

Chapter 6 — Implementation Plan

Introduction

Successful implementation of the *Northeast Area Transportation Plan* will depend to a great extent on the ability for local, state, and private entities to work together. The Implementation Plan provides a summary of the various elements of the implementation strategy, including available funding sources, specific projects and policy measures, planning level cost estimates, project phasing, and agencies responsible for implementing specific projects. An Action Plan matrix organizes this information in a succinct format. The intent of the Implementation Plan is two-fold — to provide decision-makers with an implementation blueprint that will enable them to track progress and schedule future year improvements and to enable North Myrtle Beach and Horry County to identify public and private investment opportunities that create a coordinated, multimodal transportation system.

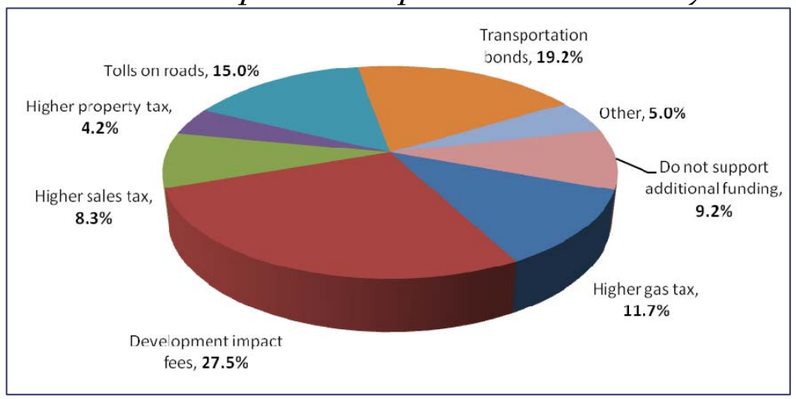
Planning, design, and implementation are all critical components of a successful plan. The citizens of North Myrtle Beach and eastern Horry County have expressed a desire to implement a transportation plan that enhances the quality of life and promotes the unique character of the area. However with limited funding resources, implementation can be challenging and time-consuming. With this in mind, the policy recommendations and action plan have been developed to specifically help local staff focus their efforts and identify strategic opportunities to expedite the implementation of this plan.

The Implementation Plan recognizes the effect various improvements can have on travel safety and mobility, beach tourism, development patterns, and the visual appeal of the area. Some improvements will be implemented through the development review process, while major infrastructure improvements most likely will require state and federal funding. Funding for these major projects is limited and competition for it spirited. Completion of the *Northeast Area Transportation Plan* represents an important initial step toward creating a safe, efficient multimodal transportation system. The Implementation Plan provides a blueprint for the necessary steps to ensure its vision is fulfilled.

Funding Opportunities

The construction of a comprehensive and connected transportation network can occur through incremental adoption of local policies and programs and state programs as well as through the receipt of private contributions. It will be important for North Myrtle Beach, Horry County and the Grand Strand Area Transportation Study (GSATS) to identify funding resources to implement the recommendations of this plan. Participants at the public workshops were asked to help identify a list of funding strategies available for implementing recommendations in the plan. These funding strategies included general obligation bonds, development impact fees, local sales tax, vehicle registration fees, SCDOT partnership funding, developer contributions, property tax incentives, community grants, and local city/county budget appropriations. Meeting participants then were asked to vote their preferences for instituting one or more of the funding strategies in the community. The diagram to the right illustrates the results.

How would you fund transportation improvements in the study area?



State revenues alone will not sufficiently fund a systematic program of constructing transportation projects within the study area. Therefore, North Myrtle Beach and Horry County must consider alternative funding measures that could allow for the implementation of this plan. Several alternative funding measures under consideration follow.

Local/State/Federal Initiatives

Transportation Bonds

Transportation bonds have been instrumental in the strategic implementation of local roadways, transit, and non-motorized travel throughout South Carolina. Voters in communities both large and small regularly approve the use of bonds in order to improve their transportation system. Nearly every improvement identified in this plan could be financially supported using a transportation bond program. Where the improvement occurs on a state-owned street, approvals and encroachment permits from SCDOT will be required.



Grand Strand Area Transportation Study (GSATS) Metropolitan Planning Organization

North Myrtle Beach is a member of the Grand Strand Area Transportation Study Metropolitan Planning Organization (GSATS MPO). The MPO aids local planning efforts and provides services and guidance in coordinating with SCDOT. As members of the MPO, North Myrtle Beach and Horry County can request funding from the MPO through two primary resources: Transportation Improvement Program (TIP) and Enhancement Grants. Both of these are state programs, but local prioritization by MPO's weighs heavily in the selection of projects for funding.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) includes funding for roadway, bridge, maintenance, bicycle, pedestrian, and transit projects. The TIP supports communities through an array of funding resources including Federal Aid Construction Funds and State Construction Funds. As part of the application process, strict criteria must be met before project selection. Criteria include providing right-of-way information, adherence to design standards, the need for the project, local support of the project, and the inclusion of the project in the community's planning processes.

Enhancement Grants

State and federal grants can play an important role in implementing strategic elements of the transportation network. Several grants have multiple applications, including Transportation Enhancement Grants as well as State and Federal Transit Grants. The Enhancement Grant program, established by Congress in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA), ensures the implementation of projects not typically associated with the road-building mindset. While the construction of roads is not the intent of the grant, the construction of bicycle and pedestrian facilities is one of many enhancements that the grant targets, and these projects could play an important role in enhancing pedestrian safety and connectivity at key locations within the study area.

Aesthetic Enhancement Funding

In order to create a more pleasing transportation system, small aesthetic improvements often have a large impact. SCDOT has two formal programs to help provide an avenue for community involvement in the transportation system. The Adopt-A-Highway program allows individuals or groups to help maintain a part of the highway system. SCDOT's Adopt-An-Interchange program provides 80% funding (and requires a 20% local match) toward landscaping and beautifying an interchange. This initiative is a part of the state's enhancement funding program.

Safe Routes to School

Safe Routes to School, a national initiative, has encouraged many children to bike and walk to school by promoting bicycle and pedestrian education. Funding for this federal program is provided through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU divides $612 million over five years among the states, including $1.9 million for South Carolina for FY 2008. In FY 2009, the state is projected to receive $2.4 million. The program provides funding for individual schools to create route plans or develop facilities that create a safer walking and biking environment for their students. South Carolina has a yearly application program for which any school, school district, municipality or other governmental body, or non-profit association may apply.

SCDOT District Funds, Hazard Elimination, and Railroad Crossing Programs

District funds provide allocations or discretionary funds for special projects within each SCDOT District. These and other safety-related funds are a subset of the State Transportation Improvement Program (STIP) funding and are intended to inventory and correct the safety concerns of all travel modes. These funds also can be used to acquire right-of-way.

SCDOT Commission Intersection Safety Improvement Program

The SCDOT Commission has approved safety funds for federal fiscal year 2009 to begin work on a prioritized list of intersection safety improvement projects across South Carolina. The safety improvements will consist of low-cost engineering techniques such as additional signing and/or pavement markings. More information about the program can be found at: http://www.scdot.org/ArtMan/publish/article_785.shtml

Public/Private Initiatives

Developer Contributions

Through diligent planning and early project identification, regulations, policies, and procedures could be developed to protect future transportation corridors and require contributions from developers when property is subdivided. To accomplish this goal, it will take a cooperative effort between local City and County planning staff, SCDOT planning staff, and the development community.

Impact Fees

Developer impact fees and system development charges provide a funding option for communities looking for ways to pay for transportation infrastructure. Impact fees most commonly are used for water and wastewater system connections or police and fire protection services but recently have been used in South Carolina to pay for the impacts of increased traffic on existing roads. Impact fees place the costs of new development directly on developers and indirectly on those who buy property in the new developments. Impact fees relieve other taxpayers from the burden of funding costly new public services that do not directly benefit them. Cities and Counties in South Carolina may enact development impact fees without special authorization using the South Carolina Development Impact Fee Act. All requirements for enacting an impact fee ordinance are set forth in the legislation.

Active Living by Design (ALbD)

Active Living by Design is a program sponsored by the Robert Wood Johnson Foundation. ALbD seeks to bring together the health care and transportation communities to create an environment that encourages residents to pursue active forms of transportation such as walking and bicycling. Grants are awarded each year to a selected number of communities, who are then required to produce a local match. These grants can be used to create plans, change land use policies, institute education policies, and develop pilot projects. For more information, visit www.activelivingbydesign.org.

The Trust for Public Land (TPL)

Founded in 1972, the Trust for Public Land is the only national nonprofit working exclusively to protect land to enhance the health and quality of life in American communities. TPL works with landowners, government agencies, and community groups to create urban parks and greenways, as well as to conserve land for watershed protection. For more information on the Trust for Public Land, visit www.tpl.org.

Action Plan

The Action Plan discusses the appropriate steps for local leaders to implement the recommendations of this plan and identifies key agencies that should be involved with the task. It is not expected that every item listed would be completed over the next several years. However, the process should be initiated to best take advantage of the momentum gained with the development of this plan.

Beyond the tasks listed below, it is vital to the success of this plan that the City and County continue to work with and educate local citizens and businesses. While public support can encourage implementation, opposition can significantly delay a project. The Advisory Committee formed to guide this plan has been critical to providing a consistent voice from vision through implementation. The continuation of this committee through project implementation would encourage advocacy and maintain focus on those issues identified as important during preparation of the *Northeast Area Transportation Plan.*

Policy Measures

The City should work with the MPO and the County to ensure the preservation of roadway corridors as development applications are considered. Historically, many projects throughout the state have been impacted by development that was not responsive to adopted plans. The City should work cooperatively with the MPO and County by providing review and comment on proposed development applications. Where corridor preservation isn't feasible, reasonable alternatives should be sought. In an effort to improve corridor protection, copies of the adopted plan also should be forwarded to the MPO, County, Board of Realtors, Chamber of Commerce, and Economic Development Departments. Additional copies should be made available for public review in the local planning departments, library, and online. Key policy measures recommended as part of this plan are included in the Action Plan Matrix at the end of this chapter. The Matrix classifies the recommendations into short-, mid-, and long-term prioritizations in accordance with their appropriate design year.

Highway Improvements

The City of North Myrtle Beach, Horry County, and SCDOT should conduct the necessary studies and secure funding to adopt the recommended Official Thoroughfare Map shown in **Figure 4.2**. This will require the roadway improvements identified in the **Figure 4.4**, including new roadway facilities, existing roadway widening, roadway realignments, intersection improvements, access management, and corridor enhancements. Future corridors shown on the map do not represent specific alignments but rather a series of connections. While topography and the natural and built environments were considered during this planning process, specific feasibility studies should be conducted for these corridors to determine the most appropriate alignments. Key roadway recommendations have been summarized into the Action Plan Matrix at the end of this chapter. Within this matrix, projects have been grouped into short-, mid-, and long-term prioritizations.

Freight

While formal recommendations for freight facilities are not included as part of the *Northeast Area Transportation Plan*, the increased industrial development along SC 9 and US 17 indicates a likely spike in truck traffic. For this reason, several general provisions should be provided through the implementation of the roadway recommendations. In addition, North Myrtle Beach and Horry County should work with SCDOT to designate local and through truck routes. During this process, the following should be considered:

- **Truck Definition** — The City and County should review its truck definition to determine if changes might restrict heavier vehicles, thereby protecting and maintaining the integrity of its streets.
- **Truck Route Signage** —Truck route designations should be sought for major routes and industrial streets. The following corridors could be examined for truck route designation eligibility: US 17, SC 22, SC 9, SC 90, SC 57, and SC 31. Likewise, designated routes should be established through well-marked signage at city limits, major highway intersections, interchanges, and other appropriate locations. Within North Myrtle Beach, consideration could be given specifically prohibiting through trucks on local streets. Prohibition of trucks on any segment of state maintained roadways requires approval from SCDOT.

Additional tasks for establishing truck routes through urban areas include:

- Working with SCDOT to prioritize resurfacing on designated routes in an effort to reduce noise and vibration from trucks.
- Adjusting signal timing (coordination) along high priority routes to reduce vehicle delay and maintain vehicle speeds within an acceptable range of the posted speed limit. Impacts of the adjusted timing could include travel time (and reliability), reduced noise (from accelerating and braking vehicles), and air pollution.
- Publishing and distributing educational materials to businesses and industries concerning truck routes.
- Working with SCDOT to make improvements to critical intersections on truck routes to more easily facilitate large vehicle movements and encourage their use by truckers. Improvements include providing adequate curb radii, lane width, and exclusive turn lanes.

Collector Streets

The collector street plan discussed in **Chapter 4** should be used by local staff and developers to ensure adequate connectivity as development and redevelopment occurs. By expanding the area's transportation system through an increased number of collector streets, traveling between local streets and arterials is enhanced. Key outcome goals of the plan include improved accessibility to higher intensity residential areas and activity centers while avoiding or minimizing impacts to sensitive areas for the preservation of the natural environment. It is recommended to use the general policy recommendations from **Chapter 4** when requiring collector street network improvements. These recommendations include:

- Use the plan as a tool to communicate desired roadway connectivity as development projects are proposed.
- Review all development proposals for consistency with the approved collector street element and emphasize connections rather than alignments.
- Require new developments to reserve right-of-way for and construct future collector streets.
- Integrate future bikeway, greenway, and trail networks **(Figure 4.6)** with the Collector Street element to improve access and enhance connectivity between systems.

Sidewalks, Bikeways, and Greenways

The Bicycle and Pedestrian Plan elements shown in **Figure 4.6** should be implemented through the joint efforts of North Myrtle Beach, Horry County, and the MPO. Non-motorized vehicular facilities can be constructed as stand-alone enhancement projects. However, these projects often are implemented more effectively when incorporated into public and private infrastructure projects such as roadway widenings, regular street maintenance, utility line replacements, and new road construction. The system represented in this plan is intended to work as a comprehensive network that maximizes the benefit to the transportation system and overall community.

Key recommendations identified as a part of the *Transportation Plan* have been summarized in the Action Plan Matrix at the end of this chapter. Linear mile costs for pedestrian and bicycle facilities have been developed based on typical material and construction costs. These unit costs are shown in **Table 6.1**. Costs provided in this table do not include right-of-way acquisition or environmental mitigation. The Action Plan Matrix utilizes these construction cost estimates to develop cost estimates for the recommended bicycle and pedestrian facilities discussed in the plan.

Sidewalks

In general, sidewalks in the study area are recommended to have the following characteristics:

- **Width** — Sidewalks should be a minimum width of 5 feet in suburban locations (4 feet may be acceptable for some local streets) and sized to complement/support the streetscape in urban areas.
- **Set-back** — In areas where curb and gutter exists, sidewalks should be set back from the street by a minimum of 5 feet (planted or hardscaped). In areas where there is not curb and gutter, sidewalks should be located with the open drainage channel between the traveled way and the sidewalk.
- **Material** — Generally, sidewalks should be concrete. However, other decorative materials (if level and smooth) should be permitted in areas where streetscape designs designate other materials.
- **Location** — Sidewalks should be located in accordance with North Myrtle Beach and Horry County ordinances and generally on both sides of all collector streets, minor thoroughfares, and major thoroughfares. If a greenway is shown for a corridor, the greenway takes the place of a sidewalk on one side of the street and a sidewalk may or may not be required on the opposite side of the street (at the discretion of the local community).

Table 6.1 – Bicycle and Pedestrian Unit Cost Estimates

Facility Type	Cost Per Mile
Bicycle Projects	
Wide Paved Shoulder	$480,000
Signed Route	$1,200
Striped Bike Lanes	$18,000
Wide Outside Lanes	$18,000
Signed Route with Striped Parking	$18,000
Striped Bike Lanes (Additional Pavement)	$440,000
Greenway Projects	
Multi-Use Path	$600,000
Neighborhood Connector	$85,000
Pedestrian Projects	
5-foot Sidewalk (One Side)	$150,000
5-foot Sidewalk (Both Sides)	$300,000

Bikeways

When implementing a bicycle facility, elements beyond the location of the facility must be analyzed. It is important to consider the population that the facility will serve as well as their bicycling preferences. It also is critical to consider neighboring activity centers and destination points. For example, facilities serving an elementary school and or other facilities with higher child ridership likely will be very different than facilities serving experienced riders. The bicycle facilities recommended in **Chapter 4** are a result of input from the general public, stakeholder, advisory committee members and technical analysis.

Greenways

Greenways can play a significant role in linking the pedestrian and bicycle network of a community or region. They connect people to nature and often represent the safest and shortest route between destinations. Often greenways follow natural systems along streams or floodplains, which limits their potential conflict with development. While new to this planning area, an emerging greenway system can evolve in a logical way and may take its origin in the form of hiking trails that over time transform to a formal paved multi-use path. The implementation of trail systems requires cooperation of land owners and represents great opportunities for community service projects.

Generally trail systems are natural paths with marked trailhead signs and generally pervious surfaces (dirt, mulch, or gravel). As funding becomes available, more formal paved paths can be installed along the same alignment. A typical multi-use path is a minimum 10' wide paved facility. The proposed bicycle network in **Chapter 4** builds upon the proposed East Coast Greenway.

Intersections

It also is important to consider improvements to the bicycle and pedestrian network at an intersection level. Often the improvements made at this level make tremendous improvements to the overall walkability and bikeability of an area.

Transit

Transit within the study area currently is limited to taxicab services, although a previous route along US 17 served shopping centers and local neighborhoods. Current studies conducted by Myrtle Beach suggest that a shuttle service providing connection to US 17, Main Street and Ocean Boulevard is feasible as a short- to mid-term connection. While fixed route express bus service to the study area may not be feasible today, it is logical to plan for future shuttle and fixed route service. Public feedback indicates that emphasis on future transit service could grow, especially as development and population growth occurs at a more transit-supportive density. The Action Plan Matrix at the end of this chapter presents these key transit recommendations, along with establishing prioritizations.

Conclusion

A variety of funding strategies are available to implement the *Northeast Area Transportation Plan* recommendations. These funding strategies include limited state and local monies and state grants that require a local match. Some improvements will be made in partnership with the private sector. While in general an incremental funding approach would be possible, it is not as attractive because the full benefit of the collective improvements would not be realized for quite some time. Alternative funding sources for expediting construction include special assessments and/or a locally-adopted Impact Fees or tax incentives.

One thing is certain, with the current local and state funding shortfall, the most critical steps toward implementation will be performed by leaders identified within the community. In collaboration with state and local officials, the collective efforts of these champions will lead to the well-connected, multimodal, sustainable community that is attractive to visitors and residence alike.

Projects for Further Study

Some recommendations should be considered for further study to assess the feasibility and reasonability of each project. These projects include the Little River Neck Road Roundabout Design, US 17/SC 9 Interchange Redesign, a Comprehensive Horry County Transportation Plan, and a Horry County Collector Street Plan.

Action Plan Matrix

The implementation of system-wide improvements will occur through local policies, programs, and funding as well as state contributions and private investment. The following Action Plan Matrix provides a blueprint for a coordinated approach to fulfilling the *Plan*'s vision.

Table 6.2 – Action Plan Matrix

General Action Items	Timeframe[A]	Responsible Party
Adopt the ***Northeast Area Transportation Plan***	2009	Horry County North Myrtle Beach GSATS MPO
Apply the recommendations of this plan during the development review process. Use this plan as a tool to review proposed development projects and plans as they locate and are implemented within the study area	2009	Horry County North Myrtle Beach
Integrate the findings and recommendation of this plan into the ***GSATS MPO Long Range Transportation Plan*** and ***Horry County Comprehensive Plan***	2009	Horry County GSATS MPO
Work collaboratively with the Transportation Plan Advisory Committee, Horry County Commissioners, North Myrtle Beach City Council, GSATS MPO and the SCDOT to secure funding and implement the vision and recommendations of the ***Northeast Area Transportation Plan***	2009	Horry County North Myrtle Beach
Complete a multimodal transportation study for the remaining section of the Horry County planning area using the same guiding principles as outlined in the ***Northeast Area Transportation Plan***	2009	Horry County
Update the Collector Street Plan and network as development occurs. The alignments identified in the collector street plan are conceptual and therefore are not required to be built specific to an alignment. The collector street alignments identify the need to provide healthy interconnected system of streets.	2010	Horry County North Myrtle Beach
Develop an ordinance to implement the recommendations from the ***Northeast Area Transportation Plan***, including provisions for mixed-use design guidelines outlined in the focus area studies	2010	Horry County North Myrtle Beach
Implement items in the land use considerations "Tool Box" to encourage cluster and mixed-use development, sustainable growth initiatives and protect open space and the environment	2011	Horry County North Myrtle Beach

[A] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Committed Projects	Funding Program	Timeframe[A]	Responsible Party
Water Tower Road (Parkway PUD to SC 90) – Pave existing dirt road to provide enhanced connections between Parkway PUD, Barefoot PUD, and SC 90.	City/County General Funds	2009-2010	Horry County North Myrtle Beach
Widen US 17 (SC 9 to 8th Avenue North)	GSATS ARRA	2009-2011	GSATS SCDOT
Various Paving Projects: Gore Road, Andrew Road, Rainbow Drive, Dessie Drive, Churchview Lane, Old Sawmill Circle	Sales Tax	2009-2016	Horry County SCDOT
Various Resurfacing Projects: Robin Hood Circle, Red Tip Boulevard, Olympic Street, Dewitt Road/Willard Road, Sandridge Road, Old Chesterfield Road	Sales Tax	2009-2016	Horry County SCDOT
Carolina Bays Parkway Extension – Extension of SC 31 from SC 9 to the North Carolina State Line	State TIP	—	SCDOT

[A] Timeframe for implementation is based on project information provided by funding program.

Short-Term "Action Items"	Cost Estimate[A]	Timeframe[B]	Responsible Party
SC 90 and SC 57 – Intersection Improvements – Evaluate signal warrants based on crash history and traffic volumes, particularly given the increased volumes anticipated upon completion of the Main Street Connector.	$120,000	2009	Horry County SCDOT
SC 90 and Sea Mountain Highway – Spot Safety Improvements – Remove free flow right turn lanes at the intersection, consolidate existing driveways, delineate left turning lanes, and re-evaluate the existing signal timing and phasing to include protected only turn phasing during school hours. These improvements are intended to address the high number of crashes caused by turning vehicles that fail to yield right-of-way.	$70,000	2010	Horry County SCDOT
SC 90 and Mt. Zion Road – Spot Safety Improvements – Evaluate signal warrants based on crash history and traffic volumes, particularly given the increased volumes anticipated due to large levels of development occurring along Mt. Zion Road and SC 90.	$120,000	2010	Horry County SCDOT
SC 9 (from SC 57 to US 17 interchange) – Strategic Corridor – Implement access management improvements along corridor, including construction of plantable median with appropriate median opening spacing between full movement signalized intersections and partial movement leftover access. Access management improvements should include driveway consolidation, appropriate cross access between developments, and proper collector street access for alternative travel options.	$2,000,000	2011	Horry County SCDOT

[A] Cost estimate includes estimated design cost and twenty percent contingency, right-of-way is not included. Probable cost estimate is engineer's approximation in 2009 dollars and is subject to change based on increased construction materials, design, or time of implementation.

[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Mid-Term "Action Items"	Cost Estimate[A]	Timeframe[B]	Responsible Party
Little River Neck Road and Hill Street – Intersection Improvement – Improve awkward intersection alignment and congestion by constructing a roundabout at the existing Y-intersection. The improvement includes the realignment of 27th Avenue and the conversion of Grove Lane to a cul-de-sac. The short term improvements to Little River Neck Road calls for a two-lane divided cross section on four lane divided right-of-way.	$500,000	2012	Horry County North Myrtle Beach
SC 9 and Sea Mountain Highway – Spot Safety Improvements – Reconstruct SC 9 and Sea Mountain Highway intersection to align with Barber Street. This improvement is intended to reduce the number of crashes attributed to the awkward skew of the intersection, site distance issues, and the heavy volume of left turning vehicles onto SC 9. This improvement can be implemented concurrently with the SC 9 access management improvements and should reduce the overall number of crashes and provide for a higher level of mobility at the intersection.	$50,000	2012	Horry County SCDOT
SC 90 and Bombing Range Road – Convert to right-in/right out operation through the installation of a 1,000'plantable median along SC 90. The recommendation is based on crash history and drivers failing to yield the right-of-way.	$250,000	2013	SCDOT
SC 90 and St. Joseph Road – Evaluate signal warrants based on crash history and traffic volumes, particularly given the increased volumes anticipated due to large levels of development occurring along Sandridge Road, the Intracoastal Waterway, and SC 90.	$120,000	2013	Horry County SCDOT
New Intracoastal Parkway (from Long Bay Road to Sandridge Road) – Construct new four-lane divided minor arterial between Long Bay Road and Sandridge Road. This facility is intended to provide direct connections between the new Main Street Connector, Sandridge Road, and the largely undeveloped land along the Intracoastal Waterway. This facility will provide a direct connection to undeveloped land and should provide a spur for future growth in that area.	$10,500,000	2014	Developers
Little River Neck Road/Hill Street (Sea Mountain Highway to Tidewater Development) – Widen existing Little River Neck Road and Hill Street to a two-lane divided roadway with bicycle and pedestrian amenities, while preserving right-of-way for a future four-lane divided facility. This improvement will provide for a higher level of vehicle and pedestrian mobility in the mid-term.	$7,650,000	2015	Horry County North Myrtle Beach SCDOT
Long Bay Road (Intracoastal Waterway to SC 90) – Pave existing alignment to two-lane divided minor arterial standards on four lanes right-of-way. The reservation of additional right-of-way ensures that additional future volumes can be generated as this largely undeveloped area of the County continues to develop,	$12,000,000	2016	Horry County SCDOT
SC 90 (from Main Street Connector to US 17 interchange) – Widen to four lane-divided cross section with bicycle and pedestrian amenities and implement access management improvements along corridor, including construction of a plantable median with appropriate median opening spacing between full movement signalized intersections and partial movement leftover access. Access management improvements should include driveway consolidation, appropriate cross access between developments, and proper collector street access for alternative travel options.	$17,800,000	2017	SCDOT
Sea Mountain Highway (SC 90 to SC 9) – Improve existing alignment to two-lane undivided minor arterial standards, including bicycle and pedestrian amenities with adequate turning pockets at major intersections.	$3,100,000	2018	Horry County SCDOT

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[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Mid-Term "Action Items" (Continued)	Cost Estimate[A]	Timeframe[B]	Responsible Party
SC 90 (from SC 22 to Main Street Connector) – Widen to four lane-divided cross section with bicycle and pedestrian amenities and implement access management improvements along corridor, including construction of a plantable median with appropriate median opening spacing between full movement signalized intersections and partial movement leftover access. Access management improvements should include driveway consolidation, appropriate cross access between developments, and proper collector street access for alternative travel options.	$29,450,000	2019	SCDOT

[A] Cost estimate includes estimated design cost and twenty percent contingency, right-of-way is not included. Probable cost estimate is engineer's approximation in 2009 dollars and is subject to change based on increased construction materials, design, or time of implementation.

[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Long-Term "Action Items"	Cost Estimate[A]	Timeframe[B]	Responsible Party
Water Tower Road (from Parkway PUD to SC 90) – Widen to four-lane divided minor arterial between Parkway PUD and SC 90. This facility is intended to provide direct connections between the new Parkway PUD development, Barefoot PUD, and SC 90 as well as enhanced mobility along a vital north-south alternative across the study area.	$26,100,000	2020	Developers SCDOT
Sea Mountain Highway, SC 9 and US 17 Interchange Reconfiguration – Reconfiguration of existing interchange to remove dangerous loop ramps and weaving movements between US 17 and Sea Mountain Highway. Existing configuration includes high speed weaving movement on a tight ramp structure between US 17 and Sea Mountain Highway. The proposed improvement removes the weave, using slip ramps to move vehicles between the two facilities, while utilizing collector streets to move local traffic.	$3,600,000	2022	Horry County SCDOT
Little River Neck Road/Hill Street (Sea Mountain Highway to Tidewater Development) – Widen Little River Neck Road and Hill Street to a four-lane divided roadway with bicycle and pedestrian amenities. This improvement will provide for a higher level of vehicular capacity as development occurs along Little River Neck Road.	$7,260,000	2023	Developers Horry County North Myrtle Beach SCDOT
SC 9 and US 17 Interchange Reconfiguration – Existing "dual" interchange lacks two major movements. Add two ramps to the existing interchange by providing a flyover (bridge) connecting eastbound SC 9 to northbound US 17 and an additional "loop" ramp at the diamond interchange connecting northbound SC 90 to westbound SC 9 and northbound US 17.	$3,900,000	2024	Horry County SCDOT
Mt. Zion Road (SC 90 to SC 57) – Improve existing alignment to two-lane undivided minor arterial standards, including bicycle and pedestrian amenities with adequate turning pockets at major intersections.	$3,500,000	2026	Horry County SCDOT
SC 57 (SC 90 to SC 9) – Widen to four lane-divided cross section with bicycle and pedestrian amenities. This improvement is intended to accommodate additional traffic volumes as SC 90 and SC 57 continue to develop.	$13,500,000	2028	Horry County SCDOT

[A] Cost estimate includes estimated design cost and twenty percent contingency, right-of-way is not included. Probable cost estimate is engineer's approximation in 2009 dollars and is subject to change based on increased construction materials, design, or time of implementation.

[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Bicycle and Pedestrian "Action Items"	Cost Estimate[A]	Timeframe[B]	Responsible Party
Barefoot Neighborhood Loop – Signed bike route on existing neighborhood streets in the Barefoot Neighborhood - Beginner Route (connects with East Coast Greenway that utilizes Club Course Drive)	$2,000	2009	Developer North Myrtle Beach
Main Street Spur – Dedicated bike lane on Main Street Extension - Intermediate Route (connects to North Myrtle Beach School Loop)	—	2010	North Myrtle Beach
City Connector – Wide outside lane on SC 90 and West Shore Dr -Experienced Route (connects to Carolina Bays Loop and East Coast Greenway)	$52,000	2012	Horry County North Myrtle Beach GSATS MPO
Little River Neck Spur – Dedicated bike lane on Little River Neck Road - Intermediate Route (connects to East Coast Greenway)	$648,000	2015	Horry County North Myrtle Beach
Intracoastal Connector – Dedicated bike lane on New Intracoastal Parkway - Intermediate Route (connects to North Myrtle Beach School Loop and Carolina Bays Loop)	$648,000	2016	Developers
North Myrtle Beach School Loop – Multi-use path alongside various collector streets in the vicinity of North Myrtle Beach Schools (connects to East Coast Greenway and Intracoastal Connector)	$1,600,000	2017	Horry County North Myrtle Beach
Carolina Bays Loop – Wide outside lane or paved shoulder on various new and existing collector streets and Water Tower Road - Intermediate Route (connects to East Coast Greenway at Water Tower Road)	$132,000	2020	Horry County North Myrtle Beach

[A] Cost estimate includes estimated design cost and twenty percent contingency, right-of-way is not included. Probable cost estimate is engineer's approximation in 2009 dollars and is subject to change based on increased construction materials, design, or time of implementation.

[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.

Transit "Action Items"	Cost Estimate[A]	Timeframe[B]	Responsible Party
Ocean Front Loop – Shuttle circulator along US 17 and Ocean Boulevard, connects various shopping centers and the public beach areas.	$1,350,000	2011	North Myrtle Beach CoastRTA
Cherry Grove/Little River Neck Road Loop – Shuttle circulator along Ocean Boulevard, US 17, Sea Mountain Highway, and Little River Neck Road.	$800,000	2014	North Myrtle Beach CoastRTA
Main Street Extension Loop – Shuttle circulator along the Main Street Extension, SC 90, Sea Mountain Highway, and US 17.	$850,000	2016	Horry County North Myrtle Beach CoastRTA
Barefoot Resort/Parkway PUD Loop – Shuttle circulator within Barefoot and Parkway PUD developments - utilizes neighborhood streets, Water Tower Road, SC 22, and US 17.	$1,550,000	2018	Developers Horry County North Myrtle Beach CoastRTA
Highway 90 Loop – Shuttle circulator in southwestern portion of study area along Water Tower Road, SC 90, and Shore Drive.	$1,100,000	2025	Developers Horry County North Myrtle Beach CoastRTA
Stephens Crossroad Loop – Shuttle circulator in northwestern portion of study area along SC 90, SC 57, SC 9, and Carolina Bays Parkway.	$900,000	2030	Developers Horry County North Myrtle Beach CoastRTA

[A] Cost estimate includes estimated design cost and twenty percent contingency, right-of-way is not included. Probable cost estimate is engineer's approximation in 2009 dollars and is subject to change based on increased construction materials, design, or time of implementation.

[B] Timeframe for implementation is an estimate based on project need and available funding. Actual timeframe may vary based on externalities.