

TCL Transit Study Draft Service Concepts at a Glance (November 2025)

Route	Near Term Concept Summary	Long Term Concept Summary
B101	<p>•Alignment Change: Route B101 would be redesigned to operate a shorter and faster loop around Lake Moultrie. This realignment would also replace the existing Route B104 between St Stephen and Moncks Corner. Existing service towards Jamestown and south of Moncks Corner would be replaced with Dial-A-Ride Transportation (DART) zones, CS1, and D305. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Service south of Moncks Corner can still be accessed by the proposed Route CS1 on US-52 and proposed Route D305 on US-17.</p> <p>•Service Span Change: Route B101 would operate similar to existing service from 5:45 AM to 7:35 AM and 3:00 PM to 4:50 PM. The DART zones would operate 6:00 to 9:00 AM and 3:00 to 6:00 PM. Route D305 would operate from 7:00 AM to 9:00 AM and 3:00 PM to 5:00 PM.</p> <p>•Frequency Change: Route B101 would continue to operate two daily trips. Service south of Moncks Corner would have similar service levels.</p> <p>•Other Change: Route B101 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.</p>	<p>•Alignment Change: Route B101 would be removed with segments north and east of Moncks Corner replaced by two rural Dial-A-Ride Transportation (DART) zones. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. The segment between St. Stephen and Moncks Corner would be replaced by a reinstated Route B104. Service south of Moncks Corner would still be accessed by the proposed Route CS1 on US-52 and proposed Route D307 on US-17.</p> <p>•Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only. The existing alignment south of Moncks Corner served by proposed Route D307 and CS1 would have increased service operating from 5:30 AM to 7:30 PM on weekdays and from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. Route B104 would operate from 5:30 AM to 7:30 AM and 3:00 to 5:00 PM with two daily trips, weekdays only.</p> <p>•Frequency Change: Routes D307 and CS1 would have 30-minute peak and hourly off-peak service on weekdays and hourly service on weekends.</p> <p>•Other Change: Route B104 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.</p>

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B102	<p>•Alignment Change: Route B102 would be replaced with a Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Existing service between Moncks Corner and Rivers Ave Park & Ride would be available with Route CS1 where riders can connect to CARTA service to travel further south.</p> <p>•Service Span Change: The DART zone would be available during the entire morning and afternoon peak period from 6:00 to 9:00 AM and 3:00 to 6:00 PM, an increase from existing service. Route CS1 would operate from 5:30 AM to 9 AM and 3:30 PM and 7:00 PM.</p> <p>•Frequency Change: CS1 service would be comparable to existing service levels.</p>	<p>•Alignment Change: The DART zone covering B102 would shift westwards to cover the western alignment of the route along Jedburg and Cooper Store Rds. The rest of the alignment would be covered by CS1 on US-52 and a proposed Route CS3 operating on US-176 between Cane Bay and Rivers Ave Park & Ride. Portions of the existing alignment on US-176 and US-52 would also be covered by three new microtransit on-demand zones where riders are able to book immediate reservations and greater travel flexibility compared to DART service. Similar to DART service, they must be picked up and dropped off within their respective zones.</p> <p>•Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only. Route CS3 and CS1 would operate from 5:30 AM to 7:30 PM on weekdays and from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. The on-demand zones would operate from 7:00 AM to 7 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays.</p> <p>•Frequency Change: Route CS1 would have 30-minute peak and hourly off-peak service on weekdays and hourly service on weekends. Route CS3 would operate hourly service at all times when it is in operation.</p> <p>•Other Change: The route would operate as a flex-service that can deviate up to $\frac{3}{4}$ mile from the alignment upon request.</p>
B104	<p>•Alignment Change: Route B104 would be replaced with a realigned Route B101 that would operate between St. Stephen and Moncks Corner. Existing service south of Moncks Corner can still be accessed by Route CS1 on US-52 towards Rivers Ave Park & Ride and Route D305 on US-17 towards.</p> <p>•Service Span Change: Route B101 would operate from 5:45 AM to 7:35 AM and 3:00 PM to 4:50 PM. Existing service south of Moncks Corner would be available on Route D305 from 7:00 AM to 9:00 AM and 3:00 PM to 5:00 PM. Route CS1 would operate from 5:30 AM to 9:00 AM and 3:30 PM to 7:00 PM.</p> <p>•Frequency Change: Service south of Moncks Corner would have similar service levels.</p> <p>•Other Change: Route B101 would operate as a flex-service that can deviate up to $\frac{3}{4}$ mile from the alignment upon request.</p>	<p>•Alignment Change: Route B104 would be reinstated and operate between St. Stephen and Moncks Corner only. The route would be further supplemented by an expanded Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Service south of Moncks Corner can still be accessed by Route CS1 on US-52 and Route D307 on US-17.</p> <p>•Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only. Route B104 would operate from 5:30 AM to 7:30 AM and 3:00 PM to 5:00 PM. CS1 and D307 would operate from 5:30 AM to 7:30 PM on weekdays and from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. The on-demand zones would operate from 7:00 AM to 7 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays.</p> <p>•Frequency Change: Route B104 would operate two daily trips. Routes D307 and CS1 would have 30-minute peak and hourly off-peak service on weekdays and hourly service on weekends.</p> <p>•Other Change: Route B104 would operate as a flex-service that can deviate up to $\frac{3}{4}$ mile from the alignment upon request.</p>

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B105	<ul style="list-style-type: none"> •Alignment Change: Route B105 would be replaced with a Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. The existing alignment on US-52 would be served by a realigned Route B101. •Service Span Change: The DART zone would be available during the entire morning and afternoon peak period from 6:00 to 9:00 AM and 3:00 to 6:00 PM, an increase from existing service.. Route B101 would operate similar to existing service 5:45 AM to 7:35 AM and 3:00 PM to 4:50 PM. •Frequency Change: Route B101 would still operate two daily trips. •Other Change: Route B101 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request. 	<ul style="list-style-type: none"> •Alignment Change: The DART zone that replaced Route B105 would expand northwards to the county boundary. Route B104 would replace B101 as the fixed-route service operating the segment on US-52 towards Moncks Corner. •Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only. Route B104 would operate from 5:30 AM to 7:30 AM and 3:00 PM to 5:00 PM. •Frequency Change: Route B104 would operate two daily trips. •Other Change: Route B104 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.
C201	<ul style="list-style-type: none"> •Alignment Change: Route C201 would be replaced with a Dial-A-Ride Transportation (DART) zone that expands access to many more riders in western Charleston County. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Connections to CARTA service would be available in adjacent urban areas. •Service Span Change: The DART zone would be available during the entire morning and afternoon peak period from 6:00 to 9:00 AM and 3:00 to 6:00 PM, an increase from existing service. 	<ul style="list-style-type: none"> •Alignment Change: The DART zone that replaced Route C201 would expand northwards towards the urbanized areas of Summerville. Connections to CARTA and TCL service would be available in adjacent urban areas. •Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only.
C202	<ul style="list-style-type: none"> •Alignment Change: Route C202 would be replaced with a Dial-A-Ride Transportation (DART) zone that expands access to many more riders in western Charleston County. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Connections to CARTA service would be available in adjacent urban areas. •Service Span Change: The DART zone would be available during the entire morning and afternoon peak period from 6:00 to 9:00 AM and 3:00 to 6:00 PM, an increase from existing service. 	<ul style="list-style-type: none"> •Alignment Change: The DART zone that replaced Route C202 would expand northwards towards the urbanized areas of Summerville. Connections to CARTA and TCL service would be available in adjacent urban areas. •Service Span Change: DART service would expand from 9:00 AM to 5:00 PM, weekdays only.

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C203	<ul style="list-style-type: none"> •Alignment Change: Route C203 would operate a shorter alignment between the Oakland Plantation Walmart and McClellanville, which is the primary segment of the existing service. Service towards Wando Crossing can be made by transferring to CARTA service at the Oakland Plantation Walmart. •Service Span Change: Route 203 would operate from 7:00 AM to 9:00 AM and 3:00 PM to 5:00 PM. •Frequency Change: Route C203 would reduce service to two daily trips. •Other Change: Route C203 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request. 	<ul style="list-style-type: none"> •Alignment Change: Route C203 would operate the same alignment as described in the near-term concept. The route would be supplemented with a Dial-A-Ride Transportation (DART) zone that expands access to many more riders in eastern Charleston County. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. Connections to CARTA service would be available in adjacent urban areas. •Service Span Change: Route C203 would operate from 5:30 AM to 7:30 PM on weekdays and from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. DART service would operate from 9:00 AM to 5:00 PM on weekdays only. •Frequency Change: Route C203 would increase service to operate hourly on weekdays and every two hours on weekends. •Other Change: Route C203 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.
C204	<ul style="list-style-type: none"> •Alignment Change: Route C204 would no longer serve the US-17 corridor or Citadel Mall. Service to Johns Island would be realigned to operate between Folly Rd and Freshfields Village via Maybank Hwy. The US-17 corridor would be served by a Dial-A-Ride Transportation (DART) zone that would connect riders to Citadel Mall. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip. •Service Span Change: Route C204 would operate from 7:00 AM to 5:00 PM. The DART zone would operate 6:00 to 9:00 AM and 3:00 to 6:00 PM. •Frequency Change: Route C204 would operate every two hours. •Other Change: Route C204 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request. 	<ul style="list-style-type: none"> •Alignment Change: Route C204 would operate the same alignment as described in the near-term concept but would also add a short pattern (C204S) to serve the higher density areas along Maybank Hwy between Folly Rd and the Fenwick Crossroads. •Service Span Change: The C204S would operate from 5:30 AM to 7:30 PM on weekdays. The full alignment pattern (C204L) would operate during the weekday peak periods from 7:30 AM to 9:30 AM and 2:30 PM to 4:30 PM as well as from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. •Frequency Change: Route C204S would operate hourly on weekdays. Route C204L would operate one trip during each peak period on weekdays and every two hours on weekends. •Other Change: Route C204 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.

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Route	Near Term Concept Summary	Long Term Concept Summary
CS1	<p>•Alignment Change: Route CS1 would operate a similar alignment with a minor realignment to better serve Creekside Center shopping mall. The route would be supplemented with a Dial-A-Ride Transportation (DART) zone covering rural areas between Moncks Corner and Summerville. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip.</p> <p>•Service Span Change: Route CS1 would operate a similar service span as existing, from 5:30 AM to 9:00 AM and 3:30 PM to 7:00 PM. The DART zone would operate from 6:00 to 9:00 AM and 3:00 to 6:00 PM.</p> <p>•Frequency Change: Route CS1 would operate every 30 to 60 minutes, similar to existing service.</p>	<p>•Alignment Change: Route CS1 would operate the same alignment as described in the near-term concept. DART service would go away in the long term as the urbanized area is expected to expand along the corridor.</p> <p>•Service Span Change: Route CS1 would expand to operate from 5:30 AM to 7:30 PM on weekdays and add weekend service from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays.</p> <p>•Frequency Change: Route CS1 would operate every 30 minutes during the peak periods and hourly in midday on weekdays. On weekends, the route would operate hourly.</p>
CS2	<p>•Alignment Change: Route CS2 would realign to serve Trident Medical Center in both directions on all trips. To improve route comprehension, trips that serve Jedburg would be identified as CS2B trips.</p> <p>•Service Span Change: Route CS2 would operate a similar service span as existing, from 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. CS2B would operate from 5:30 AM to 6:15 AM and 3:15 PM to 4:00 PM.</p> <p>•Frequency Change: Route CS1 would operate every 45 minutes, similar to existing service. CS2B would operate one morning trip and one afternoon trip, a decrease of two trips from existing service although Route D306 would still serve the corridor with two daily trips.</p>	<p>•Alignment Change: Route CS2 would shorten the eastern terminus from Rivers Ave Park & Ride to the LCRT BRT terminus at the fairgrounds. The truncated segment would be served by the BRT. Route CS2 would also operate two western branches. One branch would be the CS2B from the near-term concept that serves Jedburg. The other branch would serve Old Dairy Rd. Trips would alternate between the branches and overlap on the US-78 corridor.</p> <p>•Service Span Change: Route CS2 would expand to operate from 5:30 AM to 7:30 PM on weekdays and add weekend service from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays.</p> <p>•Frequency Change: Route CS2 would operate every 15 minutes during the peak periods and 30 minutes in midday on weekdays, resulting in the US-78 corridor receiving the highest level of service in the TCL system. On weekends, the route would operate every 30 minutes. As trips would alternate serving either the Jedburg branch or the Old Dairy Rd branch, service on these western branches would be every 30 minutes during the peak, hourly in midday, and hourly on weekends.</p>
CS3	This service is planned for the long-term concept (2035).	<p>New Service Description: This would be a new fixed-route service.</p> <p>Service Area: This route would operate between the Publix in Cane Bay and Rivers Ave Park & Ride via the US-176 corridor.</p> <p>Service Span: Route CS3 would operate everyday from 5:30 AM to 7:30 PM on weekdays, from 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: This route would operate hourly at all times.</p>

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D305	<ul style="list-style-type: none"> •Alignment Change: Route D305 would shorten the alignment to operate between Moncks Corner and Summerville. The alignment from Summerville to Trident Medical Center would be replaced by the Summerville On-Demand Zones and transfers to proposed Route CS2. •Service Span Change: Route D305 would reduce operating hours to the peak period only. This would be from 7:00 AM to 9:00 AM and 3:00 PM to 5:00 PM •Frequency Change: Route D305 would reduce service to operate two daily trips, one during each peak period. •Other Change: Route D306 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request. 	<ul style="list-style-type: none"> •Alignment Change: Route D305 would transition to operate the existing Route D305 segment east of Summerville but divert to the future LCRT BRT terminus at the fairgrounds. Service to Trident Medical Center would be replaced by the BRT. Service between Summerville and Moncks Corner would be replaced by the proposed D307. •Service Span Change: Route D305 would operate from 6:00 AM to 7:30 PM on weekdays and add weekend service from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. •Frequency Change: Route D305 would operate every 30 minutes on the weekdays and hourly on the weekend. •Other Change: Route D305 would no longer operate as a flex-service.
D306	<ul style="list-style-type: none"> •Alignment Change: Route D306 would operate the same alignment as existing service. •Service Span Change: Route D306 would reduce operating hours to the peak period only. This would be from 7:00 AM to 9:00 AM and 3:00 PM to 5:00 PM •Frequency Change: Route D306 would reduce service to operate two daily trips, one during each peak period. •Other Change: Route D306 would operate as a flex-service that can deviate up to ¾ mile from the alignment upon request. 	<ul style="list-style-type: none"> •Alignment Change: There would be no change from the near-term concept. •Service Span Change: There would be no change from the near-term concept. The Berkeley County West and Dorchester County DART zone would supplement D306 service and operate 9:00 AM to 5:00 PM on weekdays. •Frequency Change: There would be no change from the near-term concept. •Other Change: Route D306 would continue to operate as a flex-service that can deviate up to ¾ mile from the alignment upon request.
D307	See Route D305 (Near-term concept 2028).	<ul style="list-style-type: none"> •Alignment Change: The route would continue the same alignment from the near-term concept of proposed Route D305, operating between Moncks Corner and Summerville. •Service Span Change: Route D307 would expand to operate from 6:00 AM to 7:30 PM on weekdays and add weekend service from 9:00 AM to 5:00 PM on Saturdays and 10:00 AM to 3:00 PM on Sundays. •Frequency Change: Route CS1 would operate every 30 minutes during the peak periods and hourly in midday on weekdays. On weekends, the route would operate hourly.

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Route	Near Term Concept Summary	Long Term Concept Summary
Link2Lunch	<ul style="list-style-type: none"> •Alignment Change: There would be no change in the service area. •Service Span Change: There would be no change in the service span. •Frequency Change: No additional vehicles are planned for the on-demand service. •Other Change: The route would rebrand as the Moncks Corner Connector to better communicate that the route is open to the public for any trip purpose. 	<ul style="list-style-type: none"> •Alignment Change: The on-demand service will transition to a fixed-route service that will operate between St. John High School and the Walmart on US-52. •Service Span Change: The service would expand significantly from 8 AM to 7 PM on weekdays only. •Frequency Change: To provide comparable convenience of on-demand service, the route would operate at 15-minute frequencies. •Other Change: The transition to a fixed-route service would be beneficial due to the high concentration of destinations along two linear corridors (Main St. and US-52). It would also ensure that the service can accommodate increases in demand with the same number of vehicles.
Berkeley County West DART	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service. The service would replace existing Route B102 and supplement proposed Routes D305 and CS2.</p> <p>Service Area: This DART zone would expand access to many more riders in western Berkeley County, serving rural areas west of the Cooper River, east of Cooper Store and Jedburg Rds., south of Moncks Corner, and north of I-26.</p> <p>Service Span: The service would operate from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>	See Berkeley County and Dorchester County DART (Long-term concept 2035).
Berkeley County East DART	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service. The service would replace existing Route B105.</p> <p>Service Area: This DART zone would expand access to many more riders in eastern Berkeley County, serving rural areas east of the Cooper River, west of Hwy 41 and south of Lake Moultrie.</p> <p>Service Span: The service would operate from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>	<p>Service Area: This DART zone would expand significantly to the east and north county boundary, replacing service for existing Routes B101 and B105 and supplement proposed Route B104.</p> <p>Service Span: The service would expand to operate all day from 9:00 AM to 5:00 PM, weekdays only.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>

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Berkeley County North DART	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service. The service would replace existing Route B101 service towards Jamestown on US-17.</p> <p>Service Area: This DART zone would operate within 3/4 mile of the existing Route B101 alignment between Moncks Corner and Jamestown.</p> <p>Service Span: The service would operate from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>	<p>Service Area: This service would be replaced by the expanded Berkeley County East DART zone.</p>
West Summerville On-Demand	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This on-demand zone would serve the eastern neighborhoods in Summerville, including areas south of Lincolnville Rd, east of Old Trolley Rd, and west of Ingleside Blvd.</p> <p>Service Span: The service would operate weekdays only from 7:00 AM to 7:00 PM, enabling all day travel and enabling transfers to and from nearby fixed-route service.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>	<p>Service Area: There would be no changes to the service area.</p> <p>Service Span: The service would begin to offer weekend travel from 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>
Summerville-Ladson On-Demand	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This on-demand zone would serve the western neighborhoods in Summerville, including areas south of 5th St, east of Orangeburg Rd, and west of Bacons Bridge Rd.</p> <p>Service Span: The service would operate weekdays only from 7:00 AM to 7:00 PM, enabling all day travel and enabling transfers to and from nearby fixed-route service.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>	<p>Service Area: There would be no changes to the service area.</p> <p>Service Span: The service would begin to offer weekend travel from 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>

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West of US-17 On-Demand	This service is planned for the long-term concept (2035).	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This on-demand zone would serve the neighborhoods west of the US-17 corridor in Berkeley County. This includes the Cane Bay development, Forest Acres, Pine Forest, and Wide Awake.</p> <p>Service Span: The service would operate seven days a week. 7:00 AM to 7:00 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>
Sangaree-North Ladson-West Goose Creek On-Demand	This service is planned for the long-term concept (2035).	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This on-demand zone would serve the neighborhoods north of Summerville in Berkeley County. This includes Sangaree, North Ladson, and East Goose Creek.</p> <p>Service Span: The service would operate seven days a week. 7:00 AM to 7:00 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>
East Goose Creek On-Demand	This service is planned for the long-term concept (2035).	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This on-demand zone would serve the Goose Creek area east of US-52 in Berkeley County. This includes Maple Ridge, Willowbrook, Sedgefield, and Harbour Lake.</p> <p>Service Span: The service would operate seven days a week. 7:00 AM to 7:00 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>

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Maybank Highway On-Demand	This service is planned for the long-term concept (2035).	<p>New Service Description: This is a new microtransit on-demand service where riders would be able to arrange travel when they need it rather than scheduling in advance, offering significant flexibility to riders traveling in their community or connecting to fixed-route service. This would supplement proposed Route C204.</p> <p>Service Area: This on-demand zone would serve the denser neighborhoods on Johns Island between Fenwick Crossroads and the Stono River.</p> <p>Service Span: The service would operate seven days a week. 7:00 AM to 7:00 PM on weekdays, 9:00 AM to 5:00 PM on Saturdays, and 10:00 AM to 3:00 PM on Sundays.</p> <p>Frequency: Service response time would depend on the demand and location of the vehicle(s).</p>
Berkeley County West and Dorchester County DART	See Berkeley County West DART (Near-term concept 2028).	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone that expands upon the near-term Berkeley County West zone. However, the new zone would shift westwards away from the US-17 and US-52 corridors. This would replace parts of existing Route B102 and B101 and supplement proposed Route D306. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This DART zone would span both Berkeley and Dorchester County, extending to their boundaries in the west and north on the western side of Lake Moultrie.</p> <p>Service Span: The service would operate 9:00 AM to 5:00 PM, weekdays only.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>
Charleston County East DART	This service is planned for the long-term concept (2035).	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service. This would supplement proposed Route C203.</p> <p>Service Area: This DART zone would expand access to many more riders in eastern Charleston County, spanning rural areas north of Mt. Pleasant and northwards to the Charleston County boundary.</p> <p>Service Span: The service would operate 9:00 AM to 5:00 PM, weekdays only.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>

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Route	Near Term Concept Summary	Long Term Concept Summary
Charleston County West DART (and Dorchester County South DART in Long Term)	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service. This would replace service for existing Route C201 and C202.</p> <p>Service Area: This DART zone would span rural areas between the western and northern county boundary and the Wadmalaw River to the east.</p> <p>Service Span: The service would operate from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>	<p>New Service Description: This is a new Dial-A-Ride Transportation (DART) zone that expands upon the near-term Charleston County West DART zone. This would replace service for existing Route C201 and C202. To use the DART service, riders would request a pick-up and drop-off within this zone at least 24 hours in advance of their trip, offering flexibility to riders traveling in their community or connecting to fixed-route service.</p> <p>Service Area: This DART zone would span rural areas between the western and northern Charleston County boundary and the Wadmalaw River to the east and expand northwards into Dorchester County up to the edge of Summerville and the Ashley River.</p> <p>Service Span: The service would operate 9:00 AM to 5:00 PM, weekdays only.</p> <p>Frequency: Trip availability and desired travel time would depend on demand.</p>