



Huger Street Bicycle + Pedestrian Counts

Published August 2022

Conducted by Charleston Moves Staff + Volunteers

- July 2022

Locations: Huger/Rutledge, Huger/Morrison

Table of Contents

Page 2: Area Description + Potential

Page 2: Existing Conditions

Page 4: Count Data

Page 8: Summary

Page 9: Gallery

Area Description + Potential

Huger Street, located in the City of Charleston, is a critical east-west corridor for the peninsula. It is also extremely diverse in its uses and socio-economic mix. It's flanked by a multitude of neighborhoods, ranging from single-family homes, to affordable housing complexes, to high-density apartment buildings. Businesses, office spaces, schools and houses of worship are all within close proximity. It is also a key connector to Wonders' Way, the shared-use path over the Ravenel Bridge, as well as Hampton Park, the largest park in the City of Charleston that also has bike lanes. Additionally, it will intersect the Lowcountry Rapid Transit spine with a stop at Meeting/Huger, and the Lowcountry Lowline. Huger is identified as a key peninsular segment in the People Pedal Plan.

Charleston Moves has led on a Summer 2022 count series for the corridor. This includes bicycle and pedestrian ("bike/ped") counts, utilizing the National Bicycle and Pedestrian Documentation Project resource, as well as community surveying and photo documentation of vulnerable road user trips. We set up at the Huger/Rutledge and Huger/Morrison intersections for a few reasons:

- The City of Charleston is working on improvements to Huger Street from Morrison Drive to Meeting Street. Called the Huger Street Streetscape project, upgrades will include: narrowed motor vehicles lanes, striped bike lanes, a bike box at the Huger/Meeting intersection, sidewalks, pedestrian lighting and street trees. We are doing pre- and post-installation counts to measure the change in multi-modal trip volume.
- Another section of Huger Street is slated to be resurfaced, and it is critical that people-oriented improvements brought forth by the Huger Street Streetscape project are continued throughout the corridor.
- Huger Street is one of two major east-west corridors on the peninsula, and it is likely that users of the new Ashley River Bicycle & Pedestrian Bridge will need to utilize it, in addition to already using the thoroughfare for access to Wonders' Way.

Existing Conditions

Noteworthy takeaways regarding existing conditions at the Huger/Rutledge intersection and how vulnerable road users navigate the space:

1. The diversity of multi-modal trips through this intersection is staggering. We documented people walking, running, scooting and biking. We saw people of all ages, from infants to seniors. We saw people of various races and backgrounds. Every type of trip is being taken through this intersection, notably including: people jogging in pairs and in large groups, walking to nearby

restaurants, biking and walking to work in uniforms, strolling with dogs, adults accompanying kids on scooters and in strollers, and adults carrying infants.

2. Each approach to this intersection includes a dedicated left turn lane adjacent to a combined straight/right turn lane, which means there is a constant variety of motor vehicle maneuvers taking place. People in vehicles treat Rutledge Avenue like an extension of I-26, barreling through and onto Huger recklessly, and often running red lights. There are a lot of close calls by people in cars lacking attention and care for those around them. This, coupled with the high volume of vulnerable road users, makes for a dangerous mix.
3. There are no bike lanes along Rutledge or Huger, despite lots of trips being taken by bicycle. Not only are there lots of existing trips, but many more are guaranteed through the development and installation of the Lowcountry Lowline, Lowcountry Rapid Transit, Ashley River Crossing and bike lanes along Huger to the east. As aforementioned, Huger is also a feeder corridor to Wonders' Way and the Hampton Park bike lanes. By rebalancing the roadway, there is space to more harmoniously accommodate the demand for shared space.
4. There is no phasing for people at the signal; however, this intersection is ripe for leading pedestrian intervals (LPIs) to offer greater visibility and give vulnerable road users a head start when crossing to alleviate conflicts between them and motor vehicles. And, right-turn-on-red should be prohibited. Small kids on scooters and babies in strollers should not need to contend with huge delivery trucks while trying to safely cross the street.

Regarding existing conditions at the Huger/Morrison intersection and how vulnerable road users navigate the space:

1. This intersection is massive and serves as the perfect example of a public space designed for speed over safety. Between motorists exiting the Ravenel Bridge and those speeding north and south along Morrison, it is entirely auto-centric. The lanes are far too wide, the speed limit far too high, and the signals too far apart. Crossing over Morrison safely as a vulnerable road user is nearly impossible. The current configuration is a recipe for disaster, and completely inappropriate given the nearby land-uses and amount of housing, retail and office development actively underway.
2. There is a complete lack of designated space for pedestrians when crossing this intersection. Sidewalks end without a crosswalk at all legs of the intersection. And, south of the Stuart/Morrison CARTA stop, the sidewalk ends entirely. Motorists roll through the stop bar on Huger into the intersection, further blocking where pedestrians and people on bikes are expected to be. The closest crosswalk is over 330' away to the north, situated at the exit ramp for the

Ravenel Bridge. At that location, there is a faded standard crosswalk situated against a permissive right-turn-on-red, as well as the beginning or ending (depending on your direction, as the bike lane disappears as you head towards Huger) of bike lanes that are full of debris.

3. If you are biking east on Huger and headed north, there is no infrastructure to guide you over Morrison and connect you to the existing bike lanes. Your options are to bike in the opposite direction on the sidewalk, in the opposite direction in the bike lane (then cross in the faded crosswalk), or risk crossing at the intersection and hope you are seen. Additionally, the bike lane along Morrison headed south disappears at the intersection, turning into a few faded sharrows that are painted against the curb (despite Sanders-Clyde Elementary School, CARTA bus stops and affordable housing along this stretch).
4. A new traffic signal with a robust pedestrian and bicycle crossing needs to be installed between Huger/Morrison and Huger/Cooper. This is a distance of over 2,300' with no way to safely cross or infrastructure to slow motorists. Between the existing 200+ unit affordable housing complex and new mixed-use and office space development on either side of Morrison, there is (and will be) a boom in people navigating the space. They need safe space to travel.

Count Data

The goal of conducting bike/ped counts is to track volume and origin-destination data for vulnerable road user trips in the area, so we could better understand demand and optimum location of safe multi-modal infrastructure improvements. Below are the results of our bike/ped counts.

Note regarding chart sections: The overall count by mode and origin-destination numbers do not always tally to be the same, due to individual trip characteristics. Some observed trips that do not align with movement through (and beyond) an intersection are tallied in the overall count by mode section, but not necessarily in the origin-destination section. An example of this is if a pedestrian got off the bus on Morrison (beyond the Huger/Morrison intersection) and continued their trip on foot, away from the intersection; since they did not begin their bike/ped trip on one part of the intersection and continue through, they are only represented in the overall count by mode. This discrepancy does not indicate faulty data.

JULY 23, 2022 Huger/Rutledge 12:15-2:15 pm	Special Note: Huger was blocked between King + Benson — affected bike/ped trips
Overall Count By Mode	
Bicyclists	26
Pedestrians	176
TOTAL	202

JULY 23, 2022 Huger/Morrison 12:15-2:15 pm	
Overall Count By Mode	
Bicyclists	16
Pedestrians	26
Scooters	2
TOTAL	44
Origin-Destination	
N Morrison to S Morrison	9
N Morrison to W Huger	5
S Morrison to W Huger	3
S Morrison to N Morrison	13
W Huger to N Morrison	4
W Huger to parking lot under bridge	8
W Huger to S Morrison	4

JULY 26, 2022 Huger/Rutledge 8:05-10:05 am	
Overall Count By Mode	
Bicyclists	13

JULY 26, 2022 Huger/Rutledge 8:05-10:05 am	
Pedestrians	114
Scooters	3
TOTAL	130
Origin-Destination	
N Rutledge to E Huger	16
N Rutledge to S Rutledge	26
N Rutledge to W Huger	0
E Huger to S Rutledge	13
E Huger to W Huger	15
E Huger to N Rutledge	12
S Rutledge to W Huger	2
S Rutledge to N Rutledge	26
S Rutledge to E Huger	5

JULY 26, 2022 Huger/Morrison 8:05-10:05 am	
Overall Count By Mode	
Bicyclists	11
Pedestrians	29
TOTAL	40
Origin-Destination	
N Morrison to S Morrison	8
N Morrison to W Huger	0
S Morrison to W Huger	5
S Morrison to N Morrison	3

JULY 26, 2022	
Huger/Morrison	
8:05-10:05 am	
W Huger to N Morrison	0
W Huger to parking lot under bridge	2
W Huger to S Morrison	16

JULY 27, 2022	
Huger/Rutledge	
5-7 pm	
Overall Count By Mode	
Bicyclists	39
Pedestrians	139
Scooters	1
TOTAL	179
Origin-Destination	
N Rutledge to E Huger	16
N Rutledge to S Rutledge	36
N Rutledge to W Huger	2
E Huger to S Rutledge	15
E Huger to W Huger	13
E Huger to N Rutledge	18
S Rutledge to W Huger	2
S Rutledge to N Rutledge	35
S Rutledge to E Huger	12

JULY 27, 2022	
Huger/Morrison	
5-7 pm	
Overall Count By Mode	

JULY 27, 2022 Huger/Morrison 5-7 pm	
Bicyclists	15
Pedestrians	18
Others	2
TOTAL	35
Origin-Destination	
N Morrison to S Morrison	10
N Morrison to W Huger	2
S Morrison to W Huger	4
S Morrison to N Morrison	10
W Huger to N Morrison	2
W Huger to parking lot under bridge	6
W Huger to S Morrison	0

Summary

We spent 12 hours on site observing vulnerable road user demand and tracking travel patterns for the Huger corridor at Rutledge Avenue and Morrison Drive. It is abundantly clear that there is a high volume of existing bike/ped/transit trips throughout the area, and promise for many more as development continues, and safe, connected, thoughtful multi-modal infrastructure is installed.

It is worth noting these counts were conducted in July. Despite the extreme heat, on average, we documented: 85 people per hour at Huger/Rutledge, and 20 people per hour at Huger/Morrison. Vulnerable road users are utilizing all segments of the corridor, regardless of weather conditions and time of day.

The Huger area is a dense and activated urban hub, and is the only corridor north of Calhoun that runs entirely from the east to the west side of the peninsula. Despite being a stressful street to navigate on foot and by bike, it provides access to countless destinations. It is critically important that Huger Street, in its entirety, is upgraded to

provide connected sidewalks, striped bike lanes and markings through the most contentious intersections (i.e. Morrison, Meeting, King and Rutledge). Despite Rutledge already having continuous sidewalks, bike lanes need to be added. A lowered speed limit and additional signals with robust crossings should be installed to calm motorists and make the area safer for all travelers. Morrison lacks continuous sidewalks, bike lanes, signals and crossings. There is an overwhelming opportunity to improve this corridor by filling in network gaps where existing infrastructure ends, and accommodating the growing number of vulnerable road users.

Gallery



















