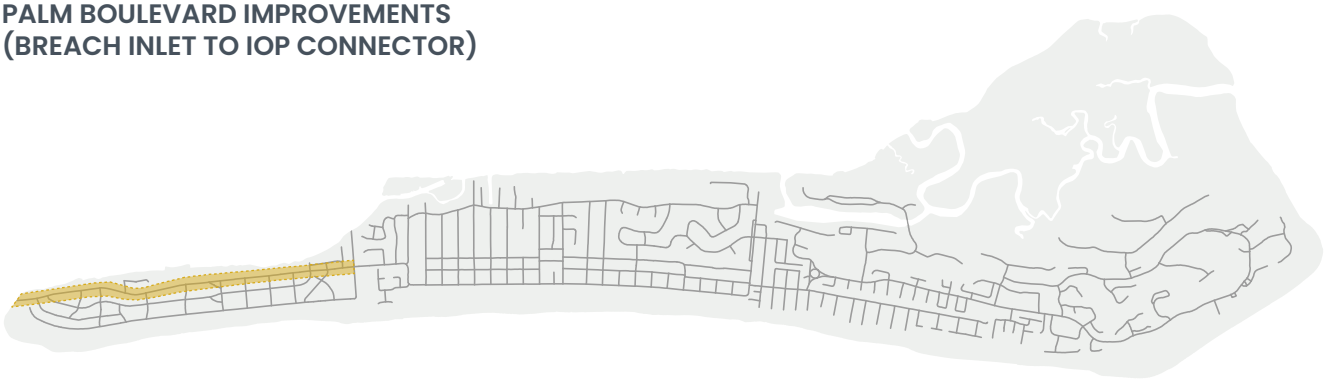
ENHANCED IMPROVEMENTS: A list of recommended projects that would enhance the mobility, safety, connectivity, and/or accessibility of the project area. This list is intended to encompass projects that would typically require a higher level of planning and coordination to implement.

QUICK BUILD IMPROVEMENTS: A list of recommended projects that the city and partner agencies can quickly implement to improve a more immediate safety, mobility, connectivity, and/or accessibility need.

Note – Planning level cost estimates are based on a limited availability of project details and are developed using broad unit cost assumptions derived from historical bids on similarly scoped micromobility projects in the BCD region. Actual project costs may vary significantly based on future refinement of project scopes and advancement of projects to include detailed engineering, traffic studies, survey, utility, right-of-way and adjusted construction costs based on future market conditions, inflation, etc.

PROJECT AREA A

PALM BOULEVARD IMPROVEMENTS (BREACH INLET TO IOP CONNECTOR)



ENHANCED IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A1	Restripe existing bike facilities along Palm Blvd			Project Score: **56**	
D1	Extend sidewalk along Palm Blvd			Project Score: **37**	

Includes replacing existing bike lane symbols, sharrow and chevron markings, numerous high visibility ladder crosswalks, 5-ft concrete sidewalks, 8-ft wooden boardwalks, and ADA access infrastructure

ESTIMATED PROJECT COSTS:	$ 2,400,000

QUICK BUILD IMPROVEMENTS

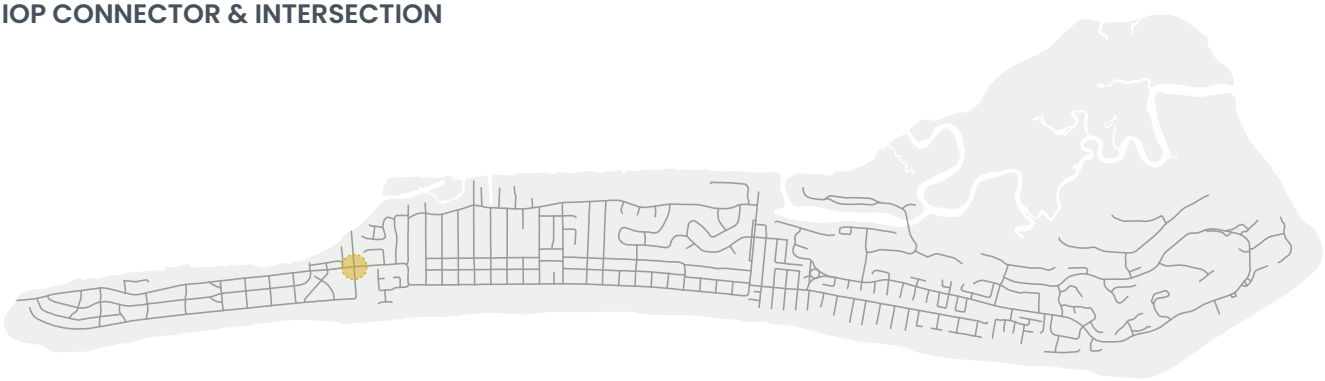
BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A1	Restripe existing bike facilities along Palm Blvd			Project Score: **56**	

Includes replacing existing bike lane symbols, sharrow and chevron markings, and numerous high visibility ladder crosswalks

ESTIMATED PROJECT COSTS:	$ 185,000

PROJECT AREA B

IOP CONNECTOR & INTERSECTION



ENHANCED IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A5	Extend bike lanes along both sides of IOP Connector to connect with existing facilities/infrastructure			Project Score: **53**	
B6	Improve crosswalks and overall accessibility at IOP Connector intersection			Project Score: **53**	
D4	Extend sidewalk along IOP Connector to Palm Blvd			Project Score: **48**	

Includes extending green bike lanes, numerous high visibility ladder crosswalks, 5-ft concrete sidewalks, and concrete pedestrian island(s)

ESTIMATED PROJECT COSTS:	$ 650,000

QUICK BUILD IMPROVEMENTS

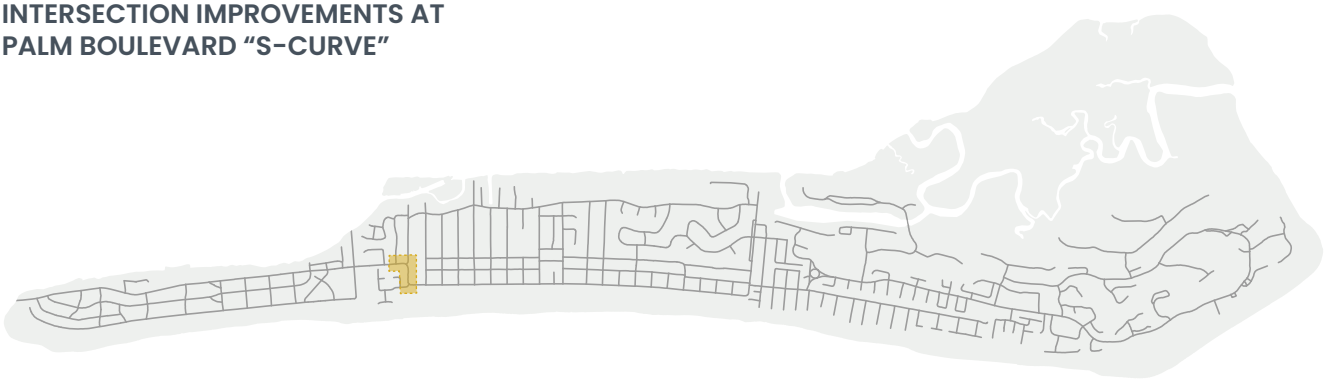
BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A5	Extend bike lanes along both sides of IOP Connector to connect with existing facilities/infrastructure			Project Score: **53**	
B6	Improve crosswalks and overall accessibility at IOP Connector intersection			Project Score: **53**	

Includes extending green bike lanes and numerous high visibility ladder crosswalks

ESTIMATED PROJECT COSTS:	$ 65,000

PROJECT AREA C

INTERSECTION IMPROVEMENTS AT PALM BOULEVARD "S-CURVE"



ENHANCED IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
B7	Improve crosswalk safety by adding signage/signals at Palm Blvd & 20th Ave			Project Score: **42**	
B8	Improve crosswalk safety and visibility at Palm Blvd & 21st Ave intersection			Project Score: **42**	

Includes high visibility ladder crosswalks, white yield/ chevron markings, rectangular rapid flashing beacon (RRFB), and signs & posts

ESTIMATED PROJECT COSTS:	$ 90,000

QUICK BUILD IMPROVEMENTS

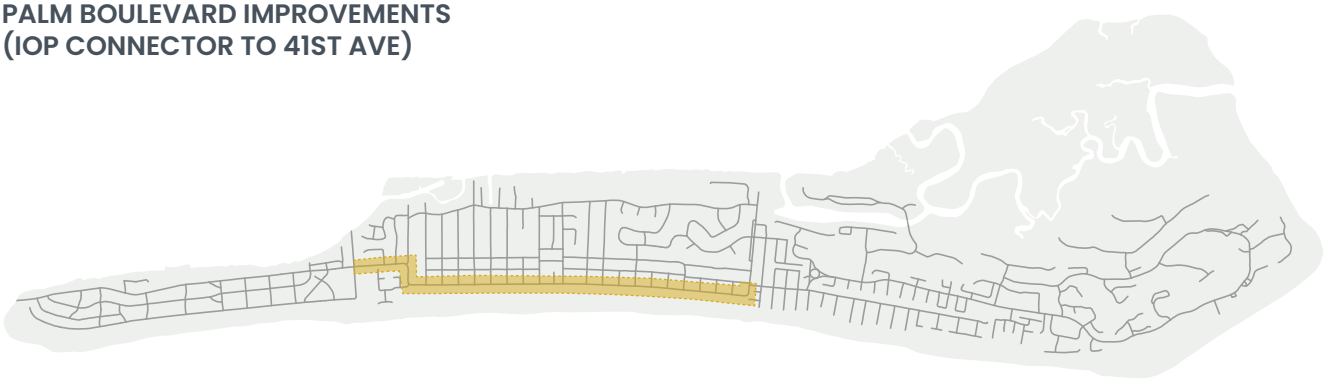
BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
B7	Improve crosswalk safety by adding signage/signals at Palm Blvd & 20th Ave			Project Score: **42**	
B8	Improve crosswalk safety and visibility at Palm Blvd & 21st Ave intersection			Project Score: **42**	

Includes high visibility ladder crosswalks, white yield/ chevron markings, and signs & posts

ESTIMATED PROJECT COSTS:	$ 55,000

PROJECT AREA D

PALM BOULEVARD IMPROVEMENTS (IOP CONNECTOR TO 41ST AVE)



ENHANCED IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A6	Add bike facility along Palm Blvd heading north			Project Score: **53**	
C4	Widen sidewalk (or make into a Multi-Use Path) along Palm Blvd			Project Score: **52**	
D6	Connect crosswalks to existing sidewalks along Palm Blvd			Project Score: **39**	

Includes new sharrow & chevron markings and 5-ft concrete sidewalks

ESTIMATED PROJECT COSTS:	$ 1,300,000

QUICK BUILD IMPROVEMENTS

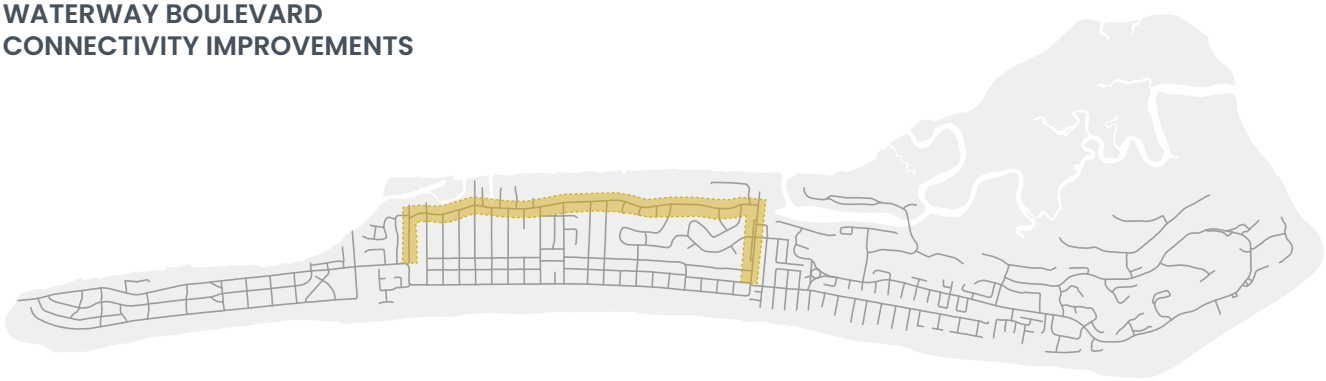
BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A6	Add bike facility along Palm Blvd heading north			Project Score: **53**	
D6	Connect crosswalks to existing sidewalks along Palm Blvd			Project Score: **39**	

Includes new sharrow & chevron markings and 5-ft concrete sidewalks

ESTIMATED PROJECT COSTS:	$100,000

PROJECT AREA E

WATERWAY BOULEVARD CONNECTIVITY IMPROVEMENTS



ENHANCED IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
A7	Add bike facility along 21st Ave			Project Score: **29**	
A9	Add bike facility along Waterway Blvd			Project Score: **51**	
A10	Add bike facility along 41st Ave			Project Score: **38**	
B11	New crosswalk across Waterway Blvd at 28th Ave			Project Score: **23**	
B15	Improve crosswalks at Waterway Blvd and 41st Ave			Project Score: **27**	
D7	New sidewalk along 28th Ave from Waterway Blvd to the IOP Recreation Center			Project Score: **26**	

Includes new sharrow & chevron markings, numerous high visibility ladder crosswalks, 5-ft concrete sidewalks, pedestrian ramps, and detectable warning materials

ESTIMATED PROJECT COSTS:	$ 125,000

QUICK BUILD IMPROVEMENTS

BIKE FACILITIES	CROSSWALKS & INTERSECTIONS	SIDEWALK IMPROVEMENTS	NEW SIDEWALKS	PLANNING	OTHER PROJECTS
B11	New crosswalk across Waterway Blvd at 28th Ave			Project Score: **23**	
B15	Improve crosswalks at Waterway Blvd and 41st Ave			Project Score: **27**	
D7	New sidewalk along 28th Ave from Waterway Blvd to the IOP Recreation Center			Project Score: **26**	

Includes numerous high visibility ladder crosswalks, 5-ft concrete sidewalks, pedestrian ramps, and detectable warning materials

ESTIMATED PROJECT COSTS:	$ 105,000

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
112	Palm Blvd	Jasper Blvd	Charleston Blvd	Both Sides	Discontinues at One End	5 feet	Yes	Concrete
113	Palm Blvd	Jasper Blvd	Charleston Blvd	Both Sides	Both Ends	5 feet	Yes	Concrete
114	Palm Blvd	Charleston Blvd	Carolina Blvd	One side	Discontinues at One End	6 feet	Yes	Concrete
115	Palm Blvd	9th Ave	10th Ave	One side	Transitions into Paved Shoulder	5 feet	Yes	Concrete
116	Palm Blvd	Parking Lot	10th Ave	Both Sides	Discontinues Before End	5 feet	Yes	Concrete
121	Palm Blvd	10th Ave	Carolina Blvd	Both Sides	Both Ends	5 feet	Yes	Concrete
122	Palm Blvd	10th Ave	Carolina Blvd	Both Sides	Both Ends	5 feet	Yes	Concrete
123	Palm Blvd	Carolina Blvd	12th Ave	Both Sides	Both Ends	5 feet	Yes	Concrete
120	Palm Blvd	Carolina Blvd	12th Ave	Both Sides	Both Ends	5 feet	Yes	Concrete
119	Palm Blvd	12th Ave	City Hall	Both Sides	Both Ends	5 feet	Yes	Concrete
124	Palm Blvd	12th Ave	14th Ave	Both Sides	Both Ends	5 feet	Yes	Concrete
118	Palm Blvd	City Hall	13th Ave	Both Sides	Both Ends	5 feet	Yes	Concrete
117	Palm Blvd	13th Ave	Parking Lot	Both Sides	Both Ends	10 feet	Yes	Concrete
125	Palm Blvd	14th Ave	Ocean Park Plaza Entrance	Both Sides	Both Ends	4.5 feet	Yes	Concrete
126	Palm Blvd	Ocean Park Plaza Entrance	Ocean Park Plaza Entrance	Both Sides	Both Ends	4.5 feet	Yes	Concrete
127	Palm Blvd	Ocean Park Plaza Entrance	21st Ave	Both Sides	Both Ends	4.5 feet	Yes	Concrete
143	Palm Blvd	Parking Lot	IOP Connector	Both Sides	Both Ends	10 feet	Yes	Concrete
179	Palm Blvd	IOP Connector	IOP Connector Turn Lane	Both Sides	Both Ends	5 feet	Yes	Concrete
6	Palm Blvd	IOP Connector Turn Lane	Island Center Entrance	Both Sides	Both Ends	4.5 feet	Yes	Concrete
5	Palm Blvd	Island Center Entrance	Island Center Entrance	Both Sides	Both Ends	4.5 feet	Yes	Concrete
4	Palm Blvd	Island Center Entrance	Cassina Ave	Both Sides	Both Ends	4.5 feet	Yes	Concrete
3	Palm Blvd	Cassina Ave	20th Ave	Both Sides	Both Ends	4.5 feet	Yes	Concrete
2	Palm Blvd	20th Ave	21st Ave	Both Sides	Both Ends	4.5 feet	Yes	Concrete
156	Palm Blvd	21st Ave	Parking Lot	Both Sides	Both Ends	4.5 feet	Yes	Concrete
155	Palm Blvd	Parking Lot	Palm Blvd	One side	Both Ends	4 feet	No	Asphalt

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Good (3)	Concrete Curb				
Good (3)	Concrete Curb				
Good (3)	Concrete Curb				
Ok (2)	Concrete Curb			Cracked or Raised Surface; Overgrown Landscaping/Vegetation	Changes to asphalt at end for approximately 200 ft. Stops in front of 901
Ok (2)	Bike Lane				
Ok (2)	Concrete Curb			Over Hanging Limbs	Raised uneven surface, Cracks
Ok (2)	Bike Lane				
Ok (2)	Concrete Curb			Overgrown Landscaping	Bike lane
Ok (2)	Concrete Curb			Overgrown Landscaping	Raise surfaces Hanging Limbs
Ok (2)				Cracked or Raised Surface	
Ok (2)	Concrete Curb				Bike lane
Ok (2)	Concrete Curb			Overgrown Landscaping	
Good (3)	Concrete Curb				
Good (3)	Concrete Curb		Truncated Domes only at one end	Sand/Dirt Covering Sidewalk	
Good (3)	Concrete Curb			Sand/Dirt Covering Sidewalk	
Good (3)	Concrete Curb				Ends with no crosswalk
Good (3)	Concrete Curb				
Good (3)			Curb Cut & Truncated Domes		
Good (3)	Concrete Curb		Truncated Domes		
Good (3)	Concrete Curb		Truncated Domes		
Good (3)	Concrete Curb		Truncated Domes	Overgrown Landscaping	
Good (3)	Concrete Curb		Truncated Domes		
Good (3)	Concrete Curb		Truncated Domes		
Ok (2)	Concrete Curb		Truncated Domes only at one end	Cracked or Raised Surface	Raised above street level; Current plan in place to extend and improve sidewalk on 21st ave
Poor (1)				Sand/Dirt Covering Sidewalk	This segment of 21st abruptly stops and turns into an asphalt shoulder. Current plan in place to extend and improve sidewalk on 21st ave

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
157	Palm Blvd	21st Ave	22nd Ave	One side	Both Ends	4.4 feet	No	Concrete
7	Palm Blvd	22nd Ave	23rd Ave	One side	Both Ends	4.5 feet	No	Concrete
8	Palm Blvd	23rd Ave	24th Ave	One side	Both Ends	4.5 feet	No	Concrete
9	Palm Blvd	24th Ave	25th Ave	One side	Both Ends	4.5 feet	No	Concrete
10	Palm Blvd	25th Ave	26th Ave	One side	Both Ends	4.5 feet	No	Concrete
11	Palm Blvd	26th Ave	27th Ave	One side	Both Ends	4.4 feet	No	Concrete
12	Palm Blvd	27th Ave	28th Ave	One side	Both Ends	4.5 feet	No	Concrete
13	Palm Blvd	28th Ave	29th Ave	One side	Both Ends	4.4 feet	No	Concrete
14	Palm Blvd	29th Ave	Palm Ct	One side	Discontinues Before End	4.5 feet	No	Concrete
15	Palm Blvd	Palm Ct	30th Ave	One side	Both Ends	4.4 feet	No	Concrete
16	Palm Blvd	30th Ave	31st Ave	One side	Both Ends	4.5 feet	No	Concrete
17	Palm Blvd	31st Ave	32nd Ave	One side	Both Ends	4.5 feet	No	Concrete
18	Palm Blvd	32nd Ave	33rd Ave	One side	Both Ends	4.5 feet	No	Concrete
19	Palm Blvd	33rd Ave	34th Ave	One side	Both Ends	4.5 feet	No	Concrete
20	Palm Blvd	34th Ave	35th Ave	One side	Both Ends	4.5 feet	No	Concrete
21	Palm Blvd	35th Ave	36th Ave	One side	Both Ends	4.5 feet	No	Concrete
22	Palm Blvd	36th Ave	37th Ave	One side	Both Ends	4.5 feet	No	Concrete
23	Palm Blvd	37th Ave	38th Ave	One side	Both Ends	4.5 feet	No	Concrete
24	Palm Blvd	38th Ave	39th Ave	One side	Both Ends	4.5 feet	No	Concrete
25	Palm Blvd	39th Ave	40th Ave	One side	Both Ends	4.2 feet	No	Concrete

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Ok (2)	Grass Buffer	Some evidence		Sand/Dirt Covering Sidewalk	Material changes from asphalt to concrete. Golf cart path runs parallel to sidewalk. Material changes to asphalt
Good (3)	Parking Buffer			Overgrown Landscaping	Material changes to sand on one end
Ok (2)	Parking Buffer			Cracked or Raised Surface	Materials switch between asphalt, concrete, and concrete with pebbles
Ok (2)	Parking Buffer		Truncated Domes only at one end	Sand/Dirt Covering Sidewalk	
Ok (2)	Parking Buffer		Truncated Domes	Sand/Dirt Covering Sidewalk	
Ok (2)	Parking Buffer			Sand/Dirt Covering Sidewalk	The only portion of segment that really made it a 2 was the part where a home was under construction and sand covered the sidewalk and construction equipment also likely damaged it
Good (3)	Parking Buffer	Limited evidence at ends of segment		Sand/Dirt Covering Sidewalk	Very limited encroachment, connection on one end connects to two sidewalks
Ok (2)	Parking Buffer		Truncated Domes	Sand/Dirt Covering Sidewalk	Limited encroachment from sand and dirt, some sharp elevations- pebble material on some surface helps with ada requirement
Poor (1)	Damaged Grass Buffer		Truncated Domes	Sand/Dirt Covering Sidewalk	Additional impediments: overgrown landscaping, cracked sidewalks, and a segment of sidewalk made of sand
Ok (2)	Parking Buffer		Truncated Domes	Sand/Dirt Covering Sidewalk	
Ok (2)	Parking Buffer	Some evidence at crossing	Truncated Domes	Sand/Dirt Covering Sidewalk	Overgrown landscape too
Ok (2)	Parking Buffer		Truncated Domes	Sand/Dirt Covering Sidewalk	Also cracked sidewalk
Ok (2)	Parking Buffer			Sand/Dirt Covering Sidewalk	Encroachment minor
Ok (2)	Parking Buffer	Some evidence at low points	Truncated Domes	Sand/Dirt Covering Sidewalk	Also Overgrown plants and some non level sidewalk parts
Good (3)	Parking Buffer	Small evidence in specific portion see photos	Truncated Domes	Sand/Dirt Covering Sidewalk	
Good (3)	Parking Buffer		Truncated Domes		One small case on encroachment
Ok (2)	Parking Buffer	Light evidence of flooding	Truncated Domes	Overgrown Landscaping	
Ok (2)	Parking Buffer			Overgrown Landscaping	
Ok (2)	Grass Buffer	Near crossings		Sand/Dirt Covering Sidewalk	Condition can arguably be a 3
Ok (2)	Grass Buffer	Evident		Sand/Dirt Covering Sidewalk	

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
26	Palm Blvd	40th Ave	41st Ave	One side	Both Ends	4.2 feet	No	Concrete
27	Palm Blvd	Beach Access 41	Palm Blvd	Both Sides	Discontinues at One End	4.45 feet	Yes	Concrete
28	Palm Blvd	Palm Blvd	Cameron Blvd	Both Sides	Both Ends	5 feet	No	Concrete
29	Palm Blvd	41st Ave	42nd Ave	One side	Both Ends	4 feet	Yes	Concrete, Asphalt, Sand (West to East)
30	Palm Blvd	42nd Ave	43rd Ave	One Side	Both Ends	5.3 feet	No	Asphalt
31	Palm Blvd	43rd Ave	44th Ave	One side	Both Ends	5.3 feet	No	Asphalt
32	Palm Blvd	44th Ave	45th Ave	One side	Both Ends	5.3 feet	No	Asphalt
33	Palm Blvd	45th Ave	46th Ave	One side	Both Ends	5.3 feet	No	Asphalt
34	Palm Blvd	46th Ave	47th Ave	One side	Both Ends	4.75 feet	No	Asphalt
35	Palm Blvd	47th Ave	48th Ave	One side	Both Ends	4.8 feet	No	Asphalt
36	Palm Blvd	48th Ave	49th Ave	One side	Both Ends	4.8 feet	No	Asphalt
37	Palm Blvd	49th Ave	50th Ave	One side	Both Ends	4.8 feet	No	Asphalt
144	Palm Blvd	50th Ave	Driveway	One side	Both Ends	4.8 feet	No	Asphalt
145	Palm Blvd	Driveway	51st Ave	One side	Both Ends	4.3 feet	No	Asphalt
38	Palm Blvd	51st Ave	52nd Ave	One side	Both Ends	4.6 feet	No	Asphalt
39	Palm Blvd	52nd Ave	53rd Ave	One side	Both Ends	5 feet	No	Asphalt
146	Palm Blvd	53rd Ave	54th Ave	One side	Both Ends	4.8 feet	No	Asphalt
147	Palm Blvd	54th Ave	55th Ave	One side	Both Ends	5 feet	No	Asphalt
40	Palm Blvd	55th Ave	56th Ave	One side	Both Ends	5 feet	No	Asphalt
41	Palm Blvd	56th Ave	57th Ave	One side	Both Ends	5 feet	No	Asphalt
182	IOP Connector	Palm Blvd		One Side	Discontinues at One End	6 Feet	Yes	Concrete
128	Ocean Blvd	6th Ave	7th Ave	One side	Both Ends	5 feet	No	Concrete
129	Ocean Blvd	7th Ave	8th Ave	One side	Both Ends	5 feet	No	Concrete
130	Ocean Blvd	8th Ave	9th Ave	One side	Both Ends	5 feet	No	Concrete
131	Ocean Blvd	9th Ave	10th Ave	One side	Discontinues at One End	5 feet	No	Concrete
181	Ocean Blvd	10th Ave	JC Long Blvd	Both Sides	Both Ends	5 feet	Yes	Concrete
132	Ocean Blvd	JC Long Blvd	Parking Lot	Both Sides	Both Ends	5 feet	Yes	Concrete
134	Ocean Blvd	JC Long Blvd	Pavilion Dr	Both Sides	Both Ends	5 feet	Yes	Concrete

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Ok (2)	Grass Buffer	Evident		Overgrown Landscaping	
Good (3)	Concrete Curb		No rumble strips, crosswalk present	Cracked or Raised Surface	Elevation changes on sidewalk
Ok (2)	Grass Buffer		Strips and marked crossing	Cracked or Raised Surface	Connects to Cameron blvd- some encroachment as well
Poor (1)	Damaged Grass Buffer		Truncated Domes		
Ok (2)	Concrete Curb		Truncated Domes		
Ok (2)	Concrete Curb		Truncated Domes		
Good (3)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer		Truncated Domes		
Ok (2)	Grass Buffer			Overgrown Landscaping	
Ok (2)	Grass Buffer				
Ok (2)	Grass Buffer		Rumble strip both ends	Cracked or Raised Surface	Crosswalk at 53rd Ave
Ok (2)	Grass Buffer			Cracked or Raised Surface	Crosswalk at Beach Access 54
Ok (2)	Damaged Grass Buffer			Over Hanging Limbs	
Good (3)	Grass Buffer				
Good (3)	Concrete Curb		Truncated Domes		Extra Long/Wide Curb Cut and Truncated Domes at end
Ok (2)	Grass Buffer			Overgrown Landscaping	Some sand; Landscaping overgrowth; Low points; Parking buffer; Small surface cracks
Ok (2)	Parking Buffer			Overgrown Landscaping	Grass and parking buffer; Overgrowth landscaping sloping of surface
Ok (2)	Grass Buffer			Overgrown Landscaping	Sidewalks cracking or are uneven
Good (3)	Grass Buffer			Over Hanging Limbs	Splits at end into retail area
Good (3)	Parking Buffer			Sand/Dirt Covering Sidewalk	
Good (3)	Parking Buffer			Sand/Dirt Covering Sidewalk	
Good (3)	Parking Buffer		Truncated Domes only at one end		

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
175	Ocean Blvd	10th Ave	Beach Access 13	Both Sides	Both Ends	8 feet	Yes	Concrete
180	Ocean Blvd	JC Long Blvd	Pavilion Dr	Both Sides	Both Ends	8 feet	Yes	Concrete
133	Ocean Blvd	Pavilion Dr	14th Ave	Both Sides	Both Ends	8 feet	Yes	Concrete
135	Ocean Blvd	Pavilion Dr	14th Ave	Both Sides	Both Ends	5 feet	Yes	Concrete
139	JC Long Blvd	Pavilion Dr	Palm Blvd	One side	Discontinues at One End	5 feet	No	Concrete
174	JC Long Blvd	Ocean Blvd	Pavilion Dr	One side	Discontinues Before End	8 feet	No	Concrete
140	Pavilion Dr	Ocean Blvd	JC Long Blvd	Both Sides	Discontinues at One End	8 feet	No	Concrete
141	Pavilion Dr	Ocean Blvd	JC Long Blvd	Both Sides	Discontinues at One End	5 feet	No	Concrete
136	14th Ave	Palm Blvd	Maintenance Building Entrance	One side	Both Ends	5 feet	No	Concrete
137	14th Ave	Maintenance Building Entrance	County Park Entrance	One side	Both Ends	5 feet	No	Concrete
138	14th Ave	County Park Entrance	Ocean Blvd	One side	Both Ends	5 feet	Yes	Concrete
173	21st Ave	Palm Blvd	Parking Lot	Both Sides	Both Ends	4.5 feet	No	Concrete
106	21st Ave	Parking Lot	Waterway Blvd	One side	Both Ends	4 feet	No	Asphalt
105	Waterway Blvd	21st Ave	22nd Ave	One side	Discontinues at One End	3.5 feet	No	Asphalt
104	Waterway Blvd	22nd Ave	25th Ave	One side	Both Ends	5 feet	No	Asphalt
103	Waterway Blvd	25th Ave	Tabby Ln	One side	Both Ends	5 feet	No	Asphalt
102	Waterway Blvd	Tabby Ln	Driftwood Ln	One side	Both Ends	5 feet	No	Asphalt
101	Waterway Blvd	Driftwood Ln	Seahorse Ct	One side	Both Ends	5 feet	No	Asphalt
100	Waterway Blvd	Seahorse Ct	Ensign Ct	One side	Both Ends	3.8 feet	No	Asphalt
99	Waterway Blvd	Ensign Ct	29th Ave	One side	Both Ends	5 feet	No	Asphalt
166	Waterway Blvd	29th Ave	30th Ave	One side	Both Ends	5 feet	No	Asphalt
98	Waterway Blvd	30th Ave	31st Ave	One side	Both Ends	4 feet	No	Concrete

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Good (3)	Concrete Curb	Some puddling			
Good (3)	Concrete Curb	Some evident	Limited strips	Cracked or Raised Surface	
Good (3)	Concrete Curb	Some evident	Limited strips	Cracked or Raised Surface	
Good (3)	Parking Buffer				
Good (3)	Damaged Grass Buffer				
Good (3)	Grass Buffer	Some evidence			
Good (3)	Grass Buffer			Overgrown Landscaping	
Ok (2)	Damaged Grass Buffer				
Good (3)	Grass Buffer				
Good (3)	Damaged Grass Buffer				
Good (3)	Grass Buffer				
Good (3)	Concrete Curb		Truncated Domes		Current plan in place to extend and improve sidewalk on 21st ave
Ok (2)	Grass Buffer	Some evidence in potholes	Relatively smooth- some bumps	Sand/Dirt Covering Sidewalk	Current plan in place to extend and improve sidewalk on 21st ave
Ok (2)	Grass Buffer				
Ok (2)	Damaged Grass Buffer			Cracked or Raised Surface	Narrows and winds in places
Ok (2)	Damaged Grass Buffer			Overgrown Landscaping	
Ok (2)	Grass Buffer			Overgrown Landscaping	
Poor (1)	Damaged Grass Buffer			Cracked or Raised Surface	
Poor (1)	Damaged Grass Buffer			Overgrown Landscaping	Lots of debris and hanging limbs. Cracks in surface
Poor (1)	Damaged Grass Buffer			Overgrown Landscaping	
Ok (2)	Grass Buffer			Cracked or Raised Surface	Asphalt concrete mix. Lowpoints.
Ok (2)	Grass Buffer			Overgrown Landscaping	Concrete asphalt mix raised unflat surface. Hanging limbs. Separation varies in width. Cracks in surface.

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
165	Waterway Blvd	31st Ave	32nd Ave	One side	Both Ends	5.3 feet	No	Asphalt
164	Waterway Blvd	32nd Ave	Shady Ln	One side	Both Ends	4.3 feet	No	Asphalt
163	Waterway Blvd	Shady Ln	Oakview Ln	One side	Both Ends	4.8 feet	No	Asphalt
162	Waterway Blvd	Oakview Ln	Timber Ln	One side	Both Ends	5.3 feet	No	Asphalt
161	Waterway Blvd	Timber Ln	Forest Trail	One side	Both Ends	4.5 feet	No	Asphalt
160	Waterway Blvd	Forest Trail	Driveway	One side	Both Ends	5.5 feet	No	Asphalt
97	Waterway Blvd	Driveway	Duck Lane	One side	Both Ends	5 feet	No	Asphalt
159	Waterway Blvd	Duck Ln	Sparrow Dr	One side	Both Ends	5 feet	No	Asphalt
158	Waterway Blvd	Sparrow Dr	Intracoastal Ct	One side	Both Ends	5 feet	No	Asphalt
96	Waterway Blvd	Intercoastal Ct	41st Ave	One side	Both Ends	5 feet	No	Asphalt
107	28th Ave	Palm Blvd	Cameron Blvd	One side	Both Ends	5 feet	No	Concrete
108	28th Ave	Cameron Blvd	Hartnett Blvd	One side	Both Ends	5 feet	No	Concrete
109	28th Ave	Hartnett Blvd	IOP Recreation Center	Both Sides	Discontinues at One End	4.5 feet	No	Concrete
110	28th Ave	Hartnett Blvd	IOP Recreation Center	Both Sides	Both Ends	4.5 feet	No	Concrete
178	41st Ave	Marginal Rd	Wildwood Dr	One Side	Both Ends	4 feet	No	Asphalt
176	41st Ave	Wildwood Dr	Frank Sottile Ln	One side	Both Ends	5.3 feet	No	Asphalt
171	41st Ave	Frank Sottile Lane	Driveway	One side	Both Ends	5.5 feet	No	Asphalt
170	41st Ave	Driveway	Parking Lot	One side	Both Ends	5 feet	No	Asphalt

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Ok (2)	Grass Buffer		Smooth- on the one end of segment closest to golf course, there are many cracks	Overgrown Landscaping	
Ok (2)	Grass Buffer	No evidence- maybe for puddling	Smooth but too much sand	Sand/Dirt Covering Sidewalk	
Ok (2)	Grass Buffer		Smooth surface	Sand/Dirt Covering Sidewalk	Impediments mainly sand or dirt- could be a condition 3
Poor (1)	Damaged Grass Buffer		Surface broken and uneven	Sand/Dirt Covering Sidewalk	Image where sidewalk covered by sand is due to construction work ongoing
Ok (2)	Damaged Grass Buffer		Relatively smooth	Sand/Dirt Covering Sidewalk	See image of Palm Tree: this tree looks like its about to fall onto the sidewalk next hurricane
Ok (2)	Damaged Grass Buffer		Smooth surface	Sand/Dirt Covering Sidewalk	Path narrows at south end
Ok (2)	Grass Buffer		Smooth surface	Sand/Dirt Covering Sidewalk	Middle portion could be graded a 1 for condition
Ok (2)	Grass Buffer		Relatively smooth surface	Sand/Dirt Covering Sidewalk	Project Plan in place to raise Waterway Blvd MultiUse path between 41st and 38th
Ok (2)	Grass Buffer		Rumble strips	Cracked or Raised Surface	Project Plan in place to raise Waterway Blvd MultiUse path between 41st and 38th
Ok (2)	Grass Buffer		Truncated Domes only at one end	Sand/Dirt Covering Sidewalk	Project Plan in place to raise Waterway Blvd MultiUse path between 41st and 38th
Good (3)	Damaged Grass Buffer		Rumble strips; slight elevation; smooth surface		
Good (3)	Grass Buffer		Smooth surface; rumble strips; some elevation but gradual		
Good (3)	Parking Buffer		Smooth surface; no rumble strips		
Good (3)	Parking Buffer		Smooth surface; Truncated Domes only at one end		
Ok (2)	None - Paved Shoulder	Evident		Drainage Grates	
Ok (2)	Grass Buffer		Truncated Domes but very high incline	Overgrown Landscaping	
Ok (2)	Damaged Grass Buffer		Truncated Domes at intersection; very steep incline - not ADA approved slope	Cracked or Raised Surface	
Poor (1)	Damaged Grass Buffer		No rumble extremely uneven	Sand/Dirt Covering Sidewalk	Sidewalk almost completely gone, covered by sand and gravel

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

SEGMENT ID	STREET NAME	SEGMENT START	SEGMENT END	PLACEMENT	NETWORK CONNECTION	WIDTH	ELEVATED	MATERIAL
169	41st Ave	Parking Lot	Parking Lot	One side	Both Ends	5 feet	No	Asphalt
168	41st Ave	Parking Lot	Parking Lot	One side	Both Ends	6 feet	No	Asphalt
167	41st Ave	Parking Lot	Fire Station	One side	Discontinues at One End	4.8 feet	No	Concrete
172	Marina	41st Ave	Marina	One side	Discontinues at One End	4.9 feet	Yes	Concrete

APPENDIX A: SIDEWALK INVENTORY SUMMARY TABLE

CONDITION	SEPARATION TYPE	EVIDENCE OF FLOODING	ADA INFRASTRUCTURE	IMPEDIMENTS	NOTES
Ok (2)	Damaged Grass Buffer			Sand/Dirt Covering Sidewalk	
Ok (2)	Grass Buffer			Sand/Dirt Covering Sidewalk	
Ok (2)	Damaged Grass Buffer		Truncated Domes only at one end	Sand/Dirt Covering Sidewalk	
Ok (2)	Parking Buffer				Looks like a recently built sidewalk

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

TYPE	LABEL	RECOMMENDED PROJECT	ENDPOINT 1	ENDPOINT 2	FIELD ANALYSIS	PUBLIC ENGAGEMENT	CITY COMMENTS
BIKE FACILITIES	A1	Restripe existing Bike Lane markings along Palm Blvd	Breach Inlet	IOP Connector	X	X	
	A2	Add Bike Facility along Ocean Blvd, Charleston Blvd and 14th Ave to follow B2B Route*	Ocean Blvd Dead End	IOP Connector		X	Follows the B2B route
	A3	Add Bike Facility along JC Long Blvd	Ocean Blvd	Palm Blvd		X	
	A4	Extend dedicated Bike Lane along Palm Blvd	10th Ave	IOP Connector		X	
	A5	Extend Bike Lane along both sides of IOP Connector to fully connect with Palm and front beach	End of Bridge	Palm Blvd	X	X	Outbound connection is a critical gap (TOP Priority for the City)
	A6	Add Bike Facility along Palm Blvd heading north	IOP Connector	41st Ave		X	
	A7	Add Bike Facility along 21st Ave	Palm Blvd	Waterway Blvd	X	X	
	A8	Add Bike Facility along Hartnett Blvd	22nd Ave	41st Ave		X	ROW concerns
	A9	Add Bike Facility along Waterway Blvd	21st Ave	41st Ave		X	8ft multi-use path under construction along Waterway
	A10	Add Bike Facility along 41st Ave	Palm Blvd	Marina		X	

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

ACCESSIBILITY *MAX SCORE: 5*	SAFETY *MAX SCORE: 15*	CONNECTIVITY *MAX SCORE: 16*	DESIGN/CONDITIONS *MAX SCORE: 15*	FEASIBILITY *MAX SCORE: 8*	OTHER *MAX SCORE: 9*	PC PRIORITY *MAX SCORE: 10*	TOTAL SCORE *MAX SCORE: 78*
5	13	8	3	8	9	10	**56**
5	4	11	0	8	7	0	**35**
5	5	3	0	8	4	0	**25**
5	15	8	0	8	9	0	**45**
5	10	11	0	8	9	10	**53**
5	15	11	0	8	4	10	**53**
5	5	7	0	8	4	0	**29**
5	4	1	0	8	4	0	**22**
3	11	13	0	8	6	10	**51**
3	10	11	0	8	6	0	**38**

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

TYPE	LABEL	RECOMMENDED PROJECT	ENDPOINT 1	ENDPOINT 2	FIELD ANALYSIS	PUBLIC ENGAGEMENT	CITY COMMENTS
CROSSWALKS & INTERSECTIONS	B1	Mark Crosswalks to Beach Access Points along Ocean Blvd	Beach Access 1b	Beach Access 9	X	X	
	B2	Improve Markings and potentially add pedestrian Signage/Signals along Ocean Blvd in Front Beach	10th Ave	14th Ave	X	X	
	B3	New Crosswalk at JC Long Blvd and Palm Blvd Intersection	Point at Intersection		X	X	
	B4	New Crosswalk near Public Safety Building along JC Long Blvd	Point at Crosswalk			X	
	B5	New Crosswalk near City Hall along Palm Blvd	Point at Crosswalk			X	
	B6	IOP Connector Crosswalk & Intersection overall Improvement	Point at Intersection		X	X	
	B7	New Crossing with Signage/ Signals at Palm Blvd and 20th Avenue	Point at Intersection			X	
	B8	Improve Crosswalk Safety and Visibility at 21st Ave and Palm Blvd Intersection	Point at Intersection			X	
	B9	Improve Crosswalk Safety potentially with new signage/ signals along Palm Blvd at Beachside Ave	Point at Intersection			X	
	B10	Improve markings and potentially add pedestrian Signage/Signals at 25th Ave and Palm intersection	Point at Intersection			X	
	B11	New Crosswalk at Waterway Blvd and 28th Ave	Point at Intersection			X	
	B12	New Crosswalks at 29th Ave and both Palm Blvd and Waterway Blvd Intersections	Point at Intersections			X	
	B13	New Crosswalk with Signage/ Signals at 41st Ave Beach Access	Point at Crosswalk			X	May be too close to curve for DOT to approve
	B14	Intersection Improvement at Palm Blvd and 41st Ave	Point at Intersection			X	Project underway
	B15	Improve Crosswalk at Waterway Blvd and 41st Ave	Point at Intersection		X		
	B16	Improve Crosswalk Markings at Palm Blvd and 43rd Ave Intersection	Point at Intersection		X	X	Project is Complete
	B17	Improve Crosswalks at Palm Blvd and Wild Dunes Entrance Gate (46th)	Point at Intersection			X	Project is underway
	N/A	Consistent Crosswalk Markings on all Side Streets	Various Locations (Not Mapped)		X		

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

ACCESSIBILITY *MAX SCORE: 5*	SAFETY *MAX SCORE: 15*	CONNECTIVITY *MAX SCORE: 16*	DESIGN/CONDITIONS *MAX SCORE: 15*	FEASIBILITY *MAX SCORE: 8*	OTHER *MAX SCORE: 9*	PC PRIORITY *MAX SCORE: 10*	TOTAL SCORE *MAX SCORE: 78*
5	2	4	0	8	6	0	**25**
5	7	0	0	8	7	0	**27**
5	11	6	0	8	4	0	**34**
5	2	1	0	8	4	0	**20**
5	11	2	0	8	4	0	**30**
5	15	6	0	8	9	10	**53**
5	13	2	0	8	4	10	**42**
5	13	2	0	8	4	10	**42**
5	3	1	0	8	4	0	**21**
3	6	4	0	8	4	0	**25**
5	0	4	0	8	6	0	**23**
5	2	4	0	8	6	0	**25**
5	1	1	0	8	4	0	**19**
5	7	1	0	8	6	0	**27**
5	7	1	0	8	6	0	**27**
5	6	1	0	8	6	0	**26**
5	6	1	0	8	6	0	**26**
5	3	6	0	8	3	0	**25**

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

TYPE	LABEL	RECOMMENDED PROJECT	ENDPOINT 1	ENDPOINT 2	FIELD ANALYSIS	PUBLIC ENGAGEMENT	CITY COMMENTS
SIDEWALK IMPROVEMENTS	C1	Widen Sidewalk along Ocean Blvd & 14th Ave in Front Beach Commercial Area	10th Ave	IOP Connector	X	X	ROW constraints and fitting as much parking as practical
	C2	Widen Sidewalk along 21st Street	Palm Blvd	Waterway Blvd		X	Sidewalk replaced/ extended to Palm at beach access in 2025
	C3	Improve Sidewalk along all of Waterway Blvd	21st Ave	41st Ave		X	New 8ft multi-use path under construction along Waterway Blvd
	C4	Widen Sidewalk along Palm Blvd	21st Ave	41st Ave		X	Working with DOT on project improvement and coordinating with TST; Long-range idea
	C5	Improve shoulder with a sidewalk along 41st Ave	Palm Blvd	Marina	X	X	
	C6	Widen Sidewalk along Palm Blvd	41st Ave	57th Ave		X	
	N/A	Continuous Maintenance, Removal or Enforcement of Obstructions	Islandwide (Not Mapped)		X	X	
	N/A	Repair Cracked, Damaged, Eroded, or Uneven Sidewalk Segments	Islandwide (Not Mapped)		X	X	
NEW SIDEWALKS	D1	Extend Sidewalk along Palm Blvd	Carolina Blvd	10th Ave	X	X	TST funding allocated/ engineering done to extend sidewalk; Phase 1 is from Carolina to 2nd Ave
	D2	Extend Sidewalk along Ocean Blvd	Beach Access 1b	Beach Access 6		X	
	D3	Sidewalk Extension along JC Long Blvd to Ocean Blvd	End of Sidewalk	Ocean Blvd	X		Approved TST funding to extend sidewalk (at-grade sidewalk)
	D4	New and Extend Sidewalk along IOP Connector	End of Bridge	Palm Blvd	X	X	
	D5	New Sidewalk/Multi-Use Path that connects Hartnett Blvd to 21st Ave	21st Ave	22nd Ave		X	Would need easement between two private properties/newer homes
	D6	Connect Crosswalks to Existing Sidewalk Infrastructure along Palm	Various Locations		X		
	D7	New Sidewalk along 28th Ave from Waterway to back of Recreation Center	Rec Center	Waterway Blvd	X	X	Recently finished 28th along Palm, sidewalk to Waterway would make sense
	D8	New Sidewalk around the Recreation Center Block	Various Segments			X	
	D9	New Sidewalk along 34th Ave to connect Palm Blvd with Forest Trail	Palm Blvd	Forest Trail		X	Resident driven project

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

ACCESSIBILITY *MAX SCORE: 5*	SAFETY *MAX SCORE: 15*	CONNECTIVITY *MAX SCORE: 16*	DESIGN/CONDITIONS *MAX SCORE: 15*	FEASIBILITY *MAX SCORE: 8*	OTHER *MAX SCORE: 9*	PC PRIORITY *MAX SCORE: 10*	TOTAL SCORE *MAX SCORE: 78*
5	7	1	6	3	6	0	**28**
5	1	0	7	3	6	0	**22**
3	13	6	12	3	6	0	**43**
5	15	6	7	3	6	10	**52**
3	7	1	10	3	3	0	**27**
5	7	4	1	3	6	0	**26**
0	0	0	3	3	6	0	**12**
0	0	0	3	3	6	0	**12**
5	13	7	0	3	9	0	**37**
5	4	9	0	3	6	0	**27**
5	5	5	0	8	6	0	**29**
5	15	9	0	3	6	10	**48**
5	0	0	0	5	4	0	**14**
5	6	11	6	8	3	0	**39**
5	1	6	0	8	6	0	**26**
5	1	1	0	3	3	0	**13**
5	6	0	0	8	1	0	**20**

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

TYPE	LABEL	RECOMMENDED PROJECT	ENDPOINT 1	ENDPOINT 2	FIELD ANALYSIS	PUBLIC ENGAGEMENT	CITY COMMENTS
PLANNING	E1	Conduct a Road Diet Study along Palm Boulevard between Breach Inlet and the Connector	Breach Inlet	IOP Connector		X	
	E2	Evaluate feasibility of adding a bus pull off at pedestrian entrance to County Park	Point at Location		X		
	E3	Evaluate Feasibility of New Multi-Use Path in ROW connecting 13th Ave to 20th Ave (along Cassina Ave)	13th Ave	20th Ave		X	Along ditch behind Harris Teeter - Feasibility and alternative needs to be assessed
OTHER PROJECTS	F1	Add Bike/Ped Amenities or Golf Cart Parking at Major Destination Points	Various Locations			X	
	F2	Add Street Lights along streets or at certain intersections and/or crosswalks	Various Locations			X	
	F3	Pave Off-Road Path parallel to Palm Blvd sidewalk connecting to Bunch Park	Cassina Ave	20th Ave		X	
	F4	Pave Off-Road Path/goat path adjacent to parking along southside of Palm Blvd at 21st Ave curve	21st Ave curve	21st Ave	X	X	
	F5	Add Bike/Ped Amenities near Beach Access Points	Various Locations			X	
	F6	Ensure beach access at 25th Ave and 34A are ADA accessible/graded or mats	Point at Locations				
	F7	Sidewalk Drainage Project along Palm Blvd	36th Ave	41st Ave	X	X	Designed and permitted

APPENDIX B: DETAILED RECOMMENDED PROJECT LIST & SCORING

ACCESSIBILITY *MAX SCORE: 5*	SAFETY *MAX SCORE: 15*	CONNECTIVITY *MAX SCORE: 16*	DESIGN/CONDITIONS *MAX SCORE: 15*	FEASIBILITY *MAX SCORE: 8*	OTHER *MAX SCORE: 9*	PC PRIORITY *MAX SCORE: 10*	TOTAL SCORE *MAX SCORE: 78*
Not Scored							
Not Scored							
Not Scored							
5	2	3	0	8	1	0	**19**
5	1	3	0	8	1	0	**18**
5	5	0	3	3	0	0	**16**
5	5	0	6	3	0	0	**19**
5	1	3	0	8	1	0	**18**
5	6	1	6	8	6	0	**32**
5	6	0	4	3	6	0	**24**